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State of Iowa
1936

Fifty-ninth Annual Report

OF THE BOARD OF

Railroad Commissioners

FOR THE

Year Ending December 1, 1936

MIKE P. CONWAY, *Chairman*
HARRY B. DUNLAP, *Commissioner*
GEO. A. HUFFMAN, *Commissioner*

J. J. LYNCH, *Executive Secretary*

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Des Moines

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1936

LETTER OF TRANSMITTAL

TO THE HONORABLE CLYDE L. HERRING, *Governor of Iowa.*

In accordance with the provisions of Sections 253 and 7912, Code of Iowa, 1935, we herewith submit to you the Fifty-ninth Annual Report of this Commission for the year ended December 1, 1936.

Respectfully submitted,

MIKE P. CONWAY, *Chairman,*
HARRY B. DUNLAP, *Commissioner,*
GEO. A. HUFFMAN, *Commissioner.*

December 1, 1936.

326125



Charles Webster

In Memoriam

Charles Webster was born on his father's farm at Waucoma, Iowa, May 18, 1859. He remained there until he was sixteen years old, attending the public schools, and then entered the law office of Ainsworth & Hobson at the county seat, West Union, Iowa. Here he studied law for about a year and then taught school for a short time at Eldorado and Fort Atkinson, Iowa. While at the latter town he lived with his brother, Ace, who was station agent and telegraph operator. During this period under his brother's instruction he studied telegraphy and became sufficiently proficient to be appointed the first agent for the Milwaukee Railroad when that line was built through Waucoma in 1880. Later he entered into a partnership with Ace Webster and together for almost fifty years they engaged in numerous industries, including stock buying and shipping, the operation of telephones and gas plants, coal, lumber and building material yards. Mr. Webster was one of the first men in the midwest to realize the importance of telephone development, and for twenty years in his earlier business life his main activity was in organizing, building, developing and dealing in telephone and other public utility properties. Starting in at Britt, Iowa, his promotion in this work spread throughout Iowa, then into Minnesota, Illinois, Wisconsin, Missouri, California and finally into Manitoba, Canada. A company which he and his associates organized laid the first submarine cable under the Mississippi River. Charles Webster was married September 5, 1883, to Dolly Potter of Lawler, Iowa. He was a Republican in politics and was a delegate to the Republican National Convention of 1908. During the World War he received an appointment as State Fuel Administrator from President Wilson, and later Governor Harding tendered him an appointment as State Railroad Commissioner, to which latter office he was subsequently elected for four four-year terms, serving in all from 1917 to and including 1934. The office of president of the National Association of Railroad and Public Utilities Commissioners came to him in 1929, and at one time he was president of the Northwestern Lumbermen's Association. Mr. Webster was a prominent Mason and Knight-Templar, and numbered countless friends throughout the state from his various business, fraternal, political and social connections. His health began to fail in 1934, which forced his retirement from active participation in the many lines of remaining endeavor,

and he passed away at his home, Waucoma, Iowa, July 31, 1936; being survived by his wife and three sons, Joe C. Webster of Lakeland, Florida; Neil A. Webster of Jackson, Mississippi; and Bennett A. Webster of Mason City, Iowa. Charles Webster's life was a varied one, for his active energy found outlet in many different pursuits; his kindly nature together with such outstanding characteristics as thrift and squareness, coupled with an unusual sense of humor, gained him the friendship of a host of loyal supporters, and combined to produce from a pioneer heritage an industrialist who was a credit, and his passing an irreparable loss, to the state and nation alike.

ROSTER

MIKE P. CONWAY, *Chairman*
 HARRY B. DUNLAP, *Commissioner*
 GEO. A. HUFFMAN, *Commissioner*
 J. J. LYNCH, *Executive Secretary*

GENERAL OFFICE

JOHN H. GILLESPIE.....	Assistant Secretary and Special Examiner
HENRY R. ASHLEY.....	Chief Clerk
HARRY C. HOPKINS.....	Reporter
H. W. HULSE.....	Reporter
MILDRED FOSTER.....	Clerk

ENGINEERING DIVISION

GEORGE CHARLESWORTH.....	Electrical Engineer
ED WILSON.....	Assistant Electrical Engineer
H. A. FRANKLIN.....	Engineer
RAY C. JOHNSON.....	Assistant Engineer

MOTOR TRANSPORTATION DIVISION

L. C. DONOHUE.....	Superintendent
O. E. BOYD.....	Assistant Superintendent
DEWEY CHIZEK.....	Assistant Superintendent
JOE BRISTOL.....	Tax Auditor
FLORENCE CHAPMAN.....	Tax Clerk
MARGARET McANDREW.....	Tax Clerk
MARGARET McNERNEY.....	File Clerk
JEANNE McCABE.....	File Clerk
CLARE ANDERSON.....	File Clerk
DOROTHY FLYNN.....	Clerk
LOUISE NELSON.....	Clerk
L. G. LASCHER.....	Examiner
W. B. BLAKE.....	Examiner
E. A. WILCOX.....	Examiner
HAROLD MARCUSEN.....	Examiner
H. M. HOFFMAN.....	Examiner
D. A. LYONS.....	Examiner
LEO F. WOLFINGER.....	Examiner
FRED SHULZE.....	Examiner
L. J. ROARK.....	Chief Inspector
BEN B. BAUGH.....	Special Investigator
FRED WOOLSEY.....	Special Investigator
JAMES McGOVERN.....	Special Investigator
ANDREW B. ALLEN.....	Special Investigator
L. E. McQUAID.....	Inspector
J. G. WOLTERS.....	Inspector
CARL J. BERGER.....	Inspector
CHAS. RIDLER.....	Inspector
M. J. BIRMINGHAM.....	Inspector
ROBERT B. SPEARS.....	Inspector
W. J. WHALEN.....	Inspector
OSCAR C. OSTERHOLM.....	Inspector
J. J. GALLAGHER.....	Inspector
NAT WALTON.....	Inspector
R. W. SCHUG.....	Inspector

RAILROAD COMMISSIONERS' REPORT

MATT F. THEIS.....	Inspector
OSCAR M. ROSS.....	Inspector
A. F. HANNAM.....	Inspector
A. J. REISDORF.....	Inspector
B. F. BECK.....	Inspector
CLEM A. BOYLE.....	Inspector
JAMES H. O'LEARY.....	Inspector
V. M. BENOIT.....	Inspector
HELEN WILLIAMS.....	Stenographer
MARY E. SMITH.....	Stenographer
LEA LANG.....	Stenographer
ETHEL MORTON.....	Stenographer
ELIZABETH LAWLESS.....	Stenographer
MARY LOUISE IRVIN.....	Stenographer
ELAINE JONES.....	Stenographer
JANE FOSTER.....	Stenographer
MADONNA CLARY.....	Stenographer
EDWINA HUGHES.....	Stenographer
STELLA K. MONTGOMERY.....	Stenographer
VIRGINIA AUBRY.....	Stenographer

RATE DIVISION

CARL A. HANSEN.....	Chief Rate Clerk
W. A. McCLINTOCK.....	Rate Clerk
BURTON W. BERGENER.....	Examiner

STATISTICAL DIVISION

C. BAILIE ELLIS.....	Statistician
R. R. JORDAN.....	Examiner

WAREHOUSE AND VALUATION DIVISION

J. E. EUBANK.....	Engineer
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COMMERCE COUNSEL

JOHN C. DE MAR.....	Commerce Counsel
WALTER CONDRAN.....	Assistant Counsel
ALBERT C. ROBERTS.....	Assistant Counsel
MARJORIE COLE.....	Stenographer

Report of the Board of Railroad Commissioners

For the period covered by this report there have been disposed of by the Commission, by formal order or otherwise, 909 cases, distributed as follows:

Involving Airports .....	.....
Involving Railroad Companies	364
Involving the Railway Express Agency, Inc. ....	.....
Involving Condemnation Cases .....	.....
Involving Electric Transmission Lines.....	248
Involving Motor Carriers	241
Involving Truck Operator Permits.....	21
*Involving the Railroad Engineering Department.....	35

*Not including regular inspections of interlockers, highway-railway grade crossing protection and other safety devices or the granting of Pipe Line Permits.

ORGANIZATION OF THE BOARD

On January 14, 1936, the Board organized, and elected Commissioner Conway as Chairman for the year 1936, and J. J. Lynch as Secretary for the same period.

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	10,854,891.58	2,181.00
1881	5,425.98	28,452,181.91	16,788,404.39	11,663,777.52	2,149.63
1882	6,337.43	32,023,966.03	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	25,286,309.30	11,852,090.45	1,420.19
1890	8,412.72	41,318,133.69	27,296,282.83	14,021,849.76	1,666.75
1891	8,413.16	43,102,399.35	28,639,292.77	14,463,106.58	1,719.15
1892	8,407.34	43,741,686.52	29,659,096.54	14,082,589.98	1,675.02
1893	8,401.76	45,003,680.51	32,622,594.43	12,381,086.09	1,474.81
1894	8,489.88	40,699,679.92	28,020,531.03	12,679,148.89	1,493.56
1895	8,486.36	35,835,910.47	24,726,072.45	11,109,838.02	1,309.25
1896	8,495.07	41,841,292.55	28,735,652.59	13,105,639.96	1,542.85
1897	8,478.63	38,269,503.04	25,336,714.38	12,932,788.66	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	31,476,771.68	16,986,386.76	1,994.64
1900	9,171.49	52,074,571.77	35,409,424.92	16,655,146.79	1,815.04
1901	9,353.90	54,764,635.95	37,449,971.10	17,314,664.85	1,851.06
1902	9,485.22	59,170,526.34	39,876,480.47	19,294,045.87	2,034.12
1903	9,496.00	57,159,083.09	40,752,847.60	16,433,235.49	1,730.55
1904	9,803.52	57,692,095.10	42,694,060.85	14,998,034.25	1,529.86
1905	9,826.77	58,474,377.66	41,954,530.94	16,519,846.72	1,681.11
1906	9,827.28	65,856,083.49	46,710,090.54	19,145,992.95	1,948.24

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
1907	9,817.23	72,826,331.94	51,112,377.66	21,713,954.28	2,211.82
1908	9,823.34	67,748,279.53	49,491,027.91	18,257,251.62	1,857.61
1909	9,869.22	69,405,318.65	50,673,878.42	18,731,440.23	1,897.96
1910	9,781.65	74,890,965.34	59,081,554.54	15,809,410.80	1,616.23
1911	9,871.81	78,872,412.92	60,628,526.43	18,243,886.49	1,848.08
1912	9,901.86	76,295,881.43	59,791,778.66	16,504,102.77	1,666.76
1913	9,939.20	86,275,192.41	65,162,511.42	21,112,680.99	2,124.18
1914	10,018.92	88,537,613.50	66,338,471.51	22,199,141.93	2,215.92
1915	10,002.39	88,444,255.31	65,363,453.51	23,080,801.80	2,307.55
1916	9,994.34	92,250,858.89	68,363,170.42	23,887,688.47	2,390.12
1916—Dec. 31	9,942.75	98,288,402.67	70,904,673.45	27,383,729.22	2,754.14
1917—Dec. 31	9,871.78	103,192,601.66	81,637,015.19	21,555,586.47	2,183.56
1918—Dec. 31	9,841.17	117,851,156.00	113,651,157.29	4,199,998.80	426.77
1919—Dec. 31	9,842.05	134,719,330.84	127,963,671.90	6,755,658.94	686.41
1920—Dec. 31	9,841.99	157,537,018.20	167,325,291.87	*9,788,273.67	*994.44
1921—Dec. 31	9,841.97	148,509,282.24	138,621,111.96	9,888,170.28	1,004.69
1922—Dec. 31	9,835.69	143,921,716.22	125,184,598.44	18,737,117.78	1,905.01
1923—Dec. 31	9,827.37	153,216,540.95	131,589,054.44	21,627,486.51	2,200.74
1924—Dec. 31	9,834.17	143,547,959.68	120,996,195.83	22,550,863.85	2,293.11
1925—Dec. 31	9,756.92	139,763,705.89	115,818,978.54	23,944,727.35	2,454.13
1926—Dec. 31	9,744.29	142,946,247.02	117,920,822.03	25,025,424.99	2,568.21
1927—Dec. 31	9,744.16	141,778,880.40	116,616,670.31	25,162,210.09	2,582.29
1928—Dec. 31	9,738.25	147,706,969.80	117,276,798.60	30,429,971.17	3,124.79
1929—Dec. 31	9,699.88	151,472,376.10	118,757,274.15	32,715,101.95	3,372.33
1930—Dec. 31	9,687.59	132,483,286.72	104,861,100.91	27,622,185.81	2,851.28
1931—Dec. 31	9,675.38	107,696,072.61	87,469,228.60	20,226,844.01	2,090.54
1932—Dec. 31	9,592.31	79,640,520.16	68,454,547.85	11,185,972.31	1,166.14
1933—Dec. 31	9,511.23	77,724,799.30	61,621,167.06	16,103,632.24	1,693.12
1934—Dec. 31	9,483.71	81,484,335.58	66,241,454.99	15,242,880.59	1,607.27
1935—Dec. 31	9,349.23	79,435,665.00	69,626,840.00	9,808,825.00	1,049.16

*Operating deficit.

There is a decrease in mileage of steam railways in Iowa, single track owned, of 79.48 miles, made up as follows:

Bellevue & Cascade Railroad Co., 35.72 miles ceased operation.

C., B. & Q. R. R. shows net decrease of 8.38 miles, abandoned line Hamilton to Tracy, 8.38 miles.

Chicago & North Western Ry. shows net decrease of .02 miles, remeasurement.

St. Paul & Kansas City Short Line R. R. shows net decrease of 1.46 miles transferred to side track at Des Moines, Iowa.

M. & St. L. R. R. shows net decrease of 22.95 miles, net decrease of .55 mile near Oskaloosa and decrease of 22.40 miles, abandoned, Martinsburg to junction switch west of Brighton, via Richland.

Wabash Railway shows decrease of 10.95 miles, abandoned from Albia to Hamilton.

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	4,709.00	2,866,150.00	671,000.00
1911	46.90	328,843.91	107,847.09	220,996.82	4,712.09	1,040,500.00	671,000.00
1912	48.63	327,949.04	110,960.55	216,988.49	4,462.03	918,200.00	671,000.00
1913	49.67	348,005.14	106,837.89	241,167.25	4,855.39	918,200.00	671,000.00
1914	49.25	355,222.28	110,820.74	244,401.54	4,962.47	934,800.00	671,000.00
1915	51.32	362,678.66	111,857.23	250,821.43	4,887.40	949,300.00	671,000.00
1916	51.43	435,407.50	160,786.92	274,620.58	5,339.70	956,500.00	671,000.00
1916—							
Dec. 31	51.61	474,112.48	191,728.99	282,383.49	5,471.49	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	671,000.00
1918—							
Dec. 31	55.23	515,342.42	304,047.94	211,294.48	3,825.72	1,432,000.00	671,000.00
1919—							
Dec. 31	59.69	718,497.59	375,809.07	342,688.52	5,741.13	1,118,500.00	671,000.00
1920—							
Dec. 31	61.88	891,439.19	470,353.11	421,086.08	6,804.88	1,118,500.00	671,000.00
1921—							
Dec. 31	64.19	913,818.14	290,800.55	623,017.59	9,705.83	1,118,500.00	671,000.00
1922—							
Dec. 31	64.68	493,904.42	212,694.02	281,210.40	4,347.72	1,250,500.00	450,086.65
1923—							
Dec. 31	68.90	434,626.47	245,784.22	188,842.25	2,740.81	1,258,500.00	450,086.65
1924—							
Dec. 31	72.27	624,780.36	248,532.41	376,247.95	5,206.14	1,259,500.00	618,862.76
1925—							
Dec. 31	72.30	472,600.68	240,533.58	232,067.10	3,209.78	1,358,500.00	651,792.44
1926—							
Dec. 31	73.01	519,394.39	292,364.47	227,029.92	3,109.57	1,358,500.00	946,470.32
1927—							
Dec. 31	84.10	521,954.44	330,162.62	191,791.82	2,280.52	1,358,500.00	894,694.78
1928—							
Dec. 31	85.16	537,323.83	338,884.12	198,439.71	2,330.19	1,358,500.00	827,878.00
1929—							
Dec. 31	212.57	580,251.51	334,420.18	245,831.33	1,104.18	4,418,500.00	1,818,492.68
1930—							
Dec. 31	211.67	607,321.30	331,638.75	275,682.55	1,302.41	4,458,500.00	1,781,444.14
1931—							
Dec. 31	211.78	576,442.89	296,702.62	279,740.27	1,320.90	4,458,500.00	1,826,561.17
1932—							
Dec. 31	211.82	503,335.20	247,499.02	255,836.18	1,207.80	4,458,500.00	1,858,932.60
1933—							
Dec. 31	211.82	491,952.68	211,857.34	280,095.34	1,322.32	4,458,500.00	1,790,978.12
1934—							
Dec. 31	212.17	560,931.71	312,707.53	248,224.18	1,169.93	4,458,500.00	1,771,674.34
1935—							
Dec. 31	184.33	372,316.00	187,632.00	184,684.00	1,002.00	4,458,500.00	1,777,588.00

The mileage of terminal companies shows increase in miles, all tracks, in 1934, of .35 mile.

RAILROAD COMMISSIONERS' REPORT

BRIDGE COMPANIES—ENTIRE LINE

Year Ended June 30	Mileage	Gross Earnings	Expense	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding—Stocks	Amount Outstanding—Debt
1908	26.26	\$973,727.38	\$122,458.61	\$851,268.77	\$32,416.93	\$9,875,800.00	\$1,274,462.49
1909	27.67	675,873.45	41,976.96	633,896.49	21,850.96	9,875,800.00	2,750,000.00
1910	27.70	638,415.39	19,006.92	619,349.47	22,359.19	9,875,800.00	2,750,000.00
1911	31.58	670,262.95	25,069.85	645,193.10	20,430.43	9,875,800.00	2,750,000.00
1912	32.38	497,446.45	18,447.12	478,999.33	14,793.06	9,875,800.00	1,000,000.00
1913	35.78	415,889.90	43,873.95	372,015.95	10,397.31	9,875,800.00	1,000,000.00
1914	36.28	567,785.64	30,581.07	537,204.57	14,807.18	9,875,800.00	1,000,000.00
1915	37.11	582,519.71	17,507.15	565,012.56	15,225.35	9,875,800.00	1,750,000.00
1916	37.38	543,438.31	20,953.20	522,485.11	13,977.66	9,875,800.00	1,750,000.00
1916—							
Dec. 31	37.33	520,575.61	20,491.96	500,083.65	13,396.29	9,875,800.00	1,750,000.00
1917—							
Dec. 31	38.04	502,257.71	22,769.05	479,488.66	12,604.85	9,875,800.00	1,709,003.97
1918—							
Dec. 31	39.91	635,292.93	21,288.42	614,004.51	15,384.73	9,875,800.00	1,688,301.61
1919—							
Dec. 31	43.19	750,871.94	25,528.00	725,343.94	16,794.25	9,875,800.00	1,713,184.84
1920—							
Dec. 31	43.27	434,370.78	34,867.67	399,503.11	9,232.79	9,875,800.00	1,712,604.06
1921—							
Dec. 31	36.40	351,176.86	39,551.98	311,624.88	8,561.12	7,945,800.00	1,730,793.80
1922—							
Dec. 31	36.50	337,960.66	43,802.85	294,157.81	8,059.11	7,945,800.00	1,762,947.95
1923—							
Dec. 31	36.50	347,306.27	62,614.08	284,692.19	7,799.79	7,945,800.00	1,783,565.04
1924—							
Dec. 31	36.87	314,988.92	61,244.76	253,744.16	6,882.02	7,945,800.00	1,802,436.74
1925—							
Dec. 31	36.63	369,124.91	61,861.16	307,263.75	8,388.30	7,945,800.00	1,817,946.29
1926—							
Dec. 31	36.72	340,017.59	57,209.62	282,807.97	7,701.70	7,945,800.00	1,826,631.60
1927—							
Dec. 31	36.72	479,317.71	111,302.25	368,015.46	10,022.20	7,945,800.00	1,948,021.43
1928—							
Dec. 31	38.06	414,177.67	121,859.39	292,318.08	7,680.45	7,945,800.00	2,215,149.65
1929—							
Dec. 31	38.31	417,257.88	127,530.74	289,727.14	7,562.70	7,945,800.00	2,620,358.31
1930—							
Dec. 31	39.78	423,327.95	128,706.00	294,621.95	7,406.28	7,945,800.00	3,630,363.53
1931—							
Dec. 31	38.31	395,318.68	100,871.31	294,447.37	7,685.91	7,945,800.00	3,882,953.88
1932—							
Dec. 31	38.70	373,474.89	56,011.94	317,462.95	8,302.18	7,945,800.00	3,863,590.49
1933—							
Dec. 31	38.70	375,309.98	52,856.63	322,453.35	8,332.13	7,945,800.00	3,848,424.20
1934—							
Dec. 31	38.72	379,459.21	50,752.24	328,706.97	8,489.33	7,945,800.00	3,831,134.47
1935—							
Dec. 31	38.17	327,894.00	58,412.00	269,482.00	7,060.00	7,945,800.00	3,784,037.00

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

ELECTRIC INTERURBAN COMPANIES—COMPARATIVE STATISTICS—Continued

Year Ended June 30	Mileage —Single Track	Gross Earnings from Operations	Operating Expenses	Net Earnings from Operation	Net Earnings Per Mile
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	427.75	2,682,102.34	1,722,072.17	960,030.17	2,244.48
1915	472.48	2,923,032.97	1,805,925.36	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	516.69	4,006,597.00	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	5,343,538.50	4,347,826.98	895,711.52	1,736.01
1920—Dec. 31	514.51	6,704,885.42	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	4,985,563.02	4,305,246.09	780,316.93	1,498.13
1924—Dec. 31	526.55	4,830,106.84	4,090,969.49	739,137.35	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	227,832.09	453.29
1929—Dec. 31	498.15	4,728,367.08	4,305,083.81	523,283.27	1,050.45
1930—Dec. 31	497.23	3,927,194.60	3,387,218.19	539,976.41	1,065.85
1931—Dec. 31	496.44	2,833,298.88	2,936,787.25	*103,488.37	*208.46
1932—Dec. 31	496.52	2,199,646.97	2,482,088.72	*282,441.75	*568.84
1933—Dec. 31	495.44	2,042,606.28	2,219,681.11	*176,984.83	*357.23
1934—Dec. 31	492.50	2,221,586.34	2,138,805.19	82,781.15	168.08
1935—Dec. 31	492.50	2,619,083.00	2,404,721.00	214,362.00	414.94

*Deficit.

ELECTRIC INTERURBAN COMPANIES—Continued

Years Ended	Stock			Debt		
	Mileage Owned —Single Track	Amount Outstanding	Amount Per Mile	Mileage	Amount Outstanding	Amount Per Mile
June 30, 1908	192.57	\$ 6,709,200.00	\$ 35,359.00	188.47	\$ 3,912,000.00	\$ 20,756.61
" " 1909	370.85	13,785,319.32	37,172.22	364.45	9,934,700.00	27,259.43
" " 1910	395.99	14,773,681.11	37,308.22	388.59	11,268,900.00	28,999.46
" " 1911	389.84	14,995,987.40	38,467.03	386.54	12,112,900.00	31,336.73
" " 1912	401.20	16,225,904.66	40,443.40	397.90	13,272,544.00	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	409.68	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
Dec. 31, 1916	491.10	16,830,178.73	34,270.37	484.43	20,700,500.00	42,778.91
" " 1917	507.89	16,424,320.05	32,838.34	504.02	21,510,866.67	42,678.60
" " 1918	509.23	17,172,744.76	33,716.34	505.46	22,201,825.00	43,924.00
" " 1919	509.67	17,349,541.97	34,040.74	505.80	22,866,925.00	45,209.42
" " 1920	510.12	17,552,611.94	34,408.70	510.12	23,149,525.01	45,380.55
" " 1921	509.96	18,381,250.47	36,044.49	509.96	25,867,352.65	50,724.28
" " 1922	518.34	18,654,505.69	35,988.93	518.34	26,603,545.64	51,324.51
" " 1923	518.70	18,906,572.20	36,449.91	518.70	29,099,328.45	56,100.49
" " 1924	524.37	19,169,449.64	36,557.11	524.37	29,505,500.13	56,268.64
" " 1925	518.87	28,737,861.04	55,385.47	518.87	38,558,090.44	74,311.61
" " 1926	506.58	31,224,547.23	61,637.94	506.58	41,047,973.00	81,029.59
" " 1927	506.58	28,814,824.00	56,881.09	506.58	44,394,709.74	87,636.13
" " 1928	488.40	33,850,466.49	69,308.90	488.40	43,756,637.46	89,591.80
" " 1929	480.23	35,613,517.91	74,150.29	480.23	45,195,382.22	94,111.95
" " 1930	479.31	37,012,460.14	77,220.29	479.31	48,556,048.70	101,304.06
" " 1931	478.52	38,385,569.24	80,217.27	478.52	49,177,446.18	102,769.88
" " 1932	478.60	36,080,746.84	75,388.10	478.60	48,321,796.54	100,964.89
" " 1933	477.33	36,237,334.69	75,937.68	477.33	45,869,134.70	96,095.22
" " 1934	474.39	35,998,976.00	75,884.77	474.39	44,629,032.25	94,076.67
" " 1935	474.39	35,938,482.00	75,757.25	474.39	44,433,216.00	93,663.89

General Cases Involving Railroads

No. A.-4583—1936. H. J. Brownell, Spirit Lake, v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Cattle Pass. This case was set down for hearing on June 28, 1934, was continued and fully heard at Spirit Lake on June 30, 1934, and under date of July 3, 1936, the following Stipulated Agreement was made a matter of record:

A complaint was filed on July 8, 1932, by Mr. H. J. Brownell, Spirit Lake, Iowa, alleging that previous to five or six years before this filing a cattle pass under the tracks of the C., M., St. P. & P. Railroad had been available between the two portions of his farm separated by the railroad line. This underpass consisted of a passage way between bents of a trestle, such trestle having been filled with dirt and the passage way consequently closed. The complainant asked that the trestle be excavated and the cattle passage way restored.

This matter was set down for hearing on June 28, 1934, at Spirit Lake, Iowa, and was continued to the date of June 30, 1934, at Spirit Lake, Iowa, same being fully heard on that date.

Mr. Brownell owns land located as follows:

The southeast quarter of the northeast quarter of the northeast quarter and the southeast quarter of the northeast quarter of Section 8, Township 99, Range 36 West, and the southwest quarter of the northwest quarter and the south one-third and the west quarter of the northwest quarter of the northwest quarter of Section 9, same township and range, Dickinson County, Iowa, being located approximately one mile south of Spirit Lake, Iowa.

The railroad enters Section 9 at a point 800 feet east of the northwest corner of Section 9, and traverses Sections 9 and 8 in a direct line and in a southwesterly direction to a point 400 feet west of the southwest corner of the northeast quarter of Section 8. The residence and buildings are located in the northwest corner of Section 9. There are approximately 56 acres lying on the west of the tracks and 50 acres on the east of the tracks. The cattle pass as proposed is located at the approximate point where the railroad track intersects the west line of Section 9, which is also the east line of Section 8. It was ascertained that the railroad track is on an embankment 5.9 feet in height at this location and that the location is the only logical one for such a passage way between the two portions of the farm. Further investigation was made by a representative of this Board after hearing, together with a representative of the railroad company, and it was deemed advisable to recommend a 60-inch tile be installed as a cattle pass. Mr. Brownell agreed to provide whatever drainage was necessary, as well as to provide upkeep in so far as keeping the tile free of silt, snow, etc., is concerned, and to provide wing fences.

The estimated cost to the railroad company was \$295.00 for 60-inch pipe and \$434.00 for 75-inch pipe, not allowing for expenditures in connection with changes in track structure. Mr. Brownell accepted on September 6, 1934, the proposal to install a 60-inch pipe, and same was installed by the railroad company on October 8, 1934. Mr. Brownell advised on October 24, 1934, that he had constructed acceptable wing fences. The completed cost of the changes incident to the installation of 60-inch pipe reported by the railroad company as \$627.63.

In view of the agreement hereinabove stated, this file is, therefore, closed without the necessity of a decision and order by this Commission.

Filed July 8, 1932. Closed July 3, 1936.

No. A-4593—1936.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, *Petitioner*,

v.

BOARD OF SUPERVISORS OF MONTGOMERY COUNTY, *Defendant*

Decided February 22, 1936

GRADE CROSSING—CLOSING OF.

Held, upon hearing, that crossing should be closed to public travel, and that it should be made a private crossing, the railroad company to provide fences and gates.

Appearances:

For the C., B. & Q. Railroad Company—J. C. Pryor, Atty., for Iowa, Burlington, Iowa.

For H. P. Heuer, Objector—Paul W. Richards, Atty., Red Oak, Iowa; Clifford Powell, Atty., Red Oak, Iowa.

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

For the Board of Supervisors of Montgomery County—G. W. Stine-mates, Member, Malvern, Iowa.

There was filed on March 16, 1933, an application by Mr. J. C. Pryor, Attorney, Iowa District, Chicago, Burlington and Quincy Railroad Company, asking that this Board hear and determine the matter of the closing of a grade crossing in Montgomery County, where old Primary Highway No. 34 crosses the Chicago, Burlington and Quincy Railroad main line tracks at grade at C., B. & Q. milepost 449.38.

The application is filed under the provisions of Sections 8020-8022 of the Code of Iowa, 1935.

This matter was accordingly set down for hearing on July 12, 1933, at the office of the Montgomery County Auditor, Red Oak, Iowa, and the case was fully heard and taken under advisement. No decision has been rendered because of the hope that the C., B. & Q. R. R. Co. and the objectors would arrive at an amicable agreement in this matter, thereby avoiding the necessity of a decision. Late correspondence indicates that there is no hope of such an agreement being consummated and we therefore render this opinion.

The highway which makes this crossing necessary begins at the northwest corner of Section 29, Township 72 North, Range 39 West, Montgomery County, Iowa, and extends east for a distance of approximately 2,960 feet where it intersects the south right of way line of U. S. Highway No. 34 as now located. The highway railroad grade crossing is located on this road approximately 300 feet west of the south right of way line of U. S. Highway No. 34. The old Primary Highway No. 34 was located on this highway previous to its improvement and relocation in this territory. The west end of this road at the northwest corner of said Section 29, junctions with a north and south highway, the said highway extending north for a distance of 700 feet where it crosses the C., B. & Q. main line on a viaduct and continues north an additional 200 feet junctioning with the U. S. Highway No. 34.

Approaching from the east, the grade crossing in question is located on a gradually descending gradient. The railroad track extends in the northwesterly and southeasterly direction, crossing the highway at approximately a 35° angle.

The traveler on the highway approaching this crossing from the east has his view of trains approaching from the southeast, obscured until at a point some 60 feet from the crossing, at which time his range of view is between 600 feet and 700 feet along the railroad track, such restricted view being caused by the railroad being in a cut. The view to the northwest along the railroad tracks is practically unobscured. Approaching from the west on the highway, the view to the northwest along the tracks is reasonably good for the larger portion

of the distance except when at a highway bridge located 120 feet west of the crossing and the view to the southeast along the tracks is obscured until at a point 45 feet from the track, at which time a train may be seen on the railroad at a distance of 700 feet, this obscured view being caused by the cut on the railroad.

This matter had been previously submitted to the Board of Supervisors of Montgomery County and final action was taken by said Board on August 9, 1932, they refusing to order the vacation of the highway from the northwest corner of the northwest quarter of Section 29 east to the junction with Federal Highway No. 34. Board of Supervisors had previously appointed Mr. N. O. Larson as commissioner to determine whether or not this highway should be vacated, consequently resulting in the vacation of the grade crossing, and he reported under date of October 13, 1931, that it was not expedient and necessary for the accommodation of the public that this highway be maintained as a public road. It appears that at the time of the construction of new U. S. Highway No. 34 and the abandonment of the routing of highway over dirt roads, that there was a tentative agreement between the C., B. & Q. R. R. Co. and the Highway Commission and the Board of Supervisors of Montgomery County to the effect that this roadway would be vacated and consequently the grade crossing on said highway would be closed. It appears, however, that this was only in the nature of an oral agreement.

There was filed as Exhibit "A" at the hearing, a petition signed by 15 persons, eight of them being individuals living in the said community and seven of them being members of the West Garfield Threshing Association. Their principal basis of objection was that this highway is necessary for the transportation of heavy loads, threshing machines and like material; that the road is a federal postal road; that said road is used by school children; that said road is necessary for the safe driving of live stock; and that said vacation was contrary to public interest and general welfare. Testimony was offered at the hearing by Mr. H. P. Heuer, the only objector at hearing, who owns land located in the north half of said Section 29, and who has farm buildings and residence located in the northwest corner of said section. He additionally claims damage to value of property, primarily on account of his buildings facing the highway which it is proposed to vacate.

The northwest quarter of Section 29 and a portion of the northeast quarter consisting of 98.41 acres, is owned by Mr. H. P. Heuer. The portion in the northeast quarter is intersected by the railroad in the north part thereof, leaving 10.02 acres of a triangular shape bounded on the south by the railroad, on the north by U. S. Highway No. 34 and on the east by Crabapple Creek. Therefore the closing of this crossing would cut off access to this portion of land but would still be accessible by using the dirt road north from his residence to U. S. Highway No. 34 and thence by said highway to this parcel of land. The distance from his home to this parcel of land, traveling by the latter route, is 4,770 feet, and by the road running directly east is 3,070 feet, or a difference of 1,700 feet.

It is probable that some heavy loads are moved by this road when the highways are in the best of condition. The gradient on this road eastward for 1,200 feet is 5% to 8% ascending and does not lend itself to heavy transportation except under best conditions. There was some mentioned objection to the use of the north and south road for heavy loads because of the fact that the railroad viaduct might not be of sufficient strength to support such loads, but no specific testimony was offered to prove the statements. Insofar as this viaduct is concerned, it can be maintained in a satisfactory condition for the heavy loads. This road is not used for postal service according to the best information available. The testimony shows that "there was one boy up until last year" who could use this road in traveling to and from school and that there was a smaller child who would be ready for school in

a year or so. The school is located one mile south of the northwest corner of Section 29 and the school district would therefore extend only a short one-half mile east of this crossing. Even though this roadway should be closed, the routing by the paved highway may be used. We do not believe the live stock driven to market at this time is sufficient to justify the maintenance of the highway for such purpose.

It was recently indicated by the county engineer of Montgomery County that it was probable that the Board of Supervisors would be agreeable to maintaining the roadway and the bridge over creek if the crossing was made a private crossing.

It is not within the province of this Board to order the highway closed, but it is provided that a crossing may be vacated under powers provided in Sections 8020-8022 of the Code of Iowa, 1935.

In a case entitled Board of Supervisors of Union County vs. C., B. & Q. Railroad Company, decided January 12, 1926, a highway crossing at grade near Kent, Iowa, was ordered closed and travel diverted so as to pass through a nearby underpass. The issues and circumstances in the Kent case are in many respects the same as are involved in this case.

IT IS OUR OPINION that this crossing should be closed to public travel and that it should be made a private crossing, the railroad company to provide a fence and gate along its north right of way line and to provide a fence and gate located south of its track, such fence so situated that it will permit access and use of bridge over creek located approximately 120 feet west of crossing, and permit also access to the property of Mr. Heuer in the northeast quarter of Section 29 as located south of the railroad tracks.

Such fences and gates shall be erected within sixty days after the date of this order.

IT IS THEREFORE SO ORDERED.

Filed March 17, 1933. Closed November 19, 1936.

No. A-4616—1936. W. D. Cory, et al, Elkhart, v. Chicago, Rock Island & Pacific Railway Company. Station Facilities and Service. Discontinuance of Agent. Under date of January 29, 1935, there was filed a petition from the citizens of Elkhart, Iowa, protesting against the proposed discontinuance of the agent at that point. Later it appears that the railroad company decided to continue the agency service as heretofore, and the file is, therefore, closed.

Filed January 29, 1935. Closed November 19, 1936.

No. A-4617—1936. Citizens of Henderson and Macedonia v. Chicago, Burlington & Quincy Railroad Company. Station Facilities and Service. Discontinuance of Agents. This case was disposed of without hearing due to a decision on the part of the railroad company to allow an agent to remain at Henderson and provide custodian service at Macedonia.

Filed April 18, 1935. Closed April 5, 1936.

No. A-4623—1936.

HARRY MILLER, OLIN, *Complainant,*

v.

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY,

Defendant

Decided December 10, 1935

SITE—CANCELLATION OF LEASE AT MORLEY.

Held, upon hearing, that railroad company should be permitted to cancel lease covering elevator site.

Appearances:

For the Petitioner—John C. De Mar, Commerce Counsel of Iowa,

Des Moines, Iowa; Stephen Robinson, Assistant Commerce Counsel of Iowa, Des Moines, Iowa.

For the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Objector—Hughes, O'Brien and Hughes, Attorneys, Des Moines, Iowa, by John N. Hughes and John N. Hughes, Jr.

An application was filed on October 12, 1935, by Mr. Harry Miller, Olin, Iowa, asking that the rights of parties be determined in controversy relating to the cancellation of a lease by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company covering a grain elevator at Morley, Iowa, belonging to Mr. Miller and located upon railroad property; also that appropriate order be entered after hearing in this matter.

This complaint was brought before this Board for determination under the provisions of Section 8169, Code of Iowa, 1931.

Briefly the complainant states as cause for complaint the following: That lease was entered into with the railroad company in 1913 by Miller & Peet for railroad property to be used and occupied for grain elevator purposes; that said lease was assigned to the complainant herein in February, 1917, and approved by defendant herein; that said lease, at a rental of \$10.00 per year, was to continue yearly from September first each year, unless terminated; that either party might terminate on sixty days' notice; that elevator was erected at a cost of \$4,500.00 by the complainant after assignment on account of fire having destroyed the elevator; that rentals have been paid to September 1, 1935, and rental tendered to September 1, 1936; that termination of lease notice was received by complainant on August 27, 1935; that elevator and premises have been used and operated for grain elevator purposes, devoted to public use and open to the public to the capacity of said elevator; that there is no controversy relating to yearly rental fee; that total loss would result from the removal of elevator from premises; that this is the only elevator in Morley and its removal would leave the town without such service, there being no other elevator or railroad serving this community.

The Chicago, Milwaukee, St. Paul and Pacific Railroad Company stated for answer that the lease contained a sixty-day cancellation clause and termination notice was given in accordance with such provisions; that it has the sole and absolute right to determine who shall occupy its premises and that it may refuse to renew a lease as one of its legal rights; that the complainant herein is not occupying the premises as a good faith patron of the railroad company and as a shipper over its lines, but that said premises are being used as a private business house; that grain and other products are received and shipped by truck to and from distant points; that the complainant herein has assumed an attitude adverse to the railroad company in receiving shipments over other lines of railway and by trucking; that he has solicited other shippers to not ship over this railway resulting in what they believe to be a substantial loss of business; that his occupancy of these premises is a detriment and hindrance to their business; and that so long as the complainant continues in the elevator business at Morley, that it is impossible to locate anyone else thereon who will secure shipments over defendant lines and work for the interest of the company. The railroad company further states that this Board has no jurisdiction or authority to determine such issues and ask that the complaint be dismissed.

The town of Morley is located approximately 20 miles east of Marion on the main line of the C. M. St. P. & P. Railroad Company. The territory surrounding this town is devoted to farming and the feeding of live stock, that south of Morley being more largely devoted to grain and that north more largely to feeding. The town of Anamosa (3,579 pop.) is located 9 miles north and west of Morley (117 pop.) and a gravel road connects Anamosa and Morley, extending thence south to Mechanicsville, on the C. & N. W. Ry., an additional 8 miles. The town of Martelle (185 pop.) is located 6 miles east of Morley and the station

of Paralta (few pop.) 5 miles east of Martelle, both on the main line of this railroad. Olin (632 pop.) is located 6 miles east of Morley; the small station of Hale (few pop.) 4 miles east of Olin; and the station of Oxford Junction (759 pop.) some 7 miles farther east, all on the main line. The station of Wyoming (634 pop.) is located approximately 6 miles north and west of Oxford Junction on the Monticello Line of the defendant railroad company. The towns of Martelle, Olin, Oxford Junction and Wyoming are connected into the primary road system by surfaced roads. The towns of Martelle, Morley, Olin and Oxford Junction are directly connected by dirt county roads extending east and west.

The elevator at Morley is a frame structure equipped with elevator for grain loading and has a capacity of 10,000 bushels. It is approximately 20 feet by 24 feet, located on the north of the railroad tracks and east of the station. It was formerly equipped with grinder but same was removed several years ago when portable grinders became common. The scale was not inspected during the years 1934 and 1935, grain being weighed at other locations. Some storage business has been done in the past years but the complainant has not complied with present law regarding storage, and therefore cannot store grain at this time. The chief business is the buying and selling of grain as commonly carried on in this business. The testimony indicates that the elevator keys were left with a local man whose wife operates a restaurant and that this man at the times he might be present, weighed and dumped the grain presented, the grain having usually been purchased by Mr. Miller before delivery. Since cancellation notice was received, the keys are retained by the owner and there is no representative in Morley. The elevator is used, at least to an extent, for storage for owners' own feeding purposes, with the further statement that this had not interfered with receipt of grain from others.

The crops have been average for the last two or three years. In the years 1932-1933 low prices existed for grain and tendency was to feed instead of sell grain.

Mr. Miller lives on a farm near Olin and owns one other farm. He also has a pasture located about half way between Morley and Anamosa. He does considerable stock feeding at these locations.

It has not developed that there has been an excessive amount of grain moved to or from distant points by trucks.

The record shows for the period of 1931 to November 1, 1935, for the seven stations, carloadings of grain from Paralta, 0; Martelle, 88; Morley, 53; Olin, 11; Hale, 9; Oxford Junction, 52; and Wyoming, 3, a total of 323; and grain received, 0, 7, 4, 0, 2, 15, and 12, a total of 40 carloads. The stations of Martelle, Morley and Olin forwarded 259 cars or approximately 80%. Mr. Miller forwarded 17 carloads (12 in '33, 3 in '34 and 2 in '35) or 32% of grain shipments from Morley. The stock shipments for the same period from the seven stations aggregated 2,631 forwarded and 613 received. The three stations forwarded 1,136 cars or 43% and received 306 cars. Morley forwarded 159 cars and received 34. Mr. Miller forwarded 6 cars and received 4.

It is believed the chief value of comparative figures given for shipments is that they show that this particular territory does yield a considerable volume of business and that the three towns of Martelle, Morley and Olin are the larger shippers of grain and relatively large shippers of stock, in spite of the fact that these towns are smaller than others in the same territory. We appreciate there are many variable factors and that no method is derived that one town should do a specific volume of shipping business of one kind. Mr. Miller's statements were to the general effect that even though he had not done a considerable volume of grain business at Morley, he had been responsible for shipments of stock and some other products moving by rail at Morley as well as at other stations on the Milwaukee and introduced evidence to show 11 cars loaded from other points on Milwaukee and was responsible for some

other shipments into and out of towns on Milwaukee. The record does not indicate that he contributed very largely in this five year period to rail shipments at Morley, he moving approximately 32% of the grain and 4% of the stock. Again, however, it would not be just to pass judgment on this basis, as he is only one shipper, particularly as relating to stock shipments. As to grain, we believe it can be reasonably expected that the elevator in a town of this kind will handle the greater percentage of grain movements.

The elevator operator at Martelle in his testimony stated that of the 88 cars forwarded from that station he had handled all of them; that he had drawn some business from the Morley territory; that his elevator is equipped with machinery to process ground feed and that this part of his business had always been profitable and that most of the Milwaukee elevators in this territory were so equipped; that in his judgment Martelle territory is a heavier stock feeding territory than Morley. He further stated that Martelle has a bank while Morley has not had one since last spring.

The Milwaukee introduced some testimony endeavoring to show that the attitude of Mr. Miller was antagonistic to the railroad, one portion of evidence being the introduction of Exhibit No. 1, same being a letter from Mr. Miller addressed to the station agent at Morley, wherein Miller threatened to withdraw all business from the Milwaukee if a certain man was left on the school board at Olin. They also introduced evidence to show that shippers were more or less unfavorable to Mr. Miller, the chief points of this testimony being that the elevator at Morley was closed too much of the time; that an elevator operated as such was necessary at this station but useless as operated in the past; that in some cases there was dissatisfaction with prices in comparison with those offered at Olin and Martelle; that the scales were small, being 4-ton, had not been inspected and that it was necessary to pay for weighing over other scales. There was also the statement made that when elevator business was good prior to the year 1931, the elevator was then open only every other day.

Yearly rental received by the Milwaukee is of no consequence, probably being only sufficient to pay the cost of renewing lease. There is a rightful expectation on their part that the rental of such property will derive some business for the railroad and they are naturally particular who leases or continues to hold lease on the property, they endeavoring to guard against an undesirable tenant. He should, of course, be an individual who is liked in the community and who will attract business to that location, and the business as such should be reasonably available to the public at hours and seasons applicable to that business.

The testimony introduced did not fully clear some features of the situation at Morley in the mind of this Board and believing they have a right to determine such additional facts as appear pertinent, made further investigation. This was done by Chairman Conway, Commissioner Dunlap and Inspector Boyle. This investigation was made, particularly as concerning the general attitude of the people of this community towards the business methods of the complainant and the general result of such investigation was that the predominant attitude of the people of this community was adverse to the complainant's manner of doing business.

The C., M., St. P. & P. R. R. Co. denied that this Board had jurisdiction in matters of this kind and made reference to case of Ferguson vs. Illinois Central Railroad, 210 N.W., wherein the Supreme Court of Iowa set aside an order of this Board granting a lease and fixing the rental for the location of a coal shed on railroad property for the principal reason that private property was being taken for other than a public use. We have reviewed the case and believe that an elevator such as this one and an elevator as commonly used for the handling, warehousing and storage of grain is dedicated largely to public use, the facilities being available under certain requirements to the general public dealing

in such products. Warehousing laws have been enacted in several states and by the Federal Government. The complainant in this case has not yet complied with the provisions of the statutes as relating to the storage of grain, same having become effective July 4, 1935, but can comply at any time that the business demands the action. It appears to us that under Section 8169, Code, 1931, grain is an article of commerce received and stored for transportation and in such respect the elevator serves a public use. The court stated in the above decision:

"Under the general and broad terms of the statute, it is possible that the Board of Railroad Commissioners may properly be called upon to act in connection with a case where a use of railway property by another party may be a proper public use."

Because of the facts, circumstances and conditions hereinbefore stated IT IS OUR OPINION that the C. M. St. P. & P. R. R. Co. should be permitted to cancel the lease covering elevator site at Morley, Iowa, on which elevator is located belonging to Mr. Harry Miller, the complainant in this case.

IT IS SO ORDERED.

Filed October 12, 1935. Closed December 10, 1935.

No. A-4624—1936. Atlantic Northern Railway Company, Atlantic. Application for authority to abandon line between Atlantic and Kimballton. Granted under date of December 11, 1936, as follows:

Application has been filed with this Board by the Atlantic Northern Railway Company to abandon its railroad extending from Atlantic, Cass County, Iowa, through Shelby and Audubon Counties and terminating at Kimballton, in Audubon County, a total distance of 17.7 miles. This petition was filed as the road is now and has for some time past been unable to pay its operating expenses.

A petition was filed by the above railway company with the Interstate Commerce Commission to abandon interstate operation, and no protests were filed to said petition for abandonment and the Interstate Commerce Commission, on or about December 7, 1935, issued an order permitting the abandonment.

No protest has been filed with this Commission in reference to the abandonment of the intrastate operation.

It is, therefore, hereby ordered that the Atlantic Northern Railway Company may cease operating its railroad as an intrastate carrier, effective January 1, 1936.

Dated at Des Moines, Iowa, this 11th day of December, 1935.

Filed December 10, 1935. Closed December 11, 1935.

No. A-4626—1936. Citizens of Wadena, et al., v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Proposed curtailment of carload freight service to two days a week and the substitution of motor truck service for L. C. L. freight between West Union and Turkey River. After a short trial the railroad company discontinued the motor truck service, as the operation appeared to be in violation of the Iowa Motor Carrier Law, and reinstated the train service as heretofore rendered.

Filed October 17, 1935. Closed April 20, 1936.

No. A-4627—1936. Town of Guttenberg, by G. W. Hunt, Atty., v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Speed of Trains. Under date of March 14, 1936, the Board issued the following order:

Under date of December 10, 1935, there was filed with this Board by Mr. G. W. Hunt, Attorney, Guttenberg, Iowa, an Ordinance of the Town of Guttenberg relating to the speed of trains operating over the streets or through the limits of that town and providing therein maximum

rates of speed permissible, together with penalties for violation thereof, and further providing that the Ordinance would be in full force and effect from and after its passage and publication and after its approval by this Board. A copy of said Ordinance was submitted to the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, and after considerable negotiation this Board was advised under date of February 12, 1936, by Mr. John N. Hughes, attorney for said railroad company, Des Moines, Iowa, that an agreement had been reached and that an Ordinance would be prepared and submitted to this Board for approval. There was received in this office under date of March 9, 1936, an Ordinance providing the same requirements as were contained in Ordinance submitted under date of December 10, 1935, except that the rate of speed for trains operating over the streets or through the limits of the Town of Guttenberg, Iowa, is set at not to exceed twenty-five miles per hour.

In accordance with the provisions of Section 5973, Code of Iowa, 1935, providing for the approval by this Commission of such Ordinances and finding that the railroad company has no objections to the rate of speed of not to exceed twenty-five miles per hour, and this Board considering this provided maximum rate of speed satisfactory at this location, the Board finds that this Ordinance should be approved, and it is so ordered.

Filed November 6, 1935. Closed March 14, 1936.

No. A-4628—1936.

BOARD OF SUPERVISORS OF DECATUR COUNTY, *Complainants*,

v.

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

Decided June 22, 1936.

GRADE CROSSING NEAR DAVIS CITY.

Held, upon hearing, that the establishment of a grade crossing over the railroad tracks west of Davis City should not be permitted.

Appearances:

For the Petitioner—Dio S. McGinnis, County Atty., Decatur County, Leon, Iowa.

For the C., B. & Q. Railroad Company. J. C. Pryor, District Atty., Burlington, Iowa.

Under date of February 3, 1936, the Board of Supervisors of Decatur County, Iowa, filed by their attorney, Mr. Dio S. McGinnis, County Attorney for Decatur County, an application for hearing in the matter of the establishment of a highway crossing at grade with the tracks of the Chicago, Burlington and Quincy Railroad Company approximately .9 mile west of the west corporate limit of Davis City, Iowa, same being located near the center of the southeast quarter of Section 3, Township 67 North, Range 26, West of the Fifth P. M., Decatur County, Iowa. This application alleged that this crossing should be established as a measure of safety to life and property, as well as a great public convenience and necessity; that its establishment would practically eliminate an exceptionally dangerous intersection of a secondary highway with Primary Highway No. 69 at a point approximately 1 mile west of the proposed grade crossing location; that within the past few years rock quarries have been operated in the near vicinity of this dangerous intersection, and at the time of the filing of this application there were approximately 100 loads of crushed rock being moved daily from said quarry, resulting in some 200 movements of trucks entering and leaving Primary Highway No. 69 at the said dangerous intersection, in addition to the regular travel by the general public in this vicinity; that these quarries will probably be continued in operation at least a portion of the time and that said travel will continue for several years; that the proposed crossing would be at a right angle with the railroad track with no obscured view and be easy of access and inexpensive of maintenance;

that the intersection of said proposed road for crossing with Primary Highway No. 69 would be safe and convenient; that there is no other feasible way to eliminate the dangerous intersection of said secondary road with State Highway No. 69; and that the matter of the establishment of this crossing had been submitted to the officers of the Chicago, Burlington and Quincy Railroad Company, said company having refused to permit the establishment of said crossing.

This matter was set down for hearing before this Commission on March 12, 1936, but was for various reasons postponed to the respective dates of March 19, April 10, and June 15, 1936.

The record shows that under date of July 1, 1935, the Board of Supervisors of Decatur County adopted a motion establishing a roadway at the location where it is proposed to establish a crossing at grade with the tracks of the Chicago, Burlington and Quincy Railroad Company.

The Chicago, Burlington and Quincy Railroad Company, by its attorney, Mr. J. C. Pryor, Burlington, Iowa, on June 15, 1936, filed for answer stating that this Board is without jurisdiction to grant said application; that it is denied that the proposed grade crossing could possibly be a measure of safety to life and property or a public convenience and necessity, stating rather that such establishment would create a serious hazard to life and limb and would in all probability occasion loss of property, as well as personal injury; that in the year 1914 the Chicago, Burlington and Quincy Railroad Company contributed the sum of \$620.00 toward the rerouting of the secondary highway now south of the tracks in order to eliminate two grade crossings then in use; that in the year 1920 a pile trestle was constructed at a point approximately 1 mile west of the now proposed crossing in order to eliminate a grade crossing where the secondary road, which was at that time a part of the state primary road system, crossed the C. B. and Q. at grade, the cost of said pile structure being \$3,300.34, and that in 1925 this structure was improved at an additional cost of \$3,989.75; that in 1929 Primary Highway No. 69 was built, same being a paved highway, and this highway taking the traffic which formerly used what is now the secondary road; that it is denied that there is any prospect of permanent traffic from the quarries, and it is further denied that this traffic would be made safer or more convenient by the use of the proposed grade crossing; and that it would be against public interest and unjust to said railroad to grant this application.

Beginning at the west corporate limit of the town of Davis City where said corporate limit is intersected by the tracks of the C., B. & Q. Railroad Company, said track extends in a general southwesterly direction for a distance of approximately 1.5 miles, where it curves to the south for an approximate distance of .5 mile. The proposed crossing at grade is located .9 mile west of the west corporate limit of Davis City, while an underpass for the secondary highway is located 1.74 miles west of the corporate limit. Paved Primary Road No. 69 is located on the north of the tracks and at the west limit of the town is parallel to and adjacent with the railroad right-of-way, extending in general parallel to the railroad track for the entire distance here under consideration until it reaches a point where the railroad is extending in a southerly direction, at which point the highway turns directly west, and it is at this point that the dangerous intersection occasioned by the intersection of the secondary road and the primary highway is located. The separation between the railroad track and the primary road at the proposed crossing location is 400 feet. The secondary highway at this point is immediately south of the track.

Beginning at the same point on the corporate limit of Davis City, the secondary road extends south 2,240 feet, thence west approximately 3,200 feet, at which point it begins a parallel with the south right of way line of the C., B. & Q. Railroad Company and continues such parallel for an approximate 3,200 feet, thence deviates to the south and west for about 2,400 feet where it passes under the C., B. & Q.

railroad track and continues in a westerly direction for approximately 600 feet, intersecting the primary road at an interior angle of 22 degrees 35 minutes. The quarries are located some 1,500 feet east of the underpass and are on the south of the secondary road in the angle formed where the secondary highway begins its deviation after parallel with the railroad. Previous to 1914, this highway crossed the tracks of the railroad .86 mile west of the west corporate limit and continued west, thence south, again crossing the tracks 1.14 miles west of the above named point. Also previous to 1920, this secondary road crossed the tracks at grade at a point 1.68 miles west of the west city limit of Davis City, or at a location approximately 300 feet north of the present underpass. There have, therefore, been three grade crossings eliminated by the rerouting and the construction of an underpass.

The danger at the point of the intersection of the secondary and primary highways is caused by the sharp angle at which the secondary road intersects the primary road and by a reasonably heavy ascending grade from the underpass to the intersection. The grade for the first 500 feet westward from the underpass is 3.1 per cent, while the remaining 100 feet has a grade of 7.5 per cent. Vehicles approaching this intersection on the secondary road are required to stop, and such vehicles as are turning to the east are invariably forced to cross or to foul the center line of the paving in making the turn even though they have gone as far to the left on the secondary road as is possible. The danger to those vehicles leaving the secondary road and proceeding in a westerly direction on the paved highway is not of such serious consequence. The primary road has a 6 degree curve to the right, the end of curve ending at approximately the intersection, and this results in limiting the clear sight distance of a person approaching on the highway from the east or a person entering the highway from the secondary road to a distance of 400 feet.

Exhibits 2 and 3 show that it is contemplated to construct a road extending east and west to the quarries to a point a short distance east of the quarries, thence extending north and intersecting the secondary road where it parallels the south line of the railroad, thereby eliminating the greater portion of the secondary road which is in low ground and subject to bad road conditions in unfavorable weather.

Exhibit 1 shows the traffic on this line of the C., B. & Q. Railroad, which extends between Chariton, Iowa, and St. Joseph, Missouri, as being one first class train each direction each day and one first class train each direction daily except Sunday. There is one second class train each direction daily except Sunday and one second class train each direction three days per week, or an average of seven trains per day over this track.

The testimony of the witnesses who appeared for the county was largely in verification of the facts above stated. They presented testimony to indicate that the grade crossing where the secondary highway crosses the railroad tracks on the west limit of Davis City is a dangerous grade crossing, particularly when approaching from the south, because of the fact that an orchard and pine trees are located east of the road and south of the tracks at the intersection, and further because of the fact that a train might be occupying the siding located north of the main line which would obstruct view, and also because of the fact that certain buildings and cars on other tracks in Davis City would obstruct view. They maintained the point that the three crossings previously eliminated by the rerouting of secondary highway and the construction of an underpass had not been officially closed, but agreed that they were in fact closed by the construction of right of way fence on either side of the track and that the roadway was not in use. They submitted testimony to show the danger of the intersection at the secondary and primary highways, and estimated the number of trucks operating out of the quarries about as heretofore stated.

Testimony was offered on behalf of the railroad company by the

division engineer and by the general superintendent of this district of the railroad. Their statements were largely in verification of the information furnished in the answer of the railroad company, with the additional opinion of witnesses that the crossing at the west corporate limit of Davis City was not in their opinion a dangerous crossing.

The proposal in this case to establish a grade crossing seems to be primarily based upon the fact that the truck traffic operating to and from the quarries since the year 1933 creates a need, it being agreed by witnesses that there was only a small amount of such traffic previous to that time, and further because of the fact that this traffic is endangered at the intersection of the secondary and primary highways west of the quarries. There did not seem to be a very defined demand on the part of the general public for this proposed crossing. The truck traffic from the quarries is occasioned by federal and state relief projects, and it is not possible to estimate the life of these projects. With their abandonment it is questionable whether the number of persons who would use this facility would justify its establishment. It appears to this Commission that the danger occasioned at the intersection of the highways is primarily the result of the construction of a paved primary road and secondarily due to the truck traffic. We do not know of any reasonable physical changes which could be made at this intersection that would materially improve it. We agree, however, that it is commendable on the part of the Board of Supervisors of Decatur County to endeavor to eliminate the danger at this intersection by affording some means whereby at least some of the danger will be avoided and probably result in the saving of some lives or at least serious injuries to persons. The testimony presented indicated that the intersection is dangerous, and this, together with the observation of our engineer while on the premises, establishes beyond doubt that this is true.

However, we also realize, as is maintained by the railroad company, that the establishment of a grade crossing is introducing another hazard, as it has been our experience that any grade crossing is a source of potential hazard. A considerable number of lives are lost each year, and in addition there are many serious injuries as a result of accidents occurring at grade crossings. Last year there were 51 killed and 158 injured at these locations in Iowa, and trucks were involved in 17 per cent of the accidents. Gravel and road repair trucks have been involved in a great number of such accidents.

This state has within the last few years spent large sums of money to eliminate grade crossings, particularly on primary roads, and it is unquestionably unwise to establish any grade crossing unless extremely good reasons exist for such establishment. It is stated by the county that it is their intent to change the secondary road as heretofore mentioned; that is, by extending it through the quarries and by graveling this road at least as far as the proposed crossing. It was stated that the distance from the proposed crossing to the intersection at the west corporate limit of the town is 1.2 miles. The distance shown on Exhibit 3 by Primary Highway No. 69 is approximately .86 mile, or a farther distance of .34 mile by secondary road. The proposed crossing only extends to the primary road where the bulk of such traffic would turn toward Davis City. In other words, the same traffic could be accommodated by the use of the secondary road as now located without seriously discommoding it except for the additional distance to be traveled. If the road is graveled and eastward truck traffic is routed over secondary road, we believe the major portion of the danger at the intersection can be avoided.

The crossing at grade at the west corporate limit of Davis City is not what is in our opinion a particularly hazardous crossing. The arterial stop sign for Highway No. 69 is located on the south of tracks, and this if obeyed should adequately protect from the side where the most hazard is involved. The speed of trains on this line is not high.

In view of the foregoing facts and statements, IT IS OUR OPINION that the application of Decatur County to establish a crossing at grade with the C., B. & Q. tracks approximately .9 mile west of the west corporate limit of Davis City should be denied, and it is hereby denied.

IT IS SO ORDERED.

Filed February 4, 1936. Closed June 22, 1936.

No. A-4629—1936.

CITIZENS OF LINBY, ET AL., *Complainants*,
v.
CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD COMPANY,
Defendant

Decided October 13, 1936

PROPOSED DISCONTINUANCE OF TRAINS 3 AND 8 BETWEEN OTTUMWA AND DAVENPORT.

Held, upon hearing, that withdrawal of trains 3 and 8 between Ottumwa and Davenport not warranted at present.

Appearances: April 16, 1936:

For the Objectors—Harry Davis, Traffic Manager of John Morrell and Company, Ottumwa, Iowa; Harry Sundberg, Traffic Manager of Cedar Rapids Chamber of Commerce, Cedar Rapids, Iowa; Leo A. Howe, Traffic Manager of Ottumwa Chamber of Commerce, Ottumwa, Iowa; Stephen Robinson, Assistant Commerce Counsel, Des Moines, Iowa.

For the C., M., St. P. & P. R. R. Co.—Hughes, O'Brien & Hughes, Attorneys, Des Moines, Iowa, by John N. Hughes and John N. Hughes, Jr.; H. W. Warren, Division Freight and Passenger Agent, Des Moines, Iowa; W. C. Givens, Division Superintendent, Ottumwa, Iowa.

May 6, 1936:

(Same as for April 16, 1936, with the addition of Mr. John C. De Mar, Commerce Counsel, appearing for the Objectors.)

The Chicago, Milwaukee, St. Paul and Pacific Railroad Company posted notice in the various stations on their line of railroad between Ottumwa, Iowa, and Davenport, Iowa, on March 27, 1936, to the effect that the operation of passenger trains Nos. 3 and 8 would be discontinued effective April 20, 1936.

Objections were filed with this Board by the citizens of Linby, seven separate objections being filed; the citizens of Rubio, two separate objections being filed; the citizens of Carson, five separate objections being filed and a petition bearing 32 signatures; and the citizens of Richland, a petition containing 149 names being filed. The case was set down for hearing on April 16, 1936, at Cedar Rapids, and after hearing three objectors the hearing was continued to May 6, 1936, at Des Moines, Iowa, to permit the objectors to properly prepare defense and resistance and to obtain information relating to freight revenues for the line. The railroad company presented no evidence at the hearing on April 16, 1936. The objectors presented further testimony on May 6, and the railroad company presented all its testimony.

The distance from Ottumwa to Davenport is 109 miles by rail, this line serving the stations of Ottumwa (population 28,000), Farson (100), Linby (40), Richland (713), Rubio (100), Wellston (10), Washington (4,814), Haskins (50), Gladwin (45), Conesville (254), Cranston (30), Ardon (10), Muscatine (16,778), Fairport (100), Montpelier (50), Buffalo (547), and Davenport (60,000).

Trains of the Milwaukee operate over joint track facilities between Muscatine and Davenport. The other railroad which operates over these tracks is the Chicago, Rock Island and Pacific Railway Company. Train No. 3, a gas electric motor car with trailer, leaves Davenport at 7:30 a. m. daily except Sunday and arrives at Ottumwa at 11:28 a. m., while train No. 8, also a gas electric motor car with trailer, leaves Ottumwa at 3:30 p. m. daily except Sunday and arrives at Davenport at 7:20

p. m. Both are local trains, stopping at all stations either by regularly scheduled stop or by flag. The remainder of the passenger train service on this line is the Southwest Limited, operating daily, leaving Davenport at 12:22 a. m., arriving at Ottumwa at 2:47 a. m., and leaving Ottumwa at 12:18 a. m. and arriving at Davenport at 3:00 a. m. The Southwest Limited in each direction makes stops only at Washington and at Muscatine. There are no local freights which carry passengers.

The proposed discontinuance of trains Nos. 3 and 8 would leave all stations except Washington and Muscatine without passenger service of any kind.

Primary Road No. 61 serves the same towns as does the railroad between Davenport and Muscatine. Conesville is served by a gravelled primary road. Washington is located on Primary Road No. 2 extending east and west and is accessible by Primary Road No. 161 extending generally from Keokuk to Iowa City and north. Richland is served by a gravelled primary road and Farson is served by a surfaced county trunk road.

Testimony was presented by the railroad company showing the revenues and expenses of operating trains Nos. 3 and 8 between Ottumwa and Davenport, Iowa, for the year 1935. The local passenger revenue was \$5,909; train proportion of through business, \$1,036; mail, local and proportional, \$10,240; express, local and proportional, \$2,252; and milk, local and proportional, \$505, being a total of \$19,942 or an average of 29.6c revenues per train mile. The out-of-pocket expenses were for wages of train crew \$10,624 and for fuel, lubricants, water, engine house expenses, train supplies and expenses, locomotive repairs, motor equipment repairs, and passenger train car repairs, at total of \$13,967, making a grand total of \$24,591, or 36.5 cents average per train mile. The net after the out-of-pocket expenses shows a loss of 6.9 cents per train mile and after an allowance for depreciation at the rate of 2½ per cent and interest on one-half of the investment at 5 per cent the loss per train mile is 11.1 cents. The connected system passenger and milk revenues is given as being \$2,524.

Testimony was also introduced in Exhibit B to show the Milwaukee system revenues, expenses and income available for fixed charges for the years 1931 to 1935, inclusive, same showing net railway operating income for 1935 of \$4,723,983 and other net income of \$1,311,731, or a total income available for fixed charges of \$6,035,714. The fixed charges amount to the sum of \$14,900,777, resulting in a deficit after fixed charges of \$8,865,063, and after contingent charges a net deficit of \$18,008,748.

Testimony was offered by Division Freight and Passenger Agent Warren of the Milwaukee to the effect that fares have been reduced to 2 cents a mile for coach travel and to 3 cents per mile without surcharge for sleeping cars. He cited the operation for a six months' period during 1935 of a modern train between Des Moines and Spirit Lake on which the running time was cut from six hours to four hours, and further stated that the result of these operations was that no money had been made on this train for the period. The conclusions were that trains of the kind herein involved, which to a large extent serve local travel, were not a success because of the operation of the private automobile.

Those who offered testimony at this hearing were Leo Howe, T. M., Ottumwa Chamber of Commerce; John Huston, publisher, Ottumwa Daily Courier; C. S. Harper, wholesale hardware, Ottumwa; Harry Davis, T. M., John Morrell and Company; Oscar Steigleder, lumber, grain and coal, Linby; C. L. Henry, doctor, Farson; Ray Doak, lumber and grain, Farson; A. W. Lowenberg, bakery, Ottumwa; D. B. Baker, wholesale drugs, Ottumwa; T. J. Madden, dry goods, Ottumwa.

The testimony of the objectors may be summarized in a general way as follows:

That the service afforded by these passenger trains should not be discontinued because of its convenience and necessity to the people using same for transportation as passengers and for the transportation of express, baggage, mail, etc.; the elimination of the one and principal method of obtaining mail at this time; the convenience afforded by the express and baggage service for quick deliveries upon receipt of orders by mail; the fact that the elimination of this service would leave several of the towns along this line without any form of passenger service; that the accommodation of the remaining service, namely, the Southwest Limited, is at such a time of day as to be inconvenient; that several of the towns along this line are not now accommodated by all weather roads; and that there is no existing passenger motor bus service at a number of towns to substitute for the train service. The matter of whether or not passenger service should be maintained regardless of its losses if freight operations showed profit was discussed by attorneys, also the question of whether or not passenger revenues alone should be considered in the operation of these trains, also the requirements of Section 8040 of the Code of Iowa, 1935. Considerable testimony was offered to show the volume of freight, express and baggage shipments by rail by industries at Ottumwa, Linby and Farson.

A Decision was previously issued by this Board in Docket A-4631 which related to the discontinuance of train service on the Cedar Rapids-Ottumwa line of the Milwaukee Railroad which discussed some phases of this subject, and reference should be made to the full text opinion of that case. The case herein involved and that in Docket A-4631 were heard jointly, many of the characteristics of these cases being the same.

We stated in Docket A-4631 that it is undoubtedly desirable on the part of any city or town that they be afforded as much train service as is possible, and that we are aware that the existence of such service is undoubtedly very convenient to these communities. However, as stated in that opinion, such service may not be absolutely essential or it may not be necessary even though it is convenient and is an accommodation to the few people who may wish to use trains for the purpose of traveling or for a shipment of mail, express, baggage, etc.

One of the principal objections in the testimony of practically all the witnesses was that the discontinuance of these trains would eliminate a means whereby mails might arrive at a convenient time as now afforded by these trains. We have stated in the case referred to that the transportation and distribution of the mails is under the supervision of the federal government and that should these trains be discontinued arrangements would undoubtedly be made to readily deliver the mail at the several locations, and this alone, therefore, cannot be considered as a predominating influence in whether or not this train service should be discontinued.

It was stated by several witnesses that the trade territory of Ottumwa was within a radius of some 50 miles of that city and that the operation of these trains afforded an opportunity to receive orders by mail and fill them within a very short time by the express or baggage service afforded by these trains. It is disclosed that the discontinuance of trains Nos. 3 and 8 between Ottumwa and Davenport would leave all of the towns between Ottumwa and Muscatine, except Washington, without passenger train service and consequently without express and baggage service. The Southwest Limited, which departs from Davenport at 12:22 a. m. and arrives at Ottumwa at 2:47 a. m., and leaves Ottumwa at 12:18 a. m. and arrives at Davenport at 3:00 a. m., stopping at Washington, Iowa, constitutes the only remaining service of this line, particularly from Ottumwa to Muscatine, Iowa. The towns between Muscatine and Davenport are hereafter shown quite well served with train and bus service. The service afforded by the Southwest Limited is without question at quite inconvenient times for travel,

and even though it stopped at the minor stations on this line the service afforded would probably not be used.

The towns between Ottumwa and Muscatine are not accommodated by hard surfaced roads to any extent other than Washington, Iowa, which is located on Primary Road No. 2, which extends east and west. Richland and Conesville are served by north and south graveled highways, Farson by county road extending north, and Linby, Rubio, Wellston, Titus, Gladwin and Cranston by dirt roads. The towns between Muscatine and Davenport are served by a primary paved highway. It will be noted that no primary surfaced highway closely parallels this line of railroad between Ottumwa and Muscatine.

The motor carrier passenger service afforded in this territory consists of the Burlington Transportation Company operating between Burlington and Muscatine but not transporting local passengers or freight between these stations. This same company also operates on Highway No. 2 through Washington, Iowa. The Jackson Lines operates from Washington, Iowa, to Oskaloosa, Iowa, along Highway No. 2 and also from Washington to Iowa City. The Clinton, Davenport and Muscatine Railway Company serves the towns between Muscatine and Davenport with bus service. It also operates interurban service between these two towns, but does not serve intermediate towns located on the Rock Island and Milwaukee. Bus service is afforded out of Ottumwa in all directions. Train service is also afforded between Davenport and Muscatine by the Rock Island Lines operating three passenger trains each way each day.

The testimony on behalf of the railway company shows that the out-of-pocket loss occasioned by the operation of these trains is an average of 6.9 cents per train mile while the cost after allowance for depreciation and interest on investment is 11.1 cents per train mile. The average revenue per local trip was approximately \$31.85 or about \$63.70 per round trip. The average revenue per local trip was approximately as follows: local passengers, \$9.45; proportion of through business, \$1.65; mail, local and proportional, \$16.35; express, local and proportional, \$3.60; and milk, local and proportional, \$.80. We stated in Docket A-4631 that it was our thought that no one phase of a business should be operated at such a loss that it will adversely affect the whole business structure. In that case, the out-of-pocket losses and the losses after depreciation were much higher per train mile than herein involved, being 33.1 cents and 37.1 cents, respectively. The losses on the Ottumwa-Davenport line are 6.9 cents and 11.1 cents, respectively. No proportionate allowance is made in these figures for agents, tickets, maintenance and renewal of track, structures, etc. The connected system revenues are \$2,524 or approximately 4 cents per mile. This revenue accrues through the operation of these trains. In the event of their discontinuance, it is probable that some portion of it would be lost to the railroad, but there is no method of determining the amount. The system revenues, expenses and income available for fixed charges as heretofore set out shows large deficits for each year since 1931 after allowance of fixed charges. These trains are operated with gas electric motor car, one of the cheaper forms of transportation from the standpoint of cost of operation per train mile, being some 40 cents per mile. Cost of steam operation is higher. We also have heretofore stated: "There is undoubtedly some merit in the contention that the passenger train may be allowed to operate at a nominal loss so that the good will of the shipping community may be kept, but even that theory has its limitations. The volume of freight and net revenue must be sufficient to quite thoroughly justify some moderate loss occasioned by the passenger train operation." Some testimony was presented to show the volume of freight shipped from stations and by individual industries via Milwaukee Lines. No testimony was presented to show total revenues of the various stations along this line of railroad. While the system's statistics show deficits after fixed

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charges, yet we feel that in this case the losses sustained by the operation of these trains, all things considered, are not sufficient to justify the discontinuance of these trains. The references and discussions of attorneys on the several points heretofore mentioned are covered in the Decision in Docket A-4631.

The Chicago, Milwaukee, St. Paul and Pacific Railroad Company went under Section 77 of the Bankruptcy Law on July 1, 1935, and since January, 1936, has been operated by trustees appointed by the Federal Court. The railroad company was able to meet fixed charges up until 1935 but in some cases only by borrowing money from R. F. C. and by spending less money than necessary to fully maintain property.

Therefore, particularly for the reasons, (1) that all towns between Ottumwa and Muscatine, except Washington, would be left without passenger, mail, express, baggage and milk service, etc., (2) that public convenience and necessity will be served, (3) that the same towns are not now afforded other means of service for this kind of transportation, and (4) that we do not consider the losses due to the operation of these trains entirely sufficient to justify their discontinuance, IT IS OUR OPINION that trains Nos. 3 and 8 of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, operating between Ottumwa and Davenport, should not be discontinued from service.

Provided further, however, that if within a reasonable length of time the revenues due to the operation of these trains continue to show a deficit of as much as shown in this Decision and Order, or should such deficits increase, the Chicago, Milwaukee, St. Paul and Pacific Railroad Company may, upon request, be permitted to reopen this case for further hearing and further decision and order of this Board.

IT IS SO ORDERED.

Filed March 28, 1936. Closed October 13, 1936.

No. A-4631—1936.

CITIZENS OF CEDAR RAPIDS, ET AL., *Petitioners,*

v.

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

Decided May 28, 1936

TRAIN SERVICE.

Held, upon hearing, that trains 125 and 126 between Cedar Rapids and Ottumwa, Iowa, should be discontinued effective June 5, 1936.

Appearances: April 16, 1936:

For the Objectors—Harry Davis, Traffic Manager of John Morrell and Company, Ottumwa, Iowa; Harry Sundberg, Traffic Manager of Cedar Rapids Chamber of Commerce, Cedar Rapids, Iowa; Leo A. Howe, Traffic Manager of Ottumwa Chamber of Commerce, Ottumwa, Iowa; Stephen Robinson, Assistant Commerce Counsel, Des Moines, Iowa.

For the C., M., St. P. & P. R. R. Co.—Hughes, O'Brien & Hughes, Attorneys, Des Moines, Iowa, by John N. Hughes and John N. Hughes, Jr.; H. W. Warren, Division Freight and Passenger Agent, Des Moines, Iowa; W. C. Givens, Division Superintendent, Ottumwa, Iowa.

May 6, 1936—(Same as for April 16, 1936, with the addition of Mr. John C. De Mar, Commerce Counsel, appearing for the objectors.)

The Chicago, Milwaukee, St. Paul and Pacific Railroad Company posted notice in the various stations on their line or railroad between Cedar Rapids and Ottumwa on March 27, 1936, to the effect that the operation of passenger trains Nos. 125 and 126 would be discontinued, effective April 20, 1936.

Objections were filed with this Board by the Cedar Rapids Chamber of Commerce and later by other objectors of the cities of Cedar Rapids and Ottumwa, asking that these trains be retained in service. The

case was set down for hearing on April 16, 1936, at Cedar Rapids, and after hearing three objectors whose testimony largely related to the discontinuance of trains on the Ottumwa—Davenport line, the hearing was continued to May 6, 1936, at Des Moines, Iowa, to permit the objectors to properly prepare defense and resistance and to obtain information relating to freight revenues for this line. The railroad company presented no evidence at the hearing on April 16, 1936. The objectors presented further testimony on May 6, and the railroad company presented its testimony.

The distance from Cedar Rapids to Ottumwa is 89 miles by rail, this line serving the stations of Cedar Rapids (pop. 56,000), Fairfax (350), Walford (200), Amana (200), South Amana (275), Conroy (50), Williamsburg (1,219), Parnell (262), North English (780), Webster (178), Sigourney (2,262), Hayesville (133), Hedrick (810), and Ottumwa (28,000).

Train No. 125 leaves Cedar Rapids at 9:00 p. m. daily and arrives at Ottumwa at 11:57 p. m. This train consists of baggage car, handling baggage, express and mail, a day coach and a through sleeping car operated between Cedar Rapids and Kansas City, said sleeper making connection with train No. 25 at Ottumwa and being handled by said train to Kansas City. Train No. 126, (same consist as No. 125), leaves Ottumwa at 12:35 a. m. daily and arrives at Cedar Rapids at 3:35 a. m., this train also carrying a through sleeping car from Kansas City to Cedar Rapids, same being handled to Ottumwa by train No. 26. The other passenger service on this line consists of a gas electric motor passenger train from Cedar Rapids to Ottumwa daily except Sunday, leaving Cedar Rapids at 7:45 a. m. and arriving at Ottumwa at 10:57 a. m., and a gas electric motor passenger train leaving Ottumwa at 3:55 p. m. daily except Sunday and arriving at Cedar Rapids at 6:55 p. m.

There is also operated a local freight each way each day except Sunday which carries passengers, leaving Cedar Rapids at 4:00 a. m. and Ottumwa at 7:20 a. m.

The proposed discontinuance of train Nos. 125 and 126 would leave these stations with the accommodation of one passenger train and one local freight each way each day except Sunday.

Primary Road No. 149, a paved highway, extends from Cedar Rapids to Ottumwa and passes through all towns on this line of the Milwaukee excepting South Amana, Conroy and Hayesville, each of which is served by a gravelled highway connecting with paved Highway No. 149.

Testimony was presented by the railroad company showing the revenues and expenses of operating trains No. 125 and 126 between Cedar Rapids and Ottumwa, Iowa, for the year 1935. These statistics show that for the year 1935 the local passenger revenue was \$5,073, while the proportion of through business was \$4,388; that the mail revenue, both local and proportional, was \$2,642; that express, local and proportional, was \$1,300; that sleeping car, local and proportional, was \$1,590; and that milk, local and proportional, was \$36, or a total revenue for the operation of these trains of \$15,029, being an average per train mile of 23 cents. The out-of-pocket expenses were \$16,014 for train crew wages and the balance of out-of-pocket expenses such as fuel, lubricants, water, supplies, engine house expenses, locomotive and car repairs, sleeping car porters' wages, supplies, cleaning, etc., was \$20,645, or an average cost of 56.1 cents per train mile. The net after out-of-pocket expenses resulted in a deficit of \$21,630 or 33.1 cents per train mile, while after allowing depreciation on the basis of 2½% and interest on one-half the investment at 5% the loss after depreciation and return on investment was \$24,210 or 37.1 cents average per train mile. The connected system passenger sleeping car and milk revenues were a total of \$13,578.

Testimony was also introduced in Exhibit B to show the Milwaukee system revenues, expenses and income available for fixed charges for

the years 1931 to 1935, inclusive, same showing net railway operating income for 1935 of \$4,723,983 and other net income of \$1,311,731, or a total income available for fixed charges of \$6,035,714. The fixed charges amounted to the sum of \$14,900,777, resulting in a deficit after fixed charges of \$8,865,063, and after contingent charges a net deficit of \$18,008,748.

Testimony was also introduced in Exhibit D showing number of passengers carried into and out of Cedar Rapids, Iowa, in the Cedar Rapids-Kansas City sleeping car during the year 1935 and also for the first four months of the year 1936. There were 839 outbound and 882 inbound sleeping car revenue passengers for 1935 or an average of 70 outbound and 73 inbound passengers for the month, while the figures for the first four months of 1936 showed a total of 324 outbound and 293 inbound revenue passengers or an average of 81 outbound and 73 inbound per month.

Testimony was offered by Division Freight and Passenger Agent Warren to the effect that fares have been reduced to 2 cents per mile for coach travel and to 3 cents per mile without surcharge for sleeping cars. He cited the operation for a six months period during 1935 of a fast modern train between Des Moines and Spirit Lake on which the running time was cut from six hours to four hours, and further stated that the result of these operations was that no money had been made on this train for this period. He concluded that trains of this kind, which involve to a large extent local travel between points, which are now considered short distances, was not a success because of the operation of the private automobile. He stated that the sleeping car service now afforded on these trains had been in operation for a period of eight years and that the public, if interested, should be acquainted with the schedule of these cars and that same had been advertised from time to time to acquaint the public with such operation and that agents in various parts of the country were aware of the existence of such service.

The several objectors who offered testimony were H. W. Davis, T. M., Morrell Packing; Harry Sundberg, Manager, Traffic Bureau, Cedar Rapids; M. J. Leonard, Assistant Secretary, Chamber of Commerce, Cedar Rapids; C. G. Ainsworth, T. M., Wilson and Company; J. F. Plumb, manufacturer; E. C. Kuenzel, Assistant Manager, Roosevelt Hotel, Cedar Rapids; and C. S. Harper, wholesale hardware, Ottumwa.

The testimony of objectors may be very briefly summarized somewhat as follows:

That the discontinuance of this passenger service should not be permitted because of the convenience and necessity therefor; its accommodation to the general traveling public; the delay or retardation of mail service now afforded by these trains; the distribution of newspapers; the convenience of express and baggage service for quick deliveries; the destruction of a shorter direct route to Kansas City and intermediate points as now afforded by the better class service with sleeper accommodations of these trains; the consequent withdrawal of some trade from Cedar Rapids and Ottumwa because of inconvenience in traveling to and from these towns, the inability to receive mail orders quickly and to readily ship, to obtain newspaper distribution, which newspapers advertise goods in these towns, etc. The question was also entered as to whether or not passenger service operated at a loss should not be maintained if freight operations showed volume and profit. Testimony was offered to show the volume of freight shipments by rail by the different industries of the two cities.

It is undoubtedly one of the things to be desired by any city or town that they have as much train service as is possible, and existence of such service is undoubtedly very convenient to these communities. However, such service may not be absolutely essential or it may not be necessary, even though it is convenient and is an accom-

modation to the few people who may now wish to use trains for the purpose of traveling or for the shipment of mail, express, baggage, etc. We feel sure that during the last ten years or more it has been quite well demonstrated in various manners that the operation of the private automobile has resulted in the destruction of the larger portion of local travel by train. The decrease has been almost proportional to the increase in privately owned cars and the construction of all weather roads. Other forms of transportation have had their effect in weakening passenger traffic and in lessening the volume of shipments by passenger, and in spite of efforts which have been put forth, evidenced somewhat by the operation of the Des Moines-Spirit Lake train, it has been impossible to place such trains on a paying basis. We are well aware also of instances where service has been speeded and improved between larger centers of population and which have resulted in enhanced revenues and good will to the railroad.

One of the principal objections was because of the elimination of a means whereby mail might arrive, particularly at these two cities, at a convenient time as now afforded by these trains. The transportation and distribution of the mails is under the supervision of the federal government, and we feel that there is no doubt but that in the event of the removal of these trains the federal government will make such arrangements as are necessary to readily deliver the mail.

We have no doubt but that the withdrawal of these trains would cause some inconvenience in traveling to and from these towns and that it would to an extent adversely influence trade in certain towns.

It will be noted that in the furnishing of Exhibit D there has been, during the sixteen months until May 1, 1936, less than an average of three passengers per day making use of the accommodations afforded by the sleeper.

We are aware, as maintained by objectors, that a number of businesses and industries maintain departments or handle certain articles which result in no profit to the business, or even possibly in a loss to the business. In any event, however, these businesses do not or cannot operate for any great length of time with the business as a whole showing a loss, and it is only reasonable to assume, and we believe we are right in so assuming, that no one phase of a business should be operated at such a loss that it will adversely affect the whole business structure. It is shown in Exhibit C that the net after out-of-pocket expenses is a loss of 33 cents per train mile, and on the basis of these figures the loss per day in the operation of these two trains is about \$60.00. The average revenue per local trip was approximately \$20.55 or about \$41.00 per round trip, the round trip revenues being divided local passenger \$13.84, train proportion of through business \$12.02, mail \$7.23, express \$3.56, sleeping car \$4.35, milk 9 cents. It will be noted that the wages of the train crew alone, \$16,014, are approximately \$1,000 in excess of total revenues. In these compilations, no allowance has been made for station agents, tickets, maintenance or renewal of track, structures, etc. If such an allowance was made, the figure would, of course, be much in excess of the above. However, there is not a material savings on these items because of the elimination of a train, and consequently they are not charged. The out-of-pocket expense represents money actually spent for these trains and their suspension would result in an actual savings. The connected system revenues are \$13,578. This revenue will undoubtedly suffer from an abandonment of these trains but it is not possible to determine the extent.

Exhibit B shows that after an allowance for fixed charges, there is a considerable deficit accruing for the operations during the year 1935 and also for the operations since the year 1931. This appears to quite well demonstrate that the operations of the Milwaukee as a business have not been profitable if allowances are made for the fixed charges, and in view of this fact it would appear that the excessive deficit in the operation cost of these trains is more than the balance

of the traffic should reasonably be expected to bear. There is undoubtedly some merit in the contention that a passenger train may be allowed to operate at a nominal loss so that the good will of the shipping community may be kept, but even that theory has its limitations. The volume of freight and net revenue must be sufficient to quite thoroughly justify some moderate loss occasioned by the passenger train operation. We do not feel that 33 cents per train mile represents a moderate loss. No statistics were submitted to show the volume or profitability of freight revenues for this line.

Reference is made by objectors to I. C. C. Reporter, Page 22, Revenues in Western District, decided in 1926. The discussion in previous paragraphs of this decision expresses our thoughts relating to this matter. Further, the statements in the reference are particularly applicable to that day, but ten years have greatly changed the picture. The discontinuance of a train at or near that time generally meant no regular reliable substituted service to take its place, while today if a territory is in any way profitable it is probable that it will be immediately covered by a reliable form of transportation. In this instance, this Board has pending an application of the Ottumwa-Cedar Rapids Bus Line, Ottumwa, Iowa, for a line operating between Ottumwa and Cedar Rapids over Highway No. 149 and covering generally the same towns as are served by this line of railroad.

Counsel for the objectors made reference to the case pertaining to the train service between Keokuk and Shenandoah, decided by this Commission on December 9, 1931. The case in general involved the operation of a freight train and a gas electric train, the railroad company proposing to abandon the operation of the gas electric train and substitute a steam mixed train between these points. The railroad company testified that the receipts were approximately 34.4 cents per mile including passengers, express and mail, and that the cost of operation was something over 43 cents per mile. There is a further statement that the railroad line concerned, generally speaking, lies in the territory without all weather highways. The detail set-up of revenues and expenses is not given, and it is difficult to determine the relative merits of that case as against the one herein considered. There is a loss of some 8 cents per mile involved in the train operation, whereas in the present case the loss per mile is 33 cents before depreciation and interest on investment. The entire Cedar Rapids-Ottumwa line is paralleled by a paved highway, whereas the towns along the Keokuk-Shenandoah line were not so accommodated.

There is the contention in one part of the proceedings by attorneys for the railroad company that passengers handled and resultant passenger revenues alone should govern, in the decision as to whether or not these trains should be abandoned. We do not hold with this theory. We feel that all the revenues associated with the operation of said passenger trains should be given consideration.

Section 8040 of the Code of Iowa, 1935, requires a railroad company to maintain a service of not less than two passenger trains each way every twenty-four hours, when so ordered by the Board of Railroad Commissioners. It further states that passenger service of less than that number of trains shall be presumed to be unreasonable. This Board is thereby given certain powers. The service is presumed as reasonable if two trains each way each day are maintained, and undoubtedly the Board is not required to give special attention to reduction of train service on a line until an attempt is made to reduce the service below that minimum. On the other hand, it is presumed unreasonable where service is reduced beyond that minimum and this Board upon complaint should hear the case and determine whether or not such service is unreasonable. We believe that it was in no wise the intent of the legislature to say that a service of two passenger trains each way each day must be maintained and that a less service would in fact be unreasonable.

The Chicago, Milwaukee, St. Paul and Pacific Railroad Company went under Section 77 of the Bankruptcy Law on July 1, 1935, and since January, 1936, has been operated by Trustees appointed by the Federal Court. The railroad company was able to meet fixed charges up until 1935 but in some cases only by borrowing money from R. F. C. and by spending less money than necessary to fully maintain property.

In view of the foregoing facts and statements, IT IS OUR OPINION that passenger trains Nos. 125 and 126 of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, operating on line between Cedar Rapids and Ottumwa, should be discontinued from service and that such discontinuance shall become effective June 5, 1936.

IT IS SO ORDERED.

Filed April 15, 1936. Closed May 28, 1936.

No. A-4632—1936.

CITIZENS OF VIOLA, *Petitioners,*

v.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD COMPANY,
Defendant

Decided November 24, 1936

DISCONTINUANCE OF CUSTODIAN OF DEPOT AT VIOLA.

Held, upon hearing, that railroad company should be released from obligation of maintaining custodian service at this depot.

Appearances:

For the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, and the Trustees of the Railroad—Hughes, O'Brien & Hughes, Attorneys, Des Moines, Iowa, by Willis J. O'Brien; W. C. Givens, Superintendent of the C., M., St. P. & P. R. R. Co., Marion, Iowa.

For the Petitioners—A. C. Roberts, Assistant Commerce Counsel, Des Moines, Iowa.

A petition was filed with this Board on July 30, 1936, bearing the signatures of fifty citizens of Viola and vicinity, protesting the discontinuance of the custodian service at the Chicago, Milwaukee, St. Paul & Pacific Railroad Company depot at Viola, Iowa, for the particular reasons that they had no bus service, that a large number of local persons were without cars for transportation, that there was no star route for mail transportation, that the discontinuance of said service as was then afforded by custodian would generally discommode the public at that location, and that public convenience and necessity required the maintenance of a custodian for such station. Some other interested parties entered separate protests.

This matter was handled with the railroad company and with the interested parties in an endeavor to reach an agreement, but without success.

The case was, therefore, set down for hearing at Anamosa, Iowa, on October 20, 1936, and was fully heard. The following persons appeared to present testimony on behalf of complainants:

Imelda Shanklin; M. R. Newhart, farmer; Bert Whitcomb, farmer; Roy Armstrong, storekeeper; and H. H. Newlin, poultry dealer and former custodian.

The defendant railroad company was represented by Mr. Willis J. O'Brien, attorney, of the firm of Hughes, O'Brien and Hughes, Des Moines, and testimony was presented by W. C. Givens, Superintendent of the Iowa Division, Marion, Iowa.

The railroad company presented testimony to show that the freight revenues, inbound and outbound, carloads and L. C. L., of the Viola station were as follows:

1932	1933	1934	1935	1936
\$345.63	\$483.80	\$868.70	\$626.32	\$552.60
(July to Dec. both incl.)				(Jan. to Sept. both incl.)

In accordance with agreement at time of hearing, the railroad company later submitted statement covering the first ten months of 1936, showing revenues from carloads in the sum of \$521.51, and from L. C. L. \$72.49. This statement also included a schedule showing passenger revenues in the sum of \$29.07 for the first nine months of 1936, of which \$20.79 was derived in the first four months of the year. No statement was made covering express revenues.

The expenses for a custodian at this station were shown as being \$25.00 per month salary plus the expense of heat, light, etc. The railroad company introduced testimony to show that other stations of somewhat like character were operated without the services of a custodian and were successful and satisfactory, specifically mentioning the station at Louisa with revenues of \$511.18 for the first nine months of 1936, Gladstone with revenues of \$1,957.90 for the same period and Astor with revenues of \$1,039.69 for the same period. It was also stated that there had been no custodian at Louisa for five or six years, none at Gladstone for a considerable length of time, and none at Astor for the past four years. All of these stations are located on the main line of the Milwaukee and are small unincorporated towns. They further stated that a total of 15 stations were closed on the Iowa Division and no complaints had before been received on closed stations. Previous to 1924, Viola was an agency station, at which time it was made into a custodian station, and remained as such until August 1, 1936, when custodian was withdrawn and station closed. The railroad company stated it was their intention to leave the depot unlocked to afford shelter for passengers and easy access for those having freight for delivery. Any necessary handling of bills, collections, ordering cars, etc., would be taken care of by the agent at Springville.

The testimony offered by complainants was largely general in its nature. It was to the effect that Viola was a good passenger station for its size, stating further that the service now afforded to Cedar Rapids was contrary to desired accommodations, it requiring a lay-over in Cedar Rapids of two nights and one day in order to do shopping; that no bus service was available except on paved highway; that of the 36 families in Viola 14 have no car, 18 have cars, and 2 have trucks. Four of the persons appearing occasionally receive freight at this station, and agreed that the service given by custodian had been generally satisfactory, but none of them were inclined to think that it would be satisfactory under the closed station plan and did not care to have their shipments left in the depot with station unlocked. They agreed also that the depot had been kept open and had been lighted and heated while the custodian was in charge of the depot. Mr. Armstrong, storekeeper, receives freight once or twice per week, and has had some little difficulty in getting shipments out of the depot since custodian service was withdrawn. He estimated that he received by rail less than one-third of his shipments. Mr. Whitcomb stated that he had had four or five L. C. L. shipments within the last six months, but that he would not be favorable to receiving shipments at Viola when left in an unlocked station. Mr. Newhart receives occasional shipments by rail, the last of which was a silo, and had previously experienced some little difficulty in locating his freight after receipt of notice. Miss Shanklin's testimony related almost exclusively to passenger service. She stated that she used the train several times each year, and that the station had been heated and lighted and kept open except for her last trip. This was evidently after the custodian service had been removed. Mr. Newlin occasionally ships poultry and its products from the Viola station, although the major portion of his shipments are from Oxford Junction station of the Milwaukee. He estimated that he shipped from three to four carloads of poultry per year from the Oxford Junction station, and indicated he would not be so favorable to the Milwaukee if the custodian service at Viola was removed, but

that instead he would ship from a station on another railroad. He has been the custodian at this station for the past eleven years.

The town of Viola is located 19.5 miles northeast of Cedar Rapids, Iowa, and is served by the Paralta-Jackson Junction line of the Milwaukee. The station of Springville is located 3.9 miles south of Viola and is an open station with agent for eight hours of the day. Stone City is located 2.6 miles north of Viola and is a closed station, while Anamosa, located 6.8 miles east and north of Viola, is an open station for 10½ hours per day. A paved highway extends from Cedar Rapids and Marion through Springville to and beyond Anamosa. The town of Viola is located approximately 1.5 miles north of this paved highway. It is accessible by rock road. It is not served by bus, the nearest point for such service being on the paved highway. The railroad operates two passenger and two freight trains daily except Sunday. The passenger eastward is due at Viola at 6:59 a. m. and the freight at 7:30 a. m., while a passenger westward is due at 7:19 p. m. and the freight at 1:15 p. m. The only facility at Viola, other than those regularly given by depot, is a stockyard. Viola is a community of something more than 100 persons. It has a consolidated school and two general stores.

Where a station is operated by a custodian, the custodian, in most cases, orders cars for shippers, receives, houses and delivers goods destined to that station, but charges on shipments are prepaid to a non-agency station. He receives less than carload freight for forwarding. He telephones the next agency station for cars when requested by shippers. He does not usually sign bills of lading. He keeps light and heat in depot for passengers at reasonable hours but sells no tickets.

Under a closed station plan, there is no representative of the railroad at that station and all necessary business is handled by an adjoining agency station.

The services afforded at a station are quite naturally governed to a great extent by the revenues derived from its operation. As previously set out, the revenues at Viola station this year show freight total \$594.00 and passenger \$29.07. Of the passenger revenues, a total of \$20.79 was collected during the first four months when the weather conditions were very unfavorable. No figures were furnished for express revenues but it is assumed they were quite light. The mail is being properly handled without a custodian. It should be remembered that not all the revenues shown as accruing to this station are profit, because of the fact that some of the revenues are obtained from operations over foreign lines. All services are available without a custodian in charge, but we fully realize it means inconvenience to the shippers and patrons of the railroad.

The revenues of this station do not yet show any material improvement over the average for the past four years. We sincerely hope that with the general improvement in railroad revenues at this time the smaller stations will soon show some improvement and that the necessity for the removal of agents and custodians because of the shrinkage of revenues will be removed.

In view of the foregoing facts, we believe that the railroad company should be released from the obligation of maintaining a custodian service at this station.

IT IS THEREFORE OUR OPINION that the custodian at the Viola station need not be reinstated. It is expressly required, however, that the railroad company will maintain a shelter for the use of passengers during inclement weather.

IT IS SO ORDERED.

Filed July 27, 1936. Closed November 24, 1936.

Western Railway Company. Maintenance of switch lights, Eagle Grove to Hawarden. The company installed switch lights at all main line switches.

Filed October 26, 1936. Closed November 30, 1936.

No. A-4646—1936. Board of Supervisors of Emmet County, by W. M. Bale, County Attorney, Estherville, v. Minneapolis & St. Louis Railroad Company. Elimination of bent in overhead bridge on secondary road No. 57 south of Estherville. The railroad company agreed to increase the opening to twenty-four feet by placing steel I-beams above the highway, thus providing sufficient width for the passage of snow plows and other equipment.

Filed April 10, 1936. Closed October 26, 1936.

Rate Cases

No. B-1281—1931. Chicago & North Western Railway Company, et al. Petition for revision of class rates intrastate in Iowa. Supplemental petition filed September 13, 1935. Withdrawn under date of May 11, 1936.

Filed September 13, 1935. Closed May 13, 1936.

No. B-1665—1935.

IOWA RAILROADS, *Petitioners*

Decided July 17, 1936

SUPPLEMENTAL PETITION FOR INCREASED FREIGHT RATES AND CHARGES—EMERGENCY FREIGHT CHARGES—1935.

Found, upon hearing, that interstate emergency increase should apply on intrastate traffic in Iowa, with certain exceptions, to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Appearances:

For the Iowa lines and also the individual railroads named—P. F. Gault, Commerce Attorney, C. & N. W. Ry. Co., Chicago, Illinois; J. E. Flansburg, Assistant to the Vice President, C. & N. W. Ry. Co., Chicago, Illinois; Henry Christianson, A. G. F. A., C., B. & Q. R. R. Co., Chicago, Illinois; H. W. Schaffer, Commerce Agent, C., R. I. & P. Ry. Co., Chicago, Illinois; E. J. Hyett, Assistant to Freight Traffic Manager, C., M., St. P. & P. R. R. Co., Chicago, Illinois; Glenn F. Vivian, Statistician, C., M., St. P. & P. R. R. Co., Chicago, Illinois.

For the Fort Dodge, Des Moines & Southern Railroad Company—L. E. Anderson, General Agent, Des Moines, Iowa.

For the Chicago Great Western Railroad Company—Chas. A. Fullen, D. F. & P. A., Des Moines, Iowa; W. I. Laird, Special Representative, Des Moines, Iowa.

For the Shippers of Iowa—John C. DeMar, Commerce Counsel of Iowa, Des Moines, Iowa; Walter Condran, Assistant Commerce Counsel, Des Moines, Iowa.

For Iowa Coals, Incorporated—F. H. Mackaman, Attorney, Des Moines, Iowa; M. G. Youngquist, General Manager, Des Moines, Iowa.

For the Iowa Coal Institute—Hugh W. Lundy, Secretary, Albia, Iowa; H. C. Phillips, T. C., Keokuk, Iowa.

For the Appanoose County Coal Operators Association—H. C. Phillips, T. C. Keokuk, Iowa; S. V. Carpenter, Centerville, Iowa.

For the Northwestern Retail Coal Dealers Association—R. C. Volkert, Traffic Manager, Minneapolis, Minnesota.

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

For the United Brick & Tile Company—R. W. Tuller, Manager, Des Moines, Iowa.

For the Des Moines Clay Company—R. W. Tuller, Manager, Des Moines, Iowa.

For the Adel Clay Products Company—H. R. Straight, President and General Manager, Adel, Iowa.

For the Kalo Brick and Tile Company—Geo. Schnurr, President and General Manager, Fort Dodge, Iowa; G. E. Schnurr, Secretary-Treasurer, Fort Dodge, Iowa.

For the Sheffield Brick & Tile Company—S. J. Galvin, Secretary-Manager, Sheffield, Iowa.

For the Rockford Brick & Tile Company—G. H. Galvin, President, Rockford, Iowa.

For the Centerville Clay Products Company—H. L. Tramp, General Manager, Centerville, Iowa.

For the Northwestern Lumbermen's Association—R. C. Volkert, Traffic Manager, Minneapolis, Minnesota.

For the Hawkeye Portland Cement Company—C. A. Kasdorf, Traffic Manager, Des Moines, Iowa.

For the Des Moines Chamber of Commerce—G. L. Wallace, Assistant Manager, Traffic Bureau, Des Moines, Iowa.

For the Ottumwa Chamber of Commerce—Leo A. Howe, Traffic Manager, Ottumwa, Iowa.

For the Dubuque Traffic Association—S. G. Creswick, Commissioner, Dubuque, Iowa.

For the Keokuk Traffic Association—H. C. Phillips, Traffic Commissioner, Keokuk, Iowa.

For the Farmers Grain Dealers Association of Iowa—Oscar Heline, Marcus, Iowa.

For the Mason City Chamber of Commerce—B. J. Drummond, Commissioner, Traffic Department, Mason City, Iowa.

In our original report in this proceeding dated May 28, 1935, we authorized the rail carriers operating within the state of Iowa to apply emergency charges on intrastate traffic similar to those authorized by the Interstate Commerce Commission for interstate traffic, with some modifications. EX PARTE 115-208 I. C. C., 4. These authorized emergency charges on intrastate traffic expired June 30, 1936, in accordance with our order in the original report in this proceeding.

On January 24, 1936, the rail carriers of the United States filed a supplemental petition with the Interstate Commerce Commission for authority to continue the emergency charges on interstate traffic beyond June 30, 1936, without expiration date.

A similar petition was filed with this Commission February 6, 1936, by the rail carriers operating within the state of Iowa seeking the continuation of the authorized emergency charges on intrastate traffic without expiration date. The carriers, in filing said petition with this Commission, requested that hearing on said petition, should it be deemed necessary, be deferred until after the Interstate Commerce Commission had rendered its decision in Ex Parte 115.

On June 9, 1936, the Interstate Commerce Commission, after investigation, denied the carriers' petition praying for permission to continue indefinitely the emergency charges authorized in its original report, 208 I. C. C., 4, but authorized a temporary continuance of the existing emergency charges with certain exceptions and modifications until December 31, 1936.

On June 15, 1936, the following telegram was filed by Mr. P. F. Gault, Commerce Attorney for the Chicago & Northwestern Railway Company in behalf of the Iowa lines:

"Iowa railroads have on file with your Commission petition asking for relief on intrastate traffic same as that granted by Interstate Commerce Commission in decision of June 6, 1936, in Ex Parte 115. Trust your Commission will grant necessary authority without hearing. If hearing deemed necessary request that it be set as soon as possible."

This Commission in its notice of June 18, 1936, set this matter for hearing on July 14, 1936, at its office in Des Moines and the case was fully heard on that date and taken under advisement.

The record indicates the carriers to be still in financial difficulty, although some improvement has been made since the original hearing in this proceeding which was held May 1, 1935. There has been a substantial increase in the carloadings of all of the carriers for the first six months of this year as compared with the first six months of the year 1935.

Objections to the continuation of any of the emergency charges until December 31, 1936, were made by certain shipping interests while other interests objected to the continuation of such increased charges on certain specific commodities. The coal interests objected to the continuation of the emergency charges on bituminous coal, but indicated that if an emergency charge was to be placed on coal that a flat amount, such as authorized in the original report, was preferable.

Manufacturers of clay products appeared and objected to the emergency charge being continued on their products. In our original report we exempted clay products from the emergency charge where the rate was eight cents per hundred pounds or less. Under the Iowa scale clay products are therefore exempt from the emergency charge for single-line hauls of 125 miles and joint-line hauls of 115 miles. In the former report we stated that a considerable amount of clay products are trucked within Iowa; however, the carriers have made reductions in the clay products rates for hauls of sixty-five miles and under to meet motor truck competition. A carrier representative indicated at this hearing that a reduction in the clay products rates for hauls in excess of sixty-five miles had been approved by the carriers. Clay products are exempt from the emergency charge on Kansas and South Dakota state traffic.

Under the original report, sand, gravel and crushed stone were subject to no emergency charge where the rate was one dollar per ton or less. Rates higher than one dollar were subject to a charge of seven per cent, maximum one cent per one hundred pounds. The Interstate Commerce Commission, in its supplemental report dated June 9, 1936, in Ex Parte 115, authorized an emergency charge of four cents per net ton on these commodities where the rates are higher than one dollar but not higher than \$1.10 per net ton to provide a more reasonable grade.

Upon careful consideration of the record in this proceeding, we are of the opinion that with certain exceptions the carriers' petition to establish on Iowa intrastate traffic the same emergency increases as permitted by the Interstate Commerce Commission on interstate traffic until December 31, 1936, should be granted and we so find.

The granting of this application with certain exceptions should not, in any manner, be construed as an indication that we are passing upon the reasonableness of the individual rates and charges resulting from these emergency increases, and is without prejudice to any interested party or parties bringing a complaint against such increases as may have herein been granted.

IT IS ORDERED, that the rail carriers operating within the state of Iowa be and are hereby authorized to establish on not less than one day's notice, the same emergency increases, together with the rules and regulations applying in connection therewith, on Iowa intrastate traffic as applying on interstate traffic designated in Agent L. E. Kipp's Tariff No. 333, I. C. C., No. A-2572, as amended by Supplements Nos. 2, 3 and 6 thereto, except that a flat increase of not in excess of five cents per net ton may be made in the existing rates on bituminous coal, in carloads, and except that no emergency increase is permitted on the following commodities, in carloads:

Soya Bean Cake and Meal.

Linseed Cake and Meal.

Prepared Animal or Poultry Feed (not condimental or medicinal), taking grain rates.

Brick and related articles as described in Item No. 280 of Western Trunk Line Tariff No. 160-K.

IT IS FURTHER ORDERED, that the emergency increases herein authorized shall expire with December 31, 1936, unless sooner cancelled, changed or extended by order of this Commission.

Under date of July 21, 1936, the Board issued a second Supplemental Order to specifically provide that prepared animal and poultry feed (not condimental or medicinal) taking rates in Items Nos. 1540 and 2420 of Western Trunk Line Freight Tariff No. 160-K be exempt from the emergency increases authorized in the foregoing order, as follows:

It not being intended by our decision and order of July 17, 1936, to authorize emergency charges in connection with the rates on animal and poultry feeds as provided in Items Nos. 1540 and 2420 of Western Trunk Lines' Tariff No. 160-K.

IT IS THEREFORE ORDERED, that prepared animal and poultry feed (not condimental or medicinal) taking rates in Items Nos. 1540 and 2420 of Western Trunk Line Freight Tariff No. 160-K be exempt from the emergency increases authorized in our supplemental order of July 17, 1936, to become effective July 22, 1936.

Filed February 6, 1936. Closed November 2, 1936.

No. B-1667—1935. John Morrell & Company, Jacob E. Decker & Sons and the Rath Packing Company v. Atchison, Topeka & Santa Fe Railway Company, et al. Rates on Live Stock, carloads, from Council Bluffs and Sioux City, Iowa, to Iowa destinations. This case was set down for hearing at the Office of the Board, Des Moines, Iowa, on October 14, 1935, but was withdrawn by petitioners before that date.

Filed November 20, 1934. Closed November 14, 1935.

No. B-1672—1936.

NORTHWESTERN LUMBERMEN'S ASSOCIATION, BY R. C. VOLKERT, TRAFFIC MANAGER, MINNEAPOLIS, MINNESOTA, *Complainant*

v.

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

Decided February 7, 1936

INVESTIGATION AND SUSPENSION OF THE ELIMINATION OF THE DUBUQUE LUMBER COMPANY AS AN INDUSTRY ON THE C. M. ST. P. & P. AT DUBUQUE, IOWA.

Held, upon hearing, that the suspended schedules are lawful and justified and that the Board's suspension order be vacated and set aside.

Appearances: Hearing held November 13, 1935:

For the Northwestern Lumbermen's Association and the Dubuque Lumber and Coal Company—R. C. Volkert, Minneapolis, Minnesota; John C. DeMar, Commerce Counsel, Des Moines, Iowa; Stephen Robinson, Assistant Commerce Counsel, Des Moines, Iowa.

For the Chicago, Milwaukee, St. Paul & Pacific Railroad Company—C. L. Taylor, Assistant General Solicitor, Chicago, Illinois.

By schedules filed to become effective March 25, 1935, the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, hereinafter referred to as the respondent, proposed elimination of the Dubuque Lumber and Coal Company as an industry on its tracks in Dubuque, Iowa, to and from which it will switch carload shipments to and from connecting lines serving that point. The Dubuque Lumber and Coal Company is listed in respondent's switching Tariff as the Dubuque Lumber Company. Upon protest filed by the Northwestern Lumbermen's Association in behalf of the Dubuque Lumber and Coal Company, operation of the proposed schedules was suspended by order of this Com-

mission until July 22, 1935. By supplement filed in compliance therewith, the respondent suspended the schedules until October 25, 1935, to conform with date in an order of the Interstate Commerce Commission suspending application of said schedules on interstate traffic. The operation of said schedules on intrastate traffic was subsequently voluntarily deferred by the respondent until February 25, 1936.

Hearing before the Interstate Commerce Commission resulted in that body finding the suspended schedules justified and vacation of its suspension order. Its report was issued August 22, 1935, and is reported in 210, I. C. C., 453. Copy of this report was made a part of the record in this proceeding.

Switching charges herein indicated do not include authorized emergency charges.

Dubuque is on the main line of respondent, extending along the west side of the Mississippi River from Sabula to Marquette, Iowa, and is also served by the Illinois Central Railroad Company, the Chicago, Burlington and Quincy Railroad Company and the Chicago Great Western Railroad Company. The Dubuque Lumber and Coal Company is located within the switching limits in the northern part of the city and has for many years been an industry on the respondent's line. It is engaged in the retail lumber and coal business and also handles other building materials.

The charge for switching between the lumber company's plant and junctions with connecting lines in connection with line-haul movements is \$3.15 per car. For industrial switching from connections with other lines to such plant on traffic originating on tracks of another carrier within the Dubuque switching limits, the charge is \$3.60 per car. For industrial switching from such plant to connection with other carriers on traffic destined to points on connecting lines within the Dubuque switching limits, the charge is 2 cents per 100 pounds, minimum weight 50,000 pounds and this charge is also applicable between the plant and points on respondent's tracks in Dubuque. These same switching charges are applicable to the Eagle Point Water Works, located on the same spur track and the Dubuque Stone Products Company, located on another spur track farther north. The \$3.15 per car charge, applicable to and from connecting lines, when such connecting lines receive a line-haul is absorbed by such line haul carriers. The reciprocal switching charge at other industries on respondent's tracks in Dubuque is \$2.70 per car, however, these other industries are located on industrial tracks near the points where respondent makes connections with the other carriers serving Dubuque.

Respondent introduced copies of a contract or sidetrack agreement, entered into on May 7, 1919, by the Director General of Railroads, the Dubuque Lumber and Coal Company and the Dubuque Water Works, which superseded a former agreement dated January 15, 1913, between the respondent's predecessor and the lumber company, subject to other conditions therein. The lumber company agreed to pay for the entire cost of maintenance and of additions and betterments on the portion of the track beyond the clearance point with the main track upon condition that the railroad maintain and operate the said track.

In June, 1934, due to washouts, repairs were made on said track. Payment for said repairs, however, was refused by the lumber company. Protestant offered in evidence copies of letters dated March 28, 1928, and June 25, 1930, from an official of the respondent's, advising that the contract was cancelled. However, higher officials were of a contrary view. Counsel for respondent stated that if the suspended schedules are permitted to become effective, the said contract would be cancelled.

Respondent takes the position that the industry, having failed to perform its part of the contract, has forfeited any rights thereunder, and that if it is to continue to use the track considered, such use should be only on shipments coming into Dubuque over respondent's line. Default of the industry is construed as changing the status of

the track from an industrial track to a team track. Should the suspended schedules become effective, the spur track here considered, would continue to be used for traffic reaching Dubuque via respondent's line in line-haul.

Evidence was developed by the protestant, at the hearing, which indicated respondent's tracks to be partially on the property of the lumber company. The counsel for respondent indicated, however, that this could be definitely determined only by a survey and indicated that its tracks would be moved if found to extend onto the property of the lumber company.

The lumber company is located approximately one and one-half miles north of respondent's yard office at Dubuque shop yards and it is necessary to operate over respondent's main line track to reach the industry. The Eagle Point Water Works, formerly the Dubuque Water Works, is located immediately south on the same spur track, but that concern now uses electricity for power and receives but one or two carloads of coal per year. The Dubuque Stone Products Company is located a short distance north of the lumber company on its own tracks and is engaged in producing stone during the construction season.

Practically all of the supplies of the lumber company are received in carload quantities from interstate origins, very little traffic originating at intrastate origins. No shipments are made outbound. The record indicates that the lumber company receives cement from Mason City, plaster from Fort Dodge and clay products from Redfield and respondent concurs in the line-haul rates from the above origins affording it a line-haul into Dubuque. The respondent concurs jointly with the Fort Dodge, Des Moines and Southern Railroad and the Minneapolis and St. Louis Railroad in the rate on plaster in carloads from Fort Dodge to Dubuque, the rate being the same as applicable via the more direct lines, which are the Chicago Great Western Railroad or the Illinois Central Railroad.

Respondent's switching Tariff lists industries located on its tracks at Dubuque, including at least three lumber and coal companies, to which reciprocal switching is performed by the respondent on traffic arriving at Dubuque via other lines. The switching Tariffs of the other lines serving Dubuque likewise lists several lumber and coal companies for whom switching rates are provided on traffic coming into Dubuque via other railroads.

A map of the city of Dubuque was offered in evidence by the protestant showing the locations of various industries in the Dubuque switching district. None of these other lumber and coal companies appear to be similarly located in the northern part of Dubuque and all being located much nearer the points of connections with the other lines than is the Dubuque Lumber and Coal Company.

The spur track serving the lumber company is owned by and located on respondent's right-of-way and the record indicates that this track has been used as a team track for delivery of freight to other consignees.

The suspended schedules propose the cancellation of switching rates to the lumber company on traffic received at Dubuque via the other carriers serving that point. This Commission has no jurisdiction to enforce the performance of the side-track agreement and it appears, therefore, that the only question before us is whether or not the proposal is lawful. We are of the opinion that the suspended schedules are not unlawful. We find that the suspended schedules have been justified.

IT IS THEREFORE ORDERED, that the Order heretofore entered in this proceeding, suspending the operation of said schedules be and is hereby vacated and set aside as of February 15, 1936, and that this proceeding be discontinued.

Under date of February 14, 1936, there was filed with the Board a petition by the complainant asking for a reopening of the case and

a reconsideration of the Decision and Order rendered February 7, 1936, which was denied on April 1, 1936, as follows:

Upon careful consideration of petition filed February 14, 1936, by the Northwestern Lumbermen's Association for re-opening, reconsideration of decision and order rendered February 7, 1936, in the above entitled proceeding.

IT IS ORDERED that the petition be and is hereby denied.

Filed March 20, 1935. Closed February 7, 1936.

No. B-1675—1936.

CHAMBER OF COMMERCE, CEDAR RAPIDS, IOWA, BY H. F. SUNDBERG,
MANAGER, TRAFFIC BUREAU, *Complainant*

v.

IOWA LINES, *Defendants*

Decided April 1, 1936

INVESTIGATION AND SUSPENSION OF INCREASED RATES ON PREPARED ANIMAL,
POULTRY OR PIGEON FEED, IN CARLOADS, INTRASTATE IN IOWA.

Held, upon hearing, that the suspended schedules were not justified and ordered their cancellation on or before April 28, 1936.

Appearances: Hearing held September 24, 1935:

For the C. & N. W. Ry. Co. and Iowa Lines—P. F. Gault, Commerce Attorney, Chicago, Ill.; J. E. Flansburg, Assistant to Vice President, Chicago, Ill.

For the C., M., St. P. & P. R. R. Co.—R. C. Sanders, A. G. F. A., Chicago, Ill.

For the C., B. & Q. R. R. Co.—G. A. Hoffelder, A. G. F. A., Chicago, Ill.

For the Illinois Central R. R. Co.—F. C. Furry, A. G. F. A., Chicago, Ill.

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

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

For the Chamber of Commerce, Des Moines, Iowa, and interested shippers—C. C. Crouse, Manager Traffic Bureau, Des Moines, Iowa.

For the Sioux City Grain Exchange—Freeman Bradford, T. M., Sioux City, Iowa.

For the Inland Milling Company and Des Moines Elevator and Grain Company—J. D. Kent, Des Moines, Iowa.

For the Champion Milling & Grain Company—H. P. Krause, T. M., Clinton, Iowa.

For the Kellogg Grain & Elevator Company and Spencer, Kellogg & Sons, Inc., both of Minneapolis, Minnesota—W. LeBlanc, Traffic Representative, Minneapolis, Minn.

For the Farmers & Grain Dealers Association of Iowa—Oscar Heline, President, Marcus, Iowa; D. E. Edison, T. M., Fort Dodge, Iowa.

For the Omaha Grain Exchange—John A. Kuhn, T. M., Omaha, Nebraska.

For the Commerce Counsel of Iowa—John C. DeMar, Commerce Counsel, Des Moines, Iowa; Walter Condran, Assistant Counsel, Des Moines, Iowa.

For the Iowa Farm Bureau Federation—Charles E. Hearst, President, Des Moines, Iowa (by letter.)

By schedules filed to become effective June 1, 1935, the carriers operating within the State proposed to amend Item 1800 of WTL Tariff 207-E by restricting the application of the Corn Rates on Prepared Animal, Poultry or Pigeon Feed (Not condimental or medicinal) in carloads to such feeds "consisting of mixtures or blended products of which 70 per cent or more in weight is composed of two or more of the ingredients specified in reference mark (5), Section P of Item 1980" of said tariff.

Upon protest filed by the Cedar Rapids Chamber of Commerce, operation of the proposed schedules were suspended until September 28, 1935. The operation of said schedules were subsequently voluntarily deferred by the carriers until April 28, 1936.

The suspended schedules do not propose any change in the carload minimum weight of 40,000 pounds.

In Docket No. B-1577, decided August 16, 1929, this Commission prescribed the corn rate on prepared food and/or feed mixture, animal, poultry or pigeon (not medicated or condimental), minimum carload weight 40,000 pounds.

No evidence was introduced at the hearing in the above entitled matter by the carriers nor the protestant, this case having been set for hearing jointly with Docket No. B-1676—Investigation and Suspension of Increased Rates on Grain, Grain Products and Related Articles, in Carloads, Intrastate in Iowa.

We find the suspended schedules not justified, and,

IT IS THEREFORE ORDERED, that the suspended schedules be cancelled on or before April 28, 1936, and that this proceeding be discontinued.

Under date of June 17, 1936, the carriers filed an application seeking reopening and reconsideration of the Board's decision of April 1, 1936, in the foregoing case, and the request was denied on August 22, 1936, as follows:

Upon careful consideration of application filed by the carriers June 17, 1936, seeking reopening and reconsideration of our decision of April 1, 1936, and of reply thereto filed June 19, 1936, by the Traffic Bureau of the Cedar Rapids Chamber of Commerce,

IT IS ORDERED that the application be and is hereby denied.

Filed May 22, 1935. Closed August 22, 1936.

No. B-1676—1936.

CHAMBER OF COMMERCE, CEDAR RAPIDS, BY H. F. SUNDBERG, MANAGER,
TRAFFIC BUREAU, ET AL.

Decided August 15, 1936

INVESTIGATION AND SUSPENSION OF INCREASED RATES ON GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES IN CARLOADS, INTRASTATE IN IOWA.

Found, upon hearing, that present commodity rates on feed, animal, poultry or pigeon as described in List 4 of Item 180 of W. T. L. Freight Tariff No. 208-B should be maintained, subject to rates provided on grain and related articles in Appendix A as a maximum.

That the suspended schedules have not been justified and ordering the establishment on or before October 1, 1936, of the distance scale of maximum rates shown in Appendix A.

That the rates prescribed shall include transit reasonably equal with that accorded under the interstate rates.

That the suspended schedules be cancelled on or before September 1, 1936.

That the rates prescribed shall be applicable for the distance shipments are transported for single line hauls and for joint line hauls not exceeding three lines.

That the joint rates prescribed shall include charges for switching at intermediate interchange points on shipments handled through and not stopped for special services at such interchange points.

That carrier's tariffs naming specific rates from Iowa points to Council Bluffs and/or Sioux City, Iowa, not now authorized to apply on Iowa intrastate traffic be amended to authorize their application on or before October 1, 1936.

Under date of May 15, 1936, the Board approved the application of the Western Trunk Line Committee to amend Iowa Lines' Freight Tariff No. 160-J effective May 31, 1936, on one day's notice by re-issuing Supplement No. 32-F to said Tariff and provide therein that

the effective date of Supplement No. 28 to Iowa Lines' Freight Tariff No. 160-J be further postponed from June 1, 1936, to September 1, 1936.

The Board's decision of August 15, 1936, is as follows:

Appearances: Hearing held September 24-26, 1935:

For the C. & N. W. Ry. Co. and Iowa Lines—P. F. Gault, Commerce Attorney, Chicago, Ill.; J. E. Flansburg, Assistant to Vice President, Chicago, Ill.

For the C., M., St. P. & P. R. R. Co.—R. C. Sanders, Assistant General Freight Agent, Chicago, Ill.

For the C., B. & Q. R. R. Co.—G. A. Hoffelder, Assistant General Freight Agent, Chicago, Ill.

For the Illinois Central R. R. Co.—F. C. Furry, Assistant General Freight Agent, Chicago, Ill.

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

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

For the Chamber of Commerce, Des Moines, Iowa, and interested shippers—C. C. Crouse, Manager Traffic Bureau, Des Moines, Iowa.

For the Sioux City Grain Exchange—Freeman Bradford, T. M., Sioux City, Iowa.

For the Inland Milling Company and Des Moines Elevator and Grain Company—J. D. Kent, Des Moines, Iowa.

For the Champion Milling & Grain Company—H. P. Krause, T. M., Clinton, Iowa.

For the Kellogg Grain & Elevator Company and Spencer Kellogg & Sons, Inc., both of Minneapolis, Minnesota—W. LeBanc, Traffic Representative, Minneapolis, Minn.

For the Farmers & Grain Dealers Association of Iowa—Oscar Heline, President, Marcus, Iowa; D. E. Edison, T. M., Fort Dodge, Iowa.

For the Omaha Grain Exchange—John A. Kuhn, T. M., Omaha, Nebraska.

For the Commerce Counsel of Iowa—John C. DeMar, Commerce Counsel, Des Moines, Iowa; Walter Condran, Assistant Counsel, Des Moines, Iowa.

For the Iowa Farm Bureau Federation—Charles E. Hearst, President, Des Moines, Iowa (by letter.)

By schedules filed to become effective July 1, 1935, the carriers operating within the State of Iowa proposed a general revision in the carload rates on grain, grain products and related articles, including flax seed and articles taking same rates for intrastate application.

On June 10, 1935, the following telegram was received from L. E. Kipp, Agent, Western Trunk Line Committee:

"Authority desired establish for application Iowa intrastate traffic effective July 1, 1935, fifteen days' notice same rates, rules, regulations as will be established on interstate traffic connection with I. C. C. Docket 17000—Part 7—Grain and Grain Products within Western District and to cancel present rates on grain and grain products applicable Iowa intrastate traffic by issuance special supplements agency and individual lines' tariffs affected making reference to new adjustment. Also desired to advance effective date for Tariff No. 330 issued by Kipp filed your Commission become effective July 15 to July 1 on fifteen days' notice to be in harmony entire adjustment."

Said application was approved by us under our File L-1050 of June 10, 1935.

On June 19, 1935, the following telegram was received from L. E. Kipp, Agent, Western Trunk Line Committee:

"Referring my telegraphic application tenth instant request-

ing filing Iowa intrastate traffic effective July 1, on fifteen days' notice grain and grain products rate adjustment I. C. C. Docket 17000, Part 7 and your approval L-1050 of June 10, granting same. Due to inability certain individual lines to file adjustment on fifteen days' notice Interstate Commerce Commission has issued special permission 144875 of June 12 permitting such lines file changes interstate traffic on not less than five days' notice and similar authority desired permit such delinquent lines file on five days' notice on Iowa intrastate traffic."

This application was approved by us under our File L-1056 of June 19, 1935.

The schedules as filed to become effective July 1, 1936, on intrastate traffic published specific local rates from Iowa points to the Sioux City and Council Bluffs markets, specific proportional and flat rates from those markets to points in Iowa, and a distance scale of rates to apply for intrastate hauls other than to or from Sioux City and Council Bluffs.

Although authorized to file on short notice the same rates on intrastate traffic as on interstate traffic, several of the carriers did not provide for the intrastate application of such specific rates as were published from Iowa points to Sioux City and Council Bluffs.

Upon protests filed by various interests to the scale of rates proposed for intrastate application for movements other than to or from Sioux City and Council Bluffs, operation of said proposed schedules were suspended until October 28, 1935. The operation of said schedules were subsequently voluntarily deferred by the carriers until September 1, 1936.

Protests were also filed against proposed changes in ratings and minimum weights on various seeds, said changes being published in Items Nos. 3045-C, 3060-A and 3085-A of Supplement No. 24 to Western Trunk Line Freight Tariff No. 207-E to become effective July 1, 1935. The operation of these schedules was also suspended until October 28, 1935, but they were subsequently voluntarily withdrawn by the carriers effective as of October 28, 1935.

By schedules filed to become effective February 1, 1936, the carriers again proposed to increase the minimum weight on flaxseed but the proposed schedules were suspended until June 1, 1936, under our Suspension Order of January 28, 1936, in Docket No. B-1682. The operation of these schedules was voluntarily deferred by the carriers until September 1, 1936.

Average annual production of a five-year period ending with 1928 of corn, oats and wheat in w. t. l. states and four other states, portions only of which are in w. t. l. territory are shown below:

Annual average in millions of bushels, five years ending with 1928.

	Corn	Oats	Wheat
Iowa	417.0	221.7	8.0
Wisconsin	77.7	105.6	2.6
^a Michigan	50.8	54.9	17.2
Minnesota	137.4	159.3	27.4
^a Missouri	175.0	41.7	20.0
North Dakota	24.0	58.5	121.7
South Dakota	98.6	71.6	31.7
Nebraska	214.4	68.8	55.3
Kansas	131.5	35.4	135.3
^a Colorado	16.8	5.5	18.3
^a Wyoming	3.2	4.1	3.3

(^a) State total; state is only partly w. t. l.

Annual production in Iowa of corn, oats, barley and wheat are shown below for the years 1928 to 1934, inclusive:

Year	Millions of bushels			
	Corn	Oats	Barley	Wheat
1928	461.0	230.8	25.8	8.3
1929	429.7	209.8	16.8	7.6
1930	378.2	229.0	13.4	8.5
1931	382.6	188.6	11.2	7.1
1932	500.4	217.0	12.8	4.1
1933	500.2	142.8	8.5	4.2
1934	196.0	58.5	5.1	3.5

There originated within Iowa on the 12 class 1 railroads, both intra-state and interstate destinations, corn, oats and wheat for the calendar years 1929 to 1934 inclusive as shown in the following table:

Year	Millions of bushels		
	Corn	Oats	Wheat
1929	105.9	84.6	22.7
1930	83.8	71.0	16.0
1931	51.6	43.4	15.1
1932	44.1	37.0	8.4
1933	100.3	48.7	7.6
1934	110.7	25.5	5.3

The following table shows the rail shipment of Iowa crop from country points for the crop years 1923-24 to 1933-34. The crop year is used, November 1 to the succeeding October 31 for corn and August 1 to the succeeding July 31 for oats:

Crop Year	Millions of bushels	
	Corn	Oats
1923-1924	59.6	...
1924-1925	40.4	76.0
1925-1926	77.5	65.2
1926-1927	79.6	51.3
1927-1928	69.3	61.3
1928-1929	88.7	63.7
1929-1930	69.7	60.2
1930-1931	42.3	41.3
1931-1932	41.1	27.6
1932-1933	75.4	38.4
1933-1934	88.8	25.8
Average	66.6	51.5

The percentage of Iowa's commercial corn and oats on first billing to various markets for the crop years 1927-28, 1928-29, 1929-30 and 1930-31 are shown in the following table:

Destination	1927-28		1928-29		1929-30		1930-31	
	Corn	Oats	Corn	Oats	Corn	Oats	Corn	Oats
Chicago	23.0	15.1	28.0	12.9	24.5	11.8	17.5	8.9
Peoria	2.0	.2	5.0	...	3.0	...	.7	...
Milwaukee	8.0	6.4	7.5	6.3	7.0	8.3	3.6	5.3
Kansas City	(^a)	1.2	(^a)	3.5	(^a)	4.1	(^a)	3.2
St. Louis	(^a)	2.6	(^a)	5.4	(^a)	4.6	(^a)	5.4
St. Joseph	(^a)	.2	(^a)	.6	(^a)	.8	(^a)	3.7
Missouri	5.5	1.3	9.0	2.8	11.0	1.7	8.8	2.8
Minneapolis	1.0	1.0	...	.1	.5	1.4	3.6	...
Omaha	...	.4	...	...	...	...	.4	...
Illinois	3.0	2.4	2.0	1.5	1.0	2.3	1.1	1.5

Wisconsin	2.0	2.0	3.0	1.0	1.0	.9	.7	.8
Minnesota .....	.5	...	...	...	...	...	.5	...
Nebraska .....	...	...	1.0	...	...	...	.6	...
Oklahoma .....	...	.2	...	.5	...	.6	...	.1
South Dakota .....	...	.1	...	...	...	...	6.1	...
Other interstate .....	.5	2.3	...	2.2	1.5	2.4	1.6	4.8
Cedar Rapids	20.0	43.1	20.0	41.9	23.0	41.2	28.2	45.3
Clinton	3.0	...	4.0	...	4.0	...	4.9	...
Keokuk	1.0	.6	1.0	.8	2.0	...	1.8	.6
Davenport	1.0	1.6	1.0	2.0	1.0	3.1	.5	3.9
Council Bluffs	6.0	5.1	6.0	7.6	10.9	5.4	6.6	4.5
Sioux City	3.0	2.1	2.0	1.1	1.0	.8	2.8	.9
Des Moines	3.0	2.6	3.0	3.5	2.5	2.9	2.0	1.7
Burlington .....	...	.5	.5	.5	1.0	.7	.9	.8
(^b) Iowa	7.0	4.2	4.0	2.1	2.0	2.2	.9	.2
Local deficit areas.....	10.9	4.8	3.0	3.7	4.0	4.8	6.1	5.6

(^a) See Missouri; corn mostly to the three markets; small per cent to local feeders.

(^b) Corn mostly to Council Bluffs, Keokuk, Burlington with small per cent to local feeder points; oats to Iowa primary markets.

The present Iowa distance scales on grain and related articles, including flax seed and articles taking same rates have been in effect since 1922. The present rates on coarse grains (corn, rye, oats and barley) and articles taking same rates, are 90 per cent of the contemporaneous wheat rate. The present rates on flax seed and articles taking same rates are slightly higher than the contemporaneous wheat rates averaging about 5 or 6 per cent.

The Interstate Commerce Commission in Docket No. 17000 Part 7, 164 I. C. C., 619 prescribed a general revision of the interstate rates on grain and grain products within the western district. The rates prescribed became effective August 1, 1931, but were cancelled February 20, 1932, on which date the July 31, 1931, adjustment was restored as a result of a decision of the Supreme Court of the United States in *Atchison, T. & S. F. Railway Company v. United States*, 284 U. S. 248.

In the above mentioned case the Interstate Commerce Commission prescribed, among other things, key point rates from a limited number of Iowa stations to the various interstate market points such as Chicago, Minneapolis, Omaha, Kansas City and St. Louis. It likewise prescribed a distance scale of rates to be applied to miscellaneous interior movements; that is, for movements other than to primary markets, which was approximately 10 per cent higher than the key point rates prescribed.

In 205 I. C. C., 301 the Interstate Commerce Commission, after further hearings in Docket No. 17000, Part 7, among other things, prescribed key point rates from Iowa to the primary markets but rescinded its finding in the original report prescribing distance rates for interior movements. At page 344 the Commission said:

"The propriety of the prescription, out of an abundance of caution to provide rates for isolated shipments, of interior scales to supplant the various scales of the carriers and State Commissions, in most instances involving an increase in intrastate scales, is open to serious question. The finding in the original report prescribing interior scales is rescinded."

The rates prescribed by the Interstate Commerce Commission upon rehearing became effective interstate on July 1, 1935.

The Iowa carriers in this proceeding are proposing for intrastate traffic in Iowa, other than the Sioux City and Council Bluffs, the same scale for single line application as was prescribed for interior movements in Western Trunk Line Territory by the Interstate Commerce Commission in 164 I. C. C., 619. Except for short hauls, the carriers

propose on joint hauls 80 per cent of the local rates for the distance each railroad hauls the shipment.

What we have said in regard to the 80 per cent basis for joint hauls in connection with other commodities which have been before this Commission in recent years is likewise true as to rates on grain. This basis is shown to be unsatisfactory for the reason that it provides different rates for same distances depending on the distance hauled by each carrier. Flax seed and articles taking same rates are proposed by the carriers to be 112 per cent of the proposed grain rates. The Interstate Commerce Commission prescribed flax seed on the basis of 112 per cent of the rates on grain, this being the basis in effect on interstate traffic.

The flaxseed interests appeared at this hearing and contended that the rates on flaxseed should be no higher than the rates on wheat. They contend that general conditions affecting the transportation of flaxseed are as favorable as those affecting the transportation of wheat.

The present rates compared with the suspended rates for representative mileage blocks are shown below for single line hauls:

Miles	Present Wheat	Present Coarse Grains	Proposed All Grains	Flaxseed	
				Present	Proposed
10	7	6.5	7.5	7	8.5
20	7.5	7	7.5	8	8.5
30	8	7	7.5	8.5	8.5
40	9	8	8	9	9
50	9.5	8.5	9	10	10
75	10.5	9.5	11	11	12.5
100	12	11	12	12	13.5
120	13	11.5	13	13.5	14.5
140	13.5	12	14	14	15.5
160	14.5	13	15	15.5	17
180	15.5	14	15.5	16	17.5
200	16	14.5	16.5	16	18.5
250	18	16	18	19	20
300	20	18	20.5	20.5	23
350	21.5	19.5	22	22.5	24.5
400	24	21.5	23.5	25	26.5
450	26	23.5	25.5	26.5	28.5
500	27.5	25	27	28.5	30

The key point rates prescribed by the Interstate Commerce Commission from the Iowa points named in the report to Omaha, Nebraska, are approximately 93 per cent of the scale herein proposed by the carriers for single-line application in Iowa.

For many years the carriers have voluntarily maintained a scale of rates on animal and poultry feed manufactured from grain mixed with other ingredients somewhat less than the corn rates for distances in excess of 190 miles. A blanket rate of 14 cents applies for single-line hauls ranging from 180 to 380 miles, both inclusive. Clinton, Iowa, is one point which manufactures this type of feed, and the record indicates that said reductions were made by the carriers to meet competition from the Missouri River markets, they having proportional rates available from the said markets to interior Iowa points.

Under the circumstances we are of the opinion that the present commodity rates on feed, animal, poultry or pigeon, as described in List 4 of Item 180 of W. T. L. Freight Tariff No. 208-B should be maintained subject, however, to the rates provided on grain and related articles in Appendix A as a maximum.

Upon careful consideration of the record in this proceeding we find that the suspended schedules have not been justified but we do find

that the present maximum rates on grain and related articles in carloads should be revised.

We further find that rates herein prescribed shall include transit reasonably equal with that accorded under the interstate rates. Carriers will be expected to comply with this finding within ninety days from the date of this report.

IT IS ORDERED, that the suspended schedules be cancelled on or before September 1, 1936.

IT IS FURTHER ORDERED, that the rail carriers operating within the state of Iowa, be and are hereby notified and required to establish on or before October 1, 1936, upon not less than ten days' notice to this Commission and to the general public and thereafter maintain and apply rates that shall not exceed the maximum distance rates provided in Appendix A to this report for the transportation of grain and related articles, in carloads, between points within the State of Iowa, excepting to and from Council Bluffs and Sioux City, Iowa. The rates herein prescribed to be subject to emergency charges to the extent authorized.

IT IS FURTHER ORDERED, that the rates herein prescribed shall be applicable for the distance shipments are transported for single-line hauls and for joint-line hauls not exceeding three lines.

IT IS FURTHER ORDERED, that the joint rates herein prescribed shall include charges for switching at intermediate interchange points on shipments handled through and not stopped for special services at such interchange points.

IT IS FURTHER ORDERED, that carriers tariffs naming specific rates from Iowa points to Council Bluffs and/or Sioux City, Iowa, not now authorized to apply on Iowa intrastate be amended to authorize their application on Iowa intrastate traffic on or before October 1, 1936, upon not less than ten days' notice to this Commission and the general public.

APPENDIX A

Distance scale of maximum rates herein prescribed on grain and related articles, in carloads.

Miles	(^a) Grain	(^b) Flaxseed	Miles	(^a) Grain	(^b) Flaxseed
20	7	8	230	16.5	18.5
30	7.5	8.5	240	16.5	18.5
40	8	9	250	17	19
50	8.5	9.5	260	17.5	19.5
60	9	10	270	18	20
70	9.5	10.5	280	18.5	20.5
80	10	11	290	18.5	20.5
90	10.5	12	300	19	21.5
100	11	12.5	310	19.5	22
110	11.5	13	320	19.5	22
120	12	13.5	330	20	22.5
130	12.5	14	340	20	22.5
140	13	14.5	350	20.5	23
150	13.5	15	360	21	23.5
160	14	15.5	370	21	23.5
170	14.5	16	380	21.5	24
180	14.5	16	390	21.5	24
190	15	17	400	22	24.5
200	15.5	17.5	410	22.5	25
210	16	18	420	22.5	25
220	16	18	430	23.5	26.5

Miles	(^a) Grain	(^b) Flaxseed	Miles	(^a) Grain	(^b) Flaxseed
440	23.5	26.5	480	24.5	27.5
450	23.5	26.5	490	24.5	27.5
460	24	27	500	25	28
470	24	27			

(^a) To be applied on Grain and Articles taking same rates as described in Western Trunk Line Tariff No. 330-A and Item 1800 of Western Trunk Line Tariff No. 207-G subject to the minimum weights as provided therein.

(^b) To be applied on Flaxseed and other articles as described in Item 230 of Western Trunk Line Tariff No. 330-A and subject to the minimum weights as provided in said tariff.

Under date of August 24, 1936, a petition was filed by the Sioux City Grain Exchange for re-opening for further consideration upon the record as now made and for modification of the Board's order of August 15, 1936, and under date of October 12, 1936, the following Supplemental Order was issued:

Upon careful consideration of petition filed August 24, 1936, by the Sioux City Grain Exchange for re-opening for further consideration upon the record as now made and for modification of our order of August 15, 1936, in the above entitled matter and good cause appearing therefor;

IT IS ORDERED that the rail carriers operating within the state of Iowa, be and are hereby notified and required to establish on or before October 19, 1936, on not less than one day's notice to this Commission and to the general public, the application of the maximum distance rates provided in Appendix A between Iowa stations on the one hand and Sioux City and Council Bluffs, Iowa on the other hand where specific rates are not published to and from those markets.

Filed June 25, 1935. Closed November 19, 1936.

No. B-1678—1936. Northwestern Retail Coal Dealers Association, Minneapolis, Minnesota, v. Chicago & North Western Railway Co., et al. Alleged unlawful rates charged on various shipments of bituminous coal, carloads, between points in the state of Iowa during the period October 9, 1933, and February 20, 1934. This case was set down for hearing and partly heard on November 13, 1935, was continued to November 14, 1935, and at that time continued to a date to be fixed later by the Commission. Under date of June 3, 1936, the complainant requested that the proceedings be dismissed, and the file was, therefore, closed as of that date.

Filed September 14, 1935. Closed June 3, 1936.

No. B-1681—1936. Investigation and suspension of increased rates on Vegetables, in carloads, intrastate in Iowa. Under date of January 28, 1936, the Board issued an order, suspending until June 1, 1936, the rates in question, as follows:

IT APPEARING, That there have been filed with this Commission, by L. E. Kipp, Agent, for the Iowa Lines, tariffs containing schedules stating new individual joint rates and charges, and new individual and joint regulations and practices affecting such rates and charges, to become effective on the 1st day of February, 1936, designated as follows:

Item 100-B of Supplement No. 32-G to Iowa Lines Tariff No. 160-J.

IT FURTHER APPEARING, That said schedules contained in said tariffs make certain increases in rates for intrastate transportation of

vegetables, in carloads, and the rights and interests of the public appearing to be injuriously affected thereby, and it being the opinion of the Commission that the effective date of said schedules contained in said tariffs should be postponed pending hearing and decision thereon.

IT IS ORDERED, That the Commission, without formal pleading, enter upon a hearing concerning the lawfulness of the rates, charges, regulations and practices contained in said schedules contained in said tariffs.

IT IS FURTHER ORDERED, That the operation of said schedules contained in said tariffs be suspended, and that the use of the rates, charges, regulations and practices therein stated be deferred upon intrastate traffic until the 1st day of June, 1936, unless otherwise ordered by the Commission, and no change shall be made in such rates, charges, regulations and practices during the said period of suspension unless authorized by special permission of the Commission.

Under date of May 8, 1936, the Board issued a further order suspending the rates in question until July 1, 1936, and setting the case down for hearing on Wednesday, May 27, 1936, 10:00 o'clock a. m., at the Office of the Board, Des Moines, Iowa.

Hearing was held as scheduled on the date last shown and on August 22, 1936, decision finding the proposed scale not justified was issued, as follows:

Appearances:

For the Chicago and Northwestern Railway Company—Charles P. Megan, Trustee.

For the Chicago, St. Paul, Minneapolis and Omaha Railway Company.

For the Iowa Lines generally—P. F. Gault, Commerce Attorney, Chicago, Illinois; J. E. Flansburg, Assistant to Vice President in Charge of Traffic, Chicago, Illinois.

For the Chicago, Milwaukee, St. Paul and Pacific Railroad Company and its Trustees—O. H. Timm, Commerce Assistant, Chicago, Illinois.

For the Chicago, Rock Island and Pacific Railway Company—H. W. Schaffer, Commerce Agent, Chicago, Illinois.

For the Chicago, Burlington and Quincy Railroad Company—R. L. Hafer, Commerce Assistant, Chicago, Illinois.

For the Protestant Shippers of the State of Iowa—John C. DeMar, Commerce Counsel, Des Moines, Iowa; Walter Condran, Assistant Counsel, Des Moines, Iowa.

For the Des Moines Chamber of Commerce—G. L. Wallace, Des Moines, Iowa.

For the Iowa-Nebraska Cannery Association—S. O. Lampman, Marshalltown, Iowa.

For the Iowa Vegetable Growers Association—E. H. Hass, President, Forest City, Iowa; C. L. Fitch, Secretary, Ames, Iowa.

By schedules filed to become effective February 1, 1936, the Iowa Lines proposed to cancel the application of the Class C rates as provided in Iowa Lines Freight Tariff No. 160-J on cabbage, potatoes (other than sweet), onions, rutabagas and turnips, in straight or mixed carloads, also carrots without tops and parsnips without tops when in mixed carloads with the foregoing articles. The suspended schedules provide that the rates on these articles, except when consigned to factories for canning or manufacturing, will be subject to the rates provided in W. T. L. Freight Tariff No. 297, which are the rates applicable on interstate traffic on said articles in this territory as a result of litigation before the Interstate Commerce Commission. An alternative provision is made in W. T. L. Freight Tariff No. 297 authorizing the use of the Class C rates as named in W. T. L. Freight Tariff No. 253 series when a lower charge results.

Upon protest filed by the Cedar Rapids Chamber of Commerce, operation of the proposed schedules was suspended by order of this Commis-

sion until July 1, 1936. The suspended schedules were voluntarily deferred by the carriers until September 1, 1936.

This Commission in Docket No. B-1281—Revision of Class Rates Intrastate in Iowa, authorized an upward revision of the intrastate class rates upon petition of the carriers following the revision of the interstate class rate adjustment within western trunk line territory by the Interstate Commerce Commission in Docket 17000—Part 2. As to the rates on domestic fruits and vegetables, in carloads, this Commission in Docket No. B-1281 found the reasonable maximum rates to be those then maintained, subject as a maximum to the rates prescribed therein on the respective class according to which the particular article is rated in the Western Classification or exceptions, without prejudice to the modification thereof by the usual methods of procedure and independently of that proceeding.

Under the present adjustment alternative applications are provided in each of the following tariffs, thereby permitting the lowest rate named in any of the tariffs to be applied:

W. T. L. Freight Tariff No. 160-K.

W. T. L. Freight Tariff No. 253-C.

W. T. L. Freight Tariff No. 297.

The rates named in Tariff No. 160-K are generally the lowest on single-line hauls and the carriers' proposal would have the effect of increasing the rates on potatoes (other than sweet), cabbage, onions without tops, turnips without tops and rutabagas without tops to the Class C rates as named in Tariff No. 253-C, which were the maximum authorized to be established by us in Docket No. B-1281. The Class C rates as named in Tariff No. 160-K would continue to apply to other Class C vegetables, including melons.

The following table shows a comparison of the present rates with the proposed rates for single-line hauls for a representative number of mileage blocks:

Miles	Present		Proposed		Proposed	
	(a)	(b)	(c)	(d)	(e)	(f)
5	6.5	6.5	8	9	10	
15	7	7	9	10	11	
25	7.5	7.5	10	11	12	
50	9	9	13	13	14	
75	10	10	14	16	18	
100	11	11	15	18	20	
125	12.5	12.5	17	21	23	
150	14	14	18	22	24	
175	15.5	15.5	20	23	25	
200	16.5	16.5	21	24	26	
250	20	20	24	27	29	
300	23	23	26	29	31	
350	26.5	26.5	29	31	34	
400	30.5	30.5	32	33	36	
450	34	34	35	35	38	
500	38	38	37	37	41	

(a) Class C rates in W. T. L. Tariff 160-K applicable on all Class C vegetables, including melons.

(b) Class C rates in W. T. L. Tariff 160-K, proposed to apply on artichoke tubers, beets without tops, carrots without tops, parsnips without tops, pumpkins, radishes without tops, winter squash, dasheens (Malangas), onion sets, potatoes (sweet or yams), yucas, or names, cantaloupes, citron melons, muskmelons, watermelons and melons N. O. I. B. N.

(c) Class C rates in W. T. L. Tariff 253-C, proposed to apply on potatoes (other than sweet), cabbage, onions without tops, rutabagas without tops, and turnips without tops.

- (d) Rates in W. T. L. Tariff 297, applying on same commodities as Column (c) from September 1 to May 31, Minimum 36,000 pounds.
- (e) Same as (d) during June, July and August, Minimum 30,000 pounds.

It is indicated from the above table that in no case would the rates named in Tariff No. 297 be less than the Class C rates as named in Tariff No. 253-C, and therefore insofar as the maximum rates are concerned the rates named in Tariff No. 297 would have no effect on Iowa intrastate traffic. The carriers have, however, established reduced rates on straight carloads of potatoes in Tariff No. 297 which are in some instances lower than the Class C rates named in Tariff No. 253-C. They are 4 cents per 100 pounds lower than the maximum rates prescribed by the Interstate Commerce Commission for the period September 1 to May 31 on interstate traffic in this territory and are published to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Were we to find the suspended schedules justified, higher rates would be applicable intrastate on potatoes (other than sweet), cabbage, onions without tops, rutabagas without tops and turnips without tops than would be applicable on artichoke tubers, beets without tops, carrots without tops, winter squash, dasheens (malangas), onion sets, potatoes (sweet or yams), yucas or names, cantaloupes, citron melons, muskmelons, watermelons and melons N. O. I. B. N. Generally, the reverse exists on interstate traffic.

The record indicates that potatoes and other vegetables are produced commercially in the peat beds in north central Iowa and that Des Moines is the important market for vegetables grown in that region. Carriers have, for the past few years, maintained reduced rates on these vegetables from northern Iowa producing points to Des Moines to meet motor truck competition. These special rates, however, were all cancelled February 1, 1936, the date the suspended schedules herein were published to have become effective.

We are of the opinion that the suspended schedules have not been justified and we so find.

IT IS THEREFORE ORDERED, that the suspended schedules be cancelled on or before September 1, 1936, and that this proceeding be discontinued.

Filed January 28, 1936. Closed August 22, 1936.

No. B-1682—1936. Western Trunk Line Committee, by L. E. Kipp, Agent. Investigation and Suspension of increased minimum weights on flaxseed intrastate in Iowa. Under date of January 28, 1936, the Board issued an order suspending until June 1, 1936, the rates in question, as follows:

IT APPEARING, That there have been filed with this Commission, by L. E. Kipp, Agent, for the Iowa Lines, tariffs containing schedules stating new individual joint rates and charges, and new individual and joint regulations and practices affecting such rates and charges, to become effective on the 1st day of February, 1936, designated as follows:

Item 3060A of Supplement No. 13 to W. T. L. Tariff No. 207-F.

IT FURTHER APPEARING, That said schedules contained in said tariffs make certain increases in minimum weights for intrastate transportation of flaxseed, in carloads, and the rights and interests of the public appearing to be injuriously affected thereby, and it being the opinion of the Commission that the effective date of said schedules contained in said tariffs should be postponed pending hearing and decision thereon.

IT IS ORDERED, That the Commission, without formal pleading,

enter upon a hearing concerning the lawfulness of the rates, charges, regulations and practices contained in said schedules contained in said tariffs.

IT IS FURTHER ORDERED, That the operation of said schedules contained in said tariffs be suspended, and that the use of the rates, charges, regulations and practices therein stated be deferred upon intrastate traffic until the 1st day of June, 1936, unless otherwise ordered by this Commission, and no change shall be made in such rates, charges, regulations and practices during the said period of suspension unless authorized by special permission of the Commission.

Under date of May 19, 1936, the Board approved the Western Trunk Line Committee's application to further postpone the effective date of the schedule in this case from June 1, 1936, to September 1, 1936, and the file was closed after the Board's decision in Docket No. B-1676 ordered the withdrawal of the suspended schedule.

Filed January 28, 1936. Closed November 19, 1936.

No. B-1683—1936. Molo Sand & Gravel Company, Dubuque, v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Complaint against the continuation of special rate on sand, in carloads, from Koss Spur to Dubuque, Iowa, published in C., M., St. P. & P. R. R. G. F. D. No. 17455-F. Railroad company voluntarily agreed to cancel rate effective November 8, 1936.

Filed July 27, 1936. Closed December 1, 1936.

No. B-1684—1936. Swift and Company, Chicago, Illinois, by R. D. Rynder, Attorney, et al. Petition for Suspension of portions of Supplement 26 to Perishable Protective Tariff No. 8 issued by R. C. Dearborn, Agent, effective September 10, 1936. Under date of September 2, 1936, the Board ordered the suspension of the schedules complained of until January 8, 1937, as follows:

IT APPEARING, That there have been filed with this Commission, by R. C. Dearborn, Agent, tariffs containing schedules stating new individual joint rates and charges, and new individual and joint regulations and practices affecting such rates and charges, to become effective on the 10th day of September, 1936, designated as follows:

Paragraphs (B) and (C) of Rule 400, all of pages 196 to 212, both inclusive, as shown in Supplement No. 26 to Perishable Protective Tariff No. 8.

IT FURTHER APPEARING, That said schedules contained in said tariffs make certain increases in charges for protective service to perishable freight, in carloads, intrastate in Iowa, and the rights and interests of the public appearing to be injuriously affected thereby, and it being the opinion of the Commission that the effective date of said schedules contained in said tariffs should be postponed pending hearing and decision thereon.

IT IS ORDERED, That the Commission without formal pleading, enter upon a hearing concerning the lawfulness of the rates, charges, regulations and practices contained in said schedules contained in said tariffs.

IT IS FURTHER ORDERED, That the operation of said schedule contained in said tariffs be suspended, and that the use of the rates, charges, regulations and practices therein stated be deferred upon intrastate traffic until the 8th day of January, 1937, unless otherwise ordered by the Commission, and no change shall be made in such rates, charges, regulations and practices during the said period of suspension unless authorized by special permission of the Commission.

Under date of November 5, 1936, the Board ordered their suspension order withdrawn due to the cancellation of the suspended schedules

as published in Supplement No. 30 to Perishable Protective Tariff No. 8, effective October 9, 1936, as follows:

IT APPEARING, That the suspended schedules in the above entitled matter have been withdrawn and cancelled by schedules published in Supplement No. 30 to Perishable Protective Tariff No. 8 effective October 9, 1936.

IT IS THEREFORE ORDERED, That the suspension order entered herein on September 2, 1936, be and is hereby withdrawn and cancelled.

Filed August 21, 1936. Closed November 5, 1936.

No. B-1685. Investigation and suspension of Item 380-A of Supplement No. 6 to C., G. W. R. R. I. C. C. No. 5398 eliminating Dilberg Coal Company as an industry on the C., G. W. R. R. at Fort Dodge. Under date of November 5, 1936, the Board issued an order suspending until the 7th day of March, 1937, pending hearing and decision, the operation of the Item shown above, as follows:

IT APPEARING, That there has been filed with this Commission a tariff containing schedules stating new, individual and joint rates and charges, and new, individual and joint regulations and practices, affecting such rates and charges, to become effective on the 8th day of November, 1936, designated as follows:

Item 380-A of Supplement No. 6 to Chicago, Great Western Railroad Company I. C. C. No. 5398 insofar as said item eliminates Dilberg Coal Company as an industry on the C., G. W. R. R. at Fort Dodge, Iowa.

IT FURTHER APPEARING, That said schedules make certain increases in rates for the intrastate transportation of various commodities and the rates and interests of the public appearing injuriously affected thereby, and it being the opinion of the Commission that the effective date of the schedules contained in said tariff should be postponed pending hearing and decision thereon.

IT IS ORDERED, That the Commission without formal pleading, enter upon a hearing concerning the lawfulness of the rates, charges, regulations and practices contained in said schedules contained in said tariff.

IT IS FURTHER ORDERED, That the operation of said schedules contained in said tariff be suspended, and the use of the rates, charges, regulations and practices therein stated be suspended upon intrastate traffic until the 7th day of March, 1937, unless otherwise ordered by the Commission, and no change shall be made in such rates, charges, regulations and practices during the said period of suspension unless authorized by special permission of the Commission.

No. BH-1—1936. Iowa Motor Freight Service Corporation, by C. G. Baker, President, Des Moines. Petition for uniform Motor Carrier rates intrastate in Iowa. This application was not set down for hearing due to the fact that the petitioning corporation, to the best of our knowledge, is dissolved and not now in existence. The file is, therefore, closed.

Filed September 13, 1935. Closed November 30, 1936.

No. L-1227—1936. Western Trunk Line Committee, by L. E. Kipp, Agent. Application for authority to amend W. T. L. Freight Tariff No. 207-E on five days' notice, further postponing the effective date of Item 1800-A, page 19 of Supplement 18, until April 20, 1936.

Granted December 4, 1935.

No. L-1228—1936. Western Trunk Line Committee, by L. E. Kipp, Agent. Application for authority to postpone the effective date of Sup-

plement No. 28 to Iowa Lines' Freight Tariff No. 160-J from February 1, 1936, to June 1, 1936.

Granted December 4, 1935.

No. L-1229—1936. Western Trunk Line Committee, by L. E. Kipp, Agent. Application for authority to amend Item No. 1395-M of Iowa Lines' Freight Tariff No. 160-J, establishing rate of 11 cents per 100 pounds on plaster and plaster products in carloads from Fort Dodge, Iowa, to Oskaloosa, Iowa, via routes 28 and 33½ as a terminal rate only and not to affect rates at intermediate points. This rate is to be effective on thirty days' notice and is subject to Tariff of Emergency Charges.

Granted December 4, 1935.

No. L-1230—1936. Western Trunk Line Committee, by L. E. Kipp, Agent. Application for authority to establish on thirty days' notice rate of 27½ cents per 100 pounds, subject to Tariff of Emergency Charges No. 333-A of L. E. Kipp, Agent, to apply on agricultural implements in carloads as described in Item 230 of Iowa Lines' Freight Tariff No. 160-J, from Davenport, Iowa, to Fort Dodge, Iowa, routing via C., R. I. & P. Railway, Ft. D., Des M. & Sou. Railroad or M. & St. L. Railroad. This rate is published as a terminal rate only and is to meet short line rate in effect, routing via C., R. I. & P. Railway, Waterloo, Illinois Central Railroad.

Granted December 4, 1935.

No. L-1231—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to extend expiration date on one day's notice of reduced rates on sand and gravel, carloads, from Clear Lake and Mason City to Algona, Iowa, published in C., M., St. P. & P. R. R. G. F. D. 17532-B to November 1, 1936.

Granted December 9, 1935.

No. L-1232—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to amend C., M., St. P. & P. R. R. G. F. D. No. 16995-B on one day's notice to provide for non-application of emergency charges in connection with agricultural limestone rates published therein.

Granted December 9, 1935.

No. L-1233—1936. Illinois Central System. Application for authority to extend the expiration date of Illinois Central Freight Tariff No. 17501-J on one day's notice, to expire with March 31, 1936.

Granted December 9, 1935.

No. L-1234—1936. Western Trunk* Line Committee, by L. E. Kipp, Agent. Petition for authority to establish on thirty days' notice short line rate on sugar, minimum weight 60,000 pounds per car, from Mason City to Estherville and Victor, routing via C., R. I. & P. Railway direct as a terminal rate only.

Granted December 10, 1935.

No. L-1235—1936. Chicago, Great Western Railroad Company. Application for authority to extend on one day's notice expiration date of C., G. W. R. R. Tariff No. 237-B from December 31, 1935, to March 31, 1936.

Granted December 11, 1935.

No. L-1236—1936. Chicago, Burlington & Quincy Railroad Company. Application for authority to reissue C., B. & Q. Railroad Company

local and joint Tariff No. 159-H, Iowa R. C. No. 482, effective January 1, 1936, making such changes as indicated in Exhibit attached to petition.

Granted December 12, 1935.

No. L-1237—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to extend the expiration date on one day's notice of Items 350-E, 352-E and 352 $\frac{3}{4}$ to C., M., St. P. & P. R. R. G. F. D. No. 5871-K until March 31, 1936. This tariff as now published will expire with December 31, 1935.

Granted December 13, 1935.

No. L-1238—1936. Chicago, Burlington & Quincy Railroad Company. Application for authority to establish on one day's notice reduced rates on sand and gravel to meet motor truck competition as follows:

From	To	Rate
Thayer, Iowa	Humeston, Iowa	.65 cents per net ton of 2,000 pounds
Thayer, Iowa	Cambria, Iowa	.68 cents per net ton of 2,000 pounds

The above rates are published to expire with June 30, 1936.

Granted December 17, 1935.

No. L-1239—1936. Chicago, Burlington & Quincy Railroad Company. Application for authority to establish on one day's notice reduced rate of 99 $\frac{1}{2}$ cents per net ton on sand and gravel, in carloads, from Des Moines to Bedford, Iowa, to meet motor truck competition from a pit located just across the Missouri state line south of Bedford. This rate as published will expire with June 30, 1936.

Granted December 18, 1935.

No. L-1240—1936. Chicago, Great Western Railroad Company. Application for authority to extend the expiration dates on one day's notice of the following tariffs:

C. G. W. 216-B applying on sand and gravel, carloads, from Des Moines, Iowa, to Mingo, Iowa, which expires December 31, 1935, to be extended until June 30, 1936.

C. G. W. tariff 240-A applying on sand and gravel, from Des Moines, Iowa, to Benton and Diagonal, Iowa, which expires December 31, 1935, to be extended until June 30, 1936.

C. G. W. tariff 241-A applying on sand and gravel, from Shepard, Iowa, and Talmage, Iowa, to Benton and Diagonal, Iowa, which expires December 31, 1935, to be extended until March 31, 1936.

Granted December 18, 1935.

No. L-1241—1936. Western Trunk Line Committee, by L. E. Kipp, Agent. Application for authority to establish on thirty days' notice rate of 6 $\frac{1}{2}$ cents per 100 pounds on brick and related articles as described in Item 280 of Iowa Lines' Freight Tariff No. 160-J from Mason City, Iowa, to Cedar Falls, Iowa, routing via M. & St. L. Railroad, Ackley, Iowa, Illinois Central Railroad. The above rate is to be published as a terminal rate only and will not affect rates at intermediate points.

Granted December 18, 1935.

No. L-1242—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice rate of 70 $\frac{1}{2}$ cents per net ton on sand and gravel in carloads, from Muscatine, Iowa, to Ladora, Iowa. This rate is requested to meet motor truck competition from wayside pits in the vicinity of Sigourney, What Cheer and Keota, Iowa, and is to expire with June 30, 1936.

Granted December 19, 1935.

No. L-1243—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice reduced rate

of 76 cents per net ton on sand, carloads, from Des Moines, Iowa, and a rate of 57 cents per net ton on crushed stone from Hawkeye Portland Cement Company Quarry to Atlantic, Iowa. The above rates are requested to meet motor truck competition from wayside pits in the vicinity of Macedonia, Stennett, Elkhorn and Grant, Iowa, and will expire with June 30, 1936.

Granted December 19, 1935.

No. L-1244—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice reduced rate of 33½ cents per net ton on crushed stone, in carloads, from Hawkeye Portland Cement Company Quarry, Iowa, to Booneville, Iowa. This rate is requested to meet motor truck competition from Hawkeye Quarry, Des Moines, and Valley Junction, and will expire with June 30, 1936.

Granted December 19, 1935.

No. L-1245—1936. Western Trunk Line Committee, by L. E. Kipp, Agent. Application for authority to establish on one day's notice in W. T. L. Freight Tariff No. 326 a rate of 13 cents per 100 pounds (subject to Tariff of Emergency Charges, W. T. L. No. 333-A) on barrels, wooden, tight or slack, carloads, from Burlington, Iowa, to Oskaloosa, Iowa, via the C., B. & Q. Railroad direct or via the C., R. I. & P. Railway direct.

Granted December 20, 1935.

Under date of December 24, 1935, approval was given to amend this application to read "via C., B. & Q. Railroad, Maxon, Iowa, M. & St. L. Railroad" in lieu of "C., B. & Q. Railroad direct."

No. L-1246—1936. Chicago Great Western Railroad Company. Application for authority to extend expiration date of C. G. W. Tariff No. 233-B until June 30, 1936, on one day's notice.

Granted December 21, 1935.

No. L-1247—1936. Chicago, Burlington & Quincy Railroad Company. Application for authority to establish on one day's notice reduced rates on crushed stone of 39 cents and 43 cents per net ton from Decatur City to Humeston and Cambria, Iowa, respectively. These rates are requested to meet motor truck competition and will expire with January 31, 1936.

Granted December 24, 1935.

No. L-1248—1936. Western Trunk Line Committee, by L. E. Kipp, Agent. Application for authority to cancel on one day's notice effective January 1, 1936, distance rates on live stock published in Item 1325-B of Supplement No. 27-B to Iowa Lines' Tariff No. 160-J, also minimum weights and other provisions applying in connection therewith published in Item 485-B of same supplement.

Granted December 26, 1935.

No. L-1249—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice reduced rates on agricultural limestone, in carloads, from Douds, Iowa, to destinations on the C., R. I. & P. Railway for distances up to and including 160 miles as now applicable from Linwood, Iowa, and published in C., R. I. & P. Railway Freight Tariff No. 32637-A.

Granted December 26, 1935.

No. L-1250—1936. Minneapolis & St. Louis Railroad Company. Application for authority to establish on one day's notice reduced rate of 35 cents per net ton of 2,000 pounds on sand and gravel in carloads from Humboldt, Iowa, to Badger and Fort Dodge, Iowa, to expire with June 30, 1936. The rate between Humboldt and Fort Dodge is now

effective under M. & St. L. Freight Tariff No. 1476-E and is published to expire with December 31, 1935.

Granted December 27, 1935.

No. L-1251—1936. Chicago Great Western Railroad Company. Application for authority to extend the expiration date on one day's notice of C. G. W. Tariff No. 239-A to December 31, 1936.

Granted December 28, 1935.

No. L-1252—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice rate of 7 cents per 100 pounds on dried beet pulp, in carloads, minimum weight 40,000 pounds per car, from Mason City, Iowa, to Belmond, Iowa, to meet short line rate applicable via the C. G. W. Railroad direct. This rate is to be published as a terminal rate only and is not to affect rates from and to intermediate points.

Granted December 30, 1935.

No. L-1253—1936. Western Trunk Line Committee, by L. E. Kipp, Agent. Application for authority to amend W. T. L. Tariff No. 336, effective January 20, 1936, on ten days' notice, making changes and corrections in station lists; also changing minimum rate Item 210 to 30 cents, and showing free pick-up and delivery at stations in tariff regardless of origin or destination.

Granted January 3, 1936.

No. L-1254—1936. Western Trunk Line Committee, by L. E. Kipp, Agent. Application for authority to amend on one day's notice Exception (b) of Section 3 of Item 485-B in Supplement 27-B to Freight Tariff No. 160-J to include Storm Lake, Iowa, in the list of points to which the rates on live stock in Item 1325-B will apply.

Granted January 7, 1936.

No. L-1255—1936. Great Northern Railway Company. Application for authority to amend Item G, Page 9 of Great Northern Railway G. F. O. No. 2800-A on one day's notice, to read as follows:

Item	Between	And	Rate
Grain	Flanley Grain Co. Elevator, Terminal Grain Corporation Elevator or Western Terminal Elevator Co. Elevator at Sioux City, Iowa.	Mill or Elevators of International Milling Co., at Leeds, Iowa.	\$5.00 per car

Granted January 6, 1936.

No. L-1256—1936. Western Trunk Line Committee, by L. E. Kipp, Agent. Application for authority to establish on thirty days' notice rate of 11 cents per 100 pounds on hay, in carloads, minimum weight 20,000 pounds per car, from Spencer, Iowa, to Des Moines, Iowa, routing via C., M., St. P. & P. Railroad direct. This rate is published to meet short line rate applicable via the M. & St. L. Railroad direct and not affecting rates at intermediate points.

Granted January 6, 1936.

No. L-1257—1936. Western Trunk Line Committee, by L. E. Kipp, Agent. Application for authority to amend Item No. 1122-D of Supplement 32-E to Iowa Lines' Freight Tariff No. 160-J to provide that rate of 27½ cents per 100 pounds published therein on agricultural implements as described in Item No. 230 of tariff as amended, from Davenport, Iowa, to Fort Dodge, Iowa, to apply via C., M., St. P. & P. Railroad, Perry, Iowa, M. & St. L. Railroad, effective on thirty

days' notice. This rate is to be published as a terminal rate only and not to affect rates at intermediate points.

Granted January 13, 1936.

No. L-1258—1936. Wabash Railway Company. Application to amend Item 35-A of Supplement No. 8 to Wabash Local Freight Tariff No. AK-11065 to provide reference mark indicating rates published in said item are published to meet motor truck competition. This amendment is to become effective January 27, 1936, upon filing of not less than one day's notice.

Granted January 15, 1936.

No. L-1259—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice the following rates to meet motor truck competition:

Commodity	From	To	Rate
Crushed Stone	Hawkeye Cement Company Quarry, Iowa	Indianola, Iowa	56½ cents per net ton
Sand	Des Moines, Iowa	Indianola, Iowa	34½ cents per net ton

The above rates are to expire with June 30, 1936.

Granted January 15, 1936.

No. L-1260—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice rate of 30½ cents per net ton on crushed stone, in carloads, from Douds, Iowa, and a rate of 61½ cents per net ton on sand, carloads, from Eddyville, Iowa, to Keosauqua, Iowa. The above rates are requested to meet motor truck competition from Douds, Iowa, and to enable rail producers to compete with locally produced sand from wayside pits, and will expire with June 30, 1936.

Granted January 15, 1936.

No. L-1261—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to reinstate on one day's notice rate of 47 cents per net ton on crushed stone in carloads from Hawkeye Portland Cement Company Quarry, Iowa, to Des Moines, Iowa, which expired with December 31, 1935. The above rate will be published to meet motor truck competition and will now expire with June 30, 1936.

Granted January 17, 1936.

No. L-1262—1936. Illinois Central System. Application for authority to establish on one day's notice rate of 58.2 cents per ton of 2,000 pounds, minimum weight 90 per cent of marked capacity of car, on crushed stone in carloads from Waterloo, Iowa, to St. Ansgar, Iowa, to meet motor truck competition from quarries located near Floyd and Orchard, Iowa. This rate will expire with June 30, 1936.

Granted January 20, 1936.

No. L-1263—1936. Chicago, Rock Island & Pacific Railway Company. Petition to cancel on one day's notice Item No. 1340 of C., R. I. & P. Railway Tariff No. 30077-K, naming rate on manure in carloads from Fort Des Moines, Iowa, to Muscatine and Fruitland, Iowa, on account of lower basis applicable under Iowa Lines' Tariff No. 160-J.

Granted January 21, 1936.

No. L-1264—1936. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to cancel on five days' notice Ft. D., Des M. & Sou. Railroad Class Tariff No. 1444-C applying locally between stations on the Ft. D., Des M. & Sou. Railroad.

Granted January 22, 1936.

No. L-1265—1936. Chicago, Burlington & Quincy Railroad Company. Application for authority to amend Item 25 of C., B. & Q. Railroad G. F. O. No. 16334-L on one day's notice to provide for rate of 68 cents per net ton on lump coal and 60 cents per net ton on fine coal from Albia, Avery, Halpin, Hamilton and Tracy, Iowa, to Des Moines, Iowa. The above rates are requestd to meet motor truck competition and are to expire with March 31, 1937.

Granted January 23, 1936.

No. L-1266—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice rate of 9½ cents per 100 pounds on sewer pipe, wall coping and flue lining, in carloads, from Des Moines, Iowa, to Britt, Iowa, to meet short line rate applying via the M. & St. L. Railroad direct. The above rate is to be published as a terminal rate only and not to be applied as a maximum at intermediate points.

Granted January 24, 1936.

No. L-1267—1936. Minneapolis & St. Louis Railroad Company. Application for authority to establish on one day's notice rate of 70½ cents per net ton on lump coal and 62½ cents per net ton on fine coal from Lockman, Iowa, to Valley Junction, Iowa. The above rates are not to be subject to tariff of emergency charges.

Granted January 28, 1936.

No. L-1268—1936. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to establish on one day's notice Exception to the application of Item 210 of W. T. L. Tariff No. 336-A on local shipments transported between stations on the Ft. D., Des M. & Sou. Railroad.

Granted January 25, 1936.

No. L-1269—1936. Chicago & North Western Railway Company. Application for authority to amend C. & N. W. G. F. D. No. 16933-I on one day's notice to provide for non-application of emergency charges in connection with sugar rates based on minimum weight of 60,000 pounds published therein.

Granted January 29, 1936.

No. L-1270—1936. Chicago Great Western Railroad Company. Application to restrict the short line mileages named below to apply only on Iowa intrastate traffic from and to the points named without affecting any distance rates from or to intermediate points.

Between	And	Miles
Des Moines, Iowa.....	Clarion, Iowa	106.0
Dubuque, Iowa	Cedar Falls, Iowa.....	99.0
Dubuque, Iowa	Council Bluffs, Iowa.....	329.0
Dubuque, Iowa	Fort Dodge, Iowa.....	192.0
Dubuque, Iowa	Waterloo, Iowa	95.0

Granted February 5, 1936.

No. L-1271—1936. Western Trunk Line Committee. Application for authority to amend Item No. 210 of W. T. L. Freight Tariff No. 336-A on one day's notice to read as follows:

“Free Pick-up and/or Delivery Service, as authorized in this tariff, will be accorded where the aggregate freight charge on the entire shipment (consisting of one or more articles) equals or exceeds charges computed at 20 cents per 100 pounds for the aggregate weight thereof:

Where the aggregate freight charge of the entire shipment averages less than 20 cents per 100 pounds, an additional charge suf-

ficient to increase the average charge to 20 cents per 100 pounds will be assessed for the pick-up and/or delivery service.

The minimum charge for a single shipment from one consignor to one consignee on one bill of lading shall be in accordance with the governing Classification, except where otherwise provided for in the governing rate tariff."

Granted February 5, 1936.

No. L-1272—1936. Chicago, Burlington & Quincy Railroad Company. Application for authority to establish on one day's notice the following reduced rates on crushed stone carloads, formerly published in C., B. & Q. R. R. G. F. O. No. 19154-A, which expired with January 31, 1936:

From	To	Rate in Cents Per Ton of 2,000 Lbs.
Decatur City, Iowa	Cambria, Iowa	43
Decatur City, Iowa	Humeston, Iowa	39

Granted February 5, 1936.

No. L-1273—1936. Western Trunk Line Committee. Application for authority to publish on one day's notice lettered supplement to Tariff of Emergency Charges No. 333-A, authorizing the changes set forth in Supplement No. 3 to Tariff of Emergency Charges as per copy attached to the application.

Granted February 5, 1936.

No. L-1274—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to cancel on one day's notice rate of 70½ cents on sand and gravel from Muscatine to Ladora, Iowa, published in Supplement 4 to C., R. I. & P. Railway Freight Tariff No. 33899-X.

Granted February 26, 1936.

No. L-1275—1936. Chicago, Burlington & Quincy Railroad Company. Application for authority to extend the expiration date of C., B. & Q. G. F. O. 19154-B on one day's notice, to expire with March 31, 1936.

Granted February 27, 1936.

No. L-1276—1936. Western Trunk Line Committee. Application for authority to establish on thirty days' notice rate of 6½ cents per 100 pounds on brick and related articles as described in Item 280 of Iowa Lines' Freight Tariff No. 160-J from Mason City to Cedar Falls, Iowa, routing via C. G. W. Railroad direct, as a terminal rate only and not affecting rates from and to intermediate points.

Granted February 27, 1936.

No. L-1277—1936. Western Trunk Line Committee. Application for authority to establish on thirty days' notice as terminal rates only, rate of 10 cents per 100 pounds on grain and grain products as described in Item 410 of Iowa Lines' Freight Tariff No. 160-J and rate of 9 cents per 100 pounds on grain and grain products as described in Item 420 of said tariff from Des Moines, Iowa, to Marshalltown, Iowa, routing via the Minneapolis and St. Louis Railroad. These rates are published to meet the short line rates applicable via the Chicago Great Western Railroad and are not to affect rates from and to intermediate points.

Granted March 4, 1936.

No. L-1278—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 59 cents per net ton on sand and gravel, in carloads, from Ottumwa, Iowa, to Sigourney, Iowa, to meet the rate applicable via the C., M., St. P. &

P. Railroad. The above rate is to be established as a terminal rate only and is not to affect rates from and to intermediate points.

Granted March 5, 1936.

No. L-1279—1936. Chicago, Rock Island & Pacific Railway Company. Petition to establish on one day's notice rate of 52½ cents per net ton on sand and gravel, in carloads, minimum weight 90 per cent of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply, but not less than 40,000 pounds per car, from Muscatine, Iowa, to Kalona, Iowa. The above rate is requested to meet motor truck competition from the Hawkeye Pit at Iowa City and is to expire with June 30, 1936, unless sooner cancelled, changed or extended.

Granted March 12, 1936.

No. L-1280—1936. Chicago, Milwaukee, St. Paul and Pacific Railroad Company. Petition for authority to publish on not less than five days' notice, effective April 1, 1936, rates on lump coal of 68 cents per net ton and 60 cents per net ton on fine coal from Dallas, High Bridge and Madrid, Iowa, to Des Moines, Iowa, to meet motor truck competition. The above rates are to be not subject to Tariff of Emergency Charges.

Granted March 13, 1936. After receiving the above authority the railroad company declined to publish the requested tariff change.

No. L-1281—1936. Western Trunk Line Committee. Petition for authority to establish on five days' notice rate of five cents per one hundred pounds on brick, face and building, also tile, hollow building, in carloads, from Sioux City, Iowa, to Sac City, Iowa, to meet truck competition from Fort Dodge, Iowa, subject to minimum weight of 50,000 pounds on brick, except when for carriers' convenience cars of less than 50,000 pounds capacity are furnished, the marked capacity of car will be the minimum weight. The minimum weight on hollow building tile is 40,000 pounds per car. The above rate is to expire with September 1, 1936. The Commission denied authority to establish said rate as a terminal rate only without affecting rates from and to intermediate points.

Granted March 17, 1936, subject to the exception last stated.

No. L-1282—1936. Western Trunk Line Committee. Petition for authority to establish on thirty days' notice terminal rate of 10½ cents per 100 pounds on plaster, stucco, etc., as described in Item No. 570 of W. T. L. Freight Tariff No. 160-K, from Fort Dodge, Iowa, to Council Bluffs, Iowa, routing via the Fort Dodge, Des Moines and Southern Railroad, Des Moines, Iowa, Chicago, Burlington & Quincy Railroad. The above rate is to be established to meet the short line rate applicable by the Chicago Great Western Railway direct and not affecting rates from and to intermediate points.

Granted March 19, 1936.

No. L-1283—1936. Western Trunk Line Committee. Petition for authority to establish on thirty days' notice rate of 6½ cents per 100 pounds on brick and related articles, as described in Item No. 280 of W. T. L. Freight Tariff No. 160-K, from Mason City, Iowa, to Cedar Falls, Iowa, routed via the Chicago and North Western Railway, Parkersburg, Iowa, and Illinois Central Railroad. The above rate is to be established to meet the short line rate applicable via the Chicago, Rock Island & Pacific Railway direct, and is to be established as a terminal rate only, without affecting rates from and to intermediate points.

Granted March 20, 1936.

No. L-1284—1936. Western Trunk Line Committee. Application

for authority to amend Item No. 1122 of W. T. L. Freight Tariff No. 160-K, on thirty days' notice by publishing therein rate of 27½ cents per 100 pounds on agricultural implements as described in Item No. 230 of said tariff, from Davenport, Iowa, to Fort Dodge, Iowa, on shipments routing via Chicago, Milwaukee, St. Paul and Pacific Railroad, Huxley, Iowa, and Fort Dodge, Des Moines and Southern Railroad. The above rate is to be established to meet the short line rate applicable by other intrastate routes and as a terminal rate only without affecting rates from and to intermediate points.

Granted March 20, 1936.

No. L-1285—1936. Western Trunk Line Committee. Petition for authority to amend Item No. 1415 of W. T. L. Freight Tariff No. 160-K, effective upon thirty days' notice, by publishing therein rate of 170.8 cents per ton of 2,000 pounds on gypsum rock, minimum carload weight as provided in said item, from Fort Dodge, Iowa, to Davenport and Linwood, Iowa, on shipments routed via Chicago Great Western, Dubuque, Iowa, and Chicago, Milwaukee, St. Paul and Pacific Railroad. The above rate is requested to meet the short line rate applicable via other intrastate routes and is to be published as a terminal rate only without affecting rates from and to intermediate points.

Granted March 20, 1936.

No. L-1286—1936. Chicago, Rock Island and Pacific Railway Company. Petition for authority to establish on one day's notice rate of 79 cents per net ton on sand and gravel from Des Moines, Iowa, and a rate of 61 cents per net ton on crushed stone from the Hawkeye Portland Cement Company Quarry to Marne, Iowa, minimum weight ninety per cent of marked capacity of car, except when cars are loaded to full visible capacity, actual weight will apply, but not less than 40,000 pounds per car. The above rate is requested to meet motor truck competition from wayside pits in the vicinity of Macedonia, Stennett, Elkhorn and Grant, Iowa, and is to expire with June 30, 1936, unless sooner cancelled, changed or extended.

Granted March 20, 1936.

No. L-1287—1936. Chicago Great Western Railroad Company. Petition to extend the expiration date of C. G. W. Tariff No. 241-B to April 30, 1936, on one day's notice.

Granted March 25, 1936.

No. L-1288—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice reduced rate of forty cents per net ton on sand and gravel in carloads from Des Moines, Iowa, to Knoxville, Iowa. The above rate is to expire with June 30, 1936, unless sooner cancelled, changed or extended.

Granted March 26, 1936.

No. L-1289—1936. Chicago, Burlington & Quincy Railroad Company. Application for authority to extend expiration date of Tariff 19154-C, containing reduced rates on crushed stone in carloads, from Decatur City to Cambria and Humeston, Iowa, to April 30, 1936, on one day's notice.

Granted March 26, 1936.

No. L-1290—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 106.8 cents per net ton on crushed stone, in carloads, from Hawkeye Portland Cement Quarry, Iowa, to Shenandoah, Iowa, via Chicago, Rock Island and Pacific, Griswold, Iowa, and the Chicago, Burlington and Quincy or via Chicago, Rock Island and Pacific, Council Bluffs, Iowa, and the Wabash Railway. The above rate is requested to meet

motor truck competition and is to expire with June 30, 1936, unless sooner cancelled, changed or extended.

Granted March 26, 1936.

No. L-1291—1936. Chicago Great Western Railroad Company. Application for authority to establish on one day's notice reduced rate of 32 cents per net ton on sand and gravel in carloads from Shell Rock, Iowa, to Tripoli, Iowa, to meet roadside pit competition. The above rate is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted March 27, 1936.

No. L-1292—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice reduced rate of 45 cents per net ton on sand and gravel, in carloads, subject to the usual minimum weight, from Cedar Rapids, Iowa, to Williamsburg, Iowa, to meet motor truck competition. The above rate is not to be subject to the 80 per cent basis on joint traffic, and is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted April 1, 1936.

No. L-1293—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice reduced rate of 45½ cents per net ton of two thousand pounds on sand, gravel and crushed stone, in carloads, from Cedar Rapids, Iowa, to Parnell, Iowa, to meet motor truck competition from Iowa City and Schipfer Quarry located eleven miles from the projects. The above rate is to be subject to the usual minimum weights and is to expire with July 31, 1936, unless sooner cancelled, changed or extended, and is not to be subject to the 80 per cent basis on joint traffic.

Granted April 2, 1936.

No. L-1294—1936. Western Trunk Line Committee. Application to establish on statutory notice rate of 10½ cents per hundred pounds as a terminal rate only on plaster, stucco, etc., from Fort Dodge, Iowa, to Clear Lake, Iowa, on shipments routed via C. G. W. R. R., Mason City, Iowa, Mason City and Clear Lake Railroad.

Denied April 4, 1936.

No. L-1295—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice rate of 120.1 cents per net ton on crushed stone, in carloads, minimum weight 90 per cent of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply, but not less than 40,000 pounds per car, from Hawkeye Portland Cement Company Quarry, Iowa, to Creston, Iowa, routing via C., R. I. & P. Ry., Des Moines, Iowa, and the C., B. & Q. Railroad. The above rate is requested to meet motor truck competition from Tileville and Winterset and is to expire with July 31, 1936, unless sooner cancelled, changed or extended.

Granted April 8, 1936.

No. L-1296—1936. Chicago, Rock Island and Pacific Railway Company. Application for authority to establish on one day's notice the following reduced rates on sand and gravel, in carloads, minimum weight 90 per cent of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car:

From	To	Rate Per Net Ton
Muscatine, Iowa	Columbus Junction, Iowa.....	40½ cents
Muscatine, Iowa	Cotter, Iowa	45 cents

The above rates are requested to meet motor truck competition in the immediate vicinity and from Muscatine, Iowa, and are to expire with July 31, 1936, unless sooner cancelled, changed or extended.

Granted April 8, 1936.

No. L-1297—1936. Western Trunk Line Committee. Application for authority to amend W. T. L. Freight Tariff No. 336-B on one day's notice by adding to Paragraph (a-2) of Item No. 150-A shown in Supplement No. 1 thereto in the second line of such paragraph after the state of "Illinois" the state of "Iowa."

Granted April 9, 1936.

No. L-1298—1936. Chicago, Rock Island and Pacific Railway Company. Application for authority to establish on one day's notice rate of 55½ cents per net ton on crushed stone, in carloads, from Tileville, Iowa, to Des Moines, Iowa, subject to minimum weight of 90 per cent of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car. The above rate is to authorize the same reduction as is maintained from the Hawkeye Portland Cement Company's Quarry near Earlham to Des Moines, and is to expire with June 30, 1936, unless sooner cancelled, changed or extended.

Granted April 9, 1936.

No. L-1299—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice rate of 30 cents per net ton on sand and gravel, in carloads, from Ottumwa and Eddyville, Iowa, to Kirksville, Iowa, subject to weight of 90 per cent of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds. The above rates are to be established to meet motor truck competition from Ottumwa and Eddyville and are to expire with July 31, 1936, unless sooner cancelled, changed or extended.

Granted April 10, 1936.

No. L-1300—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice reduced rate of 34 cents per ton of two thousand pounds on sand and gravel, in carloads, subject to the usual minimum weight, from Ottumwa, Iowa, to Richland, Iowa, to meet motor truck competition from cross country point near Keota. The above rate is not to be subject to the 80 per cent basis on joint line traffic, and is to be published to expire with June 30, 1936, unless sooner cancelled, changed or extended.

Granted April 10, 1936.

No. L-1301—1936. Illinois Central Railroad Company. Application for authority to establish on one day's notice rate of 35 cents per ton of 2,000 pounds on sand and gravel in carloads, minimum weight 90 per cent of marked capacity of car, from Quimby, Iowa, to Cherokee, Iowa, to meet motor truck competition from the same point. The above rate is to expire with August 31, 1936, unless sooner cancelled, changed or extended.

Granted April 14, 1936.

No. L-1302—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice rate of 40 cents per net ton on sand and gravel, in carloads, from Eddyville, Iowa, to Knoxville, Iowa; also to establish on one day's notice reduced rate of 40 cents per net ton on sand and gravel, in carloads, from Des Moines, Iowa, to Knoxville, Iowa, to meet going rate applicable via the C., B. & Q. R. R. The latter rate is to be established as a terminal rate only without affecting rates from and to intermediate

points, except that said 40 cent rate shall not be exceeded for any intermediate haul for distances 34.9 miles and under.

The above rates are to be subject to a minimum weight of 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car, are to expire with July 31, 1936, unless sooner cancelled, changed or extended, and are established to meet motor truck competition from the Des Moines River to Knoxville, Iowa.

Granted April 15, 1936.

No. L-1303—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice rate of 63½ cents per net ton on crushed stone, in carloads, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car, from Linwood, Iowa, to Washington, Iowa. The above rate is requested to meet motor truck competition and is to expire with July 31, 1936, unless sooner cancelled, changed or extended.

Granted April 16, 1936.

No. L-1304—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to publish on one day's notice rate of 65.2 cents per net ton on sand and gravel, in carloads, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car, from Estherville, Iowa, to Algona, Iowa, routing C., R. I. & P. Ry., Emmetsburg, Iowa, C., M., St. P. & P. R. R. This rate is requested to meet motor truck competition from roadside pits in the vicinity of Algona, Iowa, and is to expire with July 31, 1936, unless sooner cancelled, changed or extended.

Granted April 16, 1936.

No. L-1305—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to publish on one day's notice rate of 55 cents per net ton on sand and gravel, in carloads, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full cubical or visible capacity actual weight will apply but not less than 40,000 pounds per car, from Mason City, Iowa, to St. Ansgar, Iowa, routing via C., M., St. P. & P. R. R., Charles City, Iowa, and the Illinois Central Railroad. This rate is requested to meet motor truck competition from roadside pits near St. Ansgar, and is to expire with June 30, 1936, unless sooner cancelled, changed or extended.

Granted April 16, 1936.

No. L-1306—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice reduced rate of \$1.02 per net ton on sand and gravel, in carloads, from Des Moines, Iowa, to Sharpsburg, Iowa, representing a reduction of 13 cents per ton in the normal rate and being the same as the reduction maintained from Oreapolis, Nebraska, to Sharpsburg, Iowa.

Granted in part under date of April 17, 1936, that part of the application seeking to establish this rate as a terminal rate only without affecting rates from and to intermediate points being denied.

No. L-1307—1936. Western Trunk Line Committee. Petition for authority to amend on one day's notice the portion of Item No. 200 of W. T. L. Freight Tariff No. 208-B shown on Page 2 of Supplement No. 20 by eliminating the reference mark preceding the entries: "Cigars, Cigarettes or Tobacco" and eliminate explanation of such reference mark.

Granted April 17, 1936.

No. L-1308—1936. Chicago Great Western Railroad Company. Petition for authority to extend the expiration date to May 31, 1936, of C. G. W. Railroad Tariff No. 241-C, naming rates on sand and gravel, in carloads, from Shepard and Talmage, Iowa, to Benton and Diagonal, Iowa, on one day's notice.

Granted April 18, 1936.

No. L-1309—1936. Chicago & North Western Railway Company. Application for authority to establish on one day's notice reduced rate of 5 cents per hundred pounds on brick and related articles in carloads from Sioux City and Sergeant Bluff, Iowa, to Sac City, Iowa, and intermediate points. This rate is requested to meet motor truck competition from Fort Dodge, Iowa, and will expire 60 days after the effective date unless sooner cancelled, changed or extended.

Granted April 18, 1936.

No. L-1310—1936. Illinois Central Railroad Company. Application for authority to establish on one day's notice rate of 8½ cents per one hundred pounds on brick and related articles, in carloads, from Sergeant Bluff to Rockwell City, Iowa, routing via C. & N. W. Ry., Sioux City, Illinois Central Railroad to meet the rate applicable via the short route, which is C. & N. W. Ry., Sioux City, Illinois Central Railroad, Fonda, C., M., St. P. & P.

Granted April 20, 1936.

No. L-1311—1936. Waterloo, Cedar Falls & Northern Railway Company. Application for authority to establish on one day's notice reduced rate of 40 cents per net ton on crushed stone, in carloads, from Waterloo, Iowa, to Waverly, Iowa, to meet motor truck competition. This rate is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted April 21, 1936.

No. L-1312—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice the following reduced rates in cents per net ton on sand and gravel, in carloads, subject to the usual minimum weight from Koss Spur, Iowa:

To	Rate
Edgewood, Iowa	86½
Strawberry Point, Iowa.....	89

These rates are requested to meet motor truck competition from points in Clayton, Delaware and Fayette counties, are to be published to expire with July 31, 1936, unless sooner cancelled, changed or extended, and are not to be subject to the 80 per cent basis on joint line traffic.

Granted April 23, 1936.

No. L-1313—1936. Chicago Great Western Railroad Company. Petition for authority to establish on one day's notice a rate of \$1.00 per ton on common brick and hollow building tile, in carloads, from Mason City, Iowa, to Waverly, Iowa, routing via M. C. & C. L. Ry., Mason City, C. G. W. R. R. This rate is established to meet the short line rate of the C., M., St. P. & P., Charles City and the I. C. as a terminal rate only without affecting rates from and to intermediate points, being published to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted April 23, 1936.

No. L-1314—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice reduced rate of 35½ cents per net ton on sand and gravel, in carloads, from Eddyville,

Iowa, to Albia, Iowa, to meet motor truck competition. This rate is to be subject to the customary minimum weights and is not to be further reduced for the purpose of constructing joint through rates.

Granted April 25, 1936.

No. L-1315—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice reduced rate of 39 cents per net ton on crushed stone, in carloads, from Tileville, Iowa, to Indianola, Iowa, subject to minimum weight of 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car. This rate is requested to meet motor truck competition from Des Moines and Tileville and is to be published to expire with June 30, 1936, unless sooner cancelled, changed or extended.

Granted April 27, 1936.

No. L-1316—1936. Chicago Great Western Railroad Company. Petition for authority to establish on one day's notice reduced rate of 45 cents per ton on sand and gravel, in carloads, from Waterloo, Iowa, to Sumner, Iowa, and a rate of 32 cents per net ton on sand and gravel, in carloads, from Shell Rock, Iowa, to Sumner, Iowa, to meet motor truck competition from roadside pits. These rates are to be subject to minimum weight of 90 per cent of marked capacity of cars except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car, and are to be published to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted April 28, 1936.

No. L-1317—1936. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Application for authority to establish on five days' notice in C., St. P., M. & O. Tariff 3890 series rate of 13½ cents per one hundred pounds on contractors' and graders' outfits, in carloads, minimum weight 24,000 pounds, subject to Rule 34 of Western Classification, from Alton, Iowa, to Wallingford, Iowa, routing via C., St. P., M. & O. Ry., Sibley, Iowa, C., R. I. & P. Ry. This rate is requested to meet motor truck competition and is to be published to expire with June 15, 1936.

Granted April 28, 1936.

No. L-1318—1936. Chicago Great Western Railroad Company. Application for authority to establish on one day's notice reduced rate of 47 cents per net ton on sand and gravel, in carloads, from Shell Rock, Iowa, to Hansell, Iowa, to meet motor truck competition from roadside pits. This rate is subject to minimum weight of 90 per cent of marked capacity of car, except where cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car, and is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted April 29, 1936.

No. L-1319—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice rate of 79.2 cents per net ton on sand and gravel, in carloads, from Mason City, Iowa, to Stacyville, Iowa, routing via C., M., St. P. & P. Railroad, Charles City and Illinois Central Railroad, to meet wayside pit competition. This rate is requested to be published to expire with August 31, 1936, unless sooner cancelled, changed or extended, and is not to be subject to the 80 per cent basis on joint line traffic.

Granted April 29, 1936.

No. L-1320—1936. Minneapolis & St. Louis Railroad Company. Pe-

tion for authority to establish on one day's notice reduced rate of 35½ cents per net ton on sand and gravel, in carloads, from Mason City, Iowa, to Chapin, Iowa, to meet motor truck competition from roadside pits.

Granted May 4, 1936.

No. L-1321—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice the following reduced rates in cents per net ton on sand, gravel and crushed stone, in carloads, subject to the usual minimum weight:

From	To	Rate
Cedar Rapids, Iowa.....	Edgewood, Iowa	67½
Cedar Rapids, Iowa.....	Strawberry Point, Iowa.....	70½

These rates are requested to meet motor truck competition from roadside pits in the vicinity of Edgewood and Strawberry Point, Iowa, are published to expire with July 31, 1936, unless sooner cancelled, changed or extended, and not subject to the 80 per cent basis on joint line traffic.

Granted May 4, 1936.

No. L-1322—1936. Chicago Great Western Railroad Company. Petition for authority to establish on one day's notice rate of 56 cents per net ton on agricultural limestone, in carloads, from Dubuque, Iowa, to Manchester, Iowa, routing C. G. W. R. R., Oneida, Iowa, M. & O. Railway, to meet the rate applicable via the Illinois Central Railroad direct. This rate is published to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted May 6, 1936.

No. L-1323—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice reduced rate of 30½ cents per ton of 2,000 pounds on sand and gravel, in carloads, from Rogerton, Iowa, to Arnold, Iowa, to meet motor truck competition from wayside pit at Rogerton.

Granted May 7, 1936.

No. L-1324—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice the following reduced rates in cents per net ton on sand and gravel, carloads, minimum weight 90 per cent of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car.

From	To	Rate
Muscatine, Iowa	Ladora, Iowa	70½
Muscatine, Iowa	South English, Iowa.....	58½
Muscatine, Iowa	Webster, Iowa	61½

These rates are requested to meet motor truck competition from wayside pits in the vicinity of Sigourney, What Cheer and Keota, Iowa, and will expire with July 1, 1936, unless sooner cancelled, changed or extended.

Granted May 6, 1936.

No. L-1325—1936. Western Trunk Line Committee. Petition for authority to establish on one day's notice rate of 7½ cents per one hundred pounds (subject to Tariff of Emergency Charges No. 333-A) on brick and related articles as described in Item No. 280 of W. T. L.

Freight Tariff No. 160-K from Sioux City, Iowa, to Denison, Iowa, routing via C. & N. W. Railway direct. This rate is requested to meet the short line rate applicable via the C., M., St. P. & P. Railroad, Arion, Iowa, C. & N. W. Railway, and is, therefore, to be established as a terminal rate without affecting rates from and to intermediate points.

Granted May 11, 1936.

No. L-1326—1936. Western Trunk Line Committee. Application for authority to amend Item 1152A of W. T. L. Freight Tariff No. 160-K on 30 days' notice to provide a rate of 7 cents per one hundred pounds (subject to Tariff of Emergency Charges No. 333-A) on brick and related articles as described in Item No. 280 of W. T. L. Freight Tariff No. 160-K from Mason City, Iowa, to Normal, Iowa, routing via C., R. I. & P. Railway, Cedar Falls, Iowa, W., C. F. & N. Railway. This rate is requested to meet the short line rate applicable via C., M., St. P. & P. Railroad, Nora Springs, Iowa, C., R. I. & P. Railway, Cedar Falls, Iowa, W. C. F. & N. Railway, and is to be established as a terminal rate only without affecting rates from and to intermediate points.

Granted May 11, 1936.

No. L-1327—1936. Chicago Great Western Railroad Company. Petition for authority to establish on one day's notice reduced rate of 25½ cents per ton on sand and gravel, in carloads, from Waterloo, Iowa, to Dunkerton, Iowa, subject to the usual minimum weights. This rate is requested to meet motor truck competition from roadside pits and is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted May 11, 1936.

No. L-1328—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice rate of 31½ cents per net ton on sand and gravel, in carloads, from Monteith, Iowa, to Adair, Iowa, subject to minimum weight of 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car. This rate is requested to meet motor truck competition from Menlo, Glendon and Monteith and is to expire with June 30, 1936, unless sooner cancelled, changed or extended.

Granted May 11, 1936.

No. L-1329—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice reduced rate of 50 cents per net ton on sand and gravel, in carloads, subject to the usual minimum weight, from Des Moines, Iowa, to Melbourne, Iowa, to meet motor truck competition. This rate is requested as a terminal rate only without affecting rates from and to intermediate points, is not subject to the 80 per cent basis on joint traffic and is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted May 12, 1936, except the provision to publish as a terminal rate only, which was denied.

No. L-1330—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish the Koss Construction Company as an industry on the M. & St. L. tracks in Montezuma, Iowa, on one day's notice, with a reciprocal switching charge of \$6.30 per car to and from connection of the C., R. I. & P. Railway at Montezuma.

Granted May 12, 1936.

No. L-1331—1936. Minneapolis & St. Louis Railroad Company. Application for authority to establish on one day's notice rate of \$1.03 per net ton plus emergency charge on sand and gravel, in carloads, from Muscatine, Iowa, to Montezuma, Iowa, routing C., M., St. P. & P. R. R., Hedrick, Iowa, M. & St. L. Railroad. This rate is requested to meet the short line rate applicable via the C., R. I. & P. Railway direct and is to be established as a terminal rate only without affecting rates from and to intermediate points.

Granted May 12, 1936.

No. L-1332—1936. Western Trunk Line Committee. Application for authority to establish on one day's notice rate of 72 cents per net ton on sand, gravel and crushed stone, in carloads, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity but not less than 40,000 pounds, from Cedar Rapids, Iowa, to Manchester, Iowa, routing via C., M., St. P. & P. Railroad, Oneida, Iowa, and Manchester and Oneida Railroad. This rate is requested to meet the short line rate applicable via the Illinois Central Railroad direct as a terminal rate only without affecting rates from and to intermediate points, and is to expire with July 31, 1936, unless sooner cancelled, changed or extended.

Granted May 13, 1936.

No. L-1333—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 35½ cents per net ton on sand and crushed stone, in carloads, from Iowa City, Iowa, to Homestead, Iowa, subject to a minimum weight of 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car. This rate is requested to meet motor truck competition from Iowa City, and is to expire with July 31, 1936, unless sooner cancelled, changed or extended.

Granted May 13, 1936.

No. L-1334—1936. Western Trunk Line Committee. Petition for authority to amend Item 1395-A of W. T. L. Tariff 160-K to become effective on 30 days' notice by publishing rate of 8½ cents per one hundred pounds on plaster and related articles, in carloads, from Fort Dodge, Iowa, to Mason City, Iowa, routing via Illinois Central Railroad, Iowa Falls, Iowa, C., R. I. & P. Railway. This rate is requested to meet the short line rate applicable via the Chicago Great Western Railroad direct and is to be published as a terminal rate only without affecting rates from and to intermediate points.

Granted May 13, 1936. The application to establish a rate of 9 cents on plaster and related articles from Fort Dodge to Clear Lake, Iowa, routing via C. G. W. Railroad, Mason City, M. C. & C. L. or via I. C. R. R., Fonda, Iowa, C., M., St. P. & P. Railroad, was denied.

No. L-1335—1936. Minneapolis & St. Louis Railroad Company. Application for authority to establish on one day's notice reduced rate of 54½ cents per ton on lime rock, in carloads, from Fort Dodge to Britt, Iowa.

Granted May 15, 1936.

No. L-1336—1936. Western Trunk Line Committee. Petition for authority to amend Iowa Lines' Freight Tariff No. 160-J, effective May 31, 1936, on one day's notice by re-issuing Supplement No. 32-F to said Tariff providing therein that the effective date of Supplement No. 28 to Iowa Lines' Freight Tariff No. 160-J be further postponed from June 1, 1936, to September 1, 1936.

Granted May 15, 1936.

No. L-1337—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to extend the expiration date of C., B. & Q. G. F. O. No. 19122-A to September 30, 1936, on one day's notice.

Granted May 16, 1936.

No. L-1338—1936. Cedar Rapids and Iowa City Railway. Petition for authority to file on five days' notice Cedar Rapids and Iowa City Railway local passenger Tariff No. 13 providing for pick-up and delivery service by taxicab at terminals on the Cedar Rapids and Iowa City Railway.

Granted May 16, 1936.

No. L-1339—1936. The Pullman Company. Petition for authority to file on one day's notice the following revised pages to Tariff I. R. C. No. 8 as per exhibits attached to application:

- First Revised Page 1.
- Second Revised Pages 2 and 4.
- Third Revised Page 6.
- Third Revised Page 6(a).

Granted May 18, 1936.

No. L-1340—1936. Western Trunk Line Committee. Petition for authority to amend W. T. L. Freight Tariff No. 207-F on one day's notice, providing for the postponement from July 1, 1936, to September 1, 1936, of schedules under suspension in Docket No. B-1682.

Granted May 19, 1936.

No. L-1341—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice the following reduced rates on crushed stone in cents per net ton, subject to the usual minimum weight to meet motor truck competition:

From	To	Rate
Fayette, Iowa	Edgewood, Iowa	32.5
Fayette, Iowa	Strawberry Point, Iowa.....	30.

These rates are requested to meet motor truck competition from quarry located at Fayette, Iowa, and are to expire with July 31, 1936, unless sooner cancelled, changed or extended.

Granted May 19, 1936.

No. L-1342—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to extend the expiration date on one day's notice of Item 605 to C., R. I. & P. Ry. Freight Tariff No. 30077-K from June 1, 1936, to September 1, 1936.

Granted May 20, 1936.

No. L-1343—1936. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice the following reduced rates in cents per net ton on sand and gravel, in carloads, subject to the usual minimum weight:

From	To Schaller, Iowa	To Galva, Iowa	To Holstein, Iowa
Sacton, Iowa	43	43	43
Lake View, Iowa.....	38.5	43	43

These rates are to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted May 21, 1936.

No. L-1344—1936. Minneapolis & St. Louis Railroad Company. Application for authority to cancel on one day's notice the Koss Construc-

tion Company as an industry on the Minneapolis and St. Louis Railroad tracks at Montezuma, Iowa.

Granted May 23, 1936.

No. L-1345—1936. Chicago & North Western Railway Company. Application for authority to extend expiration date on one day's notice of special reduced rate on sand and gravel, in carloads, from Lake View and Sacton, Iowa, to Dedham, Iowa, as published in Supplement No. 104 to C. & N. W. Railway G. F. D. No. 13514-F. This expiration date is requested to be extended to October 31, 1936, unless sooner cancelled, changed or extended.

Granted May 23, 1936.

No. L-1346—1936. Chicago Great Western Railroad Company. Petition for authority to extend expiration date of C. G. W. R. R. Tariff No. 241-C to June 30, 1936, unless sooner cancelled, changed or extended, by filing upon one day's notice.

Granted May 25, 1936.

No. L-1347—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice the following reduced rates in cents per ton on sand and gravel, in carloads, to meet motor truck competition:

From	To	Rate
Thayer, Iowa	Bedford, Iowa	61
Thayer, Iowa	Lenox, Iowa	43
Thayer, Iowa	Prescott, Iowa	43

These rates are requested to meet motor truck competition from pits in the vicinity of Villisca, Iowa, and a pit located within ten miles of Bedford, Iowa, and are to expire with July 30, 1936, unless sooner cancelled, changed or extended.

Granted May 26, 1936.

No. L-1348—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice reduced rate of 54.4 cents per net ton on sand and gravel, in carloads, from Humboldt, Iowa, to Algona, Iowa, routing M. & St. L. R. R., LuVerne, Iowa, C. & N. W. Ry.

Granted May 28, 1936.

No. L-1349—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice rate of 35 cents per net ton on sand and gravel, in carloads, from Humboldt, Iowa, to Fort Dodge, Iowa, to meet motor truck competition from a rock crusher located in the immediate vicinity of Fort Dodge, Iowa.

Granted May 26, 1936.

No. L-1350—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice the following reduced rates in cents per net ton on crushed stone, in carloads, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car, from Hawkeye Portland Cement Company Quarry, Iowa:

To	Rate
Avoca, Iowa	79
Hancock, Iowa	82
Oakland, Iowa	88
Shelby, Iowa	91

These rates are requested to meet motor truck competition from wayside pits located at Corley, Macedonia, and Lewis, Iowa, and are to expire with July 31, 1936, unless sooner cancelled, changed or extended.

Granted May 26, 1936.

No. L-1351—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice the following reduced rates in cents per net ton on crushed stone, in carloads, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car:

From	To	Rate
Hawkeye Portland Cement Co. Quarry, Iowa.....	Casey, Iowa	40
Hawkeye Portland Cement Co. Quarry, Iowa.....	Guthrie Center, Iowa.....	43

These rates are requested to meet motor truck competition from local gravel pits in the vicinity of Menlo, Glendon and Monteith, and are to expire with July 31, 1936, unless sooner cancelled, changed or extended.

Granted May 26, 1936.

No. L-1352—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rate of 67 cents per net ton on crushed stone, in carloads, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity, actual weight will apply but not less than 40,000 pounds per car, from Hawkeye Portland Cement Company Quarry, Iowa, to Griswold, Iowa. This rate is requested to meet motor truck competition from wayside pits located at Stennett, Red Oak and Grant, Iowa, and is to expire with July 31, 1936, unless sooner cancelled, changed or extended.

Granted May 26, 1936.

No. L-1353—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to publish on one day's notice reduced rate of 76½ cents per net ton, subject to the usual minimum weight, on crushed stone, sand and gravel, in carloads, from Cedar Rapids, Iowa, to Arlington, Iowa, to meet motor truck competition from points near Fayette, Iowa. This rate is not to be subject to the 80 per cent basis on joint line traffic and is to expire with August 31, 1936.

Granted May 27, 1936.

No. L-1354—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice a rate of 12½ cents per one hundred pounds on cement, in carloads, from Valley Junction, Iowa, to Waterman Siding, Iowa, routing M. & St. L. R. R., Des Moines, Iowa, C. & N. W. Ry.

Granted June 1, 1936.

No. L-1355—1936. Chicago Great Western Railroad Company. Application for authority to establish on one day's notice a switching rate of 1½ cents per one hundred pounds, subject to a minimum charge of \$6.30 per car for movement of products from the Carnation Company at Waverly, Iowa, to the Iowa Sugar Company Plant located within the switching district of the same station.

Granted May 28, 1936.

No. L-1356—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice reduced rate of 55 cents per net ton on sand and gravel, in carloads,

subject to the usual minimum weight, from Mason City, Iowa, to Orchard, Iowa, routing via C., M., St. P. & P. R. R., Charles City, Iowa, and Illinois Central Railroad. This rate is requested to meet motor truck competition from roadside pits near Orchard, Iowa, is not subject to the 80 per cent basis on joint line traffic, and is to expire with October 31, 1936, unless sooner cancelled, changed or extended. Also to cancel on one day's notice reduced rate of 55 cents per net ton in effect from Mason City, Iowa, to St. Ansgar, Iowa, published in C., M., St. P. & P. R. R. Company G. F. D. No. 17095-E, to expire with June 30, 1936.

Approved May 29, 1936.

No. L-1357—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice the following reduced rates in cents per net ton, to Postville, Iowa, subject to the usual minimum weight, to meet motor truck competition:

From	Commodity	Rate
Marquette, Iowa	Crushed Stone	42
Mileks Pit Spur, Iowa	Sand and Gravel	55

These rates are not to be subject to the 80 per cent basis on joint line traffic, and are to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted June 1, 1936.

No. L-1358—1936. Western Trunk Line Committee. Petition for authority to amend W. T. L. Freight Tariff No. 271-D on one day's notice by republishing Item No. 645-A of Supplement No. 3 and Item No. 645-B of Supplement No. 4, advancing the effective date of July 20, 1936, shown therein on Iowa intrastate traffic to June 20, 1936.

Granted June 3, 1936.

No. L-1359—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice a switching charge of \$7.50 per car on sand and gravel from the pit of the Concrete Materials Corporation to set-up of the Western Asphalt Paving Corporation at Wallingford, Iowa, to meet motor truck competition. This rate is to expire with July 31, 1936, unless sooner cancelled, changed or extended.

Granted June 4, 1936.

No. L-1360—1936. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice rate of 13 cents per one hundred pounds on corn, in carloads, from Webster City, Iowa, and intermediate points (Kamrar to Gilbert, Iowa) to Council Bluffs, Iowa, to meet the rate applicable via the Illinois Central Railroad direct.

Granted June 4, 1936.

No. L-1361—1936. Western Trunk Line Committee. Application for authority to amend Item 1395-A of W. T. L. Freight Tariff No. 160-K to become effective on 30 days' notice by publishing therein the present rate of 8½ cents per one hundred pounds named in said item from Fort Dodge, Iowa, to Mason City, Iowa, routing via M. & St. L. R. R. direct. This rate is to be published as a terminal rate only without affecting rates from and to intermediate points.

Granted June 4, 1936.

No. L-1362—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice rate of 93 cents per net ton on sand and gravel, in carloads, subject to the usual minimum weight from Koss Spur, Iowa, to Arlington, Iowa. This rate is requested to meet motor truck competition from wayside

pits in the vicinity of Arlington, Iowa, and is to expire with August 31, 1936, unless sooner cancelled, changed or extended.

Granted June 4, 1936.

No. L-1363—1936. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to establish on one day's notice rate of 35 cents per ton of 2,000 pounds on sand and gravel, minimum weight 90 per cent of marked capacity of car but not less than 40,000 pounds, from Fraser, Iowa, to Fort Dodge, Iowa.

Granted June 6, 1936.

No. L-1364—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice rate of 50 cents per net ton on sand and gravel, in carloads, subject to the usual minimum weight from Des Moines, Iowa, to Bouton, Iowa. This rate is requested to meet motor truck competition from pits located within 6 miles of this project, is not to be subject to the 80 per cent basis on joint line traffic, and is to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted June 6, 1936.

No. L-1365—1936. Western Trunk Line Committee. Application for authority to amend Item No. 1395-A of W. T. L. Freight Tariff No. 160-K effective on 30 days' notice by publishing therein rate of 12 cents per one hundred pounds on plaster and related articles, in carloads, as described in Item No. 570 of W. T. L. Freight Tariff No. 160-K, from Fort Dodge, Iowa, to Centerville, Iowa, applying on shipments routed via Fort Dodge, Des Moines and Southern Railway, Des Moines, Iowa, Chicago, Rock Island and Pacific Railway or via Minneapolis & St. Louis Railroad, Des Moines, Chicago, Rock Island and Pacific Railway. This rate is requested to meet the rate applicable via M. & St. L. Railroad, Albia, Iowa, Southern Utilities Company, and is to be established as a terminal rate only without affecting rates from and to intermediate points.

Granted June 6, 1936.

No. L-1366—1936. Chicago & North Western Railway Company. Petition for authority to publish on three days' notice reduced rate of 90 cents per net ton on sand and gravel, in carloads, from Lake View and Sacton, Iowa, to Council Bluffs, Iowa, routing via C. & N. W. Railway to Council Bluffs and the Illinois Central Railroad for delivery to team track on the I. C. R. R. at Council Bluffs.

Granted June 9, 1936.

No. L-1367—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 67½ cents per net ton on sand and gravel, in carloads, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds, from Muscatine, Iowa, to Witmer, Iowa. This rate is requested to meet motor truck competition and is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted June 9, 1936.

No. L-1368—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to extend, on one day's notice, expiration date of 57-cent rate on crushed stone from Hawkeye Portland Cement Company Quarry to Atlantic, Iowa, and rate of 76 cents per ton from Des Moines, Iowa, to Atlantic, Iowa, from June 30, 1936, to September 30, 1936.

Granted June 10, 1936.

No. L-1369—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to extend on one day's notice the 33½-cent rate on crushed stone, in carloads, from the Hawkeye Portland Cement Company Quarry to Booneville, Iowa, from June 30, 1936, to September 30, 1936.

Granted June 10, 1936.

No. L-1370—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to extend on one day's notice the expiration date of 79-cent rate on sand and gravel from Des Moines, Iowa, and the rate of 61 cents on crushed stone from Hawkeye Portland Cement Company Quarry to Marne, Iowa, from June 30, 1936, to September 30, 1936.

Granted June 10, 1936.

No. L-1371—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice rate of 54½ cents per net ton on sand and gravel, in carloads, from Humboldt, Iowa, to Britt, Iowa, to meet truck competition.

Granted June 11, 1936.

No. L-1372—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice rate of 31 cents per net ton on sand and gravel, in carloads, from Eddyville, Iowa, to Oskaloosa, Iowa, to meet motor truck competition. This rate is to expire with August 31, 1936, unless sooner cancelled, changed or extended.

Granted June 11, 1936.

No. L-1373—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice rate of 6½ cents on brick and related articles, in carloads, from Fort Dodge, Iowa, to Denison, Iowa, routing via M. & St. L. R. R., Grand Junction, Iowa, C. & N. W. Railway, to meet the rate applicable from and to the same points via the Illinois Central Railroad direct.

Granted June 13, 1936.

No. L-1374—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice rate of 53 cents per ton on sand and gravel, in carloads, from Rogerton, Iowa, to Kanawha, Iowa, to meet motor truck competition.

Granted June 12, 1936.

No. L-1375—1936. Western Trunk Line Committee. Petition for authority to amend Item No. 1395-A of W. T. L. Freight Tariff No. 160-K to become effective on 30 days' notice, by publishing therein a rate of 14½ cents per one hundred pounds on plaster and related articles, in carloads, from Fort Dodge, Iowa, to Burlington, Iowa, via the following routes:

- via Fort Dodge, Des Moines & Southern R. R., Des Moines, Iowa, C., R. I. & P. or
- via M. & St. L. R. R., Des Moines, Iowa, C., R. I. & P. or
- via I. C. R. R., Iowa Falls, Iowa, C., R. I. & P.

This rate is to be established as a terminal rate only without affecting rates from and to intermediate points.

Granted June 15, 1936.

No. L-1376—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to extend expiration date on one day's notice of C., M., St. P. & P. R. R. Company G. F. D. No. 17597-C to September 30, 1936.

Granted June 17, 1936.

No. L-1377—1936. Western Trunk Line Committee. Petition for authority to further postpone for a period of 60 days Item No. 100-B of Supplement No. 32-G to Iowa Lines' Tariff No. 160-J by filing upon one day's notice.

Granted June 20, 1936.

No. L-1378—1936. Minneapolis & St. Louis Railroad Company. Application for authority to amend M. & St. L. Freight Tariff No. 864-D (BA) on one day's notice to provide that on shipments between Kalo and Iowa stations on the M. & St. L. R. R. the distance to and from Fort Dodge, Iowa, will be used in computing rates.

Granted June 20, 1936.

No. L-1379—1936. Chicago & North Western Railway Company. Application for authority to establish on one day's notice rate of 105.5 cents plus emergency charge on sand and gravel, in carloads, from Saction, Iowa, to Havelock, Iowa, representing a 25-cent reduction the same as applies from the Le Grand Limestone Company's pit west of Peterson, Iowa, to Havelock, Iowa.

Granted June 20, 1936.

No. L-1380—1936. Chicago Great Western Railroad Company. Application for authority to establish on one day's notice rate of 32 cents per net ton on sand and gravel, in carloads, subject to the usual minimum weight, from Shell Rock, Iowa, to Readlyn, Iowa. This rate is requested to meet motor truck competition and is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted June 20, 1936.

No. L-1381—1936. Chicago & North Western Railway Company. Application for authority to establish on one day's notice rate of 92 cents per ton of 2,000 pounds on Rip Rap Stone, in carloads, from the Le Grand Limestone Company at Quarry, Iowa, to Onawa, River Sioux, Mondamin, Blencoe, and California Junction, Iowa.

Granted June 22, 1936.

No. L-1382—1936. Fort Dodge, Des Moines & Southern Railroad Company. Petition for authority to extend the expiration date of Fort Dodge, Des Moines & Southern R. R. Freight Tariff No. 488 naming rates on sand and gravel, from Des Moines, Iowa, to Campus, Iowa, for a period of sixty days, to become effective on one day's notice.

Granted June 22, 1936.

No. L-1383—1936. Chicago Great Western Railroad Company. Petition for authority to establish on one day's notice rate of seven cents per one hundred pounds, minimum weight 45,000 pounds, not subject to emergency charges, on ice, in carloads, from Dubuque, Iowa, to Mason City, Iowa. This rate is requested to meet motor truck competition from Clear Lake, Iowa.

Granted June 22, 1936.

No. L-1384—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice at Greenville, Iowa, rates not lower than in effect at Rossie, Iowa.

Granted June 23, 1936.

No. L-1385—1936. Western Trunk Line Committee. Petition for authority to amend Item No. 1395-B of W. T. L. Freight Tariff No. 160-K effective on 30 days' notice by providing a rate therein of 11 cents per one hundred pounds on plaster and related articles, in carloads, from Fort Dodge, Iowa, to Marshalltown, Iowa, routing via C. G. W. R. R. direct. This rate is to be established as a terminal rate

only without affecting rates from and to intermediate points on account of being published to meet the short line rate via the M. & St. L. R. R. direct.

Granted June 24, 1936.

No. L-1386—1936. Minneapolis & St. Louis Railroad Company. Application for authority to established on one day's notice rate of 10½ cents per one hundred pounds on cement, in carloads, from Valley Junction, Iowa, to Fort Dodge, Iowa, applicable via the M. & St. L. R. R., Des Moines, Iowa, Fort Dodge, Des Moines & Southern R. R.

Granted June 25, 1936.

No. L-1387—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 50 cents per net ton on sand and gravel, in carloads, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car, from Des Moines, Iowa, to Newton, Iowa. This rate is requested to meet motor truck competition from bars along the Des Moines river with an average truck haul of 10 to 20 miles, and is to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted June 25, 1936.

No. L-1388—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice rate of \$1.00 per net ton on Rip Rap, in carloads, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car, from Earlham, Iowa, to Kalona, Iowa, for a twenty-day period. This rate is requested to meet motor truck competition from a pit near Wellman and from a state road quarry located north of Sigourney.

Granted June 25, 1936.

No. L-1389—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 40 cents per net ton on sand and gravel, in carloads, from Monteith, Iowa, to Anita, Iowa, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car. This rate is requested to meet motor truck competition from Menlo, Glendon, Lewis and Monteith and is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted June 25, 1936.

No. L-1390—1936. Chicago Great Western Railroad Company. Petition for authority to extend expiration date of C. G. W. R. R. Tariff No. 233-C until December 31, 1936, unless sooner cancelled, changed or extended, by filing upon one day's notice.

Granted June 26, 1936.

No. L-1391—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to extend the application of the 40-cent per ton rate on sand and gravel from Eddyville, Iowa, to Knoxville, Iowa, from June 30, 1936, to December 31, 1936, by filing upon one day's notice.

Granted June 27, 1936.

No. L-1392—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice rate of 93 cents per net ton on sand and gravel, carloads, from Des Moines,

Iowa, to Lenox, Iowa, and a rate of 91 cents per net ton from Des Moines, Iowa, to Prescott, Iowa.

Granted June 27, 1936.

No. L-1393—1936. Wabash Railway Company. Application for authority to eliminate on one day's notice the emergency charges applying in connection with the rates on coal from Hamilton, Harvey, Lovilia and Tracy, Iowa, to Valley Junction, Iowa, published in Item 37 of Supplement No. 9 to Wabash Freight Tariff No. AK-11065.

Granted June 29, 1936.

No. L-1394—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to publish on one day's notice rate of 67 cents per net ton on sand and gravel, in carloads, from Des Moines, Iowa, to Dedham, Iowa, subject to the usual minimum weight. This rate is requested to meet motor truck competition and is not subject to the 80 per cent basis on joint traffic, expiring September 30, 1936, unless sooner cancelled, changed or extended.

Granted June 29, 1936.

No. L-1395—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice a rate of 40 cents per net ton on sand and gravel, in carloads, from Eddyville, Iowa, to Pella, Iowa, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity, actual weight will apply but not less than 40,000 pounds per car. This rate is requested to meet motor truck competition and is to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted June 30, 1936.

No. L-1396—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice rate of 38½ cents per net ton on crushed stone, in carloads, from Iowa City, Iowa, to Marengo, Iowa, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity, actual weight will apply but not less than 40,000 pounds per car. This rate is requested to meet motor truck competition and is to expire with October 31, 1936, unless sooner cancelled, changed or extended.

Granted July 1, 1936.

No. L-1397—1936. Western Trunk Line Committee. Petition for authority to publish on fifteen days' notice an amendment to Agency and individual lines' tariffs affected, the same rates, rules and regulations as will be establish on interstate traffic in connection with I. C. C. Docket 17,000—Part 7, Grain and Grain Products within Western District, dated March 4, 1936, as amended.

Granted July 2, 1936.

No. L-1398—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to reinstate on one day's notice rate of 52½ cents per net ton on sand and gravel, in carloads, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car, from Muscatine, Iowa, to Kalona, Iowa. This rate is requested to meet motor truck competition and is to expire with August 31, 1936, unless sooner cancelled, changed or extended.

Granted July 2, 1936.

No. L-1399—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 56 cents per net ton on sand and gravel, in carloads, from Estherville, Iowa, to Livermore, Iowa, minimum weight 90 per cent of marked capacity

of car, except when cars are loaded to full visible capacity, actual weight will apply but not less than 40,000 pounds per car. This rate is requested to meet motor truck competition, and is to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted July 2, 1936.

No. L-1400—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice the following rates in cents per net ton on sand and gravel, in carloads, to Greene, Iowa:

From	Rate
Mason City	47
Waterloo	42½

The minimum weight is to be 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply, but not less than 40,000 pounds per car. This rate is requested to meet motor truck competition, and is to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted July 2, 1936.

No. L-1401—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 60 cents per net ton on sand and gravel, in carloads, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply, but not less than 40,000 pounds per car, from Estherville, Iowa, to Ruthven, Iowa, via C., R. I. & P. Ry. Company, Emmetsburg, Iowa, C., M., St. P. & P. This rate is requested to meet motor truck competition, and is to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted July 2, 1936.

No. L-1402—1936. Chicago & North Western Railway Company. Petition for authority to reinstate on one day's notice the same reduced rates on sand and gravel, in carloads, as were published in Supplement No. 10 to C. & N. W. G. F. D. 11010-L, subject to the usual minimum weights from Lake View and Sacton, Iowa, to Mapleton, Ute, Soldier and Turin, Iowa, which rates expired October 31, 1935. These rates are to be reinstated to meet motor truck competition, and will expire with August 31, 1936, unless sooner cancelled, changed or extended.

Granted July 3, 1936.

No. L-1403—1936. Chicago Great Western Railroad Company. Application for authority to withdraw petition of May 28, 1936, and to establish on one day's notice in lieu thereof the switching rate of \$5.00 per car for movements from the Carnation Milk Products Company to the Iowa Sugar Company's plant at Waverly, Iowa. This intra-terminal switching rate is to be published to meet cross-town truck competition.

Granted July 3, 1936.

No. L-1404—1936. Western Trunk Line Committee. Petition for authority to amend Item No. 1153 of Supplement No. 5 to W. T. L. Tariff No. 160-K to become effective August 1, 1936, on one day's notice, to provide that the rate of 14½ cents per one hundred pounds on Buttermilk, Dried or Condensed, minimum carload weight 36,000 pounds, from Des Moines, Iowa, to Sioux City, Iowa, will also apply via the Ft. D., Des M. & S. R. R., Fort Dodge, Iowa, Illinois Central Railroad.

Granted July 3, 1936.

No. L-1405—1936. Illinois Central Railroad Company. Application for authority to establish on one day's notice rate of 58 cents per net ton on sand and gravel, in carloads, from pit of Northwestern Gravel Company at Quimby, Iowa, to Onawa, Iowa, minimum weight 90 per cent of marked capacity of car. This rate is requested to meet motor truck competition, and is to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted July 6, 1936.

No. L-1406—1936. Western Trunk Line Committee. Petition for authority to establish a special Item in Section No. 2 of W. T. L. Freight Tariff 207-G to become effective August 1, 1936, on 10 days' notice, providing for the application of Denatured Alcohol rates on Denatured Alcohol Solvent, in carloads, and for Wood Alcohol rates on Wood Alcohol (Methanol) Solvent, in carloads. This Item is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted July 6, 1936.

No. L-1407—1936. Western Trunk Line Committee. Petition for authority to amend Item No. 1395-B of Supplement No. 5 to W. T. L. Freight Tariff No. 160-K effective on 30 days' notice, to provide that the rate of 12 cents per one hundred pounds on plaster, stucco, etc., from Fort Dodge, Iowa, to Centerville, Iowa, shown thereon will also apply via the following routes:

Via Ft. D., Des M. & Sou. R. R., Des Moines, Iowa, C., B. & Q. R. R. (Route No. 139.)

Via M. & St. L. R. R., Des Moines, Iowa, C., B. & Q. R. R. (Route No. 200.)

Via I. C. R. R., Iowa Falls, Iowa, C., R. I. & P. Ry. (Route No. 173.)

These rates are to be established to meet the rate applicable via M. & St. L. R. R., Albia, Iowa, Iowa Southern Utilities Company, and are published as terminal rates only, and not to affect rates from and to intermediate points.

Granted July 7, 1936.

No. L-1408—1936. Chicago Great Western Railroad Company. Application for authority to establish on one day's notice the following rates in cents per net ton on sand and gravel, in carloads, from Lanesboro, Iowa, subject to the usual minimum weights:

To	Rate
Kirkman, Iowa	50½
Tennant, Iowa	62
Harlan, Iowa	55

These rates are requested to meet motor truck competition and are to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted July 8, 1936.

No. L-1409—1936. Chicago Great Western Railroad Company. Application for authority to establish on one day's notice rate of 12 cents per one hundred pounds on cement, in carloads, minimum weight 50,000 pounds, from Des Moines, Iowa, to Council Bluffs, Iowa, routing C. G. W. R. R., Waterloo, Iowa, Illinois Central. This rate is requested to meet competition of other lines that have routing in connection with the Illinois Central to Council Bluffs and is to be published as a terminal rate, not applicable from or to intermediate points, expiring with December 31, 1936, unless sooner cancelled, changed or extended.

Granted July 8, 1936.

No. L-1410—1936. Chicago Great Western Railroad Company. Application for authority to establish on one day's notice a carload rate of 12 cents per one hundred pounds on cement, minimum weight 50,000 pounds, from Valley Junction, Iowa, to Council Bluffs, Iowa, routing M. & St. L., Des Moines, C. G. W., Waterloo, Iowa, Illinois Central. This rate is requested to meet competition of other lines that have established routing in connection with the Illinois Central to Council Bluffs, and is to be published as a terminal rate only, not applicable from or to intermediate points, expiring with December 31, 1936, unless sooner cancelled, changed or extended.

Granted July 8, 1936.

No. L-1411—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice a terminal rate of \$1.03 per net ton on sand and gravel, in carloads, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car, from Muscatine, Iowa, to Montezuma, Iowa, routing via C., R. I. & P. Ry., Morning Sun, Iowa, M. & St. L. R. R. This rate is to be subject to the provisions of Tariff of Emergency Charges, W. T. L. Tariff No. 333-A.

Granted July 13, 1936.

No. L-1412—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to extend the expiration date on one day's notice of reduced rate on crushed stone, in carloads, from Hawkeye Portland Cement Company Quarry, Iowa, to Griswold, Iowa, from July 31, 1936, to August 31, 1936.

Granted July 14, 1936.

No. L-1413—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice rate of 50 cents per net ton on sand and gravel, in carloads, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car, from Muscatine, Iowa, to Washington, Iowa. This rate is requested to meet motor truck competition, and is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted July 14, 1936.

No. L-1414—1936. Chicago & North Western Railway Company. Application for authority to establish on one day's notice the following reduced rates in cents per net ton on crushed stone, in carloads, from the Le Grand Limestone Company Quarry located 2.22 miles from Quarry, Iowa, routing via C. & N. W. Ry., Marshalltown and C. G. W. R. R. to meet motor truck competition:

To	Rate
Baxter, Iowa	62.9
Mingo, Iowa	71.4

These rates are to be subject to the usual tariff minimum weights, and are to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted July 15, 1936.

No. L-1415—1936. Chicago Great Western Railroad Company. Petition for authority to establish on one day's notice reduced rate of 25½ cents per net ton on sand and gravel, in carloads, subject to the usual tariff minimum weights, from Waterloo, Iowa, to Hudson, Iowa, to meet roadside pit competition. This rate is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted July 16, 1936.

No. L-1416—1936. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice rate of 92 cents per net ton on Rip Rap Stone, in carloads, from Quarry, Iowa, to Whiting, Iowa.

Granted July 16, 1936.

No. L-1417—1936. Chicago & North Western Railway Company. Petition for authority to publish on one day's notice reduced rate of 70 cents per net ton on crushed stone, in carloads, from Le Grand Limestone Company Quarry located 2.22 miles from Quarry, Iowa, to Deep River, Iowa, to meet motor truck competition from a stone crushing plant located about six miles north of Sigourney, Iowa. This rate is to be subject to the usual minimum weights and is to expire with October 31, 1936, unless sooner cancelled, changed or extended.

Granted July 18, 1936.

No. L-1418—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice rate of 92 cents per ton on Rip Rap Stone, in carloads, minimum weight as provided in Item No. 60 of W. T. L. Freight Tariff No. 160-K, from Gilmore City, Iowa, to Mondamin, Iowa, routing via M. & St. L. R. R., Gowrie, Iowa, and C. & N. W. Ry.

Granted July 18, 1936.

No. L-1419—1936. Western Trunk Line Committee. Application for authority to amend Item No. 1152-C of W. T. L. Freight Line Tariff No. 160-K effective on one day's notice by publishing therein on brick and related articles as described in Item No. 280 of said tariff, subject to minimum weights, mixtures and provisions therein a rate of 6½ cents per one hundred pounds from Des Moines, Iowa, to Corydon, Iowa, routing via C., B. & Q. R. R. direct. This rate is being established to meet the short line rate of the C., R. I. & P. Railway as a terminal rate only without affecting rates from and to intermediate points.

Granted July 29, 1936.

No. L-1420—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish from Muscatine, Iowa, on one day's notice, reduced rates in cents per net ton on sand and gravel, in carloads, as follows:

To	Rate
Haskins, Iowa	41½
Washington, Iowa	50
Wellston, Iowa	54½

These rates are to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted July 18, 1936.

No. L-1421—1936. Chicago, Burlington & Quincy Railroad Company. Application for authority to establish on one day's notice reduced rate of 40 cents per net ton on sand and gravel, in carloads, from Spring Grove, Iowa, to West Point, Iowa, to meet motor truck competition from and to the same points as well as from a rock quarry in the vicinity of West Point, Iowa. This rate is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted July 18, 1936.

No. L-1422—1936. Western Trunk Line Committee. Petition for authority to make Supplement No. 7 to Tariff of Emergency Charges No. 333-A effective on Iowa traffic on one day's notice.

Granted July 20, 1936.

No. L-1423—1936. Chicago Great Western Railroad Company. Petition for authority to establish on one day's notice rate of 63 cents per ton of 2,000 pounds on sand and gravel, in carloads, subject to the usual minimum weight from Waterloo, Iowa, to New Hampton, Iowa. This rate is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted July 20, 1936.

No. L-1424—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 40 cents per net ton on crushed stone from Linwood, Iowa, and a rate of 40 cents per net ton on sand and gravel from Muscatine, Iowa, to Durant, Iowa, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car. These rates are established to meet motor truck competition from and to the same points, and are to expire with August 31, 1936, unless sooner cancelled, changed or extended.

Granted July 20, 1936.

No. L-1425—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice reduced rate of 34 cents per net ton on sand and gravel, in carloads, from Ottumwa, Iowa, to Richland, Iowa. This rate is requested to meet motor truck competition.

Granted July 20, 1936.

No. L-1426—1936. Wabash Railway Company. Application for authority to amend Item 37-A of Supplement No. 10, Wabash Tariff No. AK-11065 effective on one day's notice so as to provide an additional route in connection with the 69.6 cents per ton rate on pea, slack and screenings, Bituminous Coal, to read as follows:

"Via Wabash Railway, Des Moines, and Chicago, Rock Island and Pacific Railway."

Granted July 22, 1936.

No. L-1427—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice the following rates in cents per net ton on sand and gravel, in carloads, from Muscatine, Iowa, minimum weight 90 per cent of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply, but not less than 40,000 pounds per car:

To	Rate
Lone Tree, Iowa.....	44½
Nichols, Iowa.....	40
Adams, Iowa.....	35½

These rates are requested to meet motor truck competition from roadside pits located at Moscow and Conesville as well as truck competition from Muscatine, and are to expire with October 31, 1936, unless sooner cancelled, changed or extended.

Granted July 24, 1936.

No. L-1428—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice the following rates in cents per net ton on sand and gravel, in carloads, from Muscatine, Iowa, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car:

To	Rate
Wapello, Iowa.....	45½
Morning Sun, Iowa.....	50

These rates are requested to meet motor truck competition from roadside pits located at Wapello, Oakville, Morning Sun and Newport, Iowa, and are to expire with October 31, 1936, unless sooner cancelled, changed or extended.

Granted July 24, 1936.

No. L-1429—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to extend the expiration date from July 31, 1936, to September 30, 1936, covering reduced rates on crushed stone, in carloads, from Hawkeye Portland Cement Company Quarry, Iowa, to Casey and Guthrie Center, Iowa, on one day's notice.

Granted July 25, 1936.

No. L-1430—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to extend the expiration date from July 31, 1936, to October 31, 1936, covering reduced rate on crushed stone from Hawkeye Portland Cement Company Quarry, Iowa, to Creston, Iowa, on one day's notice.

Granted July 25, 1936.

No. L-1431—1936. Chicago & North Western Railway Company. Application for authority to establish on one day's notice the following reduced rates in cents per net ton on sand, gravel and crushed stone, in carloads, from Cedar Rapids, Iowa, to meet motor truck competition from roadside pits:

To	Rate
Clutier, Iowa	61½
Traer, Iowa	60

These rates are to be subject to the usual tariff minimum weights and are to expire with October 31, 1936, unless sooner cancelled, changed or extended.

Granted July 28, 1936.

No. L-1432—1936. Des Moines & Central Iowa Railroad. Application for authority to establish on one day's notice the following rates in cents per ton of 2,000 pounds on bituminous coal, in carloads, to meet rates published by other rail carriers:

From	To	Rate
Moran, Iowa	Highland Park, Iowa	Lump and Nut.....68
	Des Moines, Iowa	Pea and Slack.....60
	Broadmoor, Iowa	
	Highland Junction, Iowa	

Granted July 29, 1936.

No. L-1433—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice reduced rates in cents per net ton on sand, gravel and crushed stone, in carloads, from Cedar Rapids, Iowa, subject to the usual minimum weights, as follows:

To	Rate
Keystone, Iowa	47
Elberon, Iowa	47
Olin, Iowa	45

These rates are requested to meet motor truck competition, are not subject to the 80 per cent basis on joint line traffic, and are to expire with October 31, 1936, unless sooner cancelled, changed or extended.

Granted July 29, 1936.

No. L-1434—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice reduced rate of 40 cents per net ton on sand and gravel, in carloads, from Spring Grove, Iowa, to Danville, Iowa, to meet motor truck competition from and to the same points. This rate is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted July 30, 1936.

No. L-1435—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to cancel on one day's notice C., M., St. P. & P. R. R. G. F. D. No. 17698-B naming rate on sand and gravel, in carloads, from Muscatine, Iowa, to Montezuma, Iowa, routing C., M., St. P. & P. R. R., Hedrick, Iowa, M. & St. L. R. R., on account of M. & St. L. R. R. abandoning their Montezuma branch effective August 1, 1936, under authority of Finance Docket No. 10908.

Granted July 30, 1936.

No. L-1436—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to extend the expiration date of reduced rate on crushed stone from Linwood, Iowa, to Washington, Iowa, from July 31st to September 30, 1936, on one day's notice.

Granted July 30, 1936.

No. L-1437—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice the following reduced rates in cents per net ton on sand and gravel, in carloads, to meet motor truck competition from rock quarries at Morning Sun and Fort Madison, Iowa, and also from gravel pits along the Skunk River:

From	To	Rate
Spring Grove, Iowa.....	Cottonwood, Iowa	45
Spring Grove, Iowa.....	Rome, Iowa	50
Spring Grove, Iowa.....	Winfield, Iowa	50

These rates are to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted July 31, 1936.

No. L-1438—1936. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice reduced rate of 77.8 cents per net ton on sand and gravel, in carloads, from Spring Grove, Iowa, to Olds, Iowa, routing Chicago, Burlington & Quincy Railroad, Winfield, Iowa, and Minneapolis & St. Louis Railroad. This rate is requested to meet motor truck competition from Morning Sun and from gravel pits located along the Skunk River, and is to expire as of September 30, 1936, unless sooner cancelled, changed or extended.

Granted August 3, 1936.

No. L-1439—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice reduced rate on crushed stone, in carloads, of 69 cents per net ton from Linwood, Iowa, to Keota, Iowa, minimum weight 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds. This rate is requested to meet motor truck competition from roadside production at Keota, Sigourney, Delta and Ollie, Iowa, and is to expire with September 30, 1936, unless sooner changed, cancelled or extended.

Granted August 3, 1936.

No. L-1440—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice the following rates in cents per net ton on crushed stone, in carloads, subject to

minimum weight of 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply, but not less than 40,000 pounds per car, from Cedar Rapids, Iowa:

To	Rate
Dysart, Iowa	42½
Traer, Iowa	51½

These rates are requested to meet motor truck competition from Jabon's Quarry, located seven and one-half miles from the project, also from the Garrison Quarry, twelve miles from the work, and are to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted August 3, 1936.

No. L-1441—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 43 cents per net ton on crushed stone, carloads, minimum weight 90 per cent of marked capacity, except when car is loaded to full visible capacity actual weight will apply, but not less than 40,000 pounds, from Cedar Rapids, Iowa, to Rowley, Iowa. This rate is requested to meet motor truck competition from a quarry at Quasqueton, Iowa, located six miles from the project, and is to expire September 30, 1936, unless sooner changed, cancelled or extended.

Granted August 3, 1936.

No. L-1442—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 32½ cents per net ton on sand and crushed stone, in carloads, from Iowa City, Iowa, to Homestead, Iowa, subject to minimum weight of 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not more than 40,000 pounds per car. This rate is requested to meet motor truck competition, and is to expire with August 31, 1936, unless sooner cancelled, changed or extended.

Granted August 3, 1936.

No. L-1443—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to reinstate on one day's notice reduced rates on sand and gravel from Koss Spur, Iowa, to Edgewood and Strawberry Point, Iowa, formerly published in C., M., St. P. & P. G. F. D. No. 17533-D, which expired July 31, 1936. These rates are now to expire with October 31, 1936, unless sooner cancelled, changed or extended.

Granted August 4, 1936.

No. L-1444—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice rate of 45½ cents per net ton on sand and gravel, in carloads, from Ottumwa, Iowa, to Rome, Iowa, to meet motor truck competition from local quarries at Morning Sun and Fort Madison, Iowa, also gravel pits along the Skunk River. This rate is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted August 4, 1936.

No. L-1445—1936. Chicago Great Western Railroad Company. Petition for authority to establish on one day's notice rate of 50 cents per net ton on sand and gravel, in carloads, from Des Moines, Iowa, to Ira, Iowa, and a rate of 56½ cents per net ton on sand and gravel, in carloads, from Des Moines, Iowa, to Baxter, Iowa, to meet motor truck competition. These rates are to be subject to the usual tariff minimum weights, and are to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted August 10, 1936.

No. L-1446—1936. Western Trunk Line Committee. Petition for authority to amend Item 163 of W. T. L. Freight Tariff No. 160-J to become effective on one day's notice, providing for reduced distance rates on brick and related articles for application between points in Iowa for a single line and two or three line as outlined in Statement No. 1 attached to application. Rates between competitive points are to be established as terminal rates only without affecting rates from and to intermediate points when subject to the application as contained in the last two paragraphs of aforementioned Statement No. 1.

Granted August 8, 1936.

No. L-1447—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice the following rates in cents per net ton of 2,000 pounds on bituminous coal, in carloads, to meet motor truck competition:

From	To	Rates	
		Lump	Fine
Trask, Iowa	Ottumwa, Iowa	68	60
Rathbun, Iowa	Ottumwa, Iowa	68	60
Mystic, Iowa	Ottumwa, Iowa	68	60
Jerome, Iowa	Ottumwa, Iowa	68	60

Granted August 10, 1936.

No. L-1448—1936. Chicago Great Western Railroad Company. Application for authority to establish on one day's notice rate of 30½ cents per net ton on sand and gravel, in carloads, from Lanesboro, Iowa, to Carroll, Iowa. This rate is requested to meet truck competition, is subject to the usual tariff minimum weights, and is to expire with October 31, 1936, unless sooner cancelled, changed or extended.

Granted August 12, 1936.

No. L-1449—1936. Chicago, Burlington & Quincy Railroad Company. Application for authority to establish on one day's notice the following rates in cents per net ton on bituminous coal, in carloads, to meet motor truck competition:

From	To	Rates	
		Lump	Fine
Halpin, Iowa	Ottumwa, Iowa	68	60
Avery, Iowa	Ottumwa, Iowa	60	54

These rates are requested to meet motor truck competition from mines within a radius of fifteen miles of Ottumwa, and are to expire with December 31, 1936, unless sooner changed, cancelled or extended.

Granted August 12, 1936.

No. L-1450—1936. Western Trunk Line Committee. Petition for authority to amend Item 445-A of Supplement No. 24 to W. T. L. Freight Tariff No. 208-B to become effective September 1, 1936, on not less than one day's notice to this Commission and the public as follows:

Add to Section 2 a new entry reading:

"Asphalt (Asphaltum), Natural, By-Product or Petroleum, other than Paint, Stain or Varnish."

Change explanation of the circle (2) reference mark to read:

"Applies only on Minnesota or Nebraska intrastate traffic. For application on other traffic see 'Asphalt (Asphaltum), Natural By-Product or Petroleum, other than Paint, Stain or Varnish.'"

Granted August 13, 1936.

No. L-1451—1936. Fort Dodge, Des Moines & Southern Railroad Company. Petition for authority to extend on one day's notice the expiration date of reduced rate on sand and gravel, in carloads, from

Des Moines, Iowa, to Campus, Iowa, published in G. F. D. No. 488-A, from September 1, 1936, to November 30, 1936.

Granted August 16, 1936.

No. L-1452—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to cancel on one day's notice C., R. I. & P. Railway Freight Tariff No. 34801 naming reduced rate on sand and gravel, in carloads, from Estherville, Iowa, to Ruthven, Iowa, on account of the project for which this rate was published being completed.

Granted August 21, 1936.

No. L-1453—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to cancel on one day's notice rate of 40 cents per net ton on sand and gravel in carloads from Muscatine to Durant, Iowa, published in C., R. I. & P. Ry. Rate Tariff No. 33899-X, as the project for which this rate was published has been completed.

Granted August 24, 1936.

No. L-1454—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to cancel on one day's notice reduced rate of 67½ cents per net ton on sand and gravel in carloads from Muscatine to Witmer, Iowa, published in Supplement No. 21 to C., R. I. & P. Ry. Freight Tariff No. 33899-X, as the project for which this rate was published has been completed.

Granted August 25, 1936.

No. L-1455—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 77 cents per net ton on crushed stone in carloads, minimum weight 90 per cent of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds, from Linwood, Iowa, to Burlington, Iowa. This rate is requested to meet motor truck competition from Gladstone, Illinois, and is to be published to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted August 25, 1936.

No. L-1456—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to extend the expiration date of Item 600 to C., R. I. & P. Ry. Freight Tariff No. 30077-L from September 1, 1936, to September 30, 1936, on one day's notice.

Granted August 26, 1936.

No. L-1457—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to amend M. & St. L. Freight Tariff No. 876-C on one day's notice by providing therein a rate of 1½ cents per one hundred pounds, subject to a minimum charge of \$8.10 per car on cement in carloads from Hawkeye Portland Cement or Penn-Dixie Cement Company at Valley Junction, Iowa, to M. & St. L. team tracks at Des Moines, Iowa.

Granted August 26, 1936.

No. L-1458—1936. Illinois Central Railroad Company. Petition for authority to establish on one day's notice the following reduced rates on sand and gravel in carloads, subject to a minimum weight of 90 per cent of marked capacity of car:

From	To	Rate in Cents Per Ton of 2,000 Pounds
Pit of Northwestern Gravel Company, Quimby, Iowa.....	Aurelia, Iowa	40.5
	Alta, Iowa	47.5

The above rates are requested to meet motor truck competition from the pit at Quimby as well as from roadside pits in the vicinity of Aurelia, Iowa, and Alta, Iowa, and are to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted August 26, 1936.

No. L-1459—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice rate of 43 cents per net ton of 2,000 pounds on sand, gravel and crushed stone in carloads, subject to the usual minimum weight, from Cedar Rapids, Iowa, to Van Horne, Iowa. This rate is not to be subject to the 80 per cent basis on joint line traffic, and is to be published to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted August 27, 1936.

No. L-1460—1936. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice the application of the California Junction, Mondamin and Onawa rates, as the case may be, on shipments transported to or from River Switch Tracks located at those points.

Granted August 27, 1936.

No. L-1461—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rate of 83½ cents per net ton on sand and gravel in carloads, minimum weight 90 per cent of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds, from Muscatine, Iowa, to Dysart, Iowa. This rate is requested to meet motor truck competition from Jabon's Quarry located seven and a half miles from the project, and is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted August 27, 1936.

No. L-1462—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice the following reduced rates in cents per net ton on crushed stone in carloads, minimum weight 90 per cent of marked capacity of cars except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car:

From	To	Rate Per Net Ton
Douds, Iowa	Drakesville, Iowa	45 cents
Douds, Iowa	Belknap, Iowa	40½ cents

These rates are requested to meet motor truck competition from roadside quarries near Centerville, also from county quarry near Floris, Iowa, and are to expire with October 31, 1936, unless sooner cancelled, changed or extended.

Granted August 28, 1936.

No. L-1463—1936. Western Trunk Line Committee. Petition for authority to amend Item No. 315-C of Supplement 38 to W. T. L. Freight Tariff No. 253-B on one day's notice, correcting the effective date to read October 1, 1936, in lieu of October 1, 1935.

Granted August 27, 1936.

No. L-1464—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to extend on one day's notice expiration date of M. & St. L. Freight Tariff No. 1496-A to November 30, 1936.

Granted August 28, 1936.

No. L-1465—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to extend on one day's notice the application of the 52½-cent rate per net ton on sand and gravel in carloads from Muscatine, Iowa, to Kalona, Iowa, to September 30, 1936, unless sooner cancelled, changed or extended.

Granted August 29, 1936.

No. L-1466—1936. Western Trunk Line Committee. Petition for authority to establish on 30 days' notice a rate of 22 cents per hundred pounds (subject to Tariff of Emergency Charges No. 333-A of L. E. Kipp, Agent) as a terminal rate only to apply on agricultural implements as described in Item 230 of said tariff from Des Moines, Iowa, to Le Mars, Iowa, via the following routes:

Via Route 15 (C. & N. W. Ry., Sioux City, Iowa, C., St. P. M. & O.)

Via Route 220 (M. & St. L. R. R., Tara, Iowa, I. C. R. R.)

Via Route 146 (Ft. D., D. M. & S. R. R., Fort Dodge, Iowa, I. C. R. R.)

Via C., R. I. & P. Ry., Manson, Iowa, I. C. R. R.

The above rates being requested to meet the rate applicable via the short line are authorized to be established as terminal rates without affecting rate from and to intermediate points.

Granted August 31, 1936.

No. L-1467—1936. Cedar Rapids and Iowa City Railway. Petition for authority to file on not less than three days' notice C., R. & I. C. Ry. Local Passenger Tariff No. 8-E naming commutation and scrip ticket fares between stations on the Cedar Rapids and Iowa City Railway.

Granted August 29, 1936.

No. L-1468—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice the following reduced rates on sand and gravel in carloads, subject to the usual minimum weights:

From	To	Rate Per Net Ton
Humboldt, Iowa	Rolfe, Iowa	60 cents
Estherville, Iowa	Rolfe, Iowa	77½ cents

The above rates are requested to meet motor truck competition from roadside pits near Rolfe, Iowa.

Granted August 31, 1936.

No. L-1469—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to reinstate on one day's notice rate of 35½ cents per net ton on sand and crushed stone in carloads from Iowa City, Iowa, to Homestead, Iowa, subject to a minimum weight of 90 per cent of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car. This rate is requested to meet motor truck competition, and is to expire with September 30, 1936, unless sooner cancelled, changed or extended.

Granted September 1, 1936.

No. L-1470—1936. Cedar Rapids and Iowa City Railway. Petition for authority to publish on three days' notice Local Passenger Tariff No. 14 covering Commutation and Scrip Ticket Fares including pick-up and/or delivery service and taxicab at terminals.

Granted September 1, 1936.

No. L-1471—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice carload rate of

10 cents per hundred pounds on brick and related articles from Mason City, Iowa, to Cherokee, Iowa, routing via M. & St. L., Ackley, I. C. The above rate being requested to meet the rate applicable via C. G. W., Fort Dodge, I. C., is to be established as a terminal rate without affecting rates from and to intermediate points, and is to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted September 2, 1936.

No. L-1472—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 40½ cents per net ton on sand and gravel in carloads, minimum weight 90 per cent of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car, from Muscatine to Columbus Junction, Iowa. This rate is requested to meet motor truck competition and is to expire with November 30, 1936, unless sooner cancelled, changed or extended.

Granted September 3, 1936.

No. L-1473—1936. Illinois Central System. Petition for authority to establish on one day's notice carload rate of 53½ cents per net ton of 2,000 pounds on sand and gravel from Northwestern Gravel Company Pit, Quimby, Iowa, to Kennebec, Iowa, minimum weight 90 per cent of marked capacity of car. This rate is requested to meet motor truck competition from nearby roadside pits and is to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted September 4, 1936.

No. L-1474—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice the following rates on sand and gravel in carloads, subject to the usual minimum weights:

From	To	Rate Per Net Ton
Des Moines, Iowa.....	New Virginia, Iowa.....	61½ cents
Thayer, Iowa.....	New Virginia, Iowa.....	44 cents

The above rates are requested to meet motor truck competition and are to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted September 5, 1936.

No. L-1475—1936. Cedar Rapids and Iowa City Railway. Petition for authority to establish on one day's notice C. R. & I. C. Local Passenger Tariff No. 8-F changing the minimum ticket fare from \$1.25 to \$1.00 in connection with the 10 trip tickets.

Granted September 4, 1936.

No. L-1476—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice reduced rate of 36 cents per net ton on sand and gravel in carloads from Spring Grove, Iowa, to Fort Madison, Iowa, to meet motor truck competition from and to the same point. This rate is to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted September 8, 1936.

No. L-1477—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to cancel on one day's notice reduced rate of 79 cents per net ton on sand and gravel from Des Moines, Iowa, and a rate of 61 cents per net ton on crushed stone from the Hawkeye Portland Cement Company Quarry to Marne, Iowa, on account of the project for which these rates were published being completed.

Granted September 9, 1936.

No. L-1478—1936. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice reduced rates on sand and gravel in carloads, subject to the established minimum weights as follows:

From	To	Rate Per Net Ton
Lake View, Iowa.....	Lake City, Iowa.....	39½ cents
Sacton, Iowa.....	Lake City, Iowa.....	35 cents

These rates are requested to meet motor truck competition from roadside pit near Lanesboro, Iowa, and are to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted September 9, 1936.

No. L-1479—1936. Wabash Railway Company. Petition for authority to establish on one day's notice the following rates:

"To amend Item 37-B on Page 2 of Supplement 11 to Wabash Tariff AK-11065 by establishing a rate of 70½ cents on bituminous coal, viz., lump and nut; and a rate of 62½ cents on pea, slack and screenings as defined in Note 2 of the original tariff from Hamilton, Harvey, Lovilia and Tracy, Iowa, to Valley Junction, Iowa, via Wabash Railway—Des Moines—thence C., R. I. & P. Ry. or M. & St. L. R. R."

The above rates are not to be subject to the Emergency Charge of 5 cents per ton.

Granted September 10, 1936.

No. L-1480—1936. Chicago & North Western Railway Company. Petition for authority to cancel on one day's notice reduced rate of 70 cents per net ton on crushed stone from the LeGrand Limestone Company Pit near Quarry to Deep River, Iowa, on account of the project for which the reduced rate was requested having been completed; also request to establish on one day's notice a reduced rate of 66 cents per net ton on crushed stone in carloads from Le Grand Limestone Company Pit near Quarry, Iowa, to What Cheer, Iowa, subject to the established minimum weights. The latter rate is to expire with December 1, 1936, unless sooner cancelled, changed or extended.

Granted September 10, 1936.

No. L-1481—1936. Des Moines & Central Iowa Railroad. Petition for authority to file on not less than one day's notice Supplement No. 14 to D. M. & C. I. R. R. Local Passenger Tariff No. 82.

Granted September 11, 1936.

No. L-1482—1936. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice the following reduced rates in cents per net ton on sand and gravel in carloads to meet motor truck competition from roadside pits near Hornick and Grant Center, Iowa:

From	To Onawa	To Whiting	To Sloan
Lake View, Iowa.....	68	74	77
Sacton, Iowa.....	65	71	77

The above rates are to expire with October 31, 1936, unless sooner cancelled, changed or extended.

Granted September 11, 1936.

No. L-1483—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rate of 69 cents per net ton on sand and gravel in carloads, minimum weight 90 per cent of marked capacity of car except when cars are loaded

to full visible capacity actual weight will apply but not less than 40,000 pounds per car from Muscatine, Iowa, to Delta, Iowa. This rate is requested to meet motor truck competition from roadside production at Keota, Sigourney, Delta and Ollie, Iowa, and is to expire with October 31, 1936, unless sooner cancelled, changed or extended.

Granted September 11, 1936.

No. L-1484—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rate of 75 cents per net ton on crushed stone, minimum weight 90 per cent of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car from Hawkeye Portland Cement Company Quarry, Iowa, to Newton, Iowa. This rate is requested to meet motor truck competition from bars along the Des Moines River with an average truck haul from 10 to 20 miles and is to be published to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted September 12, 1936.

No. L-1485—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to extend expiration date on one day's notice of the application of the 47-cent rate on crushed stone from Hawkeye Portland Cement Company Quarry, Iowa, and the rate of 55½ cents per net ton from Tileville, Iowa, to Des Moines, Iowa, from September 30, 1936, to December 31, 1936.

Granted September 12, 1936.

No. L-1486—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice reduced rate of 15 cents per one hundred pounds on groceries and general store supplies, subject to a minimum weight of 15,000 pounds per car from Fort Dodge, Iowa, to Estherville, Iowa, to meet motor truck competition.

Granted September 12, 1936.

No. L-1487—1936. Des Moines & Central Iowa Railroad. Petition for authority to extend the expiration date on one day's notice of D. M. & C. I. Passenger Tariff bearing No. G. F. D. 119 to September 30, 1937, unless sooner cancelled by filing upon not less than one day's notice.

Granted September 16, 1936.

No. L-1488—1936. Des Moines & Central Iowa Railroad. Petition for authority to reissue D. M. & C. I. Passenger Tariff No. G. F. D. 120, extending expiration date to September 30, 1937, unless sooner cancelled by filing upon not less than one day's notice.

Granted September 16, 1936.

No. L-1489—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to extend expiration date of C., B. & Q. Freight Tariff No. 19122-B from September 30, 1936, to December 31, 1936, on one day's notice.

Granted September 16, 1936.

No. L-1490—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice rates of 62½ cents per net ton on fine coal and 70½ cents per net ton on lump coal from Flagler, Hamilton, Harvey, Lovilia and Tracy, Iowa, to Valley Junction, Iowa, routing C., B. & Q. R. R., Des Moines, Iowa, M. & St. L. R. R., or C., R. I. & P. Ry. The above rates are not to be subject to tariff of emergency charges and are requested to meet the rates applicable from mines located on the Wabash Railway.

Granted September 17, 1936.

No. L-1491—1936. Western Trunk Line Committee. Petition for authority to file on one day's notice Supplement No. 8 to Tariff of Emergency Charges No. 333-A for application on Iowa intrastate traffic.

Granted September 21, 1936.

No. L-1492—1936. Illinois Central Railroad Company. Petition for authority to establish on one day's notice the following reduced rates in cents per net ton of 2,000 pounds on sand and gravel in carloads, subject to a minimum weight of 90 per cent of marked capacity of car:

To	From Quimby, Iowa, Rate	From Correctionville, Iowa, Rate
Meriden, Iowa	40	53
Cleghorn, Iowa	40	53
Marcus, Iowa	44.5	57.5

The above rates are requested to meet motor truck competition from pits in the vicinity of Cherokee, Iowa, and are to expire with June 30, 1937, unless sooner cancelled, changed or extended.

Granted September 21, 1936.

No. L-1493—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to extend expiration date on one day's notice to November 30, 1936, of C., M., St. P. & P. G. F. D. Nos. 17510-B, 17697-A and 17744-A.

Granted September 21, 1936.

No. L-1494—1936. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice reduced rates in cents per ton of 2,000 pounds on sand and gravel in carloads as follows:

To	From Lake View	From Sacton
Kirkman	59	55
Harlan	62	62
Tennant	*77.2	**75.2

*Via Harlan and C. G. W.

**Via Carroll and C. G. W.

The above rates are to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted September 22, 1936.

No. L-1495—1936. Chicago Great Western Railroad Company. Petition for authority to extend on one day's notice the expiration date of C. G. W. R. R. Freight Tariff No. 249-A to November 30, 1936.

Granted September 23, 1936.

No. L-1496—1936. Chicago Great Western Railroad Company. Petition for authority to extend on one day's notice the expiration date of C. G. W. Freight Tariff No. 250-A to December 31, 1936.

Granted September 23, 1936.

No. L-1497—1936. Fort Dodge, Des Moines & Southern Railroad Company. Petition for authority to establish on one day's notice reduced rate of 45 cents per net ton of 2,000 pounds on sand and gravel in carloads, minimum weight 90 per cent of marked capacity but not less than 40,000 pounds from Des Moines, Iowa, to Ames, Iowa. The above rate is to expire with November 30, 1936.

Granted September 22, 1936.

No. L-1498—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to amend C., R. I. & P. Tariff No. 34560-A on

one day's notice to provide for Iowa intrastate application of rates published therein from Iowa points to Council Bluffs, Iowa, in the title page provisions.

Granted September 24, 1936.

No. L-1499—1936. Great Northern Railway Company. Petition for authority to amend G. N. Ry. Co. Tariff No. 1250-I on one day's notice providing for the intrastate application of rates published therein from Iowa points to Sioux City, Iowa.

Granted September 24, 1936.

No. L-1500—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to extend on one day's notice expiration date of C., M., St. P. & P. R. R. G. F. D. No. 17597-D to December 31, 1936.

Granted September 25, 1936.

No. L-1501—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to extend on one day's notice reduced rates on crushed stone in carloads from Cedar Rapids, Iowa, to Dysart and Traer, Iowa, as published in Supplement No. 32 to C., R. I. & P. Freight Tariff No. 33899-X. The above rates as now published would expire with September 30, 1936, and an extension to October 31, 1936, is requested.

Granted September 25, 1936.

No. L-1502—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rates on sand and gravel in carloads, minimum weight 90 per cent of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds, from Monteith, Iowa, as follows:

To	Rate in Cents Per Net Ton
Marne, Iowa	60
Walnut, Iowa	67

The above rates are requested to meet motor truck competition from wayside pits in the vicinity of Macedonia, Stennett, Elk Horn, Corley and Grant, Iowa, and are to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted September 25, 1936.

No. L-1503—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to extend on one day's notice expiration date of C., B. & Q. Tariff No. 19356-A to December 31, 1936.

Granted September 26, 1936.

No. L-1504—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to reissue C., B. & Q. Tariff No. 18035-K on one day's notice, bringing forward the rate from Spring Grove to Fort Madison, Iowa, and extending the expiration date of the rates from Spring Grove, Iowa, to Rome, Danville and West Point, Iowa, to December 31, 1936.

Granted September 26, 1936.

No. L-1505—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice reduced rates in cents per net ton on sand and gravel in carloads, effective September 28, 1936, to meet motor truck competition from deposits along the Des Moines River south of Bradgate, Iowa, as follows:

From	To	Rate
Humboldt, Iowa	Gilmore City, Iowa	45
Estherville, Iowa	Gilmore City, Iowa	70

The above rates are to be applied as maximum at intermediate points.

Granted September 28, 1936.

No. L-1506—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to extend on one day's notice the expiration date of M. & St. L. R. R. Freight Tariff No. 1474-C to November 1, 1936.

Granted September 28, 1936.

No. L-1507—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice reduced rate of 56 cents per net ton on sugar beets in carloads from Kanawha, Iowa, to Mason City, Iowa, to meet motor truck competition.

Granted October 2, 1936.

No. L-1508—1936. Chicago Great Western Railroad Company. Petition for authority to extend on one day's notice the expiration date of C. G. W. Tariff No. 255-B to November 30, 1936, unless sooner cancelled, changed or extended.

Granted September 29, 1936.

No. L-1509—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to extend on one day's notice the expiration date of the carload rate of 76 cents per net ton on sand from Des Moines, Iowa, to Atlantic, Iowa, to December 31, 1936, unless sooner cancelled, changed or extended. Also to extend the expiration date of the carload rate of 69 cents per net ton on crushed stone from Linwood, Iowa, to Keota, Iowa, to October 31, 1936, unless sooner cancelled, changed or extended.

Granted September 29, 1936.

No. L-1510—1936. Western Trunk Line Committee. Petition for authority to establish on one day's notice the application of grain rates on soya bean cake and meal, minimum weight 40,000 pounds, on Iowa intrastate traffic, effective October 1, 1936, by amending Item 200-A of W. T. L. Freight Tariff No. 330-A.

Granted October 5, 1936.

No. L-1511—1936. Western Trunk Line Committee. Petition for authority to amend Item No. 675 of W. T. L. Freight Tariff No. 271-D, changing the description of that item to read:

"Grain, Grain Products, Seeds and other Articles named in Lists 1 to 9, inclusive, Items 200 to 290, inclusive, of W. T. L. Tariff No. 330-A, Agent L. E. Kipp's I. C. C. No. A-2653 and in Item 4843 of W. T. L. Tariff No. 207-G, Agent L. E. Kipp's I. C. C. No. A-2710."

Granted October 2, 1936.

No. L-1512—1936. Chicago & North Western Railway Company. Petition for authority to cancel on one day's notice Item No. 298-A of Supplement No. 45 to C. & N. W. G. F. D. No. 11010-L, naming reduced rate on crushed stone in carloads from Le Grand Limestone Company's Pit near Quarry, Iowa, to What Cheer, Iowa, on account of the project at What Cheer for which said rate was published having been completed.

Granted October 6, 1936.

No. L-1513—1936. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice reduced rate of 75 cents per net ton on crushed stone in carloads from Alden, Iowa, to

Manson, Iowa, routing via C. & N. W. Ry., Iowa Falls, and Illinois Central Railroad. Under date of October 8, 1936, objections to granting the above rate were filed by the Concrete Materials Company of Waterloo, Iowa, and the following order was issued:

Upon careful consideration of application filed October 8, 1936, by M. J. Golden, DF and PA, Chicago and North Western Railway Company, Des Moines, Iowa, to establish on one day's notice a reduced rate of 75 cents per net ton on crushed stone in carloads from Alden, Iowa, to Manson, Iowa, routing via C. & N. W. Ry., Iowa Falls, and Illinois Central Railroad to meet motor truck competition from roadside pits near Manson, Iowa. Also, upon careful consideration of objection thereto filed October 8, 1936, by the Concrete Materials Company of Waterloo, Iowa.

IT IS ORDERED, That the application be and is hereby granted.

No. L-1514—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish upon one day's notice reduced rates on sand in carloads from Valley Junction and Des Moines, Iowa, to Manson, Iowa, to meet truck competition. Under date of October 8, 1936, objection to the granting of the above rate was filed by the Concrete Materials Company of Waterloo, Iowa, and the following order was issued:

Upon careful consideration of the Chicago, Rock Island and Pacific Railway Company's application filed October 8, 1936, for authority to establish on one day's notice rate of 78 cents per net ton from Des Moines, Iowa, to Manson, Iowa, and a rate of 75 cents per net ton from Valley Junction, Iowa, to Manson, Iowa, on sand in carloads, minimum weight 90 per cent of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car to meet motor truck competition from pits near Manson, Iowa. Also, upon careful consideration of objection thereto filed on October 8, 1936, by the Concrete Materials Company of Waterloo, Iowa,

IT IS ORDERED, That the application be and is hereby granted.

No. L-1515—1936. Western Trunk Line Committee. Petition for authority to file on one day's notice Supplement No. 9 to Tariff of Emergency Charges No. 333-A for application on Iowa intrastate traffic.

Granted October 9, 1936.

No. L-1516—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice a rate of 73 cents per net ton on sand and gravel in carloads from Eddyville, Iowa, to Coppock, Iowa, to meet motor truck competition from roadside pits located at Winfield and Morning Sun, Iowa.

Granted October 9, 1936.

No. L-1517—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice a reduced rate of 40 cents per net ton on sand, gravel and crushed stone in carloads from Cedar Rapids, Iowa, to Springville, Iowa, to meet motor truck competition. This rate is not to be subject to the 80 per cent basis on joint line traffic, and is to expire with December 15, 1936.

Granted October 9, 1936.

No. L-1518—1936. Western Trunk Line Committee. Petition for authority to amend W. T. L. Freight Tariff No. 160-K to become effective on one day's notice to the Commission and the public as follows:

Amend Item 280, first line, adding reference to "Note 3" in connection with Item 1480. Change Note 3 to read:

NOTE 3: Application of rates in Items 1480 and 2365:

- (a) Lowest rate applicable between two points via any single line route, using rates named in Item 1480, will apply via all routes between such points.
- (b) Lowest rate applicable between two points, computing distances over the shortest route, via two or more lines, via junctions where track connections exist, using rates named in Item 2365 for the combined distance, will apply via all routes between such points.
- (c) Lowest rate computed in accordance with provisions of paragraphs (a) or (b), will apply via all routes.
- (d) Rates made under this note will apply as terminal rates only.

Amend page 56 of tariff, adding reference to Item 280 to the exceptions in paragraph 3.

Amend Item 1163-A, Supplement 8, changing the heading now reading, "Two or Three Lines," to read, "Joint Line."

Amend Note 3 of Item 1163-A, Supplement 8, to read as follows:

NOTE 3: Application of rates:

- (a) Lowest rate applicable between two points via any single line route, using single line scale, will apply via all routes between such points, but in no case may shipments move over routes composed of more than three line haul carriers.
- (b) Lowest rate applicable between two points, computing distances over the shortest route via two or more lines, via junctions where track connections exist, using joint line scale for the combined distance, will apply via all routes between such points, but in no case may shipments move over routes composed of more than three line haul carriers.
- (c) Lowest rate computed in accordance with provisions of paragraphs (a) or (b), will apply via all routes; but in no case may shipments move over routes composed of more than three line haul carriers.
- (d) Rates made under this note will apply as terminal rates only.

The proposed changes are to be subject to the Tariff of Emergency Charges No. 333-A, L. E. Kipp, Agent, and are to expire with December 31, 1936. They are published to meet motor truck competition.

Granted October 12, 1936.

No. L-1519—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rate of 50 cents per net ton on sand and gravel in carloads from Muscatine, Iowa, to Washington, Iowa, to meet motor truck competition. This rate is to expire with November 15, 1936, unless sooner cancelled, changed or extended.

Granted October 13, 1936.

No. L-1520—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice a rate of 57 cents per net ton on crushed stone in carloads from Hawkeye Portland Cement Company Quarry to Atlantic, Iowa. This rate is requested to meet motor truck competition, and is to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted October 13, 1936.

No. L-1521—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rates on crushed stone in carloads, minimum weight 90 per cent of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car from Hawkeye Portland Cement Company, Quarry, Iowa, as follows:

To	Rate in Cents Per Net Ton
Neola, Iowa	105½
Minden, Iowa	98
Shelby, Iowa	91
Avoca, Iowa	79
Walnut, Iowa	73
Marne, Iowa	67

The above rates are requested in order to place the producer on a parity with Louisville, Nebraska, producers, for whom special rates have been established, and are to expire with October 31, 1936, unless sooner cancelled, changed or extended.

Granted October 13, 1936.

No. L-1522—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice rate of 68 cents per net ton on crushed stone in carloads from Decatur City, Iowa, to Sharpsburg, Iowa, to meet motor truck competition. This rate is to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted October 14, 1936.

No. L-1523—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice a rate of 10½ cents per one hundred pounds on cement in carloads from Mason City, Iowa, to Manson, Iowa, via the C., R. I. & P. Ry. direct. This rate, on account of being requested to meet the rate in effect via more direct routes is to be authorized as a terminal rate only without affecting rates from and to intermediate points.

Granted October 15, 1936.

No. L-1524—1936. Chicago Great Western Railroad Company. Petition for authority to establish on one day's notice in C. G. W. Tariff No. 36-H rates on grain and related articles in carloads from C. G. W. R. R. stations in Iowa to Sioux City, Iowa. The said rates and routes are to be the same as are now published for local application in W. T. L. Freight Tariff No. 332 from Sioux City, Iowa, to Iowa points on the C. G. W. R. R.

Granted October 14, 1936.

No. L-1525—1936. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice a reduction of 14 cents per net ton in the normal tariff rate on crushed stone in carloads from the Le Grand Limestone Company's pit near Quarry, Iowa, to Carnsforth and Deep River, Iowa, which will result in the following rates:

From	To	Rate in Cents Per Net Ton
Le Grand Limestone Company's pit near Quarry, Ia.	Carnsforth, Iowa	58
Le Grand Limestone Company's pit near Quarry, Ia.	Deep River, Iowa	71

The above rates are requested to meet motor truck competition and are to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted October 19, 1936.

No. L-1526—1936. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice a reduction of 14 cents per net ton in the normal tariff rate on crushed stone in carloads from the Le Grand Limestone Company's pit near Quarry, Iowa, to Newburg, Searsboro and Moore, Iowa, routing via C. & N. W., Marshalltown and M. & St. L. R. R., which will result in the following rates:

From	To	Rate in Cents Per Net Ton
Le Grand Limestone Company's pit near Quarry, Ia.	Newburg, Iowa	58.8
Le Grand Limestone Company's pit near Quarry, Ia.	Searsboro, Iowa	72.8
Le Grand Limestone Company's pit near Quarry, Ia.	Moore, Iowa	76.4

The above rates are requested to meet motor truck competition and are to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted October 19, 1936.

No. L-1527—1936. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice reduced rate of 40 cents per net ton subject to the usual established minimum weights on sand, gravel and crushed stone in carloads from Cedar Rapids, Iowa, to Stanwood, Iowa, to meet motor truck competition. The above rate is to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted October 21, 1936.

No. L-1528—1936. Western Trunk Line Committee. Petition for authority to establish on one day's notice a rate of \$1.482 per net ton on stone in carloads from Alden, Iowa, to Sioux City, Iowa, via C. & N. W. Ry. direct. This rate is requested to meet the short line rate applicable via C. & N. W., Iowa Falls and Illinois Central, and is to be published as a terminal rate and not affecting rates to and from intermediate points.

Granted October 21, 1936.

No. L-1529—1936. Western Trunk Line Committee. Petition for authority to amend on one day's notice Item 1152-F of Supplement No. 8 of W. T. L. Tariff No. 160-K to provide for a rate of 10½ cents per one hundred pounds on brick and related articles as described in Item 280 of W. T. L. Tariff No. 160-K from Mason City, Iowa, to Council Bluffs, Iowa, via C., R. I. & P. Ry. direct or via M. & St. L., Ackley, Iowa, and Illinois Central Railroad. This rate is requested to meet the short line rate applicable via the C. G. W. R. R. direct and is to be published as a terminal rate, not affecting rates to and from intermediate points.

Granted October 21, 1936.

No. L-1530—1936. Fort Dodge, Des Moines & Southern Railroad Company. Petition for authority to establish on one day's notice proportional rate of 20 cents per net ton on crushed stone in carloads

from Ames, Iowa, to Campus, Iowa, to meet motor truck competition. This rate is to expire with November 30, 1936, unless sooner cancelled, changed or extended.

Granted October 21, 1936.

No. L-1531—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to extend on one day's notice expiration date of reduced rate on sand and gravel in carloads from Des Moines, Iowa, to Leon, Iowa, published in C., B. & Q. G.F.O. No. 19136-B to December 31, 1936.

Granted October 24, 1936.

No. L-1532—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to extend on one day's notice the expiration date of C., M., St. P. & P. R. R. G.F.D. No. 17754-A to November 30, 1936.

Granted October 23, 1936.

No. L-1533—1936. Chicago Great Western Railroad Company. Petition for authority to extend on one day's notice the expiration date of C. G. W. R. R. Tariff No. 256-A to December 1, 1936.

Granted October 24, 1936.

No. L-1534—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice reduced rate of 40 cents per net ton on sand and gravel in carloads from Koss Spur, Iowa, to Clinton, Iowa, to meet motor truck competition. This rate is to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted October 26, 1936.

No. L-1535—1936. Western Trunk Line Committee. Petition for authority to amend on one day's notice W.T.L. Freight Tariff No. 207-G by advancing the effective date of Item No. 3758 of Supplement No. 8 naming Class 17½ on bones in carloads from December 1, 1936, to the earliest effective date.

Granted October 27, 1936.

No. L-1536—1936. Waterloo, Cedar Falls & Northern Railway Company. Petition for authority to establish on five days' notice reduced rate of fifty cents per net ton on scrap iron in carloads, subject to a minimum weight of 80,000 pounds per car from Cedar Falls, Iowa, to Waterloo, Iowa, to meet motor truck competition, said rate to cancel W., C., F. & N. Ry. G.F.D. No. 325.

Granted October 27, 1936.

No. L-1537—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to extend on one day's notice the expiration date of C., B. & Q. R. R. G.F.O. No. 19120-B to December 31, 1936.

Granted October 29, 1936.

No. E-1538—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice reduced rate of 43 cents per net ton on crushed stone in carloads from Decatur City, Iowa, to Derby, Iowa, to meet motor truck competition. This rate is to expire with December 31, 1936, unless sooner cancelled, changed or extended.

Granted October 29, 1936.

No. L-1539—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice as a

terminal charge only rate of 8.56 cents per hundred pounds on dried beet pulp, minimum weight 90 per cent of marked capacity of car except when 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 Belmond, Iowa, routing via C., R. I. & P. Ry. direct. This change is requested to meet the short line rate via the C. G. W. R. R. and consequently is to be established as a terminal rate only, without affecting rates from and to intermediate points.

Granted October 31, 1936.

No. L-1540—1936. Western Trunk Line Committee. Petition for authority to advance on one day's notice the effective date of Item 1348 of Supplement No. 8-D to Western Trunk Line Freight Tariff No. 160-K.

Granted November 4, 1936.

No. L-1541—1936. Western Trunk Line Committee. Petition for authority to amend Western Trunk Line Freight Tariff No. 160-K to become effective on one day's notice to the Commission and the public changing the heading for said Item to read, "rates in cents per ton of 2,000 pounds" in lieu of "rates in cents per one hundred pounds."

Granted November 4, 1936.

No. L-1542—1936. Western Trunk Line Committee. Petition for authority to amend Freight Tariff No. 160-K to become effective on one day's notice to the Commission and the public by publishing in Item 1152-G in connection with rates on brick and related articles in carloads from Fort Dodge and Kalo, Iowa, to Dubuque, Iowa, the following route:

"Via M. & St. L. R. R., Fort Dodge, Iowa and I. C. R. R."

This rate is to be established as a terminal rate only without affecting rates from and to intermediate points.

Granted November 4, 1936.

No. L-1543—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to place in effect on one day's notice the following:

"To establish at Greenville, Iowa, rates not lower than in effect at Rossie, Iowa."

Granted November 9, 1936.

No. L-1544—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice rate of 85 cents per ton of 2,000 pounds on agricultural limestone in carloads (for soil treatment), subject to minimum weight of 90 per cent of marked capacity of car but not less than 40,000 pounds, from Dubuque, Iowa, to Nora Springs, Iowa.

Granted November 12, 1936.

No. L-1545—1936. Western Trunk Line Committee. Petition for authority to amend Item No. 1152-H of W. T. L. Freight Tariff No. 160-K effective on thirty days' notice to the Commission and the public to provide that rate of seven cents per one hundred pounds published therein from Mason City, Iowa, to Normal, Iowa, will also apply via C. G. W. R. R., Waterloo, Iowa, W., C. F. & N. Ry. The above rate on account of being requested to meet the short line is to be established as a terminal rate without affecting rates from and to intermediate points.

Granted November 14, 1936.

No. L-1546—1936. Fort Dodge, Des Moines & Southern Railroad Company. Petition for authority to extend on five days' notice expiration date of Ft. D., Des M. & Sou. R. R. Freight Tariff No. 488-C from November 30, 1936, to June 30, 1937.

Granted November 14, 1936.

No. L-1547—1936. American Trucking Association, Incorporated. Application for authority to file on not less than ten days' notice National Motor Freight Classification No. 2 to become effective December 24, 1936.

Granted November 23, 1936.

No. L-1548—1936. National Bus Traffic Association. Petition for authority to file on not less than 3 days' notice National Bus Traffic Association's Central Excursion Tariff No. 35-A, Iowa R. C. No. 5 to become effective December 1, 1936.

Granted November 23, 1936.

No. L-1549—1936. Northland Greyhound Lines. Application for authority to file on not less than five days' notice first revised title page and first revised page 2 of Round Trip Excursion Tariff No. 1, I. R. C. No. 9 to become effective December 1, 1936.

Granted November 23, 1936.

No. L-1550—1936. Western Trunk Line Committee. Petition for authority to amend Item 1122-B of W. T. L. Freight Tariff No. 160-K effective upon thirty days' notice to the Commission and the public by publishing therein rate of twenty-seven and one-half cents per hundred pounds on agricultural implements as described in Item 230 of said tariff from Davenport, Iowa, to Fort Dodge, Iowa, on shipments routed as follows:

C., R. I. & P. Ry., Waterloo, Iowa, I. C. R. R.

or

C., M., St. P. & P. R. R., Delaware, Iowa, I. C. R. R.

The above rates on account of being requested to meet rates in effect via short line routes are to be established as terminal rates without affecting rates between intermediate points.

Granted November 25, 1936.

No. L-1551—1936. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of \$1.708 per net ton on gypsum rock, minimum weight 90 per cent of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car, from Fort Dodge to Davenport and Linwood, routing via Illinois Central, Iowa Falls, Iowa, and the C., R. I. & P. Railway.

Granted November 25, 1936.

No. L-1552—1936. Iowa Freight Service, Inc. Petition for authority to file on not less than five days' notice Supplement No. 2A to I. F. C., Inc. Tariff No. 1 providing for a rate of 30 cents per hundred pounds on fresh fruits and vegetables in packages for application between Cedar Rapids and Ottumwa, Iowa. This rate is to be published to expire with February 10, 1937, unless sooner cancelled, changed or extended.

Granted November 20, 1936.

No. L-1553—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice rates of 68 cents per ton on lump coal and 60 cents per net ton on fine coal from Brazil and Centerville, Iowa, to Ottumwa, Iowa, routing C., B. & Q. Railroad, West Grove, Iowa, and Wabash Railway. These rates are to

be published to meet motor truck competition and will expire with June 30, 1937, unless sooner cancelled, changed or extended.

Granted November 28, 1936.

No. L-1554—1936. National Transfer Company, Marshalltown. Petition for authority to establish on one day's notice rate of 30 cents per hundred pounds on fresh fruits and vegetables for application between Cedar Rapids and Ottumwa, Iowa.

Granted November 30, 1936.

Sidetracks, Switching, Refunds, Claims

No. D-916—1936.

S. P. MOORE, CEDAR RAPIDS, *Complainant*,
 BY H. F. SUNDBERG, MANAGER, TRAFFIC BUREAU, CHAMBER OF COMMERCE,
 CEDAR RAPIDS, IOWA,

v.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD COMPANY,
Defendant

Decided September 25, 1936

PETITION FOR FINDING AS TO UNREASONABLENESS OF DEMURRAGE CHARGES.

Held demurrage charges not unreasonable and not in violation of Section 8048, Chapter 373, of the Iowa Code.

On October 5, 1935, the following petition was filed by S. P. Moore, Cedar Rapids, Iowa:

"This petition shows:

That S. P. Moore is a resident of Cedar Rapids, Iowa and is engaged in the business of producing and furnishing building materials for highway construction and maintenance. That during December, 1934 and January, 1935, he caused to be shipped from Cedar Rapids, Iowa numerous carloads of crushed stone consigned to himself at Delhi, Iowa to be unloaded and delivered on highways adjacent thereto. That said carloads were shipped via the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, and with few exceptions were loaded in equipment of that company's ownership.

Because of unusual and severe weather conditions, causing the crushed stone to become frozen into solid mass in the open top cars, it was a physical impossibility to unload the cars within the customary free time period, although this petitioner resorted to every possible means to expedite unloading, even going to the trouble and expense of using air compressor drill, blow torch and dynamite. Coupled with the difficulty was interference by snow drifts and icy condition of roads, making it impossible to unload the material within normal free time.

The C., M., St. P. & P. R. R. is now seeking to collect the sum of \$289.00 on 23 carloads after making allowance of 96 hours per car for unloading, as per Section A-2 of Rule 8 of Agent B. T. Jones Tariff 4-O, I. C. C. 2731. In view of the fact that the delayed unloading was due to causes beyond the control of consignee and in part due to the failure of the railroad equipment to protect the lading from the elements which combined to solidify the lading, your petitioner believes the charge to be unjust and unreasonable, in violation of Section 8048, Chapter 373 of the Iowa Code, because, among other reasons, it is predicated on an arbitrary rule without regard for unusual conditions beyond the control of the consignee. It also is contrary to the recognized rule that materials used for constructing and maintaining public highways are entitled to rates and charges less than regular tariff,

Therefore, your petitioner respectfully asks that he be permitted to present evidence and facts, oral or written as may be preferred, in support of this protest and that your Commission exercise its jurisdiction in authorizing waiver of collection of any additional charges on these cars."

On October 31, 1935, answer to said complaint was filed by the Chicago, Milwaukee, St. Paul & Pacific Railroad Company as follows:

"Defendant admits it is a common carrier and that it is subject to the laws of Iowa, insofar as they do not conflict with the laws of the United States.

Defendant denies that anything done or omitted to be done by it with respect to the subject matter of said complaint is in violation of the law; and denies that defendant should be subjected to any adverse order; and denies that the complainant is entitled to the relief prayed for, or any relief.

Defendant refers to the applicable tariffs for a correct statement of the provisions and charges referred to or complained of herein.

Each and every allegation in said complaint not hereinbefore admitted is hereby specifically denied.

WHEREFORE, having fully answered, defendant prays that the complaint be dismissed."

No oral hearing was held on this matter the complainant and defendant having agreed to submit evidence and facts in writing. Statement of facts and argument were filed by the petitioner on December 4, 1935; as follows:

"As stated in petition filed October 4, 1935, S. P. Moore, a resident of Cedar Rapids, Iowa, is engaged in the business of producing and furnishing material for highway construction and maintenance. During December, 1934 and January, 1935, he shipped a number of carloads of crushed stone from Cedar Rapids, Iowa to Delhi, Iowa via the C., M., St. P. & P. R. R. consigned to himself for the purpose of delivery at various places on the highways adjacent to the town of Delhi. These shipments of crushed stone were shipped in open cars and generally loaded to capacity of the car, this being the customary practice for handling material of that kind because closed cars would not permit as heavy loading and because of possible damage to closed cars and inconvenient and costly loading and unloading.

Crushed stone for highway construction is recognized as low rated material because it is of low value per ton or per cubic yard and because the average loading per car is heavy, approximately the physical carrying capacity of the car. Being of low value and properly subject to relatively low freight rates, it obviously follows that any transportation expense or costs in excess of the freight rate is of vital importance to the shipper or buyer of that material.

During January and the early part of February, 1935, there were unusually severe weather conditions in eastern Iowa, causing many of these cars and contents to be soaked with rain and wet snow and then to freeze into a solid mass in the cars. There were also unusually severe conditions on the streets and highways, due to the accumulation of ice, thereby rendering it difficult, and in some instances impossible, to haul the material from the cars to the delivery point. Your petitioner diligently endeavored to unload the cars, but the frozen condition of the material made it impossible to unload within the customary free time period, although blow torches and compressed air drills were used to break up the frozen mass in the cars. The condition of the material was entirely due to causes beyond the control of this petitioner, yet he exercised every reasonable means to unload the cars promptly.

The Auditor of Station Accounts for the C., M., St. P. & P. R. R. is now seeking to collect \$289.00 on 23 carloads after having made allowance of 96 hours free time per car for unloading, as authorized in Section A2 of Rule 8 in Agent B. T. Jones' Tariff

4-O, I. C. C. 2731. This sum of \$289.00 is equivalent to an average of \$12.56 per car, or approximately 25 cents per ton for a 50-ton load. The rate applicable for the movement from Cedar Rapids to Delhi is 61 cents per ton, established under authority of your Board's File L-934 of November 30, 1934, to enable shipper to meet competition from roadside quarries and to enable the C., M., St. P. & P. R. R. to participate in the traffic and revenue. The regular rate was 81 cents per ton so that the reduction in rate was 20 cents per ton. This demurrage charge of approximately 25 cents per ton is equivalent to a penalty of 40 per cent in the transportation charge and is greater in amount than the reduction made to meet the roadside quarries and truck competition, which, if it had not been met, would have deprived the C., M., St. P. & P. R. R. of all revenue for this road job. In plain language, the demurrage penalty is greater than the rate reduction which made the rail revenue possible.

The material was used for highway construction and therefore is subject to the provisions of Section 8066, Chapter 373 of the Iowa Code, 1931, which, for convenience, is here quoted.

"Nothing in this chapter shall apply to free or reduced rates for transportation, storage or handling of.

2. Materials to be used by public authorities in constructing or maintaining public highways outside of the corporate limits of cities and towns."

We construe this law to give the Board of Railroad Commissioners and the railroad the right to establish reduced rates for road material as well as special rates or privileges for storage or handling of road materials. The improvement of highways is under public authority so that this material comes within the spirit and letter of the law. It is our belief that there is vested in the Iowa Board the authority to reduce or waive the demurrage charges in the same manner as was exercised with respect to the road haul rate and that the assessment of the \$289.00 charge under the circumstances as herein described results in unreasonable charges in violation of Section 8048 of the same chapter of the Code.

The demurrage charges now demanded by the C., M., St. P. & P. R. R. are based on tariff rules for general application and do not make exceptions for extenuating circumstances such as encountered during January, 1935. The rules do take cognizance of loadings which are frozen or congealed, and extend the free time to a total of 96 hours, but in this instance there was a combination of frozen lading and very bad road conditions which made it unsafe to truck the material. Furthermore, the tariff rule is subject to the modifications herein sought under the provisions of Section 8066, Chapter 373 of the Iowa Code.

Of the 23 cars involved in the charges a total of 21 cars were of C., M., St. P. & P. ownership, so that no per diem costs accrued on those 21 cars during the unloading period, and hence no justification for the penalty charge. This petitioner is willing to reimburse the C., M., St. P. & P. R. R. for the actual per diem expense on the two cars of other ownership, but in doing so, does not admit any negligence in efforts to unload the cars nor admit any responsibility for the conditions which rendered unloading so difficult. The reduced rate for movement of the material was a mutual benefit to shipper and railroad, and it is not reasonable to burden the shipper with penalties resulting from weather interference, and which is recognized as Acts of God under the Bill of Lading terms and conditions. Under the mutual rate agreement, the shipper should be accorded every reasonable measure of protection rather than subjected to penalties.

Wherefore your petitioner respectfully asks that the Board of Railroad Commissioners exercise their authority by a finding

that the charge of \$289.00 is unreasonable and unjust, and also permit the C., M., St. P. & P. R. R. to waive collection of the charges because the Material was used by public authority for highway construction and maintenance and is therefore entitled to special consideration. Statement of shipments and amount demanded on each car is attached hereto."

Memorandum on behalf of defendant was filed January 3, 1936, as follows:

"By complaint filed the complainant is asking the Commission to authorize a waiver of certain demurrage charges assessed on carload shipments of crushed stone from Cedar Rapids, Iowa to Delhi, Iowa, during the period December, 1934, and January, 1935. The parties agreed that the issue could be submitted to the Commission informally by written statements, and the complainant on or about December 4th served a copy of its memorandum of facts and argument on the defendant.

In the memorandum, the complainant has broadened the issue and now asks the Commission to find that demurrage charges assessed are unreasonable and unjust. No such allegation was made in the complaint. We believe this issue is not properly before the Commission and in any event, the complainant has not offered sufficient evidence upon which the Commission could pass on the reasonableness of the charges.

The complainant shipped numerous carloads of crushed stone from Cedar Rapids to Delhi during January, 1935, and the controversy arises over the demurrage charges assessed in the amount of \$219.00 on 24 cars. A statement showing the cars, the time of arrival, the delay in unloading and the amounts due, is attached to this memorandum.

The regular rate for the movement of this commodity from Cedar Rapids to Delhi was 81 cents per ton, but before the cars moved authority of the Board was secured to assess a 61-cent per ton rate. The cars upon which the demurrage was assessed all arrived during January of 1935. On the 19th day of January, a severe rain and sleet storm followed by cold weather, froze the materials in the cars, and the consignee had difficulty in unloading. On January 21, 1935, the complainant wrote our agent at Delhi, requesting allowance for cars on track due to their frozen condition. This was the first request made to the railroad company for any further allowance due to the condition of the shipments.

Under the effective demurrage tariff, Rule 8, Section A, Paragraph 1, 48 hours free time is allowed for unloading free of weather interference, and Paragraph 2 of this Rule further extends the unloading time 48 hours when cars at time of actual placement are frozen so as to require heating, thawing or loosening to unload. While the complainant did not strictly comply with the tariff so as to secure the benefit of paragraph 2 just referred to, the defendant did in all instances where there was delay in unloading due to freezing, allow 96 hours free time, the maximum allowance authorized under the tariff.

While undoubtedly road conditions were not good during a part of the period, there was no time that the complainant could not get to the cars. His difficulty arose in attempting to transport the commodity to its destination after the cars were unloaded. Under the demurrage tariff referred to, Rule 8, Section A, free time will be extended when because of high water or snow drifts it is impossible, within the prescribed free time, to get the cars to be unloaded. It is not claimed that this condition existed and the facts are that other consignees did unload freight from the same track during the same period, and the tariff specifically provides, Section A, Rule 8, that the consignee will not be re-

lieved from the payment of demurrage if others similarly situated and under the same conditions, reasonably could and did unload cars during the same period.

Under the Iowa statutes, Section 8099 of the Code of 1935, the carrier is prohibited from charging a greater or less or different compensation for the transportation of persons or property, or for any service in connection therewith, then the rates, fares and charges applicable to such transportation as specified in its schedules filed and in effect at the time.

At the time these shipments moved and the delay in unloading the freight resulting in the detention of the equipment, B. T. Jones' Tariff No. 4-O, I. C. C. 2731, naming car demurrage rules and charges was on file with the Commission and stated the charges which the carrier was required under the law to assess. It is not claimed by the complainant that there was any error in the assessment of the demurrage or that different sums than those authorized in the tariff were assessed. Under the tariff, provision was made for the extension of time in the event the freight was received in such frozen condition that made unloading difficult, if not impossible, and the full allowance authorized has been made to the complainants. Any additional allowance than that specifically provided for in the tariff cannot lawfully be made. The arguments used on behalf of the complainant are not directed to the interpretation of the tariff or the claim that the amounts are not due under the tariffs. Detention in unloading of equipment is expensive to the carriers, and the demurrage rules are designed to aid in the prompt release of equipment and to avoid discrimination between the different shippers and receivers of freight.

The complainant urges that all of the cars upon which the demurrage was assessed with the exception of two, were the property of the defendant, and for that reason the demurrage should be waived. Obviously, such a contention is unsound, as the penalty is imposed for the detention of the equipment regardless of ownership, and vicious practices resulting in discrimination would soon grow up if a carrier could waive demurrage for the detention of its own equipment.

While some comment is made by the complainant with reference to the condition of the highways, we do not believe that this is seriously urged as a reason why the demurrage is not properly assessable, and in this connection we call the Commission's attention to the decision of the Indiana Court in *Davis, Director General of Railroads v. Steele*, 146 N. E. Rep. 425. It is not claimed that the condition of the road adjacent to the team track made the unloading impossible, but that the highways over which the complainant desired to haul the material after loading into trucks, were in bad condition. This was not a disability of the carrier. The Commission had no control over the condition of the highways. Nothing in the tariff authorized the extension of free time because of such condition. The disability was that of the complaint in not being able to receive the freight.

We will not extend this memorandum by further argument as, we believe, the Commission can come to but one conclusion, that under the plain wording of the tariff the demurrage assessed is due and that under the law and carrier is required to insist upon its payment."

Complainant filed reply thereto on January 11, 1936, as follows:

Defendant's answer appears to be based on entire dependence on the tariff without due consideration of circumstances which were beyond the control of petitioner, S. P. Moore. If the tariff provisions are to determine the right or wrong of the charge now in controversy, then the defendant might take the position

that the regular tariff rate of 81 cents per ton and the regular demurrage charges constitute just and reasonable charges, and the petitioner has not been harmed. The facts are that the regular tariff rate and charges were too high to permit movement of the traffic via railroad, and by mutual agreement between defendant and petitioner, a rate of 61 cents per ton was established so that traffic could be held to the railroad rather than be trucked from roadside quarries. Petitioner is now objecting to this penalty charge which nullified the mutual rate adjustment and is therefore unreasonable and inconsistent.

For defendant to now say that they have no interest in the necessity of this material being delivered beyond the railroad delivery track is inconsistent and unfair. The traffic officers of defendant company had full knowledge of the competitive situation that must be met by trucks hauling direct from roadside quarries to the road job, therefore the rate adjustment was made in consideration of a complete service. The defendant was therefore vitally affected by the ability or disability of petitioner to deliver the material from the cars to the road job.

It is obvious that if the contract for this material had been let to a roadside quarry, the trucking would have been suspended during the period of bad road conditions and that contractor would not have been put to any storage expense. On the other hand, this petitioner in favoring the defendant with the traffic was put to added expense in removing frozen material from the cars and is also being requested to pay a penalty because the roads were impassable for delivery of the competitive material. We honestly believe that your Board is specifically authorized by law (Section 8066, Chapter 373, Iowa Code, 1931) to grant special rates and charges for material used by public authority in constructing and maintenance of public highways, and therefore your Board can pronounce the charges unreasonable and unwarranted in view of all facts and circumstances surrounding this movement. We respectfully ask that your Board find that the authority granted defendant under your File L-934 on or about November 30, 1934, was for the purpose of enabling defendant to meet truck competition and that this special rate was unquestionably made with the full knowledge that truck competition included delivery at various points along the road job, therefore any other tariff rules or regulations which would increase the total railroad charges are entitled to the same consideration as accorded the road haul rate. Your Board should find that defendant should waive collection of the demurrage charges."

Forty-eight hours (two days) free time are allowed for loading or unloading all commodities, except in cases of weather interference, bunching, demand of overcharge or delayed on improper notice on the part of the carrier.

Demurrage charges per day or fraction thereof are two dollars for each of the first four days and five dollars for each succeeding day after the expiration of free time has been allowed, Sundays and legal holidays being excluded.

Paragraph 2, Section A of Rule 8 of the demurrage tariff provides:

"When, at time of actual placement, lading is frozen or congealed so as to require heating, thawing or loosening to unload, the free time allowed shall be extended forty-eight (48) hours, making a total of ninety-six (96) hours free time, provided the consignee shall within forty-eight (48) hours after actual placement, serve upon this railroad's agent a written statement that the lading was in such frozen or congealed condition at time of actual placement."

It appears that the demurrage charges on these several shipments have been assessed in accordance with the rules and regulations of the

demurrage tariff (B. T. Jones, Agent Tariff No. 4-O), that said schedule authorizes reasonable additional free time for unloading freight due to interference on account of weather conditions and that other shippers and receivers of freight were and are subject to the same demurrage rules and regulations under similar conditions. The demurrage rules and regulations as published in B. T. Jones' Tariff No. 4 series are generally applicable on both state and interstate traffic throughout the United States by all rail carriers.

We are of the opinion that the demurrage charges as assessed on these several shipments are not unreasonable and therefore not in violation of Section 8048, Chapter 373 of the Iowa Code, and we so find.

The complaint is therefore dismissed.

Filed October 5, 1935. Closed September 30, 1936.

No. D-918—1936. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to waive collection of undercharge in the amount of \$18.00 on one carload of potatoes shipped from Duncan, Iowa, on October 14, 1935, in U. R. T. car 85434; thereby authorizing application of a rate of 12 cents per hundred pounds subsequently established to become effective October 17, 1935, in Supplement No. 42-A to C., M., St. P. & P. Railroad G. F. D. 7280-M.

Granted January 18, 1936.

No. D-920—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of undercharges in the amount of \$36.50 on three carloads of sand and gravel and two carloads of sand shipped from Muscatine to Washington, Iowa, during the period November 20, 1933, to November 23, 1933, both inclusive, thereby authorizing the assessment of a rate of 52 cents per net ton on said shipments, that rate being in effect from Muscatine to West Chester, Iowa, to which Washington is directly intermediate.

Granted February 26, 1936.

No. D-921—1936. Chicago, Rock Island & Pacific Railway Company. Application for authority to make refund of \$21.21 on two carloads of Hollow Building Tile, aggregate weight being 84,870 pounds, waybilled from Mason City, Iowa, to Iowa City, Iowa, on January 28, 1935, thereby authorizing the application of a rate of 8 cents per hundred pounds subsequently established in Item 1295, Supplement No. 22-A of Iowa Lines' Freight Tariff No. 160-J, which became effective February 1, 1935.

Granted March 31, 1936.

No. D-922—1936. Chicago, Burlington & Quincy Railroad Company. Application for authority to waive the collection of \$8.47 undercharge on one carload of sugar shipped November 27, 1933, from Mason City, Iowa, to Ottumwa, Iowa, thereby authorizing adjustment of charges to the basis of the interstate rate applying from Mason City, Iowa, to Peoria, Illinois, at the time of said movement.

Granted June 29, 1936.

No. D-923—1936. Chicago Great Western Railroad Company. Application for authority to make refund of \$8.97 on one car of sand shipped in M. & St. L. car No. 21025, August 28, 1935, from Des Moines, Iowa, to Diagonal, Iowa, thereby authorizing the application of a rate of 73 cents per net ton on said shipment, which rate was subsequently established effective September 28, 1935, and which rate was in effect on the date of shipment via the Chicago, Burlington & Quincy Railroad, a longer route.

Granted April 8, 1936.

No. D-924—1936. Chicago & North Western Railway Company. Application for authority to waive collection of \$63.70 undercharges

on two carloads of starch switched from the Clinton Company's storage plant at West Clinton to said company's plant at Clinton on September 6 and 7, 1935, thereby authorizing application of a rate of 3½ cents per hundred pounds, which basis was subsequently established in Supplement No. 66 to C. & N. W. Ry. G. F. D. No. 8408-O, effective February 10, 1936.

Granted May 6, 1936.

No. D-925—1936. Chicago & North Western Railway Company. Application for authority to make refund on one carload shipment of agricultural implements shipped June 5, 1935, from Des Moines to Le Mars, Iowa, via C. & N. W. Ry., Alton, Iowa, C., St. P. M. & O. Ry. to the basis of 23 cents per hundred pounds, said rate being in effect on date of shipment when routing M. & St. L. R. R., Tara, Iowa, I. C. R. R.

Denied June 10, 1936.

No. D-926—1936. Minneapolis & St. Louis Railroad Company. Petition for authority to waive collection of undercharges in the amount of \$61.78 on thirty-seven cars of tankage switched in intra-terminal service from the Decker Company plant to the Northwestern Distributing Company and the Cerro Gordo Farmers Company tracks located on the M. & St. L. R. R. at Mason City during the period July 14, 1931, to April 25, 1934, thereby authorizing the assessment of charges on the basis of one and one-half cents per hundred pounds subject to a minimum charge of \$6.30 per car, which basis was subsequently established in Supplement No. 27 to M. & St. L. Freight Tariff No. 440 effective February 24, 1936.

Granted July 10, 1936.

No. D-927—1936. Chicago & North Western Railway Company. Application for authority to make refund of \$20.56 representing emergency charges collected on one carload of sugar from Mason City to Ames, Iowa, and two carloads of sugar from Mason City to Webster City, Iowa, during the month of December, 1935, thereby authorizing the assessment of freight charges on the above three carload shipments on the basis subsequently established in Supplement No. 1 to C. & N. W. Ry. G. F. D. No. 16933-I effective February 2, 1936.

Granted June 22, 1936.

No. D-928—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to make refund of \$13.50 representing switching charges not authorized to be absorbed on five carload shipments made during the month of April, 1935, from Lovilia and Flagler, Iowa, to Des Moines, Iowa, thereby permitting the assessment of freight charges on the basis subsequently established in C., B. & Q. G. F. O. No. 16334-J which became effective June 21, 1935.

Granted August 17, 1936.

No. D-929—1936. Chicago, Burlington & Quincy Railroad Company. Application for authority to make refund of \$56.08 in connection with five carload shipments of sand and gravel shipped from Thayer, Iowa, to Bedford, Iowa, on August 12, 1936, on the basis of a special rate published in C., B. & Q. G. F. O. 18724-F which expired July 30, 1936.

Denied October 29, 1936.

No. D-930—1936. Chicago, Burlington & Quincy Railroad Company. Petition for authority to make refund of \$36.20 on three carloads of sand and gravel shipped from Des Moines to Leon, Iowa, and one carload of sand from Des Moines to Kellerton, Iowa, during the month of July, 1936. The above would authorize the assessment of charges based on a rate of \$1.10 per net ton on said shipments, this rate having been subsequently established in C., B. & Q. R. R. G. F. O. No. 19136-B effective August 1, 1936.

Granted November 23, 1936.

Electric Transmission Line Franchises and Matters Pertaining Thereto

No. E-2298—1935. Citizens Power and Light Company, Council Bluffs. Transmission line in Pottawattamie County. This application came on for hearing at the office of the Board, Des Moines, Iowa, September 9, 1935, and on November 13, 1935, franchise for a 13,200 and 7,620-volt transmission line approximately 135 miles in length was granted.

No. E-2323—1935. Iowa Electric Light and Power Company, Cedar Rapids, Iowa. Transmission line in Linn County. This application was heard at the office of the Board, Des Moines, Iowa, November 19, 1935, and on November 30, 1935, a franchise for a 2,300-volt transmission line approximately 1 and $\frac{1}{8}$ miles in length was granted.

No. E-2324—1935. Sam Hormel, Robert Gregg, Allen Eliason and Ed Hormel, West Liberty. Transmission line in Muscatine County. This application was heard at the office of the Board, Des Moines, Iowa, November 19, 1935, and under date of November 30, 1935, franchise for a 2,300-volt transmission line approximately 1 mile in length was granted.

No. E-2325—1935. Farmers Cooperative Light and Power Company, Goldfield. Transmission line in Humboldt and Wright Counties. This application was heard at the office of the Board, Des Moines, Iowa, November 19, 1935, and under date of November 30, 1935, franchise for a 2,300-volt transmission line approximately $1\frac{1}{2}$ miles in length was granted.

No. E-2327—1935. Citizens Power and Light Company, Council Bluffs. Transmission line in Pottawattamie County. This application was heard at the office of the Board, Des Moines, Iowa, November 19, 1935, and on November 30, 1935, franchise for a 7,620-volt transmission line approximately $25\frac{3}{8}$ miles in length was granted.

No. E-2328—1935. Citizens Power and Light Company, Council Bluffs. Transmission line in Mills County. This application was heard at the office of the Board, Des Moines, Iowa, November 19, 1935, and on November 30, 1935, franchise for a 7,620-volt transmission line approximately 3 miles in length was granted.

No. E-2329—1935. Iowa Public Service Company, Sioux City. Transmission line in Plymouth County. This application was heard at the office of the Board, Des Moines, Iowa, November 19, 1935, and on November 30, 1935, franchise for a 6,600-volt transmission line approximately $\frac{3}{4}$ of a mile in length was granted.

No. E-2333—1935. Iowa Electric Company, Cedar Rapids. Transmission line in Jones County. This application was heard at the office of the Board, Des Moines, Iowa, November 19, 1935, and on November 30, 1935, franchise for a 3,400-volt transmission line approximately 5 miles in length was granted.

No. E-2334—1935. Iowa Electric Company, Cedar Rapids. Transmission line in Jones County. This application was heard at the office of the Board, Des Moines, Iowa, November 19, 1935, and on November 30, 1935, franchise for a 6,600-volt transmission line $1\frac{1}{2}$ miles in length was granted.

No. E-2335—1935. Central Iowa Power Company, Des Moines. Transmission line in Dallas County. This application was heard at

the office of the Board, Des Moines, Iowa, November 19, 1935, and on November 30, 1935, franchise for a 115-230-volt transmission line 2,850 feet in length was granted.

No. E-2336—1935. Iowa Public Service Company, Sioux City. Transmission line in Black Hawk County. This application was heard at the office of the Board, Des Moines, Iowa, November 19, 1935, and on November 30, 1935, franchise for a 6,600-volt transmission line approximately 2 $\frac{3}{10}$ miles in length was granted.

No. E-2362—1935. Iowa Public Service Company, Sioux City. Application for authority to attach an additional circuit to an existing transmission line in Floyd County. Inasmuch as Certificate No. 64, issued in Docket No. E-1603, August 5, 1930, covers the authority requested for the life of the present franchise, this case was closed on November 22, 1935.

No. E-2204—1936. Joe H. Twedt, Roland. Transmission line in Story County. This application was heard at the Office of the Board, Des Moines, Iowa, on May 22, June 12, June 19, 1934, and May 5, 1936. The delay in issuing a franchise was due to the non-standard condition of the line and a controversy between the applicant and the Iowa Railway and Light Company. On August 1, 1936, the Iowa Electric Light and Power Company, Cedar Rapids, Iowa, filed a statement with the Board agreeing if the franchise was granted in its name that company would assume the responsibility and reconstruct the transmission line involved in this case. It appearing that the line in question had been transferred to the said Iowa Electric Light and Power Company, Cedar Rapids, Iowa, the Board under date of September 25, 1936, issued thereto a franchise authorizing the construction of a 2,300-volt transmission line approximately 1 mile and 200 feet in length.

No. E-2264. Citizens Power and Light Company, Council Bluffs. Authority to install multiple grounds on the primary neutral of single and/or three phase star or "Y" connected electrical supply systems operated at a voltage suitable for rural electrical service. The investigation mentioned in the Board's Annual Report of 1935 under the above entitled case was completed and a report filed with the Commission under date of February 26, 1936. The Joint General Committee, which directed the investigation, did not agree as to what recommendation should be made to the Board and suggested a further public hearing, which was held at the Office of the Board, Des Moines, Iowa, July 21, 1936. Under date of August 18, 1936, further Decision and Order was rendered, reading as follows:

Appearances:

For the Applicant—Rex H. Fowler, Attorney, Des Moines, Iowa; F. E. Smith, Chief Engineer, Omaha, Nebraska; J. O. R. Coleman, Engineer, New York City, N. Y.

For the Iowa Independent Telephone Association—C. E. Cowherd, Attorney, Kansas City, Missouri; C. C. Deering, Secretary, Des Moines, Iowa; J. W. Wopat, Consulting Engineer, Fort Wayne, Indiana.

For the Appanoose County Telephone Company—C. A. Farrington, Centerville, Iowa.

For the Boyer Valley Telephone Company—L. D. Meyers, Woodbine, Iowa.

For the Central Iowa Telephone Company—J. M. Mitchell, Toledo, Iowa.

For the West Liberty Telephone Company—H. B. Melick, West Liberty, Iowa.

For the Lucas County Telephone Company—A. J. Adams, Chariton, Iowa.

For the Mount Pleasant Telephone Company—C. W. Quillen, Mount Pleasant, Iowa.

For the Western Telephone Corporation—E. H. Elwell, Denison, Iowa; Wilber Naylor, Kansas City, Kansas.

For the Iowa Electric Light & Power Company—for the Iowa Electric Company—for the Central States Electric Company—for the North Western Light & Power Company—John M. Drabelle, Engineer, Cedar Rapids, Iowa.

For the Bell System—C. L. Sampson, Engineer, Des Moines, Iowa.

For the Bell Telephone Laboratories—T. A. Taylor, Engineer, New York City, N. Y.

For the Western Union Telegraph Company—C. E. Winn, Omaha, Nebraska; C. S. Cummings, New York City, N. Y.

For the Association of American Railroads—George D. Hood, Chicago, Illinois.

For the Rock Island Lines—George D. Hood, Superintendent of Telegraph, Chicago, Ill.; C. O. Ellis, Chicago, Illinois.

For the Wabash Railway Company—R. K. Tiffany, Decatur, Illinois.

For the C. & N. W. Ry. Co.—for the C., St. P., M. & O. Ry. Co.—D. T. McGrath, Omaha, Nebraska.

For the C., M., St. P. & P. R. R. Co.—Hughes, O'Brien & Hughes, Attorneys, Des Moines, Iowa, by John N. Hughes, Jr.; A. A. Birler, Milwaukee, Wisconsin.

For the C. G. W. R. R. Co.—G. A. Perkins, Chicago, Illinois.

For the Commerce Counsel of Iowa—John C. DeMar, Commerce Counsel, Des Moines, Iowa.

For the West Iowa Telephone Company—W. H. Daubendiek, Remsen, Iowa.

For the Scott County Rural Electric Cooperative—for the Eastern Iowa Light and Power Cooperative—H. J. Strong, Davenport, Iowa.

For the Brooklyn Mutual Telephone Company—N. M. Spillett, Brooklyn, Iowa.

For the Iowa Continental Telephone Company—L. F. Morrison, Grinnell, Iowa.

Under the provisions of Chapter 383, Code of Iowa, 1931, and in the exercise of the powers conferred therein,

WHEREAS, On the 16th day of April 1935, the Citizens Power and Light Company, Council Bluffs, Iowa, filed with the Board of Railroad Commissioners of the State of Iowa, a written request for authority to install multiple grounds on the primary neutral wire of its electrical supply circuits serving rural areas in Mills and Pottawattamie counties, Iowa; and

WHEREAS, This matter was assigned for public hearing and was heard in the office of the Board of Railroad Commissioners at Des Moines, Iowa, on the 21st day of May, 1935, at ten o'clock a. m.; and

WHEREAS, On the 5th day of June, 1935, the Board of Railroad Commissioners issued an Order which provided, among other things, for said Citizens Power and Light Company to install, for test purposes, additional ground connections on the neutral wire of its Wye connected rural power distribution circuits; for a joint study and investigation to be made by both electrical supply and communication companies to determine the inductive influence of Wye connected multi-grounded neutral power distribution circuits on exposed communication circuits at roadway separation; and for a written technical report of this investigation to be made to the Board of Railroad Commissioners; and

WHEREAS, This investigation was made and a technical report of the investigation, dated February 26, 1936, signed by T. A. Taylor for the Bell Telephone Laboratories, and H. W. Wahlquist for the Edison Electric Institute, has been filed with the Board of Railroad Commissioners; and

WHEREAS, The Joint General Committee, which directed the investigation, did not agree as to what recommendation should be made to the Board of Railroad Commissioners of the matters in question and recommended a further public hearing to be held; and

WHEREAS, A further public hearing was held in the office of the Board of Railroad Commissioners at Des Moines, Iowa, on July 21, 1936, at ten o'clock a. m., and evidence was submitted by the applicant and the objectors; and

WHEREAS, This Commission heard and has carefully considered the testimony presented at the hearing on July 21, 1936, and has read the brief filed by the attorney for the objector, no other brief being filed, and has carefully weighed the information contained in the technical report dated February 26, 1936, and is of the opinion that the data available on the subject of inductive influence of Wye connected multi-grounded primary neutral rural power distribution circuits on communication circuits, both metallic and ground return, is not conclusive, and that additional information should be made available for further consideration covering inductive influence of Wye connected multi-grounded primary neutral power distribution circuits on exposed communication circuits, both metallic and ground return, before this Commission will issue a final order in this Docket; and

WHEREAS, This Commission will consider approving the installation of other Wye connected multi-grounded primary neutral rural power distribution circuits operating at voltages suitable for rural electric service outside of cities and towns, so that additional information may be available covering inductive influence of such circuits on exposed communication circuits, both metallic and ground return, providing certain conditions will be met, to-wit: the company proposing to construct Wye connected multi-grounded primary neutral rural power distribution circuits shall negotiate with communication companies whose circuits will be exposed on the same highway to the proposed power circuits, to the effect that the power company will comply with the Decision and Order adopted by the Board of Railroad Commissioners of the State of Iowa, on December 30, 1916, covering Electrical Interference between Transmission, Telephone and Telegraph Lines, in making ground return telephone circuits metallic, and other inductive coordination problems involved, and that the financial settlement will be made with the communication companies before starting construction of such power circuits.

IT IS HEREBY ORDERED, That the Citizens Power and Light Company, Council Bluffs, Iowa, is authorized to reconstruct its Wye connected rural power distribution circuits in Mills and Pottawattamie counties, Iowa, and install multiple ground connections on the neutral wire of said distribution circuits providing that an agreement is made as to the settlement of inductive coordination problems involved with communication companies operating communication circuits exposed at highway separation to the power distribution circuits of said Citizens Power and Light Company; and

IT IS FURTHER ORDERED, That the Board of Railroad Commissioners will consider the installation of other Wye connected multi-grounded primary neutral power distribution circuits operating at voltages suitable for rural electric service, outside of cities and towns, providing the company proposing to construct Wye connected multi-grounded neutral rural power distribution circuits will complete negotiations with communication companies having circuits which will be exposed on the same highways to such power circuits, to the effect that the power company will comply with the Decision and Order adopted by the Board of Railroad Commissioners of the State of Iowa, December 30, 1916, covering Electrical Interference between Transmission, Telephone and Telegraph Lines, in the financial settlement of making ground return telephone circuits metallic and other inductive coordination problems involved, before this Commission will approve applications to install Wye connected multi-grounded primary neutral rural power distribution circuits outside of cities and towns; and

IT IS FURTHER ORDERED, That this Order is being approved in this manner until further data is available on the operation of Wye

connected multi-grounded primary neutral rural power distribution circuits and inductive influence of such circuits on exposed communication circuits at roadway separation, both metallic and ground return, and when the data is available this Commission will give the matters involved in this Docket further consideration; and

IT IS FURTHER ORDERED, That in the event the companies proposing to install Wye connected multi-grounded primary neutral rural power distribution circuits and communication companies, whose circuits will be exposed at roadway separation to the proposed power circuits, cannot complete negotiations as to the financial settlement of the amount involved by making ground return telephone circuits metallic and other inductive coordination problems involved, this matter may be referred to the Board of Railroad Commissioners for final disposition, and the financial settlement shall be made with the communication companies before starting construction of the power circuits; and

IT IS FURTHER ORDERED, That at the expiration of two years from the date of this Order, the matters involved in this Docket will come up before the Board of Railroad Commissioners for final Decision and Order; and

IT IS FURTHER ORDERED, That the Board of Railroad Commissioners reserve the right to deviate from any provisions in this order where it seems advisable so to do; and

IT IS FURTHER ORDERED, That no provision in this Order shall annul or modify any Rule or Order now in effect governing the construction, operation and maintenance of the electrical supply lines in situations where this Commission has jurisdiction.

No. E-2290—1936. Iowa Southern Utilities Company, Centerville. Transmission line in Washington County. This application was heard at the Office of the Board, Des Moines, Iowa, August 20, 1935, and under date of October 13, 1936, franchise for a 22,000 and 13,200-volt transmission line approximately 10½ miles in length was granted.

No. E-2304—1936. Northern Iowa Electric Company, Emmetsburg. Transmission line in Palo Alto County. This application was heard at the Office of the Board, Des Moines, Iowa, September 30, 1935, and November 19, 1935, and under date of December 12, 1935, franchise for a 6,600-volt transmission line approximately 13 miles in length was granted.

No. E-2308—1936. Iowa-Nebraska Light and Power Company, Lincoln, Nebraska. Transmission line in Pottawattamie County. This application was heard at the Office of the Board, Des Moines, Iowa, October 7, 1935, and under date of December 12, 1935, franchise for a 33,000, 6,600 and 2,300-volt transmission line approximately 14⅝ miles in length was granted.

No. E-2319—1936. City of Cedar Falls, Iowa. Conflicting situations of transmission line in Black Hawk County. On October 16, 1936, an inspection was made of the situation involved in the complaint and it was found that a satisfactory agreement had been made in the above case, and, therefore, this case is closed.

Filed October 12, 1935. Closed October 22, 1936.

No. E-2351—1936. Iowa Public Service Company, Sioux City, Iowa. Transmission line in Black Hawk County. This application was set down for hearing at the Office of the Board, Des Moines, Iowa, November 26, 1935, and was continued to November 29, 1935, at which time the case was fully heard. Under date of December 12, 1935, franchise for 2,300 and a 6,600-volt transmission line approximately 2 miles in length was granted.

No. E-2354—1936. Iowa Public Service Company, Sioux City. Trans-

mission line in Pocahontas County. This application was heard at the Office of the Board, Des Moines, Iowa, December 10, 1935, and on December 27, 1935, franchise for a 6,600-volt transmission line approximately 1 mile in length was granted.

No. E-2355—1936. Iowa Public Service Company, Sioux City. Transmission line in Shelby County. This application was heard at the Office of the Board, Des Moines, Iowa, December 10, 1935, and on December 27, 1935, franchise for a 6,600-volt transmission line approximately 2.15 miles in length was granted.

No. E-2356—1936. Iowa Electric Company, Cedar Rapids. Transmission line in Jackson County. This application was heard at the Office of the Board, Des Moines, Iowa, December 10, 1935, and on December 27, 1935, franchise for a 6,600-volt transmission line approximately 1.2 miles in length was granted.

No. E-2357—1936. Iowa Electric Company, Cedar Rapids. Transmission line in Jackson County. This application was heard at the Office of the Board, Des Moines, Iowa, December 10, 1935, and on December 27, 1935, franchise for a 2,300-volt transmission line approximately $2\frac{3}{8}$ miles in length was granted.

No. E-2358—1936. Central States Electric Company, Cedar Rapids. Transmission line in Franklin County. This application was heard at the Office of the Board, Des Moines, Iowa, December 10, 1935, and on December 27, 1935, franchise for a 2,300-volt transmission line approximately $\frac{7}{10}$ of a mile in length was granted.

No. E-2359—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Jasper and Polk Counties. This application was set down for hearing on December 10, 1935, and was continued to January 10, 1936, at which time full hearing was held. Under date of January 30, 1936, franchise for a 6,900-volt transmission line approximately $5\frac{3}{4}$ miles in length was granted.

No. E-2360—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Dallas County. This application was heard at the Office of the Board, Des Moines, Iowa, December 10, 1935, and on December 27, 1935, franchise for a 6,900-volt transmission line approximately $1\frac{3}{4}$ miles in length was granted.

No. E-2361—1936. Town of Stratford, Iowa. Application for authority to reconstruct its 6,600-volt transmission line and attach another circuit which will operate at 13,200 volts in Hamilton County. This application was filed on November 13, 1935, and granted on December 27, 1935.

No. E-2363—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Story County. This application was heard at the Office of the Board, Des Moines, Iowa, December 10, 1935, and on December 27, 1935, franchise for a 33,000 and 6,900-volt transmission line approximately $7\frac{1}{2}$ miles in length was granted.

No. E-2364—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Benton County. This application was heard at the Office of the Board, Des Moines, Iowa, December 10, 1935, and on December 27, 1935, franchise for a 6,900-volt transmission line approximately $5\frac{1}{2}$ miles in length was granted.

No. E-2365—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Tama County. This application was heard at the Office of the Board, Des Moines, Iowa, December 10, 1935, and on December 27, 1935, franchise for a 6,900-volt transmission line approximately $\frac{1}{2}$ mile in length was granted on the amended petition.

No. E-2366—1936. Northwestern Light and Power Company, Cedar Rapids. Transmission line in Clay County. This application was heard at the Office of the Board, Des Moines, Iowa, December 31, 1935, and on January 16, 1936, franchise for a 6,900-volt transmission line approximately $32\frac{1}{4}$ miles in length was granted.

No. E-2367—1936. Northwestern Light and Power Company, Cedar Rapids. Transmission line in Dickinson County. This application was heard at the Office of the Board, Des Moines, Iowa, December 31, 1935, and on January 16, 1936, franchise for a 6,900-volt transmission line approximately $8\frac{1}{2}$ miles in length was granted.

No. E-2368—1936. Northwestern Light and Power Company, Cedar Rapids. Transmission line in Osceola County. This application was heard at the Office of the Board, Des Moines, Iowa, December 31, 1935, and on January 16, 1936, franchise for a 6,900-volt transmission line approximately $24\frac{1}{2}$ miles in length was granted.

No. E-2369—1936. Northwestern Light and Power Company, Cedar Rapids. Transmission line in Lyon County. This application was heard at the Office of the Board, Des Moines, Iowa, December 31, 1935, and on January 16, 1936, franchise for a 6,900-volt transmission line approximately 23 miles in length was granted.

No. E-2370—1936. Northwestern Light and Power Company, Cedar Rapids. Transmission line in Buena Vista and Cherokee counties. This application was heard at the Office of the Board, Des Moines, Iowa, December 31, 1935, and on January 16, 1936, franchise for a 6,900-volt transmission line approximately $9\frac{3}{4}$ miles in length was granted.

No. E-2371—1936. Northwestern Light and Power Company, Cedar Rapids. Transmission line in Sioux County. This application was heard at the Office of the Board, Des Moines, Iowa, December 31, 1935, and on January 16, 1936, franchise for a 6,900-volt transmission line approximately $\frac{3}{4}$ of a mile in length was granted.

No. E-2372—1936. Iowa Public Service Service Company, Sioux City. Transmission line in Pocahontas County. This application was heard at the Office of the Board, Des Moines, Iowa, December 31, 1935, and on January 30, 1936, franchise for a 2,300-volt transmission line approximately $\frac{9}{10}$ of a mile in length was granted.

No. E-2373—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Cedar County. This application was heard at the Office of the Board, Des Moines, Iowa, December 31, 1935, and on January 16, 1936, franchise for a 6,900-volt transmission line approximately $1\frac{3}{10}$ miles in length was granted.

No. E-2374—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Johnson County. This application was heard at the Office of the Board, Des Moines, Iowa, December 31, 1935, and on January 16, 1936, franchise for a 6,900-volt transmission line approximately $\frac{3}{4}$ of a mile in length was granted.

No. E-2375—1936. Iowa Power and Light Company, Des Moines. Transmission line in Polk County. This application was heard at the Office of the Board, Des Moines, Iowa, December 31, 1935, and on January 16, 1936, franchise for a 7,200-volt transmission line approximately 7.7 miles in length was granted.

No. E-2376—1936. Iowa Electric Company, Cedar Rapids. Transmission line in Jones County. This application was heard at the Office of the Board, Des Moines, Iowa, December 31, 1935, and on January 16, 1936, franchise for a 2,300-volt transmission line approximately $4\frac{3}{8}$ miles in length was granted.

No. E-2377—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Dallas County. This application was heard at the Office of the Board, Des Moines, Iowa, December 31, 1935, and on January 16, 1936, franchise for a 6,900-volt transmission line approximately 1,000 feet in length was granted.

No. E-2378—1936. Iowa Public Service Company, Sioux City. Transmission line in Buena Vista County. This application was heard at the Office of the Board, Des Moines, Iowa, January 10, 1936, and on January 16, 1936, franchise for a 6,600-volt transmission line approximately $\frac{1}{2}$ mile in length was granted.

No. E-2379—1936. Iowa Public Service Company, Sioux City. Transmission line in Audubon County. This application was heard at the Office of the Board, Des Moines, Iowa, January 10, 1936, and on January 30, 1936, franchise for a 6,600-volt transmission line approximately $\frac{1}{2}$ mile in length was granted.

No. E-2380—1936. Iowa Public Service Company, Sioux City. Transmission line in Plymouth County. This application was heard at the Office of the Board, Des Moines, Iowa, January 10, 1936, and on January 30, 1936, franchise for a 2,300-volt transmission line approximately $\frac{1}{2}$ mile in length was granted.

No. E-2381—1936. Iowa Public Service Company, Sioux City. Transmission line in Shelby County. This application was heard at the Office of the Board, Des Moines, Iowa, January 10, 1936, and on January 30, 1936, franchise for a 6,600-volt transmission line approximately $1\frac{1}{2}$ miles in length was granted.

No. E-2382—1936. Scott County Rural Electric Cooperative, Davenport. Transmission line in Scott County. This application was heard at the Office of the Board, Des Moines, Iowa, January 10, 1936, and on February 19, 1936, franchise for a 6,900-volt transmission line approximately $133\frac{1}{2}$ miles in length was granted.

No. E-2383—1936. Citizens Power and Light Company, Council Bluffs. Transmission line in Mills County. This application was heard at the Office of the Board, Des Moines, Iowa, January 10, 1936, and on January 30, 1936, franchise for a 7,620-volt transmission line approximately $1\frac{3}{4}$ miles in length was granted.

No. E-2384—1936. Citizens Power and Light Company, Council Bluffs. Transmission line in Pottawattamie County. This application was heard at the Office of the Board, Des Moines, Iowa, January 10, 1936, and on January 30, 1936, franchise for a 7,620-volt transmission line approximately $10\frac{3}{4}$ miles in length was granted.

No. E-2385—1936. Iowa Southern Utilities Company, Centerville. Transmission line in Washington County. This application was heard at the Office of the Board, Des Moines, Iowa, January 10, 1936, and on January 30, 1936, franchise for a 6,900-volt transmission line approximately $\frac{6}{10}$ of a mile in length was granted.

No. E-2387—1936. Iowa Public Service Company, Sioux City. Application for authority to attach an additional circuit to an existing transmission line in Black Hawk County. This application was filed December 14, 1935, and on January 16, 1936, authority to reconstruct a 33,000-volt transmission line and attach another circuit to be operated at 6,600 volts was granted covering a route approximately $1\frac{1}{2}$ miles in length.

No. E-2388—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Cedar County. This application was heard at the Office of the Board, Des Moines, Iowa, January 28, 1936,

and on January 31, 1936, franchise for a 6,900-volt transmission line approximately $\frac{3}{10}$ of a mile in length was granted.

No. E-2389—1936. Iowa Public Service Company, Sioux City. Transmission line in Kossuth County. This application was heard at the Office of the Board, Des Moines, Iowa, January 28, 1936, and on January 31, 1936, franchise for a 2,300-volt transmission line approximately $\frac{3}{10}$ of a mile in length was granted.

No. E-2390—1936. Iowa Public Service Company, Sioux City. Transmission line in Black Hawk County. This application was heard at the Office of the Board, Des Moines, Iowa, January 28, 1936, and on January 31, 1936, franchise for a 6,600-volt transmission line approximately $2\frac{1}{2}$ miles in length was granted.

No. E-2391—1936. Iowa-Nebraska Light and Power Company, Lincoln, Nebraska. Transmission line in Mills County. This application was heard at the Office of the Board, Des Moines, Iowa, January 28, 1936, and under date of January 31, 1936, franchise for a 6,600-volt transmission line approximately $\frac{1}{2}$ mile in length was granted.

No. E-2392—1936. Board of Railroad Commissioners, Des Moines. In the matter of constructing a joint line or attaching a communication circuit to an existing overhead electrical supply line. Under date of December 31, 1935, the Board issued an Order as follows:

Under the provisions of Chapter 383, Code of Iowa, 1931, and in the exercise of powers conferred therein:

IT IS HEREBY ORDERED, That before authority is granted to construct a joint line, consisting of electrical supply and communication circuits, or to attach a communication circuit to existing overhead electrical supply line, a verified petition shall be made by the owner of the franchise which covers authority to construct, operate and maintain the electrical supply line, to the Board of Railroad Commissioners of the State of Iowa, asking for certificate granting such authority, insofar as this Commission has jurisdiction; and

IT IS FURTHER ORDERED, That the petition shall set forth the following:

1. The name of the individual, company, corporation, city or town owning the franchise, which covers authority to construct, operate and maintain the electrical supply line and asking for the certificate, including the name of the communication company.

2. The principal office or place of business of both interested companies.

3. A written general description of the route involved.

4. A map on which shall be shown the starting point, route and terminus of the proposed joint line, or the existing overhead electrical supply line.

5. General specifications as to the material used in the joint line, or the existing overhead electrical supply line, that is, voltage and phase of the electrical supply circuit; size and kind of wires used in the electrical supply circuit, length, class and kind of poles, treated or untreated at butts, length of average span in feet, vertical separation in feet between the electrical supply and communication wires, including the number of communication wires.

6. The date on which the franchise was issued, including the name and address of the grantee, and if the franchise has been assigned, state the name and address to whom assigned and the date on which the assignment was made.

7. State the ownership of the poles involved in this improvement, whether the poles are jointly owned by the electrical supply and communication companies, or if all poles are owned by one company, or if

the ownership of the poles is divided between the companies, designating the percentage of ownership of each company.

IT IS FURTHER ORDERED, That there shall be attached to the petition a written statement from the communication company setting forth that satisfactory negotiations have been completed with the electrical supply company, to construct the joint line, or to attach the communication circuit to the existing overhead electrical supply line; and

IT IS FURTHER ORDERED, That where a joint line will be constructed, or a communication circuit will be attached to an existing overhead electrical supply line, and both the electrical supply and communication circuits are owned by the same interests, the same procedure shall be followed by filing a verified petition with the Board of Railroad Commissioners, asking for certificate granting such authority, the same as in cases where the electrical supply and communication circuits are separately owned; and

IT IS FURTHER ORDERED, That the joint line, or communication line attached to an existing overhead electrical supply line, shall be constructed, operated and maintained in compliance with the rules of the Board of Railroad Commissioners of the State of Iowa governing the construction, maintenance and operation of overhead electrical supply lines; and

IT IS FURTHER ORDERED, That this order shall not annul or modify any rule or order of the Board of Railroad Commissioners, now in effect, covering the construction, maintenance and operation of electrical supply lines; and

IT IS FURTHER ORDERED, That these rules being deemed of sufficient importance are effective on this date in all situations where applicable in the State of Iowa.

Filed December 28, 1935. Closed January 31, 1936.

No. E-2393—1936. Iowa Public Service Company, Sioux City. Transmission line in Butler County. This application was heard at the Office of the Board, Des Moines, Iowa, January 28, 1936, and on January 31, 1936, franchise for a 33,000-volt transmission line approximately 4 miles in length was granted.

No. E-2394—1936. Iowa Public Service Company, Sioux City. Transmission line in Floyd County. This application was heard at the Office of the Board, Des Moines, Iowa, January 28, 1936, and on January 31, 1936, franchise for a 33,000-volt transmission line approximately 2 miles in length was granted.

No. E-2395—1936. Board of Railroad Commissioners, Des Moines. In the matter of describing the route description in a petition for a franchise to construct, operate and maintain an electrical supply line. Under date of December 31, 1935, the Board issued an Order as follows:

Under the provisions of Chapter 383, Code of Iowa, 1931, and in the exercise of powers conferred therein:

WHEREAS, In the matter of preparing a petition to be filed with the Board of Railroad Commissioners of the State of Iowa, for a franchise to construct, operate and maintain an electrical supply line, it was required under general rules of this Board, in the written route description, to state the margin of the highway on which would be located the proposed electrical supply line; and

IT IS HEREBY ORDERED, That in the future in preparing a petition to be filed with the Board of Railroad Commissioners of the State of Iowa, for a franchise to construct, operate and maintain an electrical supply line, it will not be required in the written route description to state the margin of the highway on which will be located the proposed electrical supply line; and

IT IS FURTHER ORDERED, That this Order shall not annul or modify any other rule or Order of the Board of Railroad Commissioners

now in effect which requires information to be stated in a petition for a franchise to construct, operate and maintain an electrical supply line; and

IT IS FURTHER ORDERED, That this rule being deemed of sufficient importance is effective on this date.

No. E-2396—1936. Iowa Electric Company, Cedar Rapids. Transmission line in Jones County. This application was heard at the Office of the Board, Des Moines, Iowa, January 28, 1936, and on January 31, 1936, franchise for a 6,600-volt transmission line approximately 1½ miles in length was granted.

No. E-2397—1936. Iowa-Nebraska Light and Power Company, Lincoln, Nebraska. Transmission line in Harrison County. This application was heard at the Office of the Board, Des Moines, Iowa, February 11 and June 16, 1936, and under date of July 23, 1936, franchise for a 6,600-volt transmission line approximately 6 miles in length was granted.

No. E-2398—1936. Iowa-Nebraska Light and Power Company, Lincoln, Nebraska. Transmission line in Page County. This application was heard at the Office of the Board, Des Moines, Iowa, February 11, 1936, and on February 25, 1936, franchise for 6,600-volt transmission line approximately 2 3/5 miles in length was granted.

No. E-2399—1936. Iowa Public Service Company, Sioux City. Transmission line in Wright County. This application was heard at the Office of the Board, Des Moines, Iowa, February 11, 1936, and on February 25, 1936, franchise for a 2,300-volt transmission line approximately 4/10 of a mile in length was granted.

No. E-2400—1936. City of Indianola. Transmission line in Warren County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, February 11, 1936, was continued to March 12, 1936, and on April 1, 1936, franchise for a 2,300-volt transmission line approximately 3/8 of a mile in length was granted.

No. E-2401—1936. W. A. Hamilton, Hartley. Transmission line in O'Brien County. This application was heard at the Office of the Board, Des Moines, Iowa, on February 11, 1936, and under date of February 27, 1936, franchise for a 2,300-volt transmission line approximately ½ mile in length was granted.

No. E-2402—1936. People's Gas and Electric Company, Mason City. Transmission line in Worth County. This application was heard at the Office of the Board, Des Moines, Iowa, on February 11, 1936, and under date of February 25, 1936, franchise for a 6,900-volt transmission line approximately 19 miles in length was granted.

No. E-2403—1936. People's Gas & Electric Company, Mason City. Transmission line in Hancock County. This application was heard at the Office of the Board, Des Moines, Iowa, on February 11, 1936, and under date of February 25, 1936, franchise for a 6,900-volt transmission line approximately 5 miles in length was granted.

No. E-2404—1936. People's Gas & Electric Company, Mason City. Transmission line in Cerro Gordo County. This application was heard at the Office of the Board, Des Moines, Iowa, on February 11, 1936, and under date of February 27, 1936, franchise for a 6,900-volt transmission line approximately 48 miles in length was granted.

No. E-2405—1936. People's Gas & Electric Company, Mason City. Transmission line in Worth County. Application for authority to attach an additional circuit. This petition was filed on January 14, 1936, and

under date of March 25, 1936, authority was granted to reconstruct its 13,800-volt transmission line and attach another circuit which will operate at 6,900 volts covering a route of approximately 2 miles in length.

No. E-2406—1936. Northern Iowa Electric Company, Emmetsburg. Transmission line in Kossuth and Palo Alto counties. Original hearing on this application was held at the Office of the Board, Des Moines, Iowa, on February 11, 1936, and continued hearings were held on February 28 and March 12, 1936. Under date of March 25, 1936, franchise for a 6,600-volt transmission line approximately $3\frac{3}{4}$ miles in length was granted.

No. E-2407—1936. Iowa Public Service Company, Sioux City. Transmission line in Sac County. This application was heard at the Office of the Board, Des Moines, Iowa, on February 11, 1936, and under date of February 27, 1936, franchise for a 6,600-volt transmission line approximately one-half mile in length was granted.

No. E-2408—1936. Scott County Rural Electric Cooperative, Davenport. Transmission line in Scott County. This application was heard at the Office of the Board, Des Moines, Iowa, on February 11 and 28, 1936, and under date of May 9, 1936, franchise for a 6,900-volt transmission line approximately 154 miles in length was granted. On July 16, 1936, the corporate name of the franchise holder in this case was changed to the Eastern Iowa Light and Power Cooperative, Davenport.

No. E-2409—1936. Iowa Electric Company, Cedar Rapids. Transmission line in Guthrie County. This application was heard at the Office of the Board, Des Moines, Iowa, on February 28, 1936, and under date of March 14, 1936, franchise for a 6,600-volt transmission line approximately $2\frac{1}{2}$ miles in length was granted.

No. E-2410—1936. Iowa Electric Company, Cedar Rapids. Transmission line in Jones County. This application was heard at the office of the Board, Des Moines, Iowa, on February 28, 1936, and under date of March 14, 1936, franchise for a 3,400-volt transmission line approximately $8\frac{1}{2}$ miles in length was granted.

No. E-2411—1936. Iowa Electric Company, Cedar Rapids. Transmission line in Cedar County. This application was heard at the office of the Board, Des Moines, Iowa, on February 28, 1936, and under date of March 14, 1936, franchise for a 4,400-volt transmission line approximately $1\frac{2}{10}$ miles in length was granted.

No. E-2412—1936. Iowa Public Service Company, Sioux City. Application for authority to attach an additional circuit to an existing transmission line in Cerro Gordo and Floyd Counties. This petition was filed January 23, 1936, and on March 14, 1936, authority was granted to reconstruct its 33,000-volt transmission line and attach another circuit which will operate at 2,300 volts over a route approximately $4\frac{5}{8}$ miles in length.

No. E-2413—1936. Iowa Electric Light & Power Company, Cedar Rapids. Transmission line in Boone, Dallas and Carroll Counties. This application was heard at the office of the Board, Des Moines, Iowa, on February 28, 1936, and under date of March 14, 1936, franchise for a 6,900-volt transmission line approximately $2\frac{3}{4}$ miles in length was granted.

No. E-2414—1936. Iowa Power & Light Company, Des Moines. Transmission line in Dallas and Mahaska Counties. This application was heard at the office of the Board, Des Moines, Iowa, on February 28, 1936, and under date of March 14, 1936, franchise for a 7,200-volt transmission line approximately $7\frac{1}{2}$ miles in length was granted.

No. E-2415—1936. Iowa Public Service Company, Sioux City. Transmission line in Cherokee County. This application was heard at the office of the Board, Des Moines, Iowa, on February 28, 1936, and under date of March 14, 1936, franchise for a 6,600-volt transmission line approximately $\frac{6}{10}$ of a mile in length was granted.

No. E-2416—1936. Clinton, Davenport and Muscatine Railway Company, Davenport. Transmission line in Scott County. This application was heard at the office of the Board, Des Moines, Iowa, on February 28, 1936, and under date of May 9, 1936, franchise for a 4,800-volt transmission line approximately 26.16 miles in length was granted.

No. E-2417—1936. Iowa Public Service Company, Sioux City. Application for authority to attach an additional circuit to an existing transmission line in Bremer County. This petition was filed on February 1, 1936, and under date of March 25, 1936, permission was granted to reconstruct its 33,000-volt transmission line and attach another circuit which will operate at 6,600 volts over a route approximately 2 miles in length.

No. E-2418—1936. Iowa Electric Company, Cedar Rapids. Transmission line in Jefferson County. This application was heard at the office of the Board, Des Moines, Iowa, on February 28, 1936, and under date of March 14, 1936, franchise for a 2,300-volt transmission line approximately $2\frac{1}{2}$ miles in length was granted.

No. E-2419—1936. Scott County Rural Electric Cooperative, Davenport. Transmission line in Scott County. This application was heard at the office of the Board, Des Moines, Iowa, on March 12 and April 10, 1936, and under date of May 9, 1936, franchise for a 6,900-volt transmission line approximately 65 miles in length was granted. On July 16, 1936, the corporate name of the franchise holder in this case was changed to the Eastern Iowa Light and Power Cooperative, Davenport.

No. E-2420—1936. Citizens Power and Light Company, Council Bluffs. Transmission line in Pottawattamie County. This application was heard at the office of the board, Des Moines, Iowa, on March 12, 1936, and under date of March 25, 1936, franchise for a 7,620-volt transmission line approximately 15 miles in length was granted.

No. E-2421—1936. Scott County Rural Electric Cooperative, Davenport. Transmission line in Scott County. This application was heard at the office of the Board, Des Moines, Iowa, on March 12, 1936, and under date of May 9, 1936, franchise for a 6,900-volt transmission line approximately $10\frac{1}{4}$ miles in length was granted over route as amended. On July 16, 1936, the corporate name of the franchise holder in this case was changed to the Eastern Iowa Light and Power Cooperative, Davenport.

No. E-2422—1936. Town of Greenfield. Transmission line in Adair County. This application was heard at the office of the Board, Des Moines, Iowa, on March 12, 1936, and under date of March 25, 1936, franchise for a 2,300 volt transmission line approximately $2\frac{3}{4}$ miles in length was granted.

No. E-2423—1936. Wall Street Electric Association, Webster City. Transmission line in Hamilton County. This application was heard at the office of the Board, Des Moines, Iowa, on February 11, 1936, and under date of February 27, 1936, franchise for a 2,300-volt transmission line approximately $\frac{3}{4}$ of a mile in length was granted.

No. E-2424—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Marshall and Tama Counties. This application was heard at the office of the Board, Des Moines, Iowa,

on March 12, 1936, and that under date of March 25, 1936, franchise for a 13,200 and 6,600-volt transmission line was granted over route as amended approximately ten miles in length.

No. E-2425—1936. Central States Power and Light Corporation, West Union. Transmission line in Chickasaw County. This application was heard at the office of the Board, Des Moines, Iowa, on March 12, 1936, and under date of March 25, 1936, franchise for a 2,300-volt transmission line approximately $\frac{1}{3}$ of a mile in length was granted.

No. E-2426—1936. Central States Power and Light Corporation, West Union. Transmission line in Fayette County. This application was heard at the office of the Board, Des Moines, Iowa, on March 12, 1936, and under date of March 25, 1936, franchise for a 13,200-volt transmission line approximately 1 mile in length was granted.

No. E-2427—1936. Central States Power and Light Corporation, West Union. Transmission line in Floyd County. This application was heard at the office of the Board, Des Moines, Iowa, on March 12, 1936, and under date of March 25, 1936, franchise for a 2,300-volt transmission line approximately $1\frac{2}{10}$ miles in length was granted.

No. E-2428—1936. Central States Power and Light Corporation, West Union. Transmission line in Bremer and Black Hawk Counties. This application was heard at the office of the Board, Des Moines, Iowa, on March 12, 1936, and under date of March 25, 1936, franchise for a 2,400-volt transmission line approximately $12\frac{1}{2}$ miles in length was granted.

No. E-2429—1936. Central States Power and Light Corporation, West Union. Transmission line in Bremer County. This application was heard at the office of the Board, Des Moines, Iowa, on March 12, 1936, and under date of March 25, 1936, franchise for a 13,200-volt transmission line approximately $\frac{1}{3}$ of a mile in length was granted.

No. E-2430—1936. Farmers Cooperative Light and Power Company, Goldfield. Transmission line in Humboldt and Wright Counties. This application was heard at the office of the Board, Des Moines, Iowa, on April 10, 1936, and under date of April 29, 1936, franchise for a 2,300-volt transmission line approximately $22\frac{1}{2}$ miles in length was granted.

No. E-2431—1936. Iowa Public Service Company, Sioux City. Application for authority to attach an additional circuit to an existing transmission line in Butler County. This petition was filed on February 26, 1936, and under date of April 30, 1936, permission was given to reconstruct its 33,000-volt transmission line and attach another circuit which will operate at 2,300 volts over a route approximately $2\frac{3}{4}$ miles in length.

No. E-2432—1936. Iowa Public Service Company, Sioux City. Transmission line in Pocahontas County. This application was heard at the office of the Board, Des Moines, Iowa, on April 10, 1936, and under date of April 28, 1936, franchise for a 2,300-volt transmission line approximately $\frac{1}{2}$ mile in length was granted.

No. E-2433—1936. Incorporated Town of Woolstock. Transmission line in Hamilton and Wright Counties. This application was heard at the office of the Board, Des Moines, Iowa, on April 10, 1936, and under date of April 28, 1936, franchise for a 6,600-volt transmission line approximately $7\frac{3}{4}$ miles in length was granted.

No. E-2434—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Carroll County. This application was heard at the office of the Board, Des Moines, Iowa, April 10, 1936,

and under date of April 28, 1936, franchise for a 6,600-volt transmission line approximately 15 $\frac{2}{5}$ miles in length was granted.

No. E-2435—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Buchanan County. This application was heard at the office of the Board, Des Moines, Iowa, on April 10 and 22, 1936, and under date of May 9, 1936, franchise for a 4,000-volt transmission line approximately 6 miles in length was granted.

No. E-2436—1936. Iowa Public Service Company, Sioux City. Transmission line in Franklin County. This application was heard at the office of the Board, Des Moines, Iowa, on April 10, 1936, and under date of July 23, 1936, franchise for a 6,600-volt transmission line approximately 1 mile in length was granted.

No. E-2437—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Marshall County. This application was heard at the office of the Board, Des Moines, Iowa, on April 22 and May 5, 1936, and under date of May 9, 1936, franchise for a 6,600-volt transmission line approximately 2 $\frac{1}{4}$ miles in length was granted.

No. E-2438—1936. Iowa Public Service Company, Sioux City. Transmission line in Bremer County. This application was heard at the office of the Board, Des Moines, Iowa, on April 22, 1936, and under date of April 29, 1936, franchise for a 6,600-volt transmission line approximately $\frac{3}{4}$ of a mile in length was granted.

No. E-2439—1936. Iowa Public Service Company, Sioux City. Transmission line in Plymouth County. This application was heard at the office of the Board, Des Moines, Iowa, on April 22, 1936, and under date of April 29, 1936, franchise for a 6,600-volt transmission line approximately $\frac{3}{4}$ of a mile in length was granted.

No. E-2440—1936. Rural Development Corporation, Marshalltown. Transmission line in Winneshiek County. This application was heard at the office of the Board, Des Moines, Iowa, on April 22, 1936, and under date of May 28, 1936, franchise for a 6,600-volt transmission line approximately 17 $\frac{3}{4}$ miles in length was granted.

No. E-2441—1936. City of Waverly. Transmission line in Bremer County. This application was heard at the office of the Board, Des Moines, Iowa, on April 22, 1936, and under date of April 29, 1936, franchise for a 2,300-volt transmission line approximately 2 $\frac{1}{4}$ miles in length was granted.

No. E-2442—1936. Interstate Power Company, Dubuque. Transmission line in Buchanan County. This application was heard at the office of the Board, Des Moines, Iowa, on April 22, 1936, and under date of April 30, 1936, franchise for a 33,000 and 6,900-volt transmission line approximately 1 mile in length was granted.

No. E-2443—1936. Iowa Electric Company, Cedar Rapids. Transmission line in Jackson County. This application was heard at the office of the Board, Des Moines, Iowa, on April 22, 1936, and under date of April 29, 1936, franchise for a 2,300-volt transmission line approximately 7 $\frac{1}{8}$ miles in length was granted.

No. E-2444—1936. South Marion Electric Association, Stratford. Transmission line in Hamilton and Webster Counties. This application was heard at the office of the Board, Des Moines, Iowa, on April 28, 1936, and under date of May 9, 1936, franchise for a 2,300-volt transmission line approximately 1 $\frac{7}{12}$ miles in length was granted.

No. E-2445—1936. City of Maquoketa. Transmission line in Jackson County. This application was heard at the office of the Board,

Des Moines, Iowa, on April 28, 1936, and under date of May 9, 1936, franchise for a 2,300-volt transmission line approximately $2\frac{1}{2}$ miles in length was granted.

No. E-2446—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Boone County. This application was heard at the office of the Board, Des Moines, Iowa, on May 5, 1936, and under date of May 9, 1936, franchise for a 6,600-volt transmission line approximately $4\frac{7}{8}$ miles in length was granted.

No. E-2447—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Linn County. This application was heard at the office of the Board, Des Moines, Iowa, on May 5, 1936, and under date of May 9, 1936, franchise for a 6,600-volt transmission line approximately $2\frac{5}{8}$ miles in length was granted.

No. E-2448—1936. Iowa Public Service Company, Sioux City. Transmission line in Grundy County. This application was heard at the office of the Board, Des Moines, Iowa, on May 20, 1936, and under date of June 6, 1936, franchise for a 6,900-volt transmission line approximately $2\frac{4}{5}$ miles in length was granted.

No. E-2449—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Marshall County. This application was heard at the office of the Board, Des Moines, Iowa, on May 20, 1936, and under date of June 3, 1936, franchise for a 6,600 and 2,300-volt transmission line in the villages of Haverhill, Van Cleve, Dillon, LaMoille, Marietta and Dunbar, Iowa, was granted.

No. E-2450—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Cedar County. This application was heard at the office of the Board, Des Moines, Iowa, on May 20, 1936, and under date of June 6, 1936, franchise for a 6,600-volt transmission line approximately $4\frac{6}{10}$ miles in length was granted.

No. E-2451—1936. Iowa Power and Light Company, Des Moines. Transmission line in Warren County. This application was heard at the office of the Board, Des Moines, Iowa, on May 20, 1936, and under date of June 13, 1936, franchise for a 7,200-volt transmission line approximately $9\frac{5}{8}$ miles in length was granted.

No. E-2453—1936. Iowa Power and Light Company, Des Moines. Transmission line in Polk and Warren Counties. This application was heard at the office of the Board, Des Moines, Iowa, on May 20, 1936, and under date of June 6, 1936, franchise for a 7,200-volt transmission line approximately 6 miles in length was granted.

No. E-2455—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Linn County. This application was heard at the office of the Board, Des Moines, Iowa, on May 20, 1936, and under date of June 3, 1936, franchise for a 6,600-volt transmission line approximately $1\frac{3}{4}$ miles in length was granted.

No. E-2456—1936. Muscatine County Rural Electric Cooperative, Muscatine. Transmission line in Muscatine County. This application was heard at the office of the Board, Des Moines, Iowa, on June 16, 1936, and under date of July 31, 1936, franchise for two circuit, 33,000 volts, 3 phase, Delta and one circuit 11,850/6,900 volts, 3 phase, "Wye" transmission line approximately 49 miles in length was granted. On September 17, 1936, the franchise issued in this case was sold to the Eastern Iowa Light and Power Cooperative, Davenport.

No. E-2457—1936. Muscatine County Rural Electric Cooperative, Muscatine. Transmission line in Muscatine County. This application was heard at the office of the Board, Des Moines, Iowa, on June 16,

1936, and under date of August 31, 1936, franchise for a 11,850/6,900-volt transmission line approximately 416 miles in length was granted. On September 17, 1936, the above mentioned franchise was sold and transferred to the Eastern Iowa Power and Light Cooperative, Davenport.

No. E-2458—1936. Clinton, Davenport & Muscatine Railway Company, Davenport. Transmission line in Scott County. This application was heard at the office of the Board, Des Moines, Iowa, on June 16, 1936, and under date of August 31, 1936, franchise for a 4,800-volt transmission line approximately 30 miles in length was granted.

No. E-2459—1936. Iowa Public Service Company, Sioux City. Transmission line in Sac and Calhoun Counties. This application was heard at the office of the Board, Des Moines, Iowa, on June 16, 1936, and under date of June 23, 1936, franchise for a 6,600-volt transmission line approximately 2 $\frac{2}{10}$ miles in length was granted.

No. E-2460—1936. Iowa Public Service Company, Sioux City. Transmission line in Plymouth County. This application was heard at the office of the Board, Des Moines, Iowa, on June 16 and 30, 1936, and under date of August 8, 1936, franchise for a 2,300-volt transmission line approximately 10 $\frac{5}{8}$ miles in length was granted.

No. E-2461—1936. Iowa Power and Light Company, Des Moines. Transmission line in Marion County. This application was heard at the office of the Board, Des Moines, Iowa, on June 16, 1936, and under date of June 23, 1936, franchise for a 7,200-volt transmission line approximately 37 miles in length was granted.

No. E-2462—1936. Iowa Power and Light Company, Des Moines. Transmission line in Polk, Jasper and Mahaska Counties. This application was heard at the office of the Board, Des Moines, Iowa, on June 16, 1936, and under date of June 23, 1936, franchise for a 7,200-volt transmission line approximately 26 $\frac{1}{2}$ miles in length was granted.

No. E-2465—1936. Central States Electric Company, Cedar Rapids. Transmission line in Hancock County. This application was heard at the office of the Board, Des Moines, Iowa, on June 16, 1936, and under date of June 23, 1936, franchise for a 6,600-volt transmission line approximately 17 miles in length was granted.

No. E-2466—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Benton County. This application was heard at the office of the Board, Des Moines, Iowa, on June 16, 1936, and under date of July 23, 1936, franchise for a 6,600-volt transmission line in the village of Watkins, Iowa, was granted.

No. E-2467—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Linn County. This application was heard at the office of the Board, Des Moines, Iowa, on June 16, 1936, and under date of July 23, 1936, franchise for a 6,600-volt transmission line in the villages of Waubeek, Viola and Fairfax, Iowa, was granted.

No. E-2468—1936. Central States Electric Company, Cedar Rapids. Transmission line in Hancock County. This application was fully heard at the office of the Board, Des Moines, Iowa, on June 16, 1936, and under date of June 23, 1936, franchise for a 4,000-volt transmission line approximately 1 $\frac{2}{10}$ miles in length was granted.

No. E-2469—1936. Northern Iowa Electric Company, Emmetsburg. Transmission line in Palo Alto County. This application was fully heard at the office of the Board, Des Moines, Iowa, on June 16, 1936, and under date of June 23, 1936, franchise for a 6,600-volt transmission line approximately 7 $\frac{1}{2}$ miles in length was granted.

No. E-2470—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Cedar County. This application was heard at the office of the Board, Des Moines, Iowa, on June 16, 1936, and under date of June 23, 1936, franchise for a 6,600-volt transmission line approximately $1\frac{1}{4}$ miles in length was granted.

No. E-2471—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Dallas County. This application was heard at the office of the Board, Des Moines, Iowa, on June 16, 1936, and under date of June 23, 1936, franchise for a 4,000-volt transmission line approximately $\frac{7}{10}$ of a mile in length was granted.

No. E-2472—1936. Iowa Public Service Company, Sioux City. Transmission line in Black Hawk County. This application was heard at the office of the Board, Des Moines, Iowa, on June 16, 1936, and under date of June 23, 1936, franchise for a 2,300-volt transmission line approximately 4 miles in length was granted.

No. E-2473—1936. Iowa-Nebraska Light and Power Company, Lincoln, Nebraska. Transmission line in Adams County. This application was heard at the office of the Board, Des Moines, Iowa, on June 16, 1936, and under date of June 23, 1936, franchise for a 13,200-volt transmission line approximately 2,925 feet in length was granted.

No. E-2474—1936. Citizens Power and Light Company, Council Bluffs. Transmission line in Pottawattamie County. This application was heard at the office of the Board, Des Moines, Iowa, on June 30, 1936, and under date of July 27, 1936, franchise for a 7,620-volt transmission line approximately $7\frac{1}{4}$ miles in length was granted.

No. E-2475—1936. Citizens Power and Light Company, Council Bluffs. Transmission line in Mills County. This application was heard at the office of the Board, Des Moines, Iowa, on June 30, 1936, and under date of July 27, 1936, franchise for a 7,620-volt transmission line approximately $1\frac{1}{2}$ miles in length was granted.

No. E-2476—1936. Clinton, Davenport & Muscatine Railway Company, Davenport. Transmission line in Muscatine County. This application was heard at the office of the Board, Des Moines, Iowa, on June 30, 1936, and under date of August 31, 1936, franchise for a 4,800-volt transmission line approximately $32\frac{1}{4}$ miles in length was granted.

No. E-2477—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Tama County. This application was heard at the office of the Board, Des Moines, Iowa, on June 30, 1936, and under date of July 27, 1936, franchise for a 6,600-volt transmission line was granted in the villages of Dinsdale and Buckingham, Iowa.

No. E-2478—1936. Northwood-Kensett Electric Company, Northwood. Transmission line in Worth County. This application was heard at the office of the Board, Des Moines, Iowa, on June 30, 1936, and under date of July 23, 1936, franchise for a 2,300-volt transmission line approximately 2 miles in length was granted.

No. E-2480—1936. Iowa Public Service Company, Sioux City. Transmission line in Carroll County. This application was heard at the office of the Board, Des Moines, Iowa, on June 30, 1936, and under date of July 27, 1936, franchise for a 6,600-volt transmission line approximately 4 miles in length was granted.

No. E-2481—1936. Iowa Public Service Company, Sioux City. Transmission line in Woodbury County. This application was heard at the office of the Board, Des Moines, Iowa, on June 30, 1936, and under

date of July 27, 1936, franchise for a 2,300-volt transmission line approximately 1 mile in length was granted.

No. E-2482—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Polk County. This application was heard at the office of the Board, Des Moines, Iowa, on June 30, 1936, and under date of July 27, 1936, franchise for a 2,300-volt transmission line approximately $1/10$ of a mile in length was granted and also the right to use the streets, alleys and public places of the village of Farrar, Iowa.

No. E-2483—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Guthrie County. This application was heard at the office of the Board, Des Moines, Iowa, on June 30, 1936, and under date of July 27, 1936, franchise for a 4,400-volt transmission line approximately $1/2$ mile in length and also the right to use the streets, alleys and public places of the village of Herndon, Iowa, was granted.

No. E-2484—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Johnson County. This application was heard at the office of the Board, Des Moines, Iowa, on June 30, 1936, and under date of July 23, 1936, a franchise granting the right to use the streets, alleys and public places of that part of Swisher, Johnson County, Iowa, that lies outside of the corporate limits of the said town of Swisher for a 6,600-volt transmission line.

No. E-2485—1936. Scott County Rural Electric Cooperative, Davenport. Transmission line in Scott County. This application was heard at the office of the Board, Des Moines, Iowa, on June 30, 1936, and under date of July 31, 1936, franchise for a 33,000-volt transmission line approximately $18 \frac{5}{12}$ miles in length was granted.

No. E-2486—1936. Iowa Public Service Company, Sioux City. Transmission line in Black Hawk County. This application was heard at the office of the Board, Des Moines, Iowa, on June 30, 1936, and under date of July 27, 1936, franchise for a 6,900-volt transmission line approximately $3 \frac{1}{2}$ miles in length was granted.

No. E-2487—1936. Iowa Power and Light Company, Des Moines. Transmission line in Dallas and Polk Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on June 30, 1936, and under date of July 27, 1936, franchise for a 46,000 and 11,400-volt transmission line approximately $11 \frac{1}{2}$ miles in length was granted.

No. E-2488—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Buchanan County. This application was heard at the Office of the Board, Des Moines, Iowa, on July 7, 1936, and under date of August 1, 1936, franchise for a 2,300-volt transmission line approximately $1/4$ mile in length was granted.

No. E-2489—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Jasper County. This application was heard at the Office of the Board, Des Moines, Iowa, on July 7, 1936, and under date of July 31, 1936, franchise for a 6,600-volt transmission line to be constructed in the streets, alleys and public places of the village of Ira, Iowa, was granted.

No. E-2490—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Dallas County. This application was heard at the Office of the Board, Des Moines, Iowa, on July 7, 1936, and under date of August 1, 1936, franchise was issued authorizing the use of the streets, alleys and public places in the village of Gardner, Iowa.

No. E-2491—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Benton County. This application was heard at the Office of the Board, Des Moines, Iowa, on July 7, 1936, and under date of July 27, 1936, franchise for a 6,600-volt transmission line approximately $1\frac{1}{4}$ miles in length was granted.

No. E-2492—1936. Iowa Public Service Company, Sioux City. Transmission line in Sioux County. This application was heard at the Office of the Board, Des Moines, Iowa, on July 22 and August 11, 1936, and under date of September 19, 1936, franchise for a 2,300-volt transmission line approximately .95 mile in length was granted.

No. E-2493—1936. Iowa Electric Company, Cedar Rapids. Transmission line in Jones County. This application was heard at the Office of the Board, Des Moines, Iowa, on July 22, 1936, and under date of September 19, 1936, franchise for a 3,400-volt transmission line approximately $9\frac{1}{2}$ miles in length was granted.

No. E-2495—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Story County. This application was heard at the Office of the Board, Des Moines, Iowa, on July 22, 1936, and under date of August 1, 1936, franchise for a 6,600-volt transmission line approximately $1\frac{1}{2}$ miles in length was granted.

No. E-2497—1936. Iowa Public Service Company, Sioux City. Transmission line in Sioux County. This application was heard at the Office of the Board, Des Moines, Iowa, on July 22, 1936, and under date of July 31, 1936, franchise for a 6,600-volt transmission line approximately $1\frac{1}{2}$ miles in length was granted.

No. E-2498—1936. Iowa-Nebraska Light and Power Company, Lincoln, Nebraska. Transmission line in Mills County. This application was heard at the Office of the Board, Des Moines, Iowa, on July 22, 1936, and under date of August 1, 1936, franchise for a 6,600-volt transmission line approximately $2\frac{1}{4}$ miles in length was granted.

No. E-2499—1936. Interstate Power Company, Dubuque. Transmission line in Dubuque County. This application was heard at the Office of the Board, Des Moines, Iowa, on July 22, 1936, and under date of August 1, 1936, franchise for a 2,300-volt transmission line approximately $1\frac{1}{2}$ miles in length was granted.

No. E-2500—1936. Boone Valley Electric Cooperative, Renwick. Transmission line in Humboldt, Hancock and Wright counties. This application was heard at the Office of the Board, Des Moines, Iowa, on July 22, 1936, and under date of July 30, 1936, franchise for a 6,900-volt transmission line approximately $53\frac{1}{2}$ miles in length was granted.

No. E-2501—1936. Central States Electric Company, Cedar Rapids. Transmission line in Kossuth County. This application was heard at the Office of the Board, Des Moines, Iowa, on July 22, 1936, and under date of August 8, 1936, franchise for a 6,600-volt transmission line approximately $12\frac{1}{8}$ miles in length was granted.

No. E-2502—1936. Iowa Public Service Company, Sioux City. Transmission line in Butler County. This application was heard at the Office of the Board, Des Moines, Iowa, on July 22, 1936, and under date of August 1, 1936, franchise for a 6,600-volt transmission line approximately $\frac{3}{4}$ mile in length was granted.

No. E-2503—1936. Iowa Public Service Company, Sioux City. Transmission line in Black Hawk County. This application was heard at the Office of the Board, Des Moines, Iowa, on July 22, 1936, and under date

of August 1, 1936, franchise for a 6,600-volt transmission line approximately $\frac{1}{2}$ mile in length was granted.

No. E-2504—1936. Iowa Power and Light Company, Des Moines. Transmission line in Mahaska County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, July 22, 1936, and on November 25, 1936, franchise for a 7,200-volt transmission line, approximately $28\frac{3}{4}$ miles in length, was granted.

No. E-2505—1936. Iowa Power and Light Company, Des Moines. Authority to attach an additional circuit to an existing transmission line in Mahaska County. This petition was set down for hearing at the Office of the Board, Des Moines, Iowa, on July 22, 1936, at which time the request was withdrawn and it was stated that another application would be filed covering in part a different route.

Filed June 25, 1936. Closed July 22, 1936.

No. E-2506—1936. Central States Electric Company, Cedar Rapids. Transmission line in Emmet County. This application was heard at the Office of the Board, Des Moines, Iowa, on July 22, 1936, and under date of July 31, 1936, franchise for a 6,600-volt transmission line approximately $1\frac{1}{4}$ miles in length was granted, together with the right to use the streets, alleys and public places of the village of Huntington, Iowa.

No. E-2507—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Iowa and Benton Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 3, 1936, franchise for a 6,600-volt transmission line approximately $8\frac{7}{8}$ miles in length was granted.

No. E-2508—1936. Iowa-Nebraska Light and Power Company, Lincoln, Nebraska. Transmission line in Montgomery and Adams Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 3, 1936, franchise for a 6,600-volt transmission line approximately $10\frac{1}{4}$ miles in length was granted.

No. E-2509—1936. Iowa Public Service Company, Sioux City. Transmission line in Black Hawk County. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 3, 1936, franchise for a 6,600-volt transmission line approximately 2 miles in length was granted.

No. E-2510—1936. Citizens Power and Light Company, Council Bluffs. Transmission line in Pottawattamie County. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 3, 1936, franchise for a 7,620-volt transmission line approximately $12\frac{3}{4}$ miles in length was granted.

No. E-2511—1936. Citizens Power and Light Company, Council Bluffs. Transmission line in Mills County. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 3, 1936, franchise for a 7,620-volt transmission line approximately 22 miles in length was granted.

No. E-2512—1936. Franklin County Rural Electric Cooperative, Hampton. Transmission line in Franklin and Cerro Gordo Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 19, 1936, franchise for a 6,900-volt transmission line approximately $81\frac{7}{8}$ miles in length was granted.

No. E-2513—1936. Franklin County Rural Electric Cooperative, Hampton. Transmission line in Franklin and Hardin Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 19, 1936, franchise for a 6,900-volt transmission line approximately 108 miles in length was granted.

No. E-2514—1936. Franklin County Rural Electric Cooperative, Hampton. Transmission line in Franklin, Hardin and Wright Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 19, 1936, franchise for a 6,900-volt transmission line approximately 136 $\frac{7}{16}$ miles in length was granted.

No. E-2515—1936. Franklin County Rural Electric Cooperative, Hampton. Transmission line in Franklin, Butler and Cerro Gordo Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 19, 1936, franchise for a 6,900-volt transmission line approximately 117 $\frac{3}{16}$ miles in length was granted.

No. E-2516—1936. Monona County Rural Electric Cooperative, Onawa. Transmission line in Monona County. This case was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 3, 1936, franchise for a 6,900/12,000-volt transmission line approximately 107 $\frac{7}{24}$ miles in length was granted.

No. E-2517—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Cedar and Linn Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 3, 1936, franchise for a 6,600-volt transmission line approximately 30 $\frac{3}{20}$ miles in length was granted, and also the right to use the streets, alleys and public places of the village of Downey.

No. E-2518—1936. Iowa Public Service Company, Sioux City. Transmission line in Black Hawk County. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of August 31, 1936, franchise for a 6,900-volt transmission line approximately 1 $\frac{1}{4}$ miles in length was granted.

No. E-2519—1936. Des Moines and Central Iowa Railroad, Des Moines. Transmission line in Polk County. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 3, 1936, franchise for a 22,000-volt transmission line approximately 1 $\frac{1}{4}$ miles in length was granted.

No. E-2520—1936. Iowa-Nebraska Light and Power Company, Lincoln, Nebraska. Transmission line in Fremont County. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 3, 1936, franchise for a 6,600-volt transmission line approximately 16 $\frac{5}{8}$ miles in length was granted, also the right to use the streets, alleys and public places of the villages of Bartlett and McPaul, Iowa.

No. E-2521—1936. Eastern Iowa Electric Company, Dubuque. Transmission line in Delaware County. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 3, 1936, franchise for a 2,300-volt transmission line approximately 21 $\frac{1}{4}$ miles in length was granted.

No. E-2522—1936. Adams County Cooperative Electric Company, Corning. Transmission line in Adams County. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936,

and under date of September 15, 1936, franchise for a 7,200/12,500-volt transmission line approximately $132\frac{1}{8}$ miles in length was granted, also the right to use the streets, alleys and public places of the village of Carl, Iowa.

No. E-2523—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Linn County. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 3, 1936, franchise for a 6,600-volt transmission line approximately $2\frac{1}{2}$ miles in length was granted.

No. E-2524—1936. Iowa Public Service Company, Sioux City. Transmission line in Carroll County. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 3, 1936, franchise for a 6,600-volt transmission line approximately 1 mile in length was granted.

No. E-2525—1936. Iowa Public Service Company, Sioux City. Transmission line in Cherokee County. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 3, 1936, franchise for a 6,600-volt transmission line approximately $\frac{1}{2}$ mile in length was granted.

No. E-2526—1936. Iowa Public Service Company, Sioux City. Transmission line in Lyon and Sioux Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on August 11, 1936, and under date of September 3, 1936, franchise for a 6,600-volt transmission line approximately 3 miles in length was granted.

No. E-2527—1936. Iowa Public Service Company, Sioux City. Transmission line in Floyd County. This application was heard at the Office of the Board, Des Moines, Iowa, on August 25, 1936, and under date of September 3, 1936, franchise for a 2,300-volt transmission line approximately $\frac{1}{2}$ mile in length was granted.

No. E-2528—1936. Iowa-Nebraska Light and Power Company, Lincoln, Nebraska. Transmission line in Page and Taylor counties. This application was heard at the Office of the Board, Des Moines, Iowa, on August 25, 1936, and under date of September 3, 1936, franchise for a 6,600-volt transmission line approximately $11\frac{3}{8}$ miles in length was granted, also the right to use the streets, alleys and public places of the village of Hawleyville.

No. E-2529—1936. Iowa-Nebraska Light and Power Company, Lincoln, Nebraska. Transmission line in Fremont County. This application was heard at the Office of the Board, Des Moines, Iowa, on August 25, 1936, and under date of September 3, 1936, franchise for a 6,600/-11,000/13,200-volt transmission line approximately $10\frac{1}{4}$ miles in length was granted.

No. E-2530—1936. Rural Electrification Corporation, Marshalltown. Transmission line in Johnson and Iowa Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on September 15, 1936, and under date of September 25, 1936, franchise for a 6,600-volt transmission line approximately $28\frac{3}{4}$ miles in length was granted, also the right to use the streets, alleys and public places of the village of Holbrook.

No. E-2531—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Johnson County. This application was heard at the Office of the Board, Des Moines, Iowa, on September 15, 1936, and under date of September 25, 1936, franchise for a 6,600-volt transmission line approximately $3\frac{3}{4}$ miles in length was granted, also

the right to use the roadways, driveways and private places of McBride State Park.

No. E-2532—1936. Sioux City Gas and Electric Company, Sioux City. Transmission line in Plymouth and Sioux Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on September 15, 1936, and under date of September 25, 1936, franchise for a 33,000 and 6,600-volt transmission line approximately 42 miles in length was granted.

No. E-2533—1936. Iowa Public Service Company, Sioux City. Transmission line in Buena Vista County. This application was heard at the Office of the Board, Des Moines, Iowa, on September 15, 1936, and under date of September 25, 1936, franchise for a 2,300-volt transmission line approximately $\frac{1}{4}$ mile in length was granted.

No. E-2534—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Tama and Grundy Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on September 15, 1936, and under date of September 25, 1936, franchise for a 2,300 and 6,600-volt transmission line approximately 29 miles in length was granted.

No. E-2535—1936. Iowa Public Service Company, Sioux City. Transmission line in Plymouth County. This application was fully heard at the Office of the Board, Des Moines, Iowa, on September 15, 1936, and under date of September 25, 1936, franchise for a 2,300-volt transmission line approximately one-half of a mile in length was granted.

No. E-2536—1936. Pearle C. Waugh, Whiting. Transmission line in Monona County. This application was heard at the Office of the Board, Des Moines, Iowa, on September 15, 1936, and under date of September 25, 1936, franchise for a 2,300-volt transmission line approximately $1\frac{1}{4}$ miles in length was granted.

No. E-2537—1936. Iowa Public Service Company, Sioux City. Transmission line in Sioux County. This application was heard at the Office of the Board, Des Moines, Iowa, on September 15, 1936, and under date of September 25, 1936, franchise for a 33,000 and 6,600-volt transmission line approximately 3 miles in length was granted.

No. E-2538—1936. Iowa Public Service Company, Sioux City. Transmission line in Ida County. This application was heard at the Office of the Board, Des Moines, Iowa, on September 15, 1936, and under date of September 25, 1936, franchise for a 2,300-volt transmission line approximately $\frac{1}{2}$ mile in length was granted.

No. E-2539—1936. Iowa Public Service Company, Sioux City. Transmission line in Buena Vista County. This application was heard at the Office of the Board, Des Moines, Iowa, on September 15, 1936, and under date of September 25, 1936, franchise for a 6,600-volt transmission line approximately $\frac{1}{2}$ mile in length was granted.

No. E-2540—1936. City of Waverly. Transmission line in Bremer County. This application was heard at the Office of the Board, Des Moines, Iowa, on September 15, 1936, and under date of September 25, 1936, franchise for a 2,300-volt transmission line approximately 3 miles in length was granted.

No. E-2541—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Tama County. This application was heard at the Office of the Board, Des Moines, Iowa, on September 15, 1936, and under date of September 25, 1936, franchise for a 2,300-volt transmission line approximately $\frac{3}{4}$ mile in length was granted.

No. E-2542—1936. Iowa Southern Utilities Company, Centerville. Transmission line in Adams County. This application was heard at the Office of the Board, Des Moines, Iowa, on September 15, 1936, and under date of September 25, 1936, franchise for a 7,620-volt transmission line approximately $4\frac{1}{2}$ miles in length was granted.

No. E-2544—1936. Central States Electric Company, Cedar Rapids. Transmission line in Hancock County. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 20, 1936, franchise for 2,300 and 6,600-volt transmission line approximately 3 miles in length was granted.

No. E-2545—1936. Central States Electric Company, Cedar Rapids. Transmission line in Worth County. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 20, 1936, franchise for a 2,300-volt transmission line approximately $5\frac{3}{4}$ miles in length was granted.

No. E-2546—1936. Iowa Electric Company, Cedar Rapids. Transmission line in Guthrie County. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 20, 1936, franchise for a 6,600 and 33,000-volt transmission line approximately $16\frac{1}{2}$ miles in length was granted.

No. E-2547—1936. Iowa Electric Company, Cedar Rapids. Transmission line in Jones County. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 20, 1936, franchise for a 33,000, 6,600 and 2,300-volt transmission line approximately $22\frac{3}{4}$ miles in length was granted, together with the right to use the streets, alleys and public places of the village of Oxford Mills.

No. E-2548—1936. Interstate Power Company, Dubuque. Transmission line in Allamakee County. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 20, 1936, franchise for a 2,300-volt transmission line approximately $5\frac{1}{4}$ miles in length was granted.

No. E-2549—1936. Interstate Power Company, Dubuque. Transmission line in Buchanan County. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 14, 1936, franchise for a 6,900-volt transmission line approximately $\frac{1}{4}$ mile in length was granted.

No. E-2550—1936. Interstate Power Company, Dubuque. Transmission line in Howard County. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 20, 1936, franchise for a 2,300-volt transmission line approximately $18\frac{1}{2}$ miles in length was granted, together with the right to use the streets, alleys and public places of the village of Bonair.

No. E-2551—1936. Interstate Power Company, Dubuque. Transmission line in Allamakee and Clayton Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 20, 1936, franchise for a 2,300-volt transmission line approximately $1\frac{1}{2}$ miles in length was granted.

No. E-2552—1936. Fort Dodge Gas & Electric Company, Fort Dodge. Transmission line in Webster and Pocahontas Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 20, 1936, franchise for a 6,600-volt transmission line approximately $22\frac{1}{2}$ miles in length was granted.

No. E-2553—1936. Farmers Power and Light Company, Marathon. Transmission line in Buena Vista County. This application was heard

at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 20, 1936, an extension of present franchise rights was granted for a 2,300-volt transmission line approximately $3\frac{3}{4}$ miles in length.

No. E-2554—1936. Central States Electric Company, Cedar Rapids. Transmission line in Wright and Cerro Gordo Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 14, 1936, franchise for a 2,300 and 6,600-volt transmission line approximately $1\frac{3}{4}$ miles in length was granted.

No. E-2555—1936. Citizens Power and Light Company, Council Bluffs. Transmission line in Mills County. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 20, 1936, franchise for a 7,620-volt transmission line approximately $2\frac{1}{4}$ miles in length was granted.

No. E-2556—1936. Citizens Power and Light Company, Council Bluffs. Transmission line in Pottawattamie County. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 20, 1936, franchise for a 7,620-volt transmission line approximately $2\frac{1}{2}$ miles in length was granted.

No. E-2557—1936. Iowa Southern Utilities Company, Centerville. Transmission line in Mahaska and Wapello Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 14, 1936, franchise for a 13,200 and 7,620-volt transmission line approximately $21\frac{1}{4}$ miles in length was granted.

No. E-2558—1936. Iowa Power and Light Company, Des Moines. Transmission line in Mahaska County. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 14, 1936, franchise for a 7,200-volt transmission line approximately 74 miles in length was granted.

No. E-2559—1936. Amana Society Service Company, Amana. Transmission line in Iowa County. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 9, 1936, franchise for a 7,200-volt transmission line approximately $12\frac{7}{20}$ miles was granted, also the right to use the streets, alleys and public places of the villages of East, Amana, Middle, High, West, South Amana, Upper South Amana and Homestead.

No. E-2560—1936. Incorporated Town of Story City. Transmission line in Story and Hamilton Counties. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 20, 1936, franchise for a 6,600-volt transmission line approximately $3\frac{5}{16}$ miles in length was granted.

No. E-2561—1936. Sioux City Gas & Electric Company, Sioux City. Transmission line in Plymouth County. This application was heard at the Office of the Board, Des Moines, Iowa, on October 6, 1936, and under date of October 14, 1936, franchise for a 33,000 and 6,600-volt transmission line approximately $2\frac{9}{10}$ miles in length was granted.

No. E-2562—1936. Iowa Public Service Company, Sioux City. Transmission line in Butler County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, October 27, 1936, and on November 25, 1936, franchise for a 6,600-volt transmission line approximately $\frac{1}{2}$ mile in length, was granted.

No. E-2563—1936. Iowa Public Service Company, Sioux City. Transmission line in Butler and Bremer Counties. This application came on

for hearing at the Office of the Board, Des Moines, Iowa, October 27, 1936, and on November 25, 1936, franchise for a 2,300-volt transmission line, approximately 1.6 miles in length, was granted.

No. E-2564—1936. Iowa Public Service Company, Sioux City. Transmission line in Kossuth County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, October 27, 1936, and on November 25, 1936, franchise for a 2,300-volt transmission line, approximately $\frac{3}{4}$ mile in length, was granted.

No. E-2565—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Johnson County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, October 27, 1936, and on November 25, 1936, franchise for a 6,600-volt transmission line, approximately $4\frac{3}{4}$ miles in length, was granted.

No. E-2566—1936. Iowa Public Service Company, Sioux City. Transmission line in Black Hawk County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, October 27, 1936, and on November 25, 1936, franchise for a 2,300 and 6,600-volt transmission line, approximately $1\frac{1}{4}$ miles in length, was granted.

No. E-2567—1936. Iowa Southern Utilities Company, Centerville. Transmission line in Appanoose County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, October 27, 1936, and on November 25, 1936, franchise for a 6,900-volt transmission line, approximately $4\frac{1}{2}$ miles in length, was granted.

No. E-2569—1936. Iowa Electric Company, Cedar Rapids. Transmission line in Cass County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 25, 1936, franchise for a 2,300-volt transmission line, approximately $\frac{1}{2}$ mile in length, was granted.

No. E-2571—1936. Central States Electric Company, Cedar Rapids. Transmission line in Hancock County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 25, 1936, franchise for a 6,600-volt transmission line, approximately $\frac{3}{4}$ mile in length, was granted.

No. E-2572—1936. Iowa Southern Utilities Company, Centerville. Transmission line in Wapello County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 25, 1936, franchise for a 13,800 and 6,900-volt transmission line, approximately 12 miles in length, was granted.

No. E-2573—1936. Central States Electric Company, Cedar Rapids. Transmission line in Emmet County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 25, 1936, franchise for a 6,600-volt transmission line, approximately $4\frac{1}{2}$ miles in length, was granted.

No. E-2574—1936. Iowa-Nebraska Light and Power Company, Lincoln, Nebraska. Transmission line in Page County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 25, 1936, franchise for a 6,600-volt transmission line, approximately 7 miles in length, was granted.

No. E-2575—1936. Iowa-Nebraska Light and Power Company, Lincoln, Nebraska. Transmission line in Fremont County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 25, 1936, franchise for a 13,200-volt transmission line, approximately .8 mile in length, was granted.

No. E-2577—1936. Iowa Southern Utilities Company, Centerville.

Transmission line in Washington County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 25, 1936, franchise for a 2,300-volt transmission line, approximately 13.6 miles in length, was granted.

No. E-2582—1936. People's Gas and Electric Company, Mason City. Transmission line in Worth County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 25, 1936, franchise for a 6,900-volt transmission line, approximately 14 miles in length, was granted.

No. E-2583—1936. People's Gas and Electric Company, Mason City. Transmission line in Cerro Gordo County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 25, 1936, franchise for a 6,900-volt transmission line, approximately 23 miles in length, was granted.

No. E-2584—1936. People's Gas and Electric Company, Mason City. Transmission line in Floyd County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 28, 1936, franchise for a 6,900-volt transmission line, approximately 35 miles in length, was granted.

No. E-2585—1936. Iowa Public Service Company, Sioux City. Transmission line in Sioux County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 25, 1936, franchise for a 6,600-volt transmission line, approximately .75 mile in length, was granted.

No. E-2586—1936. Iowa Public Service Company, Sioux City. Transmission line in Audubon County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 25, 1936, franchise for a 6,600-volt transmission line, approximately .9 mile in length, was granted.

No. E-2587—1936. Iowa Public Service Company, Sioux City. Transmission line in Black Hawk County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 25, 1936, franchise for a 6,900-volt transmission line, approximately .85 mile in length, was granted.

No. E-2588—1936. Iowa Southern Utilities Company, Centerville. Transmission line in Keokuk and Washington Counties. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 28, 1936, franchise for a 66,000 and 13,200/7,620-volt transmission line, approximately 28 miles in length, was granted.

No. E-2591—1936. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Linn County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 25, 1936, franchise for a 33,000 and 6,600-volt transmission line, approximately $\frac{3}{4}$ mile in length, was granted.

No. E-2593—1936. Iowa Public Service Company, Sioux City. Transmission line in Floyd County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 25, 1936, franchise for a 2,300-volt transmission line, approximately $\frac{1}{4}$ mile in length, was granted.

No. E-2594—1936. Iowa Public Service Company, Sioux City. Transmission line in Black Hawk County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17,

1936, and on November 25, 1936, franchise for a 2,300 and 6,600-volt transmission line, approximately 5½ miles in length, was granted.

No. E-2595—1936. Iowa Power and Light Company, Des Moines. Transmission line in Madison and Dallas Counties. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 28, 1936, franchise for a 7,200-volt transmission line, approximately 42.25 miles in length, was granted.

No. E-2598—1936. Natural Gas Pipeline Company of America, Chicago, Illinois. Transmission line in Keokuk County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 25, 1936, franchise for a 6,600-volt transmission line, approximately 6¾ miles in length, was granted.

No. E-2599—1936. Eastern Iowa Light and Power Cooperative, Davenport. Transmission line in Muscatine County. This application came on for hearing at the Office of the Board, Des Moines, Iowa, November 17, 1936, and on November 25, 1936, franchise for a 33,000-volt transmission line, approximately 1¼ miles in length, was granted.

No. EE-373—1936. Arthur Tiefenthaler, Carnarvon. Transmission line in Sac County. Withdrawn February 18, 1936.

No. EE-377—1936. City of Gowrie. Transmission line in Webster County. Certificate issued January 22, 1936.

No. EE-379—1936. City of Waverly. Transmission line in Bremer County. Certificate issued March 23, 1936.

No. EE-380—1936. City of Cedar Falls. Transmission line in Grundy County. Certificate issued February 25, 1936.

No. EE-382—1936. City of Cedar Falls. Transmission line in Black Hawk County. Certificate issued July 24, 1936.

No. EE-383—1936. City of Cedar Falls. Transmission line in Grundy County. Certificate issued October 19, 1936.

Motor Transportation Division

RECORD OF RULING AS TO INTRASTATE SERVICE

Under date of May 23, 1936, the Board unanimously approved the following ruling as to what constitutes intrastate service:

This Board, having been charged with the duty to administer Chapters 252-A1 and 252-A2, Code of Iowa, 1935, commonly known as the Motor Carrier Law, has been called upon to determine what constitutes an intrastate service.

Any motor carrier transporting shipments originating at and destined to points within the state of Iowa will be considered as furnishing an intrastate service subject in all respects to the provisions of Chapters 252-A1 and 252-A2, Code of Iowa, 1935, and any shipments so moving is prima facie evidence of an intrastate service irrespective of the route followed, the vehicle used, the number of carriers involved, or the methods otherwise employed.

It will be so considered without prejudice in each case until such time as the carrier or carriers involved may upon application and after public hearing satisfy this Commission that the contrary is true.

Cert. No. 407. Northland Greyhound Lines, Inc., of Illinois, Chicago, Illinois. Application for the Commission's authority to cancel surety bond in the amount of \$50,000.00 filed with the Commission on March 14, 1935, naming the Northland Greyhound Lines, Inc., of Illinois as principal and the St. Paul-Mercury Indemnity Company, St. Paul, Minnesota, as surety. Granted by order dated June 2, 1936, as follows:

This matter having come on before the Commission upon the application of Northland Greyhound Line, Inc. of Illinois, Chicago, Illinois, holder of Certificate of Convenience and Necessity No. 407, for the Commission's authority to cancel the surety bond filed with the Commission on March 14, 1935, and the Commission having considered said application and being fully advised in the premises, finds:

1. That on March 14, 1935, a surety bond with Northland Greyhound Lines, Inc. of Illinois, as principal, St. Paul-Mercury Indemnity Company, St. Paul, Minnesota, as surety, amount \$50,000.00, dated March 9, 1935, made out in the form and amount fixed by the Commission, was filed with the Commission by said Northland Greyhound Lines, Inc. of Illinois, to comply with the requirements of Section 5105-a26, Code of Iowa, 1931; that no claims of any kind or character, by any person or persons, have been filed with the Commission against either said principal or surety; that the Commission has not been notified of any causes of action pending against said principal or surety and that the Commission has no knowledge or information of any default by the principal or surety in the obligation of said bond.

2. That on March 7, 1936, Central Surety and Insurance Corporation of Kansas City, Missouri, Policy No. 20197684 with said Northland Greyhound Lines, Inc. of Illinois, as the named assured, effective for a period of twelve months from 12:00 o'clock midnight on March 1, 1936, to 12:00 o'clock midnight on March 1, 1937, providing the coverage required by the said Section 5105-a26 and this Commission's Rules and Regulations Governing the Operation of Motor Carriers, was filed with the Commission by said Northland Greyhound Lines, Inc. of Illinois, to comply with the requirements of said Section 5105-a26 and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

3. That said Central Surety and Insurance Corporation Policy No. 20197684 was accepted by the Commission from said Northland Greyhound Lines, Inc. of Illinois, as of 12:00 o'clock midnight on March 1, 1936, in lieu of the surety bond of the St. Paul-Mercury Indemnity Company, as hereinabove described, to comply with the requirements

of said Section 5105-a26 and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

4. That on April 6, 1936, the Commission advised said Northland Greyhound Lines, Inc. of Illinois, and St. Paul-Mercury Indemnity Company that it would have no objection to the cancellation of the above described surety bond as of 12:00 o'clock midnight on March 1, 1936.

IT IS THEREFORE ORDERED that the St. Paul-Mercury Indemnity Company of St. Paul, Minnesota, be and it is hereby discharged and released from further liability on the surety bond described in Finding No. 1 of this Order.

IT IS FURTHER ORDERED that, inasmuch as the Commission has not received notice of any claim or demand against said surety, St. Paul-Mercury Indemnity Company, or said principal, Northland Greyhound Lines, Inc. of Illinois, and it appearing that no default has been made by either said principal or surety in the performance of the terms or obligations of said bond, said surety, St. Paul-Mercury Indemnity Company of St. Paul, Minnesota, is released and discharged from all claims arising from and after 12:00 o'clock midnight, March 1, 1936, and the Commission hereby permits and accepts cancellation of said bond as of that time.

Cert. No. 409. Railway Express Agency, Inc., New York, N. Y. Motor Carrier—Freight—Amendment eliminating the provision reading as follows:

"PROVIDED that no motor vehicle shall be operated under this Certificate unless its use is specifically authorized by an Equipment Certificate."

Granted by Resolution dated December 18, 1935.

No. H-2049—1934. Paul R. Davis, Avoca. Motor Carrier—Suspension of service over portion of route authorized under Certificate of Convenience and Necessity No. 203. On February 22, 1936, the Board approved a continued suspension of service locally between Avoca, Hancock and Oakland under the above Certificate for a period of ninety days effective February 29, 1936. Under date of June 25, 1936, resolution revoking the operating rights mentioned was granted by the Board.

Filed April 24, 1934. Closed June 25, 1936.

No. H-2160—1935. Northwestern Light & Power Co., Cedar Rapids, and Iowa Freight Lines, Inc., Cedar Rapids. Motor Carrier—Freight—Application for approval to lease and transfer Certificate No. 183. Under date of July 9, 1936, the Board approved the transfer of Certificate of Convenience and Necessity No. 183 to Iowa Freight Lines, Inc., of Cedar Rapids.

No. H-2050—1936. Clinton Chamber of Commerce, Clinton, Iowa, v. Ward D. Walrod, DeWitt, Iowa. Motor Carrier—Alleged unreasonable rates between DeWitt and Clinton. Under date of June 20, 1934, the Secretary of the Clinton Chamber of Commerce appeared before the Board at the Davenport Hotel, Davenport, Iowa, and after conferring with them stated that he would make an effort to secure a satisfactory adjustment of the rates between DeWitt and Clinton and DeWitt and Davenport by taking the matter up with the Interstate Transit Lines and Ward D. Walrod. Under date of June 19, 1935, stipulation of settlement was signed and the case was closed.

Filed May 14, 1934. Closed April 10, 1936.

No. H-2124—1936. J. H. Frederickson and Son, Harlan. Motor Carrier—Freight—Between Harlan and Des Moines. This case was originally set down for hearing on February 5, 1935, but at the request of applicant the hearing was postponed to July 2, 1935, at the office

of the Board, Des Moines, at which latter time the application was fully heard and decision rendered December 10, 1935, as follows:

Appearances:

For Applicant—R. E. Hines, Attorney, Harlan, Iowa.

For D. N. Hiatt, Adel, Iowa, and United Freight Lines, Adel, Iowa, objectors—Rex H. Fowler and D. J. Fairgrave, Attorneys, Des Moines, Iowa, by D. J. Fairgrave.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Company, objector—Hughes, O'Brien & Hughes, Attorneys, Des Moines, Iowa, by J. N. Hughes, Jr.

For White Line Motor Freight Company, Des Moines, Iowa, objector—E. R. Dunley, Vice President, Des Moines, Iowa.

For Trustees of Chicago, Rock Island & Pacific Railway Company, objector—J. G. Gamble, Attorney for Iowa, Des Moines, Iowa, by A. T. Blake and John Gamble.

For Railway Express Agency, Inc., and Atlantic Northern Railway Co., objectors—J. G. Gamble, Attorney, Des Moines, Iowa, by A. T. Blake and John Gamble.

For Des Moines & Central Iowa Railroad, objector—Corwin R. Bennett and J. W. Albert, Attorneys, Des Moines, Iowa.

For Chicago & North Western Railway Company and Interstate Transit Lines, Omaha, Nebraska, objectors—Davis, McLaughlin & Hise, Attorneys, Des Moines, Iowa, by James C. Davis, Jr., and Frank E. Davis.

For Roberts Transfer, Audubon, Iowa, objector—S. C. Kerberg, Attorney, Audubon, Iowa.

This application was filed with the Commission on October 8, 1934, by J. H. Frederickson and Son, Harlan, Iowa, a partnership composed of J. H. Frederickson and D. H. Frederickson, Harlan, Iowa, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Harlan, Jacksonville, Kimballton, Elk Horn, Hamlin, Audubon, Gardner Country Store, Country Store, Guthrie Center, Panora, Panther, Dallas Center, Grimes, Johnston Station and Des Moines in Shelby, Audubon, Guthrie, Dallas and Polk Counties, Iowa.

This applicant is now operating as a motor carrier of intrastate freight between Harlan, Avoca, Minden, Neola, Underwood, Weston, Council Bluffs and the west line of the State of Iowa.

Hearing on this application was originally fixed for February 5, 1935, ten o'clock a. m., at the office of the Commission in Des Moines and notice of that hearing was published as required by said Chapter 252-A1 in Audubon, Guthrie, Dallas and Polk Counties, Iowa. This hearing was, however, postponed on February 1, 1935, at the request of applicant to a time and place to be later named by the Commission.

On June 4, 1935, the Commission named July 2, 1935, nine o'clock a. m., at its office in Des Moines as time and place for the postponed hearing on this application and notice of that hearing was published as required by said Chapter 252-A1 in Shelby County, Iowa.

On June 12, 1935, the Commission received a letter from applicant regarding the above case, which reads as follows:

"This is to advise you that we do not propose to operate our pending route in conjunction with our existing route to Council Bluffs, Iowa. In other words each route will be a separate and distinct route."

Applicant does, however, propose to compete with the rail and freight motor carriers now furnishing service between the points on the proposed route.

Written objections to the granting of this application were filed by the White Line Motor Freight Company, Des Moines; Chicago, Milwaukee, St. Paul & Pacific Railroad Company; Des Moines & Central Iowa Railroad; Railway Express Agency, Inc.; Atlantic North-

ern Railway Company; Trustees of the Chicago, Rock Island & Pacific Railway Company; Illinois Central Railroad Company; D. N. Hiatt, Adel, Iowa, doing business as Hiatt Transfer Company; D. N. Hiatt, Adel, Iowa, doing business as United Freight Lines, and Chicago & North Western Railway Company.

Applicant proposes to operate one round trip daily, except Saturdays, Sundays and holidays, over the proposed route with a truck scheduled to leave Harlan at 7:30 a. m., arriving in Des Moines at 12:25 p. m., and leaving Des Moines at 4:00 p. m. and arriving in Harlan at 9:00 p. m.

A representative of applicant testified that applicant's proposed rates are approximately seven per cent higher than rail rates.

Public hearing was held on this application on July 2, 1935, at the office of the Commission and at the conclusion of this hearing, the application was taken under advisement by the Commission. The appearances at this hearing are shown on the title page of this Decision.

Briefs and Arguments were filed on behalf of D. N. Hiatt, objector, and the applicant.

Eight witnesses testified at the hearing of July 2, 1935, on behalf of applicant. These witnesses included the two members of the applicant partnership, two business men of Des Moines, and four business men of Harlan. The rate clerk for the Traffic Bureau of the Des Moines Chamber of Commerce was also called by applicant as a witness, but he did not offer any testimony as to any necessity for the proposed service. Applicant also submitted petitions favoring the granting of the application, which were signed by eighty-two residents and business men of Harlan, Jacksonville, Hamlin, Audubon, Guthrie Center and Panora.

Fifteen witnesses testified at the hearing of July 2, 1935, on behalf of the objectors in this case. These witnesses included four business men and officials of Guthrie Center, one business man of Audubon, representatives of four rail carriers, and representatives of six freight motor carriers. The objectors in this case also submitted letters and petitions opposing the granting of this application which were signed by four hundred seventy-two residents and business men of Harlan, Jacksonville, Kimballton, Elk Horn, Hamlin, Audubon, Guthrie Center, Panora, Dallas Center, Grimes, Waukee, Adel and Minburn.

D. N. Hiatt, Adel, Iowa, is operating as a motor carrier of freight over a route from Des Moines to Waukee, Dallas Center, Minburn, Adel, Waukee and Des Moines on a schedule providing for same day service daily, except Saturdays, Sundays and Tuesdays, from Des Moines to all points on that route.

The United Freight Lines, Adel, Iowa, a partnership composed of D. N. Hiatt, Adel, Iowa, and M. L. Canott, Des Moines, Iowa, is operating as a motor carrier of freight between Des Moines, Grimes, Dallas Center, Panther, Panora, Guthrie Center, Hamlin and Audubon, except locally between Des Moines, Grimes and Dallas Center on a schedule providing for a truck leaving Audubon at 6:00 a. m., arriving Des Moines at 9:30 a. m., and leaving Des Moines at 2:30 p. m., arriving Audubon at 6:45 p. m. When necessary, this carrier operates a second truck between Guthrie Center and Des Moines which is scheduled to leave Guthrie Center at 7:00 a. m. and arrive Des Moines at 9:30 a. m. and to leave Des Moines at 4:00 p. m. and arrive Guthrie Center at 6:15 p. m.

The Roberts Transfer, Audubon, Iowa, a partnership composed of Roy Chard, May Roberts and Lizzie Wiley, Audubon, Iowa, is operating as a motor carrier of freight between the west line of the State of Iowa, Council Bluffs, Weston, Underwood, Neola, Minden, Avoca, Harlan, Jacksonville, Kimballton, Hamlin, Exira, and Audubon, except for the transportation of local freight between Council Bluffs and Harlan and points intermediate thereto and local freight between Exira, Hamlin and Audubon. The manager for this carrier testified that their truck leaves Audubon between 7:00 a. m., generally around

8:00 a. m., and arrives Harlan between 10:00 a. m. and 11:00 a. m. This carrier also has a truck scheduled to leave Harlan at 4:00 p. m. and to arrive Audubon at 5:15 p. m. and a truck scheduled to leave Harlan at 6:00 p. m. and to arrive Audubon at 7:15 p. m.

Clyde O. Graham, Atlantic, Iowa, is operating as a motor carrier of freight daily, except Sundays, between Atlantic, Lorah, Brayton, Exira, Hamlin and Audubon and is furnishing same day service between those points.

The Interstate Transit Lines, Omaha, Nebraska, is operating as a motor carrier of passengers and a limited amount of freight between Des Moines, Panora, Guthrie Center, Hamlin, Audubon, Kimballton and Harlan and is operating one round trip daily between those points.

The record in this case shows that freight accepted by the United Freight Lines at Des Moines or at any other point on that carrier's Des Moines-Audubon line and which is destined to points on the line of the Roberts Transfer is transported to Audubon by the United Freight Lines and there transferred to Roberts Transfer for delivery to destination. A representative of the Roberts Transfer testified that next morning delivery is given on such shipments with delivery being made at Harlan between 10:00 a. m. and 11:00 a. m. This witness estimated that this inter-changed freight would not average more than 1,200 to 1,500 pounds per day.

Representatives of the Des Moines and Central Iowa Railroad, Chicago, Rock Island and Pacific Railway Company, Chicago, Milwaukee, St. Paul & Pacific Railroad Company, and the Railway Express Agency, Inc., testified at the hearing as to the service furnished by their companies in this territory.

After having fully considered this application and the objections thereto, the Commission is of the opinion that the establishment of the service proposed by applicant would not promote the public convenience and necessity. The application is, therefore, hereby denied.

Filed October 8, 1934. Closed December 11, 1935.

No. H-2151—1936. A. C. Miller, Greenfield. Motor Carrier—Freight—Extension of route to Cumberland. Application was never completed in this case and, therefore, the case was closed.

Filed November 26, 1934. Closed April 26, 1936.

No. H-2167—1936. Charles T. Durand, owner and operator National Transfer and Storage Company, Marshalltown. Motor Carrier—Freight—Application for authority to operate as a motor carrier of freight between Cedar Rapids and Elberon. Hearing held jointly with Dockets Nos. H-2177 and H-2193 at Cedar Rapids on February 27, 1935. On August 20, 1935, decision was rendered. (For Decision see 1935 Report.) Under date of December 31, 1935, the Board granted a resolution approving transfer of certain freight motor carrier and motor freight terminal certificates, rights as an applicant for certain freight motor carrier certificates and truck operator permit No. 3899. (For Resolution see Docket No. H-2429 this Report.) Under date of December 31, 1935, the Board issued a supplemental order. (For Supplemental Order see Docket No. H-2429 this Report.) Under date of March 24, 1936, the Board issued Certificate of Convenience and Necessity No. 601.

Filed December 28, 1934. Closed March 24, 1936.

No. H-2168. Charles T. Durand, Marshalltown, owner and operator National Transfer and Storage Company. Application for authority to operate as a motor carrier of freight between Cedar Rapids and Decorah and certain points intermediate thereto with exceptions. Granted in part by Decision made on March 23, 1936. (For Decision see Docket No. H-2179 of this Report.)

No. H-2169. Charles T. Durand, Marshalltown, owner and operator of National Transfer and Storage Company. Application for authority

to operate as a motor carrier of freight between Cedar Rapids and Cresco and certain points intermediate thereto with exceptions. Granted in part by Decision made on March 23, 1936. (For Decision see Docket No. H-2179 of this Report.)

No. H-2170—1936. Charles T. Durand, owner and operator National Transfer and Storage Company, Marshalltown. Motor Carrier—Freight—Between Davenport and Cedar Rapids. Hearing was called in this case at the office of the Linn County Auditor, Cedar Rapids, February 27, 1935, and on account of lack of time no evidence was taken, the case being continued to the office of the Scott County Auditor, Davenport, March 1, 1935. Continued hearing was held at the office of the Scott County Auditor, Davenport, March 1, 1935, and the case continued to a time and place to be named later. Under date of May 16, 1935, continued hearing was held at the office of the County Auditor of Linn County, Cedar Rapids. Under date of December 9, 1935, the Board rendered the following decision:

Appearances:

For Applicant—D. C. Nolan, Attorney, Iowa City, Iowa. (February 27, March 1 and May 16, 1935.)

For Chicago and North Western Railway Co., Objector—Davis, McLaughlin & Hise, Attorneys, Des Moines, Iowa, by George R. Hise. (February 27, March 1 and May 16, 1935.)

For Trustees of Chicago, Rock Island and Pacific Railway Co., Objector—J. G. Gamble, Attorney for Iowa, Des Moines, Iowa, by A. T. Blake, Assistant Attorney. (February 27, March 1 and May 16, 1935.)

For Railway Express Agency, Inc., Objector—J. G. Gamble, Attorney, Des Moines, Iowa, by A. T. Blake. (February 27, March 1 and May 16, 1935.)

For M. F. Schlick, Charles City, Iowa, Objector—Breese and Cornwell, Attorneys, Mason City, Iowa, by Garfield E. Breese. (February 27, 1935.) Erwin Larson, Attorney, Charles City, Iowa. (February 27 and May 16, 1935.)

For Cedar Rapids and Iowa City Railway, Northwestern Light & Power Co., Cedar Rapids, Iowa, Iowa Freight Lines, Inc., Cedar Rapids Iowa, and N. M. Waite, Oxford Junction, Iowa, Objectors—Popham, Toomey & Davis, Attorneys, Iowa City, Iowa, by Paul Toomey. (March 1 and May 16, 1935.)

For White Line Motor Freight Co., Inc., Des Moines, Iowa, as an interested party—E. R. Dunley, Vice President, Des Moines, Iowa. (March 1, 1935.)

For Commerce Counsel of Iowa—Stephen Robinson, Assistant Counsel, Des Moines, Iowa. (March 1 and May 16, 1935.)

This application was filed with the Commission on December 28, 1934, by Charles T. Durand, Marshalltown, Iowa, owner and operator of National Transfer and Storage Company, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Cedar Rapids, Mount Vernon, Lisbon, Mechanicsville, Stanwood, Tipton, Bennett, New Liberty, Plain View, Maysville, Davenport and Bettendorf in Linn, Cedar and Scott counties, Iowa, except:

1. From Davenport to Maysville, Plain View, New Liberty, Bennett or Tipton;
2. From Tipton, Bennett, New Liberty, Plain View or Maysville to Davenport;
3. From Cedar Rapids to Mt. Vernon, Lisbon, Mechanicsville, Stanwood or Tipton;
4. From Tipton, Stanwood, Mechanicsville, Lisbon or Mt. Vernon to Cedar Rapids;
5. From Davenport or Muscatine to Cedar Rapids, Grinnell, Newton or Des Moines;

6. From Des Moines, Newton, Grinnell or Cedar Rapids to Muscatine or Davenport;
7. From Davenport to Cedar Falls or Waterloo;
8. From Waterloo or Cedar Falls to Davenport;
9. From Cedar Rapids to Ainsworth, Washington, Fairfield, Bernhardt, Batavia, Agency or Ottumwa; and
10. From Ottumwa, Agency, Batavia, Bernhardt, Fairfield, Washington or Ainsworth to Cedar Rapids.

Applicant proposes to transport freight between all points on his proposed route and between those points and all points on his existing routes, subject to the exceptions made in his application.

Applicant proposes to furnish pick-up and delivery service at each of the points on his proposed route and to operate through trucks daily, except Sundays and holidays, between Marshalltown and Bettendorf on the following schedule:

READ DOWN			READ UP		
A. M.	A. M.			P. M.	P. M.
3:00	5:00	Lv. Marshalltown	Ar.	10:30	8:00
	8:00	Lv. Cedar Rapids	Lv.		5:00
	8:30	Lv. Mt. Vernon	Lv.		4:30
	8:45	Lv. Lisbon	Lv.		4:15
	9:05	Lv. Mechanicsville	Lv.		3:55
	9:25	Lv. Stanwood	Lv.		3:35
	10:00	Lv. Tipton	Lv.		3:00
	10:30	Lv. Bennett	Lv.		2:30
	10:50	Lv. New Liberty	Lv.		2:10
	11:10	Lv. Plain View	Lv.		1:50
	11:20	Lv. Maysville	Lv.		1:40
7:40	11:40	Lv. Davenport	Lv.	6:00	1:20
8:00	12:00	Ar. Bettendorf	Lv.	5:30	1:00
	Noon				

The Commission named February 27, 1935, nine o'clock a. m., at the office of the Linn County Auditor, Cedar Rapids, Iowa, and March 1, 1935, nine o'clock a. m., at the office of the Scott County Auditor, Davenport, Iowa, as times and places for public hearings on this application and notice of those hearings was published as required by said Chapter 252-A1.

Written objections to the granting of this application were filed by the Chicago and North Western Railway Company, Railway Express Agency, Inc., Trustees of the Chicago, Rock Island and Pacific Railway Company, Cedar Rapids and Iowa City Railway, Northwestern Light and Power Company, Cedar Rapids, Iowa, and Illinois Central Railroad Company.

The Commission held hearings on three other freight motor carrier applications at Cedar Rapids on February 27, 1935, and after completing the hearings on those applications, it was too late in the day to hold the hearing fixed for that date on this application. The hearing on this application was, however, called on February 27, 1935, at the Linn County Court House, the appearances taken and the hearing immediately continued to March 1, 1935, nine o'clock a. m., at the office of the Scott County Auditor, Davenport, Iowa.

Public hearing was held on this application on March 1, 1935, at the Scott County Court House, Davenport, Iowa, and at the conclusion of that hearing the case was continued for further hearing to a time and place to be later named by the Commission.

The continued hearing on this application was held on May 16, 1935, at the Linn County Court House, Cedar Rapids, Iowa, and the case taken under advisement by the Commission. The appearances at these hearings are shown on the title page of this Decision.

Twenty-two witnesses testified on behalf of applicant at the hearings

of March 1 and May 16, 1935. These witnesses included a representative of applicant, the Commissioner of the Traffic Bureau of the Davenport Chamber of Commerce, representatives of seven wholesalers and manufacturers of Davenport, three business men of Stanwood, one business man of Mechanicsville, three business men of Mt. Vernon, one manufacturer of Gladbrook, representatives of four wholesalers and jobbers of Des Moines, and a representative of the White Line Motor Freight Company, Inc. Applicant also submitted letters favoring the granting of this application, which were signed by 44 business men of Davenport, Maysville, Plain View, New Liberty, Bennett, Tipton, Stanwood, Mechanicsville, Lisbon and Mt. Vernon.

Nine witnesses testified at the hearing of May 16, 1935, in opposition to the granting of this application. These witnesses included the manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce, representatives of six wholesalers and manufacturers of Cedar Rapids, and one representative each of the Chicago, Rock Island and Pacific Railway Company and the Railway Express Agency, Inc. The objectors also submitted petitions opposing the granting of this application, which were signed by 88 business men of Bettendorf, Davenport, Bennett, Tipton and Cedar Rapids.

Applicant Durand is now operating as a motor carrier of freight over routes between Marshalltown and Des Moines, Waterloo, Cedar Rapids, Ottumwa, Newton, Grundy Center, Iowa Falls, Hampton and Mason City and between Cedar Rapids and Traer and certain points intermediate thereto. Applicant is also operating as a motor carrier of interstate freight, exclusively, between Rock Island, Illinois, and Marshalltown, via Tipton, Stanwood, Cedar Rapids and certain other points and between Cedar Rapids and St. Louis. Applicant also holds authority from this Commission to operate over certain routes in the state of Iowa as part of interstate routes between Cedar Rapids and Chicago and between Des Moines and Kansas City.

All of applicant Durand's Iowa intrastate lines, except the one out of Cedar Rapids to Traer and certain other points, are operated into and out of Marshalltown, where he maintains terminal facilities for the transfer of freight from one line to another.

Walter H. Kier, Tipton, Iowa, is operating as a motor carrier of freight between Davenport, Maysville, Plain View, New Liberty, Bennett and Tipton and is furnishing same day service between those points on Tuesdays, Thursdays, Fridays and Saturdays. This carrier made no objections to the establishment of the service proposed by applicant Durand.

The Iowa Freight Lines, Inc., Cedar Rapids, Iowa, is operating as a motor carrier of freight between Cedar Rapids and Clinton, serving Mt. Vernon, Lisbon, Mechanicsville, Stanwood, Tipton, DeWitt and certain other intermediate points, and between Cedar Rapids and Oskaloosa and Ottumwa.

At the time this application was heard, the White Line Motor Freight Company, Inc., of Des Moines, was operating as a motor carrier of freight between Davenport and Des Moines, serving Iowa City, Grinnell, Newton and certain other intermediate points and had an application before the Commission for authority to extend its service to Muscatine and Cedar Rapids. This application, Docket No. H-2138, was granted by the Commission on June 28, 1935, and this carrier is now furnishing freight motor carrier service between Davenport and Cedar Rapids, Grinnell, Newton and Des Moines and between Muscatine and Cedar Rapids, Grinnell, Newton and Des Moines.

The H. and W. Motor Express Company, Dubuque, Iowa, is operating as a motor carrier of freight between Davenport and Cedar Falls, serving DeWitt, Dubuque, Waterloo and certain other intermediate points.

At the time this application was heard, M. F. Schlick, Charles City, Iowa, objector, was operating as a motor carrier of freight between Waterloo, Cedar Falls, Charles City, Mason City, New Hampton and

certain other points, and had an application before the Commission for authority to extend that service to Cedar Rapids, via Vinton and certain other points. This application, Docket No. H-2193, was granted in part by the Commission on August 20, 1935.

N. M. Waite, Oxford Junction, Iowa, is operating as a motor carrier of freight originating at Cedar Rapids and destined to Wyoming, Onslow, Monmouth or Oxford Junction; between Oxford Junction and Lost Nation, and between Lost Nation, Toronto, Massillon, Lowden, Wheatland, Big Rock, Dixon and Davenport. The Certificate authorizing this carrier to operate between Lost Nation and Davenport provides, among other things, that Iowa intrastate freight originating at or destined to points off that route shall not be transported. On May 10, 1935, this carrier filed an application with the Commission, Docket No. H-2250, for authority to operate as a motor carrier of freight in both directions over each of his routes, including the right to transport freight between Davenport and Cedar Rapids. This application was heard July 9, 1935, but has not as yet been decided by the Commission.

The Northwestern Light and Power Company, Cedar Rapids, Iowa, objector, is operating as a motor carrier of freight between Cedar Rapids and Iowa City and certain points intermediate thereto. This company also holds a certificate authorizing freight motor carrier service between Cedar Rapids, Mt. Vernon, and Lisbon and has leased the rights under that certificate to the Iowa Freight Lines, Inc.

Applicant's exceptions numbers one and two, as set out on page one of this Decision, were made because of the service furnished by Walter H. Kier. Applicant's exceptions numbers three and four were made because of the service furnished by the Iowa Freight Lines, Inc. Applicant's exceptions numbers five and six were made because of the existing and proposed service of the White Line Motor Freight Company, Inc., at the time this application was filed, and because of the fact that applicant filed another application, Docket No. H-2171, on December 28, 1934, for authority to operate as a motor carrier of freight between Davenport and Ottumwa, via Muscatine, Ainsworth, Washington, Fairfield, Bernhardt, Batavia, Agency and certain other intermediate points. Applicant's exceptions numbers seven and eight were made because of the service furnished by the H. and W. Motor Express Company. Applicant's exceptions number nine and ten were made because of the service then furnished by Ray Seaton of Cedar Rapids between Cedar Rapids and Ottumwa, via Ainsworth, Washington, Fairfield, Bernhardt, Batavia, Agency and certain other intermediate points and because of applicant's proposal to operate between Davenport and Ottumwa, Docket No. H-2171.

As heretofore set out, applicant is now operating as a motor carrier of interstate freight, exclusively, over the route applied for in this case.

Applicant does not propose to compete with any existing one line freight motor carrier service between the points on his proposed route or between those points and points on his existing routes, but does propose to compete with other freight motor carriers between such of those points as do not have one-line freight motor carrier service available.

Davenport now has one-line freight motor carrier service to the points on applicant's proposed route as far as Tipton and to Cedar Rapids. Davenport also has one-line freight motor carrier service to Grinnell, Newton, Des Moines, Waterloo and Cedar Falls, which are on applicant's existing routes. Shipments from Davenport to all of the other points on applicant's existing and proposed routes must be transported by two carriers if the consignee or consignor desires the shipment to be transported by freight motor carrier.

Cedar Rapids now has one-line freight motor carrier service to the points on applicant's proposed route as far as Tipton and to Davenport. Cedar Rapids also has one-line freight motor carrier service to all of the other points now served by applicant Durand.

The establishment of the service proposed by applicant would give

Cedar Rapids one-line freight motor carrier service to only five additional points, namely, Bennett, New Liberty, Plain View, Maysville and Bettendorf, all of which are on applicant's proposed route, whereas it would give Davenport one-line freight motor carrier service to Stanwood, Mechanicsville, Lisbon and Mt. Vernon, which are on applicant's proposed route, and to about 75 points on applicant's existing routes. The establishment of applicant's proposed service would also provide one-line freight motor carrier service from the other jobbing points on applicant's existing routes to the points intermediate to Cedar Rapids and Davenport on applicant's proposed route.

The record in this case shows that many of the retail merchants at the points proposed to be served between Cedar Rapids and Davenport not only desire one-line service from Davenport, but also from the manufacturing and distributing points on applicant's existing lines. The record also shows that the wholesalers and manufacturers of Davenport desire and feel that they are entitled to one-line freight motor carrier service from Davenport to Stanwood, Mechanicsville, Mt. Vernon and Lisbon and to the points on applicant's existing routes, which are beyond Cedar Rapids. Representatives of these wholesalers and manufacturers testified that they have customers and dealers in the territory proposed to be served; that the establishment of the proposed service would be a benefit to their companies and to their customers; that the establishment of the proposed service will provide much quicker service than is now available by rail or motor carrier; that some of these companies are not using the connecting line freight motor carrier service from Davenport to some of the points proposed to be served by applicant; that one-line freight motor carrier service is preferable to two-line freight motor carrier service because it tends to eliminate delays to shipments, results in less handling and damage to shipments, results in lower transportation charges and makes more certain the responsibility in case of loss of or damage to shipments; that retail merchants are not carrying complete stocks and require quicker transportation service from the jobbing centers; that the business of some of their companies is based almost entirely upon service; that Clinton has one-line freight motor carrier service to Tipton, Stanwood, Mechanicsville, Mt. Vernon and Lisbon; that Davenport is unable to retain its business at the points proposed to be served by applicant which have one-line freight motor carrier service from other jobbing points for the reason that retail merchants are buying wherever they can obtain the quickest and cheapest transportation service; that some of the products manufactured at Davenport are not produced at other points in the territory proposed to be served and that some retail merchants who handle special lines of merchandise must obtain their supplies from Davenport. The representatives of the Des Moines wholesalers and distributors who appeared at the hearing of May 16, 1935, testified, among other things, that there are a number of jobbers and shippers of Des Moines who have customers and dealers in the towns proposed to be served between Cedar Rapids and Davenport and that it is necessary for them to have direct line freight motor carrier service from Des Moines to those points if they are to take care of that business. The testimony of these witnesses was substantially the same as that of the witnesses from Davenport.

The representatives of the jobbers and manufacturers of Cedar Rapids who appeared at the hearing of May 16, 1935, testified, among other things, that the establishment of the service proposed by applicant would not promote the public convenience and necessity so far as Cedar Rapids was concerned and that such service would be detrimental to Cedar Rapids; that there is no necessity for additional transportation service from Cedar Rapids to the points proposed to be served by applicant; that Cedar Rapids is entitled to some geographical protection in its jobbing area; that the jobbers of Cedar Rapids discussed this application and other trucking projects and it seemed to be their gen-

eral opinion that the establishment of this service would merely allow jobbing points, which are in competition with Cedar Rapids, to encroach upon what they consider as Cedar Rapids' natural trade territory; that Davenport has never had one-line rail service to the points on applicant Durand's routes which are west of Cedar Rapids and had to depend upon two-line rail service; that the proposed service would give Davenport the same service as Cedar Rapids, not only to points west of Cedar Rapids, but also to points north of Cedar Rapids on the two lines applied for by applicant Durand, allowing Davenport to come into all of the Cedar Rapids trade area on the same schedule; that Davenport has very few industries that Cedar Rapids does not have; that Des Moines has no business in northeastern Iowa; that a trade territory depends considerably upon the service that can be rendered, especially in the jobbing lines, and that the proposed service would bring Davenport and Des Moines up to the Cedar Rapids service, which they have never enjoyed before.

In connection with the objections of the jobbers and manufacturers of Cedar Rapids, the records of the Commission show that they supported the application of Charles T. Durand, Docket No. H-1921, for authority to establish a freight motor carrier line between Iowa Falls and Hampton, which would close a gap in that carrier's lines and permit him to furnish one-line service from Cedar Rapids to Hampton, Rockwell and Mason City. That application was granted by the Commission on April 20, 1934, and this through service is available to Cedar Rapids. The manager of the Cedar Rapids Traffic Bureau contends, however, that Mason City is in the Cedar Rapids trade territory. The jobbers of Cedar Rapids also appeared before the Commission at the hearings in Dockets Nos. H-2177 and H-2193 and testified as to the necessity for one-line freight motor carrier service from Cedar Rapids to points beyond Waterloo as far as Fort Dodge on the line operated between Waterloo and Fort Dodge by R. B. Fearing of Cedar Falls, and from Cedar Rapids to points beyond Waterloo as far as New Hampton and Mason City on the lines operated by M. F. Schlick of Charles City. In each of these cases, there was two-line freight motor carrier service available from Cedar Rapids. The manager of the Cedar Rapids Traffic Bureau testified that they supported those two applications for through service to points beyond Waterloo for the reason that they had always been in that territory. Cedar Rapids also supported the application of the Iowa Freight Lines, Inc., of Cedar Rapids, Docket No. H-2146, for authority to establish freight motor carrier service between Cedar Rapids and Sigourney, which would close a gap in that carrier's lines and permit it to furnish through service between Cedar Rapids and Ottumwa and Oskaloosa.

The granting of that application gave the shippers of Ottumwa and Oskaloosa one-line freight motor carrier service through Cedar Rapids to points on that carrier's line between Cedar Rapids and Clinton and the same service to the shippers of Clinton to points on that carrier's lines between Cedar Rapids and Ottumwa and Oskaloosa.

The records of the Commission show that applicant is furnishing same day service from Cedar Rapids to points on his Cedar Rapids-Marshalltown route with a truck scheduled to leave Cedar Rapids at 11.00 a. m. and to arrive Marshalltown 4:00 p. m., and same day service from Cedar Rapids to Traer and the other points on that route with a truck out of Cedar Rapids about 11:00 a. m., whereas applicant's truck out of Davenport at 1:20 p. m. would not arrive Cedar Rapids until about 5:00 p. m. Cedar Rapids would, therefore, retain an advantage over Davenport in the matter of service to points on applicant's routes from Cedar Rapids to Marshalltown and from Cedar Rapids to Traer and the other points on that route.

The question as to the extent of trade territories is one which has been argued before the Commission at hearings on several freight motor carrier applications. In its Decision of September 19, 1934, on the

application of the Brady Transfer and Storage Company of Fort Dodge for authority to establish freight motor carrier service between Fort Dodge, Storm Lake, Sioux City, Spencer and certain other points in northwestern Iowa, Docket No. H-1896, the Commission said:

"It was testified on behalf of some of the objectors that the wholesalers, jobbers and manufacturers of Des Moines, Fort Dodge and Sioux City desire the establishment of the proposed service so that they may extend their respective trade territories, but representatives of those wholesalers, jobbers and manufacturers contend that they are demanding the establishment of the service proposed so that they will be in a better position to retain what business they have in this territory and to attempt to regain the business they have lost.

The record in this case, as in other cases of this kind, shows that jobbing and distributing centers have no well defined trade territories and that the territories overlap to a considerable extent. There are many elements which enter into the establishment of what might be termed as a legitimate trade territory, such as the number and variety of commodities handled, selling prices, credit practices, transportation service, transportation costs and many others. On some kinds of commodities a trade territory is limited to between fifty and one hundred miles, whereas on others it extends for several hundred miles."

The Commission has not attempted to determine the extent of trade territories nor to limit the establishment of freight motor carrier service out of any jobbing center to such points as had one-line rail service from the jobbing center. The lack of one-line rail service from a jobbing center to certain points on a proposed freight motor carrier route has, however, been advanced by shippers as a reason why it was necessary to have the proposed freight motor carrier service. Most of the jobbing centers of Iowa, including Cedar Rapids, have one-line freight motor carrier service to many points where one-line rail service is not available.

That part of applicant's exceptions numbers five and six in which he excepted certain service to and from Muscatine and applicant's exceptions numbers nine and ten need not be considered in this Decision for the reason that the Commission is issuing a Decision on this date denying the application in Docket No. H-2171, which was for authority to operate as a motor carrier of freight between Davenport and Ottumwa and certain points intermediate thereto.

Dave Redman, Ottumwa, Iowa, is operating as a motor carrier of freight between Burlington and Ottumwa via Mt. Pleasant, and the Commission is granting his application, Docket No. H-2182, for authority to establish freight motor carrier service between Davenport and Mt. Pleasant. The Redman Freight Lines, of which Dave Redman is a member, is also operating as a freight motor carrier between Ottumwa and Des Moines, via Fremont, Cedar, Oskaloosa and certain other points, and inasmuch as these two carriers are operating their lines as one line, the granting of the application in Docket No. H-2182 will provide one-line freight motor carrier service between Davenport and Ottumwa, Fremont, Cedar and Oskaloosa with a considerably shorter haul than over the existing and proposed routes of applicant Durand.

After having fully considered this application and the objections thereto, the Commission is of the opinion and hereby finds that the establishment of the service proposed by applicant, except for the transportation of:

- (a) Iowa intrastate freight originating or interchanged at Davenport, Maysville, Plain View, New Liberty, Bennett or Tipton and destined to another of those points or for transfer to another carrier at any of those points;

- (b) Iowa intrastate freight originating or interchanged at Tipton, Stanwood, Mechanicsville, Lisbon, Mt. Vernon or Cedar Rapids and destined to another of those points or for transfer to another carrier at any of those points;
- (c) Iowa intrastate freight originating or interchanged at Davenport and destined to Cedar Rapids, Grinnell, Newton, Des Moines, Cedar Falls, Waterloo, Ottumwa, Fremont, Cedar or Oskaloosa or for transfer to another carrier at any of those points;
- (d) Iowa intrastate freight originating or interchanged at Oskaloosa, Cedar, Fremont, Ottumwa, Waterloo, Cedar Falls, Des Moines, Newton, Grinnell or Cedar Rapids and destined to Davenport or for transfer to another carrier at that point;
- (e) Iowa intrastate freight originating or interchanged at Tipton, Stanwood, Mechanicsville, Lisbon or Mt. Vernon and destined to Oskaloosa or Ottumwa or for transfer to another carrier at either of those points; and
- (f) Iowa intrastate freight originating or interchanged at Ottumwa or Oskaloosa and destined to Mt. Vernon, Lisbon, Mechanicsville, Stanwood or Tipton or for transfer to another carrier at any of those points,

will promote the public convenience and necessity.

A Certificate of Convenience and Necessity will, therefore, issue to applicant in accordance with this finding as soon as he has complied with the necessary preliminary requirements of the law and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

Under date of December 13, 1935, the Board issued Certificate of Convenience and Necessity No. 594.

Filed December 28, 1934. Closed December 14, 1935.

No. H-2171—1936. Charles T. Durand, owner and operator National Transfer and Storage Company, Marshalltown. Motor Carrier—Freight—Between Davenport and Ottumwa. This case was heard jointly with Docket No. H-2182 at the office of the Scott County Auditor, Davenport, February 28, 1935. Under date of December 9, 1935, the Board issued the following decision:

Appearances at Consolidated Hearing:

For Charles T. Durand as Applicant in Docket No. H-2171 and as Objector in Docket No. H-2182—D. C. Nolan, Attorney, Iowa City, Iowa.

For Dave Redman as Applicant in Docket No. H-2182 and as Objector in Docket No. H-2171—Jones & White, Attorneys, Ottumwa, Iowa, by R. E. White.

For Trustees of Chicago, Rock Island & Pacific Railway Co., Objector in both cases—J. G. Gamble, Attorney for Iowa, Des Moines, Iowa, by A. T. Blake, Assistant Attorney.

For Railway Express Agency, Inc., Objector in both cases—J. G. Gamble, Attorney, Des Moines, Iowa, by A. T. Blake.

For the Chicago, Milwaukee, St. Paul and Pacific Railroad Co., Objector—J. H. Judge, D. F. and P. A., Davenport, Iowa.

For the White Line Motor Freight Co., Des Moines, Iowa, Objector—E. R. Dunley, Des Moines, Iowa.

For the Mercer Transfer & Storage Co., Burlington, Iowa, Objector—Delbert Murray, Receiver, and Carl C. Riepe, Attorney, Burlington, Iowa.

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

On December 28, 1934, Charles T. Durand, owner and operator National Transfer and Storage Company, Marshalltown, Iowa, filed an application with the Commission under the provisions of Chapter 252-A1, Code of Iowa, 1931, for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Davenport, Buffalo, Montpelier, Fairport, Muscatine, Fruitland, Grandview, Fredonia, Columbus Junction, Cotter, Ainsworth, Washington, Crawfordsville, Olds, Swedesburg, Mt. Pleasant, Rome, Lockridge, Glendale, Fairfield, Bernhardt, Batavia, Agency and Ottumwa, in Scott, Muscatine, Louisa, Washington, Henry, Jefferson and Wapello Counties, Iowa.

Applicant proposed to furnish service to and from all points named, except for the transportation of freight (1) from Cedar Rapids to Ainsworth, Washington, Fairfield, Bernhardt, Batavia, Agency or Ottumwa; (2) from Ottumwa, Agency, Batavia, Bernhardt, Fairfield, Washington or Ainsworth to Cedar Rapids; (3) from Davenport to Buffalo, Montpelier, Fairport or Muscatine; (4) from Muscatine, Fairport, Montpelier or Buffalo to Davenport; (5) from Muscatine to Cedar Rapids, Grinnell, Newton or Des Moines; (6) from Des Moines, Newton, Grinnell or Cedar Rapids to Muscatine; (7) from Ottumwa to Agency, Batavia, Bernhardt, Fairfield, Washington or Ainsworth, and (8) from Ainsworth, Washington, Fairfield, Bernhardt, Batavia or Agency to Ottumwa.

At the hearing of February 28, 1935, applicant Durand filed the following statement of exceptions:

1. With exception from Davenport to Waterloo and Cedar Falls or from Waterloo and Cedar Falls to Davenport.
2. With exception from Davenport to Buffalo, Fairport, Montpelier and Muscatine or from Muscatine, Montpelier, Fairport and Buffalo to Davenport, or locally between intermediate points.
3. With exception from Ottumwa to Agency, Batavia, Bernhardt, Washington, Fairfield and Ainsworth or from Ainsworth, Washington, Fairfield, Batavia, Bernhardt and Agency to Ottumwa or locally between intermediate points.
4. With exception from Ottumwa to Glendale, Lockridge, Rome and Mt. Pleasant or from Mt. Pleasant, Rome, Lockridge, Glendale, to Ottumwa or locally between intermediate points.
5. With exception from Muscatine to Des Moines, Newton, Grinnell or from Grinnell, Newton and Des Moines to Muscatine.
6. With exception from Ainsworth, Washington, Fairfield, Bernhardt, Batavia, Agency and Ottumwa to Cedar Rapids or from Cedar Rapids to Ottumwa, Agency, Batavia, Bernhardt, Fairfield, Washington and Ainsworth or locally between intermediate points.

Applicant Durand also testified that he did not propose to transport freight between Davenport and Des Moines or between Des Moines and the points intermediate to Ottumwa and Mt. Pleasant on his proposed route.

On January 25, 1935, the Commission named February 28, 1935, 9:00 o'clock a. m., in the office of the Scott County Auditor, Davenport, Iowa, as time and place for public hearing on this application. Notice of this hearing was published as required by said Chapter 252-A1.

Written objections to the granting of this application were filed on behalf of the Chicago, Burlington and Quincy Railroad Company, Railway Express Agency, Inc., trustees of the Chicago, Rock Island and Pacific Railway Company and Dave Redman, applicant in Docket No. H-2182.

On January 10, 1935, Dave Redman, owner and operator Redman Transfer and Storage Company, Ottumwa, Iowa, filed application with the Commission under the provisions of Chapter 252-A1, Code of Iowa, 1931, for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Davenport, Buffalo, Montpelier, Fairport, Muscatine, Fruitland, Grandview, Fredonia, Columbus Junction, Cotter, Ainsworth, Washington, Crawfordsville, Olds, Swedesburg and Mt. Pleasant, in Scott, Muscatine, Louisa, Washington and Henry counties, Iowa, except between Davenport and Muscatine and points intermediate thereto.

At the hearing of February 28, 1935, applicant Redman filed the following statement of exceptions:

"Comes now Dave Redman, owner and operator of the Redman Transfer & Storage Company of Ottumwa, Iowa, and hereby amends his application for a certificate of convenience and necessity to operate as a motor carrier of freight known as Docket No. H-2182, and excepts from the proposed service the rendering of service between any and all points now being served by a certified carrier, particularly from Davenport to Buffalo, Montpelier, Fairport, Muscatine, Fruitland and Grand View, or from Grand View, Fruitland, Muscatine, Fairport, Montpelier, Buffalo to Davenport and/or from Washington to Ottumwa or from Ottumwa to Washington and/or from Davenport, Crawfordsville and Olds to Burlington and/or from Burlington to Olds, Crawfordsville, Grand View, Fruitland, Muscatine, Fairport, Montpelier, Buffalo, Davenport, it being the intention and purpose of this applicant not to render service between any points now being served by a certified carrier unless the commissioners should find that public convenience and necessity should warrant an enlargement and extension of the present service be included therein or a portion thereof in the certificate now being applied for by this applicant."

Applicant further amended his application at this hearing by excepting the transportation of freight from Davenport and Muscatine to Des Moines and from Des Moines to Davenport or Muscatine.

On January 25, 1935, the Commission named February 28, 1935, 9:00 o'clock a. m., at the office of the Scott County Auditor, Davenport, Iowa, as time and place for public hearing on this application. Notice of hearing was published as required by said Chapter 252-A1.

Written objections to the application were filed on behalf of the trustees of the Chicago, Rock Island and Pacific Railway Company and the Railway Express Agency, Inc.

Consolidated public hearing was held on these applications at the time and place named by the Commission and at the conclusion of the hearing, the applications were taken under advisement by the Commission with permission granted to the applicants and objectors to file written briefs and arguments on or before April 1, 1935, and replies thereto to be submitted on or before May 1, 1935. The appearances at this hearing are shown on the title page of this Decision.

Applicant Durand is now operating as a motor carrier of freight over routes between Marshalltown and Des Moines, Waterloo, Cedar Rapids, Ottumwa, Newton, Grundy Center, Iowa Falls, Hampton and Mason City. This applicant is also operating as a motor carrier of interstate freight between Rock Island, Illinois, and Marshalltown, via Davenport, Cedar Rapids and certain other points and between Cedar Rapids and St. Louis. This applicant has also secured authority to operate over certain routes in the state of Iowa as part of an interstate route between Cedar Rapids and Chicago and between Des Moines and Kansas City.

Applicant Redman now holds authority as a motor carrier of freight between Des Moines, Ottumwa, Mt. Pleasant and Burlington and as a motor carrier of interstate freight over routes in Iowa between Ot-

tumwa and Keokuk and between Red Oak and Council Bluffs. This applicant as part owner and the operator of Redman Freight Lines, of Des Moines, also operates as a freight motor carrier over routes between Des Moines and Ottumwa, via Oskaloosa and certain other intermediate points and under an agreement with Burlington Motor Freight Lines, a corporation, of Des Moines, Iowa, operates under the certificate held by that corporation permitting the transportation of freight over route between Des Moines, Osceola, Chariton, Creston, Corning, Villisca, Red Oak, Shenandoah, Clarinda and certain other points intermediate thereto.

Each of the applicants in this case proposes to furnish service between all points on his proposed route and between those points and all points on his existing or operated routes, subject to the exceptions made in his application.

All of applicant Durand's Iowa intrastate motor carrier lines are operated into and out of Marshalltown where he maintains terminal facilities for the transfer of freight from one line to another.

Applicant Durand proposes to operate daily, except Sundays and holidays, over his proposed route on the following schedule:

READ DOWN			READ UP	
A. M.	P. M.		A. M.	P. M.
8:30		Lv. Davenport	Ar.	11:00
8:50		Lv. Buffalo		No stops
9:10		Lv. Fairport		
9:30		Lv. Muscatine		
10:20		Lv. Fruitland		
10:40		Lv. Grandview		
11:00		Lv. Fredonia		
11:10		Lv. Columbus Jct.		
11:30		Lv. Cotter		
11:40		Lv. Ainsworth		
12:00	12:00	Lv. Washington		
	12:40	Lv. Crawfordsville		
	12:55	Lv. Olds		
	1:05	Lv. Swedesburg		
	1:25	Lv. Mt. Pleasant		
	1:45	Lv. Rome		
	1:55	Lv. Lockridge		
	2:05	Lv. Glendale		
	2:25	Lv. Fairfield		
	2:50	Lv. Batavia		
	3:10	Lv. Agency		
	3:30	Ar. Ottumwa	Lv.	6:00
READ DOWN			READ UP	
A. M.	P. M.		A. M.	P. M.
8:30		Lv. Ottumwa	Ar.	11:00
8:50		Lv. Agency		No stops
9:10		Lv. Batavia		
9:35		Lv. Fairfield		
9:55		Lv. Glendale		
10:05		Lv. Lockridge		
10:15		Lv. Rome		
10:35		Lv. Mt. Pleasant		
10:55		Lv. Swedesburg		
11:05		Lv. Olds		
11:20		Lv. Crawfordsville		
12:00	12:00	Lv. Washington		
	12:20	Lv. Ainsworth		
	12:30	Lv. Cotter		

12:50	Lv. Columbus Junction		
1:00	Lv. Fredonia		
1:20	Lv. Grandview		
1:40	Lv. Fruitland		
2:30	Lv. Muscatine		
2:50	Lv. Fairport		
3:10	Lv. Buffalo		
3:30	Ar. Davenport	Lv.	6:00

Applicant Redman proposes to operate daily, except Sundays and holidays, over his proposed route and his existing route between Ottumwa, Mt. Pleasant and Burlington on the following schedule:

12:00 Noon	Lv. Davenport	Ar.	5:10 P. M.
12:20 P. M.	Lv. Buffalo	Ar.	4:50 P. M.
12:40 P. M.	Lv. Montpelier	Ar.	4:30 P. M.
12:55 P. M.	Lv. Fairport	Ar.	4:15 P. M.
1:15 P. M.	Lv. Muscatine	Ar.	3:55 P. M.
2:05 P. M.	Lv. Fruitland	Ar.	3:05 P. M.
2:25 P. M.	Lv. Grandview	Ar.	2:45 P. M.
2:45 P. M.	Lv. Fredonia	Ar.	2:25 P. M.
2:55 P. M.	Lv. Columbus Jct.	Ar.	2:15 P. M.
3:15 P. M.	Lv. Cotter	Ar.	1:55 P. M.
3:25 P. M.	Lv. Ainsworth	Ar.	1:45 P. M.
3:45 P. M.	Lv. Washington	Ar.	1:25 P. M.
4:25 P. M.	Lv. Crawfordsville	Ar.	12:45 P. M.
4:40 P. M.	Lv. Olds	Ar.	12:30 P. M.
4:50 P. M.	Lv. Swedesburg	Ar.	12:20 P. M.
5:10 P. M.	Lv. Mt. Pleasant	Ar.	12:00 Noon
7:10 P. M.	Ar. Ottumwa	Lv.	10:00 A. M.
6:10 P. M.	Ar. Burlington	Lv.	11:00 A. M.

A total of 12 witnesses testified at the hearing on behalf of applicant Durand and in favor of granting his application. Those witnesses included applicant, the traffic manager of a wholesale house at Des Moines, a business man of Fairfield, three business men of Ottumwa, two business men of Davenport, one business man of Muscatine, one business man of Mt. Pleasant, one business man of Lockridge, and one manufacturer of Gladbrook. This applicant also submitted letters and petitions favoring the granting of his application which were signed by a total of 146 business men from Muscatine, Grandview, Columbus Junction, Cotter, Ainsworth, Washington, Crawfordsville, Olds, Swedesburg, Mt. Pleasant, Rome, Lockridge, Fairfield, Batavia, Agency and Ottumwa.

A total of eight witnesses testified at the hearing on behalf of applicant Redman and in favor of granting his application. These witnesses included applicant, the traffic manager of the Ottumwa Chamber of Commerce, a business man of Ottumwa, three business men of Mt. Pleasant, one business man of Washington, and one business man of Davenport. This applicant also submitted letters and petitions favoring the granting of his application which were signed by a total of 182 business men from Ottumwa, Davenport, Washington, Mt. Pleasant, Fairfield, Grandview, Ainsworth, Lockridge, Swedesburg and Olds.

A total of four witnesses testified at the hearing on behalf of objectors, Chicago, Rock Island and Pacific Railway Company and Railway Express Agency, Inc., and in opposition to the granting of these applications. These witnesses included a wholesale fruit and vegetable merchant of Muscatine, the secretary of the Chamber of Commerce of Muscatine, the chief clerk of the Chicago, Rock Island and Pacific Railway Company of Des Moines, and a live stock shipper of Ainsworth. These objectors also submitted petitions objecting to the granting of the Durand application which were signed by a total of 190 business men of Ainsworth,

Cotter, Columbus Junction, Washington, Fairfield, Muscatine, and Davenport and petitions objecting to the granting of the Redman application which were signed by a total of 176 business men of Ainsworth, Cotter, Muscatine, Washington, Buffalo, Columbus Junction and Davenport. These objectors also submitted exhibits showing their service in the territory proposed to be served by these applicants.

The testimony in support of these applications was much the same as testimony favorable to applications before the Commission at former hearings, that the retail merchants are carrying smaller stocks than formerly, buying in smaller quantities and demanding quick delivery service, that they prefer truck service with store door delivery and if a jobbing center is unable to serve certain territory, the merchants of that territory will often buy from the jobbing center out of which the service desired can be obtained.

Many of the witnesses favorable to the service proposed prefer a one-line haul, contending that the interchange between carriers results in unnecessary delays and damage to shipments and increased transportation charges.

Further testimony established the fact that many of the points are now being served of necessity through the medium of "contract" trucks or particularly from Davenport by interstate carriers operating a portion of the route within the adjoining state of Illinois. This latter service is for the most part second or third-day delivery and more often involves interchange and handling by more than one carrier.

The witnesses for the objectors in these cases testified, among other things, that the existing transportation service obtainable is adequate and satisfactory and that the establishment of the proposed service would not promote the public convenience and necessity. Some of these witnesses transport practically all their own merchandise, some are using rail service, and others receiving and transporting shipments by freight motor carriers or trucks operated by or for wholesalers and jobbers.

Much of the record of testimony and evidence presented applies to each of these applications. The persons who testified on behalf of these applicants urged the necessity for the single line door to door daily service. Those who testified on behalf of either applicant were for the most part agreed as to the reliability and ability of each to satisfactorily conduct the proposed service if granted and more particularly agreed as to the reliability of the applicant for which they appeared and with which they had in the past obtained reliable service.

The law under which these applications were filed provides, among other things, that "Before a certificate shall be issued, the Commission shall, after 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." This law also provides that the Commission "* * * may grant the application in whole or in part upon such terms, conditions and restrictions and with such modifications as to schedule and route as may seem to it just and proper." The Commission must, therefore, first determine whether the service proposed by these applicants or any part thereof will promote the public convenience and necessity.

While the Commission is of the opinion that a reasonable necessity exists for the establishment of freight motor carrier service between the points on the proposed routes and between those points and points on the existing routes of these applicants, with certain exceptions, it also believes that there is no necessity for the establishment of service between the same points by more than one of the applicants and being of that opinion, it must determine which service would be of greater benefit to the public and with each applicant's existing routes and present terminal facilities in mind, which applicant would be the logical one to serve the territory involved.

Applicant Redman is, as heretofore mentioned in this Decision, now

operating as a motor carrier of freight among other points between Mt. Pleasant and Ottumwa and between Mt. Pleasant and Burlington. Applicant Durand proposes to operate over approximately 48 miles of applicant Redman's present route between Mt. Pleasant and Ottumwa. The Commission has heretofore gone on record as opposed to unnecessary duplication of motor carrier routes if such duplication could be avoided without having an adverse effect upon service proposed or materially increasing the cost of transportation to the shippers. Each such case, however, must be handled on its merits.

We have carefully considered the proposals in these cases, the testimony and the evidence, the probable effect the establishment of the service proposed will have upon other transportation agencies, and the needs of the shippers and receivers of freight and are of the opinion that the establishment of the service proposed by one of the applicants, with certain exceptions, will be in the interest of the public.

After carefully considering these two applications and the needs of the territory proposed to be served, the Commission is of the opinion and hereby finds that the establishment of the service proposed by applicant Redman, except for the transportation of:

- (a) Iowa intrastate freight originating or interchanged at Davenport, Buffalo, Montpelier, Fairport, Muscatine, Grandview or Burlington and destined to another of those points or for transfer to another carrier at any of those points;
- (b) Iowa intrastate freight originating or interchanged at Davenport or Muscatine and destined to Des Moines or for transfer to another carrier at that point;
- (c) Iowa intrastate freight originating or interchanged at Des Moines and destined to Muscatine or Davenport or for transfer to another carrier at either of those points;
- (d) Iowa intrastate freight originating or interchanged at Washington, Ainsworth, Crawfordsville, Olds or Burlington and destined to another of those points or for transfer to another carrier at any of those points;
- (e) Iowa intrastate freight originating or interchanged at Washington and destined to Fairfield, Bernhardt, Batavia, Agency or Ottumwa or for transfer to another carrier at any of those points; and
- (f) Iowa intrastate freight originating or interchanged at Ottumwa, Agency, Batavia, Bernhart or Fairfield and destined to Washington or for transfer to another carrier at that point,

will promote the public convenience and necessity.

A Certificate of Convenience and Necessity will, therefore, issue to applicant Redman in accordance with the finding made in this Decision as soon as he has complied with the necessary preliminary requirements of the law and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

In view of the Commission's finding in the Redman case and inasmuch as it is of the opinion that there is no necessity for the establishment of the service proposed by both of these applicants, the application of Charles T. Durand, Docket No. H-2171, is hereby denied.

Filed December 28, 1934. Closed December 10, 1935.

No. H-2179—1936. John R. Owen, Waterloo. Motor Carrier—Freight—Between junction of Iowa Highways Nos. 10 and 11 in Fayette County and Cedar Rapids. Hearing in this case was held jointly with Docket No. H-2169, February 26, 1935, at the office of the Linn County Auditor,

Cedar Rapids. Hearing was continued to a place and date to be named later in order to accomplish proper publication of official notice of hearing in Fayette County, all parties to have the right to submit additional evidence. Continued hearing was held May 16, 1935, at the office of the County Auditor of Linn County, Cedar Rapids. Under date of March 23, 1936, the Board issued decision as follows:

Appearances in Dockets Nos. H-2168 and H-2169:

For Applicant—D. C. Nolan, Attorney, Iowa City, Iowa.

For Trustees of Chicago, Rock Island & Pacific Railway Co., Objector—J. G. Gamble, Attorney for Iowa, Des Moines, Iowa, by A. T. Blake, Assistant Attorney.

For Railway Express Agency, Inc., Objector—J. G. Gamble, Attorney, Des Moines, Iowa, by A. T. Blake.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Objector—Hughes, O'Brien & Hughes, Attorneys, Des Moines, Iowa, by J. N. Hughes, Jr.

For John R. Owen, Waterloo, Iowa, Objector—Hal H. Mosier, Attorney, Waterloo, Iowa.

For M. J. Cass, Monticello, Iowa—Popham, Toomey & Davis, Attorneys, Iowa City, Iowa, by Paul Toomey.

For Dubuque Traffic Association, Objector—S. G. Creswick, Commissioner, Dubuque, Iowa.

Appearances in Docket No. H-2179:

For Applicant—Hal H. Mosier, Attorney, Waterloo, Iowa.

For Dubuque Traffic Association, Dubuque, Iowa—S. G. Creswick, Commissioner, Dubuque, Iowa.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Objector—Hughes, O'Brien & Hughes, Attorneys, Des Moines, Iowa, by J. N. Hughes, Jr.

For Charles T. Durand, Marshalltown, Iowa, Objector—D. C. Nolan, Attorney, Iowa City, Iowa.

For Trustees of Chicago, Rock Island & Pacific Railway Co., Objector—J. G. Gamble, Attorney for Iowa, Des Moines, Iowa, by A. T. Blake, Assistant Attorney.

For Railway Express Agency, Inc., Objector—J. G. Gamble, Attorney, Des Moines, Iowa, by A. T. Blake.

For M. F. Schlick, Charles City, Iowa—Larson & Carr, Attorneys, Charles City, Iowa, by Erwin Larson.

For M. J. Cass, Monticello, Iowa—Popham, Toomey & Davis, Attorneys, Iowa City, Iowa, by Paul Toomey.

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

The application of Charles T. Durand, Marshalltown, Iowa, owner and operator of National Transfer and Storage Company, Docket No. H-2168, was filed with the Commission on December 28, 1934, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and, as then filed, was for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Cedar Rapids, Hopkinton, Delhi, Delaware, Oneida, Greeley, Edgewood, Strawberry Point, Arlington, Fayette, West Union, Elgin, Clermont, Postville, Castalia, Ossian and Decorah in Linn, Delaware, Clayton, Fayette, Allamakee and Winneshiek Counties, Iowa, except from Waterloo to Delaware, Strawberry Point, Arlington, Fayette, West Union, Elgin, Clermont, Postville, Castalia, Ossian or Decorah and from Decorah, Ossian, Castalia, Postville, Clermont, Elgin, West Union, Fayette, Arlington, Strawberry Point or Delaware to Waterloo.

The application of Charles T. Durand, Marshalltown, Iowa, owner and operator of National Transfer and Storage Company, Docket No. H-2169, was filed with the Commission on December 28, 1934, under the provisions of said Chapter 252-A1, and as then filed, was for a Certificate of Convenience and Necessity to operate as a motor carrier

of freight between Cedar Rapids, Center Point, Walker, Rowley, Independence, Bryantburg, Hazleton, Oelwein, Maynard, Randalia, Hawkeye, Alpha, Waucoma, Jackson Junction, Ft. Atkinson, Calmar, Conover, Spillville, Ridgeway and Cresco in Linn, Buchanan, Fayette, Winnesiek and Howard Counties, Iowa, except from Waterloo to Independence, Bryantburg, Hazleton, Oelwein, Maynard, Calmar, Ridgeway or Cresco; from Cresco, Ridgeway, Calmar, Maynard, Oelwein, Hazleton, Bryantburg or Independence to Waterloo; from Cedar Rapids to Center Point or Walker and from Walker or Center Point to Cedar Rapids.

The application of John R. Owen, Waterloo, Iowa, Docket No. H-2179, was filed with the Commission on January 7, 1935, under the provisions of said Chapter 252-A1, and as then filed, was for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between the junction of Iowa Highways Nos. 10 and 11, about two miles north of Oelwein, Oelwein, Hazleton, Bryantburg, Independence, Walker, Center Point and Cedar Rapids in Fayette, Buchanan, Benton and Linn counties, Iowa, except local freight between Oelwein and Independence and points intermediate thereto and Iowa intrastate freight between Center Point and Cedar Rapids.

Inasmuch as these two applicants proposed to furnish freight motor carrier service in the same general territory and both proposed to furnish service between several of the same points, the Commission named February 26, 1935, nine o'clock a. m., at the office of the Linn County Auditor, Cedar Rapids, Iowa, as time and place for hearings on these applications. Notices of the February 26, 1935, hearings on the Durand applications were published as required by said Chapter 252-A1, and notice of the February 26, 1935, hearing on the Owen application was published as required by said Chapter 252-A1 in all of the counties in which he proposes to operate, except Fayette, where it was published only once.

Written objections to the granting of any of these applications were filed by the trustees of the Chicago, Rock Island and Pacific Railway Company, Railway Express Agency, Inc., Illinois Central Railroad Company, and the Chicago, Milwaukee, St. Paul and Pacific Railroad Company. Written objections to the granting of either of the Durand applications were also filed by John R. Owen. Written objections to the granting of the Durand application in Docket No. H-2168 were also filed by the Elgin Community Club, Elgin, Iowa, and the Clermont Commercial Club, Clermont, Iowa.

These three applications came on for public hearing on February 26, 1935, at Cedar Rapids, at which time the applications of Charles T. Durand were fully heard and taken under advisement by the Commission. At the conclusion of the hearings on the Durand applications on February 26, 1935, the hearing on the Owen application was continued to a time and place to be later named by the Commission.

Applicant Durand filed the following statement of exceptions at the hearing of February 26th as part of his application for authority to operate between Cedar Rapids and Decorah:

"With exception from Waterloo to Decorah, Ossian, Castalia, Postville, Clermont, Elgin, West Union, Fayette, Arlington, Strawberry Point and Delaware or from Decorah, Ossian, Castalia, Postville, Clermont, Elgin, West Union, Fayette, Arlington, Strawberry Point and Delaware to Waterloo or locally between Decorah, Ossian, Castalia, Postville, Clermont, Elgin, West Union, Fayette, or locally between Arlington and Strawberry Point."

Applicant Durand also filed the following statement of exceptions at the hearing of February 26th as part of his application for authority to operate between Cedar Rapids and Cresco:

"1. With exception from Waterloo, to Cresco, Ridgeway, Calmar, Maynard, Oelwein, Hazleton, Bryantsburg, Independence, or from

Cresco, Ridgeway, Calmar, Maynard, Oelwein, Hazleton, Bryantsburg, Independence, to Waterloo or locally between Cresco, Ridgeway, Calmar and Maynard, or locally between Oelwein, Hazleton, Bryantsburg and Independence.

2. With exception from Cedar Rapids to Center Point and Walker or from Walker and Center Point to Cedar Rapids or locally between intermediate points."

The continued hearing on the Owen application was fixed for May 16, 1935, nine o'clock, a. m., at the office of the Linn County Auditor, Cedar Rapids, and notice of that hearing was published in Fayette County as required by said Chapter 252-A1.

On May 11, 1935, applicant Owen amended his application as follows:

"Applicant does not propose to accept Iowa intrastate freight at Waterloo, either originating at that point or from connecting carriers, which is destined to either Cedar Rapids, Center Point, Independence, Bryantburg, Hazleton, or Oelwein, or for transfer at any of those points to another carrier .

Applicant does not propose to accept Iowa intrastate shipments originating at Cedar Rapids, Center Point, Independence, Bryantburg, Hazleton, or Oelwein, or from connecting carriers at any of those points, which are destined to Waterloo, or for transfer at Waterloo to other carriers."

The continued hearing on the Owen application was held on May 16, 1935, at Cedar Rapids, and at the conclusion of the hearing, that application was also taken under advisement by the Commission.

The appearances at the hearings on these applications are shown on the title pages of this Decision.

A total of 33 witnesses testified on behalf of applicant Durand at the hearings of February 26, 1935, on the applications in Dockets Nos. H-2168 and H-2169. The testimony of four of these witnesses applied to the application in Docket No. H-2168, the testimony of six of these witnesses applied to the application in Docket No. H-2169, and the testimony of 23 of these witnesses applied to both of these applications. The four witnesses who testified on behalf of applicant Durand in Docket No. H-2168 were retail merchants with places of business at Greeley, Edgewood, Strawberry Point, Ossian and Decorah. The six witnesses who testified on behalf of applicant Durand in Docket No. H-2169 were retail merchants of Independence, Alpha, Spillville and Cresco. The 23 witnesses who testified on behalf of both of the Durand applications were applicant Durand, two representatives of applicant Durand, the manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce, representatives of ten wholesalers, jobbers and manufacturers of Cedar Rapids, the manager of the Traffic Bureau of the Des Moines Chamber of Commerce, the manager of the Des Moines Motor Freight Terminal, representatives of six wholesalers, jobbers and manufacturers of Des Moines, and a representative of a wholesaler of Oelwein.

A total of 26 witnesses testified on behalf of the objectors at the hearings of February 26, 1935, on the Durand applications. The testimony of seven of these witnesses applied to the application in Docket No. H-2168, the testimony of 13 of these witnesses applied to the application in Docket No. H-2169, and the testimony of six of these witnesses applied to both of these applications. The seven witnesses who testified on behalf of the objectors in Docket No. H-2168 are engaged in business at Elgin, Clermont and Ossian. The 13 witnesses who testified on behalf of the objectors in Docket No. H-2169 are engaged in business at Center Point, Walker, Rowley, Hazleton and Maynard. The six witnesses who testified on behalf of the objectors in both of these cases were John R. Owen, the applicant in Docket No. H-2179,

the commissioner of the Dubuque Traffic Association, a representative of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, two representatives of the Chicago, Rock Island and Pacific Railway Company, and a representative of the Railway Express Agency, Inc.

Seven witnesses testified on behalf of applicant Owen at the hearing of May 16, 1935. These witnesses were the applicant, the manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce, the chairman of the Traffic Bureau of the Cedar Rapids Chamber of Commerce, the manager of the Dubuque Traffic Association, representatives of two wholesalers of Cedar Rapids, and a retail merchant of Cresco.

There were no witnesses on behalf of the objectors at the hearing of May 16, 1935, on the Owen application.

Applicant Durand submitted letters from 127 business men from all of the points on his proposed Cedar Rapids-Decorah route, except Delaware, Oneida and Castalia, and from 19 business men of Des Moines and Davenport favoring the granting of his application in Docket No. H-2168. The objectors submitted letters and petitions from 187 business men of Cedar Rapids, West Union, Elgin, Clermont, Postville, Castalia, Ossian and Decorah opposing the granting of that application.

Applicant Durand submitted letters from 114 business men of all of the points on his proposed Cedar Rapids-Cresco route, except Center Point and Conover, and from 18 business men of Des Moines favoring the granting of his application in Docket No. H-2169. The objectors submitted letters and petitions from 63 business men of Cedar Rapids, Center Point, Walker, Hazleton, Oelwein, Maynard, and Randalia opposing the granting of that application.

Applicant Owen submitted letters and petitions from 69 business men of Cedar Rapids, Clermont, Postville, Ossian, Decorah, Cresco, Frederika, New Hampton, Lourdes and Davis Corners favoring the granting of his application. The objectors submitted letters and petitions from 170 business men of Cedar Rapids, Center Point, Walker, Independence, Hazleton, Oelwein, Clermont, Postville, Castalia, Decorah, Ridgeway and Cresco opposing the granting of that application.

The Business Men's Club of Ossian, Iowa, notified the Commission that their organization is of the opinion that the Chicago, Rock Island and Pacific Railway is entitled to the business through Decorah, but favors the establishment of the route proposed by applicant Owen in the event the Commission should find that there is a necessity for freight motor carrier service in that territory.

A large part of the testimony introduced on behalf of the applicant and the objectors at the hearings on the Durand applications applies to the Owen application and much of the testimony introduced at the hearing on the Owen application applies to the Durand applications.

Applicant Durand is now operating as a motor carrier of freight over routes between Marshalltown and Des Moines, Waterloo, Cedar Rapids, Ottumwa, Newton, Grundy Center, Iowa Falls and Mason City. This applicant is also operating as a freight motor carrier between Cedar Rapids and Davenport, Cedar Rapids and Traer, and Waterloo and Vinton. This applicant is also operating as a motor carrier of interstate freight exclusively between Cedar Rapids and St. Louis via Iowa City, Mt. Pleasant and Keokuk.

Applicant Owen is now operating as a motor carrier of freight between Waterloo, Denver, Artesian, Frederika, Williamstown, New Hampton, Lourdes, Davis Corners, Cresco, Ridgeway, Decorah, Calmar, Ossian, Castalia, Postville, Clermont, Elgin, West Union, Fayette, Maynard, Denver and Waterloo, except for the transportation of local freight between Waterloo and Denver, between Waterloo and Maynard, between Waterloo and Fayette, between Waterloo and West Union, and between Maynard, Fayette and West Union and points intermediate thereto.

Each of these applicants proposes to furnish service between all points on his proposed route and between those points and all points on his existing routes, subject to the exceptions made in his application.

Each of these applicants proposes to furnish pick-up and delivery service at each of the points proposed to be served. Applicant Durand proposes to employ local operators at some of the points on his proposed routes to perform pick-up and delivery service for him, and applicant Owen proposes to perform his own pick-up and delivery service at all points proposed to be served by him except pick-up service at Cedar Rapids, which will be performed by a local operator.

Applicant Durand proposes to operate, daily except Sundays and holidays, over his proposed Cedar Rapids-Decorah route on the following schedule:

READ DOWN		READ UP	
2:00 A. M.	Lv. Cedar Rapids	Ar.	1:00 P. M.
	Lv. Hopkinton	Ar.	12:05 P. M.
	Lv. Delhi	Ar.	11:35 A. M.
	Lv. Delaware	Ar.	11:20 A. M.
	Lv. Oneida	Ar.	11:00 A. M.
	Lv. Greeley	Ar.	10:45 A. M.
	Lv. Edgewood	Ar.	10:25 A. M.
	Lv. Strawberry Point	Ar.	10:05 A. M.
	Lv. Arlington	Ar.	9:40 A. M.
	Lv. Fayette	Ar.	9:15 A. M.
	Lv. West Union	Ar.	8:55 A. M.
	Lv. Elgin	Ar.	8:35 A. M.
	Lv. Clermont	Ar.	8:25 A. M.
	Lv. Postville	Ar.	8:10 A. M.
	Lv. Castalia	Ar.	8:00 A. M.
	Lv. Ossian	Ar.	7:50 A. M.
7:00 A. M.	Ar. Decorah	Lv.	7:30 A. M.

According to the route description filed as a part of the application in Docket No. H-2168, the one-way mileage from Cedar Rapids to Decorah is 165.55. Twenty-six and eight-tenths miles of this route is within cities and towns where speed limits of 15 to 25 miles per hour prevail and 138.75 miles of this route is outside cities and towns where it is unlawful to operate a freight carrying vehicle at a speed in excess of 35 miles per hour. If applicant observed these speed limits and it were possible for him to operate his equipment at all times at the maximum speed permitted by law, it would take approximately five driving hours to get over the route and leave only about 30 minutes to pick up and deliver freight at the 15 intermediate points or about two minutes at each point. It appears obvious that this schedule could not be maintained.

Applicant Durand proposes to operate, daily except Sundays and holidays, over his proposed Cedar Rapids-Cresco route on the following schedule:

READ DOWN		READ UP	
2:00 A. M.	Lv. Cedar Rapids	Ar.	1:30 P. M.
	Lv. Center Point	Ar.	12:55 P. M.
	Lv. Walker	Ar.	12:35 P. M.
	Lv. Rowley	Ar.	12:15 P. M.
3:30 A. M.	Lv. Independence	Ar.	11:55 A. M.
	Lv. Bryantburg	Ar.	11:30 A. M.
	Lv. Hazleton	Ar.	11:20 A. M.
4:00 A. M.	Lv. Oelwein	Ar.	11:05 A. M.
	Lv. Maynard	Ar.	10:45 A. M.
	Lv. Randalia	Ar.	10:25 A. M.
	Lv. Hawkeye	Ar.	9:55 A. M.
	Lv. Alpha	Ar.	9:35 A. M.
	Lv. Waucoma	Ar.	9:20 A. M.
	Lv. Jackson Junction	Ar.	9:10 A. M.

	Lv. Ft. Atkinson	Ar.	8:55 A. M.
	Lv. Calmar	Ar.	8:35 A. M.
	Lv. Conover	Ar.	8:25 A. M.
	Lv. Spillville	Ar.	8:10 A. M.
	Lv. Ridgeway	Ar.	7:50 A. M.
7:00 A. M.	Ar. Cresco	Lv.	7:30 A. M.

Applicant's route description shows that it is 138.85 miles from Cedar Rapids to Cresco, 117.35 miles of which is outside cities and towns and 21.5 miles of which is within cities and towns. If applicant could operate his equipment over this route at the maximum speed permitted by law, he would have approximately six minutes to serve each of the 18 intermediate points on the route on the south-bound trip.

Applicant Owen proposes to operate, daily except Sundays and holidays, over his existing and proposed routes on the following schedule.

RUN NO. 1

READ DOWN

8:00 A. M.	Lv. Waterloo	Ar.	12:30 P. M.
8:30 A. M.	Ar. Denver		
8:45 A. M.	Ar. Artesian		
9:20 A. M.	Ar. Frederika		
9:40 A. M.	Ar. Williamstown		
10:05 A. M.	Ar. New Hampton	Lv.	11:00 A. M.

READ UP

RUN NO. 2

5:30 A. M.	Lv. Waterloo
7:30 A. M.	*Ar. Oelwein
8:00 A. M.	Lv. Oelwein
8:20 A. M.	Ar. Maynard
8:45 A. M.	Ar. Fayette
9:10 A. M.	Ar. West Union
9:40 A. M.	Ar. Clermont
10:00 A. M.	Ar. Elgin
10:40 A. M.	Ar. Postville
11:00 A. M.	Ar. Castalia
11:17 A. M.	Ar. Ossian
11:40 A. M.	Ar. Calmar
12:30 P. M.	Ar. Decorah
2:20 P. M.	Ar. Ridgeway
2:50 P. M.	Ar. Cresco
3:50 P. M.	Ar. Davis Corners
4:15 P. M.	Ar. Lourdes
6:20 P. M.	Ar. Waterloo

RUN NO. 3

4:30 A. M.	Lv. Cedar Rapids	Ar.	1:00 P. M.
	Lv. Center Point	Ar.	**
	Lv. Walker	Ar.	11:55 A. M.
	Lv. Independence	Ar.	10:40 A. M.
	Lv. Bryantburg	Ar.	10:10 A. M.
	Lv. Hazleton	Ar.	9:45 A. M.
7:30 A. M.	*Ar. Oelwein	Lv.	9:30 A. M.

*Equipment on Runs Nos. 2 and 3 would connect at Oelwein for transfer of freight from one run to the other.

**Time not shown.

The schedule for Run No. 2 could not be maintained without violating Section 5079-d8, Code of Iowa, 1935, which provides in part that no person shall operate a commercial motor vehicle for hire for more than a period of 12 hours out of any period of 24 hours.

The Chicago, Rock Island and Pacific Railway Company, objector,

in each of these cases, has the following freight service schedule between Cedar Rapids and Decorah:

READ DOWN		READ UP	
Daily, except Sunday		Daily, except Sunday	
6:00 A. M.	Cedar Rapids	3:00 P. M.	
7:05 A. M.	Center Point	1:35 P. M.	
7:30 A. M.	Walker	1:05 P. M.	
8:00 A. M.	Rowley	12:35 P. M.	
8:45 A. M.	Independence	12:05 P. M.	
9:15 A. M.	Bryantsburg	11:32 A. M.	
9:25 A. M.	Hazleton	11:20 A. M.	
9:40 A. M.	Oelwein	10:20 A. M.	
11:00 A. M.	Maynard	9:45 A. M.	
11:30 A. M.	Randalia	9:20 A. M.	
12:35 P. M.	West Union	8:45 A. M.	
1:20 P. M.	Elgin	7:55 A. M.	
1:35 P. M.	Clermont	7:40 A. M.	
2:00 P. M.	Junction	7:15 A. M.	
	Postville	7:00 A. M.	
	Junction	6:35 A. M.	
2:20 P. M.	Castalia	6:10 A. M.	
2:40 P. M.	Ossian	5:50 A. M.	
3:45 P. M.	Decorah	5:00 A. M.	

The Chicago, Milwaukee, St. Paul and Pacific Railroad Company, objector in each of these cases, has the following freight service scheduled in the territory proposed to be served by these applicants:

READ DOWN		READ UP	
Daily, except Sunday		Daily, except Sunday	
10:00 P. M.	Cedar Rapids	*	
11:15 A. M.	Hopkinton	10:35 A. M.	
11:40 A. M.	Delhi	10:00 A. M.	
11:55 A. M.	Delaware	9:25 A. M.	
12:20 P. M.	Oneida	9:10 A. M.	
1:10 P. M.	Greeley	8:49 A. M.	
1:30 P. M.	Edgewood	8:20 A. M.	
2:05 P. M.	Strawberry Point	7:50 A. M.	
2:30 P. M.	Arlington	7:20 A. M.	
2:55 P. M.	Fayette	6:45 A. M.	
3:30 P. M.	Hawkeye	6:02 A. M.	
3:53 P. M.	Waucoma	5:35 A. M.	
4:10 P. M.	Jackson Junction	5:20 A. M.	
4:25 P. M.	Ft. Atkinson	5:00 A. M.	
4:45 P. M.	Calmar	4:45 A. M.	

*Arrives Marion 2:00 P. M. and thence to Cedar Rapids by transfer engine.

Daily		Daily, except Sunday	
6:40 A. M.	Calmar	8:30 P. M.	
6:50 A. M.	Conover	8:20 P. M.	
7:20 A. M.	Decorah	7:45 P. M.	
Tues., Thurs. and Sat.		Mon., Wed. and Fri.	
8:45 A. M.	Calmar	8:20 P. M.	
9:00 A. M.	Conover	7:50 P. M.	
9:25 A. M.	Ridgeway	7:20 P. M.	
11:00 A. M.	Cresco	6:45 P. M.	

Freight motor carrier service is now being furnished between certain points on the proposed routes by the following motor carriers:

H. G. Notbohm, Center Point, Iowa. Between Cedar Rapids and Center Point.

Ray Carson, Troy Mills, Iowa. Between Cedar Rapids, Center Point and Walker, except locally between Cedar Rapids and Center Point.

A. M. Gerdes, Independence, Iowa. Between Waterloo and Independence.

H. and W. Motor Express Company, Dubuque, Iowa. Between Waterloo, Independence and Delaware, except locally between Waterloo and Independence.

James G. Minert, Waukon, Iowa. Between Waterloo, Independence, Bryantburg, Hazleton, Oelwein, Arlington and Strawberry Point, except locally between Waterloo and Independence.

Carl Reuter, Waterloo, Iowa. Between Waterloo, Maynard, Fayette and West Union.

Applicant Durand's main purpose in filing his applications was to secure authority to transport freight originating or interchanged at Cedar Rapids and at the points on his existing routes and destined to the points on his proposed routes, subject to the exceptions made in his applications.

Applicant Owen's main purpose in filing his application was to secure authority to transport freight originating or interchanged at Cedar Rapids and destined to the points on his existing proposed routes, subject to the exceptions made in his application.

None of the 16 points on applicant Durand's proposed Cedar Rapids-Decorah route has one-line freight motor carrier service from Cedar Rapids and eight of those points, namely, Hopkinton, Delhi, Delaware, Oneida, Greeley, Edgewood, Strawberry Point and Arlington, are not proposed to be served by applicant Owen. The other eight points on that route, namely, Fayette, West Union, Elgin, Clermont, Postville, Castalia, Ossian and Decorah, are on applicant Owen's existing route and he proposes to serve those points from Cedar Rapids.

Only two of the 19 points on applicant Durand's proposed Cedar Rapids-Cresco route, namely, Center Point and Walker, have one-line freight motor carrier service from Cedar Rapids and nine of those points, namely, Rowley, Randalia, Hawkeye, Alpha, Waucoma, Jackson Junction, Fort Atkinson, Conover, and Spillville, are not proposed to be served by applicant Owen. The other eight points on that route, namely, Independence, Bryantburg, Hazleton, Oelwein, Maynard, Calmar, Ridgeway and Cresco, are on applicant Owen's existing and proposed routes and he proposes to serve those points from Cedar Rapids.

Only four of the 26 points on applicant Owen's existing and proposed routes, namely, Center Point, Walker, Waterloo and New Hampton, have one-line freight motor carrier service from Cedar Rapids and six of those points, namely, Denver, Artesian, Frederika, Williamstown, Lourdes and Davis Corners, are not proposed to be served by applicant Durand. The other 16 points on these routes are proposed to be served by applicant Durand.

These two applicants together propose to furnish one-line freight motor carrier service from Cedar Rapids to 39 points which do not have such service from Cedar Rapids. Seven of these points, namely, Delaware, Independence, Strawberry Point, Arlington, Oelwein, Hazleton and Bryantburg, have one-line freight motor carrier service from Dubuque and Waterloo and 17 more of these points, namely, Artesian, Frederika, Williamstown, Lourdes, Davis Corners, Cresco, Ridgeway, Decorah, Calmar, Ossian, Castalia, Postville, Clermont, Elgin, West Union, Fayette and Maynard, have one-line freight motor carrier service from Waterloo.

All of the points on applicant Durand's proposed Cedar Rapids-Decorah route from Fayette to Decorah, inclusive, are on applicant Owen's existing route and the granting of that application would mean the duplication of operations from a point five miles south of Fayette to Decorah. On the other hand, those points could be given one-line freight motor carrier service from Cedar Rapids and this duplication of operations could be avoided by the extension of applicant Owen's line to Cedar Rapids.

Three of the points on that part of applicant Durand's proposed Cedar Rapids-Cresco route from Randalia to Cresco, namely, Calmar, Ridgeway and Cresco, are on applicant Owen's existing route and have one-line service out of Waterloo. Those three points would also receive one-line service from Cedar Rapids if the extension proposed by applicant Owen were established. The other points on applicant Durand's proposed route from Randalia to Cresco, namely, Randalia, Hawkeye, Alpha, Waucoma, Jackson Junction, Fort Atkinson, Conover and Spillville, are not on applicant Owen's existing route and have no freight motor carrier service from Waterloo or from any other point. Alpha and Spillville are inland towns and regular freight motor carrier service would undoubtedly be of considerable benefit to the merchants of those points.

If these three applications were granted as filed, it would necessitate the operation of 813 additional truck miles per day to furnish the service proposed. If the Durand applications were granted as filed and the Owen application were denied, it would necessitate the operation of 609 additional truck miles per day to furnish that service. If the Owen application were granted as filed and the Durand applications were denied, it would necessitate the operation of 204 additional truck miles per day by applicant Owen to furnish the additional service proposed by him.

Approximately 67 miles of applicant Durand's proposed Cedar Rapids-Cresco route is paved and approximately 72 miles of that route is gravelled. This would mean that applicant Durand would have a daily operation of 144 miles over gravelled roads. Approximately 61 miles of the proposed route from Maynard to Cresco is gravelled and the objectors contended that these are not all-weather roads and that applicant could not maintain service over this part of the route during periods of bad weather. On the other hand, it was contended on behalf of applicant Durand that he could maintain service over this route. The Commission is inclined to believe, however, from the testimony of record and from other knowledge of those highways that they are not all-weather roads and would be practically impassable for trucks during certain periods of the year.

The record in connection with these three cases is quite extensive and much of the testimony and evidence applies alike to each of the applications. Those interested in these applications are familiar with the record and the Commission believes it unnecessary to discuss in this Decision the many points which were developed at the hearings. Most of the witnesses who are now using the service furnished by these applicants testified that their service was very satisfactory. While many of the witnesses who testified at the hearings on these applications expressed no preference between the proposals of these applicants, other witnesses expressed such a preference and gave their reasons for doing so. Some of the witnesses from Cedar Rapids favored the granting of the Durand applications because he proposed to serve more points out of Cedar Rapids than applicant Owen, while others were of the opinion that the establishment of the service proposed by applicant Owen would take care of most of their needs in this territory, especially to the points north of Oelwein. The representatives of the jobbers and manufacturers of Des Moines who testified at these hearings favored the granting of the Durand applications for the reason that the establishment of those lines would give the shippers of Des Moines one-line

freight motor carrier service to all of the points proposed to be served by that applicant, with through rates and service and a single minimum charge. Several other witnesses from the points proposed to be served by applicant Durand favored the establishment of the service proposed by that applicant for the reason that they secured a part of their merchandise from Des Moines, Davenport, Ottumwa, Marshalltown, Newton and other points on that applicant's existing routes and desired through service and rates from those points.

The jobbers and manufacturers of Dubuque opposed the establishment of the service proposed by applicant Durand for the reason that such service would give the jobbers and manufacturers of Des Moines and other points on applicant Durand's existing routes one-line service with through rates and a single minimum charge to points which they consider as being in Dubuque's natural trade territory, whereas those benefits would not be made available to the shippers of Dubuque. The jobbers and manufacturers of Dubuque favored the granting of the Owen application because of that applicant's agreement to make connections on shipments out of Dubuque and to make the same minimum charge on shipments out of Dubuque as he makes on shipments out of Cedar Rapids.

It was testified on behalf of the jobbers and manufacturers of Cedar Rapids that for many years the northern part of Cedar Rapids' natural jobbing territory was along the line of the Chicago, Rock Island and Pacific Railway Company to Decorah and along the lines of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company to Calmar, Decorah and Cresco, and that this condition existed because those railroad lines operated directly north from Cedar Rapids and the train service was arranged accordingly. However, the establishment of freight motor carrier lines, especially from Waterloo, with faster service, pick-up and delivery service and other features that seemed to favor the truck routes, caused the merchants in that territory to start making purchases at Waterloo with a consequent loss of business at Cedar Rapids. It was also testified that about two years ago the Chicago, Rock Island and Pacific Railway Company, at the request of the Cedar Rapids Chamber of Commerce, started handling freight out of Cedar Rapids about noon and peddled such freight as far north as it could during the afternoon and then served the north end of the line up to Decorah early the next morning, which was an improvement over the service given prior to that time, but for some reason that service was discontinued and the railway company went back to its former schedule of leaving Cedar Rapids early in the morning, peddling along the line during the day and reaching Decorah late in the afternoon.

It was also testified in connection with these applications that several out-of-state jobbing points, such as LaCrosse, Minneapolis, and St. Paul, have direct line freight motor carrier service to several of the points involved in these applications and the records of the Commission show that this is true.

While the Chicago, Rock Island and Pacific Railway Company has next day delivery service scheduled from Cedar Rapids to all of the points on its Cedar Rapids-Decorah line, except to Postville, and the Chicago, Milwaukee, St. Paul and Pacific Railroad Company has next day delivery service scheduled from Cedar Rapids to the points on its Cedar Rapids-Calmar line, it was testified that in many cases, especially at the points near the northern ends of these lines, delivery was not made until the second day. The schedules of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company provide for second day delivery service from Cedar Rapids to Conover and Decorah and for second or third day delivery to Ridgeway and Cresco.

The testimony of the witnesses for the objectors in these cases was substantially to the effect that the present railroad service is adequate and that there is no need for the establishment of the proposed freight motor carrier service. Some of these witnesses receive their freight

in less than carload lots, some in carload lots and some receive it both ways. However, a majority of these witnesses receive their freight largely in carload lots.

In deciding these cases, the Commission must determine whether or not the establishment of the service proposed by these applicants or any part thereof will promote the public convenience and necessity. While each of these applicants proposes to serve certain points which are not proposed to be served by the other, it was not contended by anyone that there is a necessity for the establishment of all of the service proposed by these applicants. The law under which these applications were filed provides, among other things, that the Commission "* * * may grant the application in whole or in part upon such terms, conditions, and restrictions and with such modification as to schedule and route as may seem to it just and proper."

While the Commission is of the opinion that a reasonable necessity exists for the establishment of freight motor carrier service between certain of the points on the proposed routes and between those points and points on the existing routes of the applicants, with certain exceptions, it also believes that it should not authorize the establishment of duplicating lines if such duplication can be avoided and still permit the furnishing of the service found to be necessary.

After having carefully considered the proposals of these applicants, the objections thereto and the needs and desires of the shippers and receivers of freight in the territory proposed to be served, the Commission is of the opinion and hereby finds:

1. That the establishment of the service proposed by applicant Owen, except for the transportation of:

(a) Freight originating or interchanged at Cedar Rapids, Center Point, Walker, Independence, Bryantburg, Hazleton, or Maynard and destined to another of those points or for transfer to another carrier at any of those points;

(b) Freight originating or interchanged at Oelwein and destined to Hazleton, Bryantburg or Independence or for transfer to another carrier at any of those points;

(c) Freight originating or interchanged at Independence, Bryantburg or Hazleton and destined to Oelwein or for transfer to another carrier at that point;

(d) Freight originating or interchanged at Waterloo and destined to Oelwein, Hazleton, Bryantburg, Independence, Center Point or Cedar Rapids or for transfer to another carrier at any of those points;

(e) Freight originating or interchanged at Cedar Rapids, Center Point, Independence, Bryantburg, Hazleton or Oelwein and destined to Waterloo or for transfer to another carrier at that point;

(f) Freight originating or interchanged at Cedar Rapids and destined to New Hampton or for transfer to another carrier at that point, and

(g) Freight originating or interchanged at New Hampton and destined to Cedar Rapids or for transfer to another carrier at that point,

will promote the public convenience and necessity.

2. That the establishment of freight motor carrier service by Charles T. Durand over that part of his proposed Cedar Rapids-Decorah route between Cedar Rapids, Hopkinton, Delhi, Delaware, Oneida, Greeley, Edgewood, Strawberry Point, Arlington and the junction of Iowa Highways Nos. 154 and 11, and over that part of his proposed Cedar Rapids-Cresco route between Cedar Rapids, Center Point, Walker, Rowley, Independence, Bryantburg, Hazleton, Oelwein and Maynard and with permission to operate over Iowa Highway No. 11 between Maynard and

the junction of Iowa Highways Nos. 11 and 154 so as to form a loop route, except for the transportation of:

(a) Freight originating or interchanged at Cedar Rapids, Center Point or Walker and destined to another of those points or for transfer to another carrier at any of those points;

(b) Freight originating or interchanged at Cedar Rapids, Center Point, Walker or Maynard and destined to Oelwein or for transfer to another carrier at that point;

(c) Freight originating or interchanged at Oelwein and destined to Maynard, Walker, Center Point or Cedar Rapids or for transfer to another carrier at any of those points;

(d) Freight originating or interchanged at Waterloo and destined to Walker, Independence, Bryantburg, Hazleton, Oelwein, Maynard, Arlington, Strawberry Point or Delaware or for transfer to another carrier at any of those points;

(e) Freight originating or interchanged at Delaware, Strawberry Point, Arlington, Maynard, Oelwein, Hazleton, Bryantburg, Independence or Walker and destined to Waterloo or for transfer to another carrier at that point;

(f) Freight originating or interchanged at Strawberry Point, Arlington, Oelwein, Hazleton, Bryantburg or Independence and destined to another of those points or for transfer to another carrier at any of those points, and

(g) Freight originating or interchanged at Independence, Delaware or Davenport and destined to another of those points or for transfer to another carrier at any of those points,

will promote the public convenience and necessity.

The Commission is of the opinion that the establishment of freight motor carrier service over the routes described in the finding made in each of these cases, subject to the exceptions made in each case, will satisfy the reasonable transportation needs of this territory and at the same time eliminate a considerable amount of the proposed duplication of operations. Service over these routes could be given with 381 additional truck miles per day as opposed to 813 additional truck miles per day which would be necessary to furnish the service originally proposed by these applicants. This would also give service to all of the points proposed to be served by these applicants, except Randalia, Hawkeye, Alpha, Waucoma, Jackson Junction, Fort Atkinson, Conover and Spillville, which have a total population of approximately 2,000 and would eliminate the operation of approximately 122 truck miles per day over gravelled highways.

The granting of that part of applicant Durand's proposal in Docket No. H-2168 to operate between Cedar Rapids and the junction of Iowa Highways Nos. 154 and 11, and the granting of that part of applicant Durand's proposal in Docket No. H-2169 to operate between Cedar Rapids and Maynard with the exceptions noted in each of those cases, and with authority which is hereby granted to that applicant to operate over Iowa Highway No. 11 between Maynard and the junction of Iowa Highways Nos. 11 and 154 will permit him to establish a loop route and, with a satisfactory schedule and service, to take care of the reasonable transportation needs of the points on that loop route.

The division of the business between these applicants at the points where they will operate over the same route between Cedar Rapids and Maynard, as provided for in the finding made in each of these cases, will, in the opinion of the Commission, enable these applicants to maintain service over the routes granted to them.

A Certificate of Convenience and Necessity will, therefore, issue to each of these applicants in accordance with the finding hereinabove made, as soon as he has complied with the necessary preliminary requirements

of the law and this Commission's Rules and Regulations Governing the Operation of Motor Carriers.

Before a Certificate issues to applicant Durand, it will be necessary for him to submit a time schedule of operation for the consideration of the Commission setting out in detail the service he proposes to also render over the loop route granted to him in this Decision, and to submit a schedule showing his proposed rates, charges and rules and regulations for the transportation of freight between points which he will be authorized to serve on that route.

Before a Certificate issues to applicant Owen, it will be necessary for him to submit a time schedule of operation for the consideration of the Commission providing for service over his proposed Run No. 2, which can be maintained by him without violating the provisions of Section 5079-d8, Code of Iowa, 1935.

The balance of the authority applied for in each of these three cases is hereby denied.

Under date of April 30, 1936, the Board issued Certificate of Convenience and Necessity No. 604.

Filed January 7, 1935. Closed April 30, 1936.

No. H-2181—1936. Brady Transfer and Storage Company, doing business as Brady Freight Lines, Fort Dodge. Motor Carrier—Freight—Between Blairsburg and Waterloo. Hearing was originally set for July 16, 1935, at the Chamber of Commerce Auditorium, Fort Dodge, but at the request of applicant was changed to July 3, 1935, at the office of the Board, Des Moines, at which time the hearing was called and continued to July 16, 1935, at the Chamber of Commerce Auditorium, Fort Dodge. Hearing was held July 16, 1935, and continued to a time and place to be named later to allow for publication of notice of hearing in Butler County. Continued hearing was held at the office of the Board, Des Moines, August 13, 1935. Under date of January 6, 1936, the Board issued decision as follows:

Appearances:

For Applicant—Rex Fowler, Attorney, Des Moines, Iowa, and John H. Mitchell, Attorney, Fort Dodge, Iowa, by John H. Mitchell, Fort Dodge, Iowa.

For the Illinois Central Railroad Company, Objector—B. B. Burnquist, Attorney, Fort Dodge, Iowa, and W. S. Williams, Waterloo, Iowa.

For the Railway Express Agency, Inc., Objector—B. B. Burnquist, Attorney, Fort Dodge, Iowa, and P. V. Warne, Waterloo, Iowa.

For the C., R. I. & P. Ry. Co., Objector—J. G. Gamble, Attorney for Iowa, Des Moines, Iowa, by B. B. Burnquist, Attorney, Fort Dodge, Iowa.

For M. F. Schlick, Charles City, Iowa, Objector—Larson & Carr, Attorneys, Charles City, Iowa, by Erwin Larson.

For Clark's Freight Lines, Cedar Falls, Iowa, Objector—Ray R. Reed, Attorney, Waterloo, Iowa.

For the Traffic Bureau, Chamber of Commerce, Fort Dodge, Iowa—L. M. O'Leary, Mgr., Fort Dodge, Iowa.

For the Traffic Bureau, Chamber of Commerce, Des Moines, Iowa—C. C. Crouse, Mgr., Des Moines, Iowa.

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

For the Brotherhood of Locomotive Engineers, Objector—H. J. Reynolds, Local Chairman, Waterloo, Iowa.

For the Brotherhood of Locomotive Firemen and Enginemen, Objector—C. A. Dobbins, Local Chairman, Waterloo, Iowa.

For the Order of Railway Conductors, Objector—M. E. Brennan, Local Chairman, Waterloo, Iowa.

For the Brotherhood of Railroad Trainmen, Objector—H. E. Benham, Local Chairman, Waterloo, Iowa.

For the Brotherhood of Railroad Trainmen, Objector—A. R. Mead, Local Chairman, Waterloo, Iowa.

For the Order of Railroad Telegraphers, Objector—A. M. Garrick, Local Chairman, Waterloo, Iowa.

For the Brotherhood of Railroad Clerks, Objector—F. E. McCarthy, Local Chairman, Waterloo, Iowa.

For the Brotherhood of Maintenance of Way Employees, Objector—M. J. Burns, Local Chairman, Waterloo, Iowa.

For the Brotherhood of Machinists, Objector—also representing all Waterloo Shop Crafts and American Federation of Labor—Frank Schrader, Local Chairman, Waterloo, Iowa.

For the Train Dispatcher Association, Objector—C. G. Anderson, Local Chairman, Waterloo, Iowa.

For the Cedar Falls Chamber of Commerce, Objector—George Mitze, Cedar Falls, Iowa.

Application for a Certificate of Convenience and Necessity was filed on January 7, 1935, by Brady Transfer & Storage Company, Fort Dodge, Iowa, doing business as Brady Freight Lines, and amended on May 6, 1935. Said application was for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Blairsburg, Williams, Alden, Iowa Falls, Ackley, Austinville, Aplington, Parkersburg, Sinclair, New Hartford, Benson, Cedar Falls and Waterloo, in Hamilton, Hardin, Franklin, Grundy, Butler, and Black Hawk counties, Iowa, except:

1. Freight originating at Waterloo and destined to Cedar Falls or New Hartford, and
2. Freight originating at New Hartford or Cedar Falls and destined to Waterloo.

Hearing on the application was held at Des Moines, Iowa, on July 3, 1935, and continued to Fort Dodge, Iowa, on July 16, 1935, and because of certain defects in the notice as to Butler County a continued hearing on said application was held at the office of the Board in Des Moines, Iowa, August 13, 1935. However, all testimony was introduced at the Fort Dodge hearing.

Applicant now operates under certain Certificates of Convenience and Necessity over various routes within the state, serving among other points the following:

Between Des Moines, Ankeny, Huxley, Ames, Jewell, Blairsburg, Webster City, High View, Duncombe and Fort Dodge, except locally between Des Moines, Ames and points intermediate thereto.

Between Fort Dodge, Barnum, Manson, Pomeroy, Fonda, Newell, Sulphur Springs, Storm Lake, Truesdale, Rembrandt, Marathon, Laurens, Havelock, Rolfe, Gilmore City, Pioneer, Clare and Fort Dodge.

Storm Lake, Truesdale, Rembrandt, Sioux Rapids, Spencer, Fostoria, Milford, Arnolds Park, Okoboji, Spirit Lake, Superior, Estherville, Wallingford, Graettinger, Emmetsburg, Ruthven, Dickens, Spencer, Sioux Rapids, Rembrandt, Truesdale and Storm Lake.

Between Fort Dodge, Dakota City, Humboldt and Algona.

Storm Lake, Alta, Aurelia, Cherokee, Meriden, Cleghorn, Marcus, Remsen, Oyens, Le Mars, Merrill, Hinton, James and Sioux City.

Fort Dodge, Barnum, Manson, Pomeroy, Fonda, Newell, Sulphur Springs, Storm Lake, Alta, Aurelia, Cherokee, Meriden, Cleghorn, Remsen, Le Mars, Merrill, Hinton, James and Sioux City.

Provided that:

Freight shall not be transported locally between Fort Dodge, Manson and Pomeroy;

Freight shall not be transported locally between Le Mars, Sioux City and points intermediate thereto;

Freight originating at Sioux City and destined to Oyens, Remsen and Marcus shall not be transported.

At the hearing in Fort Dodge applicant amended the application by excepting the taking of intrastate freight from Des Moines, Ankeny, Huxley and Ames destined to Iowa Falls, Alden, Cedar Falls and Waterloo, and also excepting therefrom the taking of intrastate freight from Cedar Falls, Waterloo, Alden and Iowa Falls destined to Ames, Huxley, Ankeny and Des Moines. The applicant further amended the application by excepting the taking of intrastate freight out of Waterloo and Cedar Falls destined to Mason City or Charles City and all towns west of Mason City on U. S. Highway No. 18, and all towns on U. S. Highway No. 218 as far west as Algona, not excepting Algona which is a direct service on applicant's line; and also excepting all towns transferred out of Mason City northeast, northwest and south, which are direct transfers out of Mason City. After the filing of this amendment the objections of M. F. Schlick, doing business as Schlick Motor Freight Carrier, were withdrawn.

Applicant proposes to transport freight between all points on its proposed route and between those points and all points on its existing routes subject to the exceptions made in its application as amended. Applicant proposes to furnish pick-up and delivery service at each of the points on its proposed route and to operate through truck service daily except Sundays and holidays between Waterloo and Fort Dodge and points intermediate thereto on the following schedule:

Daily Except Sundays and Holidays

READ DOWN		READ UP	
7:00 P. M.	Lv. Waterloo	Ar.	11:30 A. M.
7:15 P. M.	Ar. Cedar Falls	Lv.	11:10 A. M.
7:30 P. M.	Lv. Cedar Falls	Ar.	11:00 A. M.
	Benson	Lv.	10:45 A. M.
	Benson	Ar.	10:45 A. M.
	New Hartford	Lv.	10:30 A. M.
	New Hartford	Ar.	10:30 A. M.
Through—	Sinclair	Lv.	10:10 A. M.
No Stops	Sinclair	Ar.	10:10 A. M.
Except	Parkersburg	Lv.	10:00 A. M.
By Flag	Parkersburg	Ar.	9:55 A. M.
	Aplington	Lv.	9:40 A. M.
	Aplington	Ar.	9:35 A. M.
	Austinville	Lv.	9:25 A. M.
	Austinville	Ar.	9:20 A. M.
	Ackley	Lv.	9:00 A. M.
	Ackley	Ar.	8:45 A. M.
9:30 P. M.	Ar. Iowa Falls	Lv.	8:25 A. M.
9:45 P. M.	Lv. Iowa Falls	Ar.	8:15 A. M.
	Alden	Lv.	8:00 A. M.
	Alden	Ar.	7:55 A. M.
	Williams	Lv.	7:35 A. M.
	Williams	Ar.	7:30 A. M.
Through—	Blairsburg	Lv.	7:20 A. M.
No Stops	Blairsburg	Ar.	7:15 A. M.
Except	Webster City	Lv.	6:50 A. M.
By Flag	Webster City	Ar.	6:40 A. M.
	High View	Lv.	6:30 A. M.
	High View	Ar.	6:30 A. M.
	Duncombe	Lv.	6:20 A. M.
	Duncombe	Ar.	6:20 A. M.
11:45 P. M.	Fort Dodge	Lv.	6:00 A. M.

Written objections to the granting of this application, as by law provided, were filed by the Illinois Central Railroad Company, Railway Express Agency, Inc., trustees of the Chicago, Rock Island & Pacific Railway Company, and Fort Dodge Steel and Foundry Company. How-

ever, no testimony was offered by objectors Fort Dodge Steel and Foundry Company and trustees of the Chicago, Rock Island & Pacific Railway Company.

At the hearing M. F. Schlick, doing business as Schlick Motor Freight Carrier, appeared as an objector but, as previously stated, because of the additional amendment made at the hearing by the applicant the objections of M. F. Schlick, doing business as Schlick Motor Freight Carrier, were withdrawn. Later this carrier supported the application.

A total of 75 witnesses testified at the public hearing which was held at Fort Dodge, Iowa, some for the applicant, while others for the objectors. A number of letters and petitions were filed by the applicant and objectors favoring and objecting to said application. Witnesses for applicant included the manager of the Traffic Bureau of the Fort Dodge Chamber of Commerce and the chairman of the Traffic Association of Waterloo. These witnesses represented a large number of wholesale houses and jobbers in Fort Dodge and Waterloo.

The record in this case shows that objector Illinois Central Railroad Company does not now maintain a station agent in the following towns:

Alden, Austinville, Benson and Sinclair,

and that at Benson express shipments are not even received or delivered; that the proposed motor carrier rates of applicant are from 10 to 20 per cent lower than the prevailing rail rates; that rail service to points on applicant's existing route in many instances has been delayed and that delivery varied from three to four days, whereas the proposed truck service will cut the delivery down to next-day delivery.

The manager of the Motor Freight Terminal at Des Moines testified that there has been a daily demand for truck service to Ackley, Aplington, Parkersburg and Williams by the shippers of Des Moines. The record shows that wholesalers and manufacturers of Waterloo and Fort Dodge desire and feel that they are entitled to one-line freight motor carrier service over the proposed route, and also to the points on applicant's existing routes. Representatives of these wholesalers and manufacturers testified that they have customers and dealers in the territory proposed to be served that are demanding one-line truck service as they feel it is superior to the delayed interline truck service, and also superior to rail service; that the proposed service would be a benefit to their companies and to their customers; that the proposed service will provide quicker service and less stringent packing requirements for many commodities; that one-line freight motor carrier service is preferable to two-line motor carrier service because it tends to eliminate delay in shipments, results in less handling and damage to shipments, lower rates or transportation charges and fixes more definitely the responsibility in case of loss or damage to shipments. The record further shows that the granting of this application will enable Iowa jobbers, manufacturers and wholesalers to hold their business in their trade territories which it took years and thousands of dollars to develop, and also to secure some of the business that had already been lost to them, as well as to the railroads, and diverted to out of state jobbers, manufacturers and wholesalers and carried into Iowa and this trade territory by interstate freight motor carriers and interstate contract carriers. The record further shows that the retail merchants carry small quantities of merchandise and demand quick transportation service for the maintenance and replenishment of their stock. The record also shows that some of the merchants make use of contract carriers, but in some instances would discontinue such contract service and make use of the service of the applicant.

This Commission in its decision of September 19, 1934, Docket No. H-1896, said:

"It was testified on behalf of some of the objectors that the wholesalers, jobbers and manufacturers of Des Moines, Fort Dodge and Sioux City desire the establishment of the proposed service

so that they may extend their respective trade territories, but representatives of those wholesalers, jobbers and manufacturers contend that they are demanding the establishment of the service proposed so that they will be in a better position to retain what business they have in this territory and to attempt to regain the business they have lost.

"The record in this case, as in other cases of this kind, shows that jobbing and distributing centers have no well defined trade territories and that the territories overlap to a considerable extent. There are many elements which enter into the establishment of what might be termed as a legitimate trade territory, such as the number and variety of commodities handled, selling prices, credit practices, transportation service, transportation costs and many others. On some kinds of commodities a trade territory is limited to between fifty and one hundred miles, whereas on others it extends for several hundred miles."

This Commission also, on December 9, 1935, in Docket No. H-2170, said:

"The Commission has not attempted to determine the extent of trade territories nor to limit the establishment of freight motor carrier service out of any jobbing center to such points as had one-line rail service from the jobbing center. The lack of one-line rail service from a jobbing center to certain points on a proposed freight motor carrier route has, however, been advanced by shippers as a reason why it was necessary to have the proposed freight motor carrier service."

After having carefully considered this application and all the objections, the testimony offered and the briefs submitted, the Commission is of the opinion and hereby finds that the establishment of the service proposed by the applicant, except for the transportation of:

(a) Freight originating at Waterloo or Cedar Falls and destined to Fort Dodge and freight originating at Fort Dodge and destined to Cedar Falls or Waterloo;

(b) Intrastate freight originating or interchanged at Des Moines, Ankeny, Huxley or Ames and destined to Alden, Iowa Falls, Cedar Falls or Waterloo, or for transfer to another carrier at any of those points;

(c) Intrastate freight originating or interchanged at Waterloo, Cedar Falls, Iowa Falls or Alden and destined to Ames, Huxley, Ankeny or Des Moines, or for transfer to another carrier at any of those points;

(d) Intrastate freight originating or interchanged at Waterloo, Cedar Falls or New Hartford and destined to another of those points, or for transfer to another carrier at any of those points;

(e) Local freight between Iowa Falls and Alden;

(f) Intrastate freight originating or interchanged at Waterloo or Cedar Falls and destined to any point on U. S. Highway No. 218 as far north and including Charles City or to any point intermediate to Charles City and Algona (not including Algona) on U. S. Highway No. 18 or for transfer to another carrier at any of those points;

(g) Intrastate freight originating or interchanged at any point intermediate to Algona (excepting Algona) and Charles City on U. S. Highway No. 18 or at Charles City or any point intermediate to Charles City and Cedar Falls on U. S. Highway No. 218 and destined to Cedar Falls or Waterloo or for transfer to another carrier at either of those points,

will promote the public convenience and necessity.

A Certificate of Convenience and Necessity will, therefore, issue to the applicant in accordance with this finding as soon as the necessary preliminary requirements of the law and the Commission's Rules and Regulations Governing the Operation of Motor Carriers have been complied with by the applicant.

Under date of January 28, 1936, the Board issued Certificate of Convenience and Necessity No. 598.

Filed January 7, 1935. Closed January 29, 1936.

No. H-2182—1936. Dave Redman, owner and operator Redman Transfer and Storage Company, Ottumwa. Motor Carrier—Freight—Between Davenport and Mount Pleasant. This case was heard jointly with Docket No. H-2171 at the office of the Scott County Auditor, Davenport, February 28, 1935. Under date of December 9, 1935, the Board issued a decision. (For Decision see Docket No. H-2171 this Report.) Under date of December 30, 1935, Certificate of Convenience and Necessity No. 595 was issued by the Board.

Filed January 10, 1935. Closed January 3, 1936.

No. H-2201—1936. Edward Meinhardt, doing business as Meinhardt Transfer, Memphis, Missouri. Motor Carrier—Revocation of Certificate No. 450. Under date of February 14, 1936, in Docket No. H-2447, this certificate was transferred to Hugh Meinhardt, doing business as Meinhardt Cartage Company, Memphis, Missouri.

Filed February 14, 1935. Closed January 17, 1936.

No. H-2202—1936. Iowa-Missouri Lines, Inc., Jefferson City, Missouri. Motor Carrier—Interstate Freight—Various Routes. Under date of February 14, 1936, in Docket No. H-2447, Certificate No. 450 was transferred to Hugh Meinhardt, doing business as Meinhardt Cartage Company, Memphis, Missouri, and this file being incomplete was dismissed.

Filed February 14, 1935. Closed January 17, 1936.

No. H-2210—1936. Ed Raab, Maquoketa. Motor Carrier—Freight—Between Maquoketa and Cedar Rapids. Hearing was held at the office of the Jackson County Auditor, Maquoketa, July 11, 1935. Under date of December 21, 1935, the Board issued the decision as follows:

Appearances at Hearing in Docket No. H-2210:

For Applicant—D. C. Nolan, Attorney, Iowa City, Iowa.

For White Line Motor Freight Co., Des Moines, Iowa, Objector—E. R. Dunley, Vice President, Des Moines, Iowa.

For M. J. Cass, Monticello, Iowa, and Iowa Freight Lines, Inc., Cedar Rapids, Iowa, Objectors—Popham, Toomey & Davis, Attorneys, Iowa City, Iowa, by Paul Toomey.

For Cedar Rapids and Iowa City Railway and Northwestern Light & Power Co., Cedar Rapids, Iowa, Objectors—A. R. Swem, Cedar Rapids, Iowa.

Appearances at Hearing in Docket No. H-2211:

For Applicant—Popham, Toomey & Davis, Attorneys, Iowa City, Iowa, by Paul Toomey.

For H. and W. Motor Express Co., Dubuque, Iowa, White Line Motor Freight Co., Des Moines, Iowa, and Ed Raab, Maquoketa, Iowa, Objectors—Messer & Nolan, Attorneys, Iowa City, Iowa, by D. C. Nolan.

For Cedar Rapids and Iowa City Railway and Northwestern Light & Power Co., Cedar Rapids, Iowa, Objectors—A. R. Swem, Cedar Rapids, Iowa.

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

For N. M. Waite, Oxford Junction, Iowa, Objector—James L. Cave, Attorney, Oxford Junction, Iowa.

For Dubuque Traffic Association, Dubuque, Iowa—S. G. Creswick, Commissioner, Dubuque, Iowa.

Appearances at Hearings in Docket No. H-2215:

For Applicant—D. C. Nolan, Attorney, Iowa City, Iowa.

For Dubuque Traffic Association, Dubuque, Iowa—S. G. Creswick, Commissioner, Dubuque, Iowa.

For White Line Motor Freight Co., Des Moines, Iowa, as an interested party—E. R. Dunley, Vice President, Des Moines, Iowa.

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

For Clinton, Davenport & Muscatine Railway Co., as an interested party—C. S. Clevenstine, Gen. Supt. and Traf. Mgr., Davenport, Iowa.

For Iowa Freight Lines, Inc., Cedar Rapids, Iowa, M. J. Cass, Monticello, Iowa, and N. M. Waite, Oxford Junction, Iowa, Objectors—Popham, Toomey & Davis, Attorneys, Iowa City, Iowa, by Paul Toomey.

The application of Ed Raab, Maquoketa, Iowa, Docket No. H-2210, was filed with the Commission on March 8, 1935, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Maquoketa, Nashville, Baldwin, Monmouth, Wyoming, Anamosa, Springville, Marion and Cedar Rapids, in Jackson, Jones and Linn Counties, Iowa, except (a) freight originating at Cedar Rapids, Marion, Springville, or Anamosa and destined to another of those points and (b) freight originating at Cedar Rapids and destined to Wyoming.

The application of M. J. Cass, Monticello, Iowa, Docket No. H-2211, was filed with the Commission on February 23, 1935, under the provisions of said Chapter 252-A1 and, as then filed, was for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Monticello, Scotch Grove, Center Junction, Onslow, Wyoming, Monmouth, Baldwin, Nashville, Maquoketa, Delmar, Charlotte, Goose Lake, Bryant and Clinton, in Jones, Jackson and Clinton Counties, Iowa.

The application of the H. and W. Motor Express Company, Dubuque, Iowa, a partnership composed of Urban J. Haas and Cyril H. Wissel, Dubuque, Iowa, Docket No. H-2215, was filed with the Commission on March 9, 1935, under the provisions of said Chapter 252-A1 and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between the junction of U. S. Highway No. 61 and Iowa Highway No. 136, Delmar, Charlotte, Goose Lake, Lyons and Clinton, in Clinton County, Iowa, except freight originating at Davenport or DeWitt and destined to Clinton and freight originating at Clinton and destined to DeWitt or Davenport.

For convenience in this Decision, the applicant in Docket No. H-2210 will be referred to herein as "Raab," the applicant in Docket No. H-2211 as "Cass," and the applicant in Docket No. H-2215 as "H. and W."

Written objections to the granting of the Raab application were filed by the Iowa Freight Lines, Inc., Cedar Rapids, Iowa, Illinois Central Railroad Company, White Line Motor Freight Company, Des Moines, and the Chicago and North Western Railway Company.

Written objections to the granting of the Cass application were filed by the Illinois Central Railroad Company, White Line Motor Freight Company, Des Moines, and the Chicago and North Western Railway Company.

Written objections to the granting of the H. and W. application were filed by the Iowa Freight Lines, Inc., Cedar Rapids, Iowa, Illinois Central Railroad Company, trustees of the Chicago, Rock Island and Pacific Railway Company, and the Chicago and North Western Railway Company.

The Commission named July 10, 1935, 10:00 o'clock a. m., at the office of the Jackson County Auditor, Maquoketa, Iowa, as time and place for public hearing on the Cass application, July 11, 1935, 9:30 a. m., at the office of the Dubuque County Auditor, Dubuque, Iowa,

and July 11, 1935, 1:30 p. m., at the office of the Jackson County Auditor, Maquoketa, Iowa, as times and places for public hearings on the H. and W. application, and July 11, 1935, 1:30 p. m., at the office of the Jackson County Auditor, Maquoketa, Iowa, as time and place for public hearing on the Raab application. Notices of these hearings were published as required by said Chapter 252-A1.

Public hearings were held on these applications at the times and places named by the Commission, a joint hearing being held on the Raab and H. and W. applications on the afternoon of July 11, 1935, at Maquoketa, and at the conclusion of these hearings, the cases were taken under advisement by the Commission. The appearances at these hearings are shown on the title pages of this Decision.

Applicant Cass amended his application at the hearing of July 10, 1935, by excepting the transportation of (a) freight originating at Dubuque and destined to Maquoketa or originating at Maquoketa and destined to Dubuque; (b) freight originating at Clinton and destined to Cedar Rapids or originating at Cedar Rapids and destined to Clinton; (c) freight originating at Cedar Rapids and destined to Onslow or Wyoming or originating at Onslow or Wyoming and destined to Cedar Rapids, and (d) freight originating at Cedar Rapids and destined to Davenport or originating at Davenport and destined to Cedar Rapids through any connecting line at any point along the proposed route.

After applicant Cass amended his application as set out in exception (d) of the preceding paragraph, the White Line Motor Freight Company withdrew its objection to the granting of that application.

Applicant Cass is operating as a motor carrier of freight between Dubuque, Cascade, Monticello, Langworthy, Anamosa, Springville, Marion and Cedar Rapids, except for the transportation of local freight between Springville and Cedar Rapids and points intermediate thereto and between Manchester, Ryan, Coggon, Central City, Alburnett and Cedar Rapids. The certificate authorizing this carrier to operate between Manchester and Cedar Rapids provides that he shall not transport freight originating at or destined to Marion.

The H. and W. is operating as a motor carrier of freight between Dubuque, Key West, Buncombe, Zwingle, Otter Creek, Fulton, Hurstville, Maquoketa, Welton, DeWitt, Mt. Joy, Davenport and the east line of the state of Iowa, via U. S. Highway No. 61 except for the transportation of local freight between Dubuque and Maquoketa and points intermediate thereto and between Dubuque, Julian, Centralia, Peosta, Epworth, Farley, Dyersville, Earlville, Delaware, Manchester, Masonville, Winthrop, Doris, Independence, Jesup, Raymond, Waterloo and Cedar Falls except for the transportation of local freight between Independence and Cedar Falls and points intermediate thereto.

Applicant Raab has not operated any freight motor carrier lines but the record shows that he has been engaged in the local drayage and general trucking business for approximately 30 years and has been performing pick-up and delivery service at Maquoketa for the H. and W. for about three years.

Applicant Raab proposes to transport freight between all points on his proposed route, subject to the exceptions made in his application, and applicants Cass and H. and W. propose to transport freight between all points on their proposed routes and between those points and all points on their existing routes, subject to the exceptions made in their applications.

These applicants propose to furnish pick-up and delivery service at each of the points proposed to be served by them.

Applicant Raab proposes to operate daily, except Sundays and holidays, over his proposed route on the following schedule:

READ DOWN

6:00	A. M.	Lv. Maquoketa	Ar.	4:10	P. M.
6:15	A. M.	Ar. Nashville	Ar.	3:50	P. M.
6:25	A. M.	Ar. Baldwin	Ar.	3:45	P. M.
6:30	A. M.	Ar. Monmouth	Ar.	3:40	P. M.
6:45	A. M.	Ar. Wyoming	Ar.	3:30	P. M.
7:30	A. M.	Ar. Anamosa	Ar.	3:00	P. M.
7:55	A. M.	Ar. Springville	Ar.	2:30	P. M.
8:20	A. M.	Ar. Marion	Ar.	2:15	P. M.
8:30	A. M.	Ar. Cedar Rapids	Lv.	2:00	P. M.

READ UP

Applicant Cass proposes to operate daily, except Sundays and holidays, over his existing and proposed routes on the following schedule:

READ DOWN

	P. M.	P. M.			A. M.	A. M.
3:00		4:00	Lv. Dubuque	Ar.	8:00	10:30
4:00			Lv. Fillmore	Ar.		9:30
5:00			Lv. Cascade	Ar.		8:30
5:30			Ar. Monticello	Lv.	6:30	8:00

READ UP

A. M.	P. M.			A. M.	P. M.
8:00	6:30	Lv. Monticello	Ar.		5:30
8:15		Lv. Langworthy	Ar.		5:15
8:30		Lv. Anamosa	Ar.		5:00
9:30		Lv. Springville	Ar.		4:00
10:15		Lv. Marion	Ar.		3:15
10:30	8:00	Ar. Cedar Rapids	Lv.	5:00	3:00

	P. M.			A. M.
3:00		Lv. Cedar Rapids	Ar.	10:30
3:15		Lv. Marion	Ar.	10:15
3:30		Lv. Alburnett	Ar.	10:00
4:00		Lv. Central City	Ar.	9:30
4:30		Lv. Coggon	Ar.	9:00
5:00		Lv. Ryan	Ar.	8:30
5:30		Ar. Manchester	Lv.	8:00

A. M.				P. M.
8:00		Lv. Monticello	Ar.	5:30
8:10		Lv. Scotch Grove	Ar.	5:20
8:25		Lv. Center Junction	Ar.	5:05
8:35		Lv. Onslow	Ar.	4:55
8:50		Lv. Wyoming	Ar.	4:40
9:05		Lv. Monmouth	Ar.	4:25
9:15		Lv. Baldwin	Ar.	4:15
9:30		Lv. Nashville	Ar.	4:00
10:00		Lv. Maquoketa	Ar.	3:30
10:20		Lv. Delmar	Ar.	3:10
10:40		Lv. Charlotte	Ar.	2:50
11:00		Lv. Goose Lake	Ar.	2:30
11:10		Lv. Bryant	Ar.	2:20
11:30		Ar. Clinton	Lv.	2:00

Applicant H. and W. proposes to operate daily, except Sundays and holidays, over their existing and proposed routes on the following schedule:

READ DOWN

A. M.	P. M.			P. M.
3:30	12:00	Lv. Dubuque	Ar.	5:00
				12:00
				Midnight
	12:15	Lv. Julian	Ar.	4:45

READ UP

	12:30	Lv. Peosta	Ar.	4:30	
	12:50	Lv. Epworth	Ar.	4:10	
	1:10	Lv. Farley	Ar.	3:50	
	1:25	Lv. Dyersville	Ar.	3:35	
	1:50	Lv. Earlville	Ar.	3:10	
	2:05	Lv. Delaware	Ar.	2:45	
	2:20	Lv. Manchester	Ar.	2:30	
	2:45	Lv. Masonville	Ar.	2:05	
	3:10	Lv. Winthrop	Ar.	1:40	
	3:35	Lv. Doris	Ar.	1:15	
6:00	4:00	Lv. Independence	Ar.		
6:30	4:15	Lv. Jesup			
	4:35	Lv. Raymond			
					P. M.
7:00	5:00	Ar. Waterloo	Lv.	12:00	8:00
				A. M.	
8:00	6:00	Ar. Cedar Falls	Lv.	11:00	7:00
					P. M.
	A. M.				
	4:00	Lv. Dubuque	Ar.	6:45	
		Lv. Key West	Ar.	6:25	
		Lv. Buncombe	Ar.	6:10	
		Lv. Zwingle	Ar.	5:50	
		Lv. Otter Creek	Ar.	5:35	
		Lv. Fulton	Ar.	5:15	
		Lv. Hurstville	Ar.	4:55	
	5:00	Lv. Maquoketa	Ar.	4:45	
	5:30	Lv. Welton	Ar.	3:20	
	6:00	Lv. DeWitt	Ar.	3:00	
	6:30	Lv. Mt. Joy	Ar.	2:20	
	7:00	Ar. Davenport	Lv.	2:00	
					P. M.
	A. M.				
	7:00	Lv. Maquoketa	Ar.	4:30	
	7:20	Ar. Delmar	Ar.	4:15	
	7:40	Ar. Charlotte	Ar.	4:00	
	7:55	Ar. Goose Lake	Ar.	3:50	
	8:30	Ar. Lyons	Ar.	3:15	
	8:45	Ar. Clinton	Lv.	3:00	

A total of 16 witnesses testified on behalf of applicant Cass at the hearing of July 10, 1935. These witnesses were the applicant, a representative of applicant, representatives of four wholesalers and manufacturers of Clinton, the manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce, two business men of Monticello, three business men of Maquoketa, one business man of Cascade, and one retail merchant from each of the points Goose Lake, Delmar and Anamosa. This applicant also submitted petitions favoring the granting of his application which were signed by 83 business men of Clinton, Onslow, Center Junction, Monticello, Cascade and Anamosa.

A total of 24 witnesses testified at the hearing of July 11, 1935, at Dubuque, in favor of the granting of the H. and W. application. These witnesses were a representative of applicant, the commissioner of the Dubuque Traffic Association, a representative of another truck line, and 21 wholesalers, manufacturers and jobbers of Dubuque.

A total of 39 witnesses testified on behalf of applicants Raab and H. and W. at the joint hearing which was held on those applications at Maquoketa on July 11, 1935. These witnesses included applicant Raab, a member of the H. and W. partnership, the manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce, a representative of a manufacturer of Clinton, one retail merchant of Ana-

mosa, three retail merchants of Baldwin, a representative of the White Line Motor Freight Company of Des Moines, and 30 retail merchants and other business men of Maquoketa. Applicant Raab submitted letters favoring the granting of his application which were signed by 69 business men of Maquoketa. Applicant H. and W. submitted letters favoring the granting of their application which were signed by 47 wholesalers, manufacturers and retail merchants of Dubuque, Delmar, Charlotte, Bryant, Clinton and Maquoketa and a letter signed by the officers of the Waterloo Traffic Association.

Four witnesses testified at the joint hearing on the Raab and H. and W. applications on behalf of the freight motor carriers who are objecting to the granting of those applications.

The Iowa Freight Lines, Inc., of Cedar Rapids, is operating as a motor carrier of freight between Cedar Rapids and Clinton, via DeWitt and certain other points, and between Cedar Rapids and Ottumwa and Oskaloosa and certain points intermediate thereto.

The Northwestern Light and Power Company of Cedar Rapids is operating as a motor carrier of freight between Cedar Rapids and Iowa City and certain points intermediate thereto. This company also holds a certificate authorizing freight motor carrier service between Cedar Rapids, Mt. Vernon and Lisbon and has leased the rights under that certificate to the Iowa Freight Lines, Inc.

The Cedar Rapids and Iowa City Railway is operating an electric interurban railroad between Cedar Rapids and Iowa City.

N. M. Waite of Oxford Junction is operating as a motor carrier of freight originating at Cedar Rapids and destined to Wyoming, Onslow, Monmouth or Oxford Junction; between Oxford Junction and Lost Nation, and between Lost Nation and Davenport and certain points intermediate thereto with certain exceptions. On May 10, 1935, this carrier filed an application with the Commission, Docket No. H-2250, for authority to operate as a motor carrier of freight in both directions over each of his existing routes, including the right to transport freight between Davenport and Cedar Rapids. This carrier also proposes to discontinue serving the town of Monmouth. Hearing on this application was held at Maquoketa on July 9, 1935.

Lynn Roddy of Dubuque is operating as a motor carrier of freight between Dubuque and Maquoketa and serving the intermediate points of Key West, Zwingle, Otter Creek, Fulton and Hurstville.

The Clinton, Davenport and Muscatine Railway Company is operating an electric interurban railroad and as a motor carrier of passengers and a limited amount of freight between Davenport and Muscatine and between Davenport and Clinton, and as a motor carrier of freight between Davenport and Muscatine.

The White Line Motor Freight Company of Des Moines is operating as a motor carrier of freight over several routes in the state of Iowa, one of which is between Davenport and Cedar Rapids, via Iowa City.

The Railway Express Agency, Inc., is operating as a motor carrier of freight between Maquoketa and Delmar.

L. B. Stanley of Springville is operating as a motor carrier of freight between Cedar Rapids and Springville and certain other points.

Most of the points on the proposed routes of these applicants, namely, Clinton, Lyons, Bryant, Goose Lake, Charlotte, Delmar, Maquoketa, Nashville, Baldwin, Monmouth, Onslow, Center Junction and Anamosa, are on the Clinton-Anamosa line of the Chicago and North Western Railway Company, objector in each of these cases. This carrier operates a mixed train out of Clinton on Tuesdays, Thursdays and Saturdays at 8:00 a. m., which is scheduled to arrive Anamosa at 1:45 p. m., and a mixed train out of Anamosa on Mondays, Wednesdays and Fridays at 1:00 p. m., which is scheduled to arrive Clinton at 6:15 p. m.

The Commission devoted two days to hearing these applications and 83 witnesses testified at these hearings. While certain railroad companies filed written objections to the granting of these applications

and some of those railroad companies were represented at the hearings, they offered practically no resistance to the granting of the applications. Practically all of the objections made at the hearings to the granting of these applications were by freight motor carriers now operating in this territory and by one applicant against another.

In deciding these cases, the Commission must first determine whether the establishment of the service proposed by these applicants or any part thereof will promote the public convenience and necessity. While applicant Cass proposes to serve certain points which are not proposed to be served by either Raab or the H. and W., it was not contended by anyone that there is a necessity for the establishment of all of the lines proposed by these applicants. After considering these applications and the objections thereto, the Commission is of the opinion that there is a necessity for a part of the service proposed by these applicants, and, being of that opinion, it must determine what part of the service is necessary and would be for the best interests of the public.

The manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce, who appeared at the hearing on the Cass application on behalf of the jobbing interests of Cedar Rapids, testified among other things, that his organization was largely responsible for the filing of that application because of the curtailed railroad service; that his organization is mainly interested in through truck service from Cedar Rapids to Maquoketa but is also interested in better service to a number of towns both east and west of Maquoketa; that the tri-weekly service furnished on the Clinton-Anamosa line of the Chicago and North Western Railway Company is not satisfactory to their customers; that Maquoketa is the best town in the area between Dubuque, Clinton, Davenport and Cedar Rapids, and has always been a good Cedar Rapids town; that the jobbers of Cedar Rapids have lost considerable trade in Maquoketa during the last two years largely because of the direct truck service to that point from Dubuque and Davenport; that it is necessary for Cedar Rapids to have direct truck service to Maquoketa if they are to retain their present business or regain the business which they have lost; that his organization is favoring the granting of the Cass route between Maquoketa and Clinton in preference to that of the H. and W.; that the granting of the Cass application would give Cedar Rapids direct line service to the points intermediate to Maquoketa and Clinton but would also give that service to Clinton and Dubuque; that his organization felt that it would be unfair to Cedar Rapids to grant the H. and W. application because Dubuque, Davenport and Clinton would then have direct truck service to the points intermediate to Maquoketa and Clinton and the Cedar Rapids jobbers would be shut out of that territory; that Cedar Rapids has some lines of merchandise which are not found at Dubuque, Clinton or Davenport and their competition in those lines at the points intermediate to Maquoketa and Clinton is largely with Chicago; that the situation at Maquoketa is a little bit complicated because a number of their customers at that point have expressed themselves as favorable to applicant Raab; that Cedar Rapids, of course, wants service and it is difficult for them to say that the Commission should grant one application and deny the other, but there are other towns proposed to be served by Cass which makes it a little bit easier for him to reach Maquoketa; that he did not know whether it would be good policy to divide the business between the two applicants or whether it should be granted to one, exclusively; that Maquoketa is a very important point for Cedar Rapids and they are asking in all sincerity that through service be granted from Cedar Rapids to Maquoketa; that he does not know much about Raab's operation except that he was recommended very highly by Maquoketa people; that single line truck service is important in that joint truck service virtually blocks them out of the territory; that the jobbers of Cedar Rapids want to please their customers and if the merchants of Maquoketa desire local men to have the service or authority

and express a preference between the applicants, the jobbers of Cedar Rapids would bow to their wishes in the matter.

The record shows that several of the witnesses who testified at the hearing of July 10, 1935, on behalf of applicant Cass attended that hearing in response to subpoenas which were issued by the Commission at the request of the applicant and that some of those witnesses testified that they would not have attended the hearing if they had not been subpoenaed. The testimony of some of those witnesses was offered by applicant Cass simply from the standpoint of convenience and necessity and not for the purpose of showing any preference for the service proposed by applicant Cass. Three of those witnesses also appeared at the joint hearing of July 11, 1935, and testified in favor of the establishment of the service proposed by applicants Raab and H. and W.

One of the witnesses from Clinton, who testified at the hearing on the Cass application, stated that he was primarily interested in a truck line to secure direct truck service beyond Maquoketa to Minneapolis and St. Paul and points in that direction. Another witness from Clinton testified at the Cass hearing that his company was not interested in the service proposed by Cass for the reason that it delivered most of its own merchandise and also used rail service.

Two of the witnesses from Clinton, two from Monticello, and one from Cascade testified in favor of the granting of the Cass application because that applicant would provide them with direct line service without a transfer.

The witness from Goose Lake testified that he was the only merchant in that town and that under present conditions, the service proposed by applicant Cass would be of no benefit to him for the reason that his merchandise is delivered to him by jobber-owned trucks and by the railroad.

The commissioner of the Dubuque Traffic Association, who appeared at the hearing of July 11, 1935, at Dubuque, on the H. and W. application, testified among other things that that application was approved by the shipper members of that association in preference to the Cass application, but that this was no reflection on Cass or his existing service out of Dubuque, as his service was very satisfactory; that Cass proposes to leave Dubuque at 3:00 p. m., which, in a majority of cases, would make it necessary to have shipments ready before noon; that shipments from Dubuque to points on Cass' proposed route would lay overnight at Monticello and go forward to destinations the next day; that the H. and W. proposes to leave Dubuque early in the morning and to reach destinations on their proposed route about the same time as Cass would arrive at those points; that the service out of Dubuque as proposed by the H. and W. would allow Dubuque shippers several hours additional pick-up during the day, as compared to the service proposed by Cass; that the H. and W. would furnish pick-up service at Dubuque during the evening and at night, which is quite frequently necessary; that the H. and W. proposes direct service from Dubuque to the points on their proposed route whereas Cass would have an overnight layover at Monticello; that the distance from Dubuque to the points proposed to be served by the H. and W. is about fifty per cent less via the H. and W. than via the Cass route; that Cedar Rapids has direct line truck service to Clinton whereas Dubuque has only a two-line service to that point; that the H. and W. has been giving excellent service; that Dubuque is interested in the H. and W. application to a certain extent because they are a Dubuque concern; that Dubuque prefers to have the service proposed by the H. and W. in that the proposed time of departure from Dubuque would be more advantageous to the shippers of Dubuque and that the Dubuque shippers were favorable to the granting of the Raab application.

Representatives of 21 wholesalers, jobbers and manufacturers of Dubuque also testified at the Dubuque hearing on the H. and W. applica-

tion as to why there is a need for the service proposed by that applicant. While a number of those witnesses testified that they were using Cass' existing service and that he was a reliable operator, they expressed a very decided preference for the service proposed by the H. and W. The fact that the H. and W. proposes direct service to points east of Maquoketa as far as Clinton and their proposal to leave Dubuque early in the morning was particularly attractive to those witnesses. These witnesses testified that the proposal of the H. and W. to pick up freight at Dubuque during the regular business hours and also at night for transportation out of Dubuque on the truck leaving at 4:00 a. m. would be much more advantageous to them than Cass' proposed afternoon departure and would permit them to prepare orders for shipment in the regular course of business instead of giving the shipments the special attention that would be necessary to get them ready for an afternoon departure. Some of those witnesses testified that it was quite frequently necessary for their employees to work overtime in order to fill rush or emergency orders and that the proposed departure time of the H. and W. would enable them to get next morning delivery on such orders. These witnesses also testified that they preferred the H. and W. out of loyalty to a Dubuque concern and because of the opportunity it would give to be in direct touch with the operator at all times.

The manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce also appeared at the joint hearing of July 11, 1935, on the H. and W. and Raab applications and testified, among other things, that the jobbers and shippers of Cedar Rapids were very much in need of through daily truck service to Maquoketa and to that extent they favored the Raab application; that Maquoketa is the key point on the proposed routes of Cass and Raab from the standpoint of the amount of business so far as Cedar Rapids is concerned; that the jobbers of Cedar Rapids observe the preference of their customers in routing their shipments; that if it is the desire of the business interests of Maquoketa that the Raab application be granted, then it is satisfactory with his organization and they want to go along with that expression; that the service proposed by Raab would promote the public convenience and necessity and give the Cedar Rapids jobbers an outlet to Maquoketa, and that if it is the desire of the Maquoketa people that the Raab application be granted, then he endorsed that application above some other proposed service.

A representative of the Maquoketa Chamber of Commerce and 29 other business men of Maquoketa testified at the joint hearing of July 11, 1935, on the Raab and H. and W. applications and in favor of the granting of the Raab application. These witnesses testified that they preferred the granting of the Raab application to the Cass application for the reason that they were well acquainted with Raab and his past operations and knew him to be reliable and qualified to furnish the proposed service; that they were not acquainted with applicant Cass or his past operations and preferred applicant Raab because of their past satisfactory experience in dealing with him, and that they preferred the direct same day service from Cedar Rapids to Maquoketa as proposed by Raab to the overnight service proposed by Cass. Practically all of these witnesses from Maquoketa also testified in favor of the granting of the H. and W. application in preference to the Cass application. These witnesses expressed a preference for the granting of the H. and W. application because of their past satisfactory dealings with that operator and because they were not acquainted with applicant Cass or his operations. Maquoketa now has direct truck service from Davenport and Dubuque and if the Raab and H. and W. applications were granted, it would also have direct truck service from Clinton and Cedar Rapids.

With reference to the through truck service now furnished by applicant Cass between Dubuque and points Anamosa to Cedar Rapids, inclusive; by the Iowa Freight Lines, Inc., between Cedar Rapids and

Clinton, and by the White Line Motor Freight Company between Cedar Rapids and Davenport, applicants Raab and H. and W. testified that while they do not propose as connecting carriers to solicit freight between those points, they felt that they should be permitted to transport such freight if requested to do so by any shipper. These two applicants did not, however, make any showing of necessity for such competitive service and the testimony of several witnesses was to the effect that the existing service between those points is adequate and that there is no need for the proposed competitive service.

The Commission is convinced from the record and from its past experience with applicants Cass and H. and W. that each of these three applicants is well qualified to furnish the service proposed.

After carefully considering the proposals of these three applicants and the needs and desires of the shippers and receivers of freight in the territory proposed to be served, the Commission is of the opinion and hereby finds:

1. That the establishment of the service proposed by applicant Raab, except for the transportation of Iowa intrastate freight originating or interchanged at:

(a) Cedar Rapids, Marion, Springville, Anamosa or Wyoming and destined to another of those points or for transfer to another carrier at any of those points;

(b) Cedar Rapids and destined to DeWitt, Clinton or Davenport or for transfer to another carrier at any of those points;

(c) Clinton, DeWitt or Davenport and destined to Cedar Rapids or for transfer to another carrier at that point;

(d) Dubuque and destined to Anamosa, Springville, Marion or Cedar Rapids or for transfer to another carrier at any of those points, and

(e) Cedar Rapids, Marion, Springville or Anamosa and destined to Dubuque or for transfer to another carrier at that point, will promote the public convenience and necessity, and

2. That the establishment of the service proposed by the H. and W., except for the transportation of:

(a) Freight originating at Davenport and destined to Clinton;

(b) Freight originating at Clinton and destined to Davenport;

(c) Iowa intrastate freight originating or interchanged at Cedar Rapids or DeWitt and destined to Clinton or for transfer to another carrier at that point, and

(d) Iowa intrastate freight originating or interchanged at Clinton and destined to DeWitt or Cedar Rapids or for transfer to another carrier at either of those points,

will promote the public convenience and necessity.

A certificate of convenience and necessity will, therefore, issue to each of the applicants Raab and H. and W. in accordance with the finding made in this Decision as soon as they have complied with the necessary preliminary requirements of the law and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

In view of the finding made in the Raab and H. and W. cases and inasmuch as the Commission is of the opinion that there is no necessity for the establishment of the service proposed by all three of these applicants, the Cass application is hereby denied.

Under date of January 8, 1936, the Board issued Certificate of Convenience and Necessity No. 597.

Filed March 8, 1935. Closed January 8, 1936.

No. H-2211—1936. M. J. Cass, Monticello. Motor Carrier—Freight—Application for extension of route between Monticello and Clinton. Hearing was held at the office of the Jackson County Auditor, Maquoketa, July 10, 1935. Under date of December 21, 1935, the Board issued decision in this case. (For Decision see Docket No. H-2210 this Report.)

Filed February 23, 1935. Closed December 21, 1935.

No. H-2215—1936. H. & W. Motor Express Company, Dubuque. Motor Carrier—Freight—Between intersection of U. S. Highway No. 61 and Iowa Highway No. 136 in Clinton County and Clinton. Hearing was held at the office of the Dubuque County Auditor, Dubuque, and at the office of the Jackson County Auditor, Maquoketa, on July 11, 1935. Under date of December 21, 1935, the Board issued the Decision. (For Decision, see Docket No. H-2210 of this Report.) On January 7, 1936, the Board issued Certificate of Convenience and Necessity No. 596.

Filed March 9, 1935. Closed January 7, 1936.

No. H-2220—1936. N. W. Waite, Oxford Junction. Motor Carrier—Freight—Petition to amend Certificate No. 556 by cancelling provision that interline freight shall not be transported. In view of decision in Docket No. H-2250, this case is closed. (For Decision see Docket No. H-2250 this Report.)

Filed March 14, 1935. Closed January 16, 1936.

No. H-2231—1936. George Sigel, Duluth, Minnesota. Motor Carrier—Interstate Freight—Between the east line of the state at Clinton and the north line of the state at the north line of Mitchell County. This application was not completed and, therefore, this case is closed.

Filed April 1, 1935. Closed December 26, 1935.

No. H-2245—1936. Dave Redman, owner and operator Redman Transfer Company, Ottumwa. Common Motor Freight Terminal at Ottumwa. Hearing was held at the office of the Monroe County Auditor, Albia, October 8, 1935. Under date of January 7, 1936, the Board issued a decision as follows:

Appearances:

For the Applicant—R. E. White, Attorney, Ottumwa, Iowa.

For J. A. Dennis, Knoxville, Iowa, Objector—Rex H. Fowler, Attorney, Des Moines, Iowa.

On May 2, 1935, Dave Redman, owner and operator Redman Transfer Company, Ottumwa, Iowa, filed application with this Commission under the Commission's Rules and Regulations Governing the Operation of Motor Freight Terminals for a Certificate of Compliance to operate a common motor freight terminal at Ottumwa, Iowa.

Applicant proposed to operate the motor freight terminal in accordance with the Rules and Regulations Governing the Operation of Motor Freight Terminals and to serve the terminal needs of the public and the carriers at Ottumwa with such reasonable and fair practices as would benefit both.

On August 21, 1935, the Commission named Tuesday, October 8, 1935, ten o'clock a. m., at the office of the Monroe County Auditor, Albia, Iowa, as time and place for public hearing on this application. Notice of the hearing was given by the Commission to all it deemed would be interested in the application.

Objections to the granting of the application were made at the hearing on behalf of J. A. Dennis, Knoxville, Iowa, and subsequently, written objections on his behalf were filed with the Commission and copy furnished to the attorney for the applicant.

Hearing on this application, October 8, 1935, was held jointly on that date with that held for applications of this applicant in Dockets Nos. H-2277 and H-2315 and testimony and evidence given, insofar as applicable, were made a part of the record in this case.

Those who testified on behalf of the applicant and in favor of the establishment of a common motor freight terminal at Ottumwa, Iowa, expressed the opinion, among others, that the establishment of such a terminal at the point named would greatly facilitate the handling of freight, eliminate the traffic problem now experienced with the

operation of the many trucks directly to a suitable concentration point for the pick-up and delivery of freight, and provide a certain needed protection to the shippers and motor freight carriers, possible in connection with a well regulated and efficiently operated terminal. These witnesses also testified to the ability of the applicant to properly operate the freight terminal and were of the opinion that the proposed terminal was so located and of such size as to adequately accommodate the community and the motor carriers availing themselves of its service.

J. A. Dennis, objector, is a competitor of the applicant in the transportation of freight by motor vehicle, among other points, between Ottumwa and Des Moines. This objector alleges that the granting of the application would subject him to unfair competition in the matter of receiving freight at Ottumwa destined to points served by both the applicant and his motor freight line, that the operation of any motor freight terminal by a certificated motor carrier leads to unfair competition, that there are now established and operating at Ottumwa a sufficient number of private terminals adequately serving the public need and that the location of the proposed terminal and its construction and dockage space are unsuitable for a public terminal.

The advisability of granting a Certificate of Compliance to operate a public terminal to a certificated carrier is a matter which has been heretofore carefully considered by this Commission. However, the Commission is of the opinion that its adopted Rules and Regulations Governing the Operation of Motor Freight Terminals and its power to revoke the authority granted upon proven evidence of any unfair practices of the terminal operator are sufficient to reasonably safeguard the best interests of the shippers and of the motor freight carriers. The two public services, the operation of terminals and motor transportation, are so closely related and connected and are so often, together, a necessary part of one person's or one agency's transportation service that to adopt a hard and fast rule eliminating all in the motor transportation service from operating public terminals might result, in many cases, in the confiscation of property and to a less efficient public service.

After careful consideration of the testimony and evidence presented in favor of and in opposition to the granting of this application, the Commission is of the opinion that a reasonable showing has been made for the establishment of the common motor freight terminal proposed by the applicant in this case and directs that a Certificate of Compliance, authorizing the operation of such terminal be issued to the applicant as soon as he has complied with the preliminary requirements of the Rules and Regulations Governing the Operation of Motor Freight Terminals.

Under date of March 2, 1936, the Board issued Certificate of Compliance No. 9.

Filed May 2, 1935. Closed March 2, 1936.

No. H-2250. N. M. Waite, Oxford Junction. Motor Carrier—Freight—Between Cedar Rapids and Davenport. This application was heard at the office of the Jackson County Auditor, Maquoketa, Iowa, on July 9, 1935, and under date of January 16, 1936, Decision was issued granting the application, with exceptions, as follows:

Appearances:

For Applicant—James L. Cave, Attorney, Oxford Junction, Iowa; Paul Toomey, Attorney, Iowa City, Iowa.

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

For White Line Motor Freight Co., Des Moines, Iowa, Objector—Messer & Nolan, Attorneys, Iowa City, Iowa, by D. C. Nolan.

For Cedar Rapids & Iowa City Railway and Northwestern Light & Power Co., Cedar Rapids, Iowa—A. R. Swem, Cedar Rapids, Iowa.

This application was filed with the Commission by N. M. Waite, Oxford Junction, Iowa, on May 10, 1935, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between the following named points:

Route 1—Cedar Rapids, Marion, Springville, Anamosa, Onslow, Wyoming, and Oxford Junction, in Linn and Jones counties, Iowa, except for the transportation of local freight between Cedar Rapids and Anamosa and points intermediate thereto;

Route 2—Oxford Junction, Lost Nation, Toronto, Massillon, Lowden, Wheatland, Big Rock, Dixon, Plain View, Maysville and Davenport, in Jones, Clinton, Cedar and Scott counties, Iowa, except for the transportation of local freight between Davenport and Plain View and points intermediate thereto.

The Commission named July 9, 1935, ten o'clock a. m., at the office of the Jackson County Auditor, Maquoketa, Iowa, as time and place for public hearing on this application and notice of that hearing was published as required by said Chapter 252-A1.

Written objections to the granting of this application were filed by the Illinois Central Railroad Company, White Line Motor Freight Company, Des Moines, Iowa, trustees of the Chicago, Rock Island and Pacific Railway Company, Chicago and North Western Railway Company, Cedar Rapids and Iowa City Railway, and Northwestern Light and Power Company of Cedar Rapids.

Public hearing was held on this application at the time and place named by the Commission and at the conclusion of the hearing, the case was taken under advisement by the Commission. The appearances at this hearing are shown on the title page of this Decision.

A Brief and Argument on behalf of applicant was filed with the Commission on August 7, 1935.

Applicant proposes to furnish pick-up and delivery service at each of the points on his proposed routes.

Applicant proposes to operate daily, except Sundays and holidays, over his proposed routes on the following schedule:

ROUTE NO. 1			
READ DOWN		READ UP	
2:00 P. M.	Lv. Cedar Rapids	Ar.	9:25 A. M.
*	Lv. Marion	Lv.	*
2:35 P. M.	Lv. Springville	Lv.	8:45 A. M.
2:55 P. M.	Lv. Anamosa	Lv.	8:30 A. M.
3:50 P. M.	Lv. Onslow	Lv.	7:35 A. M.
4:00 P. M.	Lv. Wyoming	Lv.	7:25 A. M.
4:25 P. M.	Ar. Oxford Junction	Lv.	7:00 A. M.

ROUTE NO. 2			
7:00 A. M.	Lv. Oxford Junction	Ar.	5:00 P. M.
7:25 A. M.	Lv. Lost Nation	Lv.	4:44 P. M.
7:40 A. M.	Lv. Toronto	Lv.	4:25 P. M.
7:55 A. M.	Lv. Massillon	Lv.	4:15 P. M.
8:05 A. M.	Lv. Lowden	Lv.	4:05 P. M.
8:15 A. M.	Lv. Wheatland	Lv.	3:55 P. M.
8:25 A. M.	Lv. Big Rock	Lv.	3:45 P. M.
8:30 A. M.	Lv. Dixon	Lv.	3:40 P. M.
8:45 A. M.	Lv. Plain View	Lv.	**2:25 P. M.
9:00 A. M.	Lv. Maysville	Lv.	**2:15 P. M.
9:45 A. M.	Ar. Davenport	Lv.	2:30 P. M.

*Leaving time not shown in applicant's schedule.

**Evidently should be leaving Maysville at 3:15 p. m. and leaving Plain View at 3:25 p. m.

Twenty-nine witnesses testified at the hearing of July 9, 1935, on behalf of applicant. These witnesses were the applicant, the commissioner of the Traffic Bureau of the Davenport Chamber of Commerce, the manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce, eight retail merchants and business men of Wyoming, seven retail merchants and business men of Oxford Junction, four retail merchants and business men of Lost Nation, one manufacturer and two retail merchants of Anamosa, one manufacturer of Davenport, one retail merchant of Maysville, one retail merchant of Toronto and a traffic representative of the Iowa Freight Lines, Inc. Letters favoring the granting of this application were received from four retail merchants of Anamosa who did not appear at the hearing.

Four witnesses testified at the hearing of July 9, 1935, on behalf of objector, White Line Motor Freight Company of Des Moines. These witnesses were two representatives of the White Line Motor Freight Company, a representative of two manufacturers of Davenport, and a representative of the Iowa Freight Lines, Inc., of Cedar Rapids.

Applicant is now operating as a motor carrier of freight under Certificates of Convenience and Necessity Nos. 341 and 556, which authorize him to furnish a limited service to certain of the points on the proposed routes and to the town of Monmouth.

Certificate No. 341 was issued on June 17, 1931, and, as issued on that date, authorized this applicant to operate as a motor carrier of freight over a one way route from Cedar Rapids to Oxford Junction via Marion, Springville, Anamosa, Wyoming, Onslow and Monmouth, but only authorized the transportation of such freight as originated at Cedar Rapids and was destined to Wyoming, Onslow, Monmouth and Oxford Junction. This certificate was amended and extended on June 1, 1933, so as to also authorize applicant to operate as a motor carrier of freight in both directions between Oxford Junction and Lost Nation.

Certificate No. 556 was issued January 18, 1935, and authorizes applicant to operate as a motor carrier of freight between Davenport, Dixon, Big Rock, Wheatland, Lowden, Massillon, Toronto and Lost Nation, except (a) local freight between Wheatland and Lowden and points intermediate thereto; (b) freight originating at or destined to Green Tree, Maysville or Plain View, and (c) Iowa intrastate freight originating at or destined to points off the route described in the certificate. Certificate No. 556 was issued as a result of the Commission's Decision of December 5, 1934, in Docket No. H-1947. That Decision shows that the exceptions set out in Certificate No. 556 were made a part of that certificate for the reason that N. M. Waite, the applicant in Docket No. H-1947, amended his application in that case so as to include such exceptions.

Applicant is now operating on Mondays, Wednesdays and Fridays over his one-way route from Cedar Rapids to Oxford Junction and over his two-way route between Oxford Junction and Lost Nation with a truck which is scheduled to leave Cedar Rapids at 1:15 p. m., to arrive Lost Nation at 4:35 p. m., to leave Lost Nation at 5:00 p. m., and to arrive Oxford Junction at 5:25 p. m.

Applicant is now operating daily, except Sundays and holidays, between Lost Nation and Davenport with a truck which is scheduled to leave Lost Nation at 7:30 a. m., to arrive Davenport at 10:20 a. m., to leave Davenport at 12:00 o'clock noon and to arrive Lost Nation at 3:00 p. m.

If the present application is granted, applicant proposes to discontinue serving the town of Monmouth.

Applicant proposes to transport freight originating or interchanged at any point on either of his proposed routes and destined to any other point on either of his proposed routes or for transfer to another carrier at any other point on either of his proposed routes, subject to the exceptions made in his application.

The White Line Motor Freight Company of Des Moines, objector, is operating as a motor carrier of freight over several routes in the state of Iowa, one of which is between Davenport and Cedar Rapids via Iowa City and objects to the granting of that part of the application which would permit applicant to transport through freight from Davenport to Cedar Rapids and from Cedar Rapids to Davenport.

The Iowa Freight Lines, Inc., of Cedar Rapids, is operating as a motor carrier of freight between Cedar Rapids, Lowden, Wheatland and certain other points, but made no objection to applicant's proposal to establish a competitive service between those points.

The Northwestern Light and Power Company of Cedar Rapids, objector, is operating as a motor carrier of freight between Cedar Rapids and Iowa City and certain points intermediate thereto and also holds a certificate, authorizing freight motor carrier service between Cedar Rapids, Mount Vernon and Lisbon, but has leased the rights under that certificate to the Iowa Freight Lines, Inc.

The Cedar Rapids and Iowa City Railway, objector, is operating an electric interurban railroad between Cedar Rapids and Iowa City.

L. B. Stanley of Springville is operating as a motor carrier of freight between Cedar Rapids and Springville and certain other points.

M. J. Cass of Monticello is operating as a motor carrier of freight between Cedar Rapids, Marion, Springville, Anamosa and certain other points, except for the transportation of local freight between Cedar Rapids and Springville and points intermediate thereto.

On December 9, 1935, the Commission granted the application of Charles T. Durand, Marshalltown, Iowa, owner and operator of National Transfer and Storage Company, Docket No. H-2170, for authority to operate as a motor carrier of freight between Davenport, Maysville, Plain View and Cedar Rapids and certain points intermediate to Plain View and Cedar Rapids with certain exceptions. This applicant did not apply for authority to transport freight from Davenport to Cedar Rapids or from Cedar Rapids to Davenport. This applicant was, however, granted authority to transport freight from Maysville and Plain View to Cedar Rapids and from Cedar Rapids to Plain View and Maysville.

Walter H. Kier, Tipton, Iowa, is operating as a motor carrier of freight between Davenport, Maysville, Plain View, New Liberty, Bennett and Tipton.

On December 21, 1935, the Commission granted the application of Ed Raab of Maquoketa, Docket No. H-2210, for authority to operate as a freight motor carrier between Cedar Rapids, Marion, Springville, Anamosa, Wyoming, Monmouth, Baldwin, Nashville and Maquoketa, with certain exceptions, one of which excepted the transportation of Iowa intrastate freight originating or interchanged at Cedar Rapids, Marion, Springville, Anamosa or Wyoming and destined to another of those points or for transfer to another carrier at any of those points, and another excepted the transportation of Iowa intrastate freight originating or interchanged at Cedar Rapids and destined to Davenport or for transfer to another carrier at that point and Iowa intrastate freight originating or interchanged at Davenport and destined to Cedar Rapids or for transfer to another carrier at that point.

Applicant's main purpose in filing this application is to secure authority to furnish service in both directions between Cedar Rapids and Oxford Junction and to transport local and interchanged freight between all of the points proposed to be served by him, subject to the exceptions made in his application.

Applicant's authority under Certificate No. 341 to operate from Cedar Rapids to Oxford Junction is limited to the transportation of such freight as originates at Cedar Rapids and is destined to Wyoming, Onslow, Monmouth or Oxford Junction. Certificate No. 341 does not, therefore, authorize applicant to accept freight originating at Cedar Rapids for transportation to Lost Nation or to any other point on his

Lost Nation-Davenport route nor to accept interchanged freight at Cedar Rapids for transportation to any point on any of his three existing routes. Applicant also does not have authority to pick up any freight at Wyoming, Onslow or Monmouth on the trips from Cedar Rapids to Oxford Junction nor to furnish any freight motor carrier service on the trips from Oxford Junction to Cedar Rapids.

Although Certificate No. 341 authorizes applicant to operate in both directions between Oxford Junction and Lost Nation, practically the only freight available for transportation between those points is freight that originates at one of those points and is destined to the other. Applicant does not have authority to accept freight at any point on his Cedar Rapids-Oxford Junction route which is destined to Lost Nation nor to accept freight at any point on his Davenport-Lost Nation route which is destined to Oxford Junction.

Under Certificate No. 556, applicant has authority to transport only such freight as originates at certain points on his Davenport-Lost Nation route and is destined to certain other points on that route. That certificate does not authorize him to transport Iowa intrastate freight which originates at or is destined to points off the route described in the certificate.

Inasmuch as applicant is the only freight motor carrier serving Oxford Junction and Lost Nation and in view of the exceptions and limitations contained in Certificates Nos. 341 and 556, he does not have an opportunity to interchange freight with any other freight motor carrier at any point on his existing routes nor to transport a shipment from a point on any one of his three routes to a point on either of his other two routes.

Considerable testimony was introduced at the hearing of July 9, 1935, all of which has been carefully considered by the Commission. However, inasmuch as the interested parties are familiar with this testimony, the Commission feels that it is not necessary to review it in this Decision. In deciding this case, the Commission must determine whether the establishment of the service proposed or any part thereof will promote the public convenience and necessity. After having carefully considered this application and the objections thereto, the Commission is of the opinion that the establishment of the service proposed by applicant, with certain exceptions as hereinafter set out, will promote the public convenience and necessity.

In making this application, applicant did not ask for authority to transport local freight between Cedar Rapids and Anamosa and points intermediate thereto and this exception was undoubtedly made because of the freight motor carrier service furnished between those points by L. B. Stanley of Springville and M. J. Cass of Monticello. Applicant does, however, propose to transport freight interchanged at Cedar Rapids, Marion, Springville or Anamosa and destined to another of those points or for transfer to another carrier at any of those points in competition with L. B. Stanley and M. J. Cass. No showing was made, however, that there is any need for additional freight motor carrier service on such interchange shipments.

Applicant also excepted the transportation of local freight between Davenport and Plain View and points intermediate thereto and this exception was undoubtedly made because of the freight motor carrier service furnished between those points by Walter H. Kier of Tipton. Applicant does, however, propose to transport freight interchanged at Davenport, Maysville or Plain View and destined to another of those points or for transfer to another carrier at any of those points in competition with Walter H. Kier, but no showing was made that there is any need for additional freight motor carrier service on such interchange shipments.

Applicant is now excepted from transporting local freight between Wheatland and Lowden and points intermediate thereto and does not have authority to transport freight from Cedar Rapids to Wheatland

or Lowden or from Lowden or Wheatland to Cedar Rapids, but asked for authority to transport all of such freight in competition with the Iowa Freight Lines, Inc., of Cedar Rapids. In this connection, it is noted that the Brief and Argument filed on behalf of applicant, in setting out the matters involved in the application about which there is no controversy, states:

"THIRD: No evidence was introduced showing convenience and necessity for additional service between Cedar Rapids and Lowden and Wheatland, and the testimony developed at the hearing showed that the present service to those points from Cedar Rapids, Iowa, was adequate and satisfactory. This applicant does not propose to disturb the stabilized operations of other operators, and it will be entirely satisfactory to the applicant if the right to carry freight between Cedar Rapids and Lowden and Wheatland is not given. Applicant believes and contends that duplications of service should be authorized only when beneficial and necessary to the establishment of a service demanded and required by the public."

With reference to applicant's proposal to transport freight from Maysville and Plain View to Cedar Rapids and from Cedar Rapids to Plain View and Maysville, the records of the Commission show that on December 9, 1935, the Commission granted the application of Charles T. Durand of Marshalltown to furnish freight motor carrier service between those points and that such service was established on January 1, 1936.

Applicant also proposes to transport Iowa intrastate freight originating or interchanged at Davenport and destined to Cedar Rapids or for transfer to other carriers at that point and to perform the same service from Cedar Rapids to Davenport in competition with the White Line Motor Freight Company of Des Moines, which is furnishing through service between those points and also a connecting line service with the Northwestern Light and Power Company and the Cedar Rapids and Iowa City Railway. It was not contended on behalf of applicant that the existing transportation service between Davenport and Cedar Rapids was not adequate or satisfactory, and the testimony of the representatives of the Chambers of Commerce of Cedar Rapids and Davenport and certain other witnesses was that such service is adequate and satisfactory. It was contended, however, on behalf of applicant, that in order for applicant to successfully establish and maintain daily, except Sunday and holiday, freight motor carrier service over the proposed routes he must be permitted to share in the through business between Davenport and Cedar Rapids. Practically all of the testimony in support of this contention was in the form of opinions and no evidence was introduced on this point. In fact, the applicant himself testified that he did not know whether or not it would be necessary for him to share in the through business between Davenport and Cedar Rapids in order to maintain service daily, except Sundays and holidays, as proposed. Several other witnesses expressed their faith in the applicant's ability to maintain the proposed service without the right to transport through freight between the terminals. Most of the witnesses from the points intermediate to Cedar Rapids and Davenport were primarily interested in securing daily freight motor carrier service to and from Cedar Rapids and Davenport and had no interest in the proposed through service between the terminals, except that they favored the granting of authority to furnish such through service if the revenue from that service were necessary to the maintenance of daily service over the proposed routes. The commissioner of the Traffic Bureau of the Davenport Chamber of Commerce testified, among other things, that the jobbers and manufacturers of Davenport favored the granting applicant authority to transport freight from Davenport to the points intermediate to Davenport and Cedar Rapids, but that the White Line Motor Freight Company was furnishing satisfactory service from Davenport to Cedar Rapids and the members of

his bureau felt that applicant should not be authorized to transport through freight from Davenport to Cedar Rapids. The manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce also testified that his organization would not recommend the routing of through business from Cedar Rapids to Davenport via the proposed routes because a shipment would have to be transported a greater distance and would take longer to reach Davenport than if routed via the White Line Motor Freight Company. After having fully considered all of these matters, the Commission is of the opinion that the record made in this case does not warrant a finding that the establishment of the proposed through service between Davenport and Cedar Rapids will promote the public convenience and necessity.

Applicant testified that he proposed to discontinue serving the town of Monmouth for the reason that it did not pay him to furnish service to that point; that the discontinuance of this service would shorten his route by approximately 16 miles; that the applicants in the Commission's Dockets Nos. H-2210 and H-2211 proposed to furnish service to and from Monmouth and that there was no objection to discontinuance of his service to that point. In this connection, the records of the Commission show that on December 21, 1935, the Commission granted the application of Ed Raab of Maquoketa to establish freight motor carrier service between Cedar Rapids and Maquoketa, with certain exceptions, but included the right to transport freight to and from Monmouth.

The Commission, therefore, finds that the establishment of the service proposed by applicant, except for the transportation of:

- (a) Iowa intrastate freight originating or interchanged at Cedar Rapids, Marion, Springville or Anamosa and destined to another of those points or for transfer to another carrier at any of those points;
- (b) Iowa intrastate freight originating or interchanged at Davenport, Maysville or Plain View and destined to another of those points or for transfer to another carrier at any of those points;
- (c) Local freight between Lowden and Wheatland and points intermediate thereto;
- (d) Iowa intrastate freight originating or interchanged at Cedar Rapids and destined to Lowden, Wheatland, Plain View, Maysville or Davenport or for transfer to another carrier at any of those points, and
- (e) Iowa intrastate freight originating or interchanged at Davenport, Maysville, Plain View, Wheatland or Lowden and destined to Cedar Rapids or for transfer to another carrier at that point,

will promote the public convenience and necessity.

A Certificate of Convenience and Necessity will, therefore, issue to applicant in accordance with this finding as soon as he has complied with the necessary preliminary requirements of the law and the Commission's Rules and Regulations Governing the Operation of Motor Carriers, and as soon as such a certificate has been issued, an order will be entered by the Commission revoking Certificates of Convenience and Necessity Nos. 341 and 556.

Under date of May 13, 1936, the Commission granted the applicant an extension of time until June 1, 1936, in which to establish service in accordance with the Board's Decision of January 16, 1936. The Commission also granted request of the applicant to establish this service on a tri-weekly schedule for a period of 60 days, after which he is to furnish service daily except Sundays and holidays. The Commission reserved the right to require service daily except Sundays and holidays at any time during the 60-day period if objections are made to the tri-weekly service.

No. H-2256—1936. Interstate Transit Lines, Omaha, Nebraska. Motor Carrier—Passenger and a limited amount of freight—Between Cedar

Rapids and Iowa City. Hearing was held at the office of the Board, Des Moines, Iowa, September 25, 1935. Under date of January 31, 1936, the Board issued a decision as follows:

Appearances:

For Applicant—Davis, McLaughlin & Hise, Attorneys, Des Moines, Iowa, by James C. Davis, Jr.

The Interstate Transit Lines, a corporation, of Omaha, Nebraska, filed an application with this Commission April 1, 1935, under the provisions of Chapter 252-A1, Code of Iowa, 1931, for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers and a limited amount of freight between Cedar Rapids, Shueyville, North Liberty and Iowa City, in Linn and Johnson counties, Iowa, except for the transportation of passengers or freight locally between Cedar Rapids, Iowa City and points intermediate thereto.

The Commission named Wednesday, September 25, 1935, ten o'clock a. m., at its office in Des Moines, as time and place for public hearing on this application. Notice of the hearing, held at the time and place named, was published as required by law.

Written objections to the granting of the application were filed on behalf of the trustees of the Chicago, Rock Island and Pacific Railway Company. No appearance was made at the hearing for these objectors.

Applicant proposes one round trip daily, between the points involved, leaving Cedar Rapids at 6:50 p. m., arriving at Iowa City at 7:30 p. m., and leaving Iowa City at 8:55 p. m., arriving at Cedar Rapids at 9:35 p. m.

The applicant now operates as a motor carrier of passengers and a limited amount of freight, among other points in Iowa, between the east and west lines of the state over U. S. Highway No. 30 through Cedar Rapids and over U. S. Highway No. 6 through Iowa City, also over routes between Des Moines and Cedar Rapids via Homestead, Amana, Walford and Fairfax and between Cedar Rapids and Davenport via Stanwood, Tipton, Bennett, New Liberty, Plain View and Maysville.

It is not the purpose of the applicant to serve the points on the route applied for, locally. The granting of this application will permit the Interstate Transit Lines to supplement a part of the scheduled operations over the two routes last referred to above, with suitable connections at Cedar Rapids and Iowa City with the east and west, main line, through busses operating over U. S. Highways Nos. 30 and 6. The traffic manager for the applicant testified that the granting of the application would make it possible for his corporation to afford the same if not a better scheduled service to and from the points involved than now available at an operating cost less than is now necessary by reason of the present manner of serving these points. He further testified that local service is, in most cases, unprofitable and that a saving in operating costs, when possible of accomplishment, is necessary to the maintenance of such service.

The Cedar Rapids and Iowa City Railway Company, now operating between Cedar Rapids and Iowa City, does not contest the granting of this application, having agreed upon the scheduled service proposed, and reserves its right to enter objections if any service additional to that proposed and adversely affecting its interests, is contemplated.

The Commission has fully and carefully considered the testimony and evidence presented in this case and is of the opinion and hereby finds that the establishment of the service proposed by the applicant will promote the public convenience and necessity. Certificate will, therefore, issue as soon as the applicant has complied with the preliminary requirements of the law and the Rules and Regulations Governing the Operation of Motor Carriers.

Under date of February 18, 1936, the Board issued Certificate of Convenience and Necessity No. 600.

Filed April 1, 1935. Closed February 18, 1936.

No. H-2259—1936. Peter Merchlewitz, doing business as Winona Dray Line, Winona, Minnesota. Motor Carrier—Interstate Freight—Between the east line of the state at Dubuque and the north line of the state near Burr Oak. A portion of an application was filed and applicant operated pending the completion of application, for which he paid a tax of \$66.66. Later the application was withdrawn and a truck operator permit was secured, which resulted in this case being closed.

Filed May 18, 1935. Closed May 16, 1936.

No. H-2269—1936. C. E. Dragoun, doing business as Dragoun Transfer and Storage Company, Ames. Motor Carrier—Freight—Between Denison and the west line of the state of Iowa at Council Bluffs. The application was not completed and, therefore, the case is closed.

Filed June 5, 1935. Closed April 17, 1936.

No. H-2274—1936. Monark Motor Freight System, Inc., Kansas City Missouri. Motor Carrier—Interstate Freight—Over Various Routes. Under date of April 17, 1936, the Board issued a resolution amending and extending Certificate No. 561.

Filed June 15, 1935. Closed April 17, 1936.

No. H-2277—1936. Dave Redman, owner and operator Redman Transfer Company, Ottumwa. Application for authority to operate as a motor carrier of freight between Ottumwa and Council Bluffs. This case was heard jointly with Docket Nos. H-2281, H-2315 and H-2245 at the office of the Monroe County Auditor, Albia, October 8, 1935, and the continued hearing held at the Delmonico Hotel, Shenandoah, October 10, 1935. Under date of January 7, 1936, the Board issued decision as follows:

Appearances in Docket No. H-2277:

For the Applicant—R. E. White, Attorney, Ottumwa, Iowa.

For Bruce Transfer & Storage Co., Des Moines, Iowa, Objector—Rex Fowler, Attorney, Des Moines, Iowa.

For Chicago, Burlington & Quincy Railroad Co., and Railway Express Agency, Inc., Objectors—I. E. Appleton, Burlington, Iowa.

For Wabash Railway Company, Objector—Phil Schorr, Des Moines, Iowa.

For Frank O. Lowden, James E. Gorman and Joseph B. Fleming as Trustees of Chicago, Rock Island & Pacific Railway Co., Objector—John Gamble, Attorney, Des Moines, Iowa.

For Manufacturers and Jobbers Bureau of Des Moines Chamber of Commerce—C. C. Crouse, Des Moines, Iowa.

Appearances in Docket No. H-2281:

For the Applicant—Rex Fowler, Attorney, Des Moines, Iowa.

For Dave Redman, Ottumwa, Iowa, Objector—R. E. White, Attorney, Ottumwa, Iowa.

For Chicago, Burlington & Quincy Railroad Co. and Railway Express Agency, Inc., Objectors—I. E. Appleton, Burlington, Iowa.

For Frank O. Lowden, James E. Gorman and Joseph B. Fleming as Trustees of Chicago, Rock Island & Pacific Railway Co., Objector—John Gamble, Attorney, Des Moines, Iowa.

Appearances in Docket No. H-2315:

For the Applicant—R. E. White, Attorney, Ottumwa, Iowa.

For Bruce Transfer & Storage Co., Des Moines, Iowa, Objector—Rex Fowler, Attorney, Des Moines, Iowa.

For Chicago, Burlington & Quincy Railroad Co. and Railway Express Agency, Inc., Objectors—I. E. Appleton, Burlington, Iowa.

For Wabash Railway Company, Objector—Phil Schorr, Des Moines, Iowa.

For Frank O. Lowden, James E. Gorman and Joseph B. Fleming as Trustees of Chicago, Rock Island & Pacific Railway Co., Objector—John Gamble, Attorney, Des Moines, Iowa.

On June 24, 1935, Bruce Transfer and Storage Company, Des Moines, Iowa, a partnership composed of G. E. Bruce and E. I. Bruce, both of Des Moines, filed an application with this Commission under the provisions of Chapter 252-A1, Code of Iowa, 1931, for a Certificate of Convenience and Necessity to operate as a motor carrier of freight over an extension of the present authorized route of the partnership between Corydon, Bridgeport, Promise City and Centerville in Wayne and Appanoose counties, Iowa.

Applicant proposed to furnish service to and from all points named and between those points and points now served under present authority held and hereinafter described.

On August 21, 1935, the Commission named Tuesday, October 8, 1935, 10:00 o'clock a. m., at the office of the Monroe County Auditor, Albia, Iowa, as time and place for public hearing on this application. Notice of this hearing was published as required by law.

Written objections to the granting of this application were filed on behalf of the Chicago, Burlington and Quincy Railroad Company, the Railway Express Agency, Inc., and trustees of the Chicago, Rock Island and Pacific Railway Company.

On June 12, 1935, Dave Redman, owner and operator Redman Transfer Company, Ottumwa, Iowa, filed application with this Commission under the provisions of Chapter 252-A1, Code of Iowa, 1931, for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Ottumwa, Bloomfield, West Grove, Orleans, Lewisburg, High Point, Leon, Decatur, Kellerton, Mt. Ayr, Benton, Bedford, New Market, Dayton, Clarinda, Norwich, Bingham, Shenandoah, Sidney, Tabor, Hillsdale, Glenwood, Neoga and Council Bluffs, in Wapello, Davis, Appanoose, Wayne, Decatur, Ringgold, Taylor, Page, Fremont, Mills and Pottawattamie counties, Iowa.

Applicant Redman proposed to furnish service to and from all points named and between those points and those now served under present authority held and hereinafter referred to, except for the transportation of freight (1) locally between Ottumwa and Bloomfield, and (2) between Clarinda, Council Bluffs and points intermediate thereto and between Leon, Corydon and points intermediate thereto.

On October 7, 1935, applicant Redman filed the following statement of additional exceptions:

“The applicant does not propose to furnish under this certificate, and hereby excepts, direct or joint line service between Davenport and Muscatine, and points intermediate thereto, with or to Council Bluffs.”

At the time the foregoing quoted exception was made applicant Redman had made application to extend his existing route between Ottumwa and Mt. Pleasant, Muscatine, Davenport and certain intermediate points, with certain exceptions, which has since been granted.

On October 10, 1935, applicant Redman filed the following statement of additional exceptions:

“The applicant does not propose to furnish, under this certificate, and hereby excepts, direct or joint line service between Des Moines and Indianola and Leon and Corydon. That is, he does not expect to accept freight from Des Moines or Indianola consigned to Leon or Corydon, or freight from Corydon or Leon consigned to Indianola or Des Moines, to be handled by direct haul or interchange.”

On August 21, 1935, the Commission named October 8, 1935, 10:00 o'clock a. m., at the office of the Monroe County Auditor, Albia, Iowa, and October 10, 1935, 10:00 o'clock a. m., at the Delmonico Hotel, Shenandoah, Iowa, as times and places for public hearings on this application. Notice of the hearings was published as required by law.

Written objections to the application were filed on behalf of the Chicago, Burlington and Quincy Railroad Company, the Railway Express Agency, Inc., the trustees of the Chicago, Rock Island and Pacific Railway Company, and the White Line Motor Freight Company.

Applicant Redman also filed, on August 23, 1935, an application with the Commission under the provisions of Chapter 252-A1, Code of Iowa, 1931, for a Certificate of Convenience and Necessity to operate as a motor carrier of freight over route between Albia, Moravia and Centerville, in Monroe and Appanoose Counties, Iowa.

Applicant proposed to furnish service to and from all points named and between those points and those now served or proposed to be served under existing authority and that applied for in Docket No. H-2277 and others.

Public hearing on this application was fixed by the Commission on August 21, 1935, to be held with that made in Docket No. H-2277 on October 8, 1935, at the office of the Monroe County Auditor, Albia, Iowa. Notice of hearing was published as required by law.

Written objections to the granting of this application were filed on behalf of the Chicago, Burlington and Quincy Railroad Company, the trustees of the Chicago, Rock Island and Pacific Railway Company, the Railway Express Agency, Inc., and Bruce Transfer and Storage Company, applicant in Docket No. H-2281.

Public hearings were held on these applications at the times and places named by the Commission and at the conclusion of the hearings, the applications were taken under advisement. The appearances at the hearings held are shown on the title page of this Decision.

The Bruce Transfer and Storage Company is now operating as a motor carrier of freight over route between points named as follows, with exceptions as noted:

Des Moines, Indianola, New Virginia, Weldon, Van Wert, Leon, Humeston and Corydon, except for the transportation of freight between Des Moines, Higdonville, Log Cabin Station, Jefferson Heights, Medora, Liberty Center, Mortonville or Osceola and points intermediate thereto other than New Virginia.

This applicant also operates over portions of interstate routes in Iowa, between Des Moines and Minneapolis, Des Moines and St. Louis, and Des Moines and Kansas City.

Applicant Redman now holds authority as a motor carrier of freight, with certain exceptions, among other points, between Des Moines, Chariton, Albia, Ottumwa, Mt. Pleasant and Burlington, and between Mt. Pleasant and Davenport and as a motor carrier of interstate freight, over portions of routes in Iowa, between Ottumwa and the south line of the state at Keokuk and between Red Oak and the west line of Iowa at Council Bluffs. This applicant as part owner and operator of Redman Freight Lines, Des Moines, also operates as a freight motor carrier over route between Des Moines, Oskaloosa and Ottumwa and under an agreement with the Burlington Motor Freight Lines, a corporation, of Des Moines, Iowa, operates under certificate held by that corporation permitting the transportation of freight between Des Moines, Osceola, Chariton, Creston, Corning, Villisca, Red Oak, Shenandoah, Clarinda and certain points intermediate thereto, with certain exceptions.

The Bruce Transfer and Storage Company proposes to operate between Des Moines and Indianola and between Des Moines and Centerville, daily except Sundays and holidays, on the following schedule:

SCHEDULE NO. 1

READ DOWN

6:00 P. M.	Lv. Des Moines	Ar.	7:30 A. M.
7:00 P. M.	Lv. Indianola	Ar.	6:30 A. M.
	New Virginia	Ar.	5:30 A. M.
	Weldon	Ar.	4:30 A. M.
	Van Wert	Ar.	4:00 A. M.
9:30 P. M.	Lv. Leon	Ar.	3:30 A. M.
10:00 P. M.	Lv. Humeston	Ar.	3:00 A. M.
10:30 P. M.	Lv. Corydon	Ar.	2:30 A. M.
11:00 P. M.	Lv. Promise City	Ar.	2:00 A. M.
12:00 P. M.	Ar. Centerville	Lv.	1:00 A. M.

READ UP

SCHEDULE NO. 2

READ DOWN

2:00 P. M.	Lv. Des Moines	Ar.	6:00 P. M.
3:00 P. M.	Ar. Indianola	Lv.	5:00 P. M.

READ UP

Applicant Redman has filed the following consolidated schedule showing the service proposed over his existing and contemplated routes:

12:00 Noon	Lv. Davenport	Ar.	5:10 P. M.
12:20 P. M.	Lv. Buffalo	Ar.	4:50 P. M.
12:40 P. M.	Lv. Montpelier	Ar.	4:30 P. M.
12:55 P. M.	Lv. Fairport	Ar.	4:15 P. M.
1:15 P. M.	Lv. Muscatine	Ar.	3:55 P. M.
2:05 P. M.	Lv. Fruitland	Ar.	3:05 P. M.
2:25 P. M.	Lv. Grandview	Ar.	2:45 P. M.
2:45 P. M.	Lv. Fredonia	Ar.	2:25 P. M.
2:55 P. M.	Lv. Columbus Junction	Ar.	2:15 P. M.
3:15 P. M.	Lv. Cotter	Ar.	1:55 P. M.
3:25 P. M.	Lv. Ainsworth	Ar.	1:45 P. M.
3:45 P. M.	Lv. Washington	Ar.	1:25 P. M.
4:25 P. M.	Lv. Crawfordsville	Ar.	12:45 P. M.
4:40 P. M.	Lv. Olds	Ar.	12:30 P. M.
4:50 P. M.	Lv. Swedesburg	Ar.	12:20 P. M.
5:10 P. M.	Lv. Mt. Pleasant	Ar.	12:00 Noon
7:10 P. M.	Ar. Ottumwa	Lv.	10:00 A. M.
6:10 P. M.	Ar. Burlington	Lv.	11:00 A. M.
10:35 A. M.	Ar. Des Moines	Lv.	2:00 P. M.
10:00 A. M.	Ar. Evansville	Lv.	2:35 P. M.
9:48 A. M.	Ar. Indianola	Lv.	3:00 P. M.
9:08 A. M.	Ar. Liberty Center	Lv.	3:30 P. M.
8:48 A. M.	Ar. Norwood	Lv.	3:50 P. M.
8:30 A. M.	Ar. Lucas	Lv.	4:15 P. M.
8:00 A. M.	Lv. Chariton	Ar.	4:45 P. M.
8:00 A. M.	Lv. Chariton	Ar.	4:35 P. M.
8:25 A. M.	Lv. Russell	Ar.	4:10 P. M.
9:00 A. M.	Lv. Melrose	Ar.	3:35 P. M.
9:30 A. M.	Lv. Georgetown	Ar.	3:05 P. M.
10:05 A. M.	Lv. Albia	Ar.	2:30 P. M.
10:45 A. M.	Lv. Munterville	Ar.	1:45 P. M.
11:30 A. M.	Ar. Ottumwa	Lv.	1:00 P. M.
1:00 P. M.	Lv. Albia	Ar.	12:00 Noon
1:30 P. M.	Lv. Moravia	Ar.	11:30 A. M.
2:00 P. M.	Lv. Centerville	Lv.	11:00 A. M.
2:00 P. M.	Red Oak	Lv.	2:00 P. M.
1:32 P. M.	Emerson	Lv.	2:28 P. M.

On August 21, 1935, the Commission named October 8, 1935, 10:00 o'clock a. m., at the office of the Monroe County Auditor, Albia, Iowa, and October 10, 1935, 10:00 o'clock a. m., at the Delmonico Hotel, Shenandoah, Iowa, as times and places for public hearings on this application. Notice of the hearings was published as required by law.

Written objections to the application were filed on behalf of the Chicago, Burlington and Quincy Railroad Company, the Railway Express Agency, Inc., the trustees of the Chicago, Rock Island and Pacific Railway Company, and the White Line Motor Freight Company.

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Applicant proposed to furnish service to and from all points named and between those points and those now served or proposed to be served under existing authority and that applied for in Docket No. H-2277 and others.

Public hearing on this application was fixed by the Commission on August 21, 1935, to be held with that made in Docket No. H-2277 on October 8, 1935, at the office of the Monroe County Auditor, Albia, Iowa. Notice of hearing was published as required by law.

Written objections to the granting of this application were filed on behalf of the Chicago, Burlington and Quincy Railroad Company, the trustees of the Chicago, Rock Island and Pacific Railway Company, the Railway Express Agency, Inc., and Bruce Transfer and Storage Company, applicant in Docket No. H-2281.

Public hearings were held on these applications at the times and places named by the Commission and at the conclusion of the hearings, the applications were taken under advisement. The appearances at the hearings held are shown on the title page of this Decision.

The Bruce Transfer and Storage Company is now operating as a motor carrier of freight over route between points named as follows, with exceptions as noted:

Des Moines, Indianola, New Virginia, Weldon, Van Wert, Leon, Humeston and Corydon, except for the transportation of freight between Des Moines, Higdonville, Log Cabin Station, Jefferson Heights, Medora, Liberty Center, Mortonville or Osceola and points intermediate thereto other than New Virginia.

This applicant also operates over portions of interstate routes in Iowa, between Des Moines and Minneapolis, Des Moines and St. Louis, and Des Moines and Kansas City.

Applicant Redman now holds authority as a motor carrier of freight, with certain exceptions, among other points, between Des Moines, Chariton, Albia, Ottumwa, Mt. Pleasant and Burlington, and between Mt. Pleasant and Davenport and as a motor carrier of interstate freight, over portions of routes in Iowa, between Ottumwa and the south line of the state at Keokuk and between Red Oak and the west line of Iowa at Council Bluffs. This applicant as part owner and operator of Redman Freight Lines, Des Moines, also operates as a freight motor carrier over route between Des Moines, Oskaloosa and Ottumwa and under an agreement with the Burlington Motor Freight Lines, a corporation, of Des Moines, Iowa, operates under certificate held by that corporation permitting the transportation of freight between Des Moines, Osceola, Chariton, Creston, Corning, Villisca, Red Oak, Shenandoah, Clarinda and certain points intermediate thereto, with certain exceptions.

The Bruce Transfer and Storage Company proposes to operate between Des Moines and Indianola and between Des Moines and Centerville, daily except Sundays and holidays, on the following schedule:

SCHEDULE NO. 1

READ DOWN

6:00 P. M.	Lv. Des Moines	Ar.	7:30 A. M.
7:00 P. M.	Lv. Indianola	Ar.	6:30 A. M.
	New Virginia	Ar.	5:30 A. M.
	Weldon	Ar.	4:30 A. M.
	Van Wert	Ar.	4:00 A. M.
9:30 P. M.	Lv. Leon	Ar.	3:30 A. M.
10:00 P. M.	Lv. Humeston	Ar.	3:00 A. M.
10:30 P. M.	Lv. Corydon	Ar.	2:30 A. M.
11:00 P. M.	Lv. Promise City	Ar.	2:00 A. M.
12:00 P. M.	Ar. Centerville	Lv.	1:00 A. M.

READ UP

SCHEDULE NO. 2

READ DOWN

2:00 P. M.	Lv. Des Moines	Ar.	6:00 P. M.
3:00 P. M.	Ar. Indianola	Lv.	5:00 P. M.

READ UP

Applicant Redman has filed the following consolidated schedule showing the service proposed over his existing and contemplated routes:

12:00 Noon	Lv. Davenport	Ar.	5:10 P. M.
12:20 P. M.	Lv. Buffalo	Ar.	4:50 P. M.
12:40 P. M.	Lv. Montpelier	Ar.	4:30 P. M.
12:55 P. M.	Lv. Fairport	Ar.	4:15 P. M.
1:15 P. M.	Lv. Muscatine	Ar.	3:55 P. M.
2:05 P. M.	Lv. Fruitland	Ar.	3:05 P. M.
2:25 P. M.	Lv. Grandview	Ar.	2:45 P. M.
2:45 P. M.	Lv. Fredonia	Ar.	2:25 P. M.
2:55 P. M.	Lv. Columbus Junction	Ar.	2:15 P. M.
3:15 P. M.	Lv. Cotter	Ar.	1:55 P. M.
3:25 P. M.	Lv. Ainsworth	Ar.	1:45 P. M.
3:45 P. M.	Lv. Washington	Ar.	1:25 P. M.
4:25 P. M.	Lv. Crawfordsville	Ar.	12:45 P. M.
4:40 P. M.	Lv. Olds	Ar.	12:30 P. M.
4:50 P. M.	Lv. Swedesburg	Ar.	12:20 P. M.
5:10 P. M.	Lv. Mt. Pleasant	Ar.	12:00 Noon
7:10 P. M.	Ar. Ottumwa	Lv.	10:00 A. M.
6:10 P. M.	Ar. Burlington	Lv.	11:00 A. M.
10:35 A. M.	Ar. Des Moines	Lv.	2:00 P. M.
10:00 A. M.	Ar. Evansville	Lv.	2:35 P. M.
9:48 A. M.	Ar. Indianola	Lv.	3:00 P. M.
9:08 A. M.	Ar. Liberty Center	Lv.	3:30 P. M.
8:48 A. M.	Ar. Norwood	Lv.	3:50 P. M.
8:30 A. M.	Ar. Lucas	Lv.	4:15 P. M.
8:00 A. M.	Lv. Chariton	Ar.	4:45 P. M.
8:00 A. M.	Lv. Chariton	Ar.	4:35 P. M.
8:25 A. M.	Lv. Russell	Ar.	4:10 P. M.
9:00 A. M.	Lv. Melrose	Ar.	3:35 P. M.
9:30 A. M.	Lv. Georgetown	Ar.	3:05 P. M.
10:05 A. M.	Lv. Albia	Ar.	2:30 P. M.
10:45 A. M.	Lv. Munterville	Ar.	1:45 P. M.
11:30 A. M.	Ar. Ottumwa	Lv.	1:00 P. M.
1:00 P. M.	Lv. Albia	Ar.	12:00 Noon
1:30 P. M.	Lv. Moravia	Ar.	11:30 A. M.
2:00 P. M.	Lv. Centerville	Lv.	11:00 A. M.
2:00 P. M.	Red Oak	Lv.	2:00 P. M.
1:32 P. M.	Emerson	Lv.	2:28 P. M.

RAILROAD COMMISSIONERS' REPORT

1:10 P. M.	Hastings	Lv.	2:50 P. M.
12:50 P. M.	Malvern	Lv.	3:00 P. M.
12:32 P. M.	Glenwood	Lv.	3:28 P. M.
11:46 A. M.	Council Bluffs	Lv.	4:14 P. M.
11:26 A. M.	Omaha	Ar.	4:34 P. M.
6:00 P. M.	Ottumwa	Lv.	9:00 A. M.
4:00 P. M.	Oskaloosa	Lv.	10:00 A. M.
12:00 Noon	Des Moines	Lv.	4:00 P. M.
6:00 P. M.	Ottumwa	Lv.	10:00 A. M.
12:00 Noon	Burlington	Lv.	4:00 P. M.
3:45 P. M.	Washington	1:25 P. M.	
4:05 P. M.	West Chester	1:05 P. M.	
5:00 P. M.	Sigourney	12:25 P. M.	
5:30 P. M.	Rose Hill	11:00 P. M.	
6:20 P. M.	Oskaloosa	10:40 P. M.	
6:50 P. M.	Tracy	9:40 P. M.	
7:10 P. M.	Flagler	9:20 P. M.	
7:50 P. M.	Bnoxville	9:10 P. M.	
8:20 P. M.	Beech	8:10 P. M.	
8:30 P. M.	Sandyville	8:00 P. M.	
8:40 P. M.	Ackworth	7:50 P. M.	
9:10 P. M.	Indianola	7:40 P. M.	
9:30 P. M.	Martensdale	7:00 P. M.	
9:40 P. M.	Bevington	6:50 P. M.	
9:50 P. M.	Patterson	6:40 P. M.	
10:40 P. M.	Winterset	6:20 P. M.	
12:00	Greenfield	5:00 P. M.	
12:15 A. M.	Fontanelle	4:15 P. M.	
12:40 A. M.	Massena	3:50 P. M.	
1:05 A. M.	Cumberland	3:25 P. M.	
1:35 A. M.	Atlantic	2:55 P. M.	
2:35 A. M.	Oakland	1:55 P. M.	
3:35 A. M.	Council Bluffs	12:55 A. M.	
10:00 A. M.	Ottumwa	8:40 P. M.	
10:40 A. M.	Bloomfield	8:00 P. M.	
11:00 A. M.	West Grove	7:40 P. M.	
11:15 A. M.	Orleans	7:30 P. M.	
11:45 A. M.	Centerville	7:10 P. M.	
12:20 P. M.	Plano	6:50 P. M.	
12:35 P. M.	Promise City	6:40 P. M.	
12:55 P. M.	Bridgeport	6:30 P. M.	
1:10 P. M.	Corydon	6:20 P. M.	
1:35 P. M.	Lewisburg	5:55 P. M.	
1:45 P. M.	High Point	5:45 P. M.	
2:00 P. M.	Leon	5:15 P. M.	
2:20 P. M.	Decatur	5:00 P. M.	
2:50 P. M.	Kellerton	4:30 P. M.	
3:15 P. M.	Mt. Ayr	4:05 P. M.	
3:45 P. M.	Benton	3:40 P. M.	
4:15 P. M.	Bedford	2:50 P. M.	
4:50 P. M.	New Market	2:20 P. M.	
4:55 P. M.	Dayton	2:15 P. M.	
5:10 P. M.	Clarinda	1:45 P. M.	
5:40 P. M.	Norwich	1:10 P. M.	
5:50 P. M.	Bingham	1:00 P. M.	
6:10 P. M.	Shenandoah	12:40 P. M.	
7:00 P. M.	Sidney	11:50 A. M.	
7:30 P. M.	Tabor	11:20 A. M.	
7:45 P. M.	Hillsdale	11:00 A. M.	

8:00 P. M.	Glenwood	10:40 A. M.
8:30 P. M.	Neoga	10:10 A. M.
8:40 P. M.	Council Bluffs	10:00 A. M.

Ten witnesses testified at the hearing on October 8th at Albia on behalf of the Bruce Transfer and Storage Company and in favor of granting its application. These witnesses included representatives of several Des Moines business firms, the traffic manager of the Des Moines Chamber of Commerce, and a manufacturer of Corydon. This applicant also submitted letters favoring the granting of his application signed by a total of 45 interested persons from Des Moines, Corydon and Centerville.

Twenty-five witnesses testified at the hearings held on October 8th at Albia and October 10th at Shenandoah on behalf of applicant Redman and in favor of granting his applications. These witnesses included business men representing various types and classes of shipping from Ottumwa, Albia, Clarinda and Shenandoah, business associate of the applicant and a drayman of Clarinda. This applicant also submitted letters favoring the granting of his application and signed by 14 interested persons of Decatur, Mt. Ayr, Bedford and Kellerton.

Most of those particularly interested in these applications attended or were represented at one or more of the hearings held and heard the recorded statements made and the evidence presented and it does not seem necessary that this Commission more than cover briefly, in this Decision, the testimony and evidence offered.

The witnesses whose testimony favored the applications were, for the most part, representatives of wholesalers, jobbers and manufacturers of Ottumwa and Des Moines recognizing their need of and the customers' demand for a more rapid, direct, door-to-door service out of those points to the jobbing territories involved. Those from other points, who testified favorable to the applicants, expressed agreement with the wholesalers', jobbers' and manufacturers' opinions in the matter and were in many cases using the medium of "contract" trucks, or store owned equipment, as a substitute for what they felt was inadequate rail and express service and in the absence of any direct, one-line, daily, authorized and regulated motor truck service to their respective communities. When qualified, by having used the existing authorized service of or by association, otherwise, with the applicants, the witnesses favorable to them, expressed confidence in their ability to satisfactorily conduct the service proposed, if granted.

Exhibit presented in evidence by the traffic manager of the Des Moines Chamber of Commerce describes the present L. C. L. rail service from Des Moines to Centerville. According to the exhibit freight loaded at Des Moines Tuesday, Thursday and Saturday, handled to Albia via the Wabash for transfer to the Iowa Southern Utilities Wednesday, Friday and Saturday, is delivered at Centerville Thursday, Saturday and Tuesday with delivery one day earlier accomplished with better connections at Albia. L. C. L. freight handled by the Minneapolis and St. Louis Railroad Company to Oskaloosa and by branch line to Albia on Monday, Wednesday and Friday, transferred to Iowa Southern Utilities at Albia Tuesday, Thursday and Saturday for delivery at Centerville Wednesday, Friday and Monday. Earlier delivery depends upon connections at Albia. The Chicago, Rock Island and Pacific Railway Company loads daily to Allerton or Eldon, and transfers at those points second day with third morning delivery at Centerville. The Chicago, Burlington and Quincy Railroad Company maintains tri-weekly service on the Centerville branch, third morning delivery from Des Moines.

The following schedule submitted on behalf of the Chicago, Burlington and Quincy Railroad Company, objector, shows service of that carrier now available between Burlington, Ottumwa, Des Moines and Council Bluffs and the territory involved in these applications.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY
SCHEDULE OF MERCHANDISE

To	From Burlington	From Ottumwa	From Des Moines	From Council Bluffs
Ottumwa	Next day		Next day	Second day
Bloomfield	Next day	Second day	Second day	Second day
West Grove	Next day	Second day	Second day	Second day
Centerville	Next day	Second day	*	Second day
Plano	Second day	*	*	**
Promise City	Second day	*	*	**
Bridgeport	Second day	*	*	**
Corydon	Second day	*	*	**
Leon	Next day	Next day	Next day	Second day
Decatur	Next day	Next day	Next day	Second day
Kellerton	Next day	Next day	Next day	Second day
Mt. Ayr	Next day	Next day	Next day	Second day
Bedford	Next day	Next day	Next day	Next day
New Market	Second day	**	Next day	Next day
Clarinda	Second day	**	Next day	Next day
Norwich	Second day	Second day	Next day	Second day
Shenandoah	Second day	Next day	Next day	Next day
Sidney	Second day	Second day	Second day	**
Glenwood	Second day	Second day	Second day	Next day
Council Bluffs	Next day	Second day	Next day	

*Next day delivery on shipments received Monday, Wednesday and Friday. Second day delivery on shipments received Tuesday, Thursday and Saturday.

**Next day delivery on shipments received Tuesday, Thursday and Saturday. Second day delivery on shipments received Monday, Wednesday and Friday.

The Railway Express Agency, Inc., objector, submitted exhibit describing the express service now available to the various points involved, office hours, number of those employed, vehicles operated, delivery service within the corporate limits, etc., which evidence has been carefully studied by this Commission.

No testimony by direct examination was given at the hearings on these applications on behalf of the rail line and express service now available. One witness was called to the stand to identify Exhibits "A" and "B," hereinbefore referred to. The written objections filed on behalf of these objectors alleged, among other things, that the proposed service would not promote the public convenience and necessity, that the present transportation service was adequate to the public need, and that the applicants had not made sufficient showing of ability financially to operate a dependable service over the routes applied for.

The Commission has carefully considered the record of these cases, the testimony and evidence presented, the transportation service now available to and from the points located on the proposed routes, the present authority held and the service performed by these applicants and their ability financially and otherwise to conduct the proposed service, if granted.

At these hearings and at others held recently before this Commission on applications for certificates of convenience and necessity, the testimony and evidence presented on behalf of the applicants, may be considered obvious proof of the growing, pronounced, public demand for the type service which can be made available to it by motor truck. The public, which may have in the past been reluctant to try this comparatively new form of transportation or to express its confidence in or its need for it, has become insistent in its demand for the same such service as has been made available to other strategic shipping

centers and communities. The Commission cannot, in the public interest, ignore such testimony. It feels in this instance, particularly, that there has been a reasonable showing that the service proposed by these applicants, with certain exceptions, will promote the public convenience and necessity, but must determine which of the applicants, considering the existing service of each, can best serve, to the public benefit, the same points involved in both the applications in Dockets Nos. H-2281 and H-2277.

Much of the testimony evidenced the need for direct line, short haul service between Ottumwa and Centerville and among other points, those intermediate to Centerville and points west of Leon and between Des Moines and those points other than Ottumwa. Applicant Redman maintains terminal facilities at Ottumwa, operates into and out of that point over his various existing routes and it is the opinion of the Commission that this applicant can best serve the points particularly named with freight moving from and to Ottumwa. The Bruce Transfer and Storage Company, applicant in Docket No. H-2281, can, it is believed, with its present service between Des Moines and Corydon and certain points intermediate, better promote the public convenience and necessity in the transportation of freight between the points now served and those named in its application for the extension of route to Centerville.

Having carefully considered these applications and the objections thereto, the Commission is of the opinion and hereby finds that the establishment of the service proposed by these applicants, with exceptions hereinafter referred to, will promote the public convenience and necessity and directs that certificates be issued in accordance with such finding as soon as the applicants have complied with the preliminary requirements of the law and the Rules and Regulations Governing the Operation of Motor Carriers.

Certificate of Convenience and Necessity will, therefore, ultimately issue to applicant Redman, permitting the transportation of freight over such route as may be authorized between points named as follows, with exceptions as noted:

Ottumwa, Bloomfield, West Grove, Orleans, Centerville, Plano, Promise City, Bridgeport, Corydon, Lewisburg, High Point, Leon, Decatur, Kellerton, Mt. Ayr, Benton, Bedford, New Market, Dayton, Clarinda, Norwich, Bingham, Shenandoah, Sidney, Tabor, Hillsdale, Glenwood, Neoga and Council Bluffs, except for the transportation of:

(a) Iowa intrastate freight originating or interchanged at Ottumwa or Bloomfield and destined to another of those points or for transfer to another carrier at those points;

(b) Iowa intrastate freight originating or interchanged at Des Moines, Indianola, Osceola, Centerville, Promise City, Bridgeport, Corydon or Leon and destined to another of those points or for transfer to another carrier at any of those points;

(c) Iowa intrastate freight originating or interchanged at Des Moines and destined to Mt. Ayr or for transfer to another carrier at Mt. Ayr;

(d) Iowa intrastate freight originating or interchanged at Clarinda, Norwich, Shenandoah, Sidney, Tabor, Glenwood or Council Bluffs and destined to another of those points or for transfer to another carrier at any of those points;

(e) Iowa intrastate freight originating or interchanged at Davenport, Muscatine and points intermediate thereto, Des Moines or Council Bluffs, and destined to another of those points or for transfer to another carrier at any of those points;

(f) Iowa intrastate freight originating or interchanged at Council Bluffs or Glenwood and destined to Red Oak, Villisca or Corning or for transfer to another carrier at Red Oak, Villisca or Corning;

(g) Iowa intrastate freight originating or interchanged at Corning, Villisca or Red Oak and destined to Glenwood or Council Bluffs or for transfer to another carrier at Glenwood or Council Bluffs;

(h) Iowa intrastate freight originating or interchanged at Bloomfield and destined to Burlington or for transfer to another carrier at Burlington, and

(i) Iowa intrastate freight originating or interchanged at Burlington and destined to Bloomfield or for transfer to another carrier at Bloomfield.

Certificate of Convenience and Necessity will also ultimately issue to the Bruce Transfer and Storage Company, applicant in Docket No. H-2281, permitting the transportation of freight over extension of present route between Corydon, Bridgeport, Promise City and Centerville.

In view of the finding made in Dockets Nos. H-2281 and H-2277 and inasmuch as the Commission is of the opinion that there is no necessity for the establishment of the service proposed by applicant Redman over route between Albia, Moravia and Centerville, the application in Docket No. H-2315 is hereby denied.

Under date of February 7, 1936, the Board issued Certificate of Convenience and Necessity No. 599.

Filed June 12, 1935. Closed February 7, 1936.

No. H-2278—1936. Dave Redman, owner and operator Redman Transfer Company, Ottumwa. Application for authority to operate as a motor carrier of freight between Washington and Council Bluffs. Hearing was held in this case at the office of the Mahaska County Auditor, Oskaloosa, October 1, 1935, and continued hearing held at the office of the Cass County Auditor, Atlantic, October 3, 1935. Under date of January 7, 1936, the Board rendered a Decision as follows:

Appearances at Both Hearings:

For Applicant—Jones & White, Attorneys, Ottumwa, Iowa, by R. E. White; Dave Redman, Ottumwa, Iowa.

For G. E. and E. I. Bruce, doing business as Bruce Transfer & Storage Co., Des Moines, Iowa; J. A. Dennis, owner and operator Independent Transfer Co., Knoxville, Iowa; Carl Brown, doing business as Brown Lines, Winterset, Iowa; A. C. Miller, doing business as Miller Freight Lines, Greenfield, Iowa; and George Frank and E. R. Brillhart, doing business as Atlantic Motor Freight Line, Atlantic, Iowa, Objectors—Rex H. Fowler, Attorney, Des Moines, Iowa.

For White Line Motor Freight Co., Des Moines, Iowa, Objector—D. C. Nolan, Attorney, Iowa City, Iowa.

For Chicago, Burlington & Quincy Railroad Co., Objector—I. E. Appleton, D. F. A., Burlington, Iowa.

For Trustees of Chicago, Rock Island & Pacific Railway Co., Objector—J. G. Gamble, Attorney for Iowa, Des Moines, Iowa, by John Gamble, Assistant Attorney.

For Railway Express Agency, Inc., Objector—J. G. Gamble, Attorney, Des Moines, Iowa, by John Gamble, Assistant Attorney.

For Des Moines Chamber of Commerce, Manufacturers and and Jobbers—C. C. Crouse, Mgr., Traffic Bureau, Des Moines, Iowa.

Appearances at Atlantic (in addition to those shown above):

For the Iowa Motor Freight Service Corporation—C. G. Baker, President, Des Moines, Iowa.

This application was filed with this Commission on June 12, 1935, under the provisions of Chapter 252-A1, Code of Iowa, 1931, by Dave Redman, owner and operator Redman Transfer Company, and as filed applicant applied for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between points named as follows, with exceptions as noted:

Washington, West Chester, Sigourney, Rose Hill, Oskaloosa,

Tracy, Flagler, Knoxville, Beech, Sandyville, Ackworth, Indianola, Martensdale, Bevington, Patterson, Winterset, Greenfield, Fontanelle, Bridgewater, Massena, Cumberland, Atlantic, Oakland and Council Bluffs in Washington, Keokuk, Mahaska, Marion, Warren, Madison, Adair, Cass and Pottawattamie counties, except for the transportation of freight (a) locally between Atlantic, Council Bluffs and points intermediate thereto; (b) Winterset, Martensdale and points intermediate thereto; (c) Greenfield, Bridgewater and points intermediate thereto, or (d) Sigourney, Oskaloosa and points intermediate thereto.

Applicant Redman is now operating as a motor carrier of freight, among other points and with certain exceptions, between Burlington, Davenport, Washington, Mt. Pleasant and Ottumwa and as a member of the partnership, Redman Freight Lines, operates as a freight motor carrier, among other points and with certain exceptions, between Des Moines, Oskaloosa and Ottumwa. The applicant also conducts the service authorized under Certificate of Convenience and Necessity held by the Burlington Motor Freight Lines, a corporation, which certificate permits the transportation of freight between Des Moines, Osceola, Chariton, Creston, Corning, Red Oak, Shenandoah, Clarinda and other points intermediate, with certain exceptions, and has been operating as an interstate freight motor carrier over portions of interstate routes in Iowa between Ottumwa and the south line of the state at Keokuk and between Red Oak and the west line of the state at Council Bluffs.

Hearings on this application were fixed for October 1, 1935, ten o'clock a. m., at the office of the Mahaska County Auditor, Oskaloosa, Iowa, and for October 3, 1935, ten o'clock a. m., at the office of the Cass County Auditor, Atlantic, Iowa. Notice of these hearings were published as required by Chapter 252-A1, Code of Iowa, 1931.

Written objections to the granting of this application were filed by and on behalf of the Chicago, Burlington and Quincy Railroad Company, the Railway Express Agency, Inc., the White Line Motor Freight Company, A. C. Miller, the Bruce Transfer and Storage Company, J. A. Dennis, doing business as Independent Transfer Company, Carl Brown, Atlantic Motor Freight, and Trustees of the Chicago, Rock Island and Pacific Railway Company.

The applicant submitted at the hearing on October 1, 1935, the following additional exceptions as an amendment to his application:

"1. The applicant does not propose to furnish under this certificate and hereby excepts local or joint line service between Atlantic and Council Bluffs, or points intermediate thereto, and between the points named and Des Moines; also excepts service between Davenport and Muscatine and points intermediate thereto, and between Des Moines and those points; and also excepts service between Atlantic and Council Bluffs and points intermediate thereto with Muscatine and Davenport and points intermediate thereto, either by direct haul or interchange.

2. The applicant does not propose to furnish under this certificate, and hereby excepts, local or joint line service between Des Moines and Davenport, Fontanelle or Bridgewater, or local service between Greenfield, Fontanelle and Bridgewater.

3. The applicant does not propose to furnish under this certificate, and hereby excepts, local or joint line service between Des Moines and Winterset, Bevington or Patterson, or local service between Winterset, Bevington and Patterson.

4. The applicant does not propose to furnish under this certificate, and hereby excepts, local or joint line service between Des Moines and Indianola.

5. The applicant does not propose to furnish under this certificate, and hereby excepts, local or joint line service between Des Moines and Knoxville or between Ottumwa and Knoxville."

Fourteen witnesses testified at the hearing on October 1, 1935, in favor of the granting of this application. These witnesses included the applicant, ten wholesalers and jobbers from Ottumwa and three from Oskaloosa. Applicant also submitted letters favoring his application and signed by four business men of Ottumwa.

Three witnesses testified at the hearing on October 3, 1935, in favor of the granting of the application, the applicant, his brother-in-law and business associate, and a business man of Atlantic.

Seventeen witnesses testified at the one or the other of the hearings in opposition to the granting of the application. These witnesses included several of the motor carriers now serving portions of the route applied for, or their representatives, the Division Freight Agent of the Chicago, Burlington and Quincy Railroad Company, two retail merchants of Greenfield, three business men of Winterset, the secretary of the Chamber of Commerce of Atlantic, three business men of Atlantic, and the president of the Chamber of Commerce of Sigourney.

The Atlantic Motor Freight, objector, is operating as a motor carrier of intrastate freight between Casey, Adair, Anita, Atlantic, Lewis, Oakland, Quick and Council Bluffs, except locally between Atlantic and Lewis or for the transportation of freight to or from Wiota. This carrier also operates as a motor carrier of interstate freight over portions of interstate routes in Iowa from Atlantic to Wiota, Anita, Adair, Casey, Stuart, Dexter and Redfield and from the intersection of U. S. Highway No. 6 and Iowa Highway No. 25 near Menlo to Greenfield, Fontanelle, Bridgewater, Massena, Cumberland and Atlantic.

Carl Brown of Winterset, objector, now operates as a motor carrier of intrastate freight over route between Des Moines, Bevington, Patterson and Winterset, except for the transportation of freight originating at or destined to points intermediate to Des Moines and Bevington.

The Bruce Transfer and Storage Company of Des Moines, objector, now operates as a motor carrier of intrastate freight over route, among other points, between Des Moines and Indianola and operates over portions of interstate routes in Iowa as part of an interstate freight service between Des Moines and St. Louis, Kansas City and Minneapolis and St. Paul.

A. C. Miller of Greenfield, objector, operates as a motor carrier of intrastate freight over routes between Des Moines, Dexter, Stuart, Menlo, Greenfield, Fontanelle and Bridgewater and between Greenfield and Orient. This carrier also operates interstate over route between Greenfield, Fontanelle, Bridgewater, Massena, Cumberland, Lewis, Oakland and the west line of Iowa at Council Bluffs.

J. A. Dennis, doing business as Independent Transfer Company of Knoxville, objector, operates as a motor carrier of intrastate freight between Des Moines, Knoxville, Albia, Ottumwa and other points intermediate, with certain exceptions.

The White Line Motor Freight Company of Des Moines, objector, operates as a freight motor carrier, among other points and with certain exceptions, between Davenport, Des Moines, Atlantic and Council Bluffs and between Iowa City and Muscatine. This carrier also performs an interstate freight service between Omaha, Nebraska, Des Moines, Davenport and Chicago, Illinois, operating through Iowa over U. S. Highway No. 6.

Representatives of the Railway Express Agency, Inc., the Chicago, Burlington and Quincy Railroad Company, and the trustees of the Chicago, Rock Island and Pacific Railway Company, objectors, presented exhibits describing the express and rail service now available to the points located on the proposed route. These objectors also submitted petitions in opposition to the application, and signed by shippers and receivers of freight from most of the cities and towns located on the proposed route.

A. C. Miller, objector, submitted petitions opposing the application and containing a total of 77 signatures of persons located at Greenfield, Fontanelle or Bridgewater.

The Bruce Transfer and Storage Company, objector, submitted petition in opposition to the application and signed by a total of 13 persons of Indianola.

The Atlantic Motor Freight, objector, submitted petition in opposition to the proposed service and signed by 22 persons of Atlantic.

Applicant proposes to operate each way, daily except Sundays and holidays, over the proposed route leaving Washington at 3:45 p. m., arriving Council Bluffs at 3:35 a. m. the following morning and leaving Council Bluffs at 12:55 a. m., arriving at Washington at 1:25 p. m. the same day. Applicant proposed suitable connections for the transfer of freight originating at or destined to other points now served, at certain points or would transport the freight through according to the class and quantity of the shipment or shipments. Terminal facilities are maintained at Ottumwa and Des Moines.

The majority of the witnesses who testified for the applicant were representing jobbers and wholesalers of Ottumwa desiring a one-line direct haul with a through rate to the trade territory involved. Access to trade territories on a par with other jobbing centers is a matter considered important by the wholesalers and jobbers located in the large centers of population and one repeatedly referred to at hearings before this Commission on applications for certificates. The written Brief and Argument submitted in this case on behalf of the applicant reads in part, "Any particular locality should not be limited to one wholesaling and jobbing center when they lie in a territory falling within the trade territory of two or more such centers," and, "Competing jobbing and wholesaling centers should not be subjected to any disadvantage other than geographical location." It was further argued on behalf of the applicant that "The public generally, and not the carriers, are to be considered" in deciding this case.

The motor carriers, represented as objectors and now serving much of the territory involved, testified to the fact that from 30 to 50 per cent of the gross shipping handled was interchange freight and that the loss in revenue from that source, which in their opinion would unquestionably occur should the application be granted, would require curtailment of the service now afforded and, therefore, adversely affect the transportation service now available to the several communities. Those who testified on behalf of these carriers and for the rail and express service now available expressed the opinion that the transportation needs of their communities were now adequately served by both rail and motor truck and expressed confidence in the ability, financially and otherwise, of the existing carriers to serve them.

The only question to be determined, assuming the applicant's ability, financially and otherwise, to properly conduct the service, if granted, is whether or not the service proposed will promote the public convenience and necessity. The interests of the public generally is, of course, referred to by the attorneys for the applicant, primary to the interests of the existing carriers. However, the Commission must also bear in mind the effect in the public interest the granting of this application would have upon the existing transportation agencies. The question of supplementing transportation service now enjoyed is, in this Commission's opinion, secondary to its consideration of whether or not the granting of this application would ultimately result in a substitution of carriers without additional or better service to the public and with the probability of its ultimately receiving less than the service it now enjoys.

The Commission has fully and carefully considered the testimony and evidence submitted, on behalf of and in opposition to the application, the service now available to the communities involved, the probable effect the establishment of the proposed service would have upon the existing transportation agencies, and the needs of the shippers and receivers of freight in the territory involved and is of the opinion, and hereby finds, that the establishment of the service proposed by

the applicant will not promote the public convenience and necessity. The application is, therefore, denied.

Filed June 12, 1935. Closed January 9, 1936.

No. H-2281—1936. Bruce Transfer and Storage Company, a partnership composed of G. E. Bruce and E. I. Bruce, Des Moines. Motor Carrier—Freight—Application for approval of extension of route between Corydon, Bridgeport, Promise City and Centerville. Hearing was held jointly with Dockets Nos. H-2277, H-2315 and H-2245 at the office of the Monroe County Auditor, Albia, October 8, 1935. Under date of January 7, 1936, the Board rendered a decision. (For Decision see Docket No. H-2277 this Report.) Under date of January 22, 1936, the Board issued resolution amending and extending Certificate of Convenience and Necessity No. 93.

Filed June 24, 1935. Closed January 22, 1936.

No. H-2291—1936. Perry E. Vaughn, Mount Ayr. Application for authority to operate as a motor carrier of interstate freight between the south line of the state at its intersection with Iowa Highway No. 148 and Kellerton. Evidence of record indicating that the applicant in this case has confined his operations in the state of Iowa to contract service prior to disposal of his equipment and complete discontinuation of service, the application is being dismissed without prejudice.

Filed July 11, 1935. Closed December 26, 1935.

No. H-2294—1936. W. H. Peters, doing business as Summit Fast Freight Company, Akron, Ohio. Application for authority to operate as a motor carrier of interstate freight over various routes. The application not having been completed, this case is closed without prejudice.

Filed July 18, 1935. Closed January 20, 1936.

No. H-2298—1936. Elmer Kruger, owner and operator Kruger Transfer, Wisconsin Rapids, Wisconsin. Application for authority to operate as a motor carrier of interstate freight over various routes. The application not having been completed, this case is closed without prejudice.

Filed July 12, 1935. Closed December 26, 1935.

No. H-2305—1936. D. N. Hiatt, Adel. Motor Carrier—Freight—Application to extend the service authorized under Certificate of Convenience and Necessity No. 20 from Minburn to Perry, Dawson, Jamaica, Herdon, Bagley, Bayard and Coon Rapids, via U. S. Highway No. 169 and Iowa Highways 17 and 46, except freight originating at or destined to Perry. Withdrawn.

Filed August 3, 1935. Closed September 17, 1936.

No. H-2315—1936. Dave Redman, owner and operator Redman Transfer Company, Ottumwa. Application for authority to operate as a motor carrier of freight between Albia, Moravia and Centerville. Hearing was held jointly with Docket Nos. H-2277, H-2245 and H-2281 at the office of the Monroe County Auditor, Albia, October 8, 1935. Under date of January 7, 1936, the Board rendered a decision. (For Decision see Docket No. H-2277 this Report.)

Filed August 23, 1935. Closed January 9, 1936.

No. H-2327—1936. Harry E. Mitchell, St. Paul, Minnesota. Application for authority to operate as a motor carrier of interstate freight one way from the east line of the state at Dubuque to the north line of the state near Burr Oak. This application was never completed and, therefore, this case is closed.

Filed September 3, 1935. Closed September 25, 1936.

No. H-2338—1936. M. C. Foster, Troy, Missouri. Application for authority to operate as a motor carrier of passengers and a limited

amount of freight between Keokuk and Cedar Rapids. Hearing was held at the office of the Johnson County Auditor, Iowa City, November 8, 1935. Under date of January 7, 1936, the Board issued decision as follows:

Appearances:

For Applicant—D. C. Nolan, Attorney, Iowa City, Iowa; M. C. Foster, Troy, Missouri.

For Interstate Transit Lines, Omaha, Nebraska—Davis, McLaughlin & Hise, Attorneys, Des Moines, Iowa, by James C. Davis, Jr.

On August 29, 1935, M. C. Foster, Troy, Missouri, filed application with this Commission under the provisions of Chapter 252-A1, Code of Iowa, 1931, for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers and a limited amount of freight, the amount of freight not to exceed one hundred pounds on any one motor vehicle at any one time, between the south line of the State of Iowa at Keokuk and Montrose, Fort Madison, Wever, Burlington, Mediapolis, Newport, Wapello, Muscatine, Atalissa, West Liberty, Iowa City, North Liberty, Shueyville and Cedar Rapids, in Lee, Des Moines, Louisa, Muscatine, Johnson and Linn counties, Iowa.

Applicant proposed to furnish service to and from all points named except for the transportation of freight or passengers locally between (a) Keokuk, Burlington and points intermediate thereto; (b) West Liberty, Iowa City and points intermediate thereto or (c) Iowa City, Cedar Rapids and points intermediate thereto.

On October 2, 1935, the Commission named Friday, November 8, 1935, ten o'clock a. m., at the office of the Johnson County Auditor, Iowa City, Iowa, as time and place for public hearing on this application. Notice of this hearing was published as required by Chapter 252-A1, Code of Iowa, 1931.

Written objections to the granting of this application were filed by or on behalf of the White Line Motor Freight Company of Des Moines and the trustees of the Chicago, Rock Island and Pacific Railway Company.

Public hearing was held on this application at the time and place named by the Commission and at the conclusion of the hearing the case was taken under advisement by the Commission. The appearances at the hearing are shown on the title page of this Decision.

The applicant now operates as a motor carrier of passengers to and from Keokuk, Iowa, as part of an interstate service to and from St. Louis, Missouri.

Applicant proposes to operate two round trips, daily, over the proposed route between Keokuk and Cedar Rapids on the following schedule:

READ DOWN			READ UP	
A. M.	P. M.		A. M.	P. M.
7:15	4:00	Keokuk	11:55	8:00
7:40	4:25	Montrose	11:33	7:38
8:10	4:55	Ft. Madison	11:05	7:10
8:25	5:10	Wever	10:53	6:58
8:45	5:30	Burlington—Union and Burl. Hotels	10:35	6:40
			10:25	6:15
9:15	6:00	Mediapolis	9:58	5:48
9:35	6:20	Wapello	9:40	5:30
10:05	6:55	Ar. Muscatine	9:05	4:55
10:10	7:20	Lv. Muscatine	8:55	4:55
10:34	7:44	Wilton Junction	8:35	4:35
10:44	7:54	Atalissa	8:26	4:26
10:55	8:05	West Liberty	8:15	4:15
11:25	8:35	Iowa City	7:45	3:45
11:40	8:50	North Liberty	7:30	3:30
P. M.				
12:10	9:20	Cedar Rapids	7:00	3:00

According to applicant's testimony at the hearing held, he now operates a round trip service daily between Keokuk and St. Louis and with the proposed connection at Keokuk will conduct a daily round trip service between Cedar Rapids, Iowa, and St. Louis, Missouri. Applicant also proposes suitable connections with the Interstate Transit Lines at Iowa City and Cedar Rapids.

Fifteen witnesses testified at the hearing on behalf of the applicant and in favor of granting the application. These witnesses included the applicant, two business men of Mediapolis, two business men and the manager of the Traffic Bureau of the Chamber of Commerce, all of Cedar Rapids, the secretary of the Chamber of Commerce, the Dean of Men for the University of Iowa, the Mayor of Iowa City and the agent for the Interstate Transit Lines at Iowa City, the secretary of the Chamber of Commerce and hotel manager of Muscatine, a merchant from Wapello and two officials of the Interstate Transit Lines from Des Moines, Iowa, and Chicago, Illinois.

There were no appearances made at the hearing on behalf of the objectors and no one was called to testify on their behalf or in opposition to the granting of the application.

Exhibits filed on behalf of the applicant at the hearing included letter from the secretary of the Public Service Commission of Missouri, testifying to the reliability of the applicant's service in Missouri and to his prompt compliance with that state's law and regulations affecting the operation through Missouri, letter from the secretary of the Retail Merchants Bureau of the Burlington Chamber of Commerce testifying to that Bureau's favorable attitude toward the proposed service and a comparative schedule showing applicant's proposed operation and the service now available between the points involved over the Chicago, Rock Island and Pacific Railway and the Chicago, Burlington and Quincy Railroad.

Officials and others representing the Interstate Transit Lines, a Corporation, of Omaha, Nebraska, now operating as a passenger motor carrier, among other points, east and west through Iowa City and Cedar Rapids as part of a coast to coast service, testified to the need for a suitable connection at the points particularly named with a service to and from the points applicant proposes to serve and also to and from the points between which he is now operating.

Those who testified on behalf of the retail merchants and chambers of commerce favored a better scheduled service for the traveling public to and from the principal shopping centers involved in this application.

Others who testified desired better transportation service than that now available between points located on the proposed route for the students attending the university and colleges at Iowa City and Cedar Rapids and for the traveling public in general. Testimony and evidence were also presented favorable to the package and light express service proposed by the applicant.

The Commission has fully considered the testimony presented and evidence submitted, the existing transportation service available between the points named, the scheduled service proposed by this applicant, the transportation needs of the communities involved and through connections which will be available to the traveling public, and is of the opinion and hereby finds that the establishment of the passenger and limited freight service proposed by the applicant in this case between the south line of the state of Iowa at Keokuk and Montrose, Fort Madison, Wever, Burlington, Mediapolis, Newport, Wapello, Muscatine, Atalissa, West Liberty, Iowa City, North Liberty, Shueyville and Cedar Rapids, in Lee, Des Moines, Louisa, Muscatine, Johnson and Linn counties, Iowa, except for the transportation of:

- (a) Iowa intrastate passengers or freight originating or interchanged at Keokuk, Burlington and points intermediate thereto and destined to another of those points or for transfer to another carrier at any of those points;

(b) Local passengers or freight originating at West Liberty, Iowa City and points intermediate thereto and destined to another of those points; and

(c) Local passengers or freight originating at Iowa City, Cedar Rapids and points intermediate thereto and destined to another of those points,

will promote the public convenience and necessity.

The freight to be transported must not exceed in amount one hundred (100) pounds on any one passenger carrying motor vehicle and be of such nature and size as can be conveniently transported without discomfort to passengers.

A Certificate of Convenience and Necessity will, therefore, issue in accordance with the finding made in this Decision 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.

An extension of time until March 1, 1936, in which to establish service in this case was granted the applicant on January 24, 1936. An additional extension of time until March 25, 1936, was granted the applicant on February 26, 1936. Under date of March 30, 1936, Certificate of Convenience and Necessity No. 602 was issued.

Filed August 29, 1935. Closed March 30, 1936.

No. H-2343—1936. H. N. McCoy, doing business as McCoy Truck Line, Waterloo. Application for authority to amend and extend Certificate No. 526. Application was withdrawn and, therefore, this case is closed.

Filed September 16, 1935. Closed May 2, 1936.

No. H-2344—1936. Sioux Transportation Company, Sioux City. Application for authority to operate as a motor carrier of interstate freight one way from the east line of the state at Clinton to Denison and from Denison to the west line of the state at Sioux City. Under date of October 17, 1935, the applicant withdrew this application. On November 29, 1935, the applicant requested this case reopened, which was done. On December 12, 1935, application was granted. Applicant operated under Docket No. H-2344 until Certificate No. 508 was transferred under Docket No. H-2487.

Filed September 14, 1935. Closed October 17, 1935.

Reopened November 29, 1935. Closed June 22, 1936.

No. H-2345—1936. J. E. Eldridge, Indianola. Motor Carrier—Failure to pay taxes and remit on C. O. D. collections. Hearing was held at the office of the Board, Des Moines, September 30, 1935, and the case continued for thirty days, continued hearing to be set by the Commission to allow the above operator to settle all claims in full. On December 4, 1935, the Board issued an order and warrant to levy upon certain equipment, enforce the lien, and by sale collect taxes and penalties due from J. E. Eldridge, Indianola. On December 9, 1935, the Board issued a resolution revoking Certificates of Convenience and Necessity Nos. 182 and 216.

Filed September 18, 1935. Closed December 9, 1935.

No. H-2351—1936. Raymond Taylor, Schleswig. Application for authority to operate as a motor carrier of interstate freight between the west line of the state at Council Bluffs and Soldier. Applicant withdrew his application and, therefore, this case is closed.

Filed September 18, 1935. Closed December 24, 1935.

No. H-2366—1936. O. I. Jones, Pisgah. Application for authority to operate as a motor carrier of freight between the west line of the state at Council Bluffs and Pisgah. This application was never com-

pleted and the applicant has filed a second application for interstate authority under Docket No. H-2462, and, therefore, this case is closed.

Filed October 3, 1935. Closed March 28, 1936.

No. H-2377—1936. Cullen Transportation Company, a partnership composed of Thomas S. Cullen and Edgar F. Pechacek, Sioux City. Application for authority to operate as a motor carrier of interstate freight between Sioux City and the north line of the state. This company discontinued the operation and, therefore, this case is closed.

Filed September 26, 1935. Closed February 1, 1936.

No. H-2380—1936. J. A. Dennis, owner and operator Independent Transfer Company, Knoxville. Application to amend and extend Certificate of Convenience and Necessity No. 423 to permit service to or from Albia. This application never having been completed, the case is closed.

Filed October 10, 1935. Closed August 5, 1936.

No. H-2381—1936. Katherine E. Bos, doing business as Bos Freight Lines, Marshalltown. Application for authority to operate as a motor carrier of freight between Des Moines and Mason City. This application not having been completed, the case is closed.

Filed October 9, 1935. Closed July 11, 1936.

No. H-2383—1936. Carl Peterson, Corning, and Burlington Transportation Company, Chicago, Illinois. Motor Carrier—Interstate Freight—Application for approval of transfer of Certificate No. 504. On January 9, 1936, the Board issued a resolution approving the transfer of Certificate No. 504.

Filed October 16, 1935. Closed January 9, 1936.

No. H-2386—1936. Earl Wright and Elizabeth Graham, both of Burlington, doing business as Ottumwa-Cedar Rapids Bus Line, Ottumwa. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Cedar Rapids and Ottumwa. Hearing was held at the office of the Iowa County Auditor, Marengo, January 9, 1936. On May 28, 1936, the Board rendered decision as follows:

Appearances in Docket No. H-2386:

For Applicant—Rex H. Fowler, Attorney, Des Moines, Iowa.

For Trustees of Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Objectors—Hughes, O'Brien & Hughes, Attorneys, Des Moines, Iowa, by John N. Hughes, Jr.; H. W. Warren, Division Freight and Passenger Agent, Des Moines, Iowa; W. C. Givens, Superintendent, Ottumwa, Iowa.

For Railway Express Agency, Inc., Objector—Hughes, O'Brien & Hughes, Attorneys, Des Moines, Iowa, by John N. Hughes, Jr.

For Brotherhood of Locomotive Engineers, Objector—R. C. Yates, Ottumwa, Iowa.

For Brotherhood of Locomotive Firemen and Enginemen, Objector—C. L. Ross, Ottumwa, Iowa.

For Brotherhood of Railroad Trainmen, Objector—C. L. Johns, Ottumwa, Iowa.

This application was filed with the Commission on October 16, 1935, by the Ottumwa-Cedar Rapids Bus Line, Ottumwa, Iowa, a partnership composed of Earl Wright and Elizabeth Graham, both of Burlington, Iowa, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers and a limited amount of freight (not to exceed 200 pounds of freight on any bus at any time) between Ottumwa, Hedrick, Martinsburg, Sigourney, Webster, South English, North English,

Parnell, Williamsburg, South Amana, Homestead, Amana, Walford, Fairfax and Cedar Rapids in Wapello, Mahaska, Keokuk, Iowa, Benton and Linn Counties, Iowa, except for the transportation of local passengers and freight (a) between Ottumwa and the junction of U. S. Highway No. 63 and Iowa Highway No. 149 and points intermediate thereto and (b) between the junction of Iowa Highway No. 149 and U. S. Highway No. 6, west of South Amana, and Cedar Rapids and points intermediate thereto.

The Commission named January 9, 1936, ten o'clock a. m., at the office of the Iowa County Auditor, Marengo, Iowa, as time and place for public hearing on this application and notice of that hearing was published as required by said Chapter 252-A1.

Written objections to the granting of this application were filed by the trustees of the Chicago, Rock Island and Pacific Railway Company, trustees of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company and the Railway Express Agency, Incorporated.

Public hearing was held on this application on January 9, 1936, at Marengo, Iowa, and at the conclusion of that hearing the case was taken under advisement by the Commission. The appearances at the hearing are shown on the title page of this Decision.

A total of 14 witnesses testified on behalf of the applicant at the hearing in this case. These witnesses were a member of the applicant partnership, the manager of the traffic bureau* of the Cedar Rapids Chamber of Commerce, three operators and employees of bus stations at Ottumwa and Iowa City, the operator of a hotel and bus station at Bloomfield, a representative of the Missouri Transit Company, Inc., the assistant manager of a hotel in Cedar Rapids, representatives of two retail stores of Cedar Rapids, a representative of a retail store of Ottumwa and three residents of Parnell and Hedrick. Applicant also submitted letters and petitions signed by 135 residents and business men of Ottumwa, Hedrick, Martinsburg, Webster, North English, Parnell, Cedar Rapids, Waterloo, Rockwell City, Des Moines, Monticello, Washington, Batavia, Highland Center, Centerville and Milton, favoring the granting of this application.

A total of 13 witnesses testified on behalf of the objectors at the hearing in this case. These witnesses were the president and secretary of the Sigourney Retail Merchants Association, a director of the Amana Society, three business men of Williamsburg, three representatives of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, a representative of the Brotherhood of Locomotive Engineers, a representative of the Brotherhood of Firemen and Enginemen, a representative of the Brotherhood of Railroad Trainmen and a representative of the Railway Express Agency, Inc. The objectors also submitted petitions signed by 251 residents and business men of Ottumwa, Hedrick, Hayesville, Webster, North English, Millersburg, Parnell and Williamsburg, and a letter from the Williamsburg Community Club opposing the granting of this application.

Applicant proposes to furnish daily service over the proposed route on the following schedule:

READ DOWN			READ UP	
Run 1	Run 2		Run 3	Run 4
A. M.	P. M.		A. M.	P. M.
7:30	4:15	Ottumwa	11:00	10:30
7:53	4:35	Hedrick	10:35	10:03
8:00	4:40	Martinsburg	10:30	9:58
8:15	5:05	Hayesville Junction	10:20	9:48
8:25	5:15	Sigourney	10:15	9:40
8:40	5:27	Webster	10:00	9:35
8:50	5:37	South English	9:54	9:25
8:59	5:47	North English	9:48	9:15
9:15	5:58	Parnell	9:36	9:00

9:25	6:08	Williamsburg	9:27	8:43
9:36	6:18	Conroy Junction	9:18	8:34
9:46	6:26	South Amana	9:09	8:23
9:56	6:34	Homestead	8:59	8:13
10:02	6:40	Amana	8:53	8:07
10:12	6:45	Walford	8:43	7:57
10:21	6:50	Fairfax	8:34	7:44
10:40	7:00	Cedar Rapids	8:15	7:30

Applicant proposes to purchase and operate two new 12-passenger busses over the proposed route and to maintain reserve equipment. The route description filed as a part of this application gives the length of the proposed route as 97.5 miles. However, the official Iowa State Highway Map shows that it is 100 miles from Ottumwa to Cedar Rapids, via applicant's proposed route.

Passenger fares proposed to be established by this applicant are not based on a uniform mileage basis and the amount of each fare has been made to end in nought or five. In some instances these fares are lower than the one-way coach fare by rail and in other instances they are higher.

All of the points proposed to be served by applicant except Martinsburg, South English and Homestead are on the Ottumwa-Cedar Rapids line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company. The towns of Rutledge, Highland, Hayesville, Conroy, Middle Amana and East Amana are also on the Ottumwa-Cedar Rapids line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, but are not proposed to be served by applicant.

The Chicago, Milwaukee, St. Paul and Pacific Railroad Company is furnishing the following passenger service between the points on its Ottumwa-Cedar Rapids line which are proposed to be served by applicant:

Milwaukee						No. 103	No. 197	
No. 198						Way	Way	
Way	No. 108				No. 103	Frts.	Frts.	
Frts.	Pass.				Pass.			
Daily	Daily	No. 126				Daily	No. 125	Daily
Except	Except	Pass.				Except	Pass.	Except
Sunday	Sunday	Daily				Sunday	Daily	Sunday
A. M.	P. M.	A. M.				A. M.	P. M.	A. M.
7:20	3:55	12:35	Ottumwa (Sherman St.)	10:57	11:57	9:50		
8:15	4:21	1:02	Hedrick	10:29	11:32	9:10		
9:00	4:47	1:29	Sigourney	10:00	11:01	8:05		
9:44	5:01	1:42	Webster	9:44	10:45	7:30		
10:45	5:15	1:56	North English	9:28	10:32	7:10		
11:05	5:28	2:08	Parnell	9:15	10:20	6:25		
11:35	5:40	2:20	Williamsburg	9:04	10:10	6:10		
P. M.								
12:05	5:56	2:36	South Amana	8:44	9:51	5:20		
12:20	6:08	2:47	Amana	8:30	9:40	5:00		
12:35	6:20	2:59	Walford	8:16	9:28	4:40		
12:45	6:29	3:08	Fairfax	8:07	9:20	4:30		
1:15	6:55	3:35	Cedar Rapids	7:45	9:00	4:00		

Trains Nos. 125 and 126 were referred to in this case as the night trains and they handle the Cedar Rapids-Kansas City sleepers between Cedar Rapids and Ottumwa.

The Interstate Transit Lines, Omaha, Nebraska, is operating as a motor carrier of passengers and a limited amount of freight over that part of applicant's proposed route between Ottumwa and the junction of U. S. Highway No. 63 and Iowa Highway No. 149, a distance of approximately 12 miles, and is making four round trips daily between

those points. There are no towns on the proposed route between Ottumwa and the junction of Highways Nos. 63 and 149 and applicant has excepted the transportation of local passengers and freight over that part of the proposed route.

The Interstate Transit Lines is also operating as a motor carrier of passengers and a limited amount of freight over that part of applicant's proposed route between the junction of Iowa Highway No. 149 and U. S. Highway No. 6, west of South Amana, South Amana, Homestead, Amana, Walford, Fairfax and Cedar Rapids, a distance of approximately 28 miles. This carrier is making five round trips daily between the junction of Highways Nos. 149 and 6 and Homestead and two round trips daily between Homestead and Cedar Rapids. Applicant has excepted the transportation of local passengers and freight over that part of the proposed route between the junction of Highways Nos. 149 and 6, and Cedar Rapids.

The trustees of the Chicago, Rock Island and Pacific Railway Company filed written objections to the granting of this application, but were not represented at the hearing.

The Railway Express Agency, Inc., objector, submitted exhibits at the hearing showing its service between the points proposed to be served by the applicant and also its operations at each of those points.

The Iowa Freight Lines, Inc., of Cedar Rapids, is operating as a motor carrier of freight between Ottumwa and Cedar Rapids and serving practically the same points as are proposed to be served by this applicant, but that carrier made no objection to the granting of this application.

The witnesses on behalf of the applicant in this case testified that the existing transportation service between Ottumwa and Cedar Rapids and the intermediate points proposed to be served by applicant is not adequate and that the establishment of the service proposed by applicant would promote the public convenience and necessity.

The witnesses from Cedar Rapids on behalf of the applicant testified that the schedule of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company does not provide a shopping service to Cedar Rapids from points on the Cedar Rapids-Ottumwa line, whereas it does provide such a service to Ottumwa from those points. The town of North English, for instance, is about midway between Cedar Rapids and Ottumwa and has a passenger train leaving there at 1:56 a. m., which arrives in Cedar Rapids at 3:35 a. m., and a passenger train leaving there at 5:15 p. m., which arrives in Cedar Rapids at 6:55 p. m. If a person going from North English to Cedar Rapids on the train leaving North English at 1:56 a. m. had any shopping or other business to transact in Cedar Rapids, he could not get out of Cedar Rapids until nine o'clock p. m., and would arrive back home at 10:32 p. m. If he took the train out of North English at 5:15 p. m., it would be necessary for him to stay over night in Cedar Rapids until nine o'clock p. m., the following day. However, a resident of North English may leave that point at 9:28 a. m., arrive Ottumwa at 10:57 a. m., have approximately five hours to transact business in Ottumwa and then arrive back home at 5:15 p. m. The witnesses from Cedar Rapids testified that they felt that the merchants of Cedar Rapids were losing business to Ottumwa because of this difference in rail service to and from those two points. These witnesses also testified that the proposed service is necessary to supplement the existing rail service and that it would attract new business.

The witness from Hedrick on behalf of the applicant testified that it would be very convenient if the residents of that point had service to their county seat at Sigourney which would permit them to transact business at Sigourney and return home the same day. It was brought out that it is possible to leave Hedrick on the Way Freight which is scheduled to leave there at 8:15 o'clock a. m., to arrive Sigourney at nine o'clock a. m., to have one hour in which to transact

business in Sigourney and to leave there at ten o'clock a. m. and arrive Hedrick at 10:29 a. m. This witness testified, however, that the Way Freight service is not dependable and that its actual operation would not allow sufficient time to transact business in Sigourney. Under applicant's proposed schedule, a bus would leave Hedrick at 7:53 a. m. and arrive Sigourney at 8:25 a. m., and another bus would leave Sigourney at 10:15 a. m. and arrive Hedrick at 10:35 a. m. This witness also testified that he believed that the residents of his community who are not now using the rail service would use the proposed service and that the establishment of the proposed service would have very little effect upon the passenger revenue of the railroad company.

The town of Martinsburg is also in Keokuk County, but has no direct line rail or motor carrier service to Sigourney or to Ottumwa or Cedar Rapids. Under applicant's proposed schedule the residents of Martinsburg would have same day service to and from Sigourney, Ottumwa, Cedar Rapids and the other points on applicant's proposed route.

The testimony in this case shows that there is a demand on the part of the traveling public for additional and more convenient service between the points proposed to be served by applicant and between those points and points served by other passenger motor carriers operating into and out of Ottumwa, Sigourney, Homestead and Cedar Rapids. Parts of this testimony was with reference to the need for improved service from points in southern Iowa and northern Missouri to Iowa City for persons going to and from the State University and University Hospitals at Iowa City. It was testified that it is now necessary for passengers originating at and beyond Ottumwa and destined to Iowa City to travel via Des Moines or Cedar Rapids.

It was testified on behalf of applicant that applicant's proposed time schedule was worked out so as to provide convenient local service and for such connections with other carriers serving points on the proposed route as would accommodate the largest number of people under the present schedules of the connecting carriers. Under the schedule proposed by the applicant and the existing schedule of the Interstate Transit Lines between Homestead and Iowa City the following connecting line service would be available between Ottumwa and Iowa City:

P. M.	A. M.		A. M.	P. M.
4:15	7:30	Lv. Ottumwa	Ar. 11:00	10:30
8:50	10:31	Ar. Iowa City	Lv. 8:24	7:40

This service would, of course, also be available to the residents of the points intermediate to Ottumwa and South Amana.

The establishment of the proposed service would also provide connecting line service between points on applicant's proposed route and points on the Cedar Rapids-Dubuque line of the Interstate Transit Lines on the following schedule as to the terminals:

4:15 P. M.	7:30 A. M.	Lv. Ottumwa	Ar. 10:30 P. M.
7:00 P. M.	10:40 A. M.	Ar. Cedar Rapids	Lv. 7:30 P. M.
7:00 P. M.	11:30 A. M.	Lv. Cedar Rapids	Ar. 6:00 P. M.
9:30 P. M.	2:00 P. M.	Ar. Dubuque	Lv. 3:30 P. M.

A part of this service is now available by connections between the Milwaukee and the Interstate Transit Lines at Cedar Rapids. Milwaukee Train No. 108 from Ottumwa to Cedar Rapids is scheduled to arrive Cedar Rapids at 6:55 p. m. and Milwaukee Train No. 125 from Cedar Rapids to Ottumwa is scheduled to leave Cedar Rapids at 9:00 p. m.

The Missouri Transit Company, Inc., is operating as a motor carrier of passengers and a limited amount of freight between Jefferson City, Missouri, and Ottumwa, Iowa, and is using the same depot in Ottumwa as is proposed to be used by this applicant. This carrier has a bus scheduled to leave Ottumwa at 11:00 a. m. for Bloomfield and the other points on its route as far south as Jefferson City, Missouri. Ap-

plicant herein proposes to operate a bus from Cedar Rapids to Ottumwa which is scheduled to arrive Ottumwa at 11:00 a. m. and Milwaukee Train No. 103 is scheduled to arrive at that carrier's Sherman Street station in Ottumwa at 10:57 a. m. and at its Jefferson Street station at 11:05 a. m. Testimony shows that it is practically impossible for a passenger arriving in Ottumwa on Milwaukee Train No. 103 to catch the southbound bus out of Ottumwa at 11:00 a. m. unless he gets off the train at the Sherman Street station, makes arrangement to hold the bus and takes a cab to the Union Bus Depot. If the proposed service were established, applicant's bus leaving Cedar Rapids at 8:15 a. m. would make direct connections with the southbound bus leaving Ottumwa at 11:00 a. m.

While the Milwaukee operates Train No. 108 out of Ottumwa for Cedar Rapids at 3:55 p. m., and applicant proposes to operate a northbound bus out of Ottumwa at 4:15 p. m., the testimony shows that the Burlington Transportation Company operates a bus from Burlington to Ottumwa which is scheduled to arrive Ottumwa at 4:10 p. m., and that there is a demand on the part of passengers arriving Ottumwa on the 4:10 p. m. bus for service to points north of Ottumwa. Passengers arriving Ottumwa at 6:30 a. m. on the Burlington Transportation Company's bus from points west of Ottumwa could leave Ottumwa for points on applicant's proposed route at 7:30 a. m.

The bus which applicant proposes to operate out of Ottumwa at 7:30 a. m. and into Cedar Rapids at 10:40 a. m., would also make connections at Cedar Rapids with an eastbound bus of the Interstate Transit Lines which leaves Cedar Rapids at 11:20 a. m. for points along U. S. Highway No. 30.

The witnesses from Sigourney on behalf of the objectors testified, among other things, that the existing service of the Milwaukee is adequate for the needs of Sigourney; that they had no difficulty in getting to Cedar Rapids or Ottumwa; that the proposed service might be convenient for Cedar Rapids or Ottumwa, but they could not see how it would be of any particular convenience to Sigourney; that the merchants of Sigourney felt that the establishment of same day service from Sigourney to Cedar Rapids and return would mean a loss of business to Sigourney and would be another step to kill off the little towns; that the abandonment of a railroad line in Keokuk County has resulted in the loss of a considerable amount in tax receipts in that County and that they feel that the Milwaukee, as a tax payer in Keokuk County, is entitled to whatever passenger business there is.

The witness from Amana on behalf of the objectors testified, among other things, that the establishment of the proposed service would not be of any great benefit to the Amana colonies for the reason that their main travel is between the Amanas and Cedar Rapids where there is adequate service by rail and bus and that there is very little occasion to travel from Amana to points as far south as Ottumwa.

The witnesses from Williamsburg on behalf of the objectors, testified, among other things, that they consider the Milwaukee service adequate for the needs of Williamsburg; that the Milwaukee service to Cedar Rapids and Ottumwa is satisfactory; that they believe that an additional bus operation would not be of any benefit to Williamsburg; that the abandonment of railroad lines with a consequent loss in taxes is a serious matter with the counties; that the establishment of bus service to Cedar Rapids and Ottumwa would result in a loss of business to the merchants of Williamsburg and that the curtailment of mail and express service would be a detriment to the merchants of Williamsburg.

One of the representatives of the Milwaukee testified as to the earnings and expenses resulting from the operation of Trains Nos. 125 and 126 and that there was no question but what those trains would have to be discontinued if there were a further decrease in their earnings. Another representative of the Milwaukee testified that any further de-

crease in passenger revenue on the Cedar Rapids-Ottumwa line might result in the discontinuance of agents and the establishment of custodians at Conroy, Walford, Parnell and Hayesville.

The representatives of the Railroad Brotherhoods testified regarding the loss of employment which would result from the discontinuance of Milwaukee Trains Nos. 125 and 126.

The representative of the Railway Express Agency, Inc., testified that there is a considerable amount of express shipments transported by the Milwaukee trains between Ottumwa and Cedar Rapids and that the discontinuance of Trains Nos. 125 and 126 would mean a curtailment of express service between those points.

On March 27, 1936, the Chicago, Milwaukee, St. Paul and Pacific Railroad Company posted a notice at its stations between Cedar Rapids and Ottumwa of its intention to discontinue operating its Trains Nos. 125 and 126, effective April 20, 1936, and on April 15, 1936, the Cedar Rapids Chamber of Commerce wired the Commission requesting that these trains be continued in service until the matter could be heard and decided by the Commission. This case, Docket No. A-4631, was heard at Cedar Rapids on April 16, 1936, and at Des Moines on May 6, 1936, and the Commission has issued a Decision permitting this carrier to discontinue the above numbered trains.

After having fully considered the record in this case and taking notice of the fact that Trains Nos. 125 and 126 will be discontinued, the Commission is of the opinion and hereby finds that the establishment of the service proposed by the applicant in this case will promote the public convenience and necessity. A Certificate of Convenience and Necessity will therefore issue to applicant as applied for in this case as soon as it has complied with the necessary preliminary requirements of the law and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

One of the requirements to be complied with by this applicant before a certificate will issue is the filing of an acceptable schedule of rates and fares. The Commission is unable to approve the schedule of rates and fares filed as a part of this application for the reason that applicant proposes to assess a higher through fare between a number of points on the proposed route than the aggregate of the intermediate fares between those points. This schedule, for instance, provides for a through fare of \$1.05 between Ottumwa and South English, whereas the aggregate of the fares via the intermediate points is as low as eighty cents.

On June 19, 1936, Certificate of Convenience and Necessity No. 605 was issued.

Filed October 16, 1935. Closed June 19, 1936.

No. H-2395—Arthur E. Wells, Sanborn. Motor Carrier—Freight—Application for authority to operate as a motor carrier of freight over the following routes:

Route 1—Between Sioux City, Seney, Carnes, Alton, Hospers and Sheldon, Iowa.

Route 2—Between Sheldon, Sanborn, Hartley, Everly, Wallace, Hagerly, Lake Park, Harris, Ocheyedon, Allendorf, Cloverdale, Melvin, Sanborn and Sheldon, Iowa.

Route 3—Between Sheldon, Ritter, Ashton, Sibley, Little Rock, George, Boyden, Matlock and Sheldon, Iowa.

This application was originally set down for hearing at Sioux City, March 4, 1936, but was continued to and heard on March 24th and 25th at the Martin Hotel, Sioux City. Under date of October 30, 1936, the Board issued a decision granting the authority sought for in part but holding in abeyance that portion of the route applied for between Sioux City and Hospers. The decision reads as follows:

Appearances:

For Applicant—Audley W. Johnson, Attorney, Sioux City, Iowa.

For Traffic Bureau, Sioux City Chamber of Commerce, intervener on behalf of applicant—P. R. Wigton, Commissioner, Sioux City, Iowa.

For Brady Transfer & Storage Company, Fort Dodge, Iowa, Objector—Rex H. Fowler, Attorney, Des Moines, Iowa; John H. Mitchell, Attorney, Fort Dodge, Iowa.

For Chicago, St. Paul, Minneapolis & Omaha Railway Company, Objector—Jepson, Struble & Sifford, Attorneys, Sioux City, Iowa, by C. N. Jepson.

For Trustees of Chicago, Milwaukee, St. Paul & Pacific Railroad Company and Railway Express Agency, Inc., Objectors—Hughes, O'Brien & Hughes, Attorneys, Des Moines, Iowa, by John N. Hughes, Jr.

For Trustees of Chicago, Rock Island & Pacific Railway Company, Objector—J. G. Gamble, Attorney for Iowa, Des Moines, Iowa, by John Gamble, Assistant Attorney.

For Illinois Central Railroad Company, Objector—Henderson, Hatfield & Wadden, Attorneys, Sioux City, Iowa, by Paul M. Hatfield.

For Trustees of Chicago & North Western Railway Company, Objector—Davis, McLaughlin & Hise, Attorneys, Des Moines, Iowa, by James C. Davis, Jr.

Arthur E. Wells, Sanborn, Iowa, the applicant in this case, is the holder of Certificate of Convenience and Necessity No. 296, which was issued to him on December 31, 1930. This certificate as originally issued authorized this applicant to operate as a motor carrier of freight one way from Sioux City to Sanborn and Hartley and from Sanborn to Hartley over U. S. Highways Nos. 75 and 18. On January 26, 1932, this certificate was amended and extended to also authorize the transportation of freight originating at or destined to Sheldon. This certificate as amended and extended, therefore, authorized applicant to transport freight one way from Sioux City to Sheldon, Sanborn and Hartley; from Sheldon to Sanborn and Hartley, and from Sanborn to Hartley, but does not authorize him to transport freight originating at or destined to any point intermediate to Sioux City and Sheldon nor to furnish any freight motor carrier service on the return trips to Sioux City. Applicant is now operating daily, except Saturdays, Sundays and holidays, under Certificate No. 296 with a truck scheduled to leave Sioux City at 2:00 p. m. and to arrive Sheldon at 4:00 p. m., Sanborn at 4:30 p. m., and Hartley at 5:20 p. m.

On October 19, 1933, this applicant filed an application, Docket No. H-1928, 1934, for authority to extend his Sioux City-Hartley route one way from Hartley to Everly and Spencer. That application was heard by the Commission on January 24, 1934, and denied on September 19, 1934.

The application in the present case was filed with the Commission on October 26, 1935, under the provisions of Chapter 252-A1, Code of Iowa, 1935, and is for a certificate of convenience and necessity to operate as a motor carrier of freight between the following points:

Route 1—Between Sioux City, Seney, Carnes, Alton, Hospers and Sheldon in Woodbury, Plymouth, Sioux and O'Brien Counties, Iowa.

Route 2—Between Sheldon, Sanborn, Hartley, Everly, Wallace, Hagerty, Lake Park, Harris, Ocheyedon, Allendorf, Cloverdale, Melvin, Sanborn and Sheldon, in O'Brien, Clay, Dickinson and Osceola Counties, Iowa.

Route 3—Between Sheldon, Ritter, Ashton, Sibley, Little Rock, George, Boyden, Matlock and Sheldon, in O'Brien, Osceola, Lyon and Sioux Counties, Iowa.

According to the application in this case, it is approximately 57 miles from Sioux City to Sheldon via Route 1, approximately 111 miles over loop Route 2, and approximately 67 miles over loop Route 3.

Applicant proposes to transport freight from any point on the proposed routes to any other point on the proposed routes, except that he does not propose to pick up or set down freight at any point intermediate to Sioux City and Seney on Route 1. Applicant also proposes to furnish pick-up and delivery service at all points proposed to be served.

Applicant proposes to operate over the proposed routes on the following schedule:

ROUTE 1

Daily, Except Saturday and Sunday

READ DOWN			READ UP		
No. 2 P. M.	No. 1 P. M.		No. 1 A. M.	No. 2 A. M.	
6:00	12:30	Lv. Sioux City	Ar.	9:00	11:00
	1:35	Lv. Seney	Lv.	8:05	
	2:00	Lv. Carnes	Lv.	7:50	
	3:15	Lv. Alton	Lv.	7:35	
	4:15	Lv. Hospers	Lv.	7:10	
8:00	4:40	Ar. Sheldon	Lv.	6:45	9:15

ROUTE 2

Daily, Except Sunday and Monday

READ DOWN		
7:00	A. M.	Lv. Sheldon
8:00	A. M.	Lv. Sanborn
9:00	A. M.	Lv. Hartley
9:55	A. M.	Lv. Everly
10:12	A. M.	Lv. Wallace
10:22	A. M.	Lv. Hagerty
11:20	A. M.	Lv. Lake Park
12:15	P. M.	Lv. Harris
1:15	P. M.	Lv. Ocheyedan
1:50	P. M.	Lv. Allendorf
2:20	P. M.	Lv. Cloverdale
3:25	P. M.	Lv. Melvin
4:30	P. M.	Lv. Sanborn
4:50	P. M.	Ar. Sheldon

ROUTE 3

Daily, Except Sunday and Monday

READ DOWN		
8:00	A. M.	Lv. Sheldon
8:15	A. M.	Lv. Ritter
9:00	A. M.	Lv. Ashton
10:15	A. M.	Lv. Sibley
11:20	A. M.	Lv. Little Rock
12:00	A. M.	Lv. George
1:15	P. M.	Lv. Boyden
1:45	P. M.	Lv. Matlock
2:00	P. M.	Ar. Sheldon

Under this schedule, applicant would furnish same day service from Sioux City to all of the other points on Route 1 and next day service from Sioux City to all of the points beyond Sheldon on Routes 2 and 3.

The Commission named March 4, 1936, 9:00 o'clock a. m., at the Martin Hotel, Sioux City, Iowa, as time and place for public hearing on this application and notice of that hearing was published as required by said Chapter 252-A1. However, on February 28, 1936, the Commission continued this hearing to March 24, 1936, 9:00 o'clock a. m., at the Martin Hotel, Sioux City, Iowa. This continuance was granted at the request of the Minneapolis and St. Louis Railroad Company and the Illinois Central Railroad Company.

Written objections to the granting of this application were filed by the Illinois Central Railroad Company; Chicago, St. Paul, Minneapolis and Omaha Railway Company; Brady Transfer and Storage Company, Fort Dodge, Iowa; trustees of the Chicago, Rock Island and Pacific Railway Company; trustees of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, and Railway Express Agency, Inc.

Public hearing was held on this application on March 24 and 25, 1936, at Sioux City, and at the conclusion of this hearing, the application was taken under advisement by the Commission. The appearances at this hearing are shown on the title page of this Decision.

Twenty-six witnesses testified on behalf of applicant at the hearing held on March 24 and 25, 1936. These witnesses were the applicant, the commissioner of the Sioux City Traffic Bureau, representatives of eight wholesalers and manufacturers of Sioux City, the manager of the Union Truck Depot of Sioux City, four business men of Melvin, two business men from each of the towns of Everly, Hospers and Lake Park, and one business man from each of the towns of Ashton, Ocheyedan, Alton, Carnes and Boyden. The witness from Alton and one of the witnesses from Everly represented a company in the building material business with yards at Alton, Hospers, Sheldon and Everly. Applicant also submitted letters and petitions favoring the granting of his application which were signed by 152 other business men of all of the points proposed to be served by him, except Sioux City, Seney, Wallace and Hagerty.

Five witnesses testified at the hearing on behalf of the objectors in this case. These witnesses were two representatives of the trustees for the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, a representative of the Railway Express Agency, Inc., a representative of the trustees for the Chicago, Rock Island and Pacific Railway Company, and a representative of the Chicago, St. Paul, Minneapolis and Omaha Railway Company. The trustees for the Chicago, Rock Island and Pacific Railway Company also submitted petitions opposing the granting of the application, which were signed by 97 residents and business men of all of the points on that carrier's lines which are proposed to be served by applicant. These petitions, however, referred only to applicant's proposal to operate over Routes 2 and 3 and did not show that applicant also proposes to furnish service from Sioux City to the points on Routes 2 and 3.

With reference to the petitions for and against the granting of this application, the Commission finds that 27 business men signed both of these petitions. Two of those petitioners, however, appeared as witnesses at the hearing and testified in favor of the granting of the application.

The LeMars Associated Retailers, LeMars, Iowa, is operating as a freight motor carrier between Sioux City, Hinton, Merrill and LeMars and is furnishing service daily, except Sundays, between those points. Applicant proposes to go through Hinton, Merrill and LeMars in operating over his proposed Route 1, but does not propose to pick up or set down freight at any of those points.

Harry Hess, Pipestone, Minnesota, is now operating as a motor carrier of freight between Sioux City and George and certain other points. However, at the hearing in this case, applicant Wells testified that it was not his intention in preparing his application to ask for authority to transport freight between Sioux City and George in competition with Harry Hess.

A. M. Schoenewe, Everly, Iowa, holds Certificate of Convenience and Necessity No. 40, authorizing him to operate as a freight motor carrier between Spencer and Everly, but the records of the Commission show that he has not operated under that certificate since February, 1936.

The Orange City Motor Express, Orange City, Iowa, which is operating as a motor carrier of freight one way from Sioux City to Orange City, has an application pending before the Commission, Docket No. H-2330, for authority to operate in both directions between Orange City and Alton, and the main purpose of that application is to secure authority to transport freight from Sioux City to Alton. That application was partially heard on March 24, 1936, at Sioux City and the hearing was continued to a time and place to be named by the Commission. The Commission has not as yet named a time and place for this continued hearing.

The Brady Transfer and Storage Company, Fort Dodge, Iowa, which is now operating as a motor carrier of freight between Des Moines, Fort Dodge, Waterloo, Storm Lake, LeMars, Sioux City, Spencer, Em-

metsburg, Algona and certain other points, has an application pending before the Commission, Docket No. H-2350, for authority to operate as a freight motor carrier over several other routes. One of these proposed routes is between LeMars and Fort Dodge via Seney, Carnes, Alton, Hospers and certain other points. Another of these is a proposed loop route beginning and ending at Fort Dodge and going through Spencer, Everly and certain other points. If that application is granted, the Brady Transfer and Storage Company proposes to furnish direct freight motor carrier service from Sioux City to Seney, Carnes, Alton and Hospers and one-line freight motor carrier service from Sioux City to Everly via Fort Dodge. That application has been heard, but has not as yet been decided.

As already shown in this Decision, applicant is now furnishing freight motor carrier service from Sioux City to Sheldon, Sanborn and Hartley and the main purpose of the application now under consideration is to secure authority to furnish such service from Sioux City to the other points on proposed Routes 1, 2 and 3.

Nine of the points proposed to be served by applicant, namely, Sioux City, Seney, Carnes, Alton, Hospers, Sheldon, Ritter, Ashton and Sibley, are on the Sioux City-St. James line of the Chicago, St. Paul, Minneapolis and Omaha Railway Company, and according to that carrier's Time Table No. 171 for the Fourth and Fifth Districts of its Western Division, it is furnishing the following service on L. C. L. freight between those points:

READ DOWN		READ UP	
Daily No. 18	Mon., Wed. and Fri. No. 30		Tues., Thurs. and Sat. No. 29
8:15 P. M.	8:15 A. M.	Sioux City	2:50 P. M.
	9:50 A. M.	Seney	1:10 P. M.
	10:05 A. M.	Carnes	12:55 P. M.
	11:50 A. M.	Alton	11:20 A. M.
	12:10 P. M.	Hospers	10:55 A. M.
	1:45 P. M.	Sheldon	10:25 A. M.
	2:00 P. M.	Ritter	8:45 A. M.
	2:30 P. M.	Ashton	8:35 A. M.
11:35 P. M.	3:00 P. M.	Sibley	8:05 A. M.

According to the record in this case, freight loaded by this carrier at Sioux City on Mondays, Wednesdays and Fridays and destined to points intermediate to Sioux City and Sibley leaves Sioux City at 8:15 p. m. on those days on Train No. 18 and is taken to Worthington, Minnesota, where it arrives at 12:50 a. m. on Tuesdays, Thursdays and Saturdays. This freight is then picked up at Worthington and delivered to destinations by Train No. 29, leaving Worthington at 6:30 a. m., making next day delivery to each of those points. Freight loaded by this carrier at Sioux City, Iowa, on Tuesdays, Thursdays and Saturdays and destined to points intermediate to Sioux City and Sibley is scheduled to leave Sioux City on Train No. 30 at 8:15 a. m. on Wednesdays, Fridays and Mondays, respectively, and is delivered direct to those destinations by that train. This schedule, therefore, provides for next day service from Sioux City to points intermediate to Sioux City and Sibley on freight loaded at Sioux City every week day except Saturday and for second day service on freight loaded on Saturday. At the time of the hearing on this application, this carrier was furnishing this same service on L. C. L. freight from Sioux City to Sibley. However, on the day of the hearing this carrier and the Chicago, Rock Island and Pacific Railway Company reached an agreement whereby the Chicago, St. Paul, Minneapolis and Omaha Railway Company is to operate a daily car out of Sioux City at 8:15 p. m. and into Sibley at 11:35 p. m., containing freight for Sibley and for transfer to the Chicago, Rock

Island and Pacific Railway Company at Sibley for delivery to Little Rock, Allendorf, Ocheyedon, Harris, Lake Park, Cloverdale, Melvin and Hartley, being the points on the Chicago, Rock Island and Pacific Railway which are proposed to be served by applicant.

Applicant proposes to classify freight in accordance with Western Classification No. 65 but proposes to assess different class rates than the railroad companies. The following is a comparison of the class rates proposed by applicant with the class rates of the railroad companies from Sioux City to the points proposed to be served by applicant:

	Applicant				Rail			
	1	2	3	4	1	2	3	4
Seney	28	24	20	16	38	32	26	19
Carnes	30	26	21	17	44	37	30	22
Alton	32	27	22	18	45	38	30	23
Hospers	35	30	25	20	46	39	31	23
Sheldon	37	32	26	21	48	41	32	24
Ritter	38	33	28	22	48	41	32	24
Boyden	38	33	28	22	48	41	32	24
Matlock	38	33	28	22	48	41	32	24
Sanborn	40	35	29	23	52	44	35	26
Ashton	40	35	29	23	51	43	34	26
George	42	36	30	24	51	43	34	26
Hartley	44	38	31	25	52	44	35	26
Melvin	44	38	31	25	51	43	34	26
Sibley	44	38	31	25	51	43	34	26
Allendorf	46	39	33	26	51	43	34	26
Cloverdale	46	39	33	26	51	43	34	26
Little Rock	46	39	33	26	51	43	34	26
Everly	47	41	34	27	55	47	37	28
Ocheyedon	47	41	34	27	51	43	34	26
Harris	51	44	36	29	51	43	34	26
Lake Park	53	45	38	30	51	43	34	26

The Chicago, Rock Island and Pacific Railway Company has the following L. C. L. freight service scheduled between Sibley and the other points on its lines which are proposed to be served by this applicant:

READ DOWN

Tues., Thurs.
and Sat.

8:55 A. M.	Little Rock
10:20 A. M.	Sibley
10:35 A. M.	Allendorf
11:00 A. M.	Ocheyedon
11:30 A. M.	Harris
12:05 P. M.	Lake Park

Daily, Except
Sun.

7:30 A. M.	Sibley
7:45 A. M.	Cloverdale
8:00 A. M.	Melvin
8:30 A. M.	Hartley

READ UP

Mon., Wed.
and Fri.

11:15 A. M.
10:20 A. M.
9:50 A. M.
9:35 A. M.
9:15 A. M.
8:55 A. M.

Daily Except
Sun.

4:30 P. M.
4:00 P. M.
3:45 P. M.
3:10 P. M.

There is, therefore, daily except Sunday* service scheduled on L. C. L. freight from Sioux City to Cloverdale, Melvin and Hartley via the Chicago, St. Paul, Minneapolis and Omaha Railway and the Chicago, Rock Island and Pacific Railway with a transfer at Sibley and with next day delivery scheduled for each of those points. There is also tri-weekly service scheduled on L. C. L. freight from Sioux City to Little Rock, Allendorf, Ocheyedon, Harris and Lake Park via the same

lines with delivery scheduled for Little Rock on Mondays, Wednesdays and Fridays and for the points east of Sibley on Tuesdays, Thursdays and Saturdays.

The Chicago, Milwaukee, St. Paul and Pacific Railroad Company is furnishing daily except Sunday service on L. C. L. freight from Sioux City to Boyden and Everly, the two additional points on its lines which are proposed to be served by applicant with next day delivery scheduled for each of those points.

Freight from Sioux City to Boyden goes via Canton, South Dakota, and is scheduled to arrive Boyden 5:40 a. m. Freight from Sioux City to Everly goes via Herndon and Spencer and is scheduled to arrive at Everly at 3:05 p. m. This carrier is also furnishing refrigerator car service twice a week from Sioux City to Boyden and Everly.

The Illinois Central Railroad Company is furnishing daily except Sunday service on L. C. L. freight from Sioux City to Matlock and George, the two additional points on its lines which are proposed to be served by applicant with next day delivery scheduled for each of those points. This freight is received at Sioux City up to 5:00 p. m., goes via Cherokee and is scheduled to arrive Matlock at 11:15 a. m. and George at 12:01 p. m. This carrier also operates refrigerator cars out of Sioux City on Mondays and Wednesdays which serve Matlock and George on the same schedule as shown above for its merchandise cars. However, as hereinbefore shown, applicant testified that it was not his intention in preparing his application to ask for authority to transport freight between Sioux City and George.

Two of the points proposed to be served by applicant, namely, Wallace and Hagerty, are inland towns and have no rail or motor carrier service.

According to the Iowa state highway map, issued by the State Highway Commission, it is approximately 69 miles from Sioux City to Sheldon via applicant's present route over U. S. Highways Nos. 75 and 18 and approximately 59 miles from Sioux City to Sheldon via applicant's proposed route over U. S. Highway No. 75 and Iowa Highway No. 33. While applicant holds authority to operate only one way as a motor carrier of freight from Sioux City to Sheldon, Sanborn and Hartley, it is, of course, necessary for him to make a round trip with his truck and the round trip mileage is approximately 178 miles. If this application is granted, it would take approximately 405 truck miles per day to furnish the proposed service.

Applicant testified, among other things, that he has two closed trucks and proposes to purchase three additional trucks in order to furnish the proposed service and have a truck in reserve; that he has used charcoal heaters in his trucks during extremely cold weather to protect perishable shipments and proposes to follow that practice with the trucks on the proposed routes; that Sheldon would be a division point and freight originating on one route and destined to a point on another route would be transferred at Sheldon; that he proposes to furnish same day service from Sioux City to Seney, Carnes, Alton, Hospers and Sheldon, and next day service to the points on Routes 2 and 3 beyond Sheldon; that he proposes to serve the points Seney to Sheldon, inclusive, with the truck scheduled out of Sioux City at 12:30 p. m.; that he also proposes to take shipments from Sioux City to the points on Route 1 on the truck scheduled out of Sioux City at 6:00 p. m. and, if unable to make delivery on the outbound trip, he proposes to make delivery next morning on the truck scheduled out of Sheldon at 6:45 a. m.; that the main purpose of the trip scheduled out of Sioux City at 6:00 p. m. is to transport freight which is destined to points on Routes 2 and 3; that he proposes less stringent packing requirements than the railroads; that some merchants in the towns on Routes 2 and 3 are now employing truckers to go to Sioux City for their merchandise; that Sioux City is in competition with Sioux Falls and the Twin Cities for business at the points proposed to be served on Routes

2 and 3; that considerable merchandise is delivered by truck from Sioux Falls and the Twin Cities to points on Routes 2 and 3; that the Strait Transportation Company of Rock Rapids was transporting freight as a motor carrier from Sioux Falls to several points on the proposed routes; that he now transports freight from 15 or 20 wholesalers and jobbers of Sioux City to points on his existing route; that he has transported merchandise from Sioux City to Hartley, which was destined to Everly, and the consignee came to Everly after it; that he has transported merchandise from Sioux City to Sanborn, which was destined to Ocheyedan, and the consignee came to Sanborn after it, and that he has furnished service from Sioux City to Boyden on interstate shipments.

The commissioner of the Sioux City Traffic Bureau testified, among other things, that the railroad service from Sioux City to the points on proposed Routes 2 and 3 is not satisfactory for L. C. L. merchandise; that there is two-line rail service from Sioux City to many of the additional points proposed to be served on Routes 2 and 3; that applicant's proposal to have a truck leave Sioux City at 12:30 p. m. for points on Route 1 is satisfactory to Sioux City; that the executive committee of the Sioux City Traffic Bureau considered this application and instructed him to appear at the hearing in behalf of the application; that there is a demand on the part of the business houses of Sioux City for the service proposed by this applicant; that applicant proposes to furnish a faster service than is now being furnished by the railroads and that is what the business interests of Sioux City are requesting; that the points proposed to be served on Routes 2 and 3 are in the Sioux City trade territory; that daily low cost transportation service has developed hand to mouth buying and has enabled the retail merchant to maintain his business with a smaller stock and a lower capitalization than would be possible with a slower means of transportation; that he has been advised by some of the business men of Sioux City that the rail service from Sioux City to points on proposed Routes 2 and 3 is so slow, unsatisfactory and inadequate as to prevent them in many cases from obtaining any business and to curtail the volume of business obtained in other cases; that practically all of the merchandise which moves out of Sioux City by any means of transportation moves into Sioux City very largely by rail; that he was of the opinion that the service proposed by applicant would be a convenience and is a necessity to the merchants in that trade territory and to the business and shipping interests of Sioux City; that there is a constant movement of freight by live stock and private trucks from Sioux City to points in the territory proposed to be served by applicant; that the business interests of Sioux City and the merchants at the points on proposed Routes 2 and 3 are and will continue to be handicapped if the proposed service is not established; that Sioux City is in competition with mail order houses trying to serve the points on proposed Routes 2 and 3, and that one thing of vital importance to Sioux City is that a majority of the towns proposed to be served by this applicant and which do not have regular truck service from Sioux City have that service from Sioux Falls and Minneapolis. This witness also submitted as Exhibit No. 1 a list of rates of the Strait Transportation Company, Rock Rapids, Iowa, which provides for rates from Sioux Falls, Minneapolis and St. Paul to George, Harris, Lake Park, Little Rock, Ocheyedan and Sibley, which points are proposed to be served by this applicant. The records of the Commission show that the operating rights held by the Strait Transportation Company in the state of Iowa were transferred on July 15, 1936, to Harry Hess, Pipestone, Minnesota.

The representatives of the eight wholesalers and manufacturers of Sioux City testified, among other things, that the points proposed to be served by applicant are in the Sioux City trade territory; that they are in competition with firms at Sioux Falls, Minneapolis, St. Paul, Chi-

cago, Omaha, Kansas City, Spencer and Estherville for business at the points proposed to be served; that shipments from Sioux City to the points proposed to be served are being transported by rail and by private and irregular trucks; that the majority of their customers and dealers request that shipments be sent by truck; that they prefer to ship by a reliable and authorized freight motor carrier rather than by live stock or other irregular trucks; that the establishment of the service proposed by applicant will promote the public convenience and necessity; that two-line rail service results in frequent delays to shipments because of the necessity of making a transfer; that Sioux Falls has direct rail and truck service to several of the points proposed to be served by applicant; that they have had frequent requests during the last three or four years for improved transportation service from Sioux City to points east and west of Sibley; that they have lost considerable business in this territory because of their inability to make deliveries as fast as their competitors; that they were of the opinion that the establishment of the proposed service will enable them to regain some of the business which they have lost in that territory; that they are asking for transportation service equal to that which is available to their competitors; that they are not unfriendly toward the railroad companies but are attempting to comply with the requests of their customers in asking for the establishment of the proposed service; that the proposed service would be beneficial to their companies and to their customers; that many of their competitors are making deliveries to this territory by private or contract trucks; that there is a necessity for more frequent service on perishable merchandise than is now available; that the existing rail service from Sioux City to the points east and west of Sibley is entirely unsatisfactory and that the retail merchants have been buying from hand to mouth for the last three or four years, which results in small orders and frequent shipments.

The manager of the Union Truck Depot of Sioux City testified, among other things, that he received daily telephone calls for truck service to Alton, Hospers and Ocheyedan, and frequent calls for such service to several of the other points proposed to be served by applicant.

The 15 business men from Melvin, Ashton, Ocheyedan, Everly, Alton, Hospers, Carnes, Lake Park and Boyden testified, among other things, that they received merchandise from Sioux City and need transportation service from that point; that quick transportation service is needed on some of these shipments; that rail schedules from Sioux City are either too slow or are not maintained; that some shipments are received by rail and some by live stock and other trucks; that the service proposed by applicant would be a benefit to them and they would like to have that service; that they favor the granting of the application; that some of the points can secure shipments quicker from Minneapolis by truck than from Sioux City by rail; that the proposed service would be a convenience and is a necessity to them; that the proposed service would be an improvement over the present rail service; that some of the points proposed to be served by applicant get quicker rail service from Des Moines than from Sioux City; that there is a necessity for more frequent perishable service from Sioux City; that some of these business men place rush orders at Sioux Falls but would prefer to buy from Sioux City, and that it is necessary for them to have quick transportation service in order to successfully compete with neighboring towns which have that service. One of the witnesses from Everly and the witness from Alton represented a company in the building material business, which has yards at Alton, Hospers, Sheldon and Everly. This company receives building material in carload lots at Alton and desires the establishment of applicant's service in order to provide a better means of distribution to its other three yards.

The witnesses representing the objecting railroad companies and the Railway Express Agency, Inc., testified as to the schedules of their respective companies on L. C. L. merchandise from Sioux City to the

additional points proposed to be served and also submitted exhibits setting out those schedules.

While the present application includes a request for authority to transport freight from Sioux City to Sheldon, Sanborn and Hartley, from Sheldon to Sanborn and Hartley, and from Sanborn to Hartley, applicant already holds that authority and it is not necessary to make a finding as to the necessity for that service.

Inasmuch as the Orange City Motor Express has an application before the Commission, Docket No. H-2330, for authority to transport freight from Sioux City to Alton and the Brady Transfer and Storage Company has an application before the Commission, Docket No. H-2350, for authority to transport freight between Sioux City, Seney, Carnes, Alton and Hospers, that part of the present application which is for authority to transport freight originating or interchanged at any of the points, Sioux City, Seney, Carnes, Alton and Hospers, and destined to another of those points or for transfer to another carrier at any of those points, will be held in abeyance and decided with the other two applications just referred to.

In view of applicant's testimony that it was not his intention in preparing his application to ask for authority to transport freight between Sioux City and George, his application will be considered as having been amended by withdrawing that part thereof which is for authority to transport freight originating or interchanged at Sioux City and destined to George or for transfer to another carrier at George and freight originating or interchanged at George and destined to Sioux City or for transfer to another carrier at Sioux City.

After having carefully considered the balance of the application, the Commission is of the opinion and hereby finds that the establishment of the service therein proposed will promote the public convenience and necessity. A certificate of convenience and necessity will, therefore, issue to applicant in accordance with this finding as soon as he has complied with the necessary preliminary requirements of the law and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

No. H-2397—1936. James Lee, owner and operator Lee Trucking Company, Muscatine. Application for authority to operate as a motor carrier of interstate freight between Keokuk and Davenport via U. S. Highway No. 61. This application was not completed and, therefore, is closed.

Filed October 30, 1935. Closed February 10, 1936.

No. H-2398. M. F. Schlick, Charles City. Motor Carrier—Freight—Between Waverly, Janesville, Cedar Falls, Waterloo, Washburn, La Porte City, Vinton and Cedar Rapids, with exceptions. This application was heard at the office of the Linn County Auditor, Cedar Rapids, on November 26, 1935, and under date of January 7, 1936, decision granting the application, with exceptions, was issued as follows:

Appearances:

For Applicant—Larson & Carr, Attorneys, Charles City, Iowa, by Erwin Larson; M. F. Schlick, Charles City, Iowa.

For the Illinois Central Railroad Company, Objector—J. M. Grimm, Attorney, Cedar Rapids, Iowa.

For the Railway Express Agency, Inc., Objector—J. M. Grimm, Attorney, Cedar Rapids, Iowa; S. P. Beatty, Route Agent, Cedar Rapids, Iowa.

For the National Transfer & Storage Company—Charles T. Durand, Marshalltown, Iowa.

Application for a Certificate of Convenience and Necessity was filed by M. F. Schlick, Charles City, Iowa, on November 4, 1935, and said

application was for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Waverly, Janesville, Cedar Falls, Waterloo, Washburn, LaPorte City, Vinton and Cedar Rapids, in Bremer, Black Hawk, Benton and Linn counties, Iowa, except for the transportation of:

1. Freight locally between Cedar Falls and Waterloo and points intermediate thereto;
2. Iowa intrastate freight originating or interchanged at Waterloo, Washburn, LaPorte City or Vinton and destined to another of those points or for transfer to another carrier at any of those points, and
3. Iowa intrastate freight originating or interchanged at Cedar Rapids and destined to Vinton, or Iowa intrastate freight originating or interchanged at Vinton and destined to Cedar Rapids.

Hearing on the application was held at Cedar Rapids, Iowa, on November 26, 1935, and at the hearing the applicant amended his application as follows, to-wit:

"Comes now M. F. Schlick and withdraws Mason City from this application and agrees not to accept freight either direct or interchange from towns now served by Charles T. Durand and destined to Waterloo or Cedar Falls or for transfer to another carrier at either of those points or from Waterloo or Cedar Falls (local and interline) to points now served by Charles T. Durand or for transfer to other carriers at said points.

M. F. Schlick is not excepting local or interline freight from Cedar Rapids to Waterloo or Cedar Falls or from those two points to Cedar Rapids, except as set out in the first paragraph of this agreement."

With the filing of this amendment Charles T. Durand, Marshalltown, Iowa, owner and operator National Transfer & Storage Company, withdrew his objections.

The applicant is now operating as a motor carrier of freight under certain Certificates of Convenience and Necessity over various routes within the state between the following points:

1. Between Mason City, Nora Springs, Rudd, Floyd and Charles City.
2. Between Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls, Cedar Heights, Castle Hill and Waterloo, except local freight between Waterloo and Waverly and points intermediate thereto.
3. Between Waterloo, Washburn, La Porte City, Vinton, Shellsburg, Palo and Cedar Rapids, except for the transportation of:
 - (a) Iowa intrastate freight originating or interchanged at Waterloo, Washburn, La Porte City or Vinton and destined to another of those points or for transfer to another carrier at any of those points;
 - (b) Iowa intrastate freight originating or interchanged at Cedar Rapids, Palo, Shellsburg or Vinton and destined to another of those points or for transfer to another carrier at any of those points;
 - (c) Iowa intrastate freight originating or interchanged at Mason City, Cedar Falls or Waterloo and destined to Cedar Rapids or for transfer to another carrier at that point;
 - (d) Iowa intrastate freight originating or interchanged at Cedar Rapids and destined to Waterloo, Cedar Falls or Mason City or for transfer to another carrier at any of those points, and

(e) Iowa intrastate freight originating at Waverly, Cedar Falls, Waterloo, La Porte City or Cedar Rapids and destined to another of those points.

4. Between Charles City, New Hampton, North Washington, Alta Vista and Elma, except freight originating at Waterloo and destined to New Hampton and freight originating at New Hampton and destined to Waterloo.

Written objections to the granting of this application, as by law provided, were filed by Illinois Central Railroad Company, Railway Express Agency, Inc., and trustees of the Chicago, Rock Island and Pacific Railway Company. Written objections were also filed on November 29, 1935, by Clark's Freight Lines. However, no testimony was offered by the trustees of the Chicago, Rock Island and Pacific Railway Company nor Clark's Freight Lines, and in fact objectors trustees of the Chicago, Rock Island and Pacific Railway Company and Clark's Freight Lines did not appear at the hearing.

The applicant proposes to transport freight between all points on his proposed route and between those points and all points on his existing routes subject to the exceptions made in his application and as further amended. Applicant proposes to furnish pick-up and delivery service and to operate through truck service daily except Sundays and holidays between Cedar Rapids and Waverly and points intermediate thereto on the following schedule:

Daily Except Sundays and Holidays					
READ DOWN			READ UP		
P. M.				P. M.	
4:30		Lv. Cedar Rapids	Ar.	12:30	
				A. M.	
5:45		Lv. Vinton	Lv.	10:55	
6:40		Lv. La Porte City	Lv.	9:55	
7:05		Lv. Washburn	Lv.	9:25	
A. M.	P. M.				
8:30	1:30	Lv. Waterloo	Lv.		
				A. M.	P. M.
9:20	2:20	Lv. Cedar Falls	Lv.	10:30	4:00
9:48	2:48	Lv. Janesville	Lv.	10:02	3:32
10:10	3:10	Lv. Waverly	Lv.	9:40	3:10
10:45	3:45	Lv. Plainfield	Lv.	9:05	2:35
11:13	4:13	Lv. Nashua	Lv.	8:37	2:07
11:50	4:50	Ar. Charles City	Lv.	8:00	1:30
10:00	2:00	Lv. Mason City	Ar.	10:00	3:30
10:50	2:50	Lv. Nora Springs	Lv.	9:20	2:50
11:25	3:25	Lv. Rudd	Lv.	8:55	2:25
P. M.					
12:10	4:10	Lv. Floyd	Lv.	8:20	1:50
12:30	4:30	Ar. Charles City	Lv.	8:00	1:30
Tues.,	Mon.,				
Thurs.,	Wed.,				
Sat.	Fri.				
P. M.	P. M.				
1:30	1:30	Lv. Charles City			
2:30	2:30	Lv. New Hampton			
2:55		Lv. North Washington			
3:20		Lv. Alta Vista			
3:45		Lv. Elma			
3:55		Lv. Alta Vista			
4:10		Lv. North Washington			
4:45	3:10	Ar. Charles City			

A total of 26 witnesses testified at the public hearing and all except two witnesses were for the applicant. Among the witnesses for the applicant were the manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce and the chairman of the Traffic Bureau of the Cedar Rapids Chamber of Commerce. This bureau represents a large number of different wholesale houses, jobbers and manufacturers at Cedar Rapids. Other witnesses for the applicant included representatives of various wholesale and jobbing houses, motor carriers, terminal operators and retail merchants. In addition to the numerous witnesses from or representing Cedar Rapids companies that testified that the service proposed by applicant would promote public convenience and necessity, there were also a number of witnesses from Waverly and Janesville that testified that the establishment of the proposed service is necessary because of public convenience and necessity.

The record shows that Cedar Rapids is one of the important jobbing centers of Iowa and that jobbers complain that transportation conditions cause loss of trade territory north and west of Cedar Rapids, as other jobbing cities have truck service; that a number of truck lines operate out of Waterloo and 62 towns have truck service from Waterloo; that in order for Cedar Rapids jobbers to provide adequate transportation there is a necessity for a connecting link between Cedar Rapids and Waterloo; that there is no truck line service authorized between Cedar Rapids and Waterloo but there is service by a longer route, and all truck lines coming into Cedar Rapids have but one connection for Waterloo and that by a much longer route; that the retailers want truck service; that the rates of applicant are about five cents a hundred lower than rail rates on first class freight and grade down to two and three cents lower on fourth class; that certain connections with other motor carriers and other jobbing centers and trade areas are missed because of the indirect or circular route. The record further shows that the jobbers and other motor carriers need a more direct connecting service into certain trade areas for shorter interchange hauls. The record also shows that one-line hauls mean less delay in handling and damage to merchandise; that slow rail service has caused certain shipments that would move by rail to now move by trucks; that truck lines from Minnesota points haul freight into the trade territory of applicant because of inferior transportation service from Cedar Rapids, Waterloo and other jobbing centers in applicant's territory. The record also shows that railroads do not connect with truck lines in this territory.

Section 5105-a8, Code of Iowa, 1935, provides as follows:

"Financial ability of applicant. No certificate of convenience and necessity shall be issued until the applicant has made a satisfactory showing as to his financial ability to carry out the terms and conditions imposed."

The Commission is of the opinion, after studying the financial statement of applicant and his long standing as a motor carrier, operating under various certificates issued by this Commission, that the applicant is financially able to render the service which he proposes.

After having carefully considered the record the Commission is of the opinion and hereby finds that the establishment of the service proposed by the applicant, except for the transportation of:

1. Freight locally between Cedar Falls and Waterloo and points intermediate thereto;
2. Iowa intrastate freight originating or interchanged at Waterloo, Washburn, La Porte City or Vinton and destined to another of those points or for transfer to another carrier at any of those points;
3. Iowa intrastate freight originating or interchanged at Cedar

Rapids and destined to Vinton or Iowa intrastate freight originating or interchanged at Vinton and destined to Cedar Rapids;

4. Iowa intrastate freight originating or interchanged at any town now served by Charles T. Durand, Marshalltown, Iowa, and destined to Waterloo or Cedar Falls or for transfer to another carrier at either of those points, but not excepting freight originating at Cedar Rapids and destined to Waterloo or Cedar Falls or to a point beyond Waterloo or Cedar Falls which is not served by Charles T. Durand or freight originating or interchanged at a point not served by Charles T. Durand and which might be transferred at Cedar Rapids and be destined to Waterloo or Cedar Falls or for transfer to another carrier at either of those points, and

5. Iowa intrastate freight originating or interchanged at Cedar Falls or Waterloo and destined to any other town now served by Charles T. Durand or for transfer to another carrier at any of those points, but not excepting freight originating at Cedar Falls or Waterloo and destined to Cedar Rapids or to a point beyond Cedar Rapids which is not served by Charles T. Durand or freight originating or interchanged at a point not served by Charles T. Durand and which might be transferred at Cedar Falls or Waterloo and be destined to Cedar Rapids or for transfer to another carrier at that point,

will promote the public convenience and necessity.

Certificate of Convenience and Necessity will, therefore, issue to the applicant in accordance with the finding made as soon as he has complied with the necessary preliminary requirements of the law and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

No. H-2403—1936. Mercer Transfer and Storage Company, Burlington, and H. B. Green, owner and operator H. B. Green Transportation Line, Burlington. Motor Carrier—Application for approval to transfer Certificates of Convenience and Necessity Nos. 15 and 340 and to cancel the leasing of Certificate of Convenience and Necessity No. 15. On December 17, 1935, resolution was issued granting the requested authority.

Filed November 1, 1935. Closed December 17, 1935.

No. H-2404—1936. Keeshin Motor Express Company, Chicago, Illinois. Motor Carrier—Interstate Freight—Application to amend and extend Certificate No. 590 between Iowa City and Ottumwa. This application having been withdrawn, this file is closed without prejudice.

Filed November 13, 1935. Closed February 21, 1936.

No. H-2405—1936. Carl Pautsch, Denison. Motor Carrier—Interstate Freight—Application to amend and extend Certificate No. 469 from Denison to Deloit, Kiron, Schleswig, Ricketts, Charter Oak and Kenwood. Motor carrier authority held by applicant was revoked, effective March 16, 1936, and it appearing that the application in this case would not be completed and the authority applied for would not be desired, the case is closed without prejudice.

Filed November 18, 1935. Closed March 20, 1936.

No. H-2406—1936. E. E. Carr, Mt. Ayr. Application for authority to operate as a motor carrier of interstate freight one way from the south line of the state of Iowa to Bedford, Clearfield, Diagonal, Benton and Mt. Ayr. Applicant was authorized to operate under the above docket number. On November 30, 1936, resolution was issued to transfer authority to H. R. King, Mt. Ayr, in Docket No. H-2545.

Filed November 19, 1935. Closed November 30, 1936.

No. H-2407. Joseph F. Wenzel, Dubuque. Motor Carrier—Passenger and a limited amount of Freight—Between Dubuque and Clinton. This application was heard at the office of the Dubuque County Auditor, Dubuque, on October 21, 1936, and under date of November 13, 1936, decision finding that the proposed service would promote the public convenience and necessity was issued as follows:

Appearances:

For Applicant—John J. Nelson, Attorney, Dubuque, Iowa.

For Dubuque Traffic Association—S. G. Creswick, Commissioner, Dubuque, Iowa.

This application was filed with the Commission by Joseph F. Wenzel, Dubuque, Iowa, under the provisions of Chapter 252-A1, Code of Iowa, 1935, and is for a certificate of convenience and necessity to operate as a motor carrier of passengers and a limited amount of freight (not to exceed one hundred pounds of freight on any bus at any one time) between Dubuque, St. Catherine, St. Donatus, Bellevue, Green Island, Sabula, Almont and Clinton, in Dubuque, Jackson and Clinton Counties, Iowa.

Applicant proposes to furnish daily service over the proposed route on the following schedule:

READ DOWN			READ UP	
A. M.	P. M.		A. M.	P. M.
7:00	4:00	Dubuque	11:28	6:13
7:15	4:15	St. Catherine	11:13	5:58
7:27	4:27	St. Donatus	11:01	5:46
7:43	4:48	Bellevue	Lv. 10:45	5:30
7:48		Lv. Bellevue	Ar. 10:40	
8:08		Green Island	10:20	
8:23		Sabula	Lv. 10:05	
8:28		Lv. Sabula	Ar. 10:00	
*		Almont	*	
8:58		Clinton	Lv. 9:30	

*Time not shown in proposed schedule.

Applicant's proposed passenger fares are as follows:

Between and	Dubuque	St. Donatus	St. Catherine	Bellevue	Grand Island	Sabula	Almont	Clinton
Dubuque		* .55	* .65	*1.10	*1.60	*2.20	**	*3.00
St. Catherine .....	.30		X	X	X	X	X	*2.70
St. Donatus .....	.35	.10		X	X	X	X	*2.50
Bellevue .....	.60	.35	.25		X	X	X	*2.00
Green Island .....	.85	.60	.50	.25		X	X	*1.50
Sabula	1.15	.90	.80	.55	.30		X	*.90
Almont	**	**	**	**	**	**		**
Clinton	1.60	1.40	1.30	1.05	.80	.50	**	

**Fare not shown in proposed schedule.

*Round trip fare.

X No round trip fare shown in proposed schedule.

Minimum fare—Ten cents for three miles or less.

Fares for non-listed stops—Three cents per mile from nearest listed stop.

Children under five years—free.

Children between five and twelve years—half fare.

Applicant proposes to assess a rate of one cent per pound for the transportation of freight with a minimum charge of 25 cents.

Applicant proposes to operate a seven-passenger sedan for the first 30 or 60 days after the proposed service is established and then to operate a small bus.

The Commission named October 21, 1936, nine o'clock a. m., at the office of the Dubuque County Auditor, Dubuque, Iowa, as time and place for public hearing on this application, and notice of that hearing was published as required by said Chapter 252-A1. Public hearing was held on this application on October 21, 1936, at Dubuque, and at the conclusion of that hearing the case was taken under advisement by the Commission.

The appearances at that hearing are shown on the title page of this Decision.

Six witnesses testified at the hearing on behalf of the applicant. These witnesses were the applicant, a representative of the Union Bus Depot of Dubuque, and four business men of Dubuque, one of whom is chairman of the Merchants Retail Board.

Applicant submitted a petition favoring the granting of his application which was signed by 28 residents of the points proposed to be served. Applicant also submitted a letter, addressed to the Commission by the Dubuque Chamber of Commerce, requesting that this application be granted.

No written objections to the granting of this application were filed with the Commission, and no objectors were present at the hearing.

Two of the points proposed to be served by applicant, namely, St. Catherine and St. Donatus, have no rail or passenger motor carrier service. Clinton and Almont are on the Clinton-Anamosa line of the Chicago and North Western Railway Company. Dubuque, Bellevue, Green Island, Sabula and Clinton are on the lines of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company. The Chicago, Burlington and Quincy Railroad Company is furnishing service between Dubuque and Clinton, via East Dubuque and Savanna, Illinois. Passenger bus service is available between Dubuque and Clinton, via the lines of the Northland Greyhound Lines and the Scenic Stage Line, Inc., with a transfer at Elizabeth, Illinois. Passenger bus service is also available between Dubuque and Clinton, via the Interstate Transit Lines, with a transfer at DeWitt and via the lines of the Interstate Transit Lines and Ward D. Walrod with a transfer at DeWitt.

The Chicago and North Western Railway Company operates a mixed train out of Clinton at 8:00 a. m. on Tuesdays, Thursdays and Saturdays, which is scheduled to arrive Almont at 8:45 a. m., and a mixed train out of Almont at 5:20 p. m. on Mondays, Wednesdays and Fridays, which is scheduled to arrive Clinton at 6:00 p. m. *There is no other passenger transportation service between Clinton and Almont, either by rail or motor carrier.

The following table shows the existing passenger transportation service from Dubuque to Bellevue, Green Island, Sabula and Clinton:

		A	B	C	C	A	D	F
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.
Dubuque	Lv.	3:00	7:00	8:45	3:00	3:05	8:35	
Bellevue	Lv.						9:26	
Green Island	Lv.						9:44	
Sabula	Lv.						10:02	11:15
*Savanna, Ill.	Ar.	4:13				4:13	10:10	
Savanna, Ill.	Lv.	5:30				4:24	10:45	
*Elizabeth, Ill.	Ar.		7:55					
Elizabeth, Ill.	Lv.		7:55					

*DeWitt	Ar.			10:24	4:40			
				P. M.				
DeWitt	Lv.			1:15	11:42			
						A. M.		P. M.
Clinton	Ar.	6:15	9:20	1:50	12:17	5:15	11:27	12:30

*Not on applicant's proposed route.

A—Daily. C., B. & Q. R. R. Co.

B—Daily, except Sunday. Northland Greyhound Lines and Scenic Stage Line, Inc.

C—Daily. Interstate Transit Lines.

D—Daily. C., M., St. P. & P. R. R. Co.

F—Mixed train, daily except Sunday. C., M., St. P. & P. R. R. Co.

The following table shows the existing passenger transportation service from Clinton to Sabula, Green Island, Bellevue and Dubuque:

		D	A	E	B	C	A	F
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Clinton	Lv.	3:55	9:12	10:00	4:00	6:02	11:05	4:40
*DeWitt	Ar.			11:00		6:38		
				P. M.				
DeWitt	Lv.			12:55		6:45		
*Elizabeth, Ill.	Ar.				5:50			
Elizabeth, Ill.	Lv.				5:55			
*Savanna, Ill.	Ar.		10:00				11:55	
							A. M.	
Savanna, Ill.	Lv.		10:09				12:37	
Sabula	Ar.	4:32						5:40
Sabula	Lv.	4:35						
Green Island	Lv.	4:58						
Bellevue	Lv.	5:16						
Dubuque	Ar.	6:04	10:55	2:30	6:55	8:25	1:40	

*Not on applicant's proposed route.

A—Daily. C., B. & Q. R. R. Co.

B—Daily, except Sunday. Northland Greyhound Lines and Scenic Stage Line, Inc.

C—Daily. Interstate Transit Lines.

D—Daily. C., M., St. P. & P. R. R. Co.

E—Daily, except Sunday. Ward D. Walrod Bus Line and Interstate Transit Lines.

F—Mixed train, daily except Sunday. C., M., St. P. & P. R. R. Co.

The applicant in this case testified, among other things, that there is no direct public transportation service between Dubuque and Clinton along his proposed route; that the freight proposed to be transported would be in the nature of emergency shipments; that the only passenger service available between the points on the proposed route and Dubuque is into Dubuque early in the morning and out of Dubuque late in the evening; that the proposed service would not be in competition with the existing transportation service along the proposed route; that he has received a number of requests to establish passenger motor carrier service along the proposed route, and that the merchants of Dubuque and Bellevue desire the establishment of a service which will permit the merchants and residents of Bellevue, St. Donatus and St.

Catherine to go to Dubuque to shop and return home at a convenient hour the same day.

A representative of the Union Bus Depot of Dubuque testified, among other things, that the bus depot of Dubuque receives numerous calls for direct service to points proposed to be served; that the public demand is such that she thinks the proposed service is a necessity, and that there is no direct bus service between Dubuque and Clinton.

The four business men of Dubuque testified, among other things, that the establishment of the proposed service would be to the advantage of Dubuque and to the other points proposed to be served because the people along the proposed route have no satisfactory means of getting into and out of Dubuque at the present time; that the people of Bellevue, for instance, who desire to go to Dubuque and return home the same day must leave Bellevue at 5:16 a. m. and cannot get back home until 9:26 p. m.; that the establishment of the proposed service would be especially advantageous to the residents of St. Donatus and St. Catherine for the reason that those points have no public transportation service; that there is no satisfactory transportation service between Dubuque and Clinton; that there is an occasional demand for service on emergency shipments; that there is a necessity for the proposed service; that they have received requests from people along the proposed route for the establishment of passenger motor carrier service; that the proposed service would not be a duplication of any existing service; that there is no satisfactory means of public transportation along the proposed route at the present time, and that the proposed service would be a satisfactory means of transportation along that route.

After having carefully considered this application, the Commission is of the opinion and hereby finds that the establishment of the service proposed by applicant will promote the public convenience and necessity. A Certificate of Convenience and Necessity will, therefore, issue to applicant as applied for in this case as soon as he has complied with the necessary preliminary requirements of the law and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

No. H-2408—1936. Burlington Motor Freight Lines, Inc., Des Moines. Application for authority to operate as a motor carrier of freight over various routes. This application was not completed and, therefore, the case is closed.

Filed November 23, 1935. Closed May 9, 1936.

No. H-2412. Interstate Transit Lines, Omaha, Nebraska. Application for approval to suspend service under Certificate of Convenience and Necessity No. 543 between Boone, Ogden, Boxholm, Dayton, Harcourt and Fort Dodge. Authority to continue suspension of above mentioned service granted on November 25, 1935, for a period of 90 days from December 1, 1935. An additional suspension of service for a period of 90 days effective February 28, 1936, was granted by the Board on February 26, 1936. An additional suspension of service for a period of 90 days effective June 19, 1936, was granted on the latter date. Under date of October 5, 1936, an additional suspension of service for a period of 90 days was authorized effective as of October 6, 1936.

No. H-2413—1936. Herbert E. Doden, Sheffield. Motor Carrier—Application to amend Certificate No. 567 to show address as Clear Lake, instead of Sheffield. On December 4, 1935, resolution amending the certificate was issued.

Filed December 3, 1935. Closed December 4, 1935.

No. H-2415—1936. J. A. Donaldson, Lincoln, Nebraska. Application for authority to operate as a motor carrier of interstate freight from

Davenport to Council Bluffs and from Clinton to Council Bluffs. Application was not completed and, therefore, this case is closed without prejudice.

Filed December 4, 1935. Closed March 4, 1936.

No. H-2417—1936. R. B. Fearing, owner and operator Clark's Freight Lines, Cedar Falls. Application for authority to operate as a motor carrier of freight between Cedar Rapids and Cedar Falls and between Cedar Falls and Fort Dodge. This application was withdrawn and, therefore, this case is closed.

Filed December 5, 1935. Closed November 25, 1936.

No. H-2419—1936. J. E. Eldridge, Indianola. Motor Carrier—Application to revoke Certificates of Convenience and Necessity Nos. 182 and 216. On December 9, 1935, the resolution revoking said certificates was issued.

Filed December 6, 1935. Closed December 9, 1935.

No. H-2421—1936. Interstate Transit Lines, Omaha, Nebraska. Application for authority to operate as a motor carrier of passengers and a limited amount of interstate freight between Sioux City and the west line of the state near Hawarden, the west line of the state near Hudson, South Dakota, and the west line of the state near Inwood. Application withdrawn and, therefore, this case is closed.

Filed December 10, 1935. Closed June 23, 1936.

No. H-2423—1936. Francis McCabe, doing business as Washta Motor Service, Washta. Application for authority to operate as a motor carrier of freight between Sioux City and Quimby. Hearing was held at the Martin Hotel, Sioux City, March 3, 1936, and continued hearing held at the office of the Board, Des Moines, April 27, 1936, for the purpose of correcting notice of publication of hearing. On June 17, 1936, decision was rendered as follows:

Appearances at Hearings Held March 2 and 3, 1936:

For Applicant—Frances McCabe, Washta, Iowa.

For Sioux City Traffic Bureau, Sioux City, Iowa, on behalf of Applicant—P. R. Wigton, Commissioner, Sioux City, Iowa.

This application was filed with the Commission on December 12, 1935, by Francis McCabe, Washta, Iowa, doing business as Washta Motor Service, under the provisions of Chapter 252-A1, Code of Iowa, 1935, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight in both directions between Sioux City, Washta and Quimby, in Woodbury, Ida and Cherokee Counties, Iowa.

Applicant is now operating as a motor carrier of freight one way from Sioux City to Washta under authority granted by Certificate of Convenience and Necessity No. 258. Applicant does not have authority to transport freight to or from any point intermediate to Sioux City and Washta and is not asking for authority to transport freight to or from any of those points.

Applicant is now operating from Sioux City to Washta on Tuesdays and Fridays with a truck scheduled to leave Sioux City at 2:00 p. m. and to arrive Washta at 4:30 p. m. and proposes to operate between Sioux City, Washta and Quimby on Tuesdays and Fridays on the following schedule:

3:00 P. M.	Lv. Sioux City	Ar.	8:55 A. M.
4:55 P. M.	Lv. Washta	Lv.	7:00 A. M.
5:15 P. M.	Ar. Quimby	Lv.	5:35 P. M.

The Commission named March 2, 1936, ten o'clock a. m., at the Martin Hotel, Sioux City, Iowa, as time and place for public hearing on this application and notice of that hearing was published in Woodbury and

Cherokee Counties as required by said Chapter 252-A1. However, the notice of hearing as published in Ida County contained several errors.

Written objections to the granting of this application were filed by the Illinois Central Railroad Company.

Public hearing was held on this application at Sioux City on March 2 and 3, 1936, and the case was then continued for further hearing on March 24, 1936, nine o'clock a. m., at the Martin Hotel, Sioux City, Iowa, in order to permit applicant to secure publication of notice of hearing in Ida County. The appearances at the hearing held on March 2 and 3, 1936, are shown on the title page of this Decision.

The continued hearing was called on March 24, 1936, at the Martin Hotel, Sioux City, at which time it was found that notice of that hearing had not been published in Ida County as required by said Chapter 252-A1, and the case was again continued for further hearing at a time and place to be later named by the Commission. P. R. Wigton, Commissioner, Sioux City Traffic Bureau, Sioux City, Iowa, appeared at this hearing on behalf of applicant.

The continued hearing on this application was fixed for April 27, 1936, ten o'clock a. m., at the office of the Commission in Des Moines, and notice of this hearing was published in Ida County as required by said Chapter 252-A1. This continued hearing was called at the office of the Commission on April 27, 1936, and there being no appearances at that time, the case was taken under advisement by the Commission.

Seven witnesses testified on behalf of the applicant at the hearing held on March 2 and 3, 1936. These witnesses were the applicant, two business men of Quimby, the manager of the Union Truck Depot of Sioux City, and representatives of five wholesalers and manufacturers of Sioux City. Applicant also submitted a petition signed by ten business men of Quimby asking the Commission to grant this application.

There were no objectors represented at any of the hearings on this application and the only opposition to the granting of the application was in the form of the written objections, filed with the Commission by the Illinois Central Railroad Company on February 7, 1936.

The towns of Washta and Quimby are on the Cherokee-Onawa line of the Illinois Central Railroad Company. Rail shipments from Sioux City to those two towns are transported by the Illinois Central Railroad Company from Sioux City to Cherokee and then from Cherokee to those destinations. It is approximately 69 miles from Sioux City to Quimby by rail and approximately 50 miles via applicant's proposed route. The Illinois Central Railroad Company is furnishing daily, except Sunday, service on L. C. L. shipments from Sioux City to Quimby, such shipments being scheduled to arrive Quimby at 8:40 a. m. the day after loading at Sioux City. Applicant is now furnishing service one way from Sioux City to Washta over a route via Merville and Pierson and proposes to furnish service in both directions between Sioux City, Washta and Quimby via Merville and Correctionville. Applicant also proposes to operate on Tuesdays and Fridays and to furnish same day service from Sioux City to Washta and to Quimby.

This applicant testified, among other things, that he has been operating as a motor carrier of freight from Sioux City to Washta since June 30, 1930; that he filed the application now under consideration at the request of the merchants of Quimby; that freight is now moving from Sioux City to Quimby by truck; that the petition from Quimby favoring the granting of this application is signed by approximately 90 per cent of the merchants of that town; that he knows of no objections to the establishment of the proposed service; that he is now operating out of the Union Truck Depot in Sioux City and proposes to continue doing so; that service on Tuesdays and Fridays is satisfactory to the merchants of Quimby; that he is in a position to furnish more frequent service if it is necessary to do so, and that there is a public convenience and necessity for the proposed service.

The witnesses from Quimby testified, among other things, that the

proposed service should be established for the good of Quimby and that territory; that Quimby is not getting adequate transportation service from Sioux City; that applicant's proposed service will be satisfactory to them; that they knew of no objection to the establishment of the proposed service; that the merchants of Quimby favor the granting of the application, and that there is a necessity for the proposed service.

The witnesses from Sioux City testified, among other things, that they have customers in Quimby; that they are now being served by miscellaneous truck service to Quimby; that their customers at Quimby demand a rapid delivery service; that they cannot satisfy the demands of their trade in meeting competition without rapid truck service; that their competitors in Sioux City are now serving Quimby by truck; that they prefer the regular service of an authorized motor carrier to the irregular truck service now available; that freight is moving out of Sioux City largely by irregular trucks where there are no authorized freight motor carrier lines; that authorized and regulated freight motor carrier service is more reliable than the irregular truck service, and that they desire the establishment of the service proposed by this applicant.

The manager of the Union Truck Depot of Sioux City testified, among other things, that there is a constant demand through his depot for service to Quimby and that it was his opinion from his conversations with Sioux City shippers that the establishment of the proposed service would promote the public convenience and necessity.

Applicant's main purpose in filing this application is to secure authority to transport freight from Sioux City to Quimby, but he is also proposing to transport such freight as may be available from Washta to Quimby, from Quimby to Washta, and from Quimby and Washta to Sioux City and thereby furnish service in both directions between the three points proposed to be served.

After carefully considering this application, the Commission is of the opinion and hereby finds that the establishment of the proposed service will promote the public convenience and necessity. Certificate of Convenience and Necessity No. 258 will, therefore, be amended and extended to contain the authority applied for in this case as soon as applicant has complied with the necessary preliminary requirements of the law and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

On June 25, 1936, a resolution amending and extending Certificate of Convenience and Necessity No. 258 was issued.

Filed December 12, 1935. Closed June 25, 1936.

No. H-2427—1936. Interstate Transit Lines, Omaha, Nebraska. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Sioux City and Sioux Falls, South Dakota, via Akron and Hawarden, Iowa, Hudson, South Dakota, Inwood, Iowa, and Canton, South Dakota. Hearing was held at the Martin Hotel, Sioux City, March 3, 1936, and continued hearing held at the office of the Board, Des Moines, April 27, 1936. On June 12, 1936, decision was rendered as follows:

Appearances at Hearing of March 3, 1936:

For Applicant—Davis, McLaughlin & Hise, Attorneys, Des Moines, Iowa, by James C. Davis, Jr.

For trustees of Chicago, Milwaukee, St. Paul & Pacific Railroad Company and Railway Express Agency, Inc., Objectors—Hughes, O'Brien & Hughes, Attorneys, Des Moines, Iowa, by John N. Hughes, Jr.

This application was filed with the Commission on December 17, 1935, by the Interstate Transit Lines, Omaha, Nebraska, a corporation, under the provisions of Chapter 252-A1, Code of Iowa, 1935, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers and a limited amount of freight (not to exceed two hundred pounds of freight on any bus at any time) between Sioux City,

Westfield, Akron, Chatsworth, Hawarden (Hudson, South Dakota), Inwood and the intersection of U. S. Highway No. 18 with the west line of the state of Iowa, in Woodbury, Plymouth, Sioux and Lyon Counties, Iowa, as a part of a route between Sioux City, Iowa, and Sioux Falls, South Dakota.

The Commission named March 3, 1936, 9:30 o'clock a. m., at the Martin Hotel, Sioux City, Iowa, as time and place for public hearing on this application and notice of that hearing was published in Woodbury, Plymouth and Sioux Counties, Iowa, as required by said Chapter 252-A1. The notice of hearing as published in Lyon County was incomplete.

Written objections to the granting of this application were filed by the Illinois Central Railroad Company, trustees of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, and Railway Express Agency, Inc.

Public hearing was held on this application at Sioux City on March 3, 1936, and the case was then continued for further hearing at the office of the Commission in Des Moines on a date to be later named by the Commission in order to permit applicant to secure publication of notice of hearing in Lyon County. The appearances at the hearing of March 3, 1936, are shown on the title page of this Decision.

The continued hearing on this application was fixed for April 27, 1936, 10:00 o'clock a. m., at the office of the Commission in Des Moines and notice of that hearing was published in Lyon County as required by said Chapter 252-A1.

The continued hearing in this case was called at the office of the Commission on April 27, 1936, and there being no appearances at that time, the case was taken under advisement by the Commission.

Six witnesses testified on behalf of the applicant at the hearing of March 3, 1936, in this case. These witnesses were the president and the secretary of the Hawarden Chamber of Commerce, a resident of Akron, the commissioner of the Sioux City Traffic Bureau, and two representatives of the Interstate Transit Lines. Applicant also introduced an exhibit showing the existing passenger train service and the proposed passenger motor carrier service between Hawarden and Sioux City.

Three representatives of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company and one representative of the Railway Express Agency, Inc., testified on behalf of those objectors at the hearing of March 3, 1936. Objector Chicago, Milwaukee, St. Paul and Pacific Railroad Company also introduced four exhibits showing its existing fares and service between Sioux City and Sioux Falls, applicant's proposed fares and service between Sioux City and Sioux Falls, and the revenues and expenses of its passenger trains numbers 307 and 308 between those points. Objector Railway Express Agency, Inc., also introduced two exhibits showing its service between the points proposed to be served by applicant and its service and facilities at those points.

Applicant proposes to furnish daily service over the proposed route on the following schedule:

READ DOWN			READ UP	
Miles	Run 21		Run 22	
0	5:15 P. M.	Lv. Sioux City, Iowa	Ar.	11:10 A. M.
23	5:50 P. M.	Lv. Westfield, Iowa	Lv.	10:30 A. M.
29	6:00 P. M.	Lv. Akron, Iowa	Lv.	10:20 A. M.
36	6:15 P. M.	Lv. Chatsworth, Iowa	Lv.	10:05 A. M.
43	6:30 P. M.	Lv. Hawarden, Iowa	Lv.	9:50 A. M.
54	6:55 P. M.	Lv. Hudson, S. D.	Lv.	9:30 A. M.
67	7:15 P. M.	Lv. Inwood, Iowa	Lv.	9:10 A. M.
75	7:30 P. M.	Lv. Canton, S. D.	Lv.	8:55 A. M.

84	7:45 P. M.	Lv. Worthing Corner, S. D.	Lv. 8:40 A. M.
90	7:55 P. M.	Lv. Harrisburg Corner, S. D.	Lv. 8:30 A. M.
90	7:55 P. M.	Lv. Corner, S. D.	Lv. 8:30 A. M.
99	8:15 P. M.	Ar. Sioux Falls, S. D.	Lv. 8:15 A. M.

Applicant proposes to operate busses of about 21-passenger capacity over the proposed route. Applicant does not propose to furnish pick-up or delivery service on the package freight proposed to be transported, but only proposes to furnish station to station service on such shipments.

The Chicago, Milwaukee, St. Paul and Pacific Railroad Company is furnishing the following passenger service between the points on its Sioux City-Sioux Falls line, which are proposed to be served by applicant:

No. 307	No. 7	No. 308	No. 8
Daily	Daily	Daily	Daily
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
P. M.	A. M.	P. M.	P. M.
6:25	8:25	Sioux City 4:00	7:10
7:10	9:04	Westfield 2:57	6:26
7:21	9:13	Akron 2:47	6:18
7:34	9:23	Chatsworth 2:34	6:08
7:47	9:35	Hawarden 2:23	5:59
8:03	9:48	Hudson 2:05	5:44
8:32	10:10	Canton 1:40	5:25
9:15	10:45	Sioux Falls 1:00	4:50

The Chicago and Northwestern Railway Company is furnishing passenger service between Sioux City and Hawarden on the following schedule:

No. 1	No. 23	No. 24	No. 2
Daily	Daily	Daily	Daily
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Mon.
A. M.	P. M.	P. M.	A. M.
1:05	2:45	Sioux City 2:00	3:35
2:35	4:15	Hawarden 12:25	2:05

On December 10, 1935, the applicant in this case filed an application with the Commission, Docket No. H-2421, for authority to operate as a motor carrier of interstate passengers and a limited amount of interstate freight (not to exceed 200 pounds of interstate freight on any bus at any time) to and from the same points proposed to be served in the application now under consideration. This interstate service was established December 15, 1935. It was brought out at the hearing that some Iowa intrastate service had been furnished on these interstate busses and it was agreed on behalf of applicant that this entire operation would be discontinued and not reestablished unless and until authorized by the Commission.

The witnesses from Hawarden on behalf of applicant and who represented the Hawarden Chamber of Commerce testified, among other things, that Hawarden is 42 miles from Sioux City and 52 miles from Sioux Falls; that Sioux City and Sioux Falls are in competition for business at Hawarden; that the merchants of Hawarden have considerable business to transact in Sioux City; that it is possible under existing railroad schedules to go from Hawarden to Sioux Falls, to spend a good part of the business day in Sioux Falls and then return to Hawarden the same day; that it is not possible under the existing railroad schedules to go from Hawarden to Sioux City, to have sufficient time to transact business in Sioux City and return to Hawarden the same day unless a person leaves Hawarden at 2:05 a. m.; that the

proposed passenger service would be helpful to Hawarden and a convenience in the way of business to Sioux City; that the proposed limited freight service would be a convenience at times but is not so important as the proposed passenger service; that the existing rail service from Hawarden to Sioux Falls and return is satisfactory; that the establishment of the proposed bus service would not, in their opinion, take enough business away from Chicago, Milwaukee, St. Paul and Pacific Railroad Company's Trains Nos. 307 and 308 to justify the discontinuance of those trains and that the people of Hawarden want and need both the existing railroad service and the proposed bus service.

The witness from Akron on behalf of applicant testified that the Chicago, Milwaukee, St. Paul and Pacific Railroad Company is the only railroad company serving Akron; that it is not possible under the existing rail schedules to go from Akron to Sioux City, to spend the business hours of the day at Sioux City and return to Akron the same day; that Akron is about 28 miles from Sioux City and in the Sioux City trade territory; that the establishment of the proposed service would permit the residents of Akron to go to Sioux City and back the same day and to have approximately six hours in Sioux City; that the establishment of the proposed service would promote the public convenience and necessity of Akron and that he thought, perhaps, there would be times when the proposed limited freight service might be convenience for the residents of Akron.

The commissioner of the Sioux City Traffic Bureau testified, among other things, that he was appearing in favor of the granting of this application at the request of the Sioux City Chamber of Commerce; that the situation at Hawarden is somewhat different than at other points in the Sioux City trade territory in that the existing rail schedules do not provide for satisfactory transportation service from Hawarden to Sioux City and return; that the schedule proposed by applicant will provide for a very convenient service for the merchants and other residents of Hawarden to come to Sioux City, spend the larger part of the day at Sioux City and return to Hawarden the same day without having to adapt themselves to any unusual hours and that Sioux Falls has a competitive advantage over Sioux City because of the more convenient rail service from Hawarden to Sioux Falls and return than from Hawarden to Sioux City and return.

The assistant traffic manager of the Interstate Transit Lines testified as to the existing rail service between Hawarden and Sioux City, the extent of applicant's operations as a motor carrier of passengers and the number of pieces of equipment owned by applicant.

Another representative of applicant testified, among other things, that he made an investigation at each of the points proposed to be served; that he found some dissatisfaction with the present rail service; that the people with whom he talked were very much in favor of the establishment of the proposed service and felt that it would give them a better opportunity to go to Sioux City to transact business and return home; that it was his opinion that the needs of the territory required the establishment of the proposed service and that he believed the territory would support a bus line after a reasonable opportunity is had to develop business.

The division freight and passenger agent of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, objector, testified, among other things, as to the rail passenger fares between the points proposed to be served and as to the fares proposed to be charged by applicant. This witness also testified that it was his experience that the establishment of a passenger motor carrier line in competition with a rail line resulted in a material decrease in the passenger revenue of the rail line and that the establishment of the proposed service would decrease the revenue of his company's Trains Nos. 307 and 308.

The assistant division superintendent of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company testified as to the passenger service

furnished by that carrier between Sioux City and Sioux Falls and submitted objector's time table providing for such service.

A special accountant for the Chicago, Milwaukee, St. Paul and Pacific Railroad Company submitted a statement of the revenues and expenses of that objector's Trains Nos. 307 and 308 between Sioux City and Sioux Falls for what was claimed to be representative weekly periods from July 10, 1934, to January 16, 1936, inclusive. This statement shows the following earnings and expenses per train mile for those trains:

Period		Local Earnings Per Train Mile	Expense of Operation Per Train Mile
From	To		
1934			
July 10.....	July 16.....	\$.2907	\$.346
1935			
Jan. 10.....	Jan. 16.....	.3300	.355
Apr. 10.....	Apr. 16.....	.3627	.353
July 10.....	July 16.....	.3010	.362
Oct. 10.....	Oct. 16.....	.4024	.367
1936			
Jan. 10.....	Jan. 16.....	.3411	Est .360

This witness testified, among other things, that the expense of operation per train mile, as shown in the above statement, represents only the out-of-pocket expense of operating Trains Nos. 307 and 308 and does not include any overhead expenses and that it was his opinion that any decrease in the earnings would result in the carrier making an application for authority to discontinue operating those trains.

The applicant in this case is now operating as a passenger motor carrier between Sioux City and Sioux Falls, via a different route than is proposed in this case, and is making two round trips daily over that route. For several years prior to May 1, 1930, the Sioux Falls Traction System of Sioux Falls, South Dakota, operated as a motor carrier of passengers between Sioux City and Sioux Falls, via Westfield, Akron, Chatsworth and Hawarden. That operation was taken over by the Interstate Transit Lines on May 1, 1930, and continued by that company until July 10, 1932, when the service was suspended with the permission of the Commission. On June 19, 1933, the operating rights over this route were revoked at the request of the Interstate Transit Lines.

All of the testimony on behalf of the applicant in this case was with reference to the need for additional passenger transportation from the points along the proposed route to Sioux City which would permit residents of those towns to leave home at a convenient time in the morning and to reach Sioux City in time to spend most of the business hours of the day in Sioux City for shopping and the transaction of other business. It is now possible to leave Sioux City for Hawarden at 8:25 a. m., 2:45 p. m. and 6:25 p. m., and to leave Sioux City for Westfield, Akron and Chatsworth at 8:25 a. m. and 6:25 p. m., and no necessity was shown for additional service in that direction. The Chicago and North Western Railway Company has a passenger train scheduled out of Hawarden at 12:25 p. m., which is scheduled to arrive Sioux City at 2:00 p. m., and by taking this train into Sioux City and Chicago, Milwaukee, St. Paul and Pacific Railroad Company's Train No. 307 out of Sioux City at 6:25 p. m., a resident of Hawarden may go to Sioux City and return home the same day and have approximately four hours to transact business in Sioux City. The residents of Chatsworth, Akron and Westfield can reach Sioux City at 4:00 p. m., have approximately two hours in which to transact business in Sioux City and leave Sioux City at 6:25 p. m.

No testimony was offered at the hearings on this application by the residents of Inwood, Chatsworth or Westfield as to the necessity for the service proposed by applicant.

Section 5105-a7 of said Chapter 252-A1 provides that "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." The Commission has heretofore held that the burden of proof rests with the applicant and that he must make a substantial showing that the service proposed to be rendered will promote the public convenience and necessity in order to justify the finding required by law.

While the Commission is of the opinion from the record in this case that the establishment and maintenance of the service proposed by applicant would be of some convenience and benefit to the residents of the towns proposed to be served, it is also of the opinion that applicant has failed to make the showing required by said Chapter 252-A1, that the establishment of such service will promote the public convenience and necessity. The application is, therefore, hereby denied.

Filed December 17, 1935. Closed June 13, 1936.

No. H-2428—1936. Albert Mohr, Denison. Application for authority to operate as a motor carrier of interstate freight from Denison to Carroll and from Denison to Mapleton. On December 24, 1935, applicant was granted the right to operate under this docket number.

Filed December 23, 1935. Closed June 9, 1936.

No. H-2429. Charles T. Durand, Marshalltown, owner and operator National Transfer & Storage Company and National Transfer Company; and National Freight Lines, Inc., Marshalltown. Motor Carrier—Freight—Application for approval to transfer Certificates of Convenience and Necessity Nos. 98, 211, 229, 243, 276, 293, 326, 333, 569, 594, Interstate Certificate No. 532, the right to a Certificate of Convenience and Necessity under Docket No. H-2167, the right as a lessee of Certificate of Convenience and Necessity No. 308, the right as an applicant in Dockets Nos. H-2168, H-2169 and H-2295, Certificate of Compliance No. 8 and Truck Operator Permit No. 3899. Granted by resolution dated December 31, 1935, to be effective January 1, 1936. On the same day, December 31, 1935, the Board issued a Supplemental Order modifying the above resolution to the extent that the approval of transfer of authority designated therein shall become effective upon a date to be submitted to the Commission in writing by the applicants, but not later than June 1, 1936, unless otherwise ordered by the Commission.

Under date of May 27, 1936, the Board issued a Supplemental Order in the above entitled case, granting a further extension of time until September 1, 1936, in which to make the said transfer effective.

Under date of August 18, 1936, the Board issued another Supplemental Order in the above entitled case, granting a further extension of time until November 1, 1936, in which to make the said transfer effective.

Under date of October 28, 1936, the Board issued another Supplemental Order in the above entitled case, granting a further extension of time until February 1, 1937, in which to make the said transfer effective.

No. H-2430—1936. Jefferson Transportation Company, Minneapolis, Minnesota. Motor Carrier—Application to amend Certificate of Convenience and Necessity No. 217 by eliminating the routes shown thereunder and substituting one route as now operated between the north line of the state near Burroak, Burroak, Decorah, Waukon, Postville, Clermont, West Union, Fayette, Maynard, Oelwein, Hazleton, Inde-

pendence, Walker, Center Point and Cedar Rapids. Granted under date of January 8, 1936.

Filed January 7, 1936. Closed January 8, 1936.

No. H-2431—1936. L. R. Green, Lake City. Application for authority to operate as a motor carrier of interstate freight over circuitous route from Iowa-Minnesota line to Jefferson, Iowa. Application has never been completed and, therefore, this case is closed.

Filed January 6, 1936. Closed March 24, 1936.

No. H-2433—1936. Lambert Transportation Company, Inc., Chicago, Illinois, and Shippers Dispatch, Inc., Chicago, Illinois. Motor Carrier—Application for approval to transfer Certificate No. 426. On January 30, 1936, the transfer was approved.

Filed January 9, 1936. Closed January 30, 1936.

No. H-2436—1936. Kenneth E. Smith, Indianola. Application for authority to operate as a motor carrier of freight between Des Moines and Lacona. Hearing was held at the office of the Board, Des Moines, June 4, 1936. On June 23, 1936, decision was rendered as follows:

Appearances:

For Applicant—J. B. Wilson, Attorney, Indianola, Iowa.

For Railway Express Agency, Inc.—I. A. Bebout, Burlington, Iowa.

This application was filed with the Commission by Kenneth E. Smith, Indianola, Iowa, on January 16, 1936, under the provisions of Chapter 252-A1, Code of Iowa, 1935, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Des Moines, Indianola, Milo and Lacona, in Polk and Warren Counties, Iowa, except for the transportation of (a) freight originating at or destined to any point intermediate to Des Moines and Indianola; (b) freight originating or interchanged at Des Moines and destined to Indianola or for transfer to another carrier at Indianola, and (c) freight originating or interchanged at Indianola and destined to Des Moines or for transfer to another carrier at Des Moines.

Applicant proposes to operate daily, except Sundays and holidays, on the following schedule:

2:00 P. M.	Lv. Des Moines	Ar.	9:30 A. M.
*	Ar. Indianola	Ar.	*
3:30 P. M.	Ar. Milo	Ar.	7:30 A. M.
5:00 P. M.	Ar. Lacona	Lv.	6:30 A. M.

*Time not shown in applicant's schedule.

The Commission named June 4, 1936, ten o'clock a. m., at its office in Des Moines, as time and place for public hearing on this application and notice of that hearing was published as required by said Chapter 252-A1.

No written objections were made to the granting of this application.

Public hearing was held on this application on June 4, 1936, at the office of the Commission in Des Moines, and at the conclusion of that hearing the case was taken under advisement by the Commission. The appearances at that hearing are shown on the title page of this Decision.

Three witnesses testified on behalf of the applicant at the hearing in this case. These witnesses were the applicant, a business man of Milo, and the manager of the Motor Freight Terminal of Des Moines.

A representative of the Railway Express Agency, Inc., appeared at the hearing and submitted an exhibit showing that company's service between the points proposed to be served by applicant and also its service and facilities at each of those points.

The Chicago, Rock Island and Pacific Railway Company is furnishing railroad freight service between Des Moines and Indianola and the Bruce Transfer and Storage Company of Des Moines is furnishing freight motor carrier service between those two points. Applicant is not, however, asking for authority to compete with that service.

The Chicago, Burlington and Quincy Railroad Company is furnishing railroad freight service between Des Moines, Lacona, Milo and Indianola and applicant is proposing to compete with that service except on shipments between Des Moines and Indianola.

The Chicago, Rock Island and Pacific Railway Company operates a mixed train out of Des Moines daily, except Sundays, which is scheduled to leave Des Moines at 8:30 a. m. and to arrive Indianola at 2:15 p. m. Although it is only 22.2 miles from Des Moines to Indianola via the direct line of the Chicago, Rock Island and Pacific Railway Company, that company's schedules show that the train which transports freight from Des Moines to Indianola goes from Des Moines to Winterset, then from Winterset back to Summerset Junction, and then from Summerset Junction to Indianola, a distance of 75.8 miles.

The Chicago, Burlington and Quincy Railroad Company is furnishing daily, except Sunday, service from Des Moines to the points proposed to be served by applicant. This freight is routed from Des Moines to Chariton, via Osceola, and is scheduled for next morning delivery by the mixed train which operates from Chariton to Indianola and back. This mixed train operates on the following schedule:

No. 69		No. 68	
Ex. Sun.		Ex. Sun.	
8:15 A. M.	Lv. Chariton	Ar.	3:35 P. M.
9:15 A. M.	Ar. Lacona	Ar.	2:50 P. M.
9:55 A. M.	Ar. Milo	Ar.	2:25 P. M.
10:35 A. M.	Ar. Indianola	Lv.	1:45 P. M.

It is approximately 105 miles from Des Moines to Milo and approximately 97 miles from Des Moines to Lacona, via the lines of the Chicago, Burlington and Quincy Railroad Company, whereas it is approximately 29 miles from Des Moines to Milo and approximately 39 miles from Des Moines to Lacona, via applicant's proposed route.

No. objection was made to the granting of this application by the Chicago, Rock Island and Pacific Railway Company, the Chicago, Burlington and Quincy Railroad Company, or the Bruce Transfer and Storage Company of Des Moines.

The records of the Commission show that on April 12, 1928, the Commission issued Certificate of Convenience and Necessity No. 182 to W. E. O'Bleness of Milo, authorizing him to operate as a motor carrier of freight between Des Moines, Indianola and Milo, except for the transportation of local freight between Des Moines and Indianola and points intermediate thereto, and that on February 18, 1929, the Commission issued Certificate of Convenience and Necessity No. 216 to W. E. O'Bleness, authorizing him to operate as a motor carrier of freight over a circuitous route between Milo, Liberty Center, Lacona and Milo. These two certificates were leased by W. E. O'Bleness to J. E. Eldridge of Indianola, effective October 21, 1931. The records of the Commission also show that J. E. Eldridge operated under Certificates No. 182 and 216 until some time during the month of November, 1935, and that the certificates were revoked by the Commission, effective December 9, 1935.

Applicant is now operating a milk route from Lacona to Des Moines, via the route proposed in this application, and proposes to transport freight on the same truck which he is using to transport milk.

This applicant testified, among other things, that Milo and Lacona had freight motor carrier service from Des Moines for several years and the merchants of those towns desire the reestablishment of that class

of service; that some of the merchants of Milo and Lacona are hauling their own merchandise from Des Moines, some of them are having their merchandise transported by stock trucks, and if they cannot get it by truck, they route it by rail; that the merchants of Milo and Lacona advised him that they would use the proposed service, if established; that he believed there would be an average of two tons of freight per day from Des Moines to Milo and Lacona; that the proposed service can be given on the truck now used on the milk route and with very few additional truck miles; that he proposed to furnish same day service from Des Moines to Milo and Lacona; that it takes two or three days to get freight delivered from Des Moines to Milo and Lacona, via the Chicago, Burlington and Quincy Railroad, and that freight routed from Des Moines to Milo and Lacona, via the Chicago, Rock Island and Pacific Railway Company and the Chicago, Burlington and Quincy Railroad Company with a transfer at Indianola, would have to lay over a day at Indianola.

The witness from Milo testified, among other things, that the freight motor carrier line which operated from Des Moines to Milo for several years permitted the merchants of Milo to receive orders from Des Moines more promptly than by rail and that that service was very satisfactory; that he attended the hearing for the purpose of showing the necessity for the proposed service; that the proposed service would be a great help to the merchants of Milo, and that the merchants of Milo buy a considerable amount of their merchandise in Des Moines.

The manager of the Des Moines Motor Freight Terminal testified, among other things, that there would be from 2,000 to 4,000 pounds of freight daily for transportation from Des Moines to Milo and Lacona; that some shippers of Des Moines are transporting their own merchandise to Milo and Lacona and some merchants of those towns are making trips to Des Moines for their merchandise because of the inadequate railroad service; that there has been a constant demand for truck transportation service from Des Moines to Milo and Lacona since J. E. Eldridge discontinued operating between those points and the shippers are at a loss to understand why the service was discontinued in view of the fact that convenience and necessity had been established, and that it was his opinion that there would be sufficient tonnage in conjunction with the transportation of milk to warrant the maintenance of the proposed service.

Express shipments from Des Moines to Milo and Lacona are transported from Des Moines to Chariton and are then transported from Chariton to Lacona and Milo by the Chicago, Burlington and Quincy Railroad Company's Train No. 69 with next morning delivery at each of those points. This is the same service as is given on railroad freight shipments from Des Moines to Milo and Lacona.

The testimony in this case shows that neither the Chicago, Burlington and Quincy Railroad Company nor the Railway Express Agency, Inc., is furnishing pick-up or delivery service at Milo or Lacona.

After carefully considering this application, the Commission is of the opinion and hereby finds that the establishment of the service proposed by applicant will promote the public convenience and necessity. A Certificate of Convenience and Necessity will, therefore, issue to applicant as soon as he has complied with the preliminary requirements of the law and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

On August 26, 1936, Certificate of Convenience and Necessity No. 606 was issued.

Filed January 16, 1936. Closed August 26, 1936.

No. H-2438—1936. Whitney Transfer Company, a partnership composed of Clyde and G. R. Whitney, Omaha, Nebraska, and Risk Brothers, a partnership composed of W. A. and Harley Risk, Omaha, Nebraska.

Motor Carrier—Application to reinstate Certificate No. 446 and for approval of transfer of said Certificate. Granted by resolution dated January 22, 1936.

Filed January 21, 1936. Closed January 23, 1936.

No. H-2440—1936. W. C. Otto, owner and operator Otto Freight Line, Durant, and W. I. Otto, owner and operator Otto Freight Line, Durant. Motor Carrier—Freight—Application for approval of transfer of Certificate of Convenience and Necessity No. 165. Granted by resolution under date of February 6, 1936.

Filed January 25, 1936. Closed February 6, 1936.

No. H-2441—1936. R. R. La Tour, owner and operator Gates Transfer Line, La Porte City, and Charles T. Durand, owner and operator National Transfer and Storage Company, Marshalltown. Motor Carrier—Freight—Application for approval of transfer of Certificate of Convenience and Necessity No. 259 and truck operator permit No. 519. Granted by resolution under date of January 29, 1936.

Filed January 28, 1936. Closed January 29, 1936.

No. H-2442—1936. E. C. Cherry, Adel, and Frank E. Gray, doing business as Gray Motor Company, Carroll. Motor Carrier—Interstate Freight—Application for approval of transfer of Certificate No. 540. Granted by resolution under date of October 19, 1936.

Filed February 4, 1936. Closed October 19, 1936.

No. H-2443—1936. Otto and Stanley Jackson, Keokuk. Motor Carrier—Application to carry limited amount of freight in connection with passenger service. Application withdrawn and, therefore, the case is closed.

Filed January 21, 1936. Closed July 20, 1936.

No. H-2445—1936. Ray Seaton, owner and operator Seaton Freight Lines, Davenport, and Keeshin Motor Express Company, Inc., Chicago, Illinois. Application for approval of transfer of Certificates of Convenience and Necessity Nos. 54 and 315, Interstate Certificate No. 553 and Truck Operator Permit No. 4900. Granted by resolution under date of February 6, 1936.

Filed February 5, 1936. Closed February 14, 1936.

No. H-2446—1936. J. J. Speas, Kalona. Motor Carrier—Revocation of Certificate of Convenience and Necessity No. 483. Granted by resolution under date of February 7, 1936.

Filed February 7, 1936. Closed February 7, 1936.

No. H-2447—1936. Edward Meinhardt, doing business as Meinhardt Transfer, Memphis, Missouri, and Hugh Meinhardt, doing business as Meinhardt Cartage Company, Memphis, Missouri. Motor Carrier—Application for approval of transfer of Certificate No. 450. Granted by resolution under date of February 14, 1936.

Filed January 30, 1936. Closed February 14, 1936.

No. H-2448—1936. Bert Canon, Griswold. Motor Carrier—Application for adjustment of error in computation of motor carrier tax assessed for October, 1935. Granted by order under date of February 15, 1936.

Filed February 7, 1936. Closed February 15, 1936.

No. H-2450—1936. Risk Brothers, a partnership, Omaha, Nebraska, and Risk Brothers Company, Inc., Omaha, Nebraska. Motor Carrier—Application for the Board's approval to transfer the operating authority

under Docket No. H-2401. Granted by resolution under date of May 7, 1936.

Filed February 26, 1936. Closed May 7, 1936.

No. H-2451—1936. Vern Newcomb, Albia. Application for authority to operate as a motor carrier of passengers between Albia and Hiteman. Application withdrawn and, therefore, this case is closed.

Filed March 2, 1936. Closed March 9, 1936.

No. H-2452—1936. Burgett and Kendall, Hancock, and Greever Transfer, a partnership composed of I. H. Greever and J. W. McKray, Hancock. Motor Carrier—Application for the Board's authority to transfer Certificate No. 456. Granted by resolution under date of June 24, 1936.

Filed March 3, 1936. Closed June 24, 1936.

No. H-2455—1936. Carl Pautsch, Denison. Motor Carrier—Revocation of Certificate No. 469. Granted by resolution under date of March 16, 1936.

Filed March 16, 1936. Closed March 16, 1936.

No. H-2456—1936. L. L. Amburn, Waterloo. Motor Carrier—Application to amend Certificate of Convenience and Necessity No. 133 to show the correct route as now traversed between the points authorized due to reconstruction of highways since the Certificate was issued. Granted by resolution dated March 18, 1936.

Filed March 17, 1936. Closed March 18, 1936.

No. H-2458—1936. Bell Transfer, Inc., Kansas City, Missouri, and Dougherty Storage and Van Company, Sioux City. Motor Carrier—Application for approval of transfer of certain operating rights under Certificate No. 295 as follows:

Route No. 5 between the south line of the state at Braddyville, Clarinda, Norwich, Shenandoah, Sidney, Tabor, Glenwood, Council Bluffs and the west line of the state.

Route No. 6 between the south line of the state at Braddyville, Clarinda, Villisca, Red Oak, Emerson, Glenwood, Council Bluffs and the west line of the state.

Route No. 7 between the west line of the state at Council Bluffs, Crescent City, Honey Creek, Loveland, Missouri Valley, Onawa, Whiting, Sloan, Sioux City and the west line of the state.

Route No. 8 between the west line of the state at Council Bluffs, Glenwood, Tabor, Sidney, Hamburg and the south line of the state.

Granted by resolution dated April 13, 1936.

Filed March 14, 1936. Closed April 14, 1936.

No. H-2459—1936. J. J. Speas, Kalona. Petition for the reinstatement of operating authority under Certificate No. 483. Granted by resolution under date of May 5, 1936.

Filed March 13, 1936. Closed May 5, 1936.

No. H-2461—1936. J. W. Edwards, owner and operator Shenandoah Transfer and Storage Company Motor Freight Terminal, Shenandoah. Application for authority to establish a common motor freight Terminal at Shenandoah. Hearing was held at the office of the Board, Des Moines, Iowa, on May 12, 1936. Under date of May 25, 1936, the Board directed that Certificate of Compliance be issued to the applicant. Under date of July 18, 1936, the Board fixed the amount of insurance policy to be filed by applicant at \$1,000.00. Certificate of Compliance No. 11 was issued on July 20, 1936.

Filed March 20, 1936. Closed August 3, 1936.

No. H-2465—1936. Stanley Jackson, Keokuk, and Illinois Transit Lines, Inc., Springfield, Illinois. Motor Carrier—Application for approval of transfer of Certificate of Convenience and Necessity No. 19. Granted by resolution under date of May 16, 1936.

Filed March 30, 1936. Closed May 16, 1936.

No. H-2467—1936. Shippers Dispatch, Inc., Chicago, Illinois. Motor Carrier—Application to amend Certificate No. 426 to eliminate the town of Greene from points authorized. Granted by resolution under date of April 11, 1936.

Filed April 6, 1936. Closed April 11, 1936.

No. H-2468—1936. M. J. Cass, Monticello, and M. J. Cass, Inc., Cedar Rapids. Application for approval of transfer of Certificates of Convenience and Necessity Nos. 121, 299, 418 and Truck Operator Permit No. 3093. Granted by resolution under date of April 8, 1936.

Filed April 2, 1936. Closed April 9, 1936.

No. H-2470—1936. R. B. Fearing, owner and operator Clark's Freight Lines, Cedar Falls, and Clark's Freight Lines, Inc., Cedar Rapids. Application for approval of transfer of Certificates of Convenience and Necessity Nos. 52, 152, 173, 194, 449, the authority held under Docket File No. H-2177 and Truck Operator Permit No. 5628. Granted by resolution under date of April 8, 1936.

Filed April 2, 1936. Closed April 9, 1936.

No. H-2471—1936. Carl Brown, Winterset. Motor Carrier—Application to amend Certificate of Convenience and Necessity No. 104 to describe route traversed as relocated after highway changes. Granted by resolution on April 10, 1936.

Filed April 9, 1936. Closed April 10, 1936.

No. H-2473—1936. Ray S. Baldwin, Hamburg. Motor Carrier—Application to amend Certificate No. 269 to describe route between points authorized as relocated. Granted by resolution under date of April 16, 1936.

Filed April 11, 1936. Closed April 16, 1936.

No. H-2478—1936. Oscar Markusen, Correctionville, and Earl R. Castle, Correctionville. Motor Carrier—Application for approval of transfer of Certificate of Convenience and Necessity No. 25. Granted by resolution under date of July 31, 1936.

Filed April 2, 1936. Closed July 31, 1936.

No. H-2480. A. M. Schoenewe, Everly. Motor Carrier—Application for approval to suspend service under Certificate of Convenience and Necessity No. 40 between Everly and Spencer. On April 20, 1936, the Board granted permission to suspend service under the above numbered Certificate for a period of sixty days effective as of April 24, 1936. No additional authority was granted during the present fiscal year permitting further suspension of service, but the records on file indicate the operation has not been resumed.

No. H-2481—1936. Des Moines Transportation Company, a corporation of Jefferson. Motor Carrier—Application to amend Certificate No. 466 to show address of the holder as Des Moines, Iowa. Granted by resolution on May 1, 1936.

Filed April 30, 1936. Closed May 1, 1936.

No. H-2482—1936. Des Moines Transportation Company, Des Moines. Motor Carrier—Application for relief from filing bond under Rule 53. Under date of April 30, 1936, the application was granted subject to

the carrier making payment on the date payable for taxes assessed under Certificate No. 466.

Filed April 28, 1936. Closed May 5, 1936.

No. H-2484—1936. Edwin W. Booth, doing business as Booth Transfer, Lincoln, Nebraska. Application for authority to operate as a motor carrier of interstate freight between Council Bluffs and Clinton and between Council Bluffs and Davenport. Under date of October 15, 1936, the Board approved the transfer of whatever operating rights may have been conveyed under Docket No. H-2484 to John D. Phillips, doing business as Phillips Lines, Lincoln, Nebraska, in Docket No. H-2523.

Filed April 22, 1936. Closed October 15, 1936.

No. H-2486—1936. Bert H. Furness, Sheffield. Motor Carrier—Revocation of Certificate of Convenience and Necessity No. 94. Granted by resolution under date of May 15, 1936.

Filed May 14, 1936. Closed May 15, 1936.

No. H-2487—1936. E. E. Mille, owner and operator Western Transportation Company, South Sioux City, Nebraska, and H. A. Christiansen, doing business as Consolidated Freight Lines, Sioux City, Iowa. Motor Carrier—Application for approval of transfer of Certificate No. 508. Granted by resolution under date of June 22, 1936.

Filed May 6, 1936. Closed June 22, 1936.

No. H-2488—1936. Earl A. Taylor, owner and operator Taylor Transfer, Denison. Motor Carrier—Revocation of operating rights granted under Docket No. H-2286. Granted by resolution under date of May 20, 1936.

Filed May 19, 1936. Closed May 20, 1936.

No. H-2489—1936. Albert L. Mohr, Denison. Motor Carrier—Revocation of Certificate No. 571. Granted by resolution under date of May 20, 1936.

Filed May 19, 1936. Closed May 20, 1936.

No. H-2491—1936. Guy L. Fulk, Clarinda. Application for limited motor freight terminal at Clarinda. Under date of June 19, 1936, Certificate of Compliance No. 10 was issued.

Filed May 21, 1936. Closed June 19, 1936.

No. H-2496—1936. Strait Transportation Company, a partnership composed of E. E. Strait and Nolia Strait, Rock Rapids, and Harry Hess, Pipestone, Minnesota. Motor Carrier—Application for approval of transfer of Certificate No. 144. Granted by resolution under date of July 15, 1936.

Filed June 3, 1936. Closed July 15, 1936.

No. H-2498—1936. Des Moines-Winterset Bus Company, Des Moines. Motor Carrier—Passenger—Application for adjustment of error in computation of motor carrier tax assessed for January, 1935. Granted by order under date of June 15, 1936.

Filed June 15, 1936. Closed June 15, 1936.

No. H-2499—1936. H. E. Knight, doing business as Knight's Freight Transfer, Mabel, Minnesota. Motor Carrier—Application to amend Certificate No. 586 to authorize service in a westbound direction only. Granted by resolution under date of June 16, 1936.

Filed June 15, 1936. Closed June 16, 1936.

No. H-2500—1936. Sam T. Schutt, Rock Valley, and James Brommer,

Sioux Center. Motor Carrier—Application for approval of transfer of Certificate of Convenience and Necessity No. 593. Granted by resolution under date of August 12, 1936.

Filed June 9, 1936. Closed August 12, 1936.

No. H-2501—1936. Walter H. Kier, Tipton, and Walter H. Kier, Inc., Cedar Rapids. Motor Carrier—Application for approval of transfer of Certificate of Convenience and Necessity No. 138. Granted by resolution under date of June 22, 1936.

Filed May 28, 1936. Closed June 22, 1936.

No. H-2503—1936. Dougherty Storage and Van Company, Sioux City. Application for authority to operate as a motor carrier of freight between Sioux City and Council Bluffs. Application withdrawn and, therefore, this case is closed.

Filed June 13, 1936. Closed September 1, 1936.

No. H-2506—1936. P. R. Davis, Avoca. Motor Carrier—Application to revoke the operating rights under Certificate of Convenience and Necessity No. 203 permitting the transportation of passengers and a limited amount of freight between Avoca, Hancock and Oakland. Granted by resolution under date of June 25, 1936.

Filed June 24, 1936. Closed June 25, 1936.

No. H-2508—1936. Wayne W. Clayton, owner and operator Waterloo Transfer Company, Waterloo. Motor Carrier—Revocation of Certificate No. 587. Granted by resolution under date of June 27, 1936.

Filed June 27, 1936. Closed June 29, 1936.

No. H-2509—1936. Marvel Wenzel, doing business as Wenzel Transfer Company, Britt, and H. L. Huskamp, Britt. Motor Carrier—Application for the approval of transfer of Certificate No. 41. Granted by resolution under date of December 1, 1936.

Filed June 20, 1936. Closed December 1, 1936.

No. H-2511—1936. Brady Transfer and Storage Company, doing business as Brady Freight Lines, Fort Dodge, v. Clark's Freight Lines, Inc., Cedar Rapids, and Iowa Freight Service, Inc., Cedar Rapids. Motor Carrier—Complaint of alleged unauthorized service over Highway No. 20 between Waterloo and Fort Dodge. Application was filed by Clark's Freight Lines, Inc., Cedar Rapids, for additional rights including right to operate between Cedar Falls and Fort Dodge via U. S. Highway No. 20 and, therefore, this case is closed.

Filed June 23, 1936. Closed November 27, 1936.

No. H-2512—1936. Sarvis and Stone, a partnership composed of H. F. Sarvis and Albert S. Stone, Avoca, and H. F. Sarvis, Avoca. Motor Carrier—Application for approval of transfer of Certificate No. 474. Granted by resolution under date of July 6, 1936.

Filed June 8, 1936. Closed July 6, 1936.

No. H-2514—1936. Fred A. Guinn, Des Moines, and Bruce Transfer and Storage Company, a partnership composed of G. E. and E. I. Bruce, Des Moines. Motor Carrier—Application for approval of transfer of Certificate of Convenience and Necessity No. 48 and Certificate No. 539. Granted by resolution under date of July 14, 1936.

Filed July 9, 1936. Closed July 14, 1936.

No. H-2515—1936. Shores Transfer and Storage Company, Inc., Waterloo, owner and operator Waterloo Truck Terminal. Application for authority to change the location of motor truck terminal from 178-

190 West Second Street, Waterloo, Iowa, to the Iowa Warehouse Company Building at the corner of East Seventh and Franklin Streets, Waterloo, Iowa. Granted by resolution issued December 14, 1935.

Filed December 14, 1935. Closed June 14, 1936.

No. H-2517. Bruce Transfer & Storage Company, a partnership composed of G. E. and E. I. Bruce, Des Moines. Motor Carrier—Interstate Freight—Application to amend and extend Certificate No. 460 to permit the transportation of interstate freight exclusively over an alternate route between Ottumwa, Agency, Batavia, Bernhardt, Fairfield, Glendale, Lockridge, Mount Pleasant, Donnellson, Charleston, New Boston, Mount Clara, Mooar, Keokuk and the south line of the state of Iowa. Granted under date of August 4, 1936, subject to further order of the Interstate Commerce Commission.

No. H-2520—1936. L. L. Amburn, Waterloo. Motor Carrier—Freight—Between Waterloo and Eldora. Application for adjustment of error in computation of Motor Carrier tax assessed for the month of March, 1936. Granted by order under date of August 7, 1936.

Filed August 1, 1936. Closed August 7, 1936.

No. H-2523—1936. Edwin W. Booth, doing business as Booth Transfer, Lincoln, Nebraska, and John D. Phillips, doing business as Phillips Lines, Lincoln, Nebraska. Motor Carrier—Application for transfer of whatever operating rights may have been granted under Docket No. H-2484. Granted by resolution under date of October 15, 1936.

Filed July 13, 1936. Closed October 15, 1936.

No. H-2528—1936. United Freight Lines, a partnership composed of D. N. Hiatt and M. L. Canott, Adel, and D. N. Hiatt, Adel. Motor Carrier—Application for approval of transfer of Certificate of Convenience and Necessity No. 185. Granted by resolution under date of November 28, 1936.

Filed July 16, 1936. Closed November 28, 1936.

No. H-2530—1936. Esther M. Smith, Des Moines. Motor Carrier—Application for adjustment of error in the computation of tax assessed for the months of March, April, May, June and July, 1936. Granted by order under date of September 15, 1936.

Filed September 14, 1936. Closed September 15, 1936.

No. H-2531—1936. C. G. Prange, Pleasantville. Motor Carrier—Freight—Application to amend Certificate of Convenience and Necessity No. 174 to describe change in route due to relocation of highway. Granted by resolution under date of September 28, 1936.

Filed September 28, 1936. Closed September 29, 1936.

No. H-2532—1936. L. W. Pittsley, doing business as Tall Corn Motor Freight, Des Moines. Motor Carrier—Revocation of Certificate No. 562. Granted by resolution under date of October 1, 1936.

Filed October 1, 1936. Closed October 1, 1936.

No. H-2534—1936. Orval W. Bullock, Sioux City, and O. A. McGraw, Anthon. Motor Carrier—Application for approval of transfer of Certificate of Convenience and Necessity No. 155. Granted by resolution under date of December 1, 1936.

Filed October 2, 1936. Closed December 1, 1936.

No. H-2536—1936. Watson Brothers Transportation Company, Inc., Nebraska City, Nebraska. Motor Carrier—Application to amend and extend Certificate No. 360 to permit the transportation of interstate freight exclusively over U. S. Highway No. 3 beginning at a point near

the Iowa-Nebraska state line to the junction of Highway No. 3 and U. S. Highway No. 275, thence south on U. S. Highway No. 275 to the south line of the state. Application not approved pending action of the Federal Commission.

Filed September 29, 1936. Closed October 6, 1936.

No. H-2539—1936. W. D. Cross, Sidney. Motor Carrier—Interstate Freight—Various extensions of present routes. Application denied pending the receiving of Federal authority.

Filed October 21, 1936. Closed October 21, 1936.

No. H-2540—1936. Watson Brothers Transfer Company, Inc., Nebraska City, Nebraska. Motor Carrier—Application to amend Certificate No. 360 and Dockets Nos. H-2434 and H-2449 to show the name of the holder thereof and applicant therein respectively as Watson Brothers Transportation Company, Inc., Nebraska City, Nebraska, instead of Watson Brothers Transfer Company, Inc. Granted by resolution dated October 23, 1936.

Filed October 21, 1936. Closed October 23, 1936.

No. H-2543—1936. Gateway City Transfer and Storage Company, Inc., La Crosse, Wisconsin. Motor Carrier—Application to amend Certificate No. 283 to show the name of the holder thereof as Gateway City Transfer Company, Inc., La Crosse, Wisconsin, instead of Gateway City Transfer & Storage Company, Inc. Granted by resolution issued on November 13, 1936.

Filed November 7, 1936. Closed November 13, 1936.

No. H-2545—1936. E. E. Carr, Mount Ayr, and H. R. King, Mount Ayr. Motor Carrier—Application for approval of transfer of the operating rights granted under Docket No. H-2406. Transfer approved by resolution issued on November 30, 1936.

Filed November 18, 1936. Closed November 30, 1936.

No. H-2547—1936. Carroll F. Baldwin, owner and operator Inland Film Express, Des Moines. Motor Carrier—Application to amend Certificate of Convenience and Necessity No. 375 to show the name of the holder thereof as Inland Express, owned and operated by Carroll F. Baldwin, Des Moines, Iowa, instead of Carroll F. Baldwin, owner and operator Inland Film Express. Granted by resolution issued on November 27, 1936.

Filed November 20, 1936. Closed November 27, 1936.

No. H-2569—1936. Sam Cohen, Cresco. Motor Carrier—Interstate Freight—Application to amend Certificate No. 495 and Truck Operator Permit No. 6614 to show address of holder as Minneapolis, Minnesota, instead of Cresco, Iowa. Granted by resolution dated November 25, 1936.

Filed November 25, 1936. Closed November 25, 1936.

Orders and Warrants Issued During the Current Year to Levy Upon Property of Motor Carriers and by the Sale Collect Delinquent Taxes and Penalties

December 4, 1935. J. E. Eldridge, Indianola, Iowa. Tax and penalty for April, May, June, July, August, September and October, 1935. Amount \$127.75.

December 6, 1935. D. E. Lamb, Mt. Ayr, Iowa. Tax and penalty for April, 1935. Amount \$9.06.

February 15, 1936. L. L. Laird, owner and operator West of the River Transportation Company, Gregory, South Dakota. Tax and penalty for June, 1935. Amount \$66.18.

February 15, 1936. Albert L. Mohr, Denison, Iowa. Tax and penalty for May, June, July, August, September, October, November and December, 1935. Amount \$300.09.

February 15, 1936. Oscar Markusen, Correctionville, Iowa. Tax and penalty for March, April, May, June, October, November and December, 1935. Amount \$48.18.

February 15, 1936. Don Boyer, doing business as Glenwood Transit Line, Glenwood, Iowa. Tax and penalty for May, 1934. Amount, \$21.78.

February 17, 1936. J. E. Barta, Manly, Iowa. Tax and penalty for May, July, August, October and December, 1935. Amount \$40.66.

February 17, 1936. Clarence E. Miller, Corning, Iowa. Tax and penalty for July, 1935. Amount \$3.58.

February 17, 1936. H. T. Thacker, Sioux City, Iowa. Tax and penalty for April, May, June, July, August, September, October, November and December, 1935. Amount \$337.97.

February 17, 1936. Earl A. Taylor, Denison, Iowa. Tax and penalty for June and July, 1935. Amount \$63.54.

April 29, 1936. George B. Connell, doing business as Connell Trucking Company, Omaha, Nebraska. Tax and penalty for February and March, 1936. Amount \$282.07.

June 12, 1936. R. K. Stevens, Sidney, Iowa. Tax and penalty for December, 1934; January, February, March, May, June, July, August, September, October, November and December, 1935; January and March, 1936. Amount \$79.42.

June 18, 1936. Albert L. Mohr, Denison, Iowa. Tax and penalty for May, June, July, August, September, October and November, 1935. Amount, \$62.13.

**Statement Showing Amount of Tax and Penalty
Assessed Against Motor Carriers Under the
Provisions of Chapter 252-A2, Code of Iowa,
1935, on Operations January 1, 1935, to
December 31, 1935; Amount of Such
Tax and Penalty Collected to January
1, 1937, and Amount of Such Tax
and Penalty Unpaid on Janu-
ary 1, 1937.**

Total amount of taxes assessed.....	\$381,621.71	
Total amount of penalties assessed.....	1,001.26	
Total		\$382,622.97
Total amount of taxes and penalties collected.....	\$380,349.27	
Total amount of taxes and penalties unpaid.....	*2,273.70	
Total		\$382,622.97

*\$994.85 of the amount \$2,273.70 was assessed during the latter part of the year 1936 or during the first few months of 1937 as back taxes.

Cases Involving Alleged Illegal Motor Carrier Operation

No. HA-328—1931. Meadows Transfer Company, Des Moines. Motor Carrier—Freight—Alleged illegal operation. This case was reopened on March 20, 1933, and investigated at considerable length principally through highway checks. The conclusion reached was that the operator was a contract carrier and not subject to the Iowa Motor Carrier Law.

Reopened March 20, 1933. Closed September 15, 1936.

No. HA-753—1935. Dave Redman, owner and operator Redman Transfer Company, Ottumwa. Motor Carrier—Freight—Alleged illegal operation. Upon evidence of further law violation this case was reopened on February 13, 1936. Trial was held before the Justice of the Peace, Centerville, Iowa, on February 18, 1936, the operator entering a plea of not guilty. He was fined \$100.00 and costs of \$5.65, which were paid.

Reopened February 13, 1936. Closed February 26, 1936.

No. HA-241—1936. H. W. Rieke, owner and operator Rieke Motor Transfer Line, Burlington. Motor Carrier—Freight—Alleged illegal operation. When originating this service the operator questioned whether or not it would come under the Motor Carrier Law. Under date of October 18, 1932, a temporary injunction was secured in the District Court of Washington County restraining Motor Carrier operation between Burlington and Des Moines, Burlington and Oskaloosa and Burlington and Kalona. On January 27, 1933, the Board issued Certificate No. 437 permitting interstate operation between the east line of the state at Burlington and Oskaloosa. Another temporary injunction was secured on May 15, 1933, restraining intrastate operation between Burlington and Des Moines. On May 22, 1933, the Board denied an application for authority to perform intrastate service between Burlington and Oskaloosa. Under date of May 24, 1935, this operator was found guilty of illegal operation in Judge Haskell's court, Burlington, Iowa, and fined \$25.00 together with costs of \$2.50, which amounts were paid.

Filed August 8, 1929. Closed September 21, 1936.

No. HA-351—1936. Brady Transfer & Storage Company, Fort Dodge. Motor Carrier—Freight—Alleged illegal operation. This investigation was carried on for a period of over two years and it appeared to the Commerce Counsel Department and the Motor Transportation Division that the service rendered was of an unlawful nature. The file does not disclose any action being taken, which was possibly due to the fact that since this complaint originated the operator has applied for and obtained after hearing authority to transport intrastate freight to many of the towns mentioned.

Filed March 20, 1931. Closed October 1, 1936.

No. HA-396—1936. T. R. Thompson, doing business as Thompson Dray Line, Gilman. Motor Carrier—Freight—Alleged illegal operation. This case was tried in the District Court of Marshall County, Marshalltown, Iowa, under date of May 11, 1932, and decision issued for the defendant on August 4, 1932. On appeal to the Supreme Court the ruling of the lower court was affirmed.

Filed August 4, 1931. Closed October 13, 1936.

No. HA-471—1936. R. L. Conard, Adel. Motor Carrier—Freight—Alleged illegal operation between Dexter and Stuart. Investigation developed that in the past this service might be considered as a viola-

tion of the Motor Carrier law, but no injunction was attempted due to the operator's agreement that he would not haul for more than two firms under contract and that he would obey the opinion of the Commission of April 13, 1933, with reference to truck operation. There has come to the attention of the Board no recent evidence that the Motor Carrier Law is not being followed in this instance.

Filed May 5, 1932. Closed October 8, 1936.

No. HA-488—1936. H. B. Green, Burlington. Motor Carrier—Freight—Alleged illegal operation between Burlington, Ottumwa and Des Moines. Investigation developed that the operation into Des Moines, Iowa, was not a Motor Carrier but the service was that of a Truck Operator. It appears that this carrier had been performing illegal hauling between Burlington and Salem, Iowa, but it was agreed that in the future operations would be confined to hauling for two companies, the Burlington Fruit Company and the Lagomarcino-Grupe Company, under contracts.

Filed May 17, 1932. Closed October 8, 1936.

No. HA-500—1936. Dohrn Transfer Company, Rock Island, Illinois. Motor Carrier—Interstate Freight—Alleged illegal operation. Investigation developed that this service was not amenable to the Iowa Motor Carrier law.

Filed June 22, 1932. Closed October 8, 1936.

No. HA-507—1936. Hannibal-Quincy Truck Line, Hannibal, Missouri. Motor Carrier—Freight—Alleged illegal operation. It appears from the investigation conducted that this carrier is not hauling under contract for more than two firms, and therefore would not come under the provisions of the Iowa Motor Carrier law.

Filed July 9, 1932. Closed October 13, 1936.

No. HA-524—1936. Albert Biankie, Des Moines, Route No. 2. Motor Carrier—Passenger—Alleged illegal operation. Investigation disclosed that this operator was transporting passengers for compensation from the Norwood-White mine near Herrold, Iowa, to their homes in Marquisville and Norwoodville. This file is being closed as no recent evidence of law violation has been received.

Filed August 20, 1932. Closed October 14, 1936.

No. HA-574—1936. Sherman Storage and Transfer Line, Fort Dodge. Motor Carrier—Freight—Alleged illegal operation. The investigation in this case does not show conclusively that the operator is transporting freight in violation of the Iowa Motor Carrier law. Hauling has been performed under a number of contracts, but it appears that an attempt was being made to limit the contracts to two for each route traversed.

Filed December 28, 1932. Closed July 13, 1933.

Reopened August 16, 1933. Closed May 15, 1936.

No. HA-583—1936. Raymond Connor, Williamsburg. Motor Carrier—Freight—Alleged illegal operation. Investigation developed that this operator was transporting freight between Cedar Rapids and Williamsburg, Iowa, contrary to the Iowa Motor Carrier law without having obtained authority from the Commission. Later Mr. Connor advised that he would discontinue hauling for compensation, and a corporation known as the Iowa County Merchants Nonprofit Sharing Cooperative Association was formed to cover this service, employing Mr. Connor as a driver. No attempt was made to enjoin the activities of the corporation, and the file is, therefore, closed.

Filed February 7, 1933. Closed October 13, 1936.

No. HA-592—1936. Jack Rosenstein, doing business as Northern Iowa Film Service, Des Moines. Motor Carrier—Freight—Alleged illegal operation. Investigation developed that this carrier was transporting motion picture films and accessories between Des Moines and points in northern Iowa in competition with a certificated operator without first obtaining authority from the Iowa Railroad Commission. The case was tried in the District Court of Cerro Gordo County, Mason City, Iowa, on April 19, 1933, and as a result thereof a temporary writ of injunction was issued on May 5, 1933, restraining the performance of this service. The case was appealed to the Supreme Court who affirmed the decision of the lower court under date of January 16, 1934. Then followed a decree by the lower court rendering to the plaintiff a judgment amounting to \$842.86 for ton mile taxes plus court costs, and enjoining the defendant Rosenstein from operating as a common carrier, and under date of April 12, 1934, a permanent injunction was issued. Under date of April 12, 1934, the appellant filed intention to apply for a rehearing before the Supreme Court, but the petition was not put through. On April 30, 1934, a further trial was held in the District Court of Cerro Gordo County, Mason City, Iowa, on charges by the Board that the defendant was still operating illegally. The court found for the defendant on May 3, 1934, ruling that the operation complained of was being performed by the Exhibitors Co-operative Film Service Association. Information of record indicates that the defendant has discontinued the transportation of films and accessories within the state of Iowa.

Filed March 30, 1933. Closed October 13, 1936.

No. HA-603—1936. Brady Transfer & Storage Company, Fort Dodge. Motor Carrier—Freight—Alleged illegal operation. This investigation disclosed that many shipments were being transported into northwestern Iowa but it was not definitely determined that the Iowa Motor Carrier law was being violated. Since this file was opened the operator in question has received authority from the Iowa Commission to serve many of the towns involved.

Filed May 8, 1933. Closed October 8, 1936.

No. HA-607—1936. J. E. Strom, owner and operator Columbine Transportation Company, Denver, Colorado. Motor Carrier—Interstate Freight—Alleged illegal operation. Investigation developed that the eastbound operation of this carrier was largely for the Gates Rubber Company of Denver, Colorado, under contract, but the westbound service would come under the provisions of the Iowa Motor Carrier law. Charges were filed against the operator at Ames, Iowa, on April 6, 1934, at Denison, Iowa, on July 13, 1934, and at State Center, Iowa, on August 2, 1934, resulting in fines of \$15.00, \$35.00 and \$50.00 respectively being paid, together with costs of \$2.50 in each instance. Authority to operate as a Motor Carrier of interstate freight has not since been obtained and there is no indication of record that the operation is now being conducted.

Filed May 17, 1933. Closed October 9, 1936.

No. HA-608—1936. Alta Motor Express, Alta. Motor Carrier—Freight—Alleged illegal operation. Investigation developed that the service afforded might be classed as that of a Motor Carrier. The transportation is now being conducted under Certificate and Permit held by the Rusco Transportation Company, owned and operated by Russell O'Bannon, Alta.

Filed June 1, 1933. Closed October 9, 1936.

No. HA-611—1936. L. R. Thomas, Fort Dodge. Motor Carrier—Passenger—Alleged illegal operation. Investigation developed the fact that this party has the star route contract for carrying mail between Fort

Dodge, Otho, Burnside, Dayton and Lehigh, Iowa. It appears that passengers had been transported, that no compensation has been demanded but that at times voluntary contributions had been accepted. Mr. Thomas and the Interstate Transit Lines, Omaha, Nebraska, filed joint application for the transfer of rights granted in Docket No. H-1737 to L. R. Thomas but the transfer was not effected and the file does not disclose that the transportation of passengers over the star route was continued.

Filed June 16, 1933. Closed October 9, 1936.

No. HA-618—1936. Perry Masters, Williamson. Motor Carrier—Passenger—Alleged illegal operation. Investigation developed that this operator was transporting miners for compensation between Williamson and Mine No. 5 southeast of Williamson. On July 11, 1933, a temporary writ of injunction was secured from the Judge of the Second Judicial District restraining the above carrier from transporting passengers for compensation over a regular route within the state of Iowa. The file does not disclose that the service in question was continued, and the file is, therefore, closed.

Filed July 15, 1933. Closed October 9, 1936.

No. HA-619—1936. George Balosky, Williamson. Motor Carrier—Passenger—Alleged illegal operation. The investigation indicates that this carrier was transporting passengers for hire between Williamson and Mine No. 5 southeast of Williamson. Under date of July 11, 1933, a temporary writ of injunction was granted by the Judge of the Second Judicial District restraining the above mentioned operation. The file does not indicate that this service is being continued, and is, therefore, closed.

Filed July 15, 1933. Closed October 9, 1936.

No. HA-620—1936. John Scott, Williamson. Motor Carrier—Passenger—Alleged illegal operation. Investigation developed that this carrier was transporting passengers for hire between Williamson and Mine No. 5 southeast of Williamson. A temporary writ of injunction was granted on July 11, 1933, by the Judge of the Second Judicial District, restraining the operator from performing the service above mentioned. The file does not indicate that the alleged violation of the law is being continued, and is, therefore, closed.

Filed July 15, 1933. Closed October 9, 1936.

No. HA-621—1936. Mose McDowell, Chariton. Motor Carrier—Passenger—Alleged illegal operation. Investigation developed that this operator was transporting passengers for hire between Chariton and Mine No. 5 southeast of Williamson. A temporary writ of injunction was granted on July 11, 1933, restraining the carrier from performing the above mentioned service. The file does not indicate that the alleged violation of the law is being continued, and is, therefore, closed.

Filed July 15, 1933. Closed October 9, 1936.

No. HA-622—1936. Len Lavelette, Chariton. Motor Carrier—Passenger—Alleged illegal operation. Investigation developed that this carrier was operating as a Motor Carrier of passengers from Chariton to Mine No. 5 southeast of Williamson, Iowa, and return. Under date of July 11, 1933, a temporary writ of injunction was obtained from the Judge of the Second Judicial District restraining the alleged illegal transportation. The file does not indicate that the violation of the law is being continued, and is, therefore, closed.

Filed July 15, 1933. Closed October 9, 1936.

No. HA-623—1936. L. G. Cunningham, Chariton. Motor Carrier—Passenger—Alleged illegal operation. Investigation developed that Mr. Cunningham was transporting passengers for hire between Chariton

and Mine No. 5 southeast of Williamson, Iowa, and on July 11, 1933, a temporary writ of injunction was granted by the Judge of the Second Judicial District restraining that service. The record does not disclose that the alleged law violation is being continued, and the file is, therefore, closed.

Filed July 15, 1933. Closed October 9, 1936.

No. HA-624—1936. Brady Transfer & Storage Company, Fort Dodge. Motor Carrier—Freight—Alleged illegal service to Boone, Iowa. Investigation failed to develop that the service complained of was amenable to the Iowa Motor Carrier law. The operator claimed the hauling was from pooled cars and was either a Truck Operator or contract service.

Filed July 25, 1933. Closed October 9, 1936.

No. HA-627—1936. A. L. Hollenbeck, Dysart. Motor Carrier—Freight—Alleged illegal operation. Investigation developed that the service in question was that of a contract operator.

Filed August 4, 1933. Closed October 9, 1936.

No. HA-636—1936. American Freight Distribution Company, Peoria, Illinois. Motor Carrier—Freight—Alleged illegal operation. Investigation shows only one check of the operation of equipment in Iowa belonging to this carrier, and it is apparent that the service is not being continued.

Filed September 12, 1933. Closed October 9, 1936.

No. HA-640—1936. Travel Bureaus. Motor Carrier—Investigation as to service afforded. Reports made do not indicate a violation of the Iowa Motor Carrier law.

Filed September 30, 1933. Closed October 9, 1936.

No. HA-643—1936. Esther M. Smith, Des Moines. Motor Carrier—Freight—Alleged illegal Motor Carrier service to Cedar Rapids. Operator was instructed to discontinue service and the record does not indicate that the transportation complained of is being continued.

Filed November 7, 1933. Closed October 9, 1936.

No. HA-646—1936. H. R. Anderson, owner and operator Anderson Transfer Company, Clinton. Motor Carrier—Freight—Alleged illegal operation between Davenport and Clinton. Investigation developed that the service was confined to contract hauling only, and would not come under the purview of the Iowa Motor Carrier law.

Filed November 27, 1933. Closed October 9, 1936.

No. HA-648—1936. B. W. McCord, Denison. Motor Carrier—Freight—Alleged illegal operation. Investigation developed that the service has been discontinued.

Filed November 29, 1933. Closed October 13, 1936.

No. HA-649—1936. Northwest Motor Cargo Company, Omaha, Nebraska. Motor Carrier—Freight—Alleged illegal operation. Investigation indicates that service in question has been discontinued.

Filed December 4, 1933. Closed October 13, 1936.

No. HA-651—1936. Carstensen Transfer & Storage Company, a partnership composed of A. C. and D. C. Carstensen, Clinton. Motor Carrier—Freight—Alleged illegal operation between Davenport and Clinton. Investigation indicated operation amenable to the Iowa Motor Carrier law. Pled guilty and was fined \$100, costs and thirty days

in jail. Seventy-five dollars of fine and jail sentence was suspended. Paid \$25 fine and \$3.85 costs.

Filed September 29, 1933. Closed October 13, 1936.

No. HA-652—1936. Gallatin Transfer, Gallatin, Missouri. Motor Carrier—Freight—Alleged illegal operation. Investigation developed that this carrier is performing service as a contract hauler or Truck Operator, and is not amenable to the Iowa Motor Carrier law.

Filed December 15, 1933. Closed October 13, 1936.

No. HA-654—1936. Veech Transfer Company, Mason City. Motor Carrier—Freight—Alleged illegal operation. The record does not indicate that this carrier is transporting freight in violation of the Iowa Motor Carrier law.

Filed December 16, 1933. Closed October 13, 1936.

No. HA-663—1936. Des Moines-Winterset Bus Company, Des Moines. Motor Carrier—Passenger and Limited Freight—Operation of unauthorized equipment. It appears that the use of the extra equipment was due to an emergency and not likely to be repeated.

Filed January 19, 1934. Closed October 13, 1936.

No. HA-665—1936. B. C. Deerr, Belle Plaine. Motor Carrier—Freight—Alleged illegal operation. Investigation developed that this carrier was hauling under contract for the Western Grocer Company between Cedar Rapids and Belle Plaine.

Filed January 27, 1934. Closed October 13, 1936.

No. HA-669—1936. August Wallbaum, Parkersburg. Motor Carrier—Freight—Alleged illegal operation. The record indicates that this operator was acting as a Motor Carrier between Waterloo and Parkersburg, Iowa, without authority of the Iowa Railroad Commission and without knowledge of the provisions of the Iowa Motor Carrier law. He agreed to limit his service to two contracts.

Filed February 28, 1934. Closed October 13, 1936.

No. HA-670—1936. Merle D. Hanke, Newton. Motor Carrier—Freight—Alleged illegal operation. Investigation disclosed that this operator was transporting freight in violation of the Iowa Motor Carrier law between Des Moines and Newton, Iowa, and on March 16, 1934, he was fined \$25.00 and costs of \$3.00 in Judge Woodrow's court at Newton, Iowa. The \$25.00 fine was suspended. The record does not show any further irregularity.

Filed February 28, 1934. Closed October 13, 1936.

No. HA-674—1936. Elmer Dilts, doing business as Kinhart Transfer & Storage, Mason City. Motor Carrier—Freight—Alleged illegal operation. Investigation revealed that this operator was performing service as an interstate Motor Carrier between the north line of the state near Northwood and Mason City, and had filed an application under Docket No. H-2025, which was not completed. Record indicates operation discontinued.

Filed March 20, 1934. Closed October 13, 1936.

No. HA-676—1936. Sherman Storage & Transfer Line, Fort Dodge. Motor Carrier—Freight—Alleged unlawful operation between Fort Dodge and Dows. There was only one highway check made in this case which indicated that the service being rendered might be that of a Motor Carrier. The file is being closed as one instance would not be sufficient to establish that the transportation furnished was of regular occurrence.

Filed January 24, 1934. Closed May 15, 1936.

No. HA-677—1936. Fred S. Potter, owner and operator Potter Transfer Company, Perry. Motor Carrier—Freight—Alleged illegal operation. Investigation revealed that this carrier was operating in violation of the Motor Carrier law between Des Moines and Perry, and was fined \$25.00 under date of April 9, 1934, in Judge Jordan's court, Des Moines, Iowa. Information was again filed on April 5, 1935, at which time Mr. Potter entered a plea of not guilty, which he changed to guilty on April 10th, and received a fine of \$50.00 or 15 days in jail. The fine was suspended at request of the Board's representatives. The record indicates that the violation of the law has been stopped.

Filed March 26, 1934. Closed January 21, 1936.

No. HA-678—1936. Edw. J. Healy, St. Paul, Minnesota. Motor Carrier—Freight—Alleged illegal operation. One highway check appears on the record as having been made at Dubuque, Iowa, March 27, 1934, and indicating the transportation of freight from the National Carloading Company of Chicago, Illinois, for the National Carload Company of St. Paul, Minnesota. The operator failed to make application for a Certificate permitting this interstate transportation and there is no record of any additional trips made since the original report.

Filed April 7, 1934. Closed October 13, 1936.

No. HA-679—1936. Great Lakes Cartage Company, Toledo, Ohio. Motor Carrier—Freight—Alleged illegal operation. A tractor truck and semi-trailer belonging to the above operator was intercepted at Des Moines, Iowa, on April 9, 1934, and information filed in Judge Powers' court for failure to comply with the Truck Operator or Motor Carrier law. This violation resulted in a fine of \$25.00, which was suspended, and costs of \$4.20, which were paid. Inasmuch as no further trips are reported it is not clear whether this service would come under the Truck Operator or Motor Carrier law.

Filed April 10, 1934. Closed October 13, 1936.

No. HA-680—1936. Sherman Storage & Transfer Line, Fort Dodge. Motor Carrier—Freight—Alleged illegal operation between Des Moines, Fort Dodge and Mason City. Investigation does not reveal that this transportation would come within the purview of the Iowa Motor Carrier law, the service being in the nature of contract hauling.

Filed April 9, 1934. Closed May 15, 1936.

No. HA-681—1936. Board of Railroad Commissioners, Des Moines, v. Brady Transfer & Storage Company, doing business as Brady Freight Lines, Fort Dodge. Motor Carrier—Freight—Alleged failure to report all operations during March, 1934. Necessary reports filed and tax paid.

Filed April 24, 1934. Closed October 13, 1936.

No. HA-683—1936. R. E. Wilson, Unionville. Motor Carrier—Freight—Alleged illegal operation. The record does not indicate a continuance of the service in question.

Filed May 1, 1934. Closed October 13, 1936.

No. HA-685—1936. Blue Line Transfer & Storage Company, Grinnell. Motor Carrier—Freight—Alleged illegal operation between Cedar Rapids and Grinnell. Investigation developed that the operator in question was conducting a contract service which is not amenable to the Iowa Motor Carrier law.

Filed May 18, 1934. Closed October 13, 1936.

No. HA-686—1936. White Line Motor Freight Company, Inc., Des Moines. Motor Carrier—Freight—Alleged illegal service to Cedar Rap-

ids. Investigation developed that the operation of this carrier was not in violation of the Iowa Motor Carrier law.

Filed May 18, 1934. Closed October 13, 1936.

No. HA-687—1936. Elmer Greene, Exira. Motor Carrier—Freight—Alleged illegal operation. Investigation develops the fact that the service to Exira and Brayton out of Des Moines was that of a contract hauler and not amenable to the Iowa Motor Carrier law.

Filed May 21, 1934. Closed October 13, 1936.

No. HA-688—1936. Miller Brothers, Waterloo. Motor Carrier—Freight—Alleged illegal operation. The investigation conducted indicates that the service complained of is of a contract nature and not amenable to the Iowa Motor Carrier law.

Filed June 1, 1934. Closed October 13, 1936.

No. HA-698—1936. H. W. Rieke, owner and operator Rieke Motor Transfer Line, Burlington. Motor Carrier—Freight—Alleged illegal service between Burlington and Ottumwa. Investigation developed that this service was in violation of the Iowa Motor Carrier law, and on June 27, 1934, charges were filed in Judge Haskell's court, Burlington, Iowa, which resulted in a plea of guilty and a fine of \$100.00 plus \$3.00 costs. Seventy-five dollars of the fine was suspended, and operator paid \$25.00 and costs with the understanding that the law would not be again violated. He also furnished reports for the illegal trips made in May and June, 1934, between Burlington and Ottumwa and paid the taxes thereon.

Filed June 25, 1934. Closed September 21, 1936.

No. HA-701—1936. J. E. Gilchrist, Osceola. Motor Carrier—Passenger—Alleged illegal service between Osceola and Grand River. This party operates the Star Route between the points named and admitted he had carried a few passengers in the past, not knowing it was a law violation. He agreed to stop the practice and the file does not show any evidence of further illegal transportation.

Filed July 6, 1934. Closed October 13, 1936.

No. HA-702—1936. Anton J. Pottebaum, Dyersville. Motor Carrier—Freight—Alleged illegal service between Dubuque and Dyersville. Investigation developed that this operator was violating the Iowa Motor Carrier law in transporting merchandise between Dubuque and Dyersville. Under date of July 27, 1934, information was filed in Mayor Willenborg's court in Dyersville, at which time the defendant pleaded guilty and was fined \$50.00 and \$3.50 costs. Thirty-five dollars of the fine was suspended on condition that Mr. Pottebaum cease his Motor Carrier operations. Fifteen dollars of the fine and costs were paid. The record indicates there was some further law violation but it appears the service is not now being continued.

Filed July 24, 1934. Closed August 30, 1934.

Reopened October 13, 1934. Closed October 13, 1936.

No. HA-703—1936. Fremont Union Meat Express, Fremont, Nebraska. Motor Carrier—Freight—Alleged illegal operation. Investigation revealed this operator is a contract carrier, and is not subject to the provisions of the Iowa Motor Carrier law.

Filed July 18, 1934. Closed October 13, 1936.

No. HA-708—1936. Edwin W. Booth, Walton, Nebraska. Motor Carrier—Freight—Alleged illegal operation. From the investigation conducted it appears that this carrier was performing a Motor Carrier service without authority from the Iowa Railroad Commission, and as a consequence on March 12, 1936, an Order and Warrant was issued

to levy upon the equipment to the amount of \$2,000 in order to cover ton mile taxes and penalties for past operations. Charges were filed in Justice of the Peace Court at Council Bluffs, Iowa, on March 13, 1936, a plea of guilty was entered, a fine of \$100.00 levied, which was later suspended, the costs of \$4.00 being paid by the delinquent operator. It was agreed that this operator would pay in delinquent taxes and penalties the sum of \$439.26, and that the Order and Warrant issued by the Board on March 12th would be withdrawn. The Board then set April 13, 1936, at its office in Des Moines as time and place for the above carrier to appear and show cause why the Commission should not proceed to restrain further operation within the state of Iowa because of failure to comply with the provisions of the Motor Carrier law. The hearing was continued to April 27th, at which time the operator admitted the service being rendered was subject to the Iowa Motor Carrier law, made application for a Certificate to continue same, submitted reports for tax purposes covering trips previously made and made arrangements to pay the taxes incurred. Under date of July 13, 1936, a joint application of the operator in question together with that of John D. Phillips, doing business as Phillips Motor Freight Lines, Lincoln, Nebraska, to transfer what rights Edwin W. Booth might have in Docket No. H-2523 to John D. Phillips. This transfer was approved on October 15, 1936.

Filed August 1, 1934. Closed October 15, 1936.

No. HA-713—1936. Charles Torrey, Minneapolis, Minnesota. Motor Carrier—Freight—Alleged illegal operation. Investigation does not disclose that this carrier is now operating in Iowa subject to either the Truck Operator or Motor Carrier laws.

Filed August 22, 1934. Closed October 13, 1936.

No. HA-714—1936. Midwest Film Distributors, Inc., Des Moines, v. Esther M. Smith, Des Moines. Motor Carrier—Freight—Alleged refusal to accept shipments and to return other shipments. Satisfactorily adjusted.

Filed October 26, 1934. Closed October 13, 1936.

No. HA-716—1936. Shores Transfer & Storage Company, Waterloo. Alleged illegal terminal operation. Satisfactorily adjusted.

Filed November 27, 1934. Closed October 13, 1936.

No. HA-720—1936. Watson Brothers Transfer Company, Inc., Nebraska City, Nebraska. Motor Carrier—Freight—Alleged illegal operation. Investigation indicated that the service being afforded was in violation of the Motor Carrier law, but later necessary authority was obtained from the Commission.

Filed January 29, 1935. Closed April 22, 1936.

No. HA-723—1936. Brady Transfer & Storage Company, doing business as Brady Freight Lines, Fort Dodge. Motor Carrier—Freight—Alleged unlawful intrastate service under Certificate No. 546. Investigation developed that if a violation occurred it was of an occasional nature, and the operator gave assurance that it was due to lack of information on the part of certain employees and would be stopped.

Filed March 4, 1935. Closed October 13, 1936.

No. HA-724—1936. Esther M. Smith, doing business as Film Transportation Company, Des Moines. Motor Carrier—Motion Picture films and accessories—Unauthorized transportation of periodicals. The record does not indicate conclusive evidence of unauthorized transportation.

Filed January 23, 1935. Closed October 13, 1936.

No. HA-725—1936. Stander & Rand, Omaha, Nebraska. Motor Car-

rier—Freight—Alleged illegal operation. Investigation reveals that this partnership were operating through Iowa in violation of the Iowa Motor Carrier law, and charges were filed on January 29, 1935, in Municipal Court, Ames, Iowa, which resulted in a fine of \$25.00 with costs of \$2.50 being paid. The operators agreed to refrain from further Motor Carrier service and confine their transportation to contract hauls only.

Filed January 31, 1935. Closed October 13, 1936.

No. HA-726—1936. Iowa Film Delivery, Des Moines. Motor Carrier—Unauthorized transportation of periodicals. The record indicates that this practice, if once established, is not being continued.

Filed March 8, 1935. Closed October 13, 1936.

No. HA-728—1936. Dixon Produce Company, Gowrie. Motor Carrier—Freight—Alleged illegal operation. The investigation did not reveal that any violation of the law is being continued.

Filed March 23, 1935. Closed October 13, 1936.

No. HA-732—1936. W. G. Glendenning, owner and operator Glendenning Transfer Service, St. Paul, Minnesota. Motor Carrier—Interstate Freight—Alleged illegal operation. Investigation developed that the service rendered by this carrier was amenable to the provisions of the Motor Carrier law. Under date of April 16, 1935, equipment of this operator was intercepted at Dubuque, Iowa, and a fine of \$50.00 was paid in order to release the truck. Later this transportation company made settlement for the ton mile tax covering past operations, complied with the law and the Board's rules and regulations governing the operation of Motor Carriers and was given permission to transport interstate freight over a number of routes.

Filed April 16, 1935. Closed October 13, 1936.

No. HA-733—1936. Phippen Trucks, Russell. Motor Carrier—Freight—Alleged illegal Motor Carrier service to Centerville. The record does not indicate that the carrier named is violating the provisions of the Iowa Motor Carrier law.

Filed April 22, 1935. Closed October 13, 1936.

No. HA-734—1936. James Harney, West Liberty. Motor Carrier—Passenger—Alleged illegal operation. The investigation conducted did not indicate a continued violation of the Iowa Motor Carrier law.

Filed April 29, 1935. Closed October 13, 1936.

No. HA-737—1936. Hayes Transfer, Quincy, Illinois. Motor Carrier—Freight—Alleged illegal operation. Under date of May 10, 1935, this operator pled guilty in Judge Haskell's court at Burlington, Iowa, and was fined \$25.00 and costs of \$3.50, which were paid. The record does not show any further violation of the Iowa Motor Carrier law.

Filed May 13, 1935. Closed October 13, 1936.

No. HA-738—1936. Corderman Cartage Company, Rock Island, Illinois. Motor Carrier—Interstate Freight—Alleged illegal operation. The record indicates that this operator ceased performing service as a Motor Carrier in this state.

Filed May 20, 1935. Closed October 13, 1936.

No. HA-739—1936. Taylor Brothers, Ireton. Motor Carrier—Freight—Alleged illegal operation. No recent information has been received indicating that the alleged unlawful service has been continued, and the file is, therefore, closed.

Filed May 16, 1935. Closed October 13, 1936.

No. HA-740—1936. Edw. Beimers, Ireton. Motor Carrier—Freight

—Alleged illegal operation. There has been sent in only one highway check of the service being rendered by Mr. Beimers, which is insufficient to establish a law violation. The file is, therefore, closed.

Filed May 16, 1935. Closed October 13, 1936.

No. HA-741—1936. Sherman Storage & Transfer Line, Fort Dodge. Motor Carrier—Freight—Alleged illegal operation between Fort Dodge and Storm Lake. Investigation does not reveal the performance of service as a Motor Carrier of freight.

Filed May 23, 1935. Closed May 15, 1936.

No. HA-742—1936. Denver-Chicago Trucking Company, Denver, Colorado. Motor Carrier—Interstate Freight—Alleged exceeding of authority conveyed under Certificate No. 547. The record herein indicates only one highway check which indicated a Motor Carrier operation eastbound, and it is evident that the carrier has not continued the unlawful transportation.

Filed June 10, 1935. Closed October 13, 1936.

No. HA-746—1936. Perry Vaughn, Leon. Motor Carrier—Freight—Alleged illegal operation. Service discontinued.

Filed June 28, 1935. Closed October 13, 1936.

No. HA-747—1936. Interstate Forwarding Company, Omaha, Nebraska. Motor Carrier—Freight—Alleged illegal operation. The record indicates only one highway check made and there is no evidence that an illegal service is now being rendered.

Filed July 2, 1935. Closed October 13, 1936.

No. HA-748—1936. C. O. Wikert, Graettinger. Motor Carrier—Freight—Alleged illegal operation. The record does not indicate a continuation of unlawful service.

Filed August 5, 1935. Closed October 13, 1936.

No. HA-751—1936. E. L. O'Brien, Carroll. Motor Carrier—Passenger—Alleged illegal operation. Investigation developed that an occasional passenger and a small amount of freight was being hauled between Carroll and Audubon. The operator was instructed to discontinue this transportation or else apply for a Certificate of Convenience and Necessity. It appears that the illegal service has been discontinued.

Filed August 22, 1935. Closed October 13, 1936.

No. HA-752—1936. A. H. Bos, Marshalltown. Motor Carrier—Freight—Alleged illegal operation. The file indicates only two highway checks were made which indicated illegal transportation of freight. The unlawful service has not been continued.

Filed August 17, 1935. Closed October 13, 1936.

No. HA-755—1936. Durbins Transfer, Galesburg, Illinois. Motor Carrier—Freight—Alleged illegal operation. The record in this case fails to clearly establish that the service rendered is not that of a contract operator. The operation appears to have been discontinued.

Filed September 3, 1935. Closed October 13, 1936.

No. HA-756—1936. A. E. Gallagher, Denver, Colorado. Motor Carrier—Freight—Alleged illegal operation. Investigation revealed this carrier was performing illegal service as a Motor Carrier westbound across the state of Iowa on Highway No. 30, and was fined \$25.00 and costs of \$2.50 in Judge Luke's court at Ames, Iowa, on September 10, 1935, which was paid. The carrier agreed to either operate under contract or else transport the loads under some other operator's Certificate.

Filed September 11, 1935. Closed October 14, 1936.

No. HA-757—1936. Truck Express Company, Inc., Minneapolis, Minnesota. Motor Carrier—Interstate Freight—Alleged illegal operation. Investigation through highway checks indicated the service to be amenable to the Motor Carrier law, and the operator apparently discontinued the transportation rather than take out a Certificate.

Filed October 26, 1933. Closed October 14, 1936.

No. HA-761—1936. Motor Freight Forwarding Company, Omaha, Nebraska. Motor Carrier—Freight—Alleged illegal operation. Investigation developed that this operator was conducting service in violation of the Iowa Motor Carrier law, and under date of October 19, 1935, was fined \$50.00 and costs in Judge Schott's court at Council Bluffs, Iowa. Later the fine was reduced to \$25.00 and costs, which was paid. The record does not indicate any additional law violations.

Filed September 16, 1935. Closed October 14, 1936.

No. HA-762—1936. Fruit Dispatch Trucking Company, Duluth, Minnesota. Motor Carrier—Freight—Alleged illegal operation. Investigation developed that this carrier was affording a Motor Carrier service without first obtaining authority from the Iowa Railroad Commission. On September 18, 1935, charges were filed in the Justice of the Peace Court at Osage, Iowa, and a fine of \$25.00 and \$3.95 costs was imposed, which was paid. The record does not indicate that the motor carrier service was continued.

Filed September 21, 1935. Closed October 14, 1936.

No. HA-765—1936. Alice Louise Scatliff, Mt. Vernon. Motor Carrier—Passenger—Alleged illegal operation. Investigation indicated that service afforded was not amenable to the Iowa Motor Carrier law.

Filed October 12, 1935. Closed October 14, 1936.

No. HA-766—1936. Bradford MacGaw, Mt. Vernon. Motor Carrier—Passenger—Alleged illegal operation. Investigation developed that the service was not that of a Motor Carrier.

Filed October 12, 1935. Closed February 4, 1936.

No. HA-767—1936. Jos. L. Fisher, Mt. Vernon. Motor Carrier—Passenger—Alleged illegal operation. Investigation developed that this carrier was not violating the Iowa Motor Carrier law.

Filed October 12, 1935. Closed October 14, 1936.

No. HA-770—1936. Holton Truck Line, Minneapolis, Minnesota. Motor Carrier—Interstate Freight—Alleged illegal operation. Investigation developed that this carrier was transporting freight for the Interstate Motor Freight System, Grand Rapids, Michigan, without authority, and under date of October 2, 1935, was fined \$25.00 and costs of \$2.50 in Judge Mitchell's court at Mt. Vernon, Iowa, which was paid. The record does not disclose that the unauthorized service was continued.

Filed October 4, 1935. Closed October 14, 1936.

No. HA-771—1936. George Jepson, owner and operator Jepson Transportation Company, Sioux City. Motor Carrier—Freight—Alleged illegal operation. The investigation conducted does not show conclusively that the operator in question is violating the Motor Carrier law.

Filed November 4, 1935. Closed October 14, 1936.

No. HA-772—1936. Hart Motor Express, Chicago, Illinois. Motor Carrier—Interstate Freight—Alleged illegal operation. Investigation indicated that this operator was violating the Iowa Motor Carrier law, and charges were filed in Judge De Cook's court, De Witt, Iowa, on November 6, 1935. A fine of \$25.00 and costs was imposed, \$10.00 of

the fine being suspended upon immediate payment of the balance. The record does not show any further law violation.

Filed November 9, 1935. Closed October 14, 1936.

No. HA-773—1936. L. D. Heaton, West Union, and/or the Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Motor Carrier—Freight—Alleged illegal operation. The Commerce Counsel of Iowa ruled that this service was amenable to the Iowa Motor Carrier law, after which the railroad company restored the train service as previously rendered.

Filed December 31, 1935. Closed April 24, 1936.

No. HA-774—1936. Watson Brothers Transfer Company, Inc., Nebraska City, Nebraska. Investigation revealed that this company was transporting intrastate freight shipments without first obtaining authority from the Iowa Railroad Commission. Charges were filed before the Justice of the Peace, Clarinda, Iowa, under date of February 4, 1936, which resulted in a fine of \$100.00 and costs of \$3.90. Sixty-five dollars of the fine was suspended on promise of the defendant to hereafter comply with the law, the balance of the fine and costs being paid. The record does not show any further illegal transportation.

Filed January 11, 1936. Closed February 11, 1936.

No. HA-775—1936. Charles and Francis Potter, Perry. Motor Carrier—Freight—Alleged illegal operation. The investigation shows that this operator agreed to confine his activities to contract service, and will take out a Truck Operator permit if necessary.

Filed January 21, 1936. Closed October 14, 1936.

No. HA-776—1936. Earl O. Oren, St. Paul, Minnesota. Motor Carrier—Interstate Freight—Alleged illegal operation. This carrier paid \$5.00 for a Truck Operator permit, but the investigation indicates the service rendered to be that of an interstate Motor Carrier. He has been advised that the Iowa Board cannot issue interstate authority without first securing the sanction of the Federal Commission. The record does not indicate that the operations have been continued.

Filed January 17, 1936. Closed September 1, 1936.

No. HA-777—1936. Arnold O. Wulf, Davenport. Motor Carrier—Passenger—Alleged illegal operation. Investigation revealed that this carrier was transporting passengers for hire from Long Grove and Eldridge, Iowa, to Davenport, Iowa, and return, but agreed to discontinue the service when informed it was in violation of the Iowa Motor Carrier law.

Filed February 24, 1936. Closed February 28, 1936.

No. HA-778—1936. Spahn Transfer, Omaha, Nebraska. Motor Carrier—Interstate Freight—Alleged illegal operation. Investigation developed that this carrier was performing a service amenable to the Iowa Motor Carrier law, but agreed to confine the transportation afforded to contract operation.

Filed March 16, 1936. Closed March 27, 1936.

No. HA-779—1936. Byers Transportation Company, Inc., Kansas City, Missouri. Motor Carrier—Interstate Freight—Alleged illegal operation. This operator was cited to appear before the Board at its office, Des Moines, Iowa, on March 30, 1936, to show cause why the Iowa statutes were not being complied with. Hearing was held in accordance with the notice, and taken under advisement by the Commission. This carrier made settlement covering delinquent taxes and penalties and under date of April 2, 1936, filed application for authority to transport freight of a strictly interstate character, the case bearing Docket No. H-2477.

No service is being rendered at the present time. This file is being closed inasmuch as the operator admits coming under the Motor Carrier classification.

Filed March 20, 1936. Closed April 14, 1936.

No. HA-780—1936. Campbell and Speers Freight Forwarding Company, Inc., Kansas City, Missouri. Motor Carrier—Interstate Freight—Alleged illegal operation. This carrier was cited to appear before the Board at its office, Des Moines, Iowa, on March 19, 1936, to show cause why the Iowa Motor Carrier law was not being complied with, in view of statements made to the Federal Commission. The hearing was continued to April 13, 1936, at which time the operator agreed to file proper reports and comply with all requirements of the Iowa law and the Rules and Regulations of the Iowa Railroad Commission. Authority has been given under Docket file No. H-2474 to conduct an interstate service pending disposal of their application before the Federal Commission.

Filed March 19, 1936. Closed October 14, 1936.

No. HA-782—1936. Robert Barry, Iowa City. Motor Carrier—Interstate Freight—Alleged illegal operation. Investigation developed that this carrier is conducting a contract service and is, therefore, not subject to the provisions of the Iowa Motor Carrier law.

Filed March 21, 1936. Closed October 14, 1936.

No. HA-783—1936. James E. Conger, Batavia. Motor Carrier—Freight—Alleged illegal operation. Investigation developed that the service being afforded is that of a contract operator.

Filed March 20, 1936. Closed April 16, 1936.

No. HA-784—1936. F. C. Mooney, Ollie. Motor Carrier—Freight—Alleged illegal operation. Investigation developed that this service is a contract haul.

Filed April 2, 1936. Closed October 14, 1936.

No. HA-787—1936. George B. Connell, doing business as Connell Trucking Company, Omaha, Nebraska. Motor Carrier—Interstate Freight—Alleged illegal operation. This operator was cited to appear before the Board at its office, Des Moines, Iowa, on April 13, 1936, to show cause why the service rendered should not be restrained on account of non-compliance with the Iowa Motor Carrier law. The carrier agreed to file reports and comply with all requirements of the Board. He is being permitted to operate by virtue of the authority granted under Docket No. H-2476 until his Federal status has been determined.

Filed April 3, 1936. Closed April 13, 1936.

No. HA-794—136. Troyer Brothers, a partnership composed of Glen H. and Dillo E. Troyer, Kearney, Nebraska. Motor Carrier—Interstate Freight—Alleged illegal operation. Investigation developed that this service is in the nature of a contract operation. Under date of June 25, 1936, charges were filed in Justice of the Peace Court, Ames, Iowa, for violation of the Truck Operator law, and a fine of \$25.00 and \$2.50 costs was imposed after a plea of guilty was made. Settlement was made for the fine and costs. The record does not indicate the conduct of any further unlawful service.

Filed April 8, 1936. Closed October 14, 1936.

No. HA-796—1936. J. W. Mason, Mitchell. Motor Carrier—Freight—Alleged illegal operation. Investigation developed that this carrier was operating in violation of law between Osage and Manly, Iowa.

It was agreed that the service would be discontinued until proper authority had been obtained.

Filed January 6, 1936. Closed May 5, 1936.

No. HA-797—1936. Andrew Hatges, doing business as Federal Fruit and Vegetable Market, Mason City. Motor Carrier—Interstate Freight—Alleged illegal operation. This carrier was cited to appear before the Board at its office in Des Moines, Iowa, on April 27, 1936, to show cause why his operation should not be restrained on account of being in violation of the Iowa Motor Carrier law. Full hearing was held and it appeared that the service he was rendering was not unlawful, statements to the contrary which appeared in his application for a Federal Certificate being in error.

Filed April 14, 1936. Closed October 14, 1936.

No. HA-801—1936. J. F. Hoey, doing business as Midland Service Company, Chicago, Illinois. Motor Carrier—Interstate Freight—Alleged illegal operation. Under date of April 15, 1936, this operator was fined \$25.00 and costs of \$2.50 at Ames, Iowa, for violation of the Motor Carrier law, which was paid. Under date of May 2, 1936, this operator was fined \$100.00 and costs of \$2.25 at Clinton, Iowa, for violation of the Motor Carrier law, which was paid under protest. The carrier was cited to appear at the office of the Board, Des Moines, Iowa, on May 4, 1936, to explain the service being rendered, which hearing was fully heard on May 12th. A stipulation was entered into whereby the carrier agreed to furnish a complete statement as to past Motor Carrier operations in Iowa, and to pay a ton mile tax on all trips previously made. Another truck operating for this carrier was intercepted at Iowa City, Iowa, on April 22, 1936, and a cash bond of \$25.00 was deposited for appearance at a continued trial scheduled for May 13th. Inasmuch as no one appeared at the continued trial, the bond was forfeited. Under date of June 24, 1936, this carrier, after complying with the law and the Board's Rules and Regulations, was given permission to operate temporarily as a Motor Carrier of interstate freight over five routes within the state of Iowa, subject to the decision of the Interstate Commerce Commission.

Filed April 17, 1936. Closed June 23, 1936.

No. HA-802—1936. Mark T. Hyslop, Grand Island, Nebraska. Motor Carrier—Interstate Freight—Alleged illegal operation. This case was set down for hearing at the office of the Board, Des Moines, Iowa, April 27, 1936, at which time it was partially heard and continued to May 12, 1936. On the date last named the operator submitted evidence to the effect that his operation was not amenable to the Iowa Motor Carrier law, and the case was dismissed.

Filed April 2, 1936. Closed October 14, 1936.

No. HA-804—1936. Central West Shippers, Manchester. Motor Carrier—Freight—Alleged illegal operation. This operator was cited to appear before the Board at its office, Des Moines, Iowa, on May 12, 1936, to explain the nature of the service being rendered. After the submission of the evidence it appeared that this carrier's operations were not amendable to the Iowa Motor Carrier law, and the file was closed.

Filed April 24, 1936. Closed October 14, 1936.

No. HA-805—1936. Badger Lines, Inc., Milwaukee, Wisconsin. Motor Carrier—Interstate Freight—Alleged illegal operation. This carrier was cited to appear at the office of the Board, Des Moines, Iowa, May 4, 1936, to explain the nature of the service being rendered. The hearing developed that the operation was that of a Truck

Operator and the file was closed after application for a permit and fee had been received.

Filed May 2, 1936. Closed June 23, 1936.

No. HA-808—1936. Francis J. Guy, South Minneapolis, Minnesota. Motor Carrier—Interstate Freight—Alleged illegal operation. Under date of May 5, 1936, this carrier appeared voluntarily before the Board at its office, Des Moines, Iowa, to explain the character of service being rendered. It appearing that the operation involved is that of a Truck Operator and, upon compliance with the Iowa Truck Operator law, the file was closed.

Filed May 5, 1936. Closed October 14, 1936.

No. HA-809—1936. Joe W. Ringsby, doing business as Ringsby Truck Line, Denver, Colorado. Motor Carrier—Interstate Freight—Alleged illegal operation. This operator was cited to appear at the office of the Board, Des Moines, Iowa, on May 12, 1936, to explain the nature of the service now being rendered, and upon his request the hearing was postponed until May 14, 1936. At that time the evidence submitted indicated the performance of an interstate Motor Carrier service, and the operator was again cited to appear and submit a report as to the number of trips and other information pertaining to past operations, the hearing being set for May 28, 1936. On the latter date the case was concluded and taken under advisement, the Board agreeing under date of June 11, 1936, to permit this carrier to continue common carrier service through Iowa one way westbound over U. S. Highways Nos. 6 and 30, subject to his compliance with the Iowa Motor Carrier law and this Board's Rules and Regulations, pending final action by the Interstate Commerce Commission.

Filed May 5, 1936. Closed June 10, 1936.

No. HA-810—1936. E. E. Kendall, Owner and Operator Kendall's Transfer & Storage Company, Marshalltown. Motor Carrier—Interstate freight—Alleged illegal operation. In response to a citation this carrier appeared before the Board at its office, Des Moines, Iowa, on May 12, 1936, at which time it was developed that the operation was not that of a Motor Carrier of freight. It was agreed that the application made by Mr. Kendall to the Interstate Commerce Commission would be amended to conform to the service he was actually rendering.

Filed May 6, 1936. Closed October 14, 1936.

No. HA-812—1936. Elmer Jensen, Independence. Motor Carrier—Interstate Freight—Alleged illegal operation. This operator was cited to appear at the office of the Board, Des Moines, Iowa, on May 12, 1936. The hearing was continued upon recommendation of the Department to May 21, 1936, which was not held, an investigation having in the meantime disclosed that the operation was not that of a Motor Carrier of freight but subject to the Iowa Truck Operator law.

Filed May 6, 1936. Closed June 27, 1936.

No. HA-817—1936. D. V. Bailey, New London, Ohio. Motor Carrier—Interstate Freight—Alleged illegal operation. This carrier was cited to appear before the Board at its office, Des Moines, Iowa, on May 12, 1936, to show the character of past operations, and the hearing was continued to May 21, 1936, at which time the case was fully heard. Under date of July 2, 1936, the operator was given permission to conduct an interstate freight service over five routes in Iowa pending final action by the Interstate Commerce Commission, monthly reports having in the meantime been filed covering past operations together with payment of the ton mile taxes thereon.

Filed May 7, 1936. Closed July 2, 1936.

No. HA-818—1936. Maxwell E. Freeman, doing business as U. S. Travel Service, Omaha, Nebraska. Motor Carrier—Interstate Passenger—Alleged illegal operation. This operator was cited to appear before the Board at its office, Des Moines, Iowa, on May 12, 1936, to show the nature and extent of the service rendered. At the request of the objectors, who desired to make a further investigation, the hearing was continued to the office of the Board, Des Moines, Iowa, May 21, 1936. On the latter date the objectors' testimony only was submitted, the carrier not appearing. Information of record indicates the service is not now being afforded.

Filed May 7, 1936. Closed July 9, 1936.

No. HA-822—1936. J. B. Montgomery, doing business as Montgomery Transfer, Denver, Colorado. Motor Carrier—Interstate Freight—Alleged illegal operation. After investigation as to the operations of this carrier, it is understood the transportation of interstate freight westbound through Iowa will be confined to that consigned by the Gamble Stores and Swift and Company, and eastbound through Iowa will be confined to Armour and Company and the Trinidad Bean Company. This arrangement would be considered a contract operation and not amendable to the Iowa Motor Carrier law.

Filed May 18, 1936. Closed June 17, 1936.

No. HA-823—1936. Herman J. Schmidt, Valparaiso, Nebraska. Motor Carrier—Interstate Freight—Alleged illegal operation. Investigation disclosed that the service rendered is that of a contract operator, being confined to shipments of produce eastbound and westbound to the transportation of freight for the H. P. Lau Company and Henkle and Joyce, both of Lincoln, Nebraska.

Filed May 18, 1936. Closed June 19, 1936.

No. HA-824—1936. Lloyd Dixon, Fairmont, Nebraska. Motor Carrier—Interstate Freight—Alleged illegal operation. Investigation developed that this operation is to be limited to contracts with the Hammond Liquor Company of Omaha, Nebraska, and the Cushing Grocery Company of Hastings, Nebraska, together with the transportation of produce eastbound which is the property of the carrier. This service would not be subject to the Iowa Motor Carrier law.

Filed May 18, 1936. Closed August 3, 1936.

No. HA-829—1936. Burlington Transportation Company, Chicago, Illinois. Alleged transportation of intrastate passengers on interstate busses. Investigation developed that intrastate tickets had been sold at Iowa City and Davenport, Iowa, to points on United States Highway No. 6 contrary to authority now possessed. Vigorous efforts were made by the officials of the transportation company to eliminate the practice and it is now believed there is at present no cause for complaint.

Filed July 2, 1936. Closed September 23, 1936.

Warehouse Licenses

The following licenses for the operation of Bonded Warehouses were in effect at the close of December 1, 1936:

- W- 1—1935. Purity Oats Company, Keokuk. Grain elevator warehouse at Keokuk.
- W- 2—1935. E. H. Tiedeman Grain Company, Fonda. Grain elevator warehouse at Fonda.
- W- 3—1935. Ames Grain & Coal Company, Ames. Grain elevator warehouse at Ames.
- W- 4—1935. Ames Grain & Coal Company, Ames. Grain elevator warehouse at Kelley.
- W- 5—1935. Ames Grain & Coal Company, Ames. Grain elevator at Napier.
- W- 6—1935. Piper Grain & Milling Company, Cedar Rapids. Grain elevator warehouse at Laurens.
- W- 7—1935. Piper Grain & Milling Company, Cedar Rapids. Grain elevator warehouse at Riverside.
- W- 8—1935. Piper Grain & Milling Company, Cedar Rapids. Grain elevator warehouse at Zaneta.
- W- 9—1935. Daugherty Grain Company, Varina. Grain elevator warehouse at Varina.
- W-10—1935. Malvern Milling Company, Malvern. Grain elevator warehouse at Malvern.
- W-11—1935. Scarville Elevator, Scarville. Grain elevator warehouse at Scarville.
- W-12—1935. A. Sterner & Company, Jordan. Grain elevator warehouse at Jordan.
- W-13—1935. Cedar Rapids Grain Company, Cedar Rapids. Grain elevator warehouse at Cedar Rapids.
- W-14—1935. Northwestern Seed Company, Inc., Keokuk. Other than grain elevator warehouse at Keokuk.
- W-15—1935. California Grain & Lumber Company, California. Grain elevator warehouse at California.
- W-16—1935. Loveland Elevator Company, Loveland. Grain elevator warehouse at Loveland.
- W-17—1935. Farmers Cooperative Elevator Company, Pierson. Grain elevator warehouse at Pierson.
- W-18—1935. Farmers Co-operative Elevator Society, Ottosen. Grain elevator warehouse at Ottosen.
- W-19—1935. E. A. Brown Company, Luverne, Minnesota. Grain elevator warehouse at Little Rock.
- W-20—1935. E. A. Brown Company, Luverne, Minnesota. Grain elevator warehouse at Ocheyedon.
- W-22—1935. Farmers Elevator Company, Rock Valley. Grain elevator warehouse at Rock Valley.
- W-23—1935. George Schissel, Varina. Grain elevator warehouse at Varina.
- W-24—1935. H. L. Munn Lumber Company, Ames. Grain elevator warehouse at Slater.
- W-25—1935. H. L. Munn Lumber Company, Ames. Grain elevator warehouse at Huxley.
- W-26—1935. D. Milligan Company, Jefferson. Grain elevator warehouse at Jefferson.
- W-27—1935. D. Milligan Company, Jefferson. Grain elevator warehouse at Cooper.
- W-28—1935. D. Milligan Company, Jefferson. Grain elevator warehouse at Grand Junction.
- W-29—1935. D. Milligan Company, Jefferson. Grain elevator warehouse at Farlin.
- W-30—1935. D. Milligan Company, Jefferson. Grain elevator warehouse at Adaza.

- W-31—1935. D. Milligan Company, Jefferson. Grain elevator warehouse at Farnhamville.
- W-32—1935. D. Milligan Company, Jefferson. Grain elevator warehouse at Herndon.
- W-33—1935. Farmers Grain & Supply Company, Paullina. Grain elevator warehouse at Paullina.
- W-34—1935. Central Iowa Grain Company, Toledo. Grain elevator warehouse at Toledo.
- W-35—1935. Central Iowa Grain Company, Toledo. Grain elevator warehouse at Grinnell.
- W-36—1935. Central Iowa Grain Company, Toledo. Grain elevator warehouse at Cedar Rapids.
- W-37—1935. Central Iowa Grain Company, Toledo. Grain elevator warehouse at Marengo.
- W-38—1935. Central Iowa Grain Company, Toledo. Grain elevator warehouse at Montour.
- W-39—1935. Central Iowa Grain Company, Toledo. Other than grain elevator warehouse at Toledo.
- W-40—1935. Central Iowa Grain Company, Toledo. Other than grain elevator warehouse at Grinnell.
- W-41—1935. Central Iowa Grain Company, Toledo. Other than grain elevator warehouse at Cedar Rapids.
- W-42—1935. Central Iowa Grain Company, Toledo. Other than grain elevator warehouse at Montour.
- W-44—1935. Farmers Elevator Company, Laurel. Grain elevator warehouse at Laurel.
- W-45—1935. Flanley Grain Company, Sioux City. Grain elevator warehouse at Sioux City.
- W-46—1935. Speltz Grain & Coal Company, Albert Lea, Minnesota. Grain elevator warehouse at Meltonville.
- W-47—1935. Standard Warehouse Company, Centerville. Other than grain elevator warehouse at Centerville.
- W-48—1935. McKee Feed & Grain Company, Muscatine. Grain elevator warehouse at Muscatine.
- W-49—1935. Cargill Elevators, Inc., Minneapolis, Minnesota. Grain elevator warehouse at McIntire.
- W-50—1935. Cargill Elevators, Inc., Minneapolis, Minnesota. Operating as Anderson Grain Company, Rembrandt. Grain elevator warehouse at Rembrandt.
- W-51—1935. Cargill Elevators, Inc., Minneapolis, Minnesota. Operating as Anderson Grain Company, Spirit Lake. Grain elevator warehouse at Spirit Lake.
- W-53—1935. Cargill Elevators, Inc., Minneapolis, Minnesota. Operating as Farmers Cooperative Elevator Company, Alvord. Grain elevator warehouse at Alvord.
- W-54—1935. Hunting-Randall Company, Minneapolis, Minnesota. Grain elevator warehouse at Hartley.
- W-59—1935. Cedar Rapids Food Products Company, Cedar Rapids. Grain elevator warehouse at Cedar Rapids.
- W-60—1936. Terminal Grain Corporation, Sioux City. Grain elevator warehouse at Sioux City.
- W-61—1936. W. R. Rumbaugh, Inc., Des Moines. Other than grain elevator warehouse at Des Moines.
- W-62—1936. Davis Brothers & Potter, Fort Dodge. Grain elevator warehouse at Bagley.
- W-63—1936. Davis Brothers & Potter, Fort Dodge. Grain elevator warehouse at Denhart.
- W-64—1936. Davis Brothers & Potter, Fort Dodge. Grain elevator warehouse at Manson.
- W-65—1936. Davis Brothers & Potter, Fort Dodge. Grain elevator warehouse at Pioneer.
- W-66—1936. Davis Brothers & Potter, Fort Dodge. Grain elevator warehouse at Rolfe.

- W-67—1936. Davis Brothers & Potter, Fort Dodge. Grain elevator warehouse at Sulphur Springs.
- W-68—1936. Davis Brothers & Potter, Fort Dodge. Grain elevator warehouse at Wieston.
- W-69—1936. Charlton Grain Company, Rolfe. Grain elevator warehouse at Rolfe.
- W-70—1936. Farmers Elevator, Bode. Grain elevator warehouse at Bode.
- W-71—1936. International Milling Company, Minneapolis, Minnesota. Grain elevator warehouse at Leeds.
- W-72—1936. Clark Brown Grain Company, Nevada. Grain elevator warehouse at Bondurant.
- W-73—1936. Clark Brown Grain Company, Nevada. Grain elevator warehouse at Mingo.
- W-74—1936. Clark Brown Grain Company, Nevada. Grain elevator warehouse at Fernald.
- W-75—1936. Clark Brown Grain Company, Nevada. Grain elevator warehouse at Paton.
- W-76—1936. Clark Brown Grain Company, Nevada. Grain elevator warehouse at Lena.
- W-77—1936. Clark Brown Grain Company, Nevada. Grain elevator warehouse at Minburn.
- W-78—1936. Guy F. Wilde Grain, Fonda. Grain elevator warehouse at Fonda.
- W-79—1936. B. C. Christopher & Company, Kansas City, Missouri. Grain elevator warehouse at Blencoe.
- W-80—1936. Burt Grain Company, Clarion. Grain elevator warehouse at Lanesboro.

Bonded Warehouses

This Board is the designated administrator of the Bonded Warehouse Law for storage of agricultural products, Chapter 104 of the Acts of the 46th General Assembly of Iowa. While authentic interpretations are in the province of the courts, we feel that interested parties are entitled to the expression of our opinion to use as a guide until such time as judicial interpretations may have been made. The following interpretations will serve as the ruling of the Board on the subjects discussed until modified after public hearing, or until changed to conform to a differing court ruling.

Under date of April 30, 1936, the Board approved the following:

A RULING BY IOWA BOARD OF RAILROAD COMMISSIONERS GIVING ITS INTERPRETATION OF A PHASE OF THE 1935 BONDED WAREHOUSE ACT INVOLVING THE SUBJECT OF:

1. WAREHOUSEMAN

It is our interpretation that a person licensed as a warehouseman, and although holding his facilities open to the use of the public has had no storage of products other than his own, is, nevertheless, a warehouseman and can issue valid warehouse receipts under the special provisions of Section 20 of the Act. No licenses are issued to persons unless it is found on investigation that they qualify as a warehouseman or are "about to become a warehouseman" under the special definition of "warehouseman": "A person lawfully engaged in the business of storing agricultural products."

In arriving at this conclusion we have considered the fact that the foregoing definition, authorized for use under the provisions of the warehouse act differs from the definition of "Warehouseman" authorized for use under the provisions of the "Warehouse Receipts Law" contained in the Iowa Statute of 1931, in Section 9819: "A person lawfully engaged in the business of storing goods for profit."

Under the warehouse act it is required that licensed warehouses must be kept available to the public, and the penalty for not doing so would be the cancellation of the license, but keeping the warehouse open to the use of the public is not a prerequisite to the operator being a valid warehouseman. Every person lawfully engaged in a business, the activities of which include the storing of Agricultural Products (as defined in the act) in a building or protected inclosure within the state is a "Warehouseman" within the meaning of the act, whether such products are exclusively his own property, or whether the products are owned in whole or in part by others, or whether he stores for pay or not. If such person procures a license he may issue valid warehouse receipts against authorized products stored by him.

2. RENTAL OF GRAIN ELEVATOR SPACE

We find no provision of the warehouse act to prohibit or interfere with the privilege of a grain elevator operator, either licensed or unlicensed, to lease any section or grain compartment in such elevator, that is not included in the space covered in a license, to another person for the exclusive use of such other person, provided the terms of the lease are such that the elevator operator is explicitly relieved from any obligation whatsoever as to the care of the product that might be stored in such leased compartment. The relationship must be strictly that of operator as landlord to the lessee as tenant, and provided further that the amount of rental paid must not be contingent on the quantity of product that will be stored in the leased compartment, but shall be

a specified sum for a specific period of time. Compensation for any service rendered to the lessee by the lessor in handling or cleaning grain stored or to be stored by the lessee in the leased compartment, should be independent of, and in addition to the rental paid by the lessee for the use of the leased compartment.

3. PRESERVING THE IDENTITY OF GRAIN

A licensed grain elevator operator may designate any space covered in a warehouse license, for the exclusive use of any grain depositor, and preserve the identity of the grain stored in such compartments for any consideration that may be agreed to by the parties involved, provided such consideration is not less than lawful minimum storage charges. In such cases the warehouseman must continue to assume full liability as a warehouseman.

4. CHANGES IN AUTHORIZED LICENSED SPACE

The Board assumes to have authority to reduce the authorized space covered in a warehouse license, on request of the warehouseman, without amendment or change in the warehouseman's bond, but denies having authority to increase the authorized licensed storage space without appropriate consent of the persons executing the warehouseman's bond.

A licensed grain elevator warehouseman cannot avoid a warehouseman's liability as to space covered in his license.

5. SELECTION OF STORAGE

A licensed grain elevator warehouseman is justified in rejecting for storage an odd lot quantity of grain of a class or kind for which there is no reasonable prospect that other quantities of the same class and kind of grain will be offered for storage in such amounts as will reasonably justify the use of space required for its storage.

If the warehouseman elects to temporarily receive such storage instead of rejecting it, he may properly protect himself by providing a contingent ending of the storage period when issuing the receipt.

A licensed grain elevator warehouseman may properly limit the character of grain received for storage to wheat cleaned for milling, and when the cleaning is performed by the receiving warehouseman, he may properly show a claim for the cleaning service in the receipt to be issued. If eventually the warehouseman should purchase the cleaned stored wheat he may properly rebate the cleaning service charge. He may also limit the storage received to any kind and grade of product, provided there is no discrimination between depositors, but he must not receive for storage any kind of product not authorized in his license.

6. FIELD WAREHOUSING

We hold that a grain elevator operator may, without being in conflict with the provisions of the warehouse act, designate any section of a grain elevator not included in space covered in a warehouse license, for the storing of grain owned exclusively by the operator, and may release the custody of said compartment and the grain stored, or to be stored therein to another person upon such terms as may be agreed to between the operator and the custodian, provided such terms do not provide for storing grain of any other ownership, but may provide for liens to be later placed against such grain as collateral, but in the event title to such grain passes as a result of such lien having been created and foreclosed, the grain must be removed from the warehouse within ten days after such foreclosure or it will be in conflict with the storage prohibitions provided in the act. The continued presence of the grain in the compartment might, however, be provided for under the terms outlined in our interpretive ruling No. 2, of this series.

Explanatory Note: It is believed operation of unlicensed grain elevator storage space under plans commonly known as "field warehous-

ing" under arrangements such as are set forth in the contract forms and working plans of the Inland Warehousing Company of 208 South LaSalle Street, Chicago, Illinois, and the Lawrence Warehouse Company of 1 North LaSalle Street, Chicago, Illinois, is permissible, subject to such restrictions as are set forth in the foregoing paragraph, and that such operation, including the issuance of receipts by such "field warehouses" does not conflict with the storage restrictions in the act providing for bonded warehouses for agricultural products, in Iowa. The conclusions here reached are based on the theory that title to the product goes with the receipt and that the use of the receipt as collateral only pledges the title, but if the ownership of the receipt, as distinguished from its use as collateral, passes out of the grain elevator operator, the product immediately becomes that class of product prohibited under the act to be stored for a period of more than ten days.

7. AUXILIARIES TO GRAIN ELEVATORS

Ear corn cribs, or other auxiliary structures suitable for keeping grain in any form in bulk, but not equipped with mechanical devices for handling grain may be included as designated storage space in connection with licensed grain elevators, but their inclusion is not mandatory under the act and they may be used for storing grain without being covered by license whether the elevators to which they are auxiliaries are licensed or not. Any such supplemental structure, however, that is equipped with mechanical devices for handling grain on receiving it into the structure, and removing grain therefrom for loading into transportation conveyances are classed as annexes to the grain elevator in connection with which they are operated, and can lawfully be used for grain storage only when covered by license.

8. COOPERATION OF UNLICENSED AND LICENSED WAREHOUSES

An unlicensed operator of a grain elevator may properly use his elevator facilities for assembling grain that is the property of others to be shipped by him as agent of the owner to a licensed grain elevator warehouse for storage provided the assembly period does not exceed ten days.

The receipts to be issued by the receiving licensed warehouse should be issued in the name of the owner of the product.

The unlicensed grain elevator operator making the assembly and transporting the grain to the licensed warehouse may properly act as agent for the owner in receiving the receipts from the licensed warehouse, and in final disposition of the grain when the receipts have been properly endorsed by the owner. Full minimum storage charges must be made against such grain by the licensed warehouseman, but he may compensate the unlicensed cooperating operator on such terms as they may agree with respect to grain owned by others, but not as to grain owned by the cooperating operator.

9. GRAIN PURCHASED WITH WAREHOUSE RECEIPT

A grain elevator operator that has grain on deposit in a licensed grain elevator may properly exchange a warehouse receipt issued upon such grain for grain assembled at his unlicensed elevator. A licensed grain elevator operator, operating two or more grain elevator warehouses, may properly receive grain for deposit at one of such elevators, giving in exchange therefor a warehouse receipt issued against grain on deposit in another such elevator.

10. REBATING

Operators of grain elevator warehouses are prohibited by the law from doing storage service at a charge less than a specified minimum rate, or less than a minimum rate that might be fixed by this Board

after public hearing. Obviously an agreement by an elevator operator to purchase, at some future date, grain stored in his elevator, at a price higher than he would pay on the same date for similar grain that had not been carried in storage, would be the equivalent of rebating on the storage charge, or charging less than the lawful minimum rate, provided such grain is destined to enter the channel of the general grain market, involving transportation.

We do not interpret the law, however, to prohibit any processor of grain from offering and paying premiums over the market price of grain in order to have an available supply for his processing needs. We hold that grain destined to be used or processed on the warehouse premises and that will not enter the grain marketing channels involved in transportation may properly be purchased by the warehouseman to be so used, at any premium price he might elect to pay. As to grain to be so used, an agreement as to premium ultimately to be paid for it might properly be made at the beginning of the storage period. At least the full minimum storage charge must be made against such grain for the storage service.

11. CONTRACTS FOR FUTURE PURCHASE

Under Section 3 of the Warehouse Act, unlicensed grain elevator operators are specially forbidden to store grain under a contract to purchase at a price left for future determination.

No such provision is contained within the act relating to licensed warehousemen, but it would not seem to be within the general spirit of the warehouse act for the warehouseman to have such special contract with a depositor as would deny to the depositor the right to repossess the stored product on presentation of the warehouse receipt and payment of all proper claims of the warehouseman that are listed on the storage receipt. (See subsection 10 of Section 19, and subsections 1, 2 and 3 of Section 25 of the act.)

It would, however, seem to be permissible for a licensed warehouseman to assure a depositor that he would provide a market for the stored grain and that a contract in the nature of an offer by the warehouseman, to purchase, subject to acceptance by the depositor at the end of the storage period, would be permissible, in which the price to be paid is left for future determination, provided such contract did not involve rebating as discussed under our interpretative ruling No. 10 of this series.

We fail, however, to discern any useful purpose of such contract, except for grain to be used on the premises, as the fact that the grain to be stored will be available to be marketed at any time automatically provides for a future determination of price.

It is, therefore, our opinion that a licensed grain elevator warehouseman might properly give assurance of a market for a stored product to the depositor, the price being left for future determination. If the product when eventually acquired by the warehouseman is to be used on the warehouse premises, and is not to enter the grain marketing channels involving transportation, the future price might include a variable element agreed to at the time of the deposit and based on the length of time that the product is kept in storage.

12. TIMOTHY SEED

We have no evidence that timothy seed is used for any purpose other than to reproduce the plant. Such seed is not subject to a general classification as grain, and is not included in the list of products specifically classed as grain in the warehouse act, though it might under proper circumstances be classed as grain for storage purposes under the provisions of the act.

So far as has come to our knowledge the most common manner of storing timothy seed is in bags in open floor space storage rooms, or

warehouses other than the grain elevator type, though to some extent it is stored in grain elevator type structures.

We hold that timothy seed, whether owned by the warehouseman or not, may properly be warehoused under the warehousing plan, referred to in the act, as "other than grain elevators" in buildings of other than grain elevator type, and also in buildings of the grain elevator type when no grain of the kinds listed in the warehouse act as grain is carried in storage in the such elevator type structure, and that it is optional to the warehouseman rendering such timothy seed storage service as to whether he operates as a licensed warehouseman.

Timothy seed is classed as a grain for the purposes of the act, and is subject to the provisions of the act relating to the storage of grain, when stored in a grain elevator type warehouse, used for "storage," as defined in the act, of the kinds of grain listed as such in the act.

13. COMBINATION PROCESSING AND STORAGE STRUCTURES

A combination processing and storage house for grain is classed as "other than grain elevator warehouse" when, although the grain may be handled exclusively by mechanical devices on depositing it into and removing it from the storage compartment of the structure, but in which the grain handling devices are so arranged that they can be used for depositing grain into the storage compartments only by passing it through special cleaning devices that prepare it for milling purposes, provided that no part of the grain deposited therein is destined to enter the regular grain marketing channels involving transportation. If any portion of grain deposited in such structure is destined to enter the regular grain marketing channels involving transportation, though cleaned, the structure will be classed as a grain elevator.

A combination processing and storage structure is classed as a grain elevator warehouse, when the storage compartments are equipped with mechanical devices for handling grain, both for receiving it into and removing it from the storage compartments, in the condition in which the grain is ordinarily received from farms.

Storage rooms of combination processing and storage structures are classed as non-elevator type warehouses, whether or not the stored grain is destined to enter regular grain marketing channels, involving transportation, when the grain can be only partially handled by mechanical devices, and where the storage rooms are not divided into compartments readily adapted to checking quantities by measurement.

14. INSURANCE

It is our interpretation of the warehouse act that when a licensed warehouseman fully complies with the provisions of Section 8 with respect to insurance that no further responsibility lies on him with respect to providing insurance and when loss occurs, against which insurance has been provided, he should not be liable for any part of such loss that might not be fully compensated by the statutory required insurance, provided he has not contributed to the loss through his negligence.

We hold that when a warehouseman engages in or is in any manner connected with any other business activity on the same premises on which his warehouse is located, that he should be construed to be negligent in his warehousing duties with respect to providing insurance, if he fails to provide insurance against loss by fire to his stored products that might result from an explosion inherent in such supplemental business activity, even though such type of insurance is not provided in a regular form insurance policy but would require a special endorsement form.

Under date of July 21, 1936, the Board approved the following:

15. BOARD OF TRADE STORAGE CONTRACT

A proposed contract form has been submitted to the Board for a ruling as to whether its use would be in conflict with the Warehouse Act. The essential features of the contract provides that:

A farmer might deposit a stipulated quantity of grain in an unlicensed grain elevator, under terms called a "board of trade storage contract."

The elevator makes a down payment of part of the value and agrees to make a final payment of the value at a later date to be selected by the farmer within specified time limits.

The amount to be paid for the grain at the final payment will be determined at the time of making the final payment and the price is to be at an agreed differential under the Chicago Board of Trade market for a specified "futures" trading period.

The proposed contract provides:

"It is understood that this contract represents a sale of the above wheat (grain) to party of first part, and under no circumstances can party of the second part get this wheat back."

We hold that the foregoing contract would be in conflict with provisions of the warehouse act and that transactions of that nature are prohibited in the act, specifically by the provision in Section 3 of the Act wherein it is stated with reference to an operator of an unlicensed grain elevator,

"he shall not store grain for purchase at a price left for future determination, commonly known as deferred payment contract."

We understand it is the opinion of the author of said contract that the plan proposed does not imply storage, and that the determining purchase price is not left for future determination since the price is to have a specific relation to a board of trade future's market on the date on which the sale is finally completed.

It is our opinion that the price ultimately to be paid under the proposed contract is not known at the time the contract is entered into, but that only the terms of the contingency are provided. The proposed contract, therefore, provides for a "purchase at a price left for future determination."

We hold that it is not essential that the grain become "storage" as defined in the Act in order that the provisions relating to future purchase contract become applicable. If grain be stored (meaning received into a grain elevator), it cannot lawfully be purchased under a contract providing for any part of the purchase price to depend on a contingency determinable in the future. Grain may be stored in a grain elevator without becoming "storage." Grain only becomes "storage" under the conditions of either of three definitions found in Subsection 11 of Section 2 of the Warehouse Act. In Section 3 of the Act unlicensed grain elevator operators are prohibited from permitting grain to become storage in their elevators and are also prohibited from storing grain, meaning receiving it into their elevators, and permitting it by lapse of time to become "storage."

We understand the reference to the "future" in these provisions of the Act to refer to any time at a later date than the completion of the act of storing the grain, and that the completion of such act may become a finished fact at any time during a ten-day period after the first deposit and is a finished fact as to all grain received from the depositor during the ten-day period from the first delivery of the grain.

The Bonded Warehouse law as shown in Chapter 104, Acts of the Forty-sixth General Assembly of Iowa, has been prepared in pamphlet form and will be sent to interested parties upon request.

Truck Operator Cases

TRUCK OPERATOR PERMITS ISSUED

Under the provisions of Chapter 129, laws of the Forty-third General Assembly of Iowa, the Board during the period December 3, 1935, to and including December 1, 1936, issued 1,501 permits to truck operators.

No. N-433—1936. Earl Fisher, Rolfe, et al. Truck Operator. Petition to modify, suspend or cancel rates and charges for transportation of live stock as named in Truck Operator Rate Schedule No. 4. This case was originally set for hearing at Sioux City, Iowa, on October 22, 1934, but was postponed and later heard at the Martin Hotel, Sioux City, Iowa, April 14, 1936. Under date of June 12, 1936, the Board issued a decision and order to the effect that the schedule under consideration was detrimental to the Sioux City market, that Truck Operator Rate Schedule No. 4 be cancelled, and that the Truck Operators affected file individual rates for the transportation of live stock to and from Sioux City effective July 15, 1936. The decision and order reads as follows:

Appearances:

For the Petitioners—P. R. Wigton, Sioux City, Iowa; R. M. Harben, Sioux City, Iowa.

For the Sioux City Livestock Exchange, Intervener—D. H. Cunningham, Secretary, Sioux City, Iowa.

For the Sioux City Stock Yards Company, Intervener—R. M. Harben, Traffic Manager, Sioux City, Iowa.

For the Traffic Bureau of the Sioux City Chamber of Commerce—P. R. Wigton, Commissioner, Sioux City, Iowa.

For the Iowa Truckers' Association; for the Central Motor Carriers' Association—C. E. Childe, Omaha, Nebraska; P. S. Peterson, Underwood, Iowa.

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

On April 19, 1934, petition was filed by P. R. Wigton in behalf of a number of Truck Operators in Northwest Iowa who are engaged principally in hauling of live stock between points in Iowa and particularly to and from the Sioux City market. The petition seeks modification or cancellation of the truck operator rates prescribed by this Commission for the transportation of live stock between Sioux City and all points in Lyon, Osceola, Dickinson, Emmet, Sioux, O'Brien, Clay, Palo Alto, Plymouth, Cherokee, Buena Vista, Pocahontas, Woodbury, Ida, Sac, Calhoun, Monona and Crawford Counties, now published in Truck Operator Rate Schedule No. 4.

This matter was originally set for hearing on October 22, 1934, at Sioux City, Iowa, but was postponed to a date to be named later at the request of certain interested parties.

Pursuant to our notice of April 6, 1936, this matter was heard on April 14, 1936, at the Martin Hotel, Sioux City, Iowa, and the matter was taken under advisement.

Uniform rates for the transportation of live stock between Sioux City, Iowa, and points in the 18 counties heretofore mentioned were originally fixed by this Commission in a decision rendered June 30, 1930, to become effective July 15, 1930. Two revisions thereof were subsequently made, one effective December 1, 1930, and the other, January 15, 1932.

The record indicates changed conditions have taken place since the establishment of these uniform rates. The Traffic Manager of the Sioux City Stock Yards Company testified that he had closely observed the operation of the effort to stabilize rates into the Sioux City market

but that the effort had proved a failure for various reasons, among those being the difficulty of enforcement, the ease in which evasion can be affected, the rigidity of the scale, making no allowance for varying seasonal conditions, that the scale itself is unsatisfactory in its application and that the conditions which prompted its promulgation have changed materially.

The record indicates that since the schedule was first inaugurated, numerous truck buying and concentration points have come into existence, all of which are directly competitive with the Sioux City market. The prescribed scale is not applicable to these truck buying and concentration points. The record further indicates that the prescribed rates to Sioux City have resulted in live stock being diverted to other interstate markets such as Sioux Falls, South Dakota, Omaha, Nebraska, Albert Lea and Austin, Minnesota. Petitioners contend that it is unjustly discriminatory against Sioux City to maintain and enforce a schedule of rates to that market without the same scale applying to nearby interstate markets and to interior Iowa and Minnesota concentration points, auction markets and packing houses.

The only protestants represented at the hearing were Mr. C. E. Childe and Mr. Peter S. Peterson on behalf of the Iowa Truckers' Association and the Central States Motor Carriers' Association, both of Omaha, Nebraska. They contended that this Commission could not lawfully cancel the rates as fixed by it, but could only revise same, which they admit are too high for the longer hauls. They suggested that this Board adopt the same scale of rates to Sioux City as have been filed by the Central Motor Carriers' Association with the Interstate Commerce Commission for certain operators transporting live stock between the Omaha market and points in Iowa and Nebraska.

Protestants attempted to minimize the efforts made by this Commission to enforce the rates prescribed by us in Truck Operator Rate Schedule No. 4. We, of course, are familiar with the efforts made.

After careful consideration of the record in this proceeding, we are of the opinion that the requirement of the prescribed rates to and from Sioux City are detrimental to the Sioux City market and we so find.

IT IS THEREFORE ORDERED, That cancellation supplement be issued to Truck Operator Rate Schedule No. 4 canceling the rates named therein applicable on live stock between Sioux City, Iowa, on the one hand and points in Lyon, Osceola, Dickinson, Emmet, Sioux, O'Brien, Clay, Palo Alto, Plymouth, Cherokee, Buena Vista, Pocahontas, Woodbury, Ida, Sac, Calhoun, Monona, and Crawford Counties on the other hand, to become effective July 15, 1936. (See Appendix.)

IT IS FURTHER ORDERED, That the Truck Operators engaged in the transportation of live stock between Sioux City, Iowa, on the one hand and points in the aforementioned 18 counties on the other hand, be and are hereby required to file on or before July 5, 1936, a revised rate schedule indicating the rates to be charged for the transportation of live stock to and from Sioux City, Iowa, said rates to become effective July 15, 1936, with the cancellation of the live stock rates as named in Truck Operator Rate Schedule No. 4.

APPENDIX
BOARD OF RAILROAD COMMISSIONERS
OF THE STATE OF IOWA

Supplement No. 2
TO
Truck Operator Rate Schedule No. 4

CANCELATION NOTICE

Cancel All Rates on Livestock as Shown Under Rate Basis Nos. 1, 2
and 3; Also Cancel Items Nos. 1, 2 and 3.

Issued June 15, 1936

Effective July 15, 1936

By Order of the
BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF
IOWA IN DOCKET NO. N-433

Filed April 19, 1934. Closed December 1, 1936.

No. N-465—1936. Watson Brothers Transfer Company, Inc., Nebraska City, Nebraska. Truck Operator—Alleged violation of Rate Schedule No. 6. This case involved a load of household furniture shipped for Norman Peterson from Shenandoah, Iowa, to Perry, Iowa, on June 8, 1935. The investigation indicates the charges assessed were proper.

Filed June 18, 1935. Closed April 7, 1936.

No. N-466—1936. Harry W. Cook, owner and operator Cook's Transfer, Fairfield. Truck Operator—Alleged violation of Rate Schedule No. 6. The shipment in question was a load of household goods moved on May 29, 1935, for Rev. Bell from Sibley to Fairfield, Iowa. Investigation does not disclose that an improper charge was assessed.

Filed June 22, 1935. Closed November 4, 1936.

No. N-469—1936. H. W. Post, Algona. Truck Operator—Alleged violation of Rate Schedule No. 6. This case has reference to a movement of household goods shipped by Kern Elerick, from Whittemore to Alta, Iowa, in August, 1935. Investigation shows that the shipment was not weighed and that the proper charges were not assessed. Information was filed on October 4, 1935, in Justice of Peace Fillion's court, Algona, and the defendant was fined \$15.00 and costs of \$3.00, which he paid.

Filed August 3, 1935. Closed November 4, 1936.

No. N-470—1936. Fred Struckman, Clarinda. Truck Operator—Alleged violation of Rate Schedule No. 7. This case concerns two shipments of household goods transported on or about September 27, 1935, one for Rev. H. R. Knight from Clarinda, Iowa, to Colesburg, Iowa, and one for the Rev. Zike, hauled from Colesburg, Iowa, to Cambridge, Iowa. Investigation develops that the above named Truck Operator was operating without authority, his Permit No. 9958 having been suspended on September 24, 1935, for failure to maintain on file proper insurance coverage. The operator also admitted failure to have the loads weighed and assessment of charges in accordance with Rate Schedule No. 7. A plea of guilty was entered after charges had been filed in Justice of the Peace Tom Johnson's court, Clarinda,

Iowa, October 31, 1935, which resulted in a fine of \$100.00 and costs amounting to \$4.00. Ninety dollars of the fine was suspended, the balance, \$10.00 and costs, being paid.

Filed October 15, 1935. Closed November 4, 1936.

No. N-471—1936. R. V. Gray, doing business as Gray-Wells Transfer & Storage Company, Des Moines. Truck Operator—Alleged violation of Rate Schedule No. 7. This case involved a shipment of household goods transported on October 16, 1935, for J. C. Slaven, from Des Moines, Iowa, to Fort Dodge, Iowa. Investigation showed that the rate assessed on this shipment was proper and that the load had been weighed.

Filed October 16, 1935. Closed November 4, 1936.

No. N-472—1936. H. J. Wehrhan, Atkins. Truck Operator—Alleged violation of Rate Schedule No. 7. This case has reference to a shipment of household goods transported for Elsie Gassor on or about October 20, 1935, from Atkins to Perry, Iowa. The trucker was unable to produce a scale receipt showing that the shipment had been weighed or any evidence as to the rate charged, in consequence of which charges were filed in Justice of the Peace Reed's court at Cedar Rapids, Iowa, under date of December 5, 1935. Defendant was fined \$10.00 and costs of \$2.75, the fine being suspended on payment of costs and assurance that future violations would not occur.

Filed October 21, 1935. Closed November 4, 1936.

No. N-473—1936. Lawrence A. Wise, Jr., doing business as Wise Transfer & Storage Company, Des Moines. Truck Operator—Alleged violation of Rate Schedule No. 7. This case has reference to a shipment of household goods consigned by G. R. Huntoon from Des Moines to Council Bluffs, Iowa, on November 4, 1935. Investigation failed to disclose any evidence that this load had been properly weighed and the absence of a freight bill prevented the operator from establishing the fact that the correct rate had been assessed. Information was filed on November 29, 1935, in Municipal Court, Des Moines, Iowa, which resulted in a fine of \$25.00 that was suspended during good behavior and provided no future violations occur.

Filed November 4, 1935. Closed November 4, 1936.

No. N-474—1936. Vern G. McFarland, Odebolt. Truck Operator—Alleged violation of Rate Schedule No. 7. This case involved the movement of a shipment of household goods consigned on November 4, 1935, by Mrs. E. M. Rhule, Des Moines, Iowa, to Odebolt, Iowa. The investigation developed that a proper transportation charge had been made.

Filed November 4, 1935. Closed November 4, 1936.

No. N-475—1936. Glen Plattenberger, Lisbon. Truck Operator—Alleged violation of Truck Operator law and Rate Schedule No. 7. This case involves a shipment of household goods that moved under date of October 28, 1935, from Des Moines to Cedar Rapids, Iowa, for the Bennett Tire Company of the latter point, in satisfaction of a bill amounting to \$20.83. The records of the Commission indicate that Truck Operator permit No. 7568 once held by Mr. Plattenberger was suspended for failure to maintain proper insurance in force under date of October 6, 1935. The investigation indicated that the charge made was not in accordance with Rate Schedule No. 7 governing the transportation of household goods. Information was filed in Justice of the Peace Reed's court, Cedar Rapids, Iowa, for operating a truck without proper authority, and on March 6, 1936, a plea of guilty was entered. Fine of \$10.00 and costs of \$3.15 were imposed, the costs being

paid and fine suspended because of peculiar circumstances connected therewith.

Filed January 18, 1936. Closed November 4, 1936.

No. N-476—1936. George L. Heimendinger, Mason City. Truck Operator—Alleged violation of Rate Schedule No. 7. This case involves two movements of household goods from Clear Lake to Bellevue, Iowa, one made on February 12, 1936, for W. A. Paul, and one made February 15, 1936, for V. J. Rule. Investigation developed that both shipments were properly weighed and that the charges assessed were correct.

Filed February 14, 1936. Closed November 4, 1936.

No. N-477—1936. J. H. Beneke, owner and operator Beneke Motor Company, Palmer. Truck Operator—Alleged violation of Rate Schedule No. 7. This case has reference to a movement of household goods belonging to the Rev. G. Wolf, on or about February 10, 1936, from Monticello to Palmer, Iowa. Investigation developed that the two loads were not weighed and the rate assessed was not in accordance with Rate Schedule No. 7. Consequently charges were filed before Justice of the Peace Helmer of Palmer, Iowa, April 25, 1936, which resulted in a plea of guilty and a fine of \$25.00 with costs of \$2.50. Five dollars of the fine and costs were paid, the balance being suspended.

Filed February 12, 1936. Closed November 4, 1936.

No. N-479—1936. F. G. and H. F. Cookman, doing business as Producers Produce Transit Company, Clear Lake. Truck Operator—Alleged violation of Rate Schedule No. 7. This case has reference to a movement of household goods for a Mr. Cash from Rake to Clear Lake, Iowa, on February 13, 1936. Investigation indicates the shipment was properly weighed but that an overcharge of \$2.75 was made in the charges assessed, which was refunded.

Filed February 14, 1936. Closed November 4, 1936.

No. N-480—1936. Ira De Lang, Burlington. Truck Operator—Alleged violation of Rate Schedule No. 7. This case involves a movement of household goods transported on or about February 5, 1936, for Mrs. R. E. McCrea from Burlington to Mason City, Iowa. Investigation developed that the charges assessed were less than those authorized by Rate Schedule No. 7 and information was filed against the operator under date of April 7, 1936, in Judge Haskell's court at Burlington, Iowa. Defendant was found guilty and was fined \$10.00 and costs of \$2.00, which were paid.

Filed March 19, 1936. Closed November 4, 1936.

No. N-481—1936. C. H. Sweet, Marion. Truck Operator—Alleged violation of Rate Schedule No. 7. This case has reference to two movements of household goods, one made for Mr. G. F. Bidwell, on March 28, 1936, from Mason City to Cedar Rapids, Iowa, and the other for Mrs. J. E. Achinback, on March 18, 1936, from Marion to Cedar Falls, Iowa. Investigation developed that neither load was weighed, and the charges assessed were not in accordance with Rate Schedule No. 7. Consequently charges were filed against the truck operator in Justice of the Peace Reed's court at Cedar Rapids, Iowa, on April 24, 1936, which resulted in a plea of guilty. Defendant was fined \$50.00 and costs of \$2.75, the fine being suspended on agreement that no future violation occurs.

Filed March 20, 1936. Closed November 4, 1936.

No. N-483—1936. Charles Madison & Sons, Cedar Rapids. Truck Operator—Alleged unlawful operation. Investigation shows this opera-

tion to be that of a Truck Operator for hire, and the file was closed upon receipt of an application together with fee of \$5.00.

Filed June 29, 1936. Closed July 28, 1936.

No. N-484—1936. H. W. Rieke, doing business as Rieke Motor Transfer Line, Burlington. Truck Operator—Alleged violation of Rate Schedule No. 7. This case involved a shipment of household goods transported on or about July 2, 1936, from Burlington to Des Moines, Iowa, for Mr. J. A. Murphy. Investigation shows that the load was properly weighed and correct rate assessed.

Filed July 2, 1936. Closed November 4, 1936.

No. N-485—1936. Coulson & Kelley, Storm Lake. Truck Operator—Alleged violation of Rate Schedule No. 7. This case concerns a shipment of household goods made by Mr. H. J. McGowan from Charter Oak to Fonda, Iowa, shortly after May 27, 1936. Investigation develops that the proper rate was assessed.

Filed July 6, 1936. Closed September 11, 1936.

No. N-486—1936. H. J. Willison, Ottumwa. Truck Operator. Alleged violation of Rate Schedule No. 7. This case involves a movement of household goods under date of July 13, 1936, from Council Bluffs to Ottumwa, Iowa, for Mr. David A. Wood. The investigation shows that proper rate was not assessed in this instance, and information to that effect was filed in H. D. Judd's Justice of the Peace court at Ottumwa, Iowa, on August 11, 1936. Defendant pled "guilty" and was fined \$5.00 and costs of \$3.00, both of which were paid.

Filed July 16, 1936. Closed September 1, 1936.

No. N-487—1936. J. C. Lamb, Reasnor. Truck Operator. Alleged unlawful operation. Investigation disclosed that the service of above operator was in violation of Truck Operator law, and the file was closed after proper application and fee had been received.

Filed May 15, 1936. Closed August 19, 1936.

No. N-488—1936. S. Hankins, Napier. Truck Operator—Alleged unlawful operation. Investigation did not disclose that the operation of the above trucker was in violation of law.

Filed July 31, 1936. Closed November 4, 1936.

Cases Investigated and Adjusted by Railroad Engineering Department

No. K-1292—1935. Iowa Railroad Commission v. Fort Dodge, Des Moines & Southern Railroad Company. Unsatisfactory condition of derail at north end of siding, Swanwood. This device was out of service and the Board suggested it either be repaired or removed. The railroad company agreed to remove the derail and all of its parts.

Reopened April 22, 1936. Closed June 12, 1936.

No. K-1258—1936. Iowa Railroad Commission v. Fort Dodge, Des Moines & Southern Railroad Company. Condition of track and appurtenances in Fort Dodge. Satisfactory repairs and removals made.

Filed August 12, 1934. Closed September 10, 1936.

No. K-1268—1936. Iowa Railroad Commission v. Illinois Central Railroad Company and Chicago, Rock Island & Pacific Railway Company. Collision at Rock Rapids, Iowa, December 8, 1934, Illinois Central Freight Train No. 776 hitting the fifth car back of the engine in Chicago, Rock Island & Pacific Freight Train No. 922. The accident was caused by the engineer of Illinois Central Freight Train No. 776 failing to correctly judge the braking distance necessary to bring his train to a stop before reaching the crossing. The Commission's Engineer recommended the installation of automatic interlocking protection at this point but as yet the changes suggested have not been made.

Filed December 10, 1934. Closed April 1, 1936.

No. K-1279—1936. Iowa Railroad Commission v. Western Telephone Corporation of Iowa. Telephone line over Chicago & North Western Railway tracks west of C. & N. W. Depot, Gowrie. Crossing rebuilt to conform with the Board's requirements.

Filed March 27, 1935. Closed September 4, 1936.

No. K-1281—1936. In the Matter of the Adoption of Minimum Vertical and Lateral Clearances applicable to Tracks, Structures, Fixtures and other Appurtenances adjacent to railroads in the state of Iowa. This case was heard at the office of the Board, Des Moines, Iowa, on April 30 and October 30, 1935, and under date of December 10, 1935, the following Decision and Order was issued:

Appearances:

For the Chicago & North Western Railway Company—Davis, McLaughlin & Hise, Attorneys, Des Moines, Iowa, by George E. Hise; O. F. Dalstrom, Engineer of Bridges, Chicago, Illinois.

For the Chicago, Burlington & Quincy Railroad Company—J. C. Pryor, Attorney for Iowa, Burlington, Iowa; L. W. Skov, Engineer, Chicago, Illinois.

For the Chicago, Milwaukee, St. Paul & Pacific Railroad Company—Hughes, O'Brien & Hughes, Attorneys, Des Moines, Iowa, by J. N. Hughes, Jr.; A. G. Holt, Assistant to Chief Engineer, Chicago, Illinois.

For the Illinois Central Railroad Company—L. L. Lyford, Off. Engineer, Chicago, Illinois.

For the Great Northern Railway Company—C. L. LaFontaine, General Safety Supervisor, St. Paul, Minnesota.

For the Wabash Railway Company—E. L. Crugar, Chief Engineer, St. Louis, Missouri.

For the Chicago, Rock Island & Pacific Railway Company—A. E. Korsell, Assistant Engineer, Chicago, Illinois, appearing for R. H. Ford.

For the Des Moines Union Railway Company—Hughes, O'Brien & Hughes, Attorneys, Des Moines, Iowa, by J. N. Hughes, Jr.; A. L. Morgan, Chief Engineer, Des Moines, Iowa.

For the Fort Dodge, Des Moines & Southern Railroad Company—R. L. Cooper, Chief Engineer, Boone, Iowa.

For the Davenport, Rock Island & Northwestern Railway Company—F. L. Weisbrook, General Manager, Davenport, Iowa.

For the Brotherhood of Locomotive Engineers—F. L. Hanner, Legislative Representative, Perry, Iowa.

For the Brotherhood of Railroad Trainmen—R. H. Richardson, Legislative Representative, Mason City, Iowa; O. G. Jones, Chairman, Legislative Board, Onawa, Iowa; Chester L. Johns, Secretary, Legislative Board, Ottumwa, Iowa; C. G. Brandow, Vice Chairman, Sioux City, Iowa.

For the Commerce Counsel of Iowa—John C. De Mar, Commerce Counsel, Des Moines, Iowa; Stephen Robinson, Assistant Counsel, Des Moines, Iowa.

Under date of March 18, 1935, the legislative representatives of four of the railroad brotherhood organizations, namely, engineers, firemen and enginemen, conductors, and trainmen, filed a communication requesting that this Commission hold a hearing pertaining to vertical and lateral clearances applicable to tracks, structures, fixtures and other appurtenances located adjacent to railroad tracks, and that rules be adopted applying thereto.

In accordance therewith the date of April 30, 1935, at Des Moines, Iowa, was named as time and place for hearing and same was held on that date. Representatives appeared for the various interested parties and the meeting took the nature of an informal preliminary conference, and after general discussion of the subject it was decided that a committee of seven members representing the interested parties be selected. In accordance therewith, a committee was selected, composed of:

- R. H. Ford, Rock Island Lines;
- A. G. Holt, Milwaukee, and O. F. Dalstrom, Northwestern, as steam railroad representatives;
- T. E. Rust, W., C. F. & N. Ry., as electric line representative;
- R. H. Richardson and F. L. Hanner, as representatives of railroad brotherhood organizations; and
- H. A. Frankin, as representative of this Board.

The Committee met a number of times to consider the subject and the final report of the committee was submitted to this Board on September 9, 1935, which consisted of a complete set of proposed rules covering the subject. This report was signed by all members of the committee.

The date of October 23, 1935, at Des Moines, Iowa, was named as time and place for continued hearing on this subject, and was later postponed to October 30, 1935, at Des Moines. The continued hearing was for the purpose of bringing the matter before this Board for final decision. Objections to or suggestions for changes and alterations in the recommended rules were made at the continued hearing as follows:

RULE 400-1. It was proposed that the word "reconstruction" be incorporated in this rule, thus providing that these rules apply to reconstruction as well as new construction.

RULE 400-3. It was proposed that vertical clearance of 21 feet 6 inches be changed to read 22 feet and that such change be incorporated in other rules where a vertical clearance of 21 feet 6 inches is specified.

RULE 400-4. It was proposed that warning signs for use at places having reduced clearances have the wording thereon changed so as to specify only "no clearance."

RULE 400-5. It was proposed that the wording of rule be changed to obtain clearer and more concise meaning.

RULE 520-2(c). Proposal was made for addition of wording to this rule so as to provide that a stop be made by cars and engines before entering building.

RULE 520-2(d). It was proposed that this rule likewise apply to shop doors, car sheds, etc.

RULE 520-2(e). It was proposed that a horizontal clearance of 6 feet be provided instead of the 7 feet stated therein.

RULE 520-6. There was a proposal that the word "passenger" in the title and in the body of the rule be deleted therefrom so that the rule will apply to all low platforms.

RULE 520-9. It was proposed that horizontal clearances provided in this rule be adjusted so as to permit additional width at base of penstocks.

RULE 520-14. Proposal was made that materials intended for immediate use be excepted from the provisions of this rule, thus not limiting the exception to ballast and ties only.

RULE 710-3. It was proposed that this Board delete therefrom the portion relating to discretion to hold a hearing.

RULE 710-5. It was proposed that phrase be added permitting interested parties to request a formal hearing.

Each of these proposed changes will be considered separately herein. The primary object of these rules is to provide safety to employees working on trains, and it was the intent of the committee to provide both vertical and lateral clearances which would provide a margin of safety and still would not be burdensome to those owning tracks, structures, fixtures, etc., adjacent to tracks of railroads. The committee endeavored to follow as nearly as was consistent the recognized provisions of other rules thus far adopted covering this subject, and it is the thought of this Board that the recommendations of the committee should be followed unless there appears to be particular reasons why changes in the submitted rules promulgated by the committee should be made.

DISCUSSION AND DECISION

RULE 400-1. The question of the inclusion of the word "reconstruction" in the proposed rules was one which constantly came before the committee, same finally being submitted to a special subcommittee composed of attorneys, including the Assistant Commerce Counsel, who submitted a report to the main committee under date of August 6, 1935, the body of such report reading as follows and being the unanimous recommendation of said special subcommittee:

"1. That the words '*and to the reconstruction*' appearing in the sixth line of Section 400-1 of the Proposed Rules be stricken, and that the word '*reconstruction*' be entirely eliminated or omitted from said rules.

2. That in the event the main committee or the Commission feel that the word '*reconstruction*' should be included in said rules in any form, the following definitions be inserted after the word 'effective' in the eighth line of said paragraph 400-1 of said Proposed Rules, to-wit:

(1) The term '*new construction*' as used in these rules shall mean the original building and/or construction of tracks, track

appurtenances, bridges, buildings and all other structures and facilities.

(2) The term '*reconstruction*' as used in these rules shall mean the rebuilding and/or reconstruction in their entirety of existing or previously existing tracks, track appurtenances, bridges, buildings and all other structures or facilities, and

(3) These rules shall have no application in cases of rebuilding and/or reconstruction of tracks or track appurtenances so located with reference to existing structures and facilities, not being reconstructed, as to prevent obtaining the standard clearances provided for in these rules, without reconstructing such existing structures and facilities."

The special subcommittee also directed attention to decisions of the Supreme Court of Iowa in four different cases. The main committee later considered the subject and finally disposed of the matter by approving and adopting recommendation No. 1 of the special subcommittee, thus limiting the rules to new construction only. There is no question as to the meaning of the term "new construction," but there is much difficulty in determining the meaning of the word "reconstruction." The courts have not found it advisable to adopt any rule or definition that would define "reconstruction," each case in the courts being determined by the particular facts in the controversy. Rules adopted by this Board are promulgated only as a guide and we have the right to adopt rules applying to any part of a subject over which jurisdiction is given. The committee has acknowledgedly chosen to not fully cover the subject in that they have recommended rules that will apply to new construction only, but that in no wise closes an avenue of relief. Cases can and will be considered which have to do with reconstruction and ultimately the same rules may be applied, so that the way is not closed to handling these types of cases coming before this Board. It is entirely possible that experience will develop the fact that these rules should and ought to apply to reconstruction as well as new construction, and if that is finally determined to be the right thing to do this Board will, either by application or by its motion, so do; in other words, if later developments determine that its incorporation is advisable, it can be incorporated in the rules at that time. There will undoubtedly be changes desired in various rules after actual practice or advancement has made them advisable. In the meantime, the way is left open to present these matters separately to this Board for their decision.

We do not believe it advisable at this time to include "reconstruction" in the rules nor to attempt to define it.

RULE 420-3. We find that various states and associations have adopted several figures applying to minimum vertical height of objects over railroad tracks, a larger portion of these figures ranging between 21 feet and 22 feet. It was the thought of the committee that an average could be taken as 21 feet 6 inches. In this, they more or less followed the rules of the Illinois Commerce Commission which have proven satisfactory and which have been in effect since the year 1920, which provide 21 feet 3 inches for supporting bridges, 21 feet 6 inches for spanning bridges, and 21 feet 6 inches for other objects. Minnesota provides a 21-foot vertical clearance and has had no particular difficulty.

The 22-foot vertical clearance for spanning bridges included in the rules was placed there because of an existing order and the committee had no power to change that figure. Bridges are, of course, not the only objects to be considered as conflicting with vertical clearances but they do constitute a larger portion of structures conflicting therewith.

We find, however, that the American Railway Engineering Asso-

ciation has recommended a vertical height of 22 feet for new construction as applying to bridges; that Missouri and South Dakota have adopted 22 feet; and we further find that there are quite a number of railroad box cars which are being constructed with a height to running board of 15 feet and in some cases as much as 15 feet 6 inches. An outline diagram of proposed A. R. A. standard box car submitted by Special Committee on Clearances to the American Railway Engineering Association, January, 1934, provides a maximum height of 15 feet 6 inches from top of rail to top of car. Unless there is to be some limitation in the height of box cars, it becomes necessary to increase the minimum vertical height for clearance as applying to objects above the tracks of railroads.

After full consideration, we believe it is advisable under these circumstances that the minimum vertical clearance provided in these rules be established at 22 feet instead of the 21 feet 6 inches recommended.

RULE 400-4. The warning sign provided in rules requires a sign of considerable size with a number of words on it. In many cases where it is necessary to place a sign, it will result in reducing available clearance. The primary idea is to place a sign which will direct attention to the fact that there is not proper clearance. The sign should be as concise as is possible in conveying this fact. We believe the rule should be changed to provide another sign in lieu of the one provided in the proposed rules. The rule will be changed to read as follows: "Warning signs for use at places having reduced clearances shall be placed in conspicuous positions, with black letters and border upon a white background. The sign will be of either of two kinds, vertical or horizontal. It shall have thereon the words 'no clearance.' The vertical sign shall be not less than 48 inches x 6 inches and the horizontal not less than 36 inches x 6 inches. Letters thereon shall be 3 inches high, 2 inches wide, with $\frac{5}{8}$ -inch stroke, reading top to bottom on the vertical sign and left to right on the horizontal sign."

RULE 400-5. This rule shall be changed as follows: "The railroads shall promulgate a printed rule prohibiting employees from riding on the top or sides of cars while in motion at points where Rule 400-3 requires the maintenance of warning signs."

RULE 520-2(c). These rules are intended as clearance rules to establish minimum vertical and horizontal clearances and are not operating rules. If it is found advisable to adopt such a rule, then it should be separately adopted and applied to the operation of trains. We believe experience will develop whether or not this is essential.

RULE 520-2(d). It is deemed advisable to incorporate in the title and body of this rule the words, "shop doors, car sheds, etc."

RULE 520-2(e). We do not believe this rule should be changed so as to permit a lateral clearance of 6 feet. In situations where a hardship is caused by the providing of the additional 1 foot clearance, an application can be made and if found advisable an exception can be granted for a particular installation.

RULE 520-6. It is deemed advisable to delete the word "passenger" both in the title and in the body of this rule, thereby applying the rule to all platforms of heights designated therein.

RULE 520-9. It was the intent of the committee working on this subject and it is our thought that in so far as is consistent a horizontal clearance of not less than 8 feet from center line of track will be maintained, and we do not believe that the space thus provided

should be infringed upon by permanent objects unless there seems good reason for so doing. We will grant a minimum horizontal clearance of not less than 8 feet for all penstocks, excepting those located adjacent to subsidiary passenger tracks, which will retain the 7 feet 6 inches clearance shown. A note will also be added to this rule permitting an infringement upon the 8-foot horizontal clearance for the platform flange of the base support of penstocks, but same shall be not nearer than 7 feet 6 inches from the center line of track.

A question arose at the time of the hearing concerning the clearance for spouts of water tanks. Spouts shall be considered as a part of the water tank, and minimum clearance for spout in raised position shall be as follows: Beginning at a point in the center line of track 22 feet above the top of rail; thence horizontally 4 feet; thence downward at an angle to a point 16 feet above the top of rail and 8 feet laterally distant from center line of track; thence downward to a point level with the top of rail and 8 feet laterally distant from center line of track.

RULE 520-14. This rule will be changed to read as follows: "No building materials or supplies of any kind shall be piled nearer to any track than 9 feet from the center line thereof, except materials for immediate use, which may be placed not nearer than 7 feet 6 inches from the center line of track."

RULES 710-3 and 710-5. It might be stated that any applicant has a right to request a hearing. It has been our custom to endeavor to adjust as many cases without a hearing as could consistently be done, and it is our desire to continue to follow this policy, we feeling that it is a proper policy. We do not wish to be specifically required to hold a hearing in every case nor that the holding of a hearing be a compulsory matter. It is our thought that reasonable discretion should be permitted. We do not believe that any record shows that we have refused to hold a hearing when and as necessary, nor does it show that we have failed to notify all interested parties affected in the proceeding. The language of these two rules will be retained as written by the Committee.

The above expressions of attitude and beliefs contained in discussion relating to the several rules shall be considered as the opinion of this Board, and it is hereby ordered that changes as outlined be incorporated in said rules and that like changes be incorporated in Section 600, Electric Railroads.

Said rules shall be entitled: "Rules Prescribing Minimum Clearances Applicable to Tracks, Structures, Fixtures and Other Appurtenances of Railroads," and are hereby adopted effective this date.

It is further ordered that these rules shall become effective of date January 15, 1936.

Under date of December 14, 1935, the following order was issued:

Decision and Order of this Board dated December 10, 1935, contained opinion relating to several rules on which objections were made at hearing October 30, 1935, and changes were ordered incorporated in the proposed rules submitted in final report of committee on September 9, 1935. These changes have been incorporated and the rules annexed to this Order, entitled "Rules Prescribing Minimum Clearance Applicable to Tracks, Structures, Fixtures and Other Appurtenances of Railroads," be and the same are hereby adopted effective December 10, 1935.

IT IS FURTHER ORDERED that these rules shall become effective of date January 15, 1936.

Filed March 18, 1935. Closed July 1, 1936.

No. K-1293—1936. Iowa Railroad Commission v. Des Moines & Central Iowa Railroad. Complaint relative to the condition of passenger

cars Nos. 1705 and 1708 and Switch Motors Nos. 1804, 1805 and 1806. Repairs made as recommended.

Filed February 2, 1935. Closed April 6, 1936.

No. K-1301—1936. Iowa Railroad Commission v. Town Council, Charter Oak. Telephone wire over Chicago, Milwaukee, St. Paul & Pacific tracks east of depot. Crossing reconstructed to comply with the Board's requirements.

Filed October 3, 1935. Closed June 18, 1936.

No. K-1302—1936. Board of Supervisors of Delaware County, Manchester, v. Chicago Great Western Railroad Company. Condition of highway crossings in Thorpe and north of Earlville. Repairs made.

Filed August 29, 1935. Closed April 1, 1936.

No. K-1303—1936. Iowa Railroad Commission v. Illinois Central Railroad Company. Collision of freight trains 73 and 74 at Wall Lake, October 28, 1935. Investigation developed that the accident was caused by the failure of the engineer of Train No. 74 to properly control the speed of his train approaching a waiting point.

Filed October 28, 1935. Closed April 1, 1936.

No. K-1304—1936. Iowa Railroad Commission v. Chicago & North Western Railway Company. Derailment of Chicago & North Western passenger train No. 7 and resultant collision with Chicago, Milwaukee, St. Paul & Pacific Railroad Freight Train No. 88 at Clinton, December 6, 1935. Investigation indicated that the accident was due to the failure of the engineman of passenger train No. 7 to properly control the speed of his train when approaching interlocking limits and to obey the stop indication of the home signal.

Filed December 6, 1935. Closed April 10, 1936.

No. K-1305—1936. Iowa Railroad Commission v. Kelly Construction Company, Des Moines. Crossing tracks of the Chicago & North Western Railway with a dredge near Woodbine, October 25, 1935. Company requested to discontinue this dangerous practice unless arrangements are made with the railroad company for suitable protection.

Filed December 10, 1935. Closed April 1, 1936.

No. K-1306—1936. Iowa Railroad Commission v. Central States Electric Company, Eldora. Electric transmission line over Chicago & North Western tracks east of Ames. Line dismantled.

Filed December 14, 1935. Closed April 15, 1936.

No. K-1310—1936. Iowa Railroad Commission v. Iowa Electric Light and Power Company, Cedar Rapids. Electric transmission line over Chicago & North Western Railway industry track at Marshalltown. Crossing reconstructed to comply with the Board's requirements.

Filed January 13, 1936. Closed February 13, 1936.

No. K-1312—1936. Iowa Railroad Commission v. Des Moines and Central Iowa Railroad, Des Moines. Condition of the flanges on the wheels of locomotive No. 1804. Investigation revealed that the flanges on the wheels of this locomotive were not within the required limits and when notified the company placed the wheels in proper condition.

Filed January 16, 1936. Closed April 25, 1936.

No. K-1313—1936. Board of Railroad Commissioners v. Chicago & North Western Railway Company. Extra Freight Train Rocket collided with the side of Passenger Train 15 at B. U. remote control plant located at East End Boone, Iowa, yards, January 30, 1936. Investigation indicated that engineman of the freight train failed to

observe stop signal at B. U. Tower. A recommendation of the Commission's Engineer that a signal of greater height than the dwarf signal be installed on the signal bridge was complied with by the railroad company.

Filed January 3, 1936. Closed November 27, 1936.

No. K-1314—1936. Iowa Railroad Commission v. Fort Dodge, Des Moines & Southern Railroad Company, Boone. Electric transmission line over Chicago & North Western track at Harcourt. Spliced pole replaced.

Filed March 30, 1936. Closed November 19, 1936.

No. K-1315—1936. Iowa Railroad Commission v. Minneapolis & St. Louis Railroad Company. Telegraph line over Fort Dodge, Des Moines & Southern track at Gowrie. Badly deteriorated pole replaced.

Filed March 30, 1936. Closed September 22, 1936.

No. K-1318—1936. Iowa Railroad Commission v. Chicago, Rock Island & Pacific Railway Company. Derailment of C., R. I. & P. Ry. Freight Train near Floris, February 16, 1936. Investigation indicated this accident was caused by a broken journal due to having been overheated.

Filed February 26, 1936. Closed May 12, 1936.

No. K-1319—1936. Iowa Railroad Commission v. Des Moines and Central Iowa Railroad. Alleged defective condition of bridge three miles west of Colfax. Defects corrected.

Filed April 22, 1936. Closed November 30, 1936.

No. K-1320—1936. Iowa Railroad Commission v. Mason City and Clear Lake Railroad Company. Failure to lock switch stands and equip sidings with derails between C. & N. W.—M. C. & C. L. and Clear Lake Junction crossings. Conditions remedied.

Filed May 9, 1936. Closed November 14, 1936.

No. K-1321—1936. Iowa Railroad Commission v. Fort Dodge, Des Moines & Southern Railroad Company. Collision of Freight Train No. 81 and Extra Freight Train No. 203 in the Boone yards, May 20, 1936. Investigation indicated the accident was caused by the motor-man of Train No. 81 accepting and acting upon a hand signal not intended for the movement of his train.

Filed May 23, 1936. Closed November 14, 1936.

No. K-1323—1936. Iowa Railroad Commission v. Fort Dodge, Des Moines & Southern Railroad Company. Highway-Railway grade crossing signal at Ankeny. Changes made to conform to the Board's requirements.

Filed December 5, 1935. Closed October 13, 1936.

No. K-1324—1936. Mrs. J. F. Wilson, Rockwell City, v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Noxious weeds along railroad right of way in Section 4—88—33. Railroad Company agreed to comply with Section 7992 of the Code of Iowa to the end that these weeds are destroyed.

Filed January 22, 1936. Closed November 12, 1936.

No. K-1325—1936. Ernest White, Manchester, v. Chicago Great Western Railroad Company. Condition of right of way fence and claim for damages. Fence properly repaired.

Filed June 26, 1936. Closed November 14, 1936.

No. K-1326—1936. J. S. K. Campbell, Morning Sun, v. Minneapolis & St. Louis Railroad Company. Proposed improvement of private

crossing on farm near Morning Sun. Crossing reconstructed to conform to the usual requirements.

Filed June 23, 1936. Closed November 14, 1936.

No. K-1330—1936. Iowa Railroad Commission v. Illinois Central Railroad Company. Collision between Extra 1705 West and Train No. 74 at Alden, June 24, 1936. The engineer of Extra 1705 West was at fault for not bringing his train to a stop at the switch.

Filed June 26, 1936. Closed November 14, 1936.

No. K-1332—1936. Iowa Railroad Commission v. Chicago, Rock Island & Pacific Railway Company. Collision between Extra Train 2651 East and motor car and mower equipment one mile west of Missouri Division Junction, Davenport, July 23, 1936. Investigation develops that this accident was caused by the failure of the engineer in charge of Train Extra 2651 East to properly control his train and inadequate flag protection provided for the mower crew.

Filed July 23, 1936. Closed November 14, 1936.

No. K-1333—1936. Iowa Railroad Commission v. Illinois Central Railroad Company. Derailment of Train Extra 3908 West consisting of an engine and caboose at the interlocking plant, Wren, August 8, 1936. Investigation indicated the accident due to the failure of the engineer and conductor failing to properly control the movement of their train.

Filed August 8, 1936. Closed November 14, 1936.

No. K-1338—1936. Iowa Railroad Commission v. Chicago Great Western Railroad Company. Highway-Railway grade crossing two miles north of Oelwein at the intersection of U. S. Highway No. 10 and the C. G. W. main track. Due to a number of accidents at this point the railroad company was willing to install reflectorized cross-buck signs.

Filed February 8, 1936. Closed September 18, 1936.

No. K-1339—1936. Iowa Railroad Commission v. Chicago, Rock Island & Pacific Railway Company. Highway-Railway grade crossing signals at Marengo and West Liberty. A recent inspection developed that the flashing light signals located at the west crossing in Marengo are approximately nine feet above the surface of the highway, and at West Liberty, eight feet and six inches. The railroad company was requested to reduce the height to the seven-foot ten-inch minimum, except for the eastward approach at West Liberty. This change was accomplished at West Liberty but is being held up at Marengo awaiting the outcome of a recent accident at that point.

Filed September 4, 1936. Closed October 5, 1936.

No. K-1341—1936. Iowa Railroad Commission v. Chicago, Burlington & Quincy Railroad Company. Highway-Railway grade crossing sign, Shenandoah. New sign installed.

Filed October 28, 1936. Closed November 9, 1936.

No. K-1343—1936. Herman F. Albers, Swaledale, v. Chicago Great Western Railroad Company. Claim for stock killed on the C. G. W. R. R. south of Swaledale, September 15, 1936. Settlement made in the amount of \$85.00.

Filed October 22, 1936. Closed November 19, 1936.

No. K-1347—1936. T. J. Lenius, Oelwein, v. Chicago Great Western Railroad Company. Condition of highway grade crossing west of Oelwein. Repairs made.

Filed October 8, 1935. Closed November 14, 1936.

Pipe Lines

No. P-3—1936. Natural Gas Pipeline Company of America, Chicago, Illinois. Main line. A break occurred in the 24-inch main line of this company at a point in Section 23, Township 75 North, Range 19 West, Marion County, Iowa, on July 4, 1936, at approximately 2:50 o'clock p. m. After examination, report was made by Mr. H. A. Franklin, Engineer, as follows:

There occurred on July 4, 1936, a break in the 24-inch main line of the Natural Gas Pipeline Company of America at a point approximately five miles southeast of Knoxville, Iowa, in Section 23, Township 75 North, Range 19 West, Marion County, Iowa. The break occurred on the property of L. H. Goff at approximately 2:50 p. m. The escaping gas ignited and burned for a period of about two hours, at the end of which time the company was able to stop the flow of all gas and start repairs. Repairs were made by the replacement of 48 feet of pipe. Approximately 18 feet of pipe was actually destroyed. Repairs were completed and flow of gas resumed at 6:05 a. m., July 5, 1936. No towns were out of gas service during this period.

There were no personal injuries of a properly reportable nature. There was approximately 80 acres of crops and pasture destroyed either by burning or being so severely scorched by the heat occasioned by the fire as to materially affect them. Many trees in a dry gulch to the east and north were burned or seared by heat. The ground immediately at the break was burned and considerable slag created but was not materially damaged and can be quite readily restored to a productive basis.

The break occurred on the crown of a hill, and the pipe line at the point of break had no bends and was level, same being buried at a depth of about 4 feet 6 inches. The weather was clear and dry with the temperature ranging above 100 degrees Fahrenheit. The discharge pressure at Station No. 8, which is located 40 miles west of the point of break, was 704 pounds per square inch at 2:40 p. m. on July 4. The pressure dropped to 490 pounds at 3:15 p. m. and remained at 490 pounds until break was repaired. The pressure was, of course, somewhat less at the break than at the station. The main line compressor stations of this company are located about 90 miles apart, the next station east of break being about 50 miles. Gates are located 10 miles apart, the first valve west being about 3 miles and first seat about 7 miles.

The break was caused by a piece of defective pipe which was found to be in a laminated condition, meaning that the sheet steel of which the pipe was rolled had separated into two separate layers of its thickness at a certain point or points, which resulted in structural weakness, which eventually permitted the pipe to break at one point and then the force of the escaping gas succeeded in breaking additional defective spots as well as some good portions of the pipe. The break occurred alongside the weld bead which joins the pipe together in a lengthwise direction. This weld is made at the factory and after weld is completed it is usually not possible to detect defective pipe of this nature. Inspections were made at the factory, both by the manufacturing company and by the pipe line company, of materials and of completed pipe, as well as applying hydrostatic test to the pipe upon completion. Every effort is made to detect defective materials and workmanship at the factory as well as in the field before the pipe is placed in the line.

The failed pipe was manufactured by the A. O. Smith Corporation of Milwaukee and has a weight of 86.9 pounds per foot. The joints in the line are alternate weld and Dresser Coupling. The internal diameter is 23.29 inches, external diameter 24 inches, wall thickness 0.354 inches, tensile strength 62,600 pounds. The minimum test pressure

of each piece of pipe at factory was 800 pounds, it being severely hammered while pressure was applied. The yield point is in excess of 1,200 pounds per square inch, while the bursting pressure is in excess of 1,800 pounds per square inch. The line was well constructed and was coated with bitumastic primer and enamel. Examinations made since the line was placed in 1931 have disclosed it as being in an excellent state of preservation with no external corrosion. The line is well maintained. The safety factor of the line for an 800-pound pressure, which is the maximum operating pressure permitted, is approximately 2.6.

In the failed piece of pipe, beginning at the end having a Dresser Coupling, the first 48 inches had no visible lamination, same being torn along the weld bead except for a piece 9 inches in length which tore into the metal away from the weld for 4½ inches; the next 16 inches had lamination visible but plates not separated; the next 2 feet had lamination open 1/16 inch to 3/16 and 1½ inches maximum depth back into the metal; the next 20 inches had lamination maximum 1 inch wide and maximum 6 inches deep; the next 30 inches had lamination open followed by a 4½-inch visible lamination. The entire break was along or near the weld bead. The marks on the Dresser Coupling end of the pipe indicated that the pipe had been fully "home" in the coupling. The above described portion of pipe was torn entirely from the line and flattened.

I have no recommendations to make in this matter. As stated above, the construction and maintenance of the line across the state of Iowa are beyond criticism. The best known precautions were used to detect and guard against the use of materials which did not meet requirements, which is as it should be in lines of such character. However, as is true where materials are concerned, there may be a failure which cannot be foreseen. This line has operated for approximately five years without any failure within my knowledge excepting the one described herein. The line is patrolled regularly by persons employed for that purpose.

No. P-4—1936. Northern Natural Gas Company, Omaha, Nebraska. Main line. Original notice in District Court, Winnebago County, April term, 1936, Winnebago County (A Municipal Corporation), Plaintiff v. H. L. Nyhus and Clara Nyhus, his wife; Evan Christianson and Ed Gesme doing business under the firm name of Home Oil Company, (a co-partnership); Northern Natural Gas Company (a Delaware Corporation); Forest City National Bank, Forest City, Iowa, (a Corporation); Thompson Yards, Inc., Defendants, served on Board and service acknowledged March 28, 1936.

No. P-13—1936. Iowa Power and Light Company, Des Moines, Iowa. Indianola Lateral. Inspection made April 24 and company's attention directed to a number of defects in the construction of the line. Correction of defects made at a later date.

No. P-33—1936. Great Lakes Pipe Line Company, Kansas City, Missouri. Main line. Original notice in the District Court of Decatur County, February term, 1936, Federal Land Bank of Omaha, a Corporation, Plaintiff, v. James E. Claiborn, Jessie A. Claiborn, Harvey C. Hascall, and Edith E. Lysinger and F. B. Lysinger, wife and husband, Decatur County, Iowa, and Great Lakes Pipe Line Company, a Corporation, Defendants, served on Board and acknowledgment of service given January 6, 1936.

No. P-35—1936. Stanolind Pipe Line Company, Tulsa, Oklahoma. Main line. Inspections made of line in Lee County at various locations while repairs to line were being made.

No. P-50—1936. Natural Gas Pipeline Company of America, Chicago,

Illinois. Waterloo Lateral. Order entered, dated August 6, 1936, cancelling Temporary Permit No. 25, reading as follows:

"The Natural Gas Pipeline Company of America, Chicago, Illinois, filed application on June 30, 1932, for a permit to construct 88.67 miles of pipe line for the transportation of natural gas to Waterloo, Iowa, said line traversing Mahaska, Poweshiek, Tama and Black Hawk Counties, and after hearing held, Temporary Permit No. 25 was issued under date of August 12, 1932, said permit expiring August 12, 1934, unless an extension of time was granted or the pipe line was under construction.

"Application for an extension of time was applied for by said company and after hearing held, an order was issued on July 17, 1934, granting an extension of time for a period of two years or until August 12, 1936.

"The Natural Gas Pipeline Company of America have advised under date of July 20, 1936, that they will not desire to apply for an additional extension of time in connection with this permit and will prefer that it expire on August 12, 1936.

"IT IS THEREFORE ORDERED that Temporary Permit No. 25, expiring August 12, 1936, issued to the Natural Gas Pipeline Company of America, Chicago, Illinois, be and the same is hereby canceled, effective August 12, 1936."

No. P-56—1936. Natural Gas Pipeline Company of America, Chicago, Illinois. Malvern Lateral. Petition filed February 27, 1936, by the Natural Gas Pipeline Company of America, asking that Temporary Permit covering this lateral be extended for an additional period of one year from and after March 15, 1936, and setting forth reasons why in their judgment such extension of time should be granted.

The Board ordered that objectors be notified and that they be given until March 15, 1936, to file written objections to the granting of this extension of time. No objections appearing on the designated date, the Board entered order dated March 19, 1936, granting an extension of time for a period of one year, or until March 15, 1937.

No. P-57—1936. Natural Gas Pipeline Company of America, Chicago, Illinois. Clarinda Lateral. Same proceedings had as shown above in No. P-56, and extension of time granted on Temporary Permit to March 15, 1937.

No. P-58—1936. Natural Gas Pipeline Company of America, Chicago, Illinois. Osceola Lateral. Same proceedings had as shown above in No. P-56, and extension of time granted on Temporary Permit to March 15, 1937.

No. P-59—1936. Natural Gas Pipeline Company of America, Chicago, Illinois. Chariton Lateral. Same proceedings had as shown above in No. P-56, and extension of time granted on Temporary Permit to March 15, 1937.

No. P-60—1936. Natural Gas Pipeline Company of America, Chicago, Illinois. Ottumwa-Fairfield Lateral. Same proceedings had as shown above in No. P-56, and extension of time granted on Temporary Permit to March 15, 1937.

No. P-62—1936. Natural Gas Pipeline Company of America, Chicago, Illinois. Sigourney Lateral. Same proceedings had as shown above in No. P-56, and extension of time granted on Temporary Permit to March 15, 1937.

No. P-64—1936. Natural Gas Pipeline Company of America, Chicago, Illinois. Keota Lateral. Same proceedings had as shown above in No. P-56, and extension of time granted on Temporary Permit to March 15, 1937.

No. P-65—1936. Natural Gas Pipeline Company of America, Chicago, Illinois. Washington Lateral. Same proceedings had as shown above in No. P-56, and extension of time granted on Temporary Permit to March 15, 1937.

No. P-66—1936. Natural Gas Pipeline Company of America, Chicago, Illinois. Wapello-Mt. Pleasant-Burlington-Fort Madison-Keokuk Lateral. Same proceedings had as shown above in No. P-56, and extension of time granted on Temporary Permit to March 15, 1937.

No. P-70—1936. Sinclair Prairie Pipe Line Company, Independence, Kansas. Pipe line in Lee County—Main line. Inspection of line made at various locations where repairs were under progress.

Under date of September 1, 1936, assignment was filed setting over unto the Sinclair Refining Company, its successors and assigns, all right, title, interest and estate of said Sinclair Prairie Pipe Line Company in, to and under Permanent Permit No. 79, and under date of September 3, 1936, this Board granted approval of said sale and transfer of said Permanent Permit No. 79 by Sinclair Prairie Pipe Line Company to Sinclair Refining Company, said assignment being effective as of August 31, 1936.

No. P-74—1936. Northwestern Light and Power Company, Cedar Rapids, Iowa. Peterson Lateral. Permanent Permit No. 115 granted to this company under date of February 3, 1936, covering a 2-inch pipe line 3,000 feet in length, to operate at maximum pressure of 75 pounds per square inch, located in and near the town of Peterson in Clay County, Iowa.

No. P-75—1936. Iowa Electric Company, Cedar Rapids, Iowa. Muscatine Lateral. Resolution entered by the Board on February 10, 1936, in the matter of the assignment of Permanent Permit No. 54 covering this pipe line, said assignment transferring all right, title, interest and privilege in said pipe line from the Natural Gas Pipeline Company of America, Chicago, Illinois, to the Iowa Electric Company, of Cedar Rapids, Iowa, this Board approving said assignment.

No. P-76—1936. Natural Gas Pipeline Company of America, Chicago, Illinois. Northern Gravel Company Lateral in Muscatine County. The Natural Gas Pipeline Company of America, Chicago, Illinois, under date of August 31, 1936, filed a petition to cover proposed construction of approximately 8,300 feet of 2-inch pipe line between the Muscatine Meter Station Site and the plant of the Northern Gravel Company, located near Muscatine, Iowa. The matter was set down for hearing on September 21, 1936, at Des Moines, Iowa, and after full hearing it was ordered that permit be granted as applied for. In accordance therewith, Permanent Permit No. 116 was issued under date of September 21, 1936.

* * * * *

Inspections were made through the year of various pipe lines in this state, and such defects as were noted were directed to the attention of the operating company.

Total pipe line mileage constructed and in operation having permits issued therefor:

NATURAL GAS	377 miles—24-inch
	85 miles—20-inch
	85 miles—16-inch
	5 miles—12-inch
	56 miles—10-inch
	16 miles—8-inch
	29 miles—6-inch
	192 miles—4-inch

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	39 miles— 3-inch
	48 miles— 2-inch
Total	<u>932 miles</u>
GASOLINE	157 miles— 8-inch
	332 miles— 6-inch
	100 miles— 4-inch
Total	<u>589 miles</u>
CRUDE OIL	56 miles—12-inch
	2 miles—10-inch
	35 miles— 8-inch
Total	<u>93 miles</u>
Grand Total All Lines.....	<u>1,614 miles</u>
Total pipe line mileage proposed and holding Temporary Permits:	
	74 miles— 6-inch
	25 miles— 4-inch
	90 miles— 3-inch
	12 miles— 2-inch
Total	<u>201 miles</u>

Construction inspection fees at the rate of 50 cents per inch of diameter per mile and annual inspection fee at the rate of 25 cents per inch of diameter per mile.

Total fees collected calendar year 1936:
 1936 annual inspection.....\$4,662.50

Highway-Railway Grade Crossings

No. R-1—1935. Des Moines—At intersection of Highway No. 6 with track of C. & N. W. Ry. Co.

Order issued July 18, 1936, for removal Auto-Stop Grade Crossing Protector, installed under Temporary Certificate granted May 3, 1935. Said order provided that protection afforded previous to installation of barriers, namely flashing light signals with rotating "Stop" banner, be again placed in service.

Cert. of Approval No. 9 issued July 23, 1936.

No. R-2—1935. Dubuque—Certificate of Approval No. 3 covering signals at intersections of 4th, 3d, 2d, 1st. Iowa and Levee Streets with tracks of the C., M., St. P. & P., the C., B. & Q., and the I. C. Railroad Companies, and Certificate No. 4 covering signals at intersections of Garfield, Rhomberg and Lincoln Avenues and 19th, 24th and Kniest Streets with tracks of the C. G. W. R. R. Co. were issued January 13, 1936.

Certificate of Approval No. 5 covering signals at intersections of 7th, 8th, 11th, 12th, 13th, 14th, 15th, 16th and 17th Streets with tracks of the C. G. W. and the C., M., St. P. & P. Railroad Companies, and Certificate No. 6 covering signals at intersection of Jones Street with tracks of the C., M., St. P. & P. and I. C. Railroad Companies were issued February 4, 1936.

No. R-4—1935. Spencer—At intersections of Main and Grove Streets with tracks of C., M., St. P. & P. R. R. Co.

Certificate of Approval No. 7 issued March 2, 1936.

No. R-5—1936. Chelsea—At intersection of Station Street with tracks of C. & N. W. Ry. Co.

Certificate of Approval No. 2 issued January 3, 1936.

No. R-6—1936. Peosta—At intersection of Main Street with tracks of I. C. R. R. Co. Approval of flashing light signals granted January 14, 1936.

Certificate of Approval No. 8 issued May 12, 1936.

No. R-7—1936. Le Claire—At intersection of Wells Ferry Road with tracks of the C. D. & M. and D., R. I. & N. W. Railway Companies three miles south of Le Claire.

Approval of flashing light signals with rotating "Stop" banner granted May 25, 1936.

Certificate of Approval No. 10 issued September 25, 1936.

No. R-8—1936. Missouri Valley—At intersection of Highway No. 30 with tracks of C. & N. W. Ry. Co.

Approval of flashing light signals with rotating "Stop" banner granted June 5, 1936.

Certificate of Approval No. 11 issued November 19, 1936.

No. R-9—1936. Cedar Rapids—At intersection of 2d Street and 9th Avenue with tracks of C., M., St. P. & P. R. R. Co.

Approval of flashing light signals granted September 10, 1936.

No. R-10—1936. Grafton—At intersection of Highway No. 9 with tracks of the C., M., St. P. & P. R. R. Co. approximately 2½ miles south of Grafton.

Approval of flashing light signals with rotating "Stop" banner granted September 26, 1936.

No. R-11—1936. Bricker—At intersection of secondary road with tracks of A., T. & S. F. Ry. Co.

Approval of flashing light signals granted October 29, 1936.

No. R-12—1936. Hinsdale—At intersection of secondary road with tracks of A., T. & S. F. Ry. Co.

Approval of flashing light signals granted October 29, 1936.

No. R-13—1936. Argyle—At intersection of secondary road with tracks of A., T. & S. F. Ry. Co. 5,000 feet west of Argyle.

Approval of flashing light signals granted November 4, 1936.

No. R-14—1936. Havelock—At intersection of Highway No. 17 with tracks of C. & N. W. Ry. Co. 1.2 miles east of Havelock.

Approval of flashing light signals with rotating "Stop" banner granted October 29, 1936.

No. R-15—1936. Columbus Junction—At intersection of Highway No. 76 with tracks of C., R. I. & P. Ry. Co.

Approval of flashing light signals with rotating "Stop" banner granted November 10, 1936.

Interlocking, Signal and Other Safety Devices

FOLLOWING IS A LIST OF APPROVED PROTECTED RAILROAD
CROSSINGS IN THE STATE. AT LEAST ONE GENERAL
INSPECTION WAS MADE OF EACH PROTECTION
AND SUCH DEFECTS AS FOUND WERE RE-
PORTED TO THE MAINTAINING COM-
PANY

Name of Plant	Kind	Participating Companies	Date of Certificate
Abbott Crossing	Automatic	C. R. I. & P.—M. & St. L.	9-30-30
Ackley	Mechanical	I. C.—M. & St. L.	9-13-28
Albia	Remote Control	C. B. & Q.—Wabash	12-21-35
Alton	Special Prot.	C. & N. W.—C. St. P. M. & O.	12-19-29
Altoona	Mechanical	C. R. I. & P.—End of double track	6-14-18
Ames	Mechanical	C. & N. W.—Ft. D. D. M. & S.	6-6-24
Aricn	Mechanical	C. & N. W.—I. C.—C. M. St. P. & P.	11-14-36
Atwood	Automatic	C. & N. W.—C. R. I. & P.	6-14-29
Aurora	Mechanical	C. G. W.—End of double track	8-27-17
Belknap	Mechanical	C. R. I. & P.—Wabash	4-27-34
Belle Plaine "BA"	Mechanical	C. & N. W.—East end of yard	12-18-22
Belle Plaine "B"	Mechanical	C. & N. W.—Jet.—Yard	7-11-29
Bettendorf	Mechanical	D. R. I. & N. W.—C. D. & M.	2-7-25
Beverly	Electric	C. & N. W.—C. M. St. P. & P.	7-23-24
Boone "BU"	Remote Control	C. & N. W.—East end of yard	10-30-31
Boone "8th St."	Mechanical	C. & N. W.—West end of yard	8-11-31
Britt	Automatic	C. M. St. P. & P.—M. & St. L.	1-10-29
Burlington	Electric	C. B. & Q.—Drawbridge	2-21-18
California Jet	Electric	C. & N. W.—Jet	8-18-26
Carnforth	Mechanical	C. R. I. & P.—C. & N. W.	8-16-33
Cedar Falls	Automatic	I. C.—C. R. I. & P.	7-22-32
Cedar Falls	Gate	C. R. I. & P.—C. G. W.	9-18-25
Cedar Rapids	Electric	C. R. I. & P.—C. & N. W.—C. M. St. P. & P.	4-23-26
Cedar River	Remote Control	C. & N. W.—Gauntlet Bridge	7-13-25
Centerville	Mechanical	C. R. I. & P.—C. B. & Q.	4-18-29
Clarion	Mechanical	C. G. W.—C. R. I. & P.	1-31-34
Clarksville	Mechanical	C. G. W.—C. R. I. & P.	12-14-28
Clear Lake Jet	Mechanical	C. G. W.—M. C. & C. L.	7-30-27
Clinton "2nd St."	Electric	C. & N. W.—C. M. St. P. & P.—C. R. I. & P.—C. B. & Q.	4-9-36
Clinton "DB"	Electric	C. & N. W.—Drawbridge	9-24-34
Clinton	Gate	C. M. St. P. & P.—C. & N. W.—C. B. & Q.—C. R. I. & P.	6-22-36
Clio	Prot. Sp. Sw.	C. R. I. & P.—End of double track	8-22-33
Columbus Jet	Gate	C. R. I. & P.	3-6-25
Cone	Mechanical	C. M. St. P. & P.—C. R. I. & P.	4-11-32
Council Bluffs "A"	Electric	U. P. Transfer	11-20-24
Council Bluffs "B"	Electric	U. P. Bridge Approach	2-17-22
Council Bluffs	Electric	I. C.—Drawbridge	12-5-33
Council Bluffs	Automatic	C. B. & Q.—C. & N. W.	7-8-36
Council Bluffs "Jet"	Prot. Sp. Sw.	C. B. & Q.	8-26-30
Council Bluffs "6th and Main"	Special Prot.	C. B. & Q.	9-12-30
Council Bluffs	Gate	C. G. W.—C. B. & Q.	7-7-31
Council Bluffs	Gates	C. B. & Q.—I. C.—C. R. I. & P.	7-8-36
Culver	Mechanical	C. R. I. & P.—C. M. St. P. & P.	9-6-29
Davenport	Mechanical	D. R. I. & N. W.—Drawbridge	Not Approved
Davenport	Mechanical	C. R. I. & P.—Jet	2-1-29
Davenport "West"	Mechanical	C. R. I. & P.—C. M. St. P. & P.	4-25-30
Delmar	Automatic	C. M. St. P. & P.—C. & N. W.	8-16-26
Des Moines "E. 20th St."	Electric	C. R. I. & P.—C. G. W.	8-19-30
Des Moines	Automatic	C. R. I. & P.—M. & St. L.	6-8-25
Des Moines "S.E. 18th & Scott"	Gate	D. M. U.—C. R. I. & P.	1-10-31

Name of Plant	Kind	Participating Companies	Date of Certificate
Des Moines "E. 4th St."	Gate	C. R. I. & P.—C. & N. W.	8-11-26
Des Moines "W. 11th St."	Gate	C. R. I. & P.—D. M. U.	5-21-28
Des Moines	Gate	C. B. & Q.—D. M. T.	6-26-26
Dixon	Gate	C. R. I. & P.—C. M. St. P. & P.	11-21-33
Dubuque	Electric	I. C.—C. B. & Q.—C. G. W.	2-1-35
Dubuque "East"	Mechanical	I. C.—C. B. & Q.—C. G. W.	2-1-35
Dumont	Automatic	C. & N. W.—C. G. W.	11-9-29
Eagle Grove	Mechanical	C. G. W.—C. & N. W.	12-10-34
Elberon	Mechanical	C. & N. W.—C. M. St. P. & P.	7-11-36
Eldon	Gate	C. R. I. & P.	3-30-27
Eldora	Mechanical	M. & St. L.—C. & N. W.	1-13-30
Estherville	Automatic	C. R. I. & P.—M. & St. L.	10-11-29
Estherville	Gate	C. R. I. & P.—M. & St. L.	6-3-26
Fairfield	Mechanical	C. R. I. & P.—C. B. & Q.	1-4-30
Fairground	Mechanical	C. G. W.—End of double track	2-1-35
Fonda	Mechanical	C. M. St. P. & P.—I. C.	11-16-35
Fort Dodge	Mechanical	Ft. D. D. M. & S.—C. G. W.	3-19-21
Fort Madison	Electric	A. T. & S. F.—Drawbridge	9-15-27
Garner	Gate	C. M. St. P. & P.—C. R. I. & P.	12-19-35
Gifford	Automatic	M. & St. L.—C. & N. W.	7-17-30
Givin	Gate	C. R. I. & P.—M. & St. L.	3-14-28
Gladbrook	Mechanical	C. G. W.—C. & N. W.	11-6-19
Goldfield	Automatic	C. R. I. & P.—C. & N. W.	12-19-29
Gowrie	Mechanical	Ft. D. D. M. & S.—C. & N. W.— M. & St. L.	7-15-32
Grand Jct.	Mechanical	C. & N. W.—M. & St. L.	10-3-35
Green Island	Mechanical	C. M. St. P. & P.—Jct.	6-18-24
Greenville	Gate	C. R. I. & P.	6-5-26
Gridley	Automatic	C. & N. W.—C. R. I. & P.	6-28-29
Grinnell	Gate	C. R. I. & P.—M. & St. L.	12-2-27
Gypsum	Mechanical	Ft. D. D. M. & S.—I. C.	2-25-26
Halpin	C. T. C.	C. B. & Q.—Jet.	1-22-30
Hampton "A"	Mechanical	C. G. W.—M. & St. L.	5-2-23
Hampton "B"	Electric	C. R. I. & P.—M. & St. L.— C. G. W.	1-31-34
Hampton "B"	Automatic	C. R. I. & P.—M. & St. L.— C. G. W.	10-2-36
Harcourt	Mechanical	Ft. D. D. M. & S.—C. & N. W.	6-29-27
Harrison-Shannon	C. T. C.	C. B. & Q.—End of double track	2-2-34
Hartley	Automatic	C. R. I. & P.—C. M. St. P. & P.	1-20-28
Hayfield	Mechanical	C. R. I. & P.—M. & St. L.	12-20-00
Herndon	Mechanical	C. M. St. P. & P.—Crossing	2-29-36
Hicks	Mechanical	C. & N. W.—C. G. W.	6-8-33
Hinton	Mechanical	I. C.—C. & N. W.—G. N.	1-25-24
Independence	Automatic	I. C.—C. R. I. & P.	7-7-31
Indian Creek	Remote Control	C. M. St. P. & P.—Jet.	7-12-35
Iowa City	Electric	C. R. I. & P.—End of double track	1-6-27
Iowa Falls	Electric	I. C.—C. R. I. & P.	8-12-36
Jeff "Oelwein"	Prot. Sp. Sw.	C. G. W.—End of double track	8-30-30
Jefferson	Mechanical	C. & N. W.—C. M. St. P. & P.	4-18-36
Keithsburg	Mechanical	M. & St. L.—Drawbridge	9-11-24
Kelly	Mechanical	Ft. D. D. M. & S.—C. & N. W.	4-14-33
Lake Mills	Automatic	C. & N. W.—M. & St. L.	11-10-33
Laurens	Automatic	C. R. I. P.—C. & N. W.	3-26-26
Lawler	Mechanical	C. B. & Q.—C. M. St. P. & P.— C. R. I. & P.	9-26-24
Leeds	Gate	G. N.—I. C.	8-21-25
Le Mars	Remote Control	I. C.—C. St. P. M. & O.	6-21-28
Libertyville	Mechanical	C. R. I. & P.—C. B. & Q.	4-25-30
Linby	Mechanical	C. M. St. P. & P.—M. & St. L.	11-4-35
Lohrville	Mechanical	C. G. W.—C. & N. W.—C. M. St. P. & P.	10-18-34
Luverne	Automatic	M. & St. L.—C. & N. W.	7-17-30
Lyons	Automatic	C. M. St. P. & P.—C. & N. W.	12-17-30
Manly	Mechanical	C. G. W.—C. R. I. & P.—M. & St. L.	12-11-26
Manson	Mechanical	I. C.—C. R. I. & P.	2-5-32
Maple River	Electric	C. & N. W.—Jet.	6-16-33
Marathon	Automatic	C. M. St. P. & P.—C. & N. W.	10-22-27
Marquette	Special Prot.	C. M. St. P. & P.	3-26-36
Marshalltown	Mechanical	C. & N. W.—C. G. W.—M. & St. L.	5-27-35

Name of Plant	Kind	Participating Companies	Date of Certificate
Mason City	Mechanical	C. & N. W.—C. M. St. P. & P.— C. G. W.—C. R. I. & P.	5-14-25
Mason City	Automatic	C. & N. W.—M. & St. L.	12-29-26
Mason City	Mechanical	C. G. W.—C. & N. W.	12-11-26
Mason City	Mechanical	C. & N. W.—M. C. & C. L.	2-21-33
Maxon	C. T. C.	C. B. & Q.—M. & St. L.	7-22-33
McCallsburg	Gate	C. R. I. & P.—M. & St. L.	7-13-25
Moorland	Electric	C. G. W.—M. & St. L.	3-20-30
Moravia	Automatic	Wabash—C. M. St. P. & P.	7-13-34
Morning Sun	Automatic	C. R. I. & P.—M. & St. L.	11-9-28
Nahant	Mechanical	C. R. I. & P.—C. M. St. P. & P.	6-13-18
Neola	Mechanical	C. R. I. & P.—C. M. St. P. & P.	7-30-36
New Hampton	Mechanical	C. G. W.—C. M. St. P. & P.	12-5-33
Nichols	Gate	C. R. I. & P.	8-22-25
Nora Jet	Automatic	C. M. St. P. & P.—C. R. I. & P.	1-20-28
Oelwein	Mechanical	C. G. W.—C. R. I. & P.	1-29-34
Ogden	Mechanical	C. & N. W.—M. & St. L.	8-3-33
Onawa	Automatic	C. & N. W.—I. C.	10-16-26
Oneida	Mechanical	C. G. W.—C. M. St. P. & P.— M. & O.	3-19-21
Ossian	Gate	C. M. St. P. & P.—C. R. I. & P.	12-18-35
Otis	Mechanical	C. & N. W.—Jet.	6-8-35
Ottumwa	Electric	C. B. & Q.—C. M. St. P. & P.— C. R. I. & P.	5-1-30
Oxford Jet	Gate	C. M. St. P. & P.	2-17-33
Pacific Jet	Gate	C. B. & Q.	1-8-36
Paralta	Mechanical	C. M. St. P. & P.—Jet.	3-22-28
Paralta	Automatic	C. M. St. P. & P.	5-8-36
Plymouth Jet	Gate	C. R. I. & P.—C. M. St. P. & P.	2-15-27
Red Oak-Balfour	C. T. C.	C. B. & Q.—End of double track	(1-9-30 4-11-30)
Rinard	Mechanical	Ft. D. D. M. & S.—C. G. W.	5-26-31
Rockwell City	Mechanical	I. C.—C. M. St. P. & P.—Ft. D. D. M. & S.	4-26-15
Rodney	Automatic	C. M. St. P. & P.—I. C.	7-31-26
Rolfe	Automatic	M. & St. L.—C. & N. W.	7-31-30
Rowan	Mechanical	C. G. W.—C. R. I. & P.	5-2-23
Ruthven	Gate	C. M. St. P. & P.—M. & St. L.	12-5-28
Sabula	Electric	C. M. St. P. & P.—Drawbridge	6-11-36
Sergeant Bluff	Automatic	C. & N. W.—C. M. St. P. & P.	1-22-27
Seymour	Mechanical	C. M. St. P. & P.—C. R. I. & P.	5-15-36
Shopton "A"	Mechanical	A. T. & S. F.—Yard	1-27-26
Shopton "B"	Mechanical	A. T. & S. F.—Yard	1-27-26
Sibley	Mechanical	C. St. P. M. & O.—C. R. I. & P.	11-25-27
Sioux City "Howard St."	Mechanical	C. & N. W.—C. St. P. M. & O.	10-3-27
Sioux City "Wall St."	Mechanical	I. C.—C. & N. W.	10-3-27
Slater	Mechanical	C. M. St. P. & P.—C. & N. W.	4-7-34
Somers	Gate	C. G. W.—C. R. I. & P.	8-1-34
Spencer	Mechanical	C. M. St. P. & P.—M. & St. L.	9-17-32
Tama	Mechanical	C. & N. W.—C. M. St. P. & P.	8-29-33
Tracy	Mechanical	C. B. & Q.—Wabash—M. & St. L.	12-17-35
Ute	Gate	C. & N. W.—C. M. St. P. & P.	6-18-34
Washington	Automatic	C. M. St. P. & P.—C. R. I. & P.	3-18-27
Waterloo	Mechanical	C. R. I. & P.—W. C. F. & N.	9-4-34
Waterloo "East"	Mechanical	I. C.—W. C. F. & N.	10-8-26
Waterloo "West"	Mechanical	I. C.—W. C. F. & N.	10-12-26
Waterloo "A"	Electric	C. G. W.—I. C.	6-3-31
Waterloo "B"	Electric	C. G. W.—C. R. I. & P.	6-3-31
Waverly	Automatic	C. G. W.—I. C.	11-17-27
Webb	Mechanical	C. R. I. & P.—C. M. St. P. & P.	6-11-18
Webster	Gate	C. R. I. & P.—C. M. St. P. & P.	2-18-27
Webster City	Mechanical	I. C.—C. & N. W.	6-12-31
West Liberty	Gate	C. R. I. & P.—Jet.	2-2-25
Wheatland	Mechanical	C. & N. W.—C. M. St. P. & P.	5-7-27
Winfield	Gate	M. & St. L.—C. B. & Q.	6-24-35
Wood	Mechanical	C. B. & Q.—Jet. and Yard	12-29-34
Wright	Automatic	C. & N. W.—M. & St. L.	11-17-28

Additional protective devices are installed from time to time and changes are frequently made in existing protective devices 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 installations or 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. Plans for the construction of or for changes to be made in the following plants were approved by the Commission, and when the work was completed inspection was made and certificate of approval issued.

Name of Plant	Kind	Participating Companies	Certificate	
			Date	No.
Abbott Crossing	Automatic	C. R. I. & P.—M. & St. L.		
Albia	Remote Contr	C. B. & Q.—Wabash	12-21-35	180
Arion (2)	Mechanical	C. N. W.—I. C.—C. M. St. P. & P.	11-14-36	196
Aurora	Mechanical	C. G. W.		
Boone "BU"	Remote Contr	C. & N. W.		
Chariton-Lucas	C. T. C.	C. B. & Q.		
Clinton	Gate	C. M. St. P. & P.—C. & N. W.— C. B. & Q.—C. R. I. & P.	6-22-36	189
Clinton "2nd St."	Electric	C. & N. W.—C. R. I. & P.—C. B. & Q.—C. M. St. P. & P.	4-9-36	185
Council Bluffs (2)	Automatic	C. B. & Q.—Wabash		
Council Bluffs	Automatic	C. B. & Q.—C. & N. W.	7-8-36	191
Council Bluffs	Gate	C. B. & Q.—I. C.—C. R. I. & P.	7-8-36	191
Dubuque (2)	Special Prot.	C. M. St. P. & P.—I. C.—C. G. W.		
Eagle Grove	Mechanical	C. G. W.—C. & N. W.		
Elberon	Mechanical	C. & N. W.—C. M. St. P. & P.	7-11-36	192
Fairground	Mechanical	C. G. W.		
Garner	Gate	C. M. St. P. & P.—C. R. I. & P.	12-19-35	179
Gladbrook	Mechanical	C. G. W.—C. & N. W.		
Gridley	Automatic	C. & N. W.—C. R. I. & P.		
Hampton "A"	Mechanical	C. G. W.—M. & St. L.		
Hampton "B" (2)	Automatic	C. R. I. & P.—M. & St. L.—C. G. W.	10-2-36	195
Herndon	Mechanical	C. M. St. P. & P.	2-29-36	183
Indian Creek	Remote Contr	C. M. St. P. & P.		
Iowa City	Electric	C. R. I. & P.		
Iowa Falls	Electric	I. C.—C. R. I. & P.	8-12-36	194
Jefferson	Mechanical	C. & N. W.—C. M. St. P. & P.	4-18-36	186
Lake Mills	Automatic	C. & N. W.—M. & St. L.		
Manly	Mechanical	C. G. W.—C. R. I. & P.—M. & St. L.		
Marquette	Special Prot.	C. M. St. P. & P.	3-26-36	184
Moorland	Electric	C. G. W.—M. & St. L.		
Neola	Mechanical	C. R. I. & P.—C. M. St. P. & P.	7-30-36	193
New Hampton	Mechanical	C. G. W.—C. M. St. P. & P.		
Oneida	Mechanical	C. G. W.—C. M. St. P. & P.—M. & O.		
Ossian	Gate	C. M. St. P. & P.—C. R. I. & P.	12-18-35	178
Pacific Jet	Gate	C. B. & Q.	1-8-36	181
Paralta (2)	Automatic	C. M. St. P. & P.	5-8-36	187
Rutledge	Remote Contr	C. M. St. P. & P.		
Sabula (4)	Electric	C. M. St. P. & P.	2-11-36	182
Seymour (2)	Mechanical	C. M. St. P. & P.—C. R. I. & P.	6-11-36	190
Spencer (3)	Mechanical	C. M. St. P. & P.—M. & St. L.	5-15-36	188
Tracy	Mechanical	C. B. & Q.—Wabash—M. & St. L.	12-17-35	177
Webb	Mechanical	C. R. I. & P.—C. M. St. P. & P.		

() Indicates number of approvals.

NEW CROSSING PROTECTIONS INSTALLED—1936

Location	Type of Protection	Railroads Involved	Date
Clinton	Gate	C. M. St. P. & P.—C. & N. W.— C. B. & Q.—C. R. I. & P.	6-22-36
Council Bluffs	Gate	C. B. & Q.—C. R. I. & P.—I. C.	7-8-36
Council Bluffs	Automatic	C. B. & Q.—C. & N. W.	7-8-36
Hampton "B"	Automatic	C. R. I. & P.—M. & St. L.— C. G. W.	10-2-36
Pacific Jet	Gate	C. B. & Q.	1-8-36
Paralta	Automatic	C. M. St. P. & P.	5-8-36

ELIMINATED—1936

Location	Type of Protection	Railroads Involved	Date
Hampton "B"	Electric	C. R. I. & P.—M. & St. L.— C. G. W.	10-1-36
Ogden	Mechanical	C. & N. W.—M. & St. L.	9-9-36
Paralta	Mechanical	C. M. St. P. & P.	5-8-36
Wright	Automatic	C. & N. W.—M. & St. L.	11-27-36

Under date of September 26, 1936, an order was issued by the Board of Railroad Commissioners approving an increase in maximum speed of trains over automatic interlockings in the state of Iowa from 20 miles per hour to 25 miles per hour, said approval to apply to specific locations when requested by the railroad company and approved by the Board.

Under date of November 19, 1936, permission was granted to the Chicago, Rock Island and Pacific Railway Company to increase the maximum speed of its trains from 20 miles per hour to 25 miles per hour over the automatic interlockings at Independence, Morning Sun, Hampton, Estherville, Abbott Crossing, Nora Springs and Hartley, Iowa.

Under date of September 29, 1936, permission was granted to the Chicago, Milwaukee, St. Paul and Pacific Railroad Company to increase the maximum speed of its trains from 20 miles per hour to 25 miles per hour over the automatic interlockings at Delmar Junction, Rodney, Sergeant Bluff, Lyons, Marathon, Washington, Moravia, Nora Junction, Britt and Hartley, Iowa.

Under date of November 27, 1936, permission was denied to the Chicago, Rock Island and Pacific Railway Company to increase the maximum speed of its trains from 20 miles per hour to 25 miles per hour over the automatic interlocking at Cedar Falls, Iowa.

Approval of plans for installation of special protection at the Chicago, Milwaukee, St. Paul and Pacific-Illinois Central and the Chicago, Milwaukee, St. Paul and Pacific-Chicago Great Western crossings at Dubuque, Iowa, originally granted on April 19, 1935, was extended to April 19, 1936.

There are 173 authorized crossing protections now in operation in the state; 78 are manually operated mechanical plants; 20 are manually controlled and electrically operated; 31 are automatic signal protection for a railroad grade crossing; 3 are special protection; 5 are remote controlled and electrically operated; 4 are centralized traffic

control protection; 3 are protected spring switches; and 29 are gated crossings. The mechanical plants have a machine frame capacity of 1,805 levers with 1,437 working levers. The mechanically controlled and electrically operated plants have a machine frame capacity of 569 levers with 476 working levers. The remote controlled and electrically operated plants have a machine frame capacity of 26 levers and 21 working levers.

Accidents occurring at interlocking plants since 1930 are as follows:

Year	Number of Accidents	Disregarding Danger Signals	Other Causes
1930	18	11	7
1931	15	7	8
1932	12	8	4
1933	7	1	6
1934	9	6	3
1935	12	9	3
1936	28	17	11

In addition to the duties and inspections set forth above, this department is required upon request or when deemed necessary to investigate and make report of train operation; train accidents involving serious injury or loss of life; inspect railway equipment, track, bridges, and manner of conduct, operation and management with regard to public safety and convenience; the inspection of safety devices used on cars, locomotives and other equipment of railroads; highway grade crossing cases with recommendations, and to approve plans for protective devices for same; wire line crossings over and under railways; inadequate or improper vertical or lateral clearances; hours of service of railway employees; train speed ordinances in cities and towns; inspection and approval of pipe lines and their construction and collecting fees thereon; and other matters relating to safety and operation of pipe lines and railroads.

CASES INVESTIGATED AND HANDLED BY ENGINEERING DEPARTMENT

Year	Wire Lines Crossing Over Railroads	Railway Safety	Railway Accidents	Highway-Railway Grade Crossings	Miscellaneous	Total
1925	19	2	2	1	1	25
1926	47	5	2	6	1	61
1927	62	4	3	5	—	74
1928	381	19	7	4	—	411
1929	286	12	7	7	1	313
1930	143	6	3	2	1	155
1931	121	3	5	2	1	132
1932	12	1	4	1	—	18
1933	23	6	4	1	—	34
1934	25	3	8	6	1	43
1935	11	8	8	10	—	37
1936	8	7	8	16	11	50
Total	1,138	76	61	61	17	1,353

Railway accident cases include: Derailments, collisions, injuries to employees, bridge failures, etc.

Railway safety cases include: Train operations, hours of service, complaints, improper clearances, defective equipment, etc.

Highway-railway grade crossing cases include: Condition of crossing proper, warning signs, crossing signals, etc.

An estimated total of 500 cases were handled previous to 1925 which were not classed as informal cases.

Report of the Commerce Counsel

The office of Commerce Counsel has been so long established and its duties are so well defined by statute that it hardly appears necessary or appropriate to make mention of those duties in this report. The public is inclined to refer to the office as attorney for the Railroad Commission. There is no objection to such designation, except for the fact that it does not afford the public a proper indication of the purposes for which the office was created.

The duties, as defined by statute, may be properly grouped in three classes:

1. As attorney for the Railroad Commission, giving to the commission and to its departments legal advice and representing the commission in court and in proceedings before the Interstate Commerce Commission in which the commission is appearing to represent the public interest.

2. As attorney for any person, or persons, or for the public generally, in proceedings before the Railroad Commission.

3. Appearing as attorney for the public, either upon complaint or upon investigation made by this office in which the legality of rates, charges and regulations are involved, whether such matter is pending before the Interstate Commerce Commission or in the courts.

It was the apparent intention of the legislature in creating the office to have it independent of the Railroad Commission, except in matters classified under No. 1 above. As a matter of practice in administering the business of the office, only a small percentage of the matters handled are under the direction of the Railroad Commission. Individuals or communities may call upon the office for assistance in their dealings with transportation agencies when it appears their rights are being infringed upon and in all proper cases assistance is given without cost to the one served.

This much is done for the citizens of the state. In demanding protection of its interests, the public, however, must bear in mind that this office is not provided with the personnel for the purpose of making original investigations and for assembling evidence to present to the courts and fact finding bodies, including the Interstate Commerce Commission and the Iowa Railroad Commission. Evidence to support findings of unlawful rates and practices must be largely provided by the shippers or that part of the public interested in any such proceeding. This office furnishes the assistance of a lawyer but cannot also provide the witnesses. It too often happens when proceedings are pending that may result in increased rates that will cost Iowa thousands of dollars that few come forth with evidence to defeat such increases. Unless such evidence is forthcoming there is little that this office can do to assist in defeating such increases.

Attention should also be called in this report to the tendency on the part of local associations representing industries of the State of Iowa to rely on their national associations to protect Iowa interests. The national associations, without a doubt, do a splendid work in the interest of those they represent, considered from a national standpoint, but it happens in many cases that there are conflicts in interests from the same group when so large a territory is involved. In such cases the national association must necessarily take the position of protecting the largest group and forget about the smaller conflicting interests. It

sometimes happens that the group represented by the local association is the one forgotten and when the rate adjustment is made it has been done without proper presentation of the Iowa picture. It, therefore, behooves local associations, as well as individuals, to appear in such hearings and present their evidence in order to fully protect their interests.

While it may be assumed by many who are not familiar with the work of this office that its duties relate wholly to railroad matters, this is not true. The Railroad Commission, for which we furnish advice and legal service, has jurisdiction over trucks and busses engaged as common carriers intrastate. Departments set up by the commission for carrying out the provisions of law governing such operations call upon this office not only daily, but often many times a day, for help and guidance in performing those duties. The laws are relatively new and the operators, of necessity, not as well advised of their rights and obligations as are the managers of the railroads, resulting in much work, both for the commission and for this office.

The Motor Carrier Act, 1935 passed by Congress governing the operation of interstate motor carriers of freight and passengers became operative during the latter part of the year 1935. It might appear that the control of these transportation agencies by the Interstate Commerce Commission would relieve state authorities of considerable work. During the first year of operation under the Federal Act the contrary has been true. It has entailed a duty upon this office to attend hearings before examiners and joint boards set up under the act and protest the granting of rights to which the applicants are not entitled and the filing of written protests in many other such cases.

The Railroad Commission is given jurisdiction under our law to grant franchises to electric power lines for construction outside of cities and towns. The Rural Electrification Authority set up by the federal government to make rules for such construction has resulted in marked activity and this has resulted in raising many questions on which opinions have been sought by the Railroad Commission from this office.

No attempt will be made to tabulate the many duties performed by this office during the year, nor to list the proceedings in which it has taken a part. To do so would require more space than should be devoted to it and would serve no good purpose. It does, however, appear appropriate, as a matter of information, to briefly refer to some of the more important cases in which services were rendered by the office.

Reference was made in our last previous report to the case of *Midland Electric Coal Corporation vs. C. & N. W. Ry. Co.* in which attention was called to the issue raised therein attacking the level of intrastate coal rates fixed by the Iowa Railroad Commission as being in violation of Section 13 of the Interstate Commerce Act. Since the time of that report, printed brief and argument has been filed by this office and the question orally argued before the Interstate Commerce Commission, in which proceedings this office took part, resisting the attack on our intrastate rates. A decision by the Interstate Commerce Commission was rendered May 11, 1936, 215 I. C. C. 562, in which it was found that the Iowa intrastate rates were not shown to be in violation of Section 13. This is the second time in recent cases that the Iowa coal rate has been assailed, the other being *Huntsville-Sinclair Mining Co. vs. Wabash Ry. Co.*, 209 I. C. C. 477, and both times the rates were sustained.

Transit-Lumber from Pacific Coast to Eastern Destinations, 218 I. C. C. 47 (Decided July 31, 1936). In our last previous report statement is included respecting lumber from Pacific Coast to eastern points, 210 I. C. C. 317. As is there shown, the reduction in lumber rates to eastern destinations resulted in a serious disadvantage to interior building woodwork mills over mills located in the destination territory. In an effort to reduce in part this disadvantage, the rail carriers provided schedules providing refunds ranging from 4.5 to 17 cents per hundred

on lumber milled in transit at midwestern points, the amount of refund depending upon the rate on lumber to the transit station and upon the finished product to the final destination point, this refund to be applied on the lumber loss or wastage in manufacture, not in excess of 33 1/3% of the weight received at the transit point. The commission held the arrangement unjustly discriminatory on account of the fact that the amount of refund varied with the loss or wastage and the schedules were ordered canceled without prejudice to the filing of new schedules in conformity with the commission's findings. The rail carriers thereafter published schedules corresponding to the canceled ones, except they were based upon 30% loss and wastage. Thereafter the commission, upon petition of protestants located near lumber origin points for reconsideration and reargument, reopened the proceeding for further hearing to bring the record down to date but refused to suspend the schedules filed. The matter is still pending.

Emergency Freight Charges, 215 I. C. C. 439 (Decided June 9, 1936). Rail carriers filed supplemental petition asking the Interstate Commerce Commission for permission to continue indefinitely the emergency charges authorized by the Commission in 208 I. C. C. 4 referred to in our last previous report and in effect at the time of filing supplemental petition. Hearings were had upon this petition at various points, including Washington, D. C., Minneapolis and Chicago, at which points evidence was introduced on behalf of Iowa shippers. After briefs were filed and oral argument was had, the commission authorized the temporary continuance of the existing emergency charges, with some exceptions, until December 31, 1936. In its decision, discussing the diversion of traffic to other forms of transportation on account of added charges, it says:

"On the other hand, to grant applicants' petition and permit continuance of the charges indefinitely would no doubt bring about considerable additional diversion on the part of those who are unwilling to incur the expense of altering their shipping arrangements to use other forms of transportation if the charges are to be temporary, but who would do so if the charges were permanent."

On October 23, 1936, the rail carriers filed a petition, followed by a supplemental petition on December 21, 1936, asking for modification of outstanding orders permitting the publication of permanent increases on many commodities listed in the petition, intended to take the place of the expiring emergency charges. This matter is still pending.

Associated Railways Company, et al, Finance Docket No. 10947. Reference was made in our last previous report to the application filed with the Interstate Commerce Commission for authority to purchase at a receivers' sale the property of the M. & St. L. Railroad Company, to abandon substantial mileage in Iowa and other states and to convey the remaining mileage in several segments to the petitioning railroads for operation in connection with their systems. The petitioning railroads are Chicago & North Western Railway Company; Chicago, Burlington & Quincy Railroad Company; Chicago Great Western Railroad Company; Chicago, Milwaukee, St. Paul & Pacific Railroad Company; Chicago, Rock Island & Pacific Railway Company; Great Northern Railway Company and Minneapolis, St. Paul & Sault Ste. Marie Railway Company, together with Associated Railways Company, a corporation set up by the companies above named to aid in accomplishing the purposes sought. Associated Railways Company is not an operating railroad company and owns no railroad property. After the petition was filed the Chicago Great Western Railroad Company withdrew from its associates as a petitioner.

The proposal is to purchase the properties of the M. & St. L. Railroad Company for \$7,200,000, the funds for that purpose to be borrowed from

the Reconstruction Finance Corporation. It is proposed, after acquisition, to abandon 507 miles of the road, 284 miles of which are in Iowa. The Iowa mileage proposed for abandonment is as follows:

1. C., R. I. & P. Ry. Co. crossing in Clay County to Sioux Rapids, Buena Vista County.
2. Terril, Dickinson County, to Greenville, Clay County.
3. Albert Lea, Freeborn County, Minnesota, to Ft. Dodge, Webster County.
4. Kalo Junction to Otho, Webster County.
5. Angus to Berkeley, Boone County.
6. Ayrshire to Curlew, Palo Alto County.
7. Clare to Gowrie, Webster County.
8. Newburg, Jasper County, to Van Cleve, Marshall County.
9. New Sharon, Mahaska County, to Newton, Jasper County.
10. Huntington, Emmet County, to Dunnell, Minnesota.

The proposed division of the remaining mileage for operation by the six railroad company applicants would require too much space to set out here.

Hearings were held in Minneapolis April 6 to 17, inclusive, and June 15 to June 27, inclusive. From June 29 to July 13, inclusive, hearings were had in various points in Iowa, both as to the general proposal and as to the proposed Iowa abandonments. July 14 to July 26, inclusive, was devoted to proposed abandonments in South Dakota and Minnesota. Hearings at Minneapolis were then held from July 27 to July 30, inclusive, at which time the hearing was closed. This office attended all the hearings except the South Dakota and Minnesota abandonments and participated in all the proceedings. This office joined in the preparation of a brief in behalf of those opposing the application, which was filed in November, 1936. The matter is in the hands of the Assistant Director of the Finance Bureau who will prepare a proposed report of his findings of fact and recommendation.

Finance Docket No. 10994, C., R. I. & P. Ry. Co. Abandonment of Branch Line from Newton to Reasnor, in Jasper County. (Decided October 1, 1936.) The branch is 9.62 miles in length. It was the remaining segment of a branch line that formerly extended from Newton to Monroe, the portion from Reasnor to Monroe having been abandoned under certificate of the Commission issued in 1927. In addition to the town of Reasnor which is left without rail service, it served intermediate switches. Showing was made by the applicant that the operation of the line resulted in losses to the system. The inconvenience and damage to the shippers and property owners in the affected territory was shown, but this was not sufficient, as viewed by the commission, to overcome the showing of loss suffered by the applicant and abandonment was permitted.

This is illustrative of a condition in Iowa that merits consideration. There are no doubt many feeder branches of railroad lines in Iowa that have shown an operating loss during the past six or more years. The reduction in revenues has been brought about by loss of freight on account of truck competition, general reduction in business activity on account of the great depression through which we have been passing, and in many Iowa areas on account of drought in recent years, resulting in shortage of crops and reductions in live stock raising. If the policy is pursued by the railroads of lopping off unprofitable branches as measured by operating results during that period, we may expect during the next few years to see many towns left without railroad service, towns built by reason of the fact that such service existed. The building of many of these branches may have been economically unsound at the time of building, but the judgment of the community served had nothing to do with the building. It is the community served that will suffer from abandonment. The time may come, with the return of better

business and normal crop conditions and the establishment of the trucking industry on a known cost basis, plus a profit, that the railroad will need these feeder lines. If abandonment precedes the coming of those conditions, the discovery of that need will be too late.

Chicago, Rock Island & Pacific Railway Company filed application for abandonment of its line Iowa City to Iowa Junction. Protests were filed by this office on behalf of shippers. Thereafter the application was withdrawn.

Chicago, Burlington & Quincy Railroad Company petitioned for certificate permitting abandonment of line from Sedan south through Coal City and Missouri points (Decided September 23, 1936). No persons in Iowa affected by this abandonment protested the abandonment. In its decision the Interstate Commerce Commission authorized the abandonment of the line.

Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Docket No. A-4629. The company gave notice of discontinuance of its passenger trains Nos. 3 and 8 between Davenport and Ottumwa. Hearing was had before the Iowa Railroad Commission on April 16 and May 6, 1936, at which hearings this office appeared in behalf of objectors. By decision dated October 13, 1936, the commission held that the trains should not be discontinued.

Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Docket No. A-4631. The company gave notice of discontinuance of its passenger trains Nos. 125 and 126 operating between Cedar Rapids and Ottumwa. This office appeared for objectors at hearing before the Iowa Railroad Commission April 16 and May 6, 1936. The commission by decision dated May 28, granted authority for discontinuance, to be effective June 5, 1936.

This office has appeared for and represented the public affected by service and operation of railways in matters pending before the Iowa Railroad Commission, including Docket No. A-4632, Discontinuance of Custodian Service by C., M., St. P. & P. R. R. Co. at Viola, Iowa, which discontinuance was approved by decision dated November 24, 1936; Docket No. A-4648, request by citizens for protection at grade-street crossing with line of C., M., St. P. & P. R. R. Co. at Olin, Iowa, which matter is still pending; Docket No. A-4623, cancellation by C., M., St. P. & P. R. R. Co. of grain elevator lease at Morley, Iowa, which by decision of December 10, 1935, the Iowa commission permitted. There are several matters in which this office appeared for and interceded for the public, including requests for farm stock underpasses, discontinuation of industries by railroad companies, maintenance of right of way fences and other similar matters.

Grain and Grain Products and Related Articles, B-1676; *Increased Rates on Prepared Animal, Poultry or Pigeon Feed in Carloads*, B-1675; and *Increased Rates on Vegetables in Carloads*, Docket No. B-1681, are all matters that were pending before the Iowa commission. The proceedings and decisions are fully reported in the Railroad Commission report for information of the public and need not be restated here. This office represented the shippers and producers in these matters and in B-1676 rather extensive hearings were held and brief filed with the commission by this office.

Numerous other proceedings, both before the Interstate Commerce Commission and the Iowa Railroad Commission, during the year were participated in by this office. Some of them were not of general public interest and others having general public interest are still pending and will be reported when decisions are had. A report of this kind, unless it details all the activities of the office, can do little more than is here done, merely illustrate the type of service that is performed.

With respect to the execution by the Iowa commission of the Motor Carrier and Truck Operator Laws of Iowa, this office represented the

commission in many cases, some of which involved the imposition of fines against those operating in violation of the law.

State of Iowa, ex rel Board of Railroad Commissioners vs. Lischer Brothers. This case is given special notice because of the fact incomplete report was in our previous report, the case then pending on petition for rehearing and, for the further reason, there is involved in the case principles of importance in the enforcement of the Iowa trucking laws. Subsequent to filing the petition for rehearing, after adverse decision by the Supreme Court as referred to in our previous report, written briefs and argument were filed and the matter was argued orally. Rehearing was granted and written briefs and argument were filed upon the rehearing. This matter is pending upon the rehearing.

What was said at the outset of this report respecting the attitude of shippers and the public generally in matters affecting their interest should not be construed as an unfriendly criticism. We have in all cases had the hearty cooperation of the public once their interest has been evidenced. We ask that this office be more frequently used in order that we may render greater service.

LIST OF

Officers and Directors

OF

Railways, Bridge and Terminal Companies,
Express, Electric Interurban Railways
and Motor Passenger Carriers

For the Year Ended December 31, 1935

Officers and Directors of Companies

for the Year Ended December 31, 1935.

OF STEAM RAILWAY COMPANIES

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

Directors	General Officers
Edward J. Berwind, New York, N. Y.	President, S. T. Bledsoe, Chicago, Ill.
William C. Potter, New York, N. Y.	Vice Pres., E. J. Engel, Chicago, Ill.
Myron C. Taylor, New York, N. Y.	Vice Pres., W. K. Etter, Chicago, Ill.
Henry S. Pritchett, New York, N. Y.	Vice Pres., F. B. Houghton, Chicago, Ill.
Thomas W. Lamont, New York, N. Y.	Gen'l Counsel, E. E. McInnis, Chicago, Ill.
Clarence M. Woolley, New York, N. Y.	Gen'l Auditor, C. E. Betts, Chicago, Ill.
Samuel T. Bledsoe, Chicago, Ill.	Chief Engineer, G. W. Harris, Chicago, Ill.
James G. Harbord, New York, N. Y.	Ass't to Vice Pres., John Purcell, Chicago, Ill.
Myer Hurley, New York, N. Y.	Gen'l Purch. Agt., M. J. Collins, Chicago, Ill.
Edward J. Engel, Chicago, Ill.	Frt. Traffic Mgr., C. C. Dana, Chicago, Ill.
Joseph E. Otis, Chicago, Ill.	Pass. Traffic Mgr., W. J. Black, Chicago, Ill.
William B. Storey, Chicago, Ill.	Com'r of Taxes, G. G. Tunell, Chicago, Ill.
Earle W. Evans, Wichita, Kan.	Gen'l Solicitor, Charles H. Woods, Chicago, Ill.
Carroll B. Merriam, Topeka, Kan.	Comptroller, L. C. Deming, New York, N. Y.
Warren E. Brown, Wichita, Kan.	Sec'y-Treas., H. B. Fink, Topeka, Kansas
	Gen'l Mgr., F. A. Lehman, Topeka, Kansas
	Gen'l Mgr., H. B. Lautz, Amarillo, Texas
	Gen'l Mgr., J. R. Hitchcock, Los Angeles, Calif.

ATLANTIC NORTHERN RAILWAY COMPANY

Directors	General Officers
John Leistad, Elkhorn, Iowa	President, John Leistad, Elkhorn, Iowa
Andrew Kroman, Elkhorn, Iowa	Vice Pres., S. C. Pedersen, Kimballton, Iowa
S. C. Pedersen, Kimballton, Iowa	Secretary, P. C. Clemensen, Atlantic, Iowa
L. H. Lauritsen, Kimballton, Iowa	Gen'l Mgr., P. C. Clemensen, Atlantic, Iowa
Niels A. Hansen, Kimballton, Iowa	
Thomas Christensen, Kimballton, Ia.	

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY

Directors	General Officers
Ralph Budd, Chicago, Ill.	President, Ralph Budd, Chicago, Ill.
Charles Donnelly, St. Paul, Minn.	Vice Pres., Edward Flynn, Chicago, Ill.
Charles O. Jenks, St. Paul, Minn.	Vice Pres., Horace H. Holcomb, Chicago, Ill.
William P. Kenney, St. Paul, Minn.	V. P. and Gen'l Counsel, Bruce Scott, Chicago, Ill.
Arthur Curtis James, New York, N. Y.	V. P. and Sec'y-Treas., Charles I. Sturgis, Chicago, Ill.
Grenville Kane, New York, N. Y.	Ass't to Pres., Thomas J. Thomas, Chicago, Ill.
Geo. T. Slade, New York, N. Y.	Ass't Gen'l Counsel, Edward M. Shelton, Chicago, Ill.
Stephen Birch, New York, N. Y.	Gen'l Solicitor, James Charles James, Chicago, Ill.
Frank B. Kellogg, St. Paul, Minn.	Land and Tax Com., Karl W. Fischer, Chicago, Ill.
Robert E. Wood, Chicago, Ill.	Comptroller, Herbert W. Johnson, Chicago, Ill.
Edward Flynn, Chicago, Ill.	Gen'l Auditor, Harry D. Foster, Chicago, Ill.
Bruce Scott, Chicago, Ill.	Gen'l Mgr., William F. Thiehoff, Chicago, Ill.
Charles F. Glore, Chicago, Ill.	Gen'l Mgr., James H. Aydelott, Omaha, Neb.
Wallace C. Winter, Chicago, Ill.	Chief Engineer, Albert W. Newton, Chicago, Ill.
Laird Bell, Chicago, Ill.	Supt. Motive Power, Orle E. Ward, Chicago, Ill.
Hinkley G. Atwood, Chicago, Ill.	Supt. Motive Power, Harry H. Urbach, Havelock, Neb.
R. Douglas Stuart, Chicago, Ill.	

CHICAGO GREAT WESTERN RAILROAD COMPANY

Directors	General Officers
A. W. Cutten, Chicago, Ill.	Chairman, B. E. Sunny, Chicago, Ill.
P. H. Joice, Chicago, Ill.	Vice Chairman, J. W. O'Leary, Chicago, Ill.
J. W. O'Leary, Chicago, Ill.	President, P. H. Joice, Chicago, Ill.
C. A. McCullough, Chicago, Ill.	V. P. and Sec'y, H. W. Burtness, Chicago, Ill.
S. L. Avery, Chicago, Ill.	Vice Pres., Oscar Townsend, Chicago, Ill.
R. M. Shaw, Chicago, Ill.	Gen'l Counsel, Ralph M. Shaw, Chicago, Ill.
H. M. Dawes, Chicago, Ill.	Gen'l Solicitor, W. H. Jacobs, Chicago, Ill.
B. E. Sunny, Chicago, Ill.	Treasurer, C. A. Cook, Chicago, Ill.
Milton Tootle, Jr., St. Joseph, Mo.	Gen'l Auditor, W. H. Sievers, Chicago, Ill.
M. W. Griggs, St. Paul, Minn.	Chief Engineer, W. C. Groth, Chicago, Ill.
Guy A. Thomas, Minneapolis, Minn.	Supt. Motive Power, H. W. Reinhardt, Oelwein, Iowa.
H. A. Fitch, Kansas City, Mo.	Purchasing Agent, A. C. Simmons, Chicago, Ill.
J. E. Davidson, Omaha, Neb.	Ass't to the Pres., S. M. Golden, Chicago, Ill.
E. C. Finkbine, Des Moines, Iowa	

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

Directors	General Officers
Mortimer N. Buckner, New York, N. Y.	Chairman of Bd., H. E. Byram, New York, N. Y.
Harry E. Byram, New York, N. Y.	President, H. A. Scandrett, Chicago, Ill.
Walter W. Colpitts, New York, N. Y.	Vice Pres., W. W. K. Sparrow, Chicago, Ill.
Howland S. Davis, New York, N. Y.	Vice Pres., J. T. Gillick, Chicago, Ill.
Fairman R. Dick, New York, N. Y.	Vice Pres., H. E. Pierpont, Chicago, Ill.
Frederick H. Ecker, New York, N. Y.	Executive Ass't, F. H. Johnson, Chicago, Ill.
Robert T. Swaine, New York, N. Y.	General Counsel, O. W. Dynes, Chicago, Ill.
Joshua Greene, Seattle, Wash.	General Solicitor, C. S. Jefferson, Chicago, Ill.
Henry A. Scandrett, Chicago, Ill.	Special Counsel, H. H. Field, Chicago, Ill.
W. W. K. Sparrow, Chicago, Ill.	Comptroller, W. V. Wilson, Chicago, Ill.
	Treasurer, J. Dickie, Chicago, Ill.
	Secretary, T. W. Burtness, Chicago, Ill.
	Gen'l Mgr., O. N. Harsted, Chicago, Ill.
	Gen'l Mgr., C. H. Buford, Seattle, Wash.
	Vice Pres., H. B. Earling, Seattle, Wash.

CHICAGO AND NORTH WESTERN RAILWAY COMPANY

Directors	General Officers
Frederick W. Vanderbilt, New York, N. Y.	President, Fred W. Sargent, Chicago, Ill.
Harold S. Vanderbilt, New York, N. Y.	Chairman Finance, Harold S. Vanderbilt, New York, N. Y.
Arthur S. Pierce, New York, N. Y.	V. P. and Secretary, Barrat Conway, Chicago, Ill.
W. Seward Webb, New York, N. Y.	Vice Pres., Arthur S. Pierce, New York, N. Y.
Marshall Field, New York, N. Y.	Land Commissioner, Howard S. Larimer, Chicago, Ill.
Samuel A. Lynde, Chicago, Ill.	V. P. and Gen'l Counsel, Samuel H. Cady, Chicago, Ill.
Charles W. Nash, Kenosha, Wis.	V. P. and Ch'rg. Traffic, Henry W. Byers, Chicago, Ill.
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W. Rufus Abbott, Chicago, Ill.	Treasurer, Harry W. Rush, New York, N. Y.
Samuel H. Cady, Chicago, Ill.	Comptroller, Charles Jensch, Chicago, Ill.
Albert A. Sprague, Chicago, Ill.	Gen'l Supt., Edred B. Hall, Chicago, Ill.
Barrett Conway, Chicago, Ill.	Gen'l Mgr., George B. Viles, Chicago, Ill.
W. Dale Clark, Omaha, Neb.	Gen'l Supt., Robert E. Terpning, Chicago, Ill.
Harry W. Rush, New York, N. Y.	Gen'l Supt., Harry E. Dickinson, Omaha, Neb.
Walter J. Kohler, Kohler, Wis.	Chief Engineer, Chester T. Dike, Chicago, Ill.
	Gen'l Solicitor, William T. Faricy, Chicago, Ill.
	Gen'l Auditor, Charles D. Brandriff, Chicago, Ill.
	Tax Com'r, Roy S. Miller, Chicago, Ill.
	Purchasing Agt., Eugene A. Clifford, Chicago, Ill.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY CO.

Directors	General Officers
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Marshall Field, New York, N. Y.	V. P. and Gen'l Counsel, Samuel H. Cady, Chicago, Ill.
W. Dale Clark, Omaha, Neb.	V. P. and Ass't Sec'y, Arthur S. Pierce, New York, N. Y.
Frederick W. Vanderbilt, New York, N. Y.	V. P. and Gen'l Mgr., Carl R. Gray, Jr., St. Paul, Minn.
W. Seward Webb, New York, N. Y.	V. P. and Traffic Mgr., Albion M. Fenton, St. Paul, Minn.
Samuel A. Lynde, Chicago, Ill.	Secretary, Barret Conway, Chicago, Ill.
Fred W. Sargent, Chicago, Ill.	Treas. and Ass't Sec'y, Harry W. Bush, New York, N. Y.
Albert A. Sprague, Chicago, Ill.	Gen'l Solicitor, William T. Farley, Chicago, Ill.
Samuel H. Cady, Chicago, Ill.	Gen'l Supt. Motive Power, Edred B. Hall, Chicago, Ill.
Walter J. Kohler, Kohler, Wis.	Comptroller, Charles Jenach, Chicago, Ill.
Arthur S. Pierce, New York, N. Y.	Gen'l Auditor, Arthur R. Seder, St. Paul, Minn.
W. Rufus Abbott, Chicago, Ill.	Freight Traffic Mgr., Edward A. Donnelly, Minneapolis, Minn.
Charles W. Nash, Kenosha, Wis.	Passenger Traffic Mgr., Edward L. Farlee, St. Paul, Minn.
	Tax Commissioner, William Mueller, St. Paul, Minn.

THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD COMPANY

Directors	General Officers
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E. N. Brown, New York, N. Y.	Trustee, James E. Gorham, Chicago, Ill.
W. H. Burns, Chicago, Ill.	Trustee, Joseph B. Fleming, Chicago, Ill.
Charles Hayden, New York, N. Y.	Gen'l Counsel, M. L. Bell, Chicago, Ill.
Charles S. McCall, New York, N. Y.	Gen'l Solicitor, W. F. Dickinson, Chicago, Ill.
A. C. Rearick, New York, N. Y.	Ass't Gen'l Counsel, W. F. Peter, Chicago, Ill.
H. G. Clark, Chicago, Ill.	Sec'y-Treas., Carl Nyquist, Chicago, Ill.
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James Bruce, Baltimore, Md.	Operating Officer, L. C. Fritch, Chicago, Ill.
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J. E. Gorman, Chicago, Ill.	Freight Traf. Mgr., Arthur Mackenzie, Chicago, Ill.
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C. H. Harrison, Jr., Chicago, Ill.	Gen'l Mgr., H. L. Reed, Kansas City, Mo.
F. W. Scott, Richmond, Va.	Chief Engineer, W. H. Peterson, Chicago, Ill.
	Supt. Motive Power, P. J. Colligan, Chicago, Ill.
	President, J. E. Gorham, Chicago, Ill.

ST. PAUL AND KANSAS CITY SHORT LINE RAILROAD COMPANY

Directors	General Officers
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L. C. Fritch, Chicago, Ill.	Trustee, James E. Gorham, Chicago, Ill.
Carl Nyquist, Chicago, Ill.	Trustee, Joseph B. Fleming, Chicago, Ill.
W. H. Burns, Chicago, Ill.	Sec'y-Treasurer, Carl Nyquist, Chicago, Ill.
M. L. Bell, New York, N. Y.	Gen'l Counsel, M. L. Bell, Chicago, Ill.
	Auditor, W. H. Burns, Chicago, Ill.
	President, J. E. Gorman, Chicago, Ill.

GREAT NORTHERN RAILWAY COMPANY

Directors	General Officers
Stephen Baker, New York, N. Y.	President, W. P. Kenney, St. Paul, Minn.
Vincent Astor, New York, N. Y.	V. P. Traffic, H. H. Brown, St. Paul, Minn.
Arthur Curtis James, New York, N. Y.	V. P. Operating, C. O. Jenks, St. Paul, Minn.
E. E. Loomis, New York, N. Y.	V. P. and Gen'l Counsel, F. G. Dorety, St. Paul, Minn.
Joseph Chapman, Minneapolis, Minn.	Sec'y and Treas., F. L. Paetzold, St. Paul, Minn.
S. M. Archer, Minneapolis, Minn.	Comptroller, Geo. H. Hess, Jr., St. Paul, Minn.
R. C. Lilly, St. Paul, Minn.	Chief Engineer, J. R. W. Davis, St. Paul, Minn.
Louis W. Hill, St. Paul, Minn.	Purchasing Agent, A. H. Lillengren, St. Paul, Minn.
F. E. Weyerhaeuser, St. Paul, Minn.	Gen'l Auditor, V. P. Turnburke, St. Paul, Minn.
W. P. Kenney, St. Paul, Minn.	Tax Com'r, James T. Maher, St. Paul, Minn.
Thomas A. Marlow, Helena, Mont.	Gen'l Mgr., F. J. Gavin, Duluth, Minn.
Frank F. Henry, Buffalo, N. Y.	Gen'l Mgr., J. H. O'Neill, Seattle, Wash.
	Vice Pres., L. C. Gilman, Seattle, Wash.
	Vice Pres., N. Terhune, New York, N. Y.

ILLINOIS CENTRAL RAILROAD COMPANY

Directors	General Officers
Henry Horner, Springfield, Ill.	President, L. A. Downs, Chicago, Ill.
Charles A. Monroe, Chicago, Ill.	Senior Vice Pres., J. L. Beven, Chicago, Ill.
Lawrence A. Downs, Chicago, Ill.	V. P. and Gen'l Mgr., W. Atwill, Chicago, Ill.
Stanley Field, Chicago, Ill.	V. P. Traffic, C. C. Cameron, Chicago, Ill.
Jerome J. Hanauer, New York, N. Y.	V. P. Accts. and Treas., G. J. Bunting, Chicago, Ill.
Vincent Astor, New York, N. Y.	V. P. Purchasing, A. C. Mann, Chicago, Ill.
Cornelius Vanderbilt, New York,	V. P. Construction, F. L. Thompson, Chicago, Ill.
George Adams Ellis, New York, N. Y.	General Counsel, E. C. Craig, Chicago, Ill.
John D. Peabody, New York, N. Y.	Sec'y and Treas. Executive, R. E. Connolly, New York, N. Y.
Eugene W. Stetson, New York, N. Y.	Gen'l Solicitor, V. W. Foster, Chicago, Ill.
William Averell Harriman, Harri-	Gen'l Solicitor, C. N. Burch, Memphis, Tenn.
man, N. Y.	Comptroller, W. B. McKinstry, Chicago, Ill.
Robert Walton Goelet, Newport,	Chief Engineer, A. F. Blaess, Chicago, Ill.
R. I.	Land and Tax Comr., F. A. Hogberg, Chicago, Ill.
Robert E. Connolly, New York,	Supt. Motive Power, F. R. Mays, Chicago, Ill.
N. Y.	Gen'l Supt. Transpn., J. B. Porterfield, Chicago, Ill.

DUBUQUE AND SIOUX CITY RAILROAD COMPANY

Directors	General Officers
Vincent Astor, New York, N. Y.	President, L. A. Downs, Chicago, Ill.
R. W. Goelet, New York, N. Y.	Vice Pres., J. L. Beven, Chicago, Ill.
Cornelius Vanderbilt, New York, N. Y.	Vice Pres., W. Atwill, Chicago, Ill.
George A. Ellis, New York, N. Y.	Vice Pres., G. J. Bunting, Chicago, Ill.
C. E. Kuck, New York, N. Y.	Vice Pres., A. C. Mann, Chicago, Ill.
R. E. Connolly, New York, N. Y.	Vice Pres., F. L. Thompson, Chicago, Ill.
H. M. Risely, New York, N. Y.	Vice Pres., C. C. Cameron, Chicago, Ill.
E. W. Stetson, New York, N. Y.	General Counsel, E. C. Craig, Chicago, Ill.
Wm. A. Harriman, Harriman, N. Y.	Ass't Secretary, Burt A. Beck, Chicago, Ill.
C. A. Monroe, Chicago, Ill.	Secretary, F. E. Couch (Miss.), Dubuque, Iowa
L. A. Downs, Chicago, Ill.	Ass't Sec'y, R. E. Connolly, New York, N. Y.
J. L. Beven, Chicago, Ill.	Treasurer, R. E. Connolly, New York, N. Y.
John T. Adams, Dubuque, Iowa	Ass't Treasurer, F. E. Couch (Miss.), Dubuque, Iowa
John D. Peabody, New York, N. Y.	
G. J. Bunting, Chicago, Ill.	

MANCHESTER AND ONEIDA RAILWAY COMPANY

Directors	General Officers
Chas. J. Seeds, Manchester, Iowa	President, Hubert Carr, Manchester, Iowa
Geo. W. Dunham, Manchester, Iowa	Vice Pres., C. J. Hockaday, Manchester, Iowa
Hubert Carr, Manchester, Iowa	Secretary, Chas. McCormick, Manchester, Iowa
C. J. Hockaday, Manchester, Iowa	Treasurer, F. B. Wilson, Manchester, Iowa
T. J. Mathews, Manchester, Iowa	Auditor, Chas. J. Seeds, Manchester, Iowa
F. B. Wilson, Manchester, Iowa	Gen'l Counsel, Geo. W. Dunham, Manchester, Ia.
A. B. Hutchinson, Manchester, Iowa	Mgr. Traffic, C. J. Boardway, Manchester, Iowa
Chas. McCormick, Manchester, Iowa	Superintendent, C. J. Hockaday, Manchester, Ia.
Don A. Preussner, Manchester, Iowa	Gen'l Frt. Agt., A. B. Hutchinson, Manchester, Iowa.
	Chairman Board, Hubert Carr, Manchester, Iowa
	Gen'l Pass. Agt., Hubert Carr, Manchester, Iowa

THE MINNEAPOLIS AND SAINT LOUIS RAILROAD COMPANY

Directors	General Officers
L. C. Sprague, Minneapolis, Minn.	Co. Receiver, L. C. Sprague, Minneapolis, Minn.
John Junell, Minneapolis, Minn.	Co. Receiver, John Junell, Minneapolis, Minn.
F. A. Chamberlain, Minneapolis, Minn.	Agt. for Co. Receivers, W. B. Davids, New York, N. Y.
C. W. Wright, Minneapolis, Minn.	Counsel for Co. Receivers, C. W. Wright, Minneapolis, Minn.
S. B. November, Baltimore, Md.	Gen'l Auditor, G. A. Anderson, Minneapolis, Minn.
P. V. Davis, New York, N. Y.	Treasurer, H. Johns, Minneapolis, Minn.
W. B. Davids, New York, N. Y.	Gen'l Mgr., J. W. Devins, Minneapolis, Minn.
W. P. Hawley, New York, N. Y.	Traffic Mgr., B. F. Moffatt, Minneapolis, Minn.
W. S. Crandall, New York, N. Y.	Chief Engineer, R. G. Kenly, Minneapolis, Minn.
C. K. Seymour, New York, N. Y.	
F. M. Tompkins, New York, N. Y.	
C. E. Harris New York, N. Y.	

UNION PACIFIC RAILROAD COMPANY

Directors	General Officers
W. A. Harriman, New York, N. Y.	Chm. Board of Directors, W. A. Harriman, New York, N. Y.
Henry W. Clark, New York, N. Y.	Chm. Ex. Committee, F. W. Charske, New York, N. Y.
Henry Bruere, New York, N. Y.	V. P. and Gen'l Counsel, Henry W. Clark, New York, N. Y.
Newcomb Carlton, New York, N. Y.	Sec'y and Treas., E. G. Smith, New York, N. Y.
F. W. Charske, New York, N. Y.	Comptroller, L. J. Tracy, New York, N. Y.
Robert W. Goelet, New York, N. Y.	President, Carl R. Gray, Omaha, Neb.
Robert A. Lovett, New York, N. Y.	Ex. Vice Pres., W. M. Jeffers, Omaha, Neb.
James H. Perkins, New York, N. Y.	V. P. in Charge of Traffic, F. W. Robinson, Omaha, Neb.
C. B. Seger, New York, N. Y.	Val. and Com. Counsel, J. M. Souby, Omaha, Neb.
Charles A. Stone, New York, N. Y.	Frt. Traffic Mgr., R. R. Mitchell, Omaha, Neb.
James P. Warburg, New York, N. Y.	Pass. Traffic Mgr., W. S. Basinger, Omaha, Neb.
Herbert J. Grant, Salt Lake City, Utah	Gen'l Auditor, H. A. Toland, Omaha, Neb.
Carl R. Gray, Omaha, Neb.	Chief Engineer, H. C. Mann, Omaha, Neb.
E. Roland Harriman, New York, N. Y.	Gen'l Mgr., N. A. Williams, Omaha, Neb.
Donald M. Nelson, Chicago, Ill.	Gen'l Solicitor, C. A. Magaw, Omaha, Neb.
	Auditor, C. J. Merriam, Omaha, Neb.
	Land Com'r, A. H. Scribner, Omaha, Neb.
	Tax Officer, W. H. Hulsizer, Omaha, Neb.

WABASH RAILWAY COMPANY

Directors	General Officers
<p>Winslow S. Pierce, New York, N. Y. Robert Goelet, New York, N. Y. Henry Rogers Winthrop, New York, N. Y. George W. Davison, New York, N. Y. J. Leonard Replogle, New York, Arthur K. Atkinson, New York, N. Y. William D. Steele, New York, N. Y. James S. Crutchfield, Pittsburgh, Pa. Walter S. Franklin, Philadelphia, Pa. Augustus E. Staley, Decatur, Ill. Edward D. Stair, Detroit, Mich. Melvin W. Ellis, Charles City, Iowa Allen P. Green, Mexico, Mo. Norman B. Pitcairn, St. Louis, Mo.</p>	<p>Receivers, Norman B. Pitcairn, St. Louis, Mo.; Frank C. Nicodemus, Jr., New York, N. Y. Gen'l Counsel, N. S. Brown, St. Louis, Mo. Chief Traffic Officer, W. C. Maxwell, St. Louis, Mo. Treasurer, A. K. Atkinson, New York, N. Y. Chief Acctg. Officer, J. W. Newell, St. Louis, Mo. Gen'l Auditor, G. E. Bramon, St. Louis, Mo. Chief Oper. Officer, S. E. Cotter, St. Louis, Mo. Gen'l Mgr., G. H. Sido, St. Louis, Mo. Chief Engineer, E. L. Congar, St. Louis, Mo. Supt. Motive Power, G. F. Hess, Decatur, Ill.</p>

OF TERMINAL RAILWAY AND SWITCHING COMPANIES

BURLINGTON, MUSCATINE & NORTH WESTERN RAILWAY CO.

Directors	General Officers
<p>E. L. Tobie, Muscatine, Iowa John M. Kemble, Muscatine, Iowa Frank H. Collins, Chicago, Ill. David O. True, Chicago, Ill. Elmer A. Webber, Chicago, Ill.</p>	<p>President, E. L. Tobie, Muscatine, Iowa Vice Pres., Frank H. Collins, Chicago, Ill. Secretary, J. M. Kemble, Muscatine, Iowa Treasurer, E. C. De Wolfe, Chicago, Ill.</p>

DAVENPORT, ROCK ISLAND AND NORTH WESTERN RAILWAY COMPANY

Directors	General Officers
<p>J. T. Gillick, Chicago, Ill. O. N. Harstad, Chicago, Ill. Ralph Budd, Chicago, Ill. W. F. Thiehoff, Chicago, Ill. E. Flynn, Chicago, Ill. H. F. Gibson, Savanna, Ill. C. D. Waterman, Davenport, Iowa</p>	<p>President, E. Flynn, Chicago, Ill. Vice Pres., J. T. Gillick, Chicago, Ill. Ass't Secretary, A. T. Williams, Chicago, Ill. Auditor, Sec'y and Treasurer, J. P. Harrison, Davenport, Iowa. Gen'l Mgr., F. S. Weisbrook, Davenport, Iowa</p>

DES MOINES TERMINAL COMPANY

Directors	General Officers
<p>F. C. Hubbell, Des Moines, Iowa G. C. Hubbell, Des Moines, Iowa J. W. Hubbell, Des Moines, Iowa F. O. Thompson, Des Moines, Iowa O. P. Thompson, Des Moines, Iowa</p>	<p>President, F. C. Hubbell, Des Moines, Iowa Vice Pres., Jas. W. Hubbell, Des Moines, Iowa Sec'y-Treasurer, F. O. Thompson, Des Moines, Ia. Ass't Sec'y-Treas. O. P. Thompson, Des Moines, Iowa Auditor, R. S. Ruemper, Des Moines, Iowa</p>

DES MOINES UNION RAILWAY COMPANY

Directors	General Officers
J. T. Gillick, Chicago, Ill.	President, J. T. Gillick, Chicago, Ill.
N. B. Pitcairn, St. Louis, Mo.	Vice Pres., Norman B. Pitcairn, St. Louis, Mo.
N. S. Brown, St. Louis, Mo.	Secretary, T. S. Ford, Des Moines, Iowa
S. E. Cotter, St. Louis, Mo.	Auditor, T. S. Ford, Des Moines, Iowa
J. W. Howell, Des Moines, Iowa	Treasurer, W. A. Hahnen, Des Moines, Iowa
H. W. Warren, Des Moines, Iowa	Gen'l Attorney, John N. Hughes, Jr., Des Moines, Iowa
J. N. Hughes, Des Moines, Iowa	Gen'l Mgr., J. A. Wagner, Des Moines, Iowa
A. C. Pearsall, Des Moines, Iowa	Chief Engineer, A. L. Morgan, Des Moines, Iowa

DES MOINES WESTERN RAILWAY COMPANY

Directors	General Officers
F. C. Hubbell, Des Moines, Iowa	President, F. C. Hubbell, Des Moines, Iowa
G. C. Hubbell, Des Moines, Iowa	Vice Pres., J. W. Hubbell, Des Moines, Iowa
J. W. Hubbell, Des Moines, Iowa	Sec'y-Treasurer, F. O. Thompson, Des Moines, Iowa
F. O. Thompson, Des Moines, Iowa	Ass't Sec'y-Treas., O. P. Thompson, Des Moines, Iowa
O. P. Thompson, Des Moines, Iowa	Auditor, R. S. Ruemper, Des Moines, Iowa

IOWA TRANSFER RAILWAY COMPANY

Directors	General Officers
F. C. Hubbell, Des Moines, Iowa	President, F. C. Hubbell, Des Moines, Iowa
J. A. Wagner, Des Moines, Iowa	Vice President, C. J. Connett, Burlington, Iowa
J. G. Gamble, Des Moines, Iowa	Sec'y-Treas. and Gen'l Mgr., J. A. Wagner, Des Moines, Iowa
F. A. Bogue, Des Moines, Iowa	Gen'l Counsel, J. G. Gamble, Des Moines, Iowa
C. J. Connett, Burlington, Iowa	Auditor, T. S. Ford, Des Moines, Iowa
H. W. Burtness, Chicago, Ill.	

SIOUX CITY TERMINAL RAILWAY COMPANY

Directors	General Officers
G. F. Silknitter, Sioux City, Iowa	President, G. F. Silknitter, Sioux City, Iowa
Wm. Milchrist, Sioux City, Iowa	Vice Pres., Wm. Milchrist, Sioux City, Iowa
H. H. Burdick, Sioux City, Iowa	Sec'y and Treas., H. C. Anderson, Sioux City, Iowa
R. M. Harben, Sioux City, Iowa	Supt., H. H. Burdick, Sioux City, Iowa
W. B. Treynor, Chicago, Ill.	Traffic Mgr., R. M. Harben, Sioux City, Iowa
A. G. Sam, Sioux City, Iowa	
W. K. Wright, Chicago, Ill.	
Lester Armour, Chicago, Ill.	
P. D. Armour, Chicago, Ill.	

OF RAILWAY BRIDGE COMPANIES

DUNLEITH AND DUBUQUE BRIDGE COMPANY

Directors	General Officers
L. A. Downs, Chicago, Ill.	President, L. A. Downs, Chicago, Ill.
J. L. Beven, Chicago, Ill.	Vice Pres., J. L. Beven, Chicago, Ill.
G. J. Bunting, Chicago, Ill.	Vice Pres., W. Atwill, Chicago, Ill.
E. C. Craig, Chicago, Ill.	Vice Pres., G. J. Bunting, Chicago, Ill.
Burt A. Beck, Chicago, Ill.	Vice Pres., C. C. Cameron, Chicago, Ill.
	Gen'l Counsel, E. C. Craig, Chicago, Ill.
	Secretary, F. E. Couch, (Miss.) Dubuque, Iowa
	Ass't Secretary, Burt A. Beck, Chicago, Ill.
	Ass't Secretary, R. E. Connolly, New York, N. Y.
	Treasurer, R. E. Connolly, New York, N. Y.
	Comptroller, W. B. McKinstry, Chicago, Ill.

KEOKUK AND HAMILTON BRIDGE COMPANY

Directors	General Officers
Royal D. Edsell, New York, N. Y. Edwin F. Galley, Philadelphia, Pa. J. O. Boyd, Keokuk, Iowa Samuel S. Hall, Jr., New York, N. Y. W. Heyward Myers, Jr., Philadelphia, Pa. Robert A. Franks, New York, N. Y. John C. Wallace, Philadelphia, Pa.	President, Royal D. Edsell, 535 5th Ave., New York City Vice Pres., Samuel S. Hall, Jr., 522 5th Ave., New York City Sec'y and Treas., Durant R. Miller, 522 5th Ave., New York City.

OMAHA BRIDGE AND TERMINAL RAILWAY COMPANY

Directors	General Officers
L. A. Downs, Chicago, Ill. J. L. Beven, Chicago, Ill. G. J. Bunting, Chicago, Ill. E. C. Craig, Chicago, Ill. Burt A. Beck, Chicago, Ill.	President, L. A. Downs, Chicago, Ill. Vice Pres., J. L. Beven, Chicago, Ill. Vice Pres., W. Atwill, Chicago, Ill. Vice Pres., G. J. Bunting, Chicago, Ill. Gen'l Counsel, E. C. Craig, Chicago, Ill. Secretary, B. A. Beck, Chicago, Ill. Ass't Secretary, John R. Webster, Omaha, Neb. Comptroller, W. B. McKinstry, Chicago, Ill. Treasurer, G. J. Bunting, Chicago, Ill. Asst. Treasurer, Otto F. Nau, Chicago, Ill.

SIOUX CITY BRIDGE COMPANY

Directors	General Officers
Fred W. Sargent, Chicago, Ill. Samuel H. Cady, Chicago, Ill. Charles Jensch, Chicago, Ill. William F. White, Chicago, Ill. Barret Conway, Chicago, Ill. George W. Hand, Chicago, Ill. Bradford W. Carlton, Chicago, Ill.	President, Fred W. Sargent, Chicago, Ill. Vice Pres., Carl R. Gray, Jr., St. Paul, Minn. Vice Pres., Charles Jensch, Chicago, Ill. Secretary, Barret Conway, Chicago, Ill. Ass't Secretary, William F. White, Chicago, Ill. Treasurer, Frederick O. Linstead, Chicago, Ill. Ass't Treasurer, Harry S. Aldridge, Chicago, Ill. Comptroller, Charles Jensch, Chicago, Ill. Gen'l Counsel, Samuel H. Cady, Chicago, Ill. Gen'l Auditor, C. D. Brandriff, Chicago, Ill.

OF ELECTRIC INTERURBAN RAILWAY COMPANIES

CEDAR RAPIDS AND MARION CITY RAILWAY COMPANY

Directors	General Officers
Glenn M. Averill, Cedar Rapids, Ia. Charles S. McCain, Chicago, Ill. B. J. Denman, Chicago, Ill. L. H. Stubbs, Cedar Rapids, Iowa Don Barnes, Cedar Rapids, Iowa Frank C. Welch, Cedar Rapids, Ia. E. C. Allen, Cedar Rapids, Iowa	President, Glenn M. Averill, Cedar Rapids, Iowa 1st Vice Pres., Charles S. McCain, Chicago, Ill. 2nd Vice Pres., B. J. Denman, Chicago, Ill. 3rd Vice Pres., Don Barnes, Cedar Rapids, Iowa Treasurer, L. H. Heinke, Chicago, Ill. Secretary, E. C. Allen, Cedar Rapids, Iowa Gen'l Mgr., E. C. Allen, Cedar Rapids, Iowa Auditor and Ass't Treas., C. Fred Meyer, Cedar Rapids, Iowa Gen'l Counsel, Don Barnes, Cedar Rapids, Iowa Master Mechanic, E. E. Stephen, Cedar Rapids, Iowa Supt. Transportation, Robert Leith, Cedar Rapids, Iowa

CHARLES CITY WESTERN RAILWAY COMPANY

Directors	General Officers
M. W. Ellis, Charles City, Iowa W. H. Fairbanks, Charles City, Ia. J. F. Christiansen, Charles City, Ia. E. L. Walleser, Charles City, Ia. O. Sivright, Charles City, Ia. F. W. Fisher, Charles City, Iowa Frank Brunner, Nora Springs, Ia.	President, M. W. Ellis, Charles City, Iowa Treasurer, C. Sivright, Charles City, Iowa Secretary, W. H. Fairbanks, Charles City, Iowa V. P. and Gen'l Mgr., J. F. Christiansen, Charles City, Iowa

CLINTON, DAVENPORT AND MUSCATINE RAILWAY COMPANY

Directors	General Officers
B. J. Denman, Chicago, Ill. J. G. Huntoon, Davenport, Ia. H. E. Littig, Davenport, Ia. R. J. Smith, Davenport, Ia. R. B. MacDonald, Moline, Ill.	President, B. J. Denman, Chicago, Ill. Vice Pres., R. B. MacDonald, Moline, Ill. Vice Pres., J. G. Huntoon, Davenport, Iowa Vice Pres., R. J. Smith, Davenport, Iowa Secretary, H. E. Littig, Davenport, Iowa Treasurer, H. E. Weeks, Davenport, Iowa Gen'l Mgr., R. J. Smith, Davenport, Iowa

DES MOINES AND CENTRAL IOWA RAILROAD

Directors	General Officers
B. L. Goldberg, Chicago, Ill. A. P. Jenks, Chicago, Ill. C. N. Hebner, Chicago, Ill. H. A. Benjamin, Des Moines, Iowa C. W. Gifford, Des Moines, Ia.	President, H. A. Benjamin, Des Moines, Iowa 1st Vice Pres., C. N. Hebner, Chicago, Ill. 2nd Vice Pres., C. W. Gifford, Des Moines, Iowa Secretary, C. N. Hebner, Chicago, Ill. Treas. and Gen'l Auditor, E. B. Bieghler, Des Moines, Iowa Chief Engineer, W. L. Wilson, Des Moines, Iowa Supt. of Transportation, C. H. McMurray, Des Moines, Iowa Attorney, C. R. Bennett, Des Moines, Iowa

FORT DODGE, DES MOINES AND SOUTHERN RAILROAD COMPANY

Directors	General Officers
W. R. Dyer, Boone, Ia. Homer Loring, Boston, Mass. J. J. Rodell, Providence, R. I. C. H. Crooks, Boone, Ia. F. M. Johnston, Boone, Ia.	Receiver, C. H. Crooks, Boone, Iowa Sec'y, Treas., Auditor for Receiver, F. M. Johnston, Boone, Iowa Gen'l Counsel for Receiver, W. R. Dyer, Boone, Iowa Chief Engineer for Receiver, R. L. Cooper, Boone, Iowa Master Mechanic for Receiver, John Duncan, Boone, Iowa Superintendent, C. M. Kelly, Boone, Iowa

IOWA ELECTRIC LIGHT AND POWER COMPANY

Directors	General Officers
Isaac B. Smith, Cedar Rapids, Ia. Sutherland Dows, Cedar Rapids, Ia. James A. Reed, Kansas City, Mo. Carl Myers, Cedar Rapids, Ia. F. C. Chambers, Cedar Rapids, Ia. R. S. Cook, Cedar Rapids, Ia. Eugene M. Pinney, Cedar Rapids, Ia. Lumer Severa, Cedar Rapids, Ia. Dr. W. J. Morrison, Cedar Rapids, Ia. Dr. John Hamilton, Cedar Rapids, Ia. Charles J. McCall, Boone, Ia. Hans Peterson, Marshalltown, Ia. L. V. Bower, Winnetka, Ill. Frank C. Byers, Cedar Rapids, Ia. Howard R. Green, Cedar Rapids, Ia.	President, Isaac B. Smith, Cedar Rapids, Iowa Vice Pres., Sutherland Dows, Cedar Rapids, Iowa Vice Pres., James A. Reed, Kansas City, Mo. Vice Pres., F. C. Chambers, Cedar Rapids, Iowa Secretary, C. S. Woodward, Cedar Rapids, Iowa Treasurer, Carl Myers, Cedar Rapids, Iowa Ass't Treas., H. W. White, Cedar Rapids, Iowa

IOWA SOUTHERN UTILITIES COMPANY OF DELAWARE

Directors	General Officers
Geo. M. Bechtel, Davenport, Ia. H. R. Bechtel, Davenport, Ia. H. H. Polk, Des Moines, Ia. E. F. Bulmahn, Centerville, Ia. Edward de Rivera, New York, N. Y. Dawson Brande, Minneapolis, Minn.	President, E. T. Bulmahn, Centerville, Iowa Vice Pres., Edward de Rivera, 115 Broadway, New York City Secretary, H. R. Bechtel, Davenport, Iowa Treasurer, E. F. Bulmahn, Centerville, Iowa Gen'l Mgr., E. T. Bulmahn, Centerville, Iowa Gen'l Auditor, Edward L. Shutts, Centerville, Ia. Gen'l Supt., H. W. Deininger, Centerville, Iowa Traffic Mgr., H. O. Kelley, Centerville, Iowa

MASON CITY AND CLEAR LAKE RAILROAD COMPANY

Directors	General Officers
F. J. Hanlon, Mason City, Iowa B. J. Denman, Chicago, Ill. B. J. Olsen, Chicago, Ill. L. H. Heinke, Chicago, Ill. F. F. Kelley, Chicago, Ill.	President, B. J. Denman, Chicago, Ill. V. P. and Secretary, F. J. Hanlon, Mason City, Iowa Gen'l Mgr., F. J. Hanlon, Mason City, Iowa Auditor, F. E. Wells, Mason City, Iowa Treasurer, L. H. Heinke, Chicago, Ill. Asst. Treas. and Sec'y, B. J. Olson, Chicago, Ill. Asst. Treas. and Sec'y, F. F. Kelley, Chicago, Ill.

TAMA AND TOLEDO RAILROAD COMPANY

Directors	General Officers
Isaac B. Smith, Cedar Rapids, Iowa Sutherland Dows, Cedar Rapids, Iowa J. P. Walters, Toledo, Iowa G. H. Struble, Toledo, Iowa F. L. Whitford, Toledo, Iowa	President, Isaac B. Smith, Cedar Rapids, Iowa Vice Pres., Sutherland Dows, Cedar Rapids, Ia. Secretary, C. S. Woodward, Cedar Rapids, Iowa Treasurer, C. S. Woodward, Cedar Rapids, Iowa Gen'l Mgr., J. P. Walters, Toledo, Iowa Gen'l Auditor, Carl Myers, Cedar Rapids, Iowa

WATERLOO, CEDAR FALLS AND NORTHERN RAILWAY COMPANY

Directors	General Officers
C. M. Cheney, Waterloo, Iowa	President, O. M. Cheney, Waterloo, Iowa
C. D. Cass, Waterloo, Iowa	Vice Pres., C. D. Cass, Waterloo, Iowa
J. B. Knowles, Waterloo, Iowa	Sec'y-Treas. and Auditor, J. B. Knowles, Waterloo, Iowa
G. E. Hise, Des Moines, Iowa	Gen'l Counsel, B. F. Swisher, Waterloo, Iowa
E. V. Kane, Philadelphia, Pa.	Chief Engineer, T. E. Rust, Waterloo, Iowa
	Superintendent, E. R. Bitterly, Waterloo, Iowa
	Traffic Mgr., S. W. Hansen, Waterloo, Iowa
	Purch. Agent, Arline Klein, Waterloo, Iowa
	Storekeeper, J. H. Greelis, Waterloo, Iowa

RAILWAY EXPRESS AGENCY, INCORPORATED

Directors	General Officers
Samuel T. Bledsoe, Chicago, Ill.	President, L. O. Head, New York, N. Y.
Frederick E. Williamson, New York, N. Y.	Vice Pres., E. M. Whittle, San Francisco, Calif.
Lyman Delano, New York, N. Y.	Executive Ass't, W. K. Weaver, New York, N. Y.
Leon O. Head, New York, N. Y.	Vice Pres., C. D. Summy, Chicago, Ill.
Hale Holden, New York, N. Y.	Vice Pres., W. W. Owens, Atlanta, Ga.
Thomas M. Schumacher, New York, N. Y.	Vice Pres., C. R. Graham, New York, N. Y.
Edward G. Buckland, New Haven, Conn.	Vice Pres., Geo. S. Lee, New York, N. Y.
Charles Donnelly, St. Paul, Minn.	Vice Pres., Charles A. Lutz, New York, N. Y.
Scott M. Loftin, Jacksonville, Fla.	Vice Pres., L. R. Gwyn, New York, N. Y.
Charles E. Denney, Cleveland, Ohio	Secretary, E. R. Merry, Jr., New York, N. Y.
Lawrence A. Downs, Chicago, Ill.	V. P. and Treas., W. B. Clark, New York, N. Y.
Carl R. Gray, Omaha, Neb.	V. P. and Gen'l Counsel, H. S. Marx, New York, N. Y.
Martin W. Clement, Philadelphia, Pa.	General Auditor, Paul Gross, Jr., Chicago, Ill.
Charles T. O'Neal, Chicago, Ill.	General Auditor, H. M. Sowle, Chattanooga, Tenn.
George M. Shriver, Baltimore, Md.	General Auditor, H. D. Freeman, New York, N. Y.

OF BUS COMPANIES

BURLINGTON TRANSPORTATION COMPANY

OFFICERS

President, Ralph Budd	Chicago, Ill.
Vice President, W. E. Fuller	Chicago, Ill.
Secretary-Treasurer, C. I. Sturgis	Chicago, Ill.
General Attorney, E. M. Shelton	Chicago, Ill.
Auditor, H. W. Johnson	Chicago, Ill.
General Manager, H. W. Stewart	Chicago, Ill.

CLINTON, DAVENPORT & MUSCATINE RAILWAY COMPANY

OFFICERS

President, B. J. Denman	Chicago, Ill.
Vice President and General Manager, R. J. Smith	Davenport, Iowa
Secretary, H. E. Littig	Davenport, Iowa
Treasurer, H. E. Weeks	Davenport, Iowa

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

OFFICERS

President, H. A. Scandrett	Chicago, Ill.
Vice President, W. W. K. Sparrow	Chicago, Ill.
Vice President, J. T. Gillick	Chicago, Ill.
Vice President, H. E. Pierpont	Chicago, Ill.
Vice President, H. B. Earling	Seattle, Wash.
Vice President, R. J. Maroney	New York, N. Y.
Secretary, T. W. Burtness	Chicago, Ill.
Treasurer, John Diekie	Chicago, Ill.
Comptroller, Walter V. Wilson	Chicago, Ill.
Tax Commissioner, A. S. Dudley	Milwaukee, Wis.

DES MOINES—WINTERSET BUS COMPANY

OFFICER

Manager, J. C. Rentro.....Des Moines, Iowa

INTERSTATE TRANSIT LINES

OFFICERS

President, R. J. Walsh.....Omaha, Nebr.
 Vice President, J. L. Haugh.....Omaha, Nebr.
 Secretary, C. B. Matthai.....Omaha, Nebr.
 Treasurer, C. T. Cullen.....Omaha, Nebr.
 Auditor, W. A. Hall.....Omaha, Nebr.
 General Auditor, H. A. Toland.....Omaha, Nebr.

OTTO AND STANLEY JACKSON

OFFICERS

President, Otto Jackson.....Washington, Iowa
 Manager, Stanley Jackson.....Oskaloosa, Iowa

JEFFERSON TRANSPORTATION COMPANY

OFFICERS

President, Edgar F. Zelle.....Minneapolis, Minn.
 Vice President, L. N. Zelle.....Minneapolis, Minn.
 Treasurer, C. A. Zelle.....Minneapolis, Minn.
 Secretary, L. P. Wakefield.....Minneapolis, Minn.

MANCHESTER AND ONEIDA RAILWAY COMPANY

OFFICERS

Vice President, C. J. Hockaday.....Manchester, Iowa
 Secretary, Chas. McCormick.....Manchester, Iowa
 Treasurer, F. B. Wilson.....Manchester, Iowa
 Auditor, Chas. J. Seeds.....Manchester, Iowa
 General Manager, Hubert Carr.....Manchester, Iowa

NORTHLAND GREYHOUND LINES, INCORPORATED, OF ILLINOIS

OFFICERS

President, C. E. Wickman.....Chicago, Ill.
 Vice President and Secretary-Treasurer, Geo. H. Hess, Jr.....St. Paul, Minn.
 Vice President and General Manager, W. J. Kay.....Minneapolis, Minn.
 General Counsel, A. L. Janes.....St. Paul, Minn.
 Secretary, Earl A. Bagby.....Minneapolis, Minn.
 Auditor, H. F. Krueger.....Minneapolis, Minn.

BLACK AND WHITE TRANSPORTATION COMPANY

OFFICER

Owner and Manager, B. J. Kramer.....Dubuque, Iowa

WATERLOO, CEDAR FALLS AND NORTHERN RAILWAY CO.

OFFICERS

President, C. M. Cheney.....Waterloo, Iowa
 Vice President, C. D. Cass.....Waterloo, Iowa
 Secretary-Treasurer and Auditor, J. B. Knowles.....Waterloo, Iowa

STATISTICS
OF
Steam Railway Companies

For the Year Ended December 31, 1935

"In the following tables all names indented are lesser companies. The Chicago, St. Paul, Minneapolis and Omaha Railway Company is controlled by the Chicago and North Western Railway Company through ownership of 93.66% of the stock.

The St. Paul & Kansas City Short Line R. R. Co. is controlled by the Chicago, Rock Island & Pacific Ry. Co. through ownership of 100% of the stock.

The Dubuque & Sioux City R. R. Co. is controlled by the Illinois Central R. R. Co. through ownership of 100% of the stock."

TABLE 1—CAPITAL STOCK—ENTIRE LINE—1935
PART 1—PAR VALUE AUTHORIZED AND OUTSTANDING AT CLOSE OF YEAR

Number	Railway Companies	Par Value of Amount Authorized		Total Par Value Outstanding at Close of Year		Total Par Value Nominally Issued and Nominally Outstanding at Close of Year		Total Par Value Actually Outstanding at Close of Year	
		Common	Preferred	Common	Preferred	In Treasury		Common	Preferred
						Common	Preferred		
1	Atchison, Topeka & Santa Fe Ry.....	\$ 282,595,800	\$ 124,199,530	\$ 242,759,500	\$ 124,199,500	\$ 53,500	\$ 26,700	\$ 242,706,000	\$ 124,172,800
2	Atlantic Northern Railway.....	150,000		111,325				111,325	
3	Chicago, Bur. & Quincy R. R.....	170,839,100		170,839,100				170,839,100	
4	Chicago Great Western R. R.....	46,000,000	50,000,000	45,246,900	47,194,750			45,209,400	47,078,500
5	Chi., Mil., St. P. and Pac. R. R.....		211,282,700		119,307,300	87,500	121,250	105,158,522	119,307,300
6	Chicago & North Western Ry.....	229,302,450	22,395,000	158,440,000	22,395,000			158,440,000	22,395,000
7	Chi., St. P., Minn. & Omaha Ry.....	21,403,200	12,646,800	21,400,974	12,646,274			18,556,767	11,259,300
8	Chi., Rock Island & Pacific Ry.....	105,000,000	65,000,000	74,877,200	54,549,489	2,844,207	1,386,974	74,359,723	54,532,789
9	St. P. & Kan. City Short L. R.R.....	50,000		50,000		517,477	16,700	50,000	
10	Great Northern Railway.....		250,000,000		249,748,350				248,558,750
11	Illinois Central R. R.....	154,445,480	34,144,880	135,799,700	18,645,700		1,189,600	135,799,492	18,645,700
12	Dubuque & Sioux City R. R.....	15,000,000		11,759,500		208		11,759,500	
13	Manchester & Oneida Railway.....	100,000		62,745				62,745	
14	Minneapolis & St. Louis R. R.....	26,000,000		25,792,600				25,273,823	
15	Union Pacific R. R.....	296,178,700	200,000,000	222,291,000	99,543,100	518,777		222,291,000	99,543,100
16	Wabash Railway.....	70,756,450	72,703,550	67,031,175	71,461,792			66,915,575	71,205,192
	Total.....	\$ 1,417,821,180	\$ 1,042,372,460	\$ 1,176,461,719	\$ 819,691,255	\$ 4,087,269	\$ 2,997,824	1,277,532,972	\$ 816,693,431

TABLE 1—CAPITAL STOCK—ENTIRE LINE—1935—Continued

PART 2—PAR VALUE REACQUIRED, DIVIDENDS PAID AND STOCKS ISSUED DURING YEAR

Number	Railway Companies	Par Value of Amount Nominally but Not Actually Issued to Close of Year		Par Value of Total Amount Reacquired After Actual Issue and Held Alive		Dividend Appropriations					
						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	Common	Preferred	To Income	To Profit and Loss
1	Atchison, Topeka & Santa Fe Ry.....	\$ 53,500	\$ 26,700			2.0	5.0	\$ 242,706,000	\$ 124,172,800	\$ 381,628	\$10,681,132
2	Atlantic Northern Railway.....										
3	Chicago, Bur. & Quincy R. R.....					2.0		170,838,700			3,416,774
4	Chicago Great Western R. R.....	36,400	38,000	1,100	83,250						
5	Chi., Mil., St. P. and Pac. R. R.....										
6	Chicago & North Western Ry.....										
7	Chi., St. P., Minn. & Omaha Ry....	2,844,207	1,386,974								
8	Chi., Rock Island & Pacific Ry.....			517,477	16,700						
9	St. P. & Kan. City Short L. R.R.....										
10	Great Northern Railway.....		1,100		1,188,500						
11	Illinois Central R. R.....			208							
12	Dubuque & Sioux City R. R.....										
13	Manchester & Oneida Railway.....										
14	Minneapolis & St. Louis R. R.....	518,777									
15	Union Pacific R. R.....					6.0	4.0	222,291,000	99,543,100	17,319,184	
16	Wabash Railway.....			115,600	256,600						
	Total.....	\$ 3,452,884	\$ 1,452,774	\$ 634,385	\$ 1,545,050			\$ 635,835,700	\$ 223,715,900	\$17,700,812	\$14,097,906

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE 1935
PART 1—STOCKS ISSUED DURING YEAR AND UNMATURED FUNDED DEBT

Railway Companies	Stocks Issued During Year				Unmatured Funded Debt				
	Par Value		Cash Value of Other Property Acquired or Services Received as Consideration for Issue		Par Value of Extent of Indebtedness Authorized	Par Value Outstanding at Close of Year	Total Par Value Nominally Issued and Nominally Outstanding at Close of Year		
	Common	Preferred	Common	Preferred			In Treasury	Pledged as Collateral	In Sinking or Other Funds
1 Atchison, Topeka & Santa Fe Ry.....					\$ 441,883,500	\$ 314,058,262	\$ 4,405,000		
2 Atlantic Northern Railway.....									
3 Chicago, Bur. & Quincy R. R.....					248,414,000	248,414,000	8,448,000	\$ 20,294,000	
4 Chicago Great Western R. R.....		\$ 200		\$ 200	84,659,633	68,763,030	18,067,750	9,233,000	
5 Chi., Mil., St. P. and Pac. R. R.....					511,508,777	484,854,439	943,000	20,193,000	
6 Chicago & North Western Ry.....					432,077,200	432,077,200	3,068,000	89,841,000	
7 Chi., St. P., Minn. & Omaha Ry.....					49,766,000	47,316,000			
8 Chi., Rock Island & Pacific Ry.....					190,060,250	116,181,000			
9 St. P. & Kan. City Short L. R. R.....					30,000,000	27,812,150			
10 Great Northern Railway.....		100		100	1,043,708,989	426,629,909	14,239,000	63,145,394	
11 Illinois Central R. R.....					555,398,333	386,182,373		17,626,000	6,513,500
12 Dubuque & Sioux City R. R.....					15,798,075	14,023,075			
13 Manchester & Onelda Railway.....					128,480	48,000	4,500		
14 Minneapolis & St. Louis R. R.....	\$ 350		\$ 500		129,653,837	30,162,791	1,103,044	3,877,000	
16 Union Pacific R. R.....					362,322,000	250,685,175	14,098,000		
16 Wabash Railway.....	109,700	109,700	109,700	109,700	189,837,428	134,912,188	11,138	1,545,924	
Total.....	\$ 110,050	\$ 110,000	\$ 110,200	\$ 110,000	\$ 4,285,216,502	\$ 2,982,119,592	\$ 64,387,432	\$ 225,755,318	\$ 6,513,500

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE—1935—Continued
PART 2—TOTAL OUTSTANDING AT CLOSE OF YEAR AND INTEREST RATE PER ANNUM

Number	Railway Companies	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	Amount Bearing Interest Rate per Annum of			
							3%	3½%	4%	4½%
1	Atchison, Topeka & Santa Fe Ry.	\$ 309,653,262	\$ 12,803,052	\$12,786,978	\$ 4,390,000	\$ 15,000			\$ 237,326,500	
2	Atlantic Northern Railway									
3	Chicago, Bur. & Quincy R. R.	219,672,000	9,084,635	9,080,190	28,167,000	575,000		\$ 50,449,000	99,223,000	
4	Chicago Great Western R. R.	41,462,280	1,564,912	131,950	27,061,500	239,250		500,000	36,544,000	
5	Chi., Mil., St. P. and Pac. R. R.	463,718,439	22,371,304	7,553,252	21,136,000			8,950,000	52,226,000	
6	Chicago & North Western Ry.	339,168,200	15,511,456	6,377,008	92,909,000			41,566,000	62,261,200	
7	Chi., St. P., Minn. & Omaha Ry.	47,316,000	2,375,036	73,246						
8	Chi., Rock Island & Pacific Ry.	116,181,000	5,335,565	1,723,777					61,581,000	
9	St. P. & Kan. City Short L. R.R.	27,812,150	449,262							
10	Great Northern Railway	349,245,515	18,755,665	18,908,093	59,860,000	17,524,394			54,048,515	35,668,000
11	Illinois Central R. R.	368,556,373	15,364,952	15,341,926	17,626,000	6,513,500	15,733,000	57,874,000	135,639,033	
12	Dubuque & Sioux City R. R.	14,023,075							10,093,075	
13	Manchester & Oneida Railway	48,000	2,880	2,880		4,500				
14	Minneapolis & St. Louis R. R.	25,182,747	1,070,585	58,145	4,980,000	44			20,400,000	
15	Union Pacific R. R.	236,587,175	9,863,069	9,875,793	14,098,000				185,874,175	
16	Wabash Railway	133,355,126	6,537,639	3,544,237	508,938	1,048,124		3,173,000	8,355,000	
	Total	\$ 2,691,981,342	\$ 121,090,012	\$85,457,475	\$ 270,736,438	\$25,919,812	\$15,733,000	\$ 162,512,000	\$ 963,571,498	\$35,668,000

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE—1935—Continued
PART 3—AMOUNT AND INTEREST RATE AND TOTAL

Number	Railway Companies	Amount Bearing Interest Rate Per Annum of							Total Unmatured Funded Debt at Close of Year		
		4½%	4¾%	5%	5½%	5¾%	6%	6½%		7%	
1	Atchison, Topeka & Santa Fe Ry..	\$ 61,286,762		\$ 11,040,000							
2	Atlantic Northern Railway										\$ 309,653,262
3	Chicago, Bur. & Quincy R. R.	30,000,000		40,000,000							219,672,000
4	Chicago Great Western R. R.	1,490,000		42,375	\$ 2,885,905						41,462,280
5	Chi., Mil., St. P. and Pac. R. R.	82,543,000	\$ 15,000,000	301,506,646	2,700,000						463,718,439
6	Chicago & North Western Ry.	54,536,000	95,998,000	69,579,000							339,168,200
7	Chi., St. P., Minn. & Omaha Ry		1,130,000	46,186,000					\$15,228,000		47,316,000
8	Chi., Rock Island & Pacific Ry.	53,175,000		1,425,000							116,181,000
9	St. P. & Kan. City Short L. R.R.	27,812,150									27,812,150
10	Great Northern Railway	57,336,000		65,198,000	30,000,000						349,245,515
11	Illinois Central R. R.	37,092,000	35,000,000	65,960,340	434,000						368,556,373
12	Dubuque & Sioux City R. R.			3,930,000							14,023,075
13	Manchester & Onelda Railway										48,000
14	Minneapolis & St. Louis R. R.			4,004,956		\$ 777,791					25,182,747
15	Union Pacific R. R.	29,475,000		21,238,000							236,587,175
16	Wabash Railway	23,645,000		83,301,000	13,170,000						133,355,126
	Total	\$ 458,390,912	\$ 147,128,000	\$ 713,411,317	\$49,189,905	\$ 777,791	\$21,280,919	\$23,552,000	\$ 100,766,000		\$ 2,691,981,342

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE—1935—Continued
 PART 4—MILES OF ROAD OWNED AND AVERAGE FUNDED DEBT AND STOCKS PER
 MILE OF ROAD AND INVESTMENT IN ROAD AND EQUIPMENT

Number	Railway Companies	Miles of road owned	Average funded debt per mile of road	Total par value of common and preferred stock outstanding at close of year	Average value of common and preferred stock per mile of road	Amount of receivers certificates outstanding at close of year	Actually outstanding funded debt matured unpaid at close of year	Investment in Road and Equipment	
								Expenditures During Year	
								Road	Equipment
1	Atchison, Topeka & Santa Fe Ry.....	12,940.15	\$ 23,930	\$ 366,878,800	\$ 29,048	-----	\$ 400	\$ *325,164	\$ *6,004,395
2	Atlantic Northern Railway.....	17.07	-----	111,325	6,522	-----	-----	-----	-----
3	Chicago, Bur. & Quincy R. R.....	8,649.93	25,384	219,672,000	19,750	-----	2,600	58,375	*1,795,664
4	Chicago Great Western R. R.....	1,004.70	41,268	92,282,900	91,851	-----	1,288,162	*166,100	*881,588
5	Mason City & Fort Dodge R. R.....	-----	-----	-----	-----	-----	-----	47,301	*4,294
6	Chi., Mil., St. Paul & Pac. R. R.....	9,983.73	46,447	224,465,822	22,483	-----	11,330,462	*360,529	*524,860
7	Chicago & North Western Ry.....	8,349.02	40,624	180,835,000	21,659	-----	76,000	*3,110,608	*5,948,906
8	Chi., St. Paul, Minn. & Omaha Ry.....	1,578.48	29,976	29,816,067	18,888	-----	500	*11,281	*967,182
9	Chicago, Rock Island & Pacific Ry.....	5,293.20	21,949	128,892,512	24,350	-----	163,981,000	*71,826	*6,928,671
10	St. Paul & Kan. City Short Line R. R.....	417.27	66,652	50,000	120	-----	-----	14,401	*128,867
11	Great Northern Railway.....	7,569.38	46,139	248,558,750	32,837	-----	296,000	*1,281,797	*792,163
12	Illinois Central R. R.....	2,225.93	165,574	154,445,192	69,385	-----	20,493	*505,330	*16,165,390
13	Dubuque & Sioux City R. R.....	760.89	18,429	11,759,500	15,455	-----	-----	2,607	-----
14	Manchester & Oneida Railway.....	8.03	5,977	62,745	7,814	-----	-----	-----	185
15	Minneapolis & St. Louis R. R.....	1,525.92	16,503	25,273,823	16,563	\$ 1,185,000	18,961,095	*212,942	*2,257,468
16	Union Pacific R. R.....	3,559.16	66,472	321,834,100	90,424	-----	3,175	*2,997,732	1,860,409
17	Wabash Railway.....	1,989.34	67,035	138,120,767	69,430	21,665,994	200	*766,257	*711,067
	Total.....	65,572.20	\$ 41,054	\$2,143,059,303	\$ 32,682	\$ 22,850,994	\$195,960,087	\$ *9,686,882	\$*41,249,921

*Credit.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE—1935
PART 1—EXPENDITURES DURING YEAR AND TOTAL INVESTMENT AT CLOSE OF YEAR

Number	Railway Companies	Expenditures During Year		Total Investment in Road and Equipment at Close of Year			Lines Owned	
		General	Total	Leased lines	Owned lines	Total	Miles	Average investment per mile
1	Atchison, Topeka & Santa Fe Ry.....	\$ *79,180	\$ *6,408,739	\$ 3,387,771	\$1,128,607,729	\$1,131,995,500	12,940.15	\$ 87,218
2	Atlantic Northern Railway.....				156,414	156,414	17.07	9,163
3	Chicago, Bur. & Quincy R. R.....	667	*1,736,622	14,703	586,511,013	586,525,716	8,649.93	67,805
4	Chicago Great Western R. R.....	*3	*1,047,691	44,433	126,841,668	126,886,101	1,004.70	126,248
5	Mason City & Fort Dodge R. R.....		43,007		44,540,573	44,540,573	363.53	122,522
6	Chi., Mil., St. Paul & Pac. R. R.....	3,596	*881,793	408,697	681,100,901	681,509,688	9,983.73	68,221
7	Chicago & North Western Ry.....	*138,100	*9,197,614	402,024	552,684,938	553,086,962	8,349.02	66,198
8	Chi., St. Paul, Minn. & Omaha Ry.....	*8,383	*986,846		88,432,524	88,432,524	1,578.48	56,024
9	Chicago, Rock Island & Pacific Ry.....	*10,236	*7,010,733	735,236	367,011,921	367,747,157	5,293.20	69,336
10	St. Paul & Kan. City Short Line R. R.....	65	*114,401	115,132	25,937,145	26,052,277	417.27	62,159
11	Great Northern Railway.....	*31,526	*2,105,486	527,614	531,857,341	532,384,955	7,569.38	70,264
12	Illinois Central R. R.....	*29,915	*16,700,635		364,719,222	364,719,222	2,225.93	163,850
13	Dubuque & Sioux City R. R.....		2,607		40,311,943	40,311,943	760.80	52,980
14	Manchester & Onelda Railway.....		185		142,052	142,052	8.03	17,690
15	Minneapolis & St. Louis R. R.....	*10,560	*2,480,970		64,081,609	64,081,609	1,525.92	41,995
16	Union Pacific R. R.....		*1,137,323		443,620,312	443,620,312	3,559.16	124,642
17	Wabash Railway.....		*1,477,324		289,656,958	289,656,958	1,989.34	145,605
	Total.....	\$ *303,575	\$ *51,240,378	\$ 5,635,610	\$5,336,214,353	\$5,341,849,963	65,935.73	80,305

*Credit.

TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA—1935

PART 1—EXPENDITURES DURING YEAR

Number	Railway Companies	Expenditures During Year				Road Owned, Solely Within the State of Iowa	
		Road	Equipment	General	Total	Miles	Average expenditure per mile of road
1	Atchison, Topeka & Santa Fe Ry.....	\$ *3,139			\$ *3,139	19.99	\$ *157
2	Atlantic Northern Railway.....					17.07	
3	Chicago, Bur. & Quincy R. R.....	*725,780		\$ *724	*726,504	1,218.60	*596
4	Chicago Great Western R. R.....	*41,566			*41,566	422.69	*98
5	Mason City & Fort Dodge R. R.....	47,301	\$ *4,294		43,007	335.30	128
6	Chi., Mil., St. Paul & Pac. R. R.....	577,098		6	577,104	1,804.29	319
7	Chicago & North Western Ry.....	*2,110,456		*123,106	*2,233,562	1,532.69	*1,458
8	Chi., St. Paul, Minn. & Omaha Ry.....	14,079	*74,127		*60,048	56.82	*1,057
9	Chicago, Rock Island & Pacific Ry.....	28,338			28,338	1,805.45	16
10	St. Paul & Kan. City Short Line R. R.....	5,775	*128,867		*123,092	343.81	358
11	Great Northern Railway.....	2,556			2,556	78.02	33
12	Illinois Central R. R.....						
13	Dubuque & Sioux City R. R.....	5,400			5,400	715.78	8
14	Manchester & Oneida Railway.....	185			185	8.03	23
15	Minneapolis & St. Louis R. R.....	*162,906	*1,171,851	*10,561	*1,345,318	802.72	*1,676
16	Union Pacific R. R.....	35,149			35,149	2.48	14,173
17	Wabash Railway.....	*368,653			*368,653	192.36	*1,916
	Total.....	\$ *2,696,619	\$ *1,379,139	\$ *134,385	\$ *4,210,143	9,356.10	\$ *450

*Credit.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE—1935
PART 1—OPERATING INCOME

Number	Railway Companies	Railway Operating		Net revenue from rail- way operations	Railway tax accruals	Uncollectible railway revenues	Railway operating income	Total rent income	Total rents payable	Net rents	Net railway operating income
		Revenues	Expenses								
1	Atch., Top. & Santa Fe.....	\$135,686,392	\$109,423,484	\$ 26,262,908	\$10,476,179	\$ 47,754	\$ 15,738,975	\$1,794,877	\$1,830,500	\$ 35,623	\$15,703,352
2	Atlantic Northern.....	12,799	15,970	^a 3,171	960		^a 4,131		225	^b 225	^a 4,356
3	Chi., Bur. & Quincy.....	82,925,209	62,544,384	20,380,825	5,983,920	23,230	14,373,675	889,395	5,034,715	^b 4,145,320	10,228,355
4	Chicago Great Western.....	15,616,643	11,591,088	4,025,555	598,553	9,467	3,417,535	56,489	2,166,638	^b 2,110,149	1,307,386
5	Chi., Mil., St. P. & P.....	92,473,793	76,416,517	16,057,276	5,992,000	27,096	10,038,180	556,036	5,870,233	^b 5,314,197	4,723,983
6	Chicago & North Western.....	77,345,496	65,348,579	11,996,917	5,391,572	30,479	6,574,866	496,388	3,492,771	^b 2,996,383	3,578,483
7	Chi., St. P. M. & Om.....	15,454,289	13,281,705	2,172,584	861,556	8,130	1,302,898	348,076	1,475,396	^b 1,127,320	175,578
8	Chicago, Rock Isl. & Pac.....	63,202,855	56,973,933	6,228,922	3,969,927	25,439	2,233,556	1,086,287	4,343,401	^b 3,257,114	^a 1,023,558
9	St. P. & K. C. Short L.....										
10	Great Northern.....	81,188,858	50,061,214	31,127,644	6,216,821	9,257	24,901,566	1,269,426	2,687,138	^b 1,417,712	23,483,854
11	Illinois Central.....	84,798,651	72,056,675	12,741,976	5,257,222	31,132	7,453,622	3,102,323	4,446,995	^b 1,344,672	6,108,950
12	Manchester & Oneida.....	25,265	16,559	8,706	2,227		6,479	88	150	^b 62	6,417
13	Minneapolis & St. Louis.....	7,610,791	6,763,381	847,410	290,967	4,022	552,421	130,464	581,264	^b 450,800	101,621
14	Union Pacific.....	71,559,731	52,466,616	19,093,115	4,753,228	35,386	14,304,501	1,355,421	4,938,657	^b 3,583,236	10,721,265
15	Wabash.....	41,492,889	31,246,552	10,246,337	1,511,319	14,831	8,720,187	556,105	4,062,393	^b 3,506,288	5,213,899
	Total.....	\$769,393,661	\$608,206,657	\$161,187,004	\$51,306,451	\$266,223	\$109,614,330	\$11,641,375	\$40,930,476	\$ ^b 29,289,101	\$80,325,229

^aDeficit.^bDebit.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE—1935—Continued
PART 2—OTHER AND TOTAL INCOME AND INCOME TRANSFERRED TO PROFIT AND LOSS

Number	Railway Companies	Total other income	Total income	Total miscellaneous deductions from income	Income available for fixed charges	Total fixed charges	Income after fixed charges	Interest on funded debt—contingent interest	Net income	Total appropriations of income	Income transferred to profit and loss
1	Atch., Top. & Santa Fe.....	\$ 7,046,614	\$ 22,749,966	\$ 267,627	\$ 22,482,339	\$ 10,874,184	\$11,608,155	\$ 2,053,840	\$ 9,554,315	\$ 392,428	\$ 9,161,887
2	Atlantic Northern.....	94	*4,262	5	*4,267	-----	*4,267	-----	*4,267	-----	*4,267
3	Chi., Bur. & Quincy.....	1,080,893	11,309,248	38,245	11,271,003	9,428,159	1,842,844	-----	1,842,844	-----	1,842,844
4	Chicago Great Western.....	125,591	1,432,977	11,245	1,421,732	1,939,984	*518,252	-----	*518,252	-----	*518,252
5	Chi., Mil., St. P. & P.....	1,398,351	6,122,334	86,620	6,035,714	14,900,777	*8,865,063	9,143,685	*18,008,748	-----	*18,008,748
6	Chicago & North Western.....	2,373,455	5,951,938	60,507	5,891,431	16,961,779	*11,070,348	-----	*11,070,348	-----	*11,070,348
7	Chi., St. P. M. & Om.....	70,901	246,479	5,811	240,668	2,543,376	*2,302,708	-----	*2,302,708	-----	*2,302,708
8	Chicago, Rock Isl. & Pac.....	651,376	*372,182	28,250	*400,432	14,623,139	*15,023,571	-----	*15,023,571	-----	*15,023,571
9	St. P. & K. C. Short L.....	449,262	449,262	-----	449,262	449,262	-----	-----	-----	-----	-----
10	Great Northern.....	3,816,309	27,300,163	832,076	26,468,087	19,328,227	7,139,860	-----	7,139,860	29,993	7,109,867
11	Illinois Central.....	1,810,950	7,919,900	37,680	7,882,220	16,485,982	*8,603,762	-----	*8,603,762	-----	*8,603,762
12	Manchester & Oneida.....	2,089	8,506	20	8,486	2,880	5,606	-----	5,606	-----	5,606
13	Minneapolis & St. Louis.....	88,527	190,148	19,852	170,296	3,025,941	*2,855,645	-----	*2,855,645	-----	*2,855,645
14	Union Pacific.....	80,821,447	91,542,712	318,245	91,224,467	10,036,319	81,188,148	-----	81,188,148	17,319,184	63,868,964
15	Wabash.....	381,259	5,595,158	94,762	5,500,396	7,768,864	*2,268,468	-----	*2,268,468	-----	*2,268,468
	Total.....	\$ 100,117,118	\$ 180,442,347	\$ 1,800,945	\$ 178,641,402	\$ 128,368,873	\$50,272,529	\$11,197,525	\$39,075,004	\$17,741,605	\$21,333,399

*Deficit.

TABLE 4½—TAXES ON RAILWAY PROPERTY—ENTIRE LINE AND IOWA—1935

PART 1—TAXES AND PER MILE OF ROAD YEARS 1934 AND 1935

Number	Railway Companies	Amount Charged to "Railway Tax Accruals" in Income			Railway tax accruals excluding U. S. government taxes— Iowa	Miles of Road Owned December 31, 1935— Single Track		Taxes per Mile of Road Owned Excluding U. S. Government Taxes, Single Track—(Iowa)		Taxes per Mile of Road Owned—Single Track—Including U. S. Government Taxes— Entire Line	
		Other than U. S. government taxes	U. S. government taxes	Total taxes		Iowa	Entire line	1935	1934	1935	1934
1	Atchison, Topeka & Santa Fe Ry.....	\$ 9,723,596	\$ 752,583	\$ 10,476,179	\$ 74,126	19.99	12,940.15	\$ 3,708	\$ 3,098	\$ 809	\$ 796
2	Atlantic Northern Railway.....	961		961	961	17.07	17.07	56	67	56	67
3	Chicago, Bur. & Quincy R. R.....	5,853,581	130,339	5,983,920	609,315	1,218.60	8,649.93	500	493	692	667
4	Chicago Great Western R. R.....	585,205	13,348	598,553	269,271	757.99	1,365.33	355	363	438	502
5	Chi., Mil., St. P. and Pac. R. R.....	5,966,862	25,138	5,992,000	627,437	1,804.29	9,983.73	348	386	600	637
6	Chicago & North Western Ry.....	5,496,313	*104,741	5,391,572	885,990	1,532.69	8,349.02	578	635	646	731
7	Chi., St. P., Minn. & Omaha Ry.....	855,793	5,763	861,556	26,479	56.82	1,578.48	466	548	546	567
8	Chi., Rock Island & Pacific Ry.....	3,950,541	19,386	3,969,927	712,910	1,805.45	5,293.20	332	418	696	731
9	S. P. & Kan. City Short L. R. R. ^a					343.81	407.75				
10	Great Northern Railway.....	5,708,244	508,577	6,216,821	33,433	78.02	7,569.88	428	460	821	813
11	Illinois Central R. R.....	5,151,000	106,222	5,257,222			2,225.93			1,787	1,697
12	Dubuque & Sioux City R. R. ^b				396,121	716.36	716.36	553	566		
13	Manchester & Oneida Railway.....	2,226		2,226	2,226	8.03	8.03	277	112	277	112
14	Minneapolis & St. Louis R. R.....	286,808	4,159	290,967	66,198	802.72	1,525.92	82	140	191	218
15	Union Pacific R. R.....	3,908,171	845,057	4,753,228	58,991	2.48	3,559.16	23,787	25,610	1,335	1,400
16	Wabash Railway.....	1,499,199	12,120	1,511,319	43,189	192.36	1,989.34	224	214	760	663
	Total.....	\$ 48,988,500	\$ 2,317,951	\$ 51,306,451	\$ 3,806,647	9,356.68	66,178.78	\$ 407	\$ 449	\$ 775	\$ 788

*Credit.

^aTaxes paid by C., R. I. & Pac. Ry. Co.

^bTaxes paid by Illinois Central R. R. Co.

TABLE 5—PROFIT AND LOSS ACCOUNT—ENTIRE LINE—1935

PART 1—CREDITS

Number	Railway Companies	Credit Balance		Credits from retired road and equipment	Delayed income credits	Unrefunded over-charges	Donations	Miscellaneous credits	Debit balance carried to balance sheet	Total
		At beginning of year	Transferred from income							
1	Atchison, Topeka & Santa Fe Ry.	\$ 302,466,346	\$ 9,161,887	\$ 18,128		\$ 5,478	\$ 30,952	\$ 37,111		\$ 311,728,902
2	Atlantic Northern Railway							2,048	\$ 20,593	22,641
3	Chicago, Bur. & Quincy R. R.	154,526,354	1,842,844	^a 721		3,171	79,849	^a 47,161		156,404,336
4	Chicago Great Western R. R.			4,576	\$ 111,383	8,568	4,436	27,638	1,988,669	2,145,270
5	Chi., Mil., St. P. and Pac. R. R.			11,542		8,251	20,118	165,739	93,253,613	93,459,263
6	Chicago & North Western Ry.	26,409,570		16,152	648,688	13,256	12,803	87,267		27,187,736
7	Chi., St. P., Minn. & Omaha Ry.			22,450	131,920	^a 989	^a 13,214	4,810	12,434,369	12,579,346
8	Chi., Rock Island & Pacific Ry.			12,986	38,047	1,690	^a 36,212	551,006	29,614,352	30,181,869
9	St. P. & Kan. City Short L. R. R.						^a 38		2,108,027	2,107,989
10	Great Northern Railway	102,202,449	7,109,867	4,922		7,420	21,588	220,311		109,566,557
11	Illinois Central R. R.	64,904,456		15,903		1,561	4,818	7,685		64,934,423
12	Dubuque & Sioux City R. R.								379,553	379,553
13	Manchester & Oneida Railway	24,558	5,606					1,897		32,061
14	Minneapolis & St. Louis R. R.			4,269	4,319	4,902	1,784	589	35,415,239	35,431,102
15	Union Pacific R. R.	227,225,766	63,868,964	16,747		3,005	3,292	34,451		291,152,225
16	Wabash Railway	6,893,133			271,909	800	5,445	5,806		7,177,093
	Total	\$ 884,652,632	\$ 81,989,168	\$ 126,954	\$ 1,206,266	\$ 57,113	\$ 144,621	\$ 1,099,197	\$ 175,214,415	\$ 1,144,490,366

^aDebit.

TABLE 5—PROFIT AND LOSS ACCOUNT—ENTIRE LINE—1935—Continued

PART 2—DEBITS

Number	Railway Companies	Debit Balance		Dividend appropri- ations of surplus	Surplus appropriated for investment in physical property	Debt discount ex- tinguished through surplus	Debits from retired road and equipment	Delayed income debts	Miscellaneous debits	Credit balance carried to balance sheet	Total
		At beginning of year	Transferred from income								
1	Ach., Top. & Santa Fe			\$10,681,132	\$ 39,952		\$ 2,229,997		\$ 486,660	\$ 298,291,161	\$ 311,728,902
2	Atlantic Northern	\$ 18,374	\$ 4,267								22,641
3	Chl., Bur. & Quincy			3,416,774	79,849		2,009,696		1,701,676	149,196,341	156,404,336
4	Chicago Great Western	1,174,553	518,252		4,436		416,507	^b 300	31,822		2,145,270
5	Chl., Mil., St. P. & P.	72,792,185	18,008,748		18,613		2,184,330	^b 2,500	441,662		93,459,263
6	Chicago & North Western		11,070,348		12,526		4,786,390	22,879	126,206	11,165,853	27,187,736
7	Chl., St. P. M. & Om.	10,095,826	2,302,708		^b 13,214	^b 29,518	164,230	10,119	49,195		12,579,346
8	Chicago, Rock Isl. & Pac.	14,233,900	15,023,571		^b 36,212	^b 369,326	353,163	8,289	229,832		30,181,869
9	St. P. & K. C. Short L.	243,245			^b 38	1,135,757	5,714		723,311		2,107,989
10	Great Northern				65,377	^c 5,095,752	1,567,774		105,697	102,731,957	109,566,557
11	Illinois Central		8,603,762		^d 254,632		2,245,681	968	577,611	53,251,769	64,934,423
12	Dubuque & Sioux City	379,553									379,553
13	Manchester & Oneida				5,000					27,061	32,061
14	Minneapolis & St. Louis	32,260,738	2,855,645		1,784		243,655		69,280		35,431,102
15	Union Pacific				3,292	^e 14,294,901	3,727,822		212,010	272,914,200	291,152,225
16	Wabash		2,268,468		5,445		638,032	56,243	7,711	4,201,194	7,177,093
	Total	\$ 131,198,374	\$60,655,769	\$14,097,906	\$ 441,442	\$20,885,977	\$20,572,991	\$ 95,698	\$ 4,762,673	\$ 891,779,536	\$ 1,144,490,366

^bCredit.^cIncludes \$5,094,709 miscellaneous appropriations of surplus.^dIncludes \$249,814 surplus applied to sinking and other reserve funds.^eMiscellaneous appropriations of surplus.

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE—1935

PART 1—TOTAL OPERATING REVENUES

Number	Railway Companies	Rail-line Transportation Revenue				Total incidental operating revenue	Total joint facility operating revenue—net	Total railway operating revenues	Among the items charged to freight revenue representing amount paid others in pick-up and delivery service
		Freight revenue	Passenger revenue	Other rail-line revenue	Total rail-line transportation revenue				
1	Atchison, Topeka & Santa Fe Ry.....	\$ 109,685,780	\$ 13,447,074	\$ 10,613,647	\$ 133,746,501	\$ 1,369,708	\$ 570,183	\$ 135,686,392	\$ 441,166
2	Atlantic Northern Railway.....	10,343	151	2,249	12,743	56		12,799	
3	Chicago, Burlington & Quincy R. R.....	66,817,189	6,978,101	7,371,674	81,166,964	1,293,409	464,836	82,925,209	212,896
4	Chicago Great Western R. R.....	13,917,646	528,503	1,014,098	15,460,247	76,305	80,091	15,616,643	5,900
5	Chicago, Mil., St. Paul and Pac. R. R.....	77,311,239	6,041,992	7,679,106	91,032,337	1,058,014	383,442	92,473,793	184,180
6	Chicago & North Western Ry.....	59,983,338	8,904,454	7,139,972	76,027,764	1,336,704	*18,972	77,345,496	87,681
7	Chi., St. Paul, Minn. & Omaha Ry.....	12,754,183	1,519,500	990,508	15,264,191	169,729	20,369	15,454,289	
8	Chicago, Rock Island & Pacific Ry.....	50,455,090	6,044,442	4,677,518	61,177,050	1,083,875	941,930	63,202,855	102,733
9	Great Northern Railway.....	70,211,977	4,416,108	4,357,648	78,985,733	2,206,630	*3,505	81,188,858	94,623
10	Illinois Central R. R.....	69,796,584	7,967,195	5,369,063	83,132,842	1,019,790	646,019	84,798,651	60,654
11	Manchester & Oneida Ry.....	23,021	195	1,996	25,212	53		25,265	
12	Minneapolis & St. Louis R. R.....	6,983,932	161,326	434,377	7,579,635	27,314	3,842	7,610,791	26,042
13	Union Pacific R. R.....	58,851,880	6,201,425	4,935,770	69,989,075	1,479,089	91,567	71,559,731	86,047
14	Wabash Railway.....	36,495,558	2,222,113	2,095,406	40,813,077	519,782	160,030	41,492,889	24,838
	Total.....	\$ 633,297,760	\$ 64,432,579	\$ 56,683,032	\$ 754,413,371	\$ 11,640,458	\$ 3,339,832	\$ 769,393,061	\$ 1,326,760

*Debit.

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE—1935

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	Atchison, Topeka & Santa Fe Ry.....	\$ 671,437	\$ 99,362	\$ 869		\$ 419	\$ 40,420	\$ 20,002	\$ 7,775	\$ 954
2	Atlantic Northern Railway.....	10,343	151				1,906	282		
3	Chicago, Burlington & Quincy R. R.....	7,096,641	747,321	3,472		2,436	913,733	243,752	19,455	15,675
4	Chicago Great Western R. R.....	7,171,699	297,535	1,016			227,922	80,802	14,357	6,321
5	Chicago, Mil., St. Paul and Pac. R. R.....	15,432,797	582,607	2,265	\$ 31,651	12	393,138	340,127	10,815	6,241
6	Chicago & North Western Ry.....	12,996,949	1,946,099	13,159		2,903	626,389	449,471	16,288	4,026
7	Chi., St. Paul, Minn. & Omaha Ry.....	1,603,913	117,780	563		678	42,533	30,628	1,227	3,743
8	Chicago, Rock Island & Pacific Ry.....	12,158,802	1,297,337	8,791		7,626	611,076	287,746	31,892	8,710
9	Great Northern Railway.....	677,479	6,702	32			12,506	4,221	48	916
10	Illinois Central R. R.....	5,612,671	288,423	812		447	164,970	129,157	7,046	601
11	Manchester & Oneida Ry.....	23,021	195				1,267	489		
12	Minneapolis & St. Louis R. R.....	3,367,726	75,138	181			110,241	23,299	659	191
13	Union Pacific R. R.....	82,286	1,939	43			4,213	1,045	5	
14	Wabash Railway.....	608,322	65,896	280			50,982	8,646	816	1,194
	Total.....	\$67,514,086	\$ 5,526,575	\$ 31,483	\$ 31,651	\$ 14,521	\$ 3,201,386	\$ 1,524,667	\$ 110,383	\$ 48,572

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE—1935—Continued
PART 2—RAIL LINE REVENUE, INCIDENTAL, JOINT FACILITY AND TOTAL OPERATING REVENUES

Number	Railway Companies	Rail Line Transportation Revenue				Incidental Operating Revenue				Joint facility revenue (net)	Total railway operating revenues
		Revenue from			Total	Dining and buffet	Hotel and restaurant	Other incidental revenue	Total		
		Switching	Special service train	Other freight train							
1	Atchison, Topeka & Santa Fe Ry.....	\$ 1,361	\$ 60	\$ 603	\$ 843,262			\$ 32,126	\$ 32,126		\$ 875,388
2	Atlantic Northern Railway.....	61			12,743			56	56		12,799
3	Chicago, Burlington & Quincy R. R.....	64,815	1,445	829	9,109,574	50,499		67,597	118,096	16,375	9,244,045
4	Chicago Great Western R. R.....	34,710		85	7,834,447	3,964		18,070	22,034	42,576	7,899,057
5	Chicago, Mil., St. Paul and Pac. R. R.....	96,778	1,101	431	16,798,053	15,281		49,551	64,832	90,669	16,953,554
6	Chicago & North Western Ry.....	132,748	1,807	5,824	16,195,663	76,682		67,889	144,521	*2,307	16,337,877
7	Chi., St. Paul, Minn. & Omaha Ry.....	7,833	4	197	1,809,099	3,060		6,615	9,675	3,132	1,821,906
8	Chicago, Rock Island & Pacific Ry.....	76,679	11,444	3,180	14,503,283	86,748	15,957	111,449	214,154	*2,729	14,714,708
9	Great Northern Railway.....	17,984	338		720,316			5,129	5,129	*10,967	714,478
10	Illinois Central R. R.....	32,015	3,212		6,239,354	9,851		23,367	33,218	318	6,272,890
11	Manchester & Oneida Ry.....	240			25,212			58	53		25,265
12	Minneapolis & St. Louis R. R.....	27,462	1,044		3,610,941	13		7,976	7,989	41	3,618,971
13	Union Pacific R. R.....	508		19	90,058	611	505	364	1,480	92	91,630
14	Wabash Railway.....	60,479	299	17	796,931	1,802		1,457	3,259	52,907	853,097
	Total.....	\$ 553,673	\$ 20,754	\$ 11,185	\$78,588,936	\$ 248,461	\$ 16,462	\$ 391,699	\$ 656,622	\$ 190,107	\$79,435,665

*Debit.

TABLE 7—RAILWAY OPERATING EXPENSES—ENTIRE LINE—1935

PART 1—OPERATING EXPENSES

Number	Railway Companies	Maintenance of		Traffic	Transportation rail line	Miscellaneous	General	Transportation for in- vestment (credit)	Grand total railway operating expenses	Operating ratio —per cent
		Way and structures	Equipment							
1	Atchison, Topeka & Santa Fe Ry.....	\$ 18,726,710	\$ 33,134,512	\$4,796,023	\$ 48,423,929	\$ 195,193	\$4,323,192	\$ 176,075	\$109,423,484	80.64
2	Atlantic Northern Railway.....	4,781	2,347	272	7,362	-----	1,208	-----	15,970	124.77
3	Chicago, Burlington & Quincy R. R.....	10,824,581	14,950,520	2,600,468	30,844,332	891,720	2,810,197	377,434	62,544,384	75.42
4	Chicago Great Western R. R.....	2,087,722	2,213,029	647,828	6,098,080	10,480	609,571	25,622	11,591,088	74.22
5	Chicago, Mil., St. Paul and Pac. R. R..	17,023,868	17,849,146	2,546,099	36,184,971	629,470	2,592,933	409,970	76,416,517	82.64
6	Chicago & North Western Ry.....	12,427,546	16,803,417	1,943,297	30,591,668	531,495	3,209,846	158,690	65,348,579	84.49
7	Chi., St. Paul, Minn. & Omaha Ry.....	1,943,772	2,602,201	402,909	7,406,323	156,339	776,695	6,534	13,281,705	85.94
8	Chicago, Rock Island & Pacific Ry.....	7,787,539	14,675,478	2,274,575	27,863,940	909,866	3,535,187	72,652	56,973,933	90.14
9	Great Northern Railway.....	6,994,058	12,630,006	2,029,222	25,801,313	753,248	1,908,037	54,670	50,061,214	61.66
10	Illinois Central R. R.....	8,984,446	23,581,091	2,406,098	32,492,854	571,752	4,093,524	73,090	72,056,675	84.97
11	Manchester & Oneida Ry.....	4,908	954	1,118	8,110	-----	1,469	-----	16,559	65.54
12	Minneapolis & St. Louis R. R.....	1,000,300	1,396,833	369,295	3,553,003	730	450,958	7,738	6,763,381	88.87
13	Union Pacific R. R.....	8,114,436	15,393,072	1,594,691	23,275,557	1,354,300	2,734,971	411	52,466,616	73.32
14	Wabash Railway.....	4,823,318	7,060,146	1,671,079	15,832,457	189,279	1,773,952	103,679	31,246,552	75.31
	Total.....	\$100,697,985	\$162,292,752	\$23,282,974	\$288,383,899	\$6,193,872	\$28,821,740	\$1,466,565	\$608,206,657	79.05

TABLE 7A—RAILWAY OPERATING EXPENSES—WITHIN THE STATE—1935

PART 1—OPERATING EXPENSES

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	Atchison, Topeka & Santa Fe Ry.-----	\$ 112,753	\$ 265,101	\$ 35,624	\$ 491,339	-----	\$ 36,136	\$ 845	\$ 940,108	107.39
2	Atlantic Northern Railway-----	4,781	2,347	272	7,362	-----	1,208	-----	15,970	124.77
3	Chicago, Burlington & Quincy R. R.-----	1,670,150	1,868,366	351,266	3,660,316	\$ 96,170	357,095	54,879	7,948,484	85.98
4	Chicago Great Western R. R.-----	1,083,253	1,176,446	344,385	3,241,739	5,571	324,048	13,620	6,161,822	78.01
5	Chicago, Mil., St. Paul and Pac. R. R.-----	3,257,354	3,352,979	471,048	5,912,648	2,563	456,642	63,375	13,389,859	78.98
6	Chicago & North Western Ry.-----	2,758,509	4,187,469	454,544	6,242,919	121,886	712,153	39,084	14,438,396	88.37
7	Chi., St. Paul, Minn. & Omaha Ry.-----	79,701	218,282	27,700	794,808	5,350	52,139	434	1,177,546	64.63
8	Chicago, Rock Island & Pacific Ry.-----	1,894,393	3,640,583	590,945	6,735,992	184,307	912,366	18,309	13,940,177	94.74
9	Great Northern Railway-----	57,869	94,595	18,836	261,246	-----	17,159	1,131	448,574	62.78
10	Illinois Central R. R.-----	842,652	2,146,322	246,812	2,856,479	39,931	422,965	1,687	6,553,474	104.47
11	Manchester & Oneida Ry.-----	4,908	954	1,118	8,110	-----	1,469	-----	16,559	65.54
12	Minneapolis & St. Louis R. R.-----	508,986	686,505	200,773	1,632,082	17	217,878	3,563	3,242,678	89.60
13	Union Pacific R. R.-----	18,582	35,250	3,652	53,301	3,102	6,263	1	120,149	131.12
14	Wabash Railway-----	296,317	211,776	70,144	569,207	3,657	83,824	881	1,233,044	144.54
	Total-----	\$12,589,208	\$17,886,975	\$2,817,119	\$32,467,548	\$ 462,454	\$3,601,345	\$ 197,809	\$69,626,840	87.65

TABLE 8—SECURITIES HELD AS INVESTMENTS—ENTIRE LINE—1935

PART 1—SECURITIES OF NONCARRIER AND CARRIER COMPANIES AFFILIATED WITH RESPONDENT

Number	Railway Companies	Noncarrier Companies				Carrier Companies			
		Pledged		Unpledged		Pledged		Unpledged	
		Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year
1	Atchison, Topeka & Santa Fe Ry.....	\$ 3,998,700	No book val.	\$ 10,643,925	\$ 16,003,127	\$ 1,495,283	\$ 1,460,101	\$ 6,420,266	\$ 6,454,221
2	Chicago, Burlington & Quincy R. R.....			4,355,292	4,622,577	37,244,666	23,681,024	10,445,323	7,804,516
3	Chicago Great Western R. R.....	48,700	77,460	375,600	465,001	12,597,633	12,279,275	90,610	145,959
4	Chicago, Mil., St. Paul and Pac. R. R.....	499,100	499,100	10,000,500	10,027,550	13,132,254	6,299,989	679,103	680,463
5	Chicago & North Western Ry.....	2,000,000	250,000	2,361,000	11,000	50,227,800	48,721,656	28,819,640	24,610,818
6	Chicago, St. Paul, Minn. & Omaha Ry.....							688,000	638,773
7	Chicago, Rock Island & Pacific Ry.....	4,498,000	4,448,001	254,000	3	74,518,143	75,641,483	11,068,822	1,704,400
8	St. Paul & Kan. City Short Line R. R.....								
9	Great Northern Railway.....	650,000	650,000	5,023,500	5,937,808	112,751,900	138,287,827	67,676,182	56,649,292
10	Illinois Central R. R.....			16,037,675	16,680,800	97,834,385	95,968,612	24,960,626	19,182,195
11	Dubuque & Sioux City R. R.....							5,000,000	1,702,450
12	Minneapolis & St. Louis R. R.....	700		40,000	65,375	306,500		103,600	103,800
13	Union Pacific R. R.....			7,753,822	3,336,461			272,404,173	236,990,211
14	Wabash Railway.....	100,000	2,149,101			16,349,194	9,929,575	182,896	30,900
	Total.....	\$ 11,795,200	\$ 8,073,662	\$ 56,845,314	\$ 57,149,702	\$416,457,758	\$412,269,542	\$428,539,241	\$356,697,998

TABLE 8—SECURITIES HELD AS INVESTMENTS—ENTIRE LINE—1935—Continued
PART 2—SECURITIES OF NONAFFILIATED COMPANIES AND INVESTMENTS MADE DURING YEAR

Number	Railway Companies	Nonaffiliated Companies				Investments in Securities Made During Year		
		Pledged		Unpledged		Par value of securities acquired	Book value at close of year	Cost
		Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year			
1	Atchison, Topeka & Santa Fe Ry.....	\$ 2,000	\$ 1,000	\$ 29,893,491	\$ 29,625,610	\$ 11,014,583	\$ 10,989,167	\$ 10,989,167
2	Chicago, Burlington & Quincy R. R.....			7,509,675	4,264,830	8,122,076	8,122,076	7,265,864
3	Chicago Great Western R. R.....	33,500	22,067	3,913	3,015	22,100	22,268	22,202
4	Chicago, Mil., St. Paul and Pac. R. R.....			150,514	150,754	18,515	17,278	17,258
5	Chicago & North Western Ry.....	4,334,000	4,060,940	1,720	1,626	550	550	550
6	Chicago, St. Paul, Minn. & Omaha Ry.....			3,600	3,600	35,000	35,000	35,000
7	Chicago, Rock Island & Pacific Ry.....			2,768,178	2,382,866	81,091	81,100	81,127
8	St. Paul & Kan. City Short Line R. R.....							
9	Great Northern Railway.....			2,153,172	2,448,974	5,198,800	5,198,800	5,200,509
10	Illinois Central R. R.....			251,483	253,511	387,378	299,706	299,706
11	Dubuque & Sioux City R. R.....			670	1			
12	Minneapolis & St. Louis R. R.....							
13	Union Pacific R. R.....			158,138,031	176,303,647	77,026,455	76,350,503	76,725,283
14	Wabash Railway.....	12,946,450	24,726,199	442,449	435,154	28,994	29,681	29,677
	Total.....	\$ 17,315,950	\$ 28,810,206	\$ 201,316,896	\$ 215,873,588	\$ 101,935,542	\$ 101,146,129	\$ 100,666,343

TABLE 8—SECURITIES HELD AS INVESTMENTS—ENTIRE LINE—1935—Continued

PART 3—SECURITIES DISPOSED OF AND OWNED OR CONTROLLED AND LONG TERM DEBT CANCELLED DURING YEAR

Number	Railway Companies	Securities Disposed of During Year			Securities and Other Intangibles Owned or Controlled Through Nonreporting Carrier and Noncarrier Subsidiaries			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 books at close of year	Date acquired	Par value
1	Atchison, Topeka & Santa Fe Ry.-----	\$ 8,829,197	\$ 8,988,483	\$ 8,820,254	\$ 26,826,324	\$ 28,796,759	\$ 28,798,466	1935	\$ 7,000
2	Chicago, Burlington & Quincy R. R.-----	7,386,073	7,388,887	7,387,857	43,000	82,000	82,000		
3	Chicago Great Western R. R.-----	345,298	357,254	335,122	1,100,000	349,062	349,062	Various	934,108
4	Chicago, Mil., St. Paul and Pac. R. R.---	63,892	74,687	25,708	155,381	a	155,381	Various	1,597,769
5	Chicago & North Western Ry.-----	74,639	73,451	69,284	1,971,624	1,638,091	1,638,091	1933 and 1935	9,733,900
6	Chicago, St. Paul, Minn. & Omaha Ry.---							Various	493,800
7	Chicago, Rock Island & Pacific Ry.-----	221,599	218,476	206,730	10,000	10,000	10,000	1935	1,000
8	St. Paul & Kan. City Short Line R. R.---							1935	5,000
9	Great Northern Railway-----	202,788	202,788	189,292	7,876,204	6,472,687	6,619,388	1935	1,168,000
10	Illinois Central R. R.-----	130,811	131,339	128,672	34,669,169	23,974,210	24,169,290	Various	28,335,100
11	Dubuque & Sioux City R. R.-----								
12	Minneapolis & St. Louis R. R.-----							1935	367,824
13	Union Pacific R. R.-----	17,089,229	17,170,861	17,154,365	9,117,199	15,615,500	10,679,619	Various	2,294,125
14	Wabash Railway-----	92,300	92,300	88,373	799,100	1,501,281	1,501,289	Various	1,702,400
	Total-----	\$ 34,435,826	\$ 34,698,526	\$ 34,405,657	\$ 82,568,001	\$ 78,439,590	\$ 74,002,586		\$ 46,640,026

^aNote accepted for timber sold, amount of note not given.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE—1935

PART 1—INVESTMENTS, CURRENT AND DEFERRED DEBTS

Number	Railway Companies	Total Investments			Total Current Assets			Total deferred assets December 31, 1935
		December 31, 1935	December 31, 1934	Increase or decrease 1935	December 31, 1935	December 31, 1934	Increase or decrease 1935	
1	Atchison, Topeka & Santa Fe Ry. (System).....	\$1,209,528,735	\$1,213,150,982	\$ *3,622,247	\$ 58,511,244	\$ 55,873,962	\$ 2,637,282	\$ 1,684,545
2	Atlantic Northern Ry.....	156,578	156,611	*33	5,368	8,699	*3,331	-----
3	Chicago, Burlington & Quincy R. R.....	638,033,874	636,333,495	1,700,379	23,228,645	28,582,862	*5,354,217	212,436
4	Chicago Great Western R. R.....	141,294,582	142,637,551	*1,342,969	1,895,743	2,042,202	*146,459	18,795
5	Mason City & Fort Dodge R. R.....	44,958,528	44,905,112	53,416	-----	-----	-----	100
6	Chicago, Mil., St. Paul & Pac. R. R.....	711,410,409	712,502,057	*1,091,648	22,756,859	24,754,930	*1,998,071	2,596,992
7	Chicago & North Western Ry.....	633,452,877	642,861,732	*9,408,855	19,693,274	29,219,533	*9,526,259	10,127,384
8	Chi., St. Paul, Minn. & Omaha Ry.....	89,303,018	90,253,543	*950,525	2,254,259	2,103,429	150,830	70,733
9	Chicago, Rock Island & Pacific Ry.....	479,860,037	489,508,067	*9,648,030	12,630,312	11,170,748	1,459,564	2,519,952
10	St. Paul & Kan. City Short Line R. R.....	26,053,806	28,028,011	*1,974,205	1,310,233	860,970	449,263	-----
11	Great Northern Railway.....	785,129,889	788,097,834	*2,967,945	39,557,215	37,418,665	2,138,550	22,883,629
12	Illinois Central R. R.....	674,183,452	694,749,739	*20,566,287	34,170,992	26,989,128	7,181,864	2,304,527
13	Dubuque & Sioux City R. R.....	42,916,981	42,943,471	*26,490	-----	-----	-----	-----
14	Manchester & Oneida Railway.....	142,052	141,867	185	27,278	22,936	4,342	-----
15	Minneapolis & St. Louis R. R.....	64,745,862	67,213,397	*2,467,535	1,502,039	1,574,600	*72,561	45,502
16	Union Pacific R. R.....	949,346,963	893,132,780	56,214,183	41,553,725	38,901,064	2,652,661	1,528,482
17	Wabash Railway.....	332,132,069	332,971,217	*839,148	9,172,614	9,815,531	*642,917	1,319,814
	Total.....	\$ 6,822,649,712	\$ 6,819,587,466	\$ 3,062,246	\$ 268,269,800	\$ 269,339,259	\$ *1,069,459	\$ 45,312,891

*Decrease

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE—1935—Continued
PART 2—DEFERRED ASSETS, UNADJUSTED DEBITS AND GRAND TOTAL ASSETS

Number	Railway Companies	Total Deferred Assets		Total Unadjusted Debits			Grand Total Assets		
		December 31, 1934	Increase or decrease, 1935	December 31, 1935	December 31, 1934	Increase or decrease, 1935	December 31, 1935	December 31, 1934	Increase or decrease, 1935
1	Atchison, Topeka & Santa Fe Ry.	\$ 1,333,293	\$ 351,252	\$ 2,511,325	\$ 1,624,445	\$ 886,880	\$ 1,272,235,849	\$ 1,271,982,682	\$ 253,167
2	Atlantic Northern Ry.						161,946	165,310	*3,364
3	Chicago, Burlington & Quincy R. R.	271,337	*58,901	6,418,608	6,935,506	*516,898	667,893,563	672,123,200	*4,229,637
4	Chicago Great Western R. R.	8,255	10,540	2,512,995	2,645,743	*132,748	145,722,115	147,333,751	*1,611,636
5	Mason City & Fort Dodge R. R.		100	1,605,717	1,603,463	2,254	46,564,345	46,508,575	55,770
6	Chicago, Mil., St. Paul & Pac. R. R.	2,172,592	424,400	4,269,032	4,203,121	65,911	741,033,292	743,632,700	*2,599,408
7	Chicago & North Western Ry.	40,400	10,086,984	1,193,725	4,084,354	*2,890,629	664,467,260	676,206,019	*11,738,759
8	Chi., St. Paul, Minn. & Omaha Ry.	21,700	49,033	201,252	255,834	*54,582	91,829,262	92,634,506	*805,244
9	Chicago, Rock Island & Pacific Ry.	2,171,719	348,233	1,188,637	1,026,889	161,748	496,198,938	503,877,423	*7,678,485
10	St. Paul & Kan. City Short Line R. R.						27,364,039	28,888,981	*1,524,942
11	Great Northern Railway	22,204,700	678,929	9,102,119	9,462,389	*360,270	856,672,852	857,183,588	*510,736
12	Illinois Central R. R.	2,495,567	*191,040	5,972,740	14,162,030	*8,189,290	716,631,711	738,396,464	*21,764,753
13	Dubuque & Sioux City R. R.						42,916,981	42,943,471	*26,490
14	Manchester & Oneida Railway						169,330	164,803	4,527
15	Minneapolis & St. Louis R. R.	10,857	34,645	9,891,771	9,901,369	*9,598	76,185,174	78,700,223	*2,515,049
16	Union Pacific R. R.	1,112,489	415,993	1,186,020	1,000,552	185,468	993,615,190	934,146,885	59,468,305
17	Wabash Railway	156,945	1,162,869	1,651,178	1,170,060	481,118	344,275,675	344,113,753	161,922
	Total	\$31,999,854	\$13,313,037	\$ 47,705,119	\$ 58,075,755	\$ *10,370,636	\$ 7,183,937,522	\$ 7,179,002,334	\$ 4,935,188

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE—1935—Continued
PART 3—CAPITAL STOCK, GOVERNMENTAL GRANTS AND LONG TERM DEBT

Number	Railway Companies	Total Capital Stock			Total Governmental Grants			Total Long Term Debt		
		December 31, 1935	December 31, 1934	Increase or decrease, 1935	December 31, 1935	December 31, 1934	Increase or decrease, 1935	December 31, 1935	December 31, 1934	Increase or decrease, 1935
1	Atchison, Topeka & Santa Fe Ry.....	\$ 367,596,600	\$ 367,596,600					\$ 309,653,262	\$ 309,660,262	\$ *7,000
2	Atlantic Northern Ry.....	111,325	111,325							
3	Chicago, Burlington & Quincy R. R.....	170,839,100	170,839,100					219,672,000	219,672,000	
4	Chicago Great Western R. R.....	92,282,900	92,282,900					41,462,280	43,631,876	*2,169,596
5	Mason City & Fort Dodge R. R.....	32,841,152	32,841,152					12,000,000	12,000,000	
6	Chicago, Mil., St. Paul & Pac. R. R..	224,465,822	224,483,213	*17,391	205,778	107,048	\$ 98,730	463,718,439	476,443,182	*12,724,743
7	Chicago & North Western Ry.....	180,869,503	180,869,503		257,912		257,912	339,168,200	345,769,100	*6,600,900
8	Chi., St. Paul, Minn. & Omaha Ry....	29,818,946	29,818,946		38,920	1,500	37,420	47,316,000	47,809,800	*493,800
9	Chicago, Rock Island & Pacific Ry....	128,892,512	128,892,512		457,103	392,210	64,893	120,306,583	128,058,313	*7,751,730
10	St. Paul & Kan. City Short Line R. R..	50,000	50,000		10,389	10,389		28,079,580	28,188,965	*109,385
11	Great Northern Railway.....	248,640,018	248,745,818	*105,800	413,349	383,755	29,594	349,532,568	355,094,503	*5,561,935
12	Illinois Central R. R.....	154,583,946	154,583,946		62,780	62,780		369,622,361	371,632,632	*2,010,271
13	Dubuque & Sioux City R. R.....	11,759,500	11,759,500		11,856	11,856		30,604,377	30,630,868	*26,491
14	Manchester & Oneida Railway.....	62,745	62,745					48,000	48,000	
15	Minneapolis & St. Louis R. R.....	25,792,600	25,792,600		8,741	4,898	3,843	26,367,747	26,735,571	*367,824
16	Union Pacific R. R.....	321,834,100	321,834,100		651,097	651,465	*368	247,725,043	250,523,558	*2,798,515
17	Wabash Railway.....	138,120,767	138,120,767					155,021,120	156,356,120	*1,335,000
	Total.....	\$2,128,561,536	\$2,128,684,727	\$*123,191	\$2,117,925	\$1,625,901	\$492,024	\$2,760,297,560	\$2,802,254,750	\$*41,957,190

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE—1935—Continued
PART 4—CURRENT AND DEFERRED LIABILITIES AND UNADJUSTED CREDITS

Number	Railway Companies	Total Current Liabilities			Total Deferred Liabilities			Total Unadjusted Credits		
		December 31, 1935	December 31, 1934	Increase or decrease, 1935	December 31, 1935	December 31, 1934	Increase or decrease, 1935	December 31, 1935	December 31, 1934	Increase or decrease, 1935
1	Atchison, Topeka & Santa Fe Ry.....	\$ 18,595,112	\$ 18,556,287	\$ 38,825	\$ 2,291,658	\$ 2,294,656	\$ *2,998	\$ 186,750,579	\$ 182,401,806	\$ 4,348,773
2	Atlantic Northern Ry.....	1,133	3,073	*1,940		12	*12	11,354	10,547	807
3	Chicago, Burlington & Quincy R. R.....	10,495,062	9,923,167	571,895	78,481	70,109	8,372	72,809,665	72,369,405	440,260
4	Chicago Great Western R. R.....	6,819,510	5,038,431	1,781,079	102,545	102,625	*80	6,944,485	7,357,844	*413,359
5	Mason City & Fort Dodge R. R.....							1,510,421	1,454,651	55,770
6	Chicago, Mil., St. Paul & Pac. R. R..	38,265,333	20,536,341	17,728,992	55,109,892	45,197,146	9,912,746	51,962,236	49,117,163	2,845,073
7	Chicago & North Western Ry.....	54,250,726	45,584,749	8,665,977	157,889	94,591	63,298	75,360,745	74,254,600	1,106,145
8	Chi., St. Paul, Minn. & Omaha Ry....	16,213,705	13,992,274	2,221,431	8,220	11,578	*3,358	9,658,142	9,873,322	*215,180
9	Chicago, Rock Island & Pacific Ry....	222,831,796	203,382,541	19,449,255	639,050	698,819	*59,769	51,706,455	55,670,924	*3,964,469
10	St. Paul & Kan. City Short Line R. R..	1,310,233	360,970	449,263						
11	Great Northern Railway.....	17,316,027	20,706,331	*3,390,304	22,929,299	22,204,473	724,826	69,564,541	67,382,241	2,182,300
12	Illinois Central R. R.....	13,202,450	12,460,391	742,059	263,646	2,095,535	*1,831,889	111,651,100	118,917,697	*7,266,597
13	Dubuque & Sioux City R. R.....	610,128	610,127	1						
14	Manchester & Oneida Railway.....	12,158	15,271	*3,113				4,018	3,881	137
15	Minneapolis & St. Louis R. R.....	51,621,298	49,011,431	2,609,867	2,466,542	2,442,998	23,544	5,237,237	6,868,999	*1,631,762
16	Union Pacific R. R.....	13,743,825	12,715,781	1,028,044	15,055	245,764	*230,709	82,092,735	80,609,509	1,483,226
17	Wabash Railway.....	17,771,289	15,047,745	2,723,544	43,987	25,358	18,629	28,435,015	26,993,771	1,441,244
	Total.....	\$483,059,785	\$428,444,910	\$54,614,875	\$84,106,264	\$75,483,664	\$ 8,622,600	\$ 753,698,728	\$ 753,286,360	\$ 412,368

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE—1935—Continued
PART 5—CORPORATE SURPLUS AND GRAND TOTAL LIABILITIES

Number	Railway Companies	Total Corporate Surplus			Grand Total Liabilities		
		December 31, 1935	December 31, 1934	Increase or decrease, 1935	December 31, 1935	December 31, 1934	Increase or decrease, 1935
1	Atchison, Topeka & Santa Fe Ry.....	\$ 387,348,638	\$ 391,473,071	\$ *4,124,433	\$ 1,272,235,849	\$ 1,271,982,682	\$ 253,167
2	Atlantic Northern Ry.....	38,134	40,353	*2,219	161,946	165,310	*3,364
3	Chicago, Burlington & Quincy R. R.....	193,999,255	199,249,419	*5,250,164	667,893,563	672,123,200	*4,229,637
4	Chicago Great Western R. R.....	^a 1,889,605	^a 1,079,925	^b 809,680	145,722,115	147,333,751	*1,611,636
5	Mason City & Fort Dodge R. R.....	212,772	212,772		46,564,345	46,508,575	55,770
6	Chicago, Mil., St. Paul & Pac. R. R.....	^a 92,694,208	^a 72,251,393	^b 20,442,815	741,033,292	743,632,700	*2,599,408
7	Chicago & North Western Ry.....	14,402,285	29,633,476	*15,231,191	664,467,260	676,206,019	*11,738,759
8	Chi., St. Paul, Minn. & Omaha Ry.....	^a 11,224,671	^a 8,872,914	*2,351,757	91,829,262	92,634,506	*805,244
9	Chicago, Rock Island & Pacific Ry.....	^a 28,634,561	^a 13,217,896	^b 15,416,665	496,198,938	503,877,423	*7,678,485
10	St. Paul & Kan. City Short Line R. R.....	^a 2,086,163	^a 221,343	^b 1,864,820	27,364,039	28,888,981	*1,524,942
11	Great Northern Railway.....	148,277,050	142,666,466	5,610,584	856,672,852	857,183,588	*510,736
12	Illinois Central R. R.....	67,245,428	78,643,483	*11,398,055	716,631,711	738,396,464	*21,764,753
13	Dubuque & Sioux City R. R.....	^a 68,880	^a 68,880		42,916,981	42,943,471	*26,490
14	Manchester & Oneida Railway.....	42,409	34,906	7,503	169,330	164,803	4,527
15	Minneapolis & St. Louis R. R.....	^a 35,308,991	^a 32,156,274	^b 3,152,717	76,185,174	78,700,223	*2,515,049
16	Union Pacific R. R.....	327,553,335	267,566,708	59,986,627	993,615,190	934,146,885	59,468,305
17	Wabash Railway.....	4,883,497	7,569,992	*2,686,495	344,275,675	344,113,753	161,922
	Total.....	\$ 972,095,724	\$ 989,222,021	\$ *17,126,297	\$ 7,183,937,522	\$ 7,179,002,334	\$ 4,935,188

*Decrease.
^aDeficit.
^bIncrease in deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1935
PART 1—AVERAGE MILES OF ROAD OPERATED AND TRAIN MILES

Number	Railway Companies	Average miles of road operated	Train Miles								
			Freight			Passenger	Mixed Train		Special	Total transportation service	Work service
			Ordinary	Light	Total		Freight	Passenger			
1	Achison, Topeka & Santa Fe Ry.-----	13,285.21	16,698,260	49,260	16,747,520	18,684,988	2,968,058	378,263	8,156	38,786,985	319,089
2	Atlantic Northern Ry.-----	17.07	5,581		5,581	9,792				15,373	
3	Chicago, Burlington & Quincy R. R.-----	9,035.66	13,377,458	68,539	13,445,997	12,911,415	956,914	552,184	2,679	27,869,189	198,219
4	Chicago Great Western R. R.-----	1,512.79	2,686,197	3,443	2,689,640	1,894,461				4,584,101	74,221
5	Chicago, Mil., St. Paul and Pac. R. R.-----	11,129.30	12,910,755	66,738	12,977,493	10,728,525	1,651,954	408,300	4,086	25,770,358	631,437
6	Chicago & North Western Ry.-----	8,421.89	10,258,088	35,296	10,293,384	11,820,568	561,240	76,170	5,074	22,756,436	307,691
7	Chl., St. Paul, Minn. & Omaha Ry.-----	1,652.69	1,977,937	13,192	1,991,129	2,386,967	410,117	59,688	655	4,848,556	52,537
8	Chicago, Rock Island & Pacific Ry.-----	7,575.03	10,015,525	28,234	10,043,759	10,054,063	1,365,961	138,122	10,001	21,611,906	129,954
9	Great Northern Ry.-----	8,278.28	7,629,269	54,436	7,683,705	6,692,198	1,517,772	871,572	4,631	16,769,878	158,156
10	Illinois Central R. R.-----	4,980.72	14,067,172	112,550	14,179,722	10,110,498	859,219	149,143	7,799	25,306,381	108,059
11	Manchester & Oneida Ry.-----	8.15	5,705		5,705	15,367				21,072	
12	Minneapolis & St. Louis R. R.-----	1,636.38	1,593,686	10,155	1,603,841	925,466	235,038	233,448	744	2,998,537	14,536
13	Union Pacific R. R.-----	3,593.02	10,240,157	60,213	10,300,370	7,558,258	1,510,318	232,366	219	19,601,531	260,945
14	Wabash Railway-----	2,447.01	5,966,181	72,200	6,038,381	3,062,272	438,519	39,119	2,546	9,580,837	67,871
	Total-----	73,573.20	107,431,971	574,256	108,006,227	96,854,838	12,475,110	3,138,375	46,590	220,521,140	2,322,714

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1935—Continued

PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Freight				Passenger				Mixed Train	
		Principal	Helper	Light	Total	Principal	Helper	Light	Total	Principal	Helper
1	Atchison, Topeka & Santa Fe Ry.....	16,749,714	1,175,608	808,116	18,733,438	15,355,148	790,216	412,488	16,557,852	3,346,483	8,217
2	Atlantic Northern Ry.....	5,581			5,581						
3	Chicago, Burlington & Quincy R. R.....	13,446,002	656,699	512,378	14,615,079	9,428,423	52,514	282,148	9,763,085	1,399,775	4,465
4	Chicago Great Western R. R.....	2,689,658	7,408	88,631	2,785,697	1,101,716	567	17,215	1,119,498		
5	Chicago, Mil., St. Paul and Pac. R. R....	12,985,850	811,703	671,454	14,469,007	9,813,045	115,934	130,453	10,059,432	2,060,649	12,850
6	Chicago & North Western Ry.....	10,294,050	562,722	303,896	11,160,668	9,992,624	243,007	142,574	10,378,205	637,410	1,340
7	Chi., St. Paul, Minn. & Omaha Ry.....	1,994,678	83,152	103,469	2,181,299	2,204,009	41,401	22,845	2,268,255	470,334	954
8	Chicago, Rock Island & Pacific Ry.....	10,042,598	227,482	52,572	10,322,652	8,748,840	47,713	180,163	8,976,716	1,402,172	4,014
9	Great Northern Ry.....	7,683,705	79,096	260,303	8,023,104	5,585,928	7,777	130,885	5,724,590	1,636,820	1,298
10	Illinois Central R. R.....	14,179,722	79,846	296,744	14,556,312	7,789,544	57,386	104,782	7,951,712	1,008,362	
11	Manchester & Oneida Ry.....	5,705			5,705						
12	Minneapolis & St. Louis R. R.....	1,604,425	164,590	83,084	1,852,099	126,370	188	4,657	131,215	239,055	378
13	Union Pacific R. R.....	10,301,087	281,357	495,693	11,078,137	6,282,904	132,803	219,512	6,635,219	1,716,348	9,807
14	Wabash Railway.....	6,038,381	102,408	130,931	6,271,720	2,921,080	24,178	77,955	3,023,213	477,638	4,189
	Total.....	108,021,156	4,232,071	3,807,271	116,060,498	79,349,631	1,513,684	1,725,677	82,588,992	14,395,046	47,512

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1935—Continued
PART 3—LOCOMOTIVE MILES—Continued

Number	Railway Companies	Locomotive Miles									
		Mixed Train		Special Train				Train switching	Yard Switching		
		Light	Total	Principal	Helper	Light	Total		Freight	Passenger	Total
1	Atchison, Topeka & Santa Fe Ry.....	44,584	3,399,284	8,156	1,214	466	9,836	1,510,296	5,484,417	504,216	5,988,633
2	Atlantic Northern Ry.....							1,417			
3	Chicago, Burlington & Quincy R. R.....	16,530	1,420,770	2,679	88	25	2,792	966,698	4,362,876	505,298	4,868,174
4	Chicago Great Western R. R.....							168,432	974,992	44,394	1,019,386
5	Chicago, Mil., St. Paul and Pac. R. R.....	25,815	2,099,314	4,086	714	559	5,359	1,618,800	6,187,857	424,179	6,612,036
6	Chicago & North Western Ry.....	1,320	640,070	5,074	664	149	5,887	1,305,070	5,241,140	451,543	5,692,683
7	Chi., St. Paul, Minn. & Omaha Ry.....	12,491	483,779	894	133	147	1,174	271,194	1,148,393	118,088	1,266,481
8	Chicago, Rock Island & Pacific Ry.....	10,780	1,416,966	10,001	1,306		11,307	869,298	4,113,146	411,592	4,524,738
9	Great Northern Ry.....	40,424	1,678,542	4,631	305	286	5,222	997,176	2,967,687	193,948	3,161,635
10	Illinois Central R. R.....	15,517	1,023,879	7,799			7,799	1,016,023	4,504,038	429,125	4,933,163
11	Manchester & Oneida Ry.....							624			
12	Minneapolis & St. Louis R. R.....	4,090	243,523	744	444	4	1,192	199,126	490,689	16,353	507,042
13	Union Pacific R. R.....	38,138	1,764,293	253		166	419	369,504	2,818,364	259,252	3,077,616
14	Wabash Railway.....	5,478	487,305	2,546	435	237	3,218	339,823	2,326,522	79,503	2,406,025
	Total.....	215,167	14,657,725	46,863	5,303	2,039	54,205	9,633,481	40,620,121	3,437,491	44,057,612

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1935—Continued

PART 4—LOCOMOTIVE MILES, Concluded, AND CAR MILES

Number	Railway Companies	Locomotive Miles		Car Miles					
		Total transportation service	Work service	Freight Train					Total
				Loaded	Empty	Sum of loaded and empty	Caboose	Exclusive work equipment	
1	Atchison, Topeka & Santa Fe Ry.....	46,199,339	371,149	515,401,293	301,097,721	816,499,014	17,312,146	1,141,527	834,952,687
2	Atlantic Northern Ry.....	6,998		9,527	9,326	18,853	5,508		24,361
3	Chicago, Burlington & Quincy R. R.....	31,636,598	488,610	355,066,965	231,649,532	586,716,497	13,239,000	3,244,509	603,200,015
4	Chicago Great Western R. R.....	5,093,013	94,066	78,007,047	49,671,036	127,678,083	2,816,222	202,692	130,696,997
5	Chicago, Mil., St. Paul and Pac. R. R.....	34,863,948	1,006,935	370,259,323	242,697,113	612,956,436	13,871,652	164,415	626,992,503
6	Chicago & North Western Ry.....	29,182,583	508,308	273,992,855	160,997,817	434,990,672	10,773,050	272,949	446,036,671
7	Chi., St. Paul, Minn. & Omaha Ry.....	6,472,182	59,872	48,789,361	25,813,423	74,602,784	2,036,407	213,695	76,852,886
8	Chicago, Rock Island & Pacific Ry.....	26,121,677	333,728	244,049,530	148,213,247	392,262,777	10,114,434	522,948	402,900,159
9	Great Northern Ry.....	19,590,269	149,601	272,355,344	172,516,917	444,872,261	8,600,546	602,602	454,075,409
10	Illinois Central R. R.....	29,488,888	313,021	352,372,743	211,209,024	563,581,767	15,034,462	582,805	579,199,124
11	Manchester & Oneida Ry.....	6,329		8,263	8,009	16,332			16,332
12	Minneapolis & St. Louis R. R.....	2,934,197	13,792	29,451,260	17,831,572	47,282,832	1,602,677		48,885,509
13	Union Pacific R. R.....	22,925,188	274,100	375,637,903	234,533,833	610,171,736	10,267,872	709,051	621,148,659
14	Wabash Railway.....	12,531,304	110,962	193,535,236	113,114,737	306,649,973	6,154,638	480,254	313,284,865
	Total.....	267,052,513	3,724,234	3,108,936,650	1,909,363,367	5,018,300,017	111,828,623	8,137,537	5,138,266,177

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1935—Continued

PART 5—CAR MILES—Continued

Number	Railway Companies	Car Miles									
		Passenger Train					Mixed Train				
		Passenger	Sleeping, parlor and observa- tion	Dining	Other	Total	Freight		Caboose	Exclusive work equipment	Passenger
Loaded	Empty										
1	Atchison, Topeka & Santa Fe Ry.....	32,455,226	60,281,929	6,350,313	42,104,288	141,191,756	23,895,658	19,258,412	47,593	216,223	3,372,539
2	Atlantic Northern Ry.....	9,792				9,792					
3	Chicago, Burlington & Quincy R. R.....	23,893,474	21,595,712	3,862,224	30,708,485	80,059,895	4,468,827	1,644,293	223,900	115,132	1,608,568
4	Chicago Great Western R. R.....	2,071,255	2,358,264	23,782	3,400,483	7,853,784					
5	Chicago, Mil., St. Paul and Pac. R. R.....	18,396,677	22,659,599	2,541,492	25,615,248	69,213,016	9,598,092	5,458,867	217,169	17,644	2,140,709
6	Chicago & North Western Ry.....	24,905,236	22,357,917	2,787,110	27,870,571	78,010,834	3,199,135	2,636,995	145,620	24,602	539,471
7	Chl., St. Paul, Minn. & Omaha Ry.....	4,213,900	5,099,141	435,056	6,347,856	16,095,953	2,564,772	1,904,126	55,471	31,838	473,608
8	Chicago, Rock Island & Pacific Ry.....	16,735,548	20,254,061	4,692,810	20,455,410	62,137,829	9,119,980	6,492,469	644,248	92,337	901,564
9	Great Northern Ry.....	12,272,702	12,330,769	2,285,071	21,292,311	48,180,853	13,100,103	4,714,625	38,696	46,145	2,631,108
10	Illinois Central R. R.....	24,753,522	15,905,745	3,062,979	25,389,881	69,142,127	6,136,256	4,463,576	135,572	39,427	904,592
11	Manchester & Oneida Ry.....	15,367				15,367					
12	Minneapolis & St. Louis R. R.....	976,436	135,758	464	902,247	2,014,905	819,299	616,738	41,851		428,269
13	Union Pacific R. R.....	13,442,575	28,126,811	4,661,889	23,150,356	69,381,631	16,881,554	7,227,066	988,567	105,311	1,686,993
14	Wabash Railway.....	5,619,245	7,169,176	357,123	5,725,379	18,870,923	3,233,224	2,662,001	83,690	57,277	470,480
	Total.....	179,850,955	218,274,882	31,060,313	232,962,515	662,178,665	93,016,900	57,079,168	2,622,377	745,936	15,157,901

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1935—Continued

PART 6—CAR MILES—Continued

Number	Railway Companies	Car Miles									
		Mixed Train				Special Train					
		Sleeping, parlor and observa- tion	Dining	Other passenger train	Total	Freight		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observa- tion
						Loaded	Empty				
1	Atchison, Topeka & Santa Fe Ry.....	11,481		539,685	47,341,591	113,383	1,042	6,785		44,815	1,172
2	Atlantic Northern Ry.....										
3	Chicago, Burlington & Quincy R. R.....	176,270	494	1,199,597	9,437,081	46,333		2,679		16,615	
4	Chicago Great Western R. R.....										
5	Chicago, Mil., St. Paul and Pac. R. R.....	136,827	255	1,476,247	19,045,810	63,584	288	3,970		920	21,929
6	Chicago & North Western Ry.....			275,673	6,821,496	78,173		4,345		19,462	14,797
7	Chi., St. Paul, Minn. & Omaha Ry.....	9,538	357	167,081	5,206,741	4,176		174		3,561	2,263
8	Chicago, Rock Island & Pacific Ry.....			184,700	17,435,298	94,358	100	6,161		49,935	
9	Great Northern Ry.....	68,251	2,754	2,422,566	23,024,248	107,234		4,631		37,068	
10	Illinois Central R. R.....	44		347,248	12,026,715	100,631		7,360		26,594	
11	Manchester & Oneida Ry.....										
12	Minneapolis & St. Louis R. R.....	551		566,504	2,473,212	16,653		744			4,116
13	Union Pacific R. R.....	153,879	11,117	1,882,685	28,937,172	4,344		290		1,810	
14	Wabash Railway.....	1,916	88	61,145	6,569,821	27,349		2,546		11,258	
	Total.....	558,757	15,065	9,123,081	178,319,185	656,218	1,430	39,685		212,038	44,277

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1935—Continued

PART 7—CAR MILES, Concluded, AND FREIGHT SERVICE

Number	Railway Companies	Car Miles				Freight Service					
		Special Train			Total transporta- tion service	Work service	Tons			Ton-Miles	
		Dining	Other passenger train	Total			Revenue freight	Nonrevenue freight	Total	Revenue freight	Nonrevenue freight
1	Atchison, Topeka & Santa Fe Ry.....		4,319	171,516	1,023,657,550	2,335,249	25,767,496	6,404,790	32,172,286	9,718,655,287	1,040,906,598
2	Atlantic Northern Ry.....				34,153		11,547	340	11,887	177,385	4,760
3	Chicago, Burlington & Quincy R. R.....			65,627	692,762,618	979,626	25,454,988	5,868,736	31,323,724	7,522,419,565	1,530,419,635
4	Chicago Great Western R. R.....				138,550,781	1,163,664	5,185,514	960,986	6,146,500	1,585,726,955	99,830,545
5	Chicago, Mil., St. Paul and Pac. R. R....	1,408	872	92,971	715,344,300	9,978,301	29,682,938	4,675,249	34,358,187	7,978,909,250	1,530,832,367
6	Chicago & North Western Ry.....	563	328	117,668	530,986,669	1,315,388	30,931,196	4,165,033	35,096,229	4,995,873,153	1,089,548,126
7	Chi., St. Paul, Minn. & Omaha Ry.....	481	481	11,136	98,166,716	307,941	7,273,414	678,327	7,951,741	1,179,071,541	75,206,812
8	Chicago, Rock Island & Pacific Ry.....		425	150,979	482,624,265	708,937	19,121,408	3,224,401	22,345,809	5,007,848,856	553,491,475
9	Great Northern Ry.....		4,658	153,591	525,434,101	192,843	29,394,382	3,228,565	32,622,947	7,372,079,484	670,562,889
10	Illinois Central R. R.....			134,585	660,502,551	629,618	32,566,352	5,144,658	37,711,010	8,255,019,288	1,199,011,712
11	Manchester & Oneida Ry.....				31,699		24,336		24,336	197,523	
12	Minneapolis & St. Louis R. R.....			21,513	53,395,139	43,389	3,932,667	389,128	4,321,795	691,000,124	102,995,331
13	Union Pacific R. R.....			6,444	719,473,906	4,252,354	13,679,071	4,645,268	18,324,339	6,468,619,952	1,526,193,524
14	Wabash Railway.....			41,153	338,766,762	319,726	14,796,053	1,980,994	16,777,047	3,585,854,287	277,316,499
	Total.....	2,452	11,083	967,183	5,979,731,210	22,227,036	237,821,362	41,366,475	279,187,837	64,361,452,650	9,696,320,273

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1935—Continued
PART 8—FREIGHT AND PASSENGER SERVICE AND FREIGHT REVENUE

Number	Railway Companies	Freight Service			Passenger Service					
		Total ton miles	Gross Ton Miles		Revenue Passengers Carried			Revenue Passenger-Miles		
			Inclusive loco- motives and tenders	Exclusive loco- motives and tenders	Commutation	Other	Total	Commutation	Other	Total
1	A., T. & Santa Fe.....	10,759,561,885	38,685,931,225	32,988,161,221	4,742	2,258,455	2,263,197	100,591	748,015,410	748,116,001
2	Atlantic Northern.....	182,145				510	510		4,199	4,199
3	Chi., Bur. & Quincy.....	9,052,839,200	25,290,247,100	21,856,073,100	4,630,580	3,167,652	7,798,232	74,594,707	350,194,631	424,789,338
4	Chicago Great West'n.....	1,685,557,500	5,695,339,136	4,814,346,234	10	202,566	202,576	100	28,009,599	28,009,699
5	C., Mil., St. P. & P.....	9,509,741,617	27,464,589,521	24,072,840,384	1,628,084	2,068,950	3,697,034	28,505,801	321,432,967	349,938,768
6	Chi. & No. Western.....	6,085,421,279	19,634,728,000	17,079,932,000	11,264,429	4,033,796	15,298,225	175,145,975	379,063,086	554,209,061
7	C., St. P., M. & O.....	1,254,278,353	3,677,459,290	3,132,179,996	125	680,428	680,553	750	80,329,617	80,330,367
8	Chi., Rock Isl. & Pac.....	5,561,340,331	17,877,763,636	15,246,481,285	5,822,541	1,488,519	7,311,060	75,225,100	284,857,538	360,082,638
9	Great Northern.....	8,042,642,373	21,174,743,255	18,771,629,354	276	1,301,090	1,301,366	1,380	260,144,587	260,145,967
10	Illinois Central.....	9,454,031,000	26,498,910,000	23,011,971,000	15,620,896	8,711,794	24,332,690	156,164,239	326,243,289	482,407,528
11	Manchester & Oneida.....	197,523				894	894		7,285	7,285
12	Minn. & St. Louis.....	793,995,455	2,210,648,367	1,901,834,394	1,095	140,122	141,217	19,710	9,202,292	9,222,002
13	Union Pacific.....	7,994,813,476	27,699,485,045	23,952,341,973		938,598	938,598		367,453,860	367,453,860
14	Wabash.....	3,863,170,786	13,154,113,265	11,501,701,696	73,484	544,179	617,663	1,019,641	103,466,227	104,485,868
	Total.....	74,057,772,923	229,063,957,840	198,329,492,637	39,046,262	25,537,553	64,583,815	510,777,994	3,258,424,587	3,769,202,581

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1935—Continued

PART 9—FREIGHT AND PASSENGER REVENUE, OPERATING REVENUES AND EXPENSES AND AVERAGES PER MILE OF ROAD

Number	Railway Companies	Freight revenue	Passenger Revenue				Operating			Net railway operating income	Averages Per Mile of Road			
			Commutation	Other	Total	Passenger service train revenue	Revenues	Expenses	Net operating revenues		Freight train miles	Passenger train miles	Mixed train miles	Transportation service train miles
1	A. T. & S. F.	\$ 109,685,780	\$ 920	\$13,446,154	\$13,447,074	\$ 22,103,637	\$135,686,392	\$109,423,484	\$ 26,262,908	\$15,703,352	1,261	1,406	252	2,920
2	Atlantic No.	10,343		151	151	2,339	12,799	15,969	*3,170	*4,355	327	573		900
3	C., B. & Q.	66,817,189	757,560	6,220,541	6,978,101	12,740,064	82,925,209	62,544,384	20,380,825	10,228,355	1,632	1,760	682	3,084
4	C. G. W.	13,917,646	2	528,501	528,503	1,136,300	15,616,643	11,591,088	4,025,555	1,307,386	1,846	1,385		3,030
5	CMSP & P.	77,311,239	252,294	5,795,757	6,048,051	11,145,904	92,467,784	76,390,539	16,077,245	4,746,620	1,167	1,183	227	2,316
6	C. & N. W.	59,983,338	1,867,245	7,037,209	8,904,454	13,411,378	77,345,496	65,348,579	11,996,917	3,578,483	1,222	1,625	88	2,702
7	CSPM & O.	12,754,183	12	1,519,488	1,519,500	2,371,491	15,454,289	13,281,705	2,172,584	175,578	1,205	1,444	284	2,934
8	C. R. I. & P.	50,455,090	830,855	5,213,587	6,044,442	9,677,120	63,202,855	56,973,933	6,228,922	*1,023,558	1,326	1,327	199	2,853
9	Gr. Northern	70,132,152	30	4,385,901	4,385,931	8,208,410	81,072,817	49,939,901	31,132,916	23,500,682	1,181	1,283	583	2,026
10	Ill. Central	69,796,584	1,964,957	6,002,238	7,967,195	12,033,996	84,798,651	72,056,675	12,741,976	6,108,950	2,847	2,030	202	5,081
11	M. & Oneida	23,021		195	195	1,951	25,264	16,559	8,705	6,417	700	1,885		2,585
12	M. & St. L.	6,983,932	262	161,064	161,326	475,829	7,610,791	6,763,381	847,410	101,621	983	620	286	1,832
13	Union Pac.	58,851,880		6,201,425	6,201,425	10,609,157	71,559,731	52,466,616	19,093,115	10,721,266	2,867	2,103	485	5,455
14	Wabash	36,495,558	10,240	2,211,873	2,222,113	3,369,266	41,492,889	31,246,552	10,246,337	5,213,899	2,468	1,251	195	3,915
	Total	\$633,217,935	\$5,684,377	\$58,724,054	\$64,408,461	\$107,286,842	\$769,271,610	\$608,059,365	\$161,212,245	\$80,364,696	1,468	1,316	212	2,997

*Deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1935—Continued
PART 10—AVERAGES PER MILE OF ROAD AND PER TRAIN MILE

Number	Railway Companies	Averages Per Mile of Road								Averages Per Train Mile						
		Freight service car miles	Passenger service car miles	Freight revenue	Passenger service train revenue	Operating revenue	Operating expenses	Net railway oper- ating income	Ton miles—revenue freight	Revenue—passenger miles	Loaded Freight Car-Miles		Empty Freight Car-Miles		Ton-Miles	
											Freight trains	Mixed trains	Freight trains	Mixed trains	Revenue freight	All freight
1	A., T. & Santa Fe.....	66,126	10,927	\$8,256.23	\$1,663.78	\$ 10,213.34	\$8,236.49	\$1,182.02	731,539	56,312	30.77	7.14	17.98	5.76	492.94	545.74
2	Atlantic Northern.....	1,427	572	605.91	137.02	749.79	935.50	*185.71	10,392	246	1.71	-----	1.67	-----	31.78	31.78
3	Chi., Bur. & Quincy.....	67,818	9,768	7,432.14	1,498.27	9,177.55	6,921.95	1,132.00	836,726	49,956	26.41	2.96	17.23	1.09	522.28	628.54
4	Chicago Great West'n.....	89,699	5,741	9,551.87	830.62	10,323.07	7,662.06	864.22	1,088,306	20,475	29.00	-----	18.47	-----	589.57	626.69
5	C., Mil., St. P. & P.....	57,760	8,046	6,951.84	1,228.69	8,308.50	6,863.91	426.50	717,465	38,576	28.53	4.66	18.70	2.65	545.40	650.04
6	Chi. & No. Western.....	53,685	10,839	7,122.31	1,843.35	9,183.86	7,759.37	424.90	593,201	76,174	26.62	5.02	15.64	4.14	460.25	560.63
7	C., St. P., M. & O.....	49,261	10,137	7,717.22	1,434.93	9,350.99	8,036.42	106.24	713,426	48,486	24.50	5.46	12.96	4.05	491.02	522.34
8	Chi., Rock Isl. & Pac.....	55,359	8,353	6,660.71	1,277.50	8,343.58	7,521.28	*135.12	661,100	47,535	24.30	6.06	14.76	4.32	438.91	487.82
9	Great Northern.....	57,167	6,666	8,492.64	1,025.72	9,793.44	6,032.64	2,838.84	892,721	32,508	35.45	5.48	22.45	1.97	801.18	874.06
10	Illinois Central.....	118,473	14,139	14,013.35	2,416.12	17,025.38	14,467.12	1,226.52	1,657,395	96,855	24.85	6.09	14.90	4.43	548.91	628.64
11	Manchester & Oneida.....	2,004	1,885	2,824.66	239.38	3,099.88	2,031.78	787.36	24,236	89,398	1.45	-----	1.41	-----	34.62	34.62
12	Minn. & St. Louis.....	30,878	2,021	4,280.42	319.01	4,650.99	4,133.13	62.10	423,511	6,183	18.36	1.75	11.12	1.32	375.77	431.78
13	Union Pacific.....	179,892	20,350	16,379.50	2,952.71	19,916.32	14,602.37	2,983.91	1,800,330	102,269	36.47	9.69	22.77	4.15	547.73	676.91
14	Wabash.....	130,507	7,935	14,914.35	1,376.89	16,956.57	12,769.28	2,130.72	1,465,402	42,609	32.05	6.77	18.73	5.57	553.64	596.45
	Total.....	71,934	9,341	\$8,606.63	\$1,458.23	\$ 10,455.86	\$8,264.68	\$1,092.31	874,795	51,231	28.78	5.32	17.68	3.66	534.20	614.68

*Deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1935—Continued

PART 11—AVERAGES PER TRAIN MILE; PER LOADED FREIGHT CAR-MILE AND PER CAR-MILE-PASSENGER AND MISCELLANEOUS AVERAGES

Number	Railway Companies	Averages per Train Mile										Averages per Loaded Freight Car—Mile		Averages per Car—Mile—Passenger		Miscellaneous averages of percent empty of loaded freight car miles	
		Freight gross ton—miles, exclusive of locomotive and tenders	Locomotive Miles		Passenger Train Car—Miles		Revenue passenger miles	Freight revenue	Passenger service train revenue	Operating		Ton-miles all freight	Freight revenue	Revenue passenger—miles	Passenger revenue		
			Freight trains	Passenger trains	Passenger trains	Mixed trains				Revenue	Expenses						Net operating revenues
1	Atchison, Topeka & Santa Fe Ry.-----	1,673.20	1.12	1.08	7.56	1.17	39.24	\$5.56	\$1.16	\$3.50	\$2.82	\$.68	19.90	\$.20339	7.78	\$.13990	59.40
2	Atlantic Northern Ry.-----		1.00		1.00		.43	1.85	.24	.83	1.04	*.21	19.12	1.08565	.17	.01542	97.89
3	Chicago, Burlington & Quincy R. R.-----	1,517.48	1.09	1.04	6.20	1.98	31.55	4.64	.95	2.97	2.24	.73	25.18	.18584	8.99	.14761	64.89
4	Chicago Great Western R. R.-----	1,789.96	1.04	1.02	4.15		14.79	5.17	.60	3.41	2.53	.88	21.61	.17842	6.32	.11931	63.68
5	Chicago, Mil., St. Paul and Pac. R. R.-----	1,645.51	1.11	1.03	6.45	1.82	31.42	5.28	1.00	3.59	2.97	.62	25.04	.20353	8.08	.13957	65.33
6	Chicago & North Western Ry.-----	1,573.52	1.08	1.04	6.60	1.28	46.58	5.53	1.13	3.40	2.87	.53	21.95	.21640	11.57	.18593	59.03
7	Chi., St. Paul, Minn. & Omaha Ry.-----	1,304.40	1.10	1.03	6.74	1.38	32.83	5.31	.97	3.19	2.74	.47	24.42	.24836	8.20	.15511	53.97
8	Chicago, Rock Island & Pacific Ry.-----	1,336.27	1.03	1.03	6.18	.72	35.33	4.42	.95	2.92	2.63	.29	21.97	.19929	9.50	.15952	61.11
9	Great Northern Ry.-----	2,040.07	1.04	1.02	7.20	2.14	34.39	7.62	1.09	4.84	2.98	1.86	28.11	.24569	9.53	.16064	62.09
10	Illinois Central R. R.-----	1,530.16	1.03	1.02	6.84	1.24	47.02	4.64	1.17	3.35	2.85	.50	26.37	.19469	11.61	.19169	60.16
11	Manchester & Oneida Ry.-----		1.00		1.00		.47	1.50	.13	1.19	.78	.41	23.90	2.78603	.47	.01268	97.65
12	Minneapolis & St. Louis R. R.-----	1,034.24	1.15	1.04	2.18	2.12	7.96	3.80	.41	2.54	2.26	.28	26.23	.23072	5.98	.10469	.61
13	Union Pacific R. R.-----	2,028.02	1.08	1.06	9.18	2.14	47.17	4.98	1.36	3.65	2.68	.97	20.37	.14993	8.46	.14286	61.59
14	Wabash Railway-----	1,775.80	1.04	1.03	6.16	1.12	33.69	5.63	1.09	4.33	3.26	1.07	19.63	.18547	7.88	.16757	58.84
	Total-----	1,646.14	1.07	.85	6.84	1.59	37.69	\$5.26	\$1.07	\$3.49	\$2.76	\$.73	23.13	\$.19776	9.11	\$.15563	61.41

*Deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1935—Continued

PART 12—MISCELLANEOUS AVERAGES

Number	Railway Companies	Miles Hauled			Miles Carried			Revenue per		% Rev. ton-miles of gross ton-miles, Exc. loco-motives and tenders	Revenue per Passenger			Revenue per Passenger Mile			Operating ratio %
		Revenue freight	Nonrevenue freight	All freight	Revenue Passengers			Ton of freight	Ton-mile of freight		Commutation	Other	Total	Commutation	Other	Total	
					Commutation	Other	Total										
1	A., T. & Santa Fe.....	377.17	162.52	334.44	21.21	331.21	330.56	\$ 4.25675	\$.01129	29.46	\$.19401	\$ 5.95370	\$ 5.94163	\$.00915	\$.01798	\$.01797	80.64
2	Atlantic Northern.....	15.27	14.00	15.32	-----	8.23	8.23	.89573	.05831	-----	-----	.29608	.29608	-----	.03596	.03596	124.77
3	Chl., Bur. & Quincy.....	295.52	260.78	289.01	16.11	110.55	54.47	2.62492	.00888	34.42	.16360	1.96377	.89483	.01016	.01776	.01643	75.42
4	Chicago Great West'n....	305.80	103.88	274.23	10.00	138.27	138.27	2.68395	.00878	22.94	.16600	2.60903	2.60891	.01660	.01887	.01887	74.22
5	C., Mil., St. P. & P.....	268.80	327.43	276.78	17.51	155.36	94.65	2.60457	.00969	33.14	.15496	2.80130	1.63592	.00885	.01803	.01728	82.61
6	Chl. & No. Western.....	161.52	261.59	173.39	15.55	93.97	36.23	1.93925	.01201	29.25	.16576	1.74456	.58206	.01066	.01856	.01607	84.49
7	C., St. P., M. & O.....	162.11	110.87	157.74	6.00	118.06	118.04	1.75353	.01082	37.64	.10000	2.23314	2.23274	.01667	.01892	.01892	85.94
8	Chl., Rock Isl. & Pac....	261.90	171.66	248.88	12.92	191.37	49.25	2.63867	.01008	32.85	.14270	3.50253	.82675	.01104	.01830	.01679	90.14
9	Great Northern.....	250.80	207.70	246.53	5.00	199.94	199.90	2.38590	.00951	39.27	.10870	3.37094	3.37025	.02174	.01686	.01686	61.60
10	Illinois Central.....	253.48	233.06	250.70	10.00	32.45	19.83	2.14321	.00846	35.87	.12579	.68898	.32743	.01258	.01840	.01652	84.97
11	Manchester & Oneida.....	8.11	-----	8.11	-----	8.15	8.15	.94597	.11654	-----	-----	.21812	.21812	-----	.02676	.02676	65.54
12	Minn. & St. Louis.....	175.71	264.68	183.72	18.00	65.67	65.30	1.77587	.01011	.36	.25927	1.14945	1.14240	.01329	.01750	.01749	88.87
13	Union Pacific.....	472.88	328.55	436.29	-----	391.49	391.49	4.30233	.00910	27.01	-----	6.60712	6.60712	-----	.01688	.01688	73.32
14	Wabash.....	242.35	139.99	230.27	13.88	190.13	169.16	2.46657	.01018	31.18	.13935	4.06461	3.59761	.01004	.02138	.02127	75.31
	Total.....	270.62	234.40	265.26	13.08	127.59	58.36	\$ 2.66257	\$.00983	32.45	\$.14558	\$ 2.29951	\$.99728	\$.01113	\$.01802	\$.01709	79.04

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—1935
PART 1—AVERAGE MILES OF ROAD OPERATED AND TRAIN MILES

Number	Railway Companies	Average miles of road operated	Train Miles							Total transportation service	Work service
			Freight			Passenger	Mixed Train		Special		
			Ordinary	Light	Total		Freight	Passenger			
1	Atchison, Topeka & Santa Fe Ry.	19.99	91,372	171	91,543	100,932	5,780	1,518	20	199,793	2,869
2	Atlantic Northern Ry.	17.07	5,581		5,581	9,792				15,373	
3	Chicago, Burlington & Quincy R. R.	1,301.23	1,524,597	5,888	1,530,485	1,911,294	125,456	56,627	322	3,624,184	33,189
4	Chicago Great Western R. R.	763.81	1,433,734	1,239	1,434,973	1,002,097				2,437,070	32,928
5	Chicago, Mil., St. Paul and Pac. R. R.	1,872.99	3,275,453	7,933	3,283,386	1,937,361	170,695	36,141	286	5,427,779	139,774
6	Chicago & North Western Ry.	1,623.07	2,586,214	1,778	2,587,992	2,578,968	86,796	11,780	554	5,266,090	55,624
7	Chi., St. Paul, Minn. & Omaha Ry.	84.32	154,657	115	154,772	181,852			2	336,626	1,995
8	Chicago, Rock Island & Pacific Ry.	2,237.10	2,691,987	8,380	2,700,367	2,540,407	587,350	71,476	6,165	5,905,765	17,717
9	Great Northern Ry.	78.02	94,665	300	94,965	57,042			75	152,082	724
10	Illinois Central R. R.	718.30	1,909,172	3,133	1,912,305	706,522	103,440	17,293	1,244	2,740,804	7,009
11	Manchester & Onelda Ry.	8.15	5,705		5,705	15,367				21,072	
12	Minneapolis & St. Louis R. R.	886.32	864,923	310	865,233	521,778	79,650	58,646	496	1,525,803	8,348
13	Union Pacific R. R.	2.48	18,905	76	18,981	5,670				24,651	20,836
14	Wabash Railway	208.88	258,710	9,551	268,261	127,858			320	396,439	11,753
	Total	9,821.73	14,915,675	38,874	14,954,549	11,696,940	1,159,077	253,481	9,484	28,073,531	337,766

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—1935—Continued

PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Freight				Passenger				Mixed Train	
		Principal	Helper	Light	Total	Principal	Helper	Light	Total	Principal	Helper
1	Atchison, Topeka & Santa Fe Ry.....	91,543	5,930	20,542	118,015	99,110	7,128	13,021	119,259	7,298	-----
2	Atlantic Northern Ry.....	5,581	-----	-----	5,581	-----	-----	-----	-----	-----	-----
3	Chicago, Burlington & Quincy R. R.....	1,530,485	121,807	72,352	1,724,644	1,188,422	2,903	33,777	1,225,102	182,083	633
4	Chicago Great Western R. R.....	1,434,979	6,251	50,013	1,491,243	585,621	144	7,957	593,722	-----	-----
5	Chicago, Mil., St. Paul and Pac. R. R.....	3,283,420	179,854	156,090	3,619,364	1,561,667	12,202	14,321	1,588,190	206,746	648
6	Chicago & North Western Ry.....	2,587,992	62,120	20,858	2,670,970	2,196,404	21,259	10,272	2,227,935	98,576	605
7	Chi., St. Paul, Minn. & Omaha Ry.....	153,784	357	3,077	157,218	181,843	2,304	4,253	188,400	-----	-----
8	Chicago, Rock Island & Pacific Ry.....	2,699,815	107,414	31,145	2,838,374	2,163,034	7,469	3,144	2,173,647	658,826	3,414
9	Great Northern Ry.....	94,965	-----	683	95,648	12,180	-----	558	12,738	-----	-----
10	Illinois Central R. R.....	1,912,305	9,673	2,066	1,924,044	706,522	2,694	13,831	723,047	120,733	-----
11	Manchester & Oneida Ry.....	5,705	-----	-----	5,705	-----	-----	-----	-----	-----	-----
12	Minneapolis & St. Louis R. R.....	865,630	69,460	45,382	980,472	57,360	88	2,327	59,775	78,639	88
13	Union Pacific R. R.....	18,981	1,439	10,379	30,799	2,571	-----	13,606	16,177	-----	-----
14	Wabash Railway.....	268,261	4,031	3,745	276,037	127,858	713	3,826	132,397	-----	-----
	Total.....	14,953,446	568,336	416,332	15,938,114	8,882,592	56,904	120,893	9,060,389	1,352,901	5,388

STATISTICS OF STEAM RAILWAYS

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—1935—Continued

PART 3—LOCOMOTIVE MILES—Continued

Number	Railway Companies	Locomotive Miles										
		Mixed Train		Special Train				Train switching	Yard Switching			
		Light	Total	Principal	Helper	Light	Total		Freight	Passenger	Total	
1	Atchison, Topeka & Santa Fe Ry.	546	7,844	20		5	25			115,886	4,320	120,206
2	Atlantic Northern Ry.							1,417				
3	Chicago, Burlington & Quincy R. R.	466	183,182	322	88	4	414	124,162		421,985	63,540	485,525
4	Chicago Great Western R. R.							64,674		256,662	17,580	274,242
5	Chicago, Mil., St. Paul and Pac. R. R.	2,816	210,210	286	159	9	454	320,789		684,013	29,214	713,227
6	Chicago & North Western Ry.	224	99,405	554	34	87	675	200,465		717,074	41,434	758,508
7	Chi., St. Paul, Minn. & Omaha Ry.			2	2	5	9	11,334		163,340	25,589	188,929
8	Chicago, Rock Island & Pacific Ry.	9,593	671,833	6,165	826		6,991	309,059		939,823	80,550	1,020,373
9	Great Northern Ry.			75		1	76	4,377		100,810	2,996	103,806
10	Illinois Central R. R.	29	120,762	1,244			1,244	87,662		387,036	17,994	405,030
11	Manchester & Oneida Ry.							624				
12	Minneapolis & St. Louis R. R.	1,514	80,241	496	196	2	694	78,802		195,638	2,950	198,588
13	Union Pacific R. R.	15	15							288,981	36,858	325,839
14	Wabash Railway			320	259	222	801	3,832		28,934	6,294	35,228
	Total	15,203	1,373,492	9,484	1,564	335	11,383	1,207,197		4,300,182	329,319	4,629,501

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—1935—Continued

PART 4—LOCOMOTIVE MILES, Concluded, AND CAR MILES

Number	Railway Companies	Locomotive Miles		Car Miles					
		Total transportation service	Work service	Freight Train					
				Loaded	Empty	Sum of loaded and empty	Caboose	Exclusive work equipment	Total
1	Atchison, Topeka & Santa Fe Ry.-----	365,349	2,875	3,441,019	2,324,002	5,765,021	92,857	6,818	5,864,696
2	Atlantic Northern Ry.-----	6,998		9,527	9,326	18,853	5,508		24,361
3	Chicago, Burlington & Quincy R. R.-----	3,743,029	35,624	39,758,938	25,680,225	65,439,163	1,484,099	368,482	67,291,744
4	Chicago Great Western R. R.-----	2,423,881	50,474	40,625,860	26,136,247	66,762,107	1,500,384	115,374	68,377,865
5	Chicago, Mil., St. Paul and Pac. R. R.-----	6,452,234	145,294	80,188,945	59,185,222	139,374,167	3,463,124	31,678	142,868,969
6	Chicago & North Western Ry.-----	5,957,958	82,745	76,371,539	46,378,047	122,749,586	2,708,703	61,216	125,519,505
7	Chi., St. Paul, Minn. & Omaha Ry.-----	545,890	2,389	3,717,812	2,449,379	6,167,191	156,175	19,431	6,342,797
8	Chicago, Rock Island & Pacific Ry.-----	7,020,277	55,120	58,237,154	32,667,355	90,904,509	2,740,575	146,136	93,791,220
9	Great Northern Ry.-----	216,645	731	2,650,489	2,383,579	5,034,068	96,829		5,130,897
10	Illinois Central R. R.-----	3,261,789	18,469	33,519,618	24,435,087	57,954,705	1,968,685	75,776	59,999,166
11	Manchester & Oneida Ry.-----	6,329		8,263	8,069	16,332			16,332
12	Minneapolis & St. Louis R. R.-----	1,398,572	8,880	15,314,381	9,758,640	25,073,021	872,331		25,945,352
13	Union Pacific R. R.-----	372,830	266	489,786	300,648	790,434	20,210	740	811,384
14	Wabash Railway-----	448,295	11,753	3,145,194	1,998,512	5,143,706	269,296	27,417	5,440,419
	Total-----	32,220,076	414,620	357,478,525	233,714,338	591,192,863	15,378,776	853,068	607,424,707

STATISTICS OF STEAM RAILWAYS

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—1935—Continued

PART 5—CAR MILES—Continued

Number	Railway Companies	Car Miles									
		Passenger Train					Mixed Train				
		Passenger	Sleeping parlor and observation	Dining	Other	Total	Freight		Caboose	Exclusive work equipment	Passenger
Loaded	Empty										
1	Atchison, Topeka & Santa Fe Ry.....	160,227	517,224	76,139	345,601	1,099,191	46,211	30,944	32	877	7,435
2	Atlantic Northern Ry.....	9,972				9,792					
3	Chicago, Burlington & Quincy R. R.....	2,915,276	3,025,381	546,319	5,490,813	11,977,789	404,210	201,503	1,454	9,282	182,563
4	Chicago Great Western R. R.....	1,059,670	1,219,181	14,394	1,726,392	4,019,637					
5	Chicago, Mil., St. Paul and Pac. R. R.....	2,640,265	3,203,060	11,246	3,487,567	9,342,138	1,023,091	418,442	14,952	1,070	245,305
6	Chicago & North Western Ry.....	3,865,360	9,273,221	988,064	7,635,837	21,763,082	547,806	397,906	12,901	5,655	83,627
7	Chl., St. Paul, Minn. & Omaha Ry.....	388,588	359,381	7,458	558,483	1,313,910					
8	Chicago, Rock Island & Pacific Ry.....	3,178,751	5,095,002	1,134,469	5,981,300	15,389,522	3,615,581	2,329,251	134,681	37,685	541,433
9	Great Northern Ry.....	58,620	312	78	87,027	146,037					
10	Illinois Central R. R.....	1,443,743	711,667	166,607	1,753,371	4,075,448	696,061	499,644	387	4,731	119,692
11	Manchester & Onelda Ry.....	15,367				15,367					
12	Minneapolis & St. Louis R. R.....	543,242	79,157	224	482,010	1,104,633	269,441	217,246	204		135,864
13	Union Pacific R. R.....	17,971	3,154	5,079	35,939	62,143					
14	Wabash Railway.....	190,899	188,325	760	246,054	626,038					
	Total.....	16,487,951	23,675,065	2,951,497	27,830,394	70,944,727	6,602,491	4,094,936	164,611	59,382	1,315,919

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—1935—Continued

PART 6—CAR MILES—Continued

Number	Railway Companies	Car Miles									
		Mixed Train				Special Train					
		Sleeping, parlor and observation	Dining	Other passenger train	Total	Freight		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation
						Loaded	Empty				
1	Atchison, Topeka & Santa Fe Ry.			7,917	93,416	540		20		24	
2	Atlantic Northern Ry.										
3	Chicago, Burlington & Quincy R. R.			74,053	873,065	4,760		322		1,978	
4	Chicago Great Western R. R.										
5	Chicago, Mil., St. Paul and Pac. R. R.	2,700		83,837	1,789,397	6,278		286		8	2,550
6	Chicago & North Western Ry.			1,435	1,049,420	5,768		418		1,924	1,683
7	Chi., St. Paul, Minn. & Omaha Ry.				82					14	6
8	Chicago, Rock Island & Pacific Ry.			105,831	6,764,462	39,293	100	2,325		29,239	
9	Great Northern Ry.					2,175		75		750	
10	Illinois Central R. R.				1,320,515	11,252		1,100		4,518	
11	Manchester & Oneida Ry.										
12	Minneapolis & St. Louis R. R.			90,078	712,833	9,724		496			2,422
13	Union Pacific R. R.										
14	Wabash Railway					2,728		320		1,144	
	Total	2,700		363,151	12,603,190	82,518	100	5,362		39,599	5,661

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—1935—Continued

PART 7—CAR MILES, Concluded, AND FREIGHT SERVICE

Number	Railway Companies	Car-Miles				Freight Service					
		Special Train			Total transporta- tion service	Work service	Tons			Ton-Miles	
		Dining	Other passenger train	Total			Revenue freight	Nonrevenue freight	Total	Revenue freight	Nonrevenue freight
1	Atchison, Topeka & Santa Fe Ry.....		136	720	7,058,023	40,811	3,009,695	517,287	3,526,982	59,729,114	4,847,408
2	Atlantic Northern Ry.....				34,153		11,547	340	11,887	177,385	4,760
3	Chicago, Burlington & Quincy R. R.....			7,060	80,149,658	171,446	6,333,181	1,319,983	7,653,164	685,746,734	222,512,466
4	Chicago Great Western R. R.....				72,397,502	622,042	4,336,877	786,799	5,123,676	805,278,483	65,180,046
5	Chicago, Mil., St. Paul and Pac. R. R.....	200	200	9,522	154,010,026	2,619,102	8,337,876	1,480,355	9,818,231	1,615,003,786	210,392,761
6	Chicago & North Western Ry.....	141	239	10,173	148,342,180	502,197	6,220,706	1,126,775	7,347,481	1,227,329,761	199,504,049
7	Chi., St. Paul, Minn. & Omaha Ry.....	2	2	24	7,656,813	4,409	1,391,795	75,170	1,466,965	144,118,937	4,072,525
8	Chicago, Rock Island & Pacific Ry.....		140	71,097	116,016,301	64,299	7,903,082	1,213,704	9,116,786	1,251,205,851	145,927,320
9	Great Northern Ry.....		150	3,150	5,280,084	1,102	774,995	69,862	844,857	59,771,245	4,725,459
10	Illinois Central R. R.....			16,870	65,411,999	69,180	3,129,814	591,265	3,721,079	633,589,487	78,143,513
11	Manchester & Onelda Ry.....				31,699		24,336		24,336	197,523	
12	Minneapolis & St. Louis R. R.....			12,642	27,775,460	26,755	2,315,354	326,099	2,641,453	355,532,298	61,095,623
13	Union Pacific R. R.....				873,527	23,076	3,704,290	216,838	3,921,128	8,119,256	617,784
14	Wabash Railway.....			4,192	6,070,649	20,661	1,077,720	84,066	1,161,786	71,144,231	2,533,890
	Total.....	343	867	135,450	691,108,074	4,165,080	48,571,268	7,808,543	56,379,811	6,916,944,091	999,557,604

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—1935—Continued

PART 8—FREIGHT AND PASSENGER SERVICE AND FREIGHT REVENUES

Number	Railway Companies	Freight Service			Passenger Service						Freight revenue
		Total ton-miles	Gross Ton-Miles		Revenue Passengers Carried			Revenue Passengers Miles			
			Inclusive, loco-motives and tenders	Exclusive, loco-motives and tenders	Commutation	Other	Total	Commutation	Other	Total	
1	Atchison, Topeka & Santa Fe Ry.....	64,576,522	244,926,439	215,704,399	60	264,716	264,776	60	5,181,064	5,181,124	\$ 671,438
2	Atlantic Northern Ry.....	182,145				510	510		4,199	4,199	10,343
3	Chicago, Burlington & Quincy R. R.....	908,259,200	2,740,558,300	2,334,652,600		487,454	487,454		43,020,405	43,020,405	7,096,642
4	Chicago Great Western R. R.....	870,458,529	2,968,239,512	2,507,009,289		140,458	140,458		15,510,518	15,510,518	7,171,699
5	Chicago, Mil., St. Paul and Pac. R. R.....	1,825,396,547	5,825,498,089	5,118,759,419		303,049	303,049		31,240,744	31,240,744	15,432,797
6	Chicago & North Western Ry.....	1,426,833,810	5,279,000,000	4,592,032,000		470,804	470,804		100,193,399	100,193,399	12,996,949
7	Chi., St. Paul, Minn. & Omaha Ry.....	148,191,462	402,081,935	369,910,450		106,065	106,065		5,925,847	5,925,847	1,603,913
8	Chicago, Rock Island & Pacific Ry.....	1,397,133,171	4,448,113,388	3,684,528,263		583,242	583,242		69,244,870	69,244,870	12,158,802
9	Great Northern Ry.....	64,496,704	196,715,008	176,150,688		7,103	7,103		355,296	355,296	677,479
10	Illinois Central R. R.....	711,733,000	2,569,455,000	2,134,294,000		168,078	168,078		15,638,544	15,638,544	5,612,671
11	Manchester & Oneida Ry.....	197,523				894	894		7,285	7,285	23,021
12	Minneapolis & St. Louis R. R.....	416,627,921	1,187,056,980	1,025,617,107		76,069	76,069		4,268,890	4,268,890	3,367,726
13	Union Pacific R. R.....	8,737,040				52,486	52,486		115,449	115,449	82,286
14	Wabash Railway.....	73,678,121	242,571,593	198,787,507		48,683	48,683		3,204,136	3,204,136	608,322
	Total.....	7,916,501,695	26,104,216,244	22,357,445,729	60	2,709,611	2,709,671	60	293,910,646	293,910,706	\$67,514,088

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—1935—Continued

PART 9—PASSENGER REVENUE AND OPERATING REVENUES AND EXPENSES
AND AVERAGES PER MILE OF ROAD

Number	Railway Companies	Passenger Revenue				Operating			Net railway operating income	Averages Per Mile of Road			
		Commutation	Other	Total	Passenger service train revenue	Revenues	Expenses	Net operating revenues		Freight train miles	Passenger train miles	Mixed train miles	Transportation service train-miles
1	Atchison, Topeka & Santa Fe Ry.....	4	\$ 99,358	\$ 99,362	\$ 169,801	\$ 875,388	\$ 940,108	\$ *64,720	\$ *124,183	4,579	5,049	365	9,995
2	Atlantic Northern Ry.....		151	151	2,339	12,799	15,969	*3,170	*4,355	327	573		900
3	Chicago, Burlington & Quincy R. R.....		747,321	747,321	1,945,844	9,244,046	7,948,484	1,295,562	270,503	1,305	1,674	778	2,785
4	Chicago Great Western R. R.....		297,535	297,535	627,953	7,809,057	6,161,822	1,737,235	766,710	1,879	1,312		3,191
5	Chicago, Mil., St. Paul and Pac. R. R.....		580,826	580,826	1,261,739	16,948,347	13,381,449	3,566,898	2,251,547	1,753	1,112	119	2,898
6	Chicago & North Western Ry.....		1,946,099	1,946,099	3,058,335	16,337,877	14,438,396	1,899,481	*9,386	1,595	1,778	68	3,245
7	Chi., St. Paul, Minn. & Omaha Ry.....		117,780	117,780	197,152	1,821,906	1,177,546	644,360	18,243	1,836	2,157		3,992
8	Chicago, Rock Island & Pacific Ry.....		1,297,337	1,297,337	2,253,178	14,714,708	13,940,177	774,531	*472,709	1,207	1,136	294	2,640
9	Great Northern Ry.....		6,702	6,702	24,515	714,478	448,574	265,904		1,217	731		1,949
10	Illinois Central R. R.....		288,423	288,423	591,456	6,272,890	6,553,474	*280,584		2,662	984	168	3,816
11	Manchester & Oneida Ry.....		195	195	1,951	25,264	16,559	8,705	6,417	700	1,885		2,585
12	Minneapolis & St. Louis R. R.....		75,137	75,137	214,710	3,618,971	3,242,678	376,293	82,956	977	693	156	1,722
13	Union Pacific R. R.....		1,939	1,939	7,245	91,630	120,149	*28,519		7,654	2,286		9,940
14	Wabash Railway.....		65,896	65,896	127,814	853,097	1,233,044	*379,947		1,284	612		1,898
	Total.....	4	\$5,524,699	\$5,524,703	\$10,484,032	\$79,430,458	\$69,618,429	\$9,812,029	\$2,785,743	1,515	1,185	143	2,844

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—1935—Continued

PART 10—AVERAGES PER MILE OF ROAD AND PER TRAIN MILE

Number	Railway Companies	Averages Per Mile of Road									Averages Per Train Mile					
		Freight service car-miles	Passenger service car-miles	Freight revenue	Passenger service train revenue	Operating revenues	Operating expenses	Net railway operating income	Ton-miles—revenue freight	Revenue—passenger miles	Loaded Freight Car-Miles		Empty Freight Car-Miles		Ton-Miles	
											Freight trains	Mixed trains	Freight trains	Mixed trains	Revenue freight	All freight
1	A., T. & Santa Fe.....	297,315	55,763	\$33,588.69	\$ 8,494.30	\$43,791.30	\$47,028.91	*\$6,212.26	2,987,950	259,186	37.59	6.33	25.39	4.24	613.72	663.53
2	Atlantic Northern.....	1,427	572	605.91	137.02	749.79	935.50	*185.71	10,392	246	1.71	-----	1.67	-----	31.78	31.78
3	Chi., Bur. & Quincy.....	52,192	9,831	5,453.80	1,563.32	7,104.08	6,108.44	207.88	526,999	34,563	25.98	2.22	16.78	1.11	414.11	548.48
4	Chicago Great West'n.....	89,522	5,263	9,389.38	822.13	10,341.65	8,067.22	1,003.80	1,054,292	20,307	28.31	-----	18.21	-----	561.18	606.60
5	C., Mil., St. P. & P.....	77,060	5,554	8,239.66	724.13	9,048.82	7,144.43	1,202.11	862,260	17,930	24.42	4.95	18.03	2.02	467.58	528.49
6	Chi. & No. Western.....	77,933	15,063	8,007.63	2,108.11	10,066.03	8,895.73	*5.78	756,178	69,063	29.51	5.56	17.92	4.04	458.85	533.44
7	C., St. P., M. & O.....	75,224	15,583	19,021.74	2,338.14	21,607.04	13,965.20	216.35	1,709,190	70,278	24.02	-----	15.83	-----	931.17	957.48
8	Chi., Rock Isl. & Pac.....	44,678	7,182	5,435.07	1,007.19	6,577.58	6,231.36	*211.30	559,298	30,953	21.57	5.49	12.10	3.54	380.57	424.96
9	Great Northern.....	65,793	1,883	8,683.40	314.20	9,157.63	5,749.47	-----	766,102	4,554	27.91	-----	25.10	-----	629.40	679.16
10	Illinois Central.....	85,218	5,847	7,813.83	823.41	8,732.97	9,123.59	-----	882,068	21,772	17.53	5.77	12.78	4.14	314.32	353.09
11	Manchester & Oneida.....	2,004	1,885	2,824.66	239.38	3,099.88	2,031.78	787.36	24,236	89,398	1.45	-----	1.41	-----	34.62	34.62
12	Minn. & St. Louis.....	29,871	1,771	3,804.44	285.28	4,083.14	3,658.59	93.60	401,636	5,672	17.70	1.95	11.28	1.57	376.27	440.93
13	Union Pacific.....	327,171	25,058	33,180.00	2,921.00	36,947.58	48,447.18	-----	3,273,894	46,552	25.80	-----	15.84	-----	427.76	460.30
14	Wabash.....	26,060	3,003	2,912.30	611.90	4,084.15	5,903.12	-----	340,599	15,340	11.72	-----	7.45	-----	265.21	274.65
	Total.....	62,647	7,362	\$ 6,839.13	\$ 1,062.02	\$ 8,046.25	\$ 6,951.00	\$ 316.06	700,682	29,772	23.90	4.67	15.62	2.89	429.26	491.29

*Deficit.

STATISTICS OF STEAM RAILWAYS

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—1935—Continued

PART 11—AVERAGES PER TRAIN MILE, PER LOADED FREIGHT CAR-MILE AND
PER CAR-MILE-PASSENGER AND MISCELLANEOUS AVERAGES

Number	Railway Companies	Averages Per Train Mile										Averages Per Loaded Freight Car-Mile		Averages Per Car-Mile—Passenger		Miscellaneous averages— per cent empty of loaded freight car— miles	
		Freight gross ton- miles, exclusive of locomotives and tenders	Locomotive Miles		Passenger Train Car- Miles		Revenue passenger miles	Freight revenue	Passenger service train revenue	Operating Net		Ton-miles all freight	Freight revenue	Revenue pas- senger miles	Passenger revenue		
			Freight trains	Passenger trains	Passenger trains	Mixed trains				Revenues	Expenses						Net operating revenues
1	Atchison, Topeka & Santa Fe Ry.....	2,216.38	1.29	1.20	10.89	2.10	50.57	\$6.90	\$1.66	\$4.38	\$4.70	*.32	18.48	\$.19254	7.56	\$.14508	67.53
2	Atlantic Northern Ry.....		1.00		1.00		.43	1.85	.24	.83	1.04	*.21	19.12	1.08565	.17	.01542	97.89
3	Chicago, Burlington & Quincy R. R.....	1,409.86	1.13	1.03	6.27	1.41	21.86	4.29	.99	2.55	2.19	.36	22.61	.17670	7.03	.12205	64.44
4	Chicago Great Western R. R.....	1,747.08	1.04	1.01	4.01		15.48	5.00	.63	3.24	2.53	.71	21.43	.17653	6.81	.13056	64.33
5	Chicago, Mil., St. Paul and Pac. R. R.....	1,481.98	1.10	1.02	4.82	1.61	15.83	4.47	.64	3.12	2.46	.66	22.48	.19003	5.13	.09535	73.39
6	Chicago & North Western Ry.....	1,716.78	1.03	1.01	8.44	.86	38.67	4.86	1.18	3.10	2.74	.36	18.55	.16897	7.58	.14718	60.81
7	Chicago, St. Paul, Minn. & Omaha Ry.....	2,390.03	1.02	1.04	7.23		32.59	10.36	.21	5.41	3.50	1.91	39.86	.43141	7.92	.15747	65.88
8	Chicago, Rock Island & Pacific Ry.....	1,120.70	1.05	1.00	6.06	.98	26.51	3.70	.86	2.49	2.36	.13	22.59	.19658	7.86	.14717	56.58
9	Great Northern Ry.....	1,854.90	1.01	1.05	2.56		6.23	7.13	.43	4.70	2.95	1.75	24.33	.25561	6.03	.11371	89.93
10	Illinois Central R. R.....	1,058.81	1.01	1.02	5.77	.99	21.61	2.78	.82	2.29	2.29	*.10	20.80	.16404	6.87	.12677	72.88
11	Manchestern & Oneida Ry.....		1.00		1.00		.47	1.50	.13	1.19	.78	.41	23.90	2.78603	.47	.01268	97.65
12	Minneapolis & St. Louis R. R.....	1,085.44	1.13	1.04	2.12	1.63	7.35	3.56	.37	2.37	2.12	.25	26.73	.21610	5.63	.09909	.64
13	Union Pacific R. R.....		1.62	6.29	10.96		20.36	4.34	1.28	3.71	4.87	*1.16	17.84	.16800	5.47	.09179	61.38
14	Wabash Railway.....	741.02	1.03	1.04	4.90		25.06	2.27	1.00	2.15	3.11	*.96	23.43	.19341	8.45	.17377	63.54
	Total.....	1,387.49	1.06	.78	6.06	1.19	24.59	\$4.18	\$.88	\$2.83	\$2.48	\$.35	21.74	\$.18543	7.08	\$.13318	65.31

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—1935—Continued

PART 12—MISCELLANEOUS AVERAGES

Number	Railway Companies	Miles Hauled			Miles Carried— Revenue Passengers			Revenue Per			Revenue Per Passenger			Revenue Per Pas- senger Mile			Operating ratio —per cent
		Revenue freight	Nonrevenue freight	All freight	Commutation	Other	Total	Ton of freight	Ton mile of freight	% revenue ton-miles of gross ton -miles exclud- ing locomot's & tenders	Commutation	Other	Total	Commutation	Other	Total	
1	A., T. & Santa Fe.....	19.85	9.37	18.31	1.00	19.57	19.57	\$.22309	\$.01124	27.69	\$.06667	\$.37534	\$.37527	\$.06667	\$.01918	\$.01918	107.39
2	Atlantic Northern.....	15.27	14.00	15.32	-----	8.23	8.23	.89573	.05831	-----	-----	.29608	.29608	-----	.03596	.03596	124.77
3	Chi., Bur. & Quincy.....	108.28	168.57	118.68	-----	88.26	88.26	1,12055	.01035	29.37	-----	1.53311	1.53311	-----	.01737	.01737	85.98
4	Chicago Great West'n.....	185.68	82.84	169.89	-----	110.43	110.43	1,65366	.00891	32.12	-----	2.11832	2.11832	-----	.01918	.01918	78.01
5	C., Mil., St. P. & P.....	193.63	142.12	185.92	-----	103.09	103.09	1,85093	.00956	31.55	-----	1.91661	1.91661	-----	.01859	.01859	78.95
6	Chi. & No. Western.....	197.30	177.06	194.19	-----	212.81	212.81	2,08930	.01059	26.73	-----	4.13357	4.13357	-----	.01942	.01942	88.37
7	C., St. P., M. & O.....	103.55	54.18	101.02	-----	55.87	55.87	1,15241	.01113	38.96	-----	1.11046	1.11046	-----	.01988	.01988	64.63
8	Chi., Rock Isl. & Pac.....	158.32	120.23	153.25	-----	118.72	118.72	1,53849	.00972	33.96	-----	2.22435	2.22435	-----	.01874	.01874	94.74
9	Great Northern.....	77.12	67.64	76.34	-----	50.02	50.02	.87417	.01133	33.93	-----	.94340	.94340	-----	.01886	.01886	62.78
10	Illinois Central.....	202.44	132.16	191.27	-----	93.04	93.04	1,79329	.00886	29.69	-----	1.71601	1.71601	-----	.01844	.01844	104.47
11	Manchester & Oneida.....	8.11	-----	8.11	-----	8.15	8.15	.94597	.11654	-----	-----	.21812	.21812	-----	.02676	.02676	65.54
12	Minn. & St. Louis.....	153.55	187.35	157.73	-----	56.12	56.12	1,45452	.00947	.35	-----	.98775	.98775	-----	.01760	.01760	89.60
13	Union Pacific.....	2.19	2.85	2.23	-----	2.20	2.20	.02221	.01013	-----	-----	.03694	.03694	-----	.01680	.01680	131.12
14	Wabash.....	66.01	30.14	63.42	-----	65.82	65.82	.56445	.00855	35.79	-----	1.35357	1.35357	-----	.02057	.02057	144.54
	Total.....	142.41	128.01	140.41	1.00	108.47	108.47	\$ 1.39000	\$.00976	30.94	\$.06667	\$2.03892	\$2.03888	\$.06667	\$.01879	\$.01879	87.64

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1935
PART 1—TOTAL PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers		Car-loads	Tons	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons			
1	Atchison, Topeka & Santa Fe Ry.	110,817	3,197,695	89,551	1,807,124	39,635	904,761	12,679	208,269	252,682	6,117,849	\$ 34,016,744
2	Chicago, Burlington & Quincy R. R.	67,479	2,511,706	28,018	747,657	37,452	851,984	31,045	638,544	163,994	4,749,891	11,546,240
3	Chicago Great Western R. R.	7,473	235,082	9,359	257,700	10,837	313,820	16,901	333,355	44,570	1,139,957	2,510,688
4	Chicago, Mil., St. Paul & Pac. R. R.	85,254	2,977,053	39,454	1,050,592	34,981	726,649	11,162	191,102	170,851	4,945,396	12,680,312
5	Chicago & North Western Ry.	45,175	1,493,344	38,614	1,174,388	58,848	1,512,364	27,897	517,048	170,534	4,697,144	8,719,421
6	Chi., St. Paul, Minn. & Omaha Ry.	14,331	506,690	23,345	761,655	20,127	608,163	12,373	273,974	70,176	2,150,482	3,055,846
7	Chicago, Rock Island & Pacific Ry.	60,130	2,180,678	47,045	1,185,082	36,973	779,602	51,308	839,444	195,456	4,984,806	14,114,523
8	Great Northern Ry.	78,354	2,746,814	46,536	1,023,560	22,320	482,635	4,134	92,573	151,344	4,345,582	19,061,632
9	Illinois Central R. R.	55,771	1,494,360	51,829	1,114,882	52,174	1,048,580	48,856	934,132	208,630	4,591,954	15,871,125
10	Minneapolis & St. Louis R. R.	9,406	348,297	16,135	482,613	7,296	182,043	9,610	183,966	42,447	1,196,919	1,975,384
11	Union Pacific R. R.	33,763	1,440,684	19,093	589,560	28,018	647,939	119,423	2,027,304	200,297	4,705,487	20,730,927
12	Wabash Railway	19,350	665,687	14,383	368,725	40,375	735,985	45,002	699,083	119,110	2,469,480	6,599,417
	Total	587,303	19,798,090	423,362	10,563,538	389,036	8,794,525	390,390	6,938,794	1,790,091	46,094,947	\$ 150,882,259

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1935—Continued
PART 2—TOTAL ANIMALS AND PRODUCTS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers				
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	
1	Atchison, Topeka & Santa Fe Ry.	48,603	599,680	31,084	375,287	15,330	177,534	2,967	36,306	97,984	1,188,807	\$ 7,750,046
2	Chicago, Burlington & Quincy R. R.	51,232	593,727	30,448	377,978	20,848	251,498	9,105	112,821	111,633	1,336,024	7,915,250
3	Chicago Great Western R. R.	11,193	149,121	19,743	261,839	3,120	42,875	3,575	52,778	37,631	506,613	2,905,549
4	Chicago, Mil., St. Paul & Pac. R. R.	59,233	701,945	42,466	551,359	16,206	214,539	2,243	34,322	120,148	1,502,165	8,143,475
5	Chicago & North Western Ry.	42,060	507,133	34,163	420,462	22,558	281,259	11,171	142,186	109,952	1,351,040	6,416,671
6	Chi., St. Paul, Minn. & Omaha Ry.	4,321	50,258	10,240	125,858	4,607	55,477	3,174	41,202	22,342	272,795	781,683
7	Chicago, Rock Island & Pacific Ry.	28,400	326,759	20,604	254,869	8,856	110,332	6,257	84,993	64,117	776,953	4,019,190
8	Great Northern Ry.	18,311	196,929	14,354	173,731	2,158	27,795	1,236	15,366	36,059	413,821	3,597,638
9	Illinois Central R. R.	23,482	269,407	25,728	331,875	11,649	143,599	9,372	130,525	70,231	875,406	4,785,138
10	Minneapolis & St. Louis R. R.	2,311	31,105	7,800	100,795	1,322	16,523	935	15,573	12,368	163,996	478,037
11	Union Pacific R. R.	15,777	182,694	14,109	167,882	14,843	169,370	17,301	221,041	62,030	740,987	4,892,459
12	Wabash Railway	9,672	115,821	16,748	210,916	10,710	131,028	13,440	172,636	50,570	630,401	3,580,543
	Total	314,595	3,724,579	267,487	3,352,851	132,207	1,621,829	80,776	1,059,749	795,065	9,759,008	\$ 55,265,679

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1935—Continued

PART 3—TOTAL PRODUCTS OF MINES—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers		Car-loads	Tons	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons			
1	Atchison, Topeka & Santa Fe Ry.	77,681	4,061,166	29,898	1,337,926	25,887	1,109,424	3,540	162,104	137,006	6,670,620	\$ 8,493,622
2	Chicago, Burlington & Quincy R. R.	99,695	4,904,874	62,389	2,769,194	55,467	2,408,947	9,339	405,849	226,890	10,488,864	14,080,756
3	Chicago Great Western R. R.	2,011	99,220	387	19,596	17,610	768,584	7,159	310,527	27,167	1,197,927	1,633,435
4	Chicago, Mil., St. Paul & Pac. R. R.	90,995	4,411,129	37,347	1,765,065	80,473	3,670,281	7,050	338,209	215,865	10,184,684	14,097,432
5	Chicago & North Western Ry.	59,137	2,822,597	82,303	4,654,480	95,146	4,246,524	15,500	729,393	252,086	12,452,994	12,861,658
6	Chi., St. Paul, Minn. & Omaha Ry	20,354	901,641	9,433	312,479	10,884	471,785	3,443	132,225	44,114	1,818,130	2,419,420
7	Chicago, Rock Island & Pacific Ry..	38,295	1,934,851	22,911	1,067,681	50,366	2,261,240	9,645	400,768	121,217	5,664,540	6,262,020
8	Great Northern Ry.	100,530	5,279,944	178,405	10,768,052	54,877	2,153,854	9,295	395,018	343,107	18,596,868	17,185,046
9	Illinois Central R. R.	104,868	5,510,994	123,043	6,262,796	66,137	3,241,035	32,185	1,590,157	326,233	16,604,982	20,319,746
10	Minneapolis & St. Louis R. R.	6,178	333,688	4,506	225,470	14,546	586,224	2,191	82,684	27,421	1,228,066	1,351,636
11	Union Pacific R. R.	30,952	1,291,627	15,725	679,964	19,382	797,200	8,358	298,300	74,417	3,067,091	4,564,842
12	Wabash Railway	22,284	1,089,768	14,099	675,484	56,369	2,742,220	16,570	770,914	109,322	5,278,386	4,868,147
	Total	652,980	32,641,499	580,446	30,538,187	547,144	24,457,318	124,275	5,616,148	1,904,845	93,253,152	\$ 108,137,760

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1935—Continued*
PART 4—TOTAL PRODUCTS OF FORESTS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers				
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	
1	Atchison, Topeka & Santa Fe Ry.	18,314	558,713	8,882	229,954	17,216	431,222	2,772	69,518	47,184	1,289,407	\$ 3,800,613
2	Chicago, Burlington & Quincy R. R.	1,292	33,184	1,411	40,047	29,719	771,802	19,791	488,804	52,213	1,333,887	3,840,195
3	Chicago Great Western R. R.	82	2,025	74	1,936	3,274	80,741	4,936	123,018	8,366	207,720	395,172
4	Chicago, Mil., St. Paul & Pac. R. R.	52,050	1,879,018	24,884	807,041	25,956	698,976	6,800	183,710	109,690	3,568,745	8,444,755
5	Chicago & North Western Ry.	40,661	1,531,605	11,855	354,320	30,047	872,300	9,504	244,559	92,067	3,002,784	3,829,139
6	Chi., St. Paul, Minn. & Omaha Ry.	8,024	252,399	5,519	141,051	6,712	177,989	9,415	246,890	29,670	818,329	828,081
7	Chicago, Rock Island & Pacific Ry.	5,115	172,506	9,759	259,386	10,986	273,518	9,692	242,328	35,552	947,738	2,032,160
8	Great Northern Ry.	34,650	1,333,779	23,753	596,762	7,918	226,390	9,113	251,596	75,434	2,408,527	7,978,260
9	Illinois Central R. R.	17,531	525,310	18,177	493,623	26,354	703,277	34,145	890,373	96,207	2,612,583	6,522,484
10	Minneapolis & St. Louis R. R.	34	709	56	1,322	2,388	58,033	5,238	130,301	7,716	190,365	259,662
11	Union Pacific R. R.	434	12,215	323	8,554	6,222	171,365	30,523	825,386	37,502	1,017,520	4,475,267
12	Wabash Railway	1,170	34,670	1,486	38,407	6,435	163,408	8,291	209,907	17,382	446,392	808,960
	Total	179,357	6,336,133	106,179	2,972,403	173,227	4,629,021	150,220	3,906,390	608,983	17,843,947	\$ 43,214,748

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1935—Continued
PART 5—TOTAL MANUFACTURERS AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers		Car-loads	Tons	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons			
1	Atchison, Topeka & Santa Fe Ry.	139,356	4,029,164	132,693	3,632,832	94,729	1,969,940	13,106	326,466	379,884	9,958,402	\$ 49,812,247
2	Chicago, Burlington & Quincy R. R.	67,200	1,717,714	72,236	1,633,305	96,515	2,398,719	53,876	1,316,383	289,827	7,066,121	26,916,713
3	Chicago Great Western R. R.	10,949	241,427	10,341	231,119	27,004	670,813	38,829	922,122	87,123	2,065,481	6,774,821
4	Chicago, Mil., St. Paul & Pac. R. R.	91,949	2,042,705	92,225	1,846,142	168,649	4,336,458	28,148	664,776	380,971	8,890,081	31,509,604
5	Chicago & North Western Ry.	93,405	2,259,012	100,769	1,969,539	134,485	3,442,209	44,662	939,599	373,321	8,610,359	24,164,816
6	Chi., St. Paul, Minn. & Omaha Ry.	10,410	258,493	16,470	351,585	39,802	853,750	23,104	555,625	89,786	2,019,453	4,662,218
7	Chicago, Rock Island & Pacific Ry.	57,162	1,414,957	66,743	1,628,770	82,317	2,006,160	54,862	1,303,218	261,084	6,353,105	23,357,008
8	Great Northern Ry.	37,266	943,520	18,913	622,495	60,956	1,465,642	10,993	298,092	128,128	3,329,749	18,259,528
9	Illinois Central R. R.	47,439	1,203,173	66,288	1,603,288	100,376	2,453,431	84,621	1,997,958	298,724	7,257,850	22,559,990
10	Minneapolis & St. Louis R. R.	4,157	105,769	7,000	181,894	20,839	499,294	12,375	304,506	44,371	1,091,463	2,644,990
11	Union Pacific R. R.	13,241	409,374	17,513	539,450	40,247	920,295	86,350	2,051,645	157,351	3,920,764	22,726,718
12	Wabash Railway	27,880	658,426	51,275	1,165,696	94,217	1,806,297	86,785	1,916,193	260,157	5,636,612	17,659,032
	Total	600,414	15,283,734	652,466	15,406,115	960,136	22,913,008	537,711	12,596,583	2,750,727	66,199,440	\$ 251,047,685

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1935—Continued

PART 6—GRAND TOTAL CARLOAD TRAFFIC—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers				
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	
1	Ateh., Top. & Santa Fe.....	394,771	12,446,418	292,108	7,383,123	192,797	4,592,881	35,064	802,663	914,740	25,225,085	\$ 103,873,272
2	Chi., Bur. & Quincy.....	286,898	9,761,205	194,502	5,568,181	240,001	6,682,950	123,156	2,962,401	844,557	24,974,737	64,299,154
3	Chicago Great Western.....	31,708	726,875	39,904	772,190	61,845	1,876,833	71,400	1,741,800	204,857	5,117,698	14,219,665
4	C., Mil., St. P. & Pac.....	379,481	12,011,850	236,376	6,020,199	326,265	9,646,903	55,403	1,412,119	997,525	29,091,071	74,875,578
5	Chicago & No. Western.....	280,348	8,613,691	267,704	8,573,189	341,084	10,354,656	108,734	2,572,785	997,960	30,114,321	55,991,705
6	C., St. Paul, M. & O.....	57,440	1,969,481	65,007	1,692,628	82,132	2,167,164	51,509	1,249,916	256,088	7,079,189	11,747,248
7	Chi., R. Isl. & Pac.....	189,102	6,029,751	167,062	4,395,788	189,498	5,430,852	131,764	2,870,751	677,426	18,727,142	49,784,901
8	Great Northern.....	269,111	10,500,986	281,961	13,184,600	148,229	4,356,316	34,771	1,052,645	734,072	29,094,547	66,082,104
9	Illinois Central.....	249,091	9,003,244	285,065	9,806,464	256,690	7,589,922	209,179	5,543,145	1,000,025	31,942,775	70,058,483
10	Minneapolis & St. Louis.....	22,086	819,568	35,497	992,094	46,391	1,342,117	30,349	717,030	134,323	3,870,809	6,709,709
11	Union Pacific.....	94,167	3,336,594	66,763	1,985,410	108,712	2,706,169	261,955	5,423,676	531,597	13,451,849	57,390,213
12	Wabash.....	80,356	2,564,372	97,991	2,459,228	208,106	5,668,938	170,088	3,768,733	556,541	14,461,271	33,516,099
	Total.....	2,334,649	77,784,035	2,029,940	62,833,094	2,201,750	62,415,701	1,283,372	30,117,664	7,849,711	233,150,494	\$ 608,548,131

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1935—Continued
PART 7—TOTAL L. C. L. FREIGHT (TONS) AND GRAND TOTAL CARLOAD AND L. C. L. TRAFFIC (TONS)

Number	Railway Companies	All L. C. L. Freight—Tons of 2,000 Pounds					Grand Total Carload and L. C. L. Traffic—Tons of 2,000 Pounds						
		Originating on Road		Received from Connecting Carriers		Total L. C. L. freight (tons)	Originating on Road		Delivered to Connecting Carriers		Total revenue freight carried (tons)	Grand total freight revenue (dollars)	
		Terminating on line	Delivered to connecting carriers	Terminating on line	Delivered to connecting carriers		Terminating line	Delivered to connecting carriers	Terminating on line	Delivered to connecting carriers			
1	Atch., Top. & Santa Fe.....	334,045	59,577	141,806	6,983	542,411	\$10,103,273	12,780,463	7,442,700	4,734,687	809,646	25,767,496	\$113,976,545
2	Chi., Bur. & Quincy.....	185,684	105,610	131,014	57,943	480,251	6,162,584	9,946,889	5,673,791	6,813,964	3,020,344	25,454,988	70,461,738
3	Chicago Great Western.....	25,419	18,455	17,447	4,663	65,984	607,812	752,294	790,645	1,894,280	1,746,463	5,183,682	14,827,477
4	C., Mil., St. P. & Pac.....	273,061	162,576	142,200	14,030	591,867	6,679,691	12,284,911	6,182,775	9,789,103	1,426,149	29,682,938	81,555,269
5	Chicago & No. Western.....	216,921	271,143	237,167	91,644	816,875	7,073,841	8,830,612	8,844,332	10,591,823	2,664,429	30,931,196	63,065,546
6	C., St. Paul, M. & O.....	48,563	54,395	63,479	27,788	194,225	1,319,591	2,018,044	1,747,023	2,230,643	1,277,704	7,273,414	13,066,839
7	Chi., R. Isl. & Pac.....	125,562	93,875	134,061	40,768	394,266	4,124,125	6,155,313	4,489,663	5,564,913	2,911,519	19,121,408	53,909,026
8	Great Northern.....	207,954	25,261	63,215	3,405	299,835	4,050,048	10,708,940	13,209,861	4,419,531	1,056,050	29,394,382	70,132,152
9	Illinois Central.....	153,377	197,096	163,786	109,318	623,577	5,880,584	9,156,621	10,003,560	7,753,708	5,652,463	32,566,352	75,939,067
10	Minneapolis & St. Louis.....	27,464	8,091	19,226	7,077	61,858	463,950	847,032	1,000,185	1,361,343	724,107	3,932,667	7,173,659
11	Union Pacific.....	54,371	20,137	51,004	101,710	227,222	4,438,852	3,390,965	2,005,547	2,757,173	5,525,386	13,679,071	61,829,065
12	Wabash.....	46,379	109,201	94,799	84,403	334,782	2,979,459	2,610,751	2,568,429	5,763,737	3,853,136	14,796,053	36,495,558
	Total.....	1,698,800	1,125,417	1,259,204	549,732	4,633,153	\$53,883,810	79,482,835	63,958,511	63,674,905	30,667,396	237,783,647	\$662,431,941

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE—1935

PART 1—TOTAL PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Revenue Freight Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.-----	14	195	55,012	1,057,512	55,026	1,057,707	298	4,190
2	Chicago, Burlington & Quincy R. R.-----	10,205	327,415	43,213	1,001,503	53,418	1,328,918	14,761	360,197
3	Chicago Great Western R. R.-----	2,697	98,027	36,164	840,831	38,861	938,858	4,264	93,417
4	Chicago, Mil., St. Paul & Pac. R. R.-----	18,051	528,030	49,550	1,318,801	67,601	1,846,834	15,692	521,637
5	Chicago & North Western Ry.-----	20,343	653,871	43,218	1,006,583	63,561	1,660,454	13,868	471,987
6	Chi., St. Paul, Minn. & Omaha Ry.-----	1,513	49,909	13,970	369,523	15,483	419,432	1,839	48,506
7	Chicago, Rock Island & Pacific Ry.-----	27,052	824,016	58,977	1,324,573	86,029	2,148,589	25,558	712,742
8	Great Northern Ry.-----	719	20,496	-----	-----	719	20,496	663	17,059
9	Illinois Central R. R.-----	7,810	236,762	33,545	601,680	41,355	838,442	6,023	162,081
10	Minneapolis & St. Louis R. R.-----	6,630	234,751	14,811	360,797	21,441	595,548	2,414	61,547
11	Union Pacific R. R.-----	638	23,269	-----	-----	638	23,269	767	32,347
12	Wabash Railway-----	1,300	43,849	9,672	229,018	10,972	272,867	1,362	25,613
	Total-----	96,972	3,040,590	358,132	8,110,824	455,104	11,151,414	87,509	2,511,323
13	Atlantic Northern Ry. (Tons)-----	-----	-----	-----	131	-----	131	-----	-----
14	Manchester & Oneida Ry. (Tons)-----	-----	46	-----	559	-----	605	-----	-----
	Total 13 and 14 (Tons)-----	-----	46	-----	690	-----	736	-----	-----
	Total Products of Agriculture (Tons)-----	-----	3,040,636	-----	8,111,514	-----	11,152,150	-----	-----

STATISTICS OF STEAM RAILWAYS

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE—1935—Continued
PART 2—TOTAL ANIMALS AND PRODUCTS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Revenue Freight Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.-----	80	897	17,654	222,592	17,734	223,489	37	460
2	Chicago, Burlington & Quincy R. R.-----	14,414	181,439	28,514	350,996	42,928	532,435	5,909	72,480
3	Chicago Great Western R. R.-----	7,048	90,199	27,534	374,668	34,582	464,867	1,803	21,145
4	Chicago, Mil., St. Paul & Pac. R. R.-----	32,816	388,033	28,893	380,978	61,709	769,011	11,190	133,806
5	Chicago & North Western Ry.-----	27,598	328,377	32,256	387,682	59,854	716,059	9,672	113,185
6	Chi., St. Paul, Minn. & Omaha Ry.-----	643	8,362	3,827	46,509	4,470	54,871	2,767	32,361
7	Chicago, Rock Island & Pacific Ry.-----	20,954	241,728	16,837	217,552	37,791	459,280	8,009	94,641
8	Great Northern Ry.-----	396	4,306	-----	-----	396	4,306	987	10,940
9	Illinois Central R. R.-----	21,943	273,123	16,125	198,322	38,068	471,445	5,916	67,137
10	Minneapolis & St. Louis R. R.-----	6,154	77,867	2,697	36,260	8,851	114,127	1,606	19,164
11	Union Pacific R. R.-----	8	94	-----	-----	8	94	8	153
12	Wabash Railway-----	891	11,168	3,919	53,102	4,810	64,270	516	5,724
	Total-----	132,945	1,605,593	178,256	2,268,661	311,201	3,874,254	48,420	571,196
13	Atlantic Northern Ry. (Tons)-----	-----	1,900	-----	18	-----	1,918	-----	-----
14	Manchester & Oneida Ry. (Tons)-----	-----	2,495	-----	42	-----	2,537	-----	-----
	Total 13 and 14 (Tons)-----	-----	4,395	-----	60	-----	4,455	-----	-----
	Total Animals and Products (Tons)-----	-----	1,609,988	-----	2,268,721	-----	3,878,709	-----	-----

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE—1935—Continued

PART 3—TOTAL PRODUCTS OF MINES—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Revenue Freight Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	3	134	3,633	153,402	3,636	153,536	811	37,592
2	Chicago, Burlington & Quincy R. R.....	6,645	302,824	33,154	1,470,238	39,799	1,773,062	21,843	1,011,550
3	Chicago Great Western R. R.....	1,655	89,623	16,929	735,938	18,584	825,561	8,592	392,535
4	Chicago, Mil., St. Paul & Pac. R. R.....	14,342	725,576	35,457	1,477,975	49,799	2,203,551	24,453	1,115,580
5	Chicago & North Western Ry.....	3,884	230,214	27,695	1,188,990	31,579	1,419,204	17,560	786,404
6	Chi., St. Paul, Minn. & Omaha Ry.....	8	369	5,318	215,396	5,326	215,765	2,127	93,865
7	Chicago, Rock Island & Pacific Ry.....	15,162	696,477	35,145	1,554,646	50,307	2,251,123	37,098	1,674,330
8	Great Northern Ry.....	55	3,431	-----	-----	55	3,431	406	15,161
9	Illinois Central R. R.....	719	38,463	13,806	615,445	14,525	653,908	9,452	415,335
10	Minneapolis & St. Louis R. R.....	2,414	125,513	12,820	549,237	15,234	674,750	8,906	401,924
11	Union Pacific R. R.....	-----	-----	-----	-----	-----	-----	790	34,187
12	Wabash Railway.....	2,874	133,028	5,744	254,778	8,618	387,806	2,771	146,446
	Total.....	47,761	2,345,652	189,701	8,216,045	237,462	10,561,697	134,809	6,124,909
13	Atlantic Northern Ry. (Tons).....	-----	-----	-----	6,760	-----	6,760	-----	-----
14	Manchester & Oneida Ry. (Tons).....	-----	37	-----	18,898	-----	18,935	-----	-----
	Total 13 and 14 (Tons).....	-----	37	-----	25,658	-----	25,695	-----	-----
	Total Products of Mines (Tons).....	-----	2,345,689	-----	8,241,703	-----	10,587,392	-----	-----

STATISTICS OF STEAM RAILWAYS

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE—1935—Continued
PART 4—TOTAL PRODUCTS OF FORESTS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Revenue Freight Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.....			4,453	116,708	4,453	116,708	8	256
2	Chicago, Burlington & Quincy R. R.....	212	5,465	10,417	268,378	10,629	273,843	4,141	103,466
3	Chicago Great Western R. R.....	28	579	7,373	183,378	7,401	183,957	1,687	41,877
4	Chicago, Mil., St. Paul & Pac. R. R.....	379	9,770	13,792	346,313	14,171	356,083	5,278	132,545
5	Chicago & North Western Ry.....	91	2,518	11,836	309,898	11,927	312,416	3,232	80,047
6	Chi., St. Paul, Minn. & Omaha Ry.....	2	16	3,296	83,993	3,298	84,009	245	5,895
7	Chicago, Rock Island & Pacific Ry.....	260	6,465	10,041	253,017	10,301	259,482	4,341	107,415
8	Great Northern Ry.....	1	26			1	26	276	6,905
9	Illinois Central R. R.....	49	1,213	8,394	211,485	8,443	212,698	2,465	60,369
10	Minneapolis & St. Louis R. R.....	25	501	3,723	91,173	3,748	91,674	1,168	28,155
11	Union Pacific R. R.....	9	241			9	241	89	2,566
12	Wabash Railway.....	37	1,344	2,322	55,626	2,359	56,970	261	6,151
	Total.....	1,093	28,138	75,647	1,919,969	76,740	1,948,107	23,191	575,647
13	Atlantic Northern Ry. (Tons).....				630		630		
14	Manchester & Oneida Ry. (Tons).....				723		723		
	Total 13 and 14 (Tons).....				1,353		1,353		
	Total Products of Forests (Tons).....		28,138		1,921,322		1,949,460		

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE—1935—Continued

PART 5—TOTAL MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Revenue Freight Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.-----	588	14,117	62,892	1,331,523	63,480	1,345,640	531	13,291
2	Chicago, Burlington & Quincy R. R.-----	8,719	217,361	87,458	2,052,572	96,177	2,269,933	25,704	640,429
3	Chicago Great Western R. R.-----	5,952	148,688	73,413	1,725,782	79,365	1,874,470	11,284	270,490
4	Chicago, Mil., St. Paul & Pac. R. R.-----	15,704	438,576	117,525	2,545,769	133,229	2,984,345	29,836	686,818
5	Chicago & North Western Ry.-----	9,537	262,796	77,531	1,633,378	87,068	1,896,174	23,228	493,131
6	Chi., St. Paul, Minn. & Omaha Ry.-----	705	16,026	22,484	576,125	23,189	592,151	1,966	48,939
7	Chicago, Rock Island & Pacific Ry.-----	21,931	535,989	92,520	2,024,636	114,451	2,560,625	38,375	944,091
8	Great Northern Ry.-----	283	4,286	-----	-----	283	4,286	1,091	27,162
9	Illinois Central R. R.-----	3,913	90,376	35,046	806,733	38,959	897,109	12,279	287,403
10	Minneapolis & St. Louis R. R.-----	5,971	177,511	26,001	634,205	31,972	811,716	10,094	240,697
11	Union Pacific R. R.-----	195	3,490	-----	-----	195	3,490	537	15,732
12	Wabash Railway-----	620	13,690	11,821	271,017	12,441	284,707	3,135	68,105
	Total-----	74,118	1,922,906	606,691	13,601,740	680,809	15,524,646	158,060	3,736,288
13	Atlantic Northern Ry. (Tons)-----	-----	328	-----	1,553	-----	1,881	-----	-----
14	Manchester & Oneida Ry. (Tons)-----	-----	272	-----	962	-----	1,234	-----	-----
	Total 13 and 14 (Tons)-----	-----	600	-----	2,515	-----	3,115	-----	-----
	Total Manufactures and Miscellaneous (Tons)-----	-----	1,923,506	-----	13,604,255	-----	15,527,761	-----	-----

STATISTICS OF STEAM RAILWAYS

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE—1935—Continued
PART 6—GRAND TOTAL CARLOAD TRAFFIC—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Revenue Freight Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	685	15,343	143,644	2,881,737	144,329	2,897,080	1,685	55,789
2	Chicago, Burlington & Quincy R. R.....	40,195	1,034,504	202,756	5,143,687	242,951	6,178,191	72,358	2,188,122
3	Chicago Great Western R. R.....	17,380	427,116	161,413	3,860,597	178,793	4,287,713	27,630	819,464
4	Chicago, Mil., St. Paul & Pac. R. R.....	81,292	2,089,985	245,217	6,069,839	326,509	8,159,824	86,449	2,590,386
5	Chicago & North Western Ry.....	61,453	1,477,776	192,536	4,526,531	253,989	6,004,307	67,560	1,944,754
6	Chi., St. Paul, Minn. & Omaha Ry.....	2,871	74,682	48,895	1,291,546	51,766	1,366,228	8,944	229,566
7	Chicago, Rock Island & Pacific Ry.....	85,359	2,304,675	213,520	5,374,424	298,879	7,679,099	113,381	3,533,219
8	Great Northern Ry.....	1,454	32,545	29,324	738,514	30,778	771,059	3,423	77,227
9	Illinois Central R. R.....	34,434	639,937	106,916	2,433,665	141,350	3,073,602	36,135	992,325
10	Minneapolis & St. Louis R. R.....	21,194	616,143	60,052	1,671,672	81,246	2,287,815	24,188	751,487
11	Union Pacific R. R.....	850	27,094	173,736	3,676,858	174,586	3,703,952	2,191	84,985
12	Wabash Railway.....	5,722	203,079	33,478	863,541	39,200	1,066,620	8,045	252,039
	Total.....	352,889	8,942,879	1,611,487	38,532,611	1,964,376	47,475,490	451,989	13,519,363

Note: The Great Northern Railway and the Union Pacific Railroad do not distribute carloads and tons of "all other revenue freight carried" shown on part 6, to commodities groups 1 to 5—shown on parts 1 to 5 of Schedule 941.

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE—1935—Continued

PART 7—TOTAL L. C. L. FREIGHT (TONS) AND GRAND TOTAL CARLOAD AND L. C. L. TRAFFIC (TONS)

Number	Railway Companies	Total L. C. L. Freight Tons of 2,000 Pounds				Grand Total Carload and L. C. L. Traffic Tons of 2,000 Pounds				Per Cent Tons Ter- minating on Road to Total Tons Carried
		Orig- inating on Road	All Other Revenue Freight Carried	Total Carried	Terminat- ing on Road	Orig- inating on Road	All Other Revenue Freight Carried	Total Carried	Terminat- ing on Road	
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	
1	Atchison, Topeka & Santa Fe Ry.-----	2,150	110,465	112,615	1,515	17,493	2,992,202	3,009,695	57,304	1.90
2	Chicago, Burlington & Quincy R. R.-----	32,071	122,919	154,990	59,124	1,066,575	5,266,606	6,333,181	2,247,246	35.38
3	Chicago Great Western R. R.-----	13,274	35,890	49,164	18,937	440,390	3,896,487	4,336,877	838,401	19.33
4	Chicago, Mil., St. Paul & Pac. R. R.-----	41,331	136,721	178,052	71,982	2,131,316	6,206,560	8,337,876	2,662,368	31.93
5	Chicago & North Western Ry.-----	62,135	154,264	216,399	72,447	1,539,911	4,680,795	6,220,706	2,017,201	32.43
6	Chi., St. Paul, Minn. & Omaha Ry.-----	8,717	16,850	25,567	4,683	83,399	1,308,396	1,391,795	234,249	16.83
7	Chicago, Rock Island & Pacific Ry.-----	52,511	171,472	223,983	84,559	2,357,186	5,545,896	7,903,082	3,617,778	45.78
8	Great Northern Ry.-----	3,936	-----	3,936	2,387	36,481	738,514	774,995	79,614	10.27
9	Illinois Central R. R.-----	15,833	40,379	56,212	28,247	655,770	2,474,044	3,129,814	1,020,572	32.61
10	Minneapolis & St. Louis R. R.-----	9,476	18,063	27,539	16,970	625,619	1,689,735	2,315,354	768,457	33.19
11	Union Pacific R. R.-----	338	-----	338	116	27,432	3,676,858	3,704,290	85,101	2.29
12	Wabash Railway-----	3,967	7,133	11,100	2,220	207,046	870,674	1,077,720	254,259	23.59
	Total-----	245,739	814,156	1,059,895	363,187	9,188,618	39,346,767	48,535,385	13,882,550	28.60
13	Atlantic Northern Ry. (Tons)-----	25	202	227	-----	2,253	9,294	11,547	-----	-----
14	Manchester & Oneida Ry. (Tons)-----	67	135	202	-----	2,917	21,319	24,236	-----	-----
	Total 13 and 14 (Tons)-----	92	337	429	-----	5,170	30,613	35,783	-----	-----
	Grand Total (Tons)-----	245,831	814,493	1,060,324	-----	9,193,788	39,377,380	48,571,168	13,882,550	28.58

STATISTICS OF STEAM RAILWAYS

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT—ENTIRE LINE—1935
PART 1—CLASSIFICATION OF EQUIPMENT

Number	Railway Companies	Locomotives				Freight Train Cars		Passenger Train Cars			Company Service Equipment		All Classes of Cars and Company Service Equipment		Floating Equipment			
		Units Available for Service at				Units Available for Service at		Units Available for Service at			Units Available for Service at		Units Available for Service at					
		Steam		Electric		Beginning of year	Close of year	Beginning of year	Close of year	Number of passenger carrying coaches	Total seating capacity	Average seating capacity	Beginning of year	Close of year	Beginning of year	Close of year	Beginning of year	Close of year
		Beginning of year	Close of year	Beginning of year	Close of year													
1	Atch., Top. & S. Fe.	1,775	1,756			87,357	82,613	1,506	1,493	747	49,106	65.7	4,583	4,195	93,446	88,301	10	10
2	Atlantic Northern	2	2			2	2	1	1				1	1	4	4		
3	Chi., Bur. & Quincy	1,062	1,048	^a 6	^a 6	46,179	43,073	955	940	553	36,586	66.1	3,267	3,551	50,401	47,564		
4	Chi. Great Western	188	166			4,455	4,254	95	89	43	2,576	59.9	350	317	4,900	4,660		
5	C., M., St. P. & P.	1,259	1,225	105	104	61,874	59,624	1,006	958	515	31,137	60.4	2,171	2,244	65,051	62,826	7	6
6	Chi. & North West'n.	1,678	1,580	^b 4	^b 4	56,457	52,532	1,892	1,566	916	61,282	66.9	3,631	3,443	61,980	57,541		
7	C., S. P., M. & O.	294	275			7,401	6,836	224	194	115	6,353	55.2	425	418	8,050	7,448		
8	Chi., Rock Isl. & P.	1,232	1,208	^b 1	^b 1	38,795	36,022	987	955	565	41,253	73.0	3,152	2,881	42,934	39,858		
9	Great Northern	1,027	1,026	18	18	47,279	46,537	887	862	303	19,647	64.8	2,460	2,296	50,626	49,695	2	
10	Illinois Central	1,624	1,426	10	18	59,276	52,478	1,765	1,500	716	55,460	77.4	2,043	1,556	63,084	55,534	6	2
11	Manchester & Oneida	2	2					2	2						2	2		
12	Minn. & St. Louis	192	83			5,245	3,581	88	64	34	1,851	54.4	237	209	5,570	3,854		
13	Union Pacific	781	730			31,812	31,292	656	684	304	17,815	58.6	1,462	1,602	33,930	33,578		
14	Wabash	531	516			18,355	17,710	230	188	96	5,639	58.7	386	644	18,971	18,542	4	4
	Total	11,597	11,043	144	151	464,487	436,554	10,294	9,496	4,907	328,705	67.0	24,168	23,357	498,949	469,407	29	22

^aGas and diesel-electric.
^bOil-electric.

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT—ENTIRE LINE.
1935—Continued

PART 2—UNITS OF FREIGHT AND PASSENGER TRAIN CARS AND COMPANY SERVICE
EQUIPMENT AT CLOSE OF YEAR, CLASSIFIED

Number	Railway Companies	Freight Train Cars							Passenger Train Cars								Company Service Equipment						
		Box	Flat	Stock	Coal	Tank	Refrigerator	Caboose	All other freight train cars	Coaches	Combination	Other combination	Parlor	Sleeping	Dining	Baggage and ex-press	Postal	Other passenger cars	Officers and pay cars	Ballast cars	Derrick cars	Steam shovels	Wrecking cars	Other company service equipment
1	Atch., Top. & S. Fe.	36,864	2,848	9,017	14,341	3,486	14,452	985	620	551	179	129	17	58	463	42	54	43	495	53	6	1	3,597
2	Atlantic Northern		1					1		1													1
3	Chi., Bur. & Quincy	23,194	1,853	4,598	12,730			593	105	416	116	93	21	33	227	34	18	1,286	8	6	20	2,213	
4	Chi. Great Western	3,465	89	250	330			120		25	10	19	8	1	24	2	3	1	6	1	2	304	
5	C., M., St. P. & P.	34,115	4,227	4,084	15,056		9	929	1,204	338	76	110	25	76	26	10	31	14		29	2	2,199	
6	Chi. & North West'n	23,596	3,925	4,097	13,015	1	836	948	6,114	726	117	106	73	36	265	34	209	18	1,338	13	15	15	2,044
7	C., S. P., M. & O.	3,754	455	571	1,828		68	160		80	25	10	10	7	56	6	1					16	401
8	Chi., Rock Isl. & P.	25,608	1,873	1,947	5,871		204	519		435	112	78	18	32	249	31	16	1,635	39	5	111	1,075	
9	Great Northern	26,317	3,161	3,450	3,444		26	493	9,646	219	62	117	19	3	27	14	13	21	69	50		201	1,955
10	Illinois Central	19,021	1,793	1,173	24,946		4,814	731		661	36	82	19	43	157	50	452	16	28	10	1	14	1,487
11	Manchester & Oneida									1	1												
12	Minn. & St. Louis	2,063	115	442	840		27	94		23	11	7			21	2	2	20	2				185
13	Union Pacific	15,707	2,422	2,731	6,013	901	2	533	2,983	259	44	37	1	72	186	47	38	25	106	2	3	18	1,448
14	Wabash	12,230	69	600	4,546			264	1	72	24	12		7	55	18	7	21	7			33	576
	Total	225,934	22,831	32,960	102,960	4,388	20,438	6,370	20,673	3,807	813	800	211	79	342	290	797	184	4,999	219	39	431	17,485

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT—ENTIRE LINE—
1935—Continued

PART 3—EQUIPMENT OWNED OR LEASED, NOT IN SERVICE OF RESPONDENT AND
MOTOR TRUCKS AND BUSES AT CLOSE OF YEAR

Number	Railway Companies	Equipment Owned or Leased, Not in Service of Respondent—Number of Units								Operated by Respondent—Number of Units			Operated by Subsidiaries Controlled Wholly or Partly by Respondent—Number of Units									
		Locomotives		Freight Train Cars		Passenger Train Cars		Co. Service Equipment		Motor Trucks			Motor Buses			Motor Trucks			Motor Buses			
		At beginning of year	At close of year	At beginning of year	At close of year	At beginning of year	At close of year	At beginning of year	At close of year	At beginning of year	At close of year	Number of tons carried	At beginning of year	At close of year	Number of passengers carried	At beginning of year	At close of year	Number of tons carried	At beginning of year	At close of year	Number of passengers carried	
1	A., T. & S. F.									3	4	1,892				106	129	68,217	179	220	181	1,531,421
2	C., B. & Q.	19		1,980	1,830	14							1	2	7,917				62	91		567,587
3	Chi. Great W.																					
4	CMStP&P	2	1																			
5	C. & N. W.												7	6	14,145							
6	CSPM&O																		71	66		611,810
7	C., R. I. & P.	2	3													48	44	27,167				
8	Great North'n.			1,063	1,062					2	15	14,319		1	26,583							
9	Ill. Central			500																		
10	M. & St. L.	5	5																			
11	Union Pacific	128	130	59	443	91	86	37	58		1											
12	Wabash Ry.																		173	159		1,488,464
	Total	156	139	3,602	3,335	105	86	37	58	5	22	16,211	8	9	48,645	154	173	95,384	485	536	181	4,199,282

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE—1935

PART 1—MILEAGE OF ROAD OPERATED—SINGLE TRACK AND ALL TRACKS AND CHANGES DURING YEAR

Number	Railway Companies	Mileage Operated—Single Track						Mileage Operated—All Tracks									Changes during year
		Line Owned		Line of proprietary companies	Line Operated Under			Total	First main track	Second main track	Third main track	Fourth main track	All other main tracks	Industrial tracks	Yard tracks and sidings	Total	
		Main line	Branch lines		Lease	Contract, etc.	Trackage rights										
1	Atch., Top. & S. Fe.	6,539.98	6,394.41		1.67		323.41	13,259.47	13,259.47	1,827.98	45.69	9.80		936.13	5,124.26	21,203.33	*29.00
2	Atlantic Northern	17.07						17.07	17.07						1.78	18.85	
3	Bellevue & Cascade																*35.72
4	Chi., Bur. & Quincy	4,668.14	3,981.79		30.81		346.95	9,027.59	9,027.59	1,197.57	41.65	6.19		933.83	2,881.83	14,088.66	*56.74
5	Chi., Great Western	929.19	73.51	362.63		.26	147.15	1,512.74	1,512.74	106.23	11.80	11.80		28.61	584.27	2,255.45	*18.77
6	C., M., St. P. & P.	5,889.35	4,080.82		360.78		792.59	11,123.54	11,123.54	1,143.16	30.32	27.70		868.80	3,469.33	16,662.85	*72.25
7	Chi. & No. Western	3,347.94	4,873.55				133.93	8,355.42	8,355.42	919.55	98.42	83.11		764.99	3,192.10	13,413.59	*163.53
8	C., S. P., M. & O.	1,088.51	489.97				73.81	1,652.29	1,652.29	193.69	16.54	12.77		112.95	556.71	2,544.95	*9.32
9	Chi., Rock Isl & P.	3,282.08	1,982.37	34.92	1,826.19		448.92	7,574.48	7,574.48	585.21	22.60	10.80		440.94	2,514.69	11,148.72	*23.63
10	Great Northern	3,892.03	3,627.68	283.76	.08		447.25	8,250.80	8,250.80	653.30	12.76	12.76		345.68	2,513.72	11,789.02	*86.77
11	Illinois Central	1,518.67	707.26	1,016.10	1,526.32		212.36	4,980.71	4,980.71	886.97	73.44	33.29	196.89	450.49	2,593.19	9,214.98	*6.21
12	Manchester & Oneida	8.03					.12	8.15	8.15						.75	8.90	
13	Minn. & St. Louis	1,069.03	456.89		.05		98.70	1,624.67	1,624.67	27.76				72.16	316.67	2,041.26	*42.45
14	Union Pacific	1,937.22	1,615.53			1.30	35.55	3,589.60	3,589.60	1,073.31	2.69	2.70		385.08	1,384.93	6,438.31	*188.01
15	Wabash	1,735.43	247.08		72.65		392.12	2,447.28	2,447.28	523.96	13.38			157.63	1,239.03	4,381.28	*27.55
	Total, 1935	35,922.67	28,530.86	1,697.41	3,818.55	1.56	3,452.86	73,423.81	73,423.81	9,138.69	369.29	210.92	196.89	5,497.29	26,373.26	115,210.15	*759.95
	Total, 1934	36,011.08	29,001.52	1,736.14	3,819.61	1.56	3,322.58	73,892.49	73,892.49	9,140.71	374.45	211.04	197.10	5,512.32	26,641.99	115,970.10	
	Increase or decrease, 1935	*88.41	*470.66	*38.73	*1.06		130.28	*468.68	*468.68	*2.02	*5.16	*.12	*.21	*15.03	*268.73	*759.95	

*Decrease.

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE—1935—Continued
PART 2—MILEAGE OF ROAD OWNED SOLELY—ALL TRACKS AND CHANGES DURING YEAR

Number	Railway Companies	Mileage of							Changes During Year—All Tracks	Road Owned but Not Operated—All Tracks	
		First Main Track	Second Main Track	Third Main Track	Fourth Main Track	Other Main Tracks	Industrial Tracks	Yard Tracks and Sidings			Total
1	Atchison, Topeka & Santa Fe (System).....	12,934.39	1,620.49	31.08	9.49		888.16	4,863.31	20,346.92	*67.97	55.94
2	Atlantic Northern Ry.....	17.07						1.78	18.85		
3	Bellevue & Cascade R. R.....									*35.72	
4	Chicago, Burlington & Quincy R. R.....	8,648.19	1,070.93	40.89	5.43		767.82	2,599.58	13,132.84	*64.25	2.78
5	Chicago Great Western R. R.....	1,365.33	58.86				28.61	484.76	1,937.56	*35.86	2.94
6	Chicago, Mil., St. Paul & Pac. R. R.....	9,911.46	850.23	21.86	20.32		620.77	2,771.08	14,195.72	*110.58	40.01
7	Chicago & North Western Ry.....	8,222.52	861.76	98.42	83.11		723.59	3,090.16	13,079.56	*170.99	178.94
8	Chicago, St. P., Minn. & Omaha Ry.....	1,581.72	182.80	6.27	2.50		112.69	545.42	2,431.40	*10.22	.26
9	Chicago, Rock Island & Pacific Ry.....	5,259.75	382.32	14.97	2.90		228.04	1,691.88	7,579.86	*18.55	34.13
10	St. Paul & Kansas City Short Line R. R.....	417.27	2.50				20.38	90.12	530.27	.33	
11	Great Northern Ry.....	7,530.53	414.81	11.69	11.60		310.14	2,206.63	10,485.40	*47.03	63.98
12	Illinois Central R. R.....	2,230.91	454.78	73.44	33.29	102.71	218.74	1,303.17	4,417.04	*18.95	2.32
13	Dubuque & Sioux City R. R.....	760.89	2.75		5.17		32.35	237.09	1,038.25	*.14	1,038.25
14	Manchester & Oneida Ry.....	8.03						.75	8.78		
15	Minneapolis & St. Louis R. R.....	1,525.92	9.54				72.16	286.68	1,894.30	*42.44	11.89
16	Union Pacific R. R.....	3,551.18	1,068.97	2.69	2.70		369.46	1,336.54	6,331.54	*208.28	24.49
17	Wabash Railway.....	1,979.69	341.39				144.36	900.18	3,365.62	*40.01	9.05
	Total, 1935.....	65,944.85	7,322.13	301.31	176.51	102.71	4,537.27	22,409.13	100,793.91	*871.32	1,464.98
	Total, 1934.....	66,515.90	7,350.25	303.85	176.51	102.71	4,549.10	22,666.91	101,665.23		
	Increase or decrease, 1935.....	*571.05	*28.12	*2.54			*11.83	*257.78	*871.32		

*Decrease.

TABLE 13A—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE—1935

PART 1—MILEAGE OPERATED, SINGLE TRACK AND ALL TRACKS, AND OWNED SOLELY, AND CHANGES DURING YEAR

Number	Railway Companies	Miles of Road Operated—Single Track					Total Mileage Owned Solely	Total Mileage Operated—All Tracks						Total Mileage Owned Solely				
		Line Owned		Line Operated Under				Miles of						All tracks	Changes during year			
		Main line	Branches and spurs	Lease	Contract, etc.	Trackage rights		Total	Single track	Changes during year	First main track	Second main track	All other main tracks			Industrial tracks	Yard tracks and sidings	Total	Change during year
1	Atch., Top. & Santa Fe	19.99					19.99	19.99		19.99	19.99		1.33	42.69	84.00		83.96	
2	Atlantic Northern	17.07					17.07	17.07		17.07				1.78	18.85		18.85	
3	Bellevue & Cascade								*35.72							*35.72		*35.72
4	Chi., Bur., & Quincy	372.80	846.64			81.75	1,301.19	1,218.60	*8.38	1,301.19	248.96		73.85	309.80	1,933.80	*14.50	1,800.50	*18.34
5	Chicago Great Western	728.57	29.42		.26	5.56	763.81	757.99		763.81	20.06		13.99	232.25	1,030.11	*3.22	1,017.25	*3.42
6	Chi., Mil., St. P. & P.	1,199.28	604.98	.03	.09	68.61	1,872.99	1,804.29		1,872.99	218.91		86.40	480.12	2,658.42	*2.21	2,508.70	*.40
7	Chicago & No. Western	360.79	1,171.90			40.72	1,573.41	1,610.72	*.02	1,573.41	361.31		49.04	463.65	2,447.41	*104.15	2,490.81	*2.60
8	Chi., St. P., M. & O.	56.82				27.50	84.32	56.82		84.32			4.27	47.30	135.89	.05	105.06	.05
9	Chi., Rock Isl. & Pac.	997.52	807.10	334.29	1.66	96.17	2,236.74	1,805.45		2,236.74	109.59		104.81	556.79	3,007.93	*4.08	2,432.45	*3.39
10	St. P. & K. C. S. L.							343.81	*1.46								437.66	*.33
11	Great Northern		78.02				78.02	78.02		78.02			9.67	26.34	114.03		112.44	
12	Illinois Central				716.36	1.94	718.30			718.30	2.75	7.21	30.65	235.85	994.76	*.17		
13	Dubuque & Sioux City							716.36									986.57	*.43
14	Manchester & Oneida	8.03				.12	8.15	8.03		8.15				.75	8.90		8.78	
15	Minneapolis & St. Louis	562.76	239.96	.05		71.84	874.61	802.72	*22.95	874.61	4.75		38.99	141.36	1,059.71	*34.03	978.56	*34.03
16	Union Pacific	2.48					2.48	2.48		2.48	2.25		10.33	56.97	72.03		72.03	
17	Wabash	156.19	36.17			16.79	209.15	192.36	*10.95	209.15	2.20		8.80	62.83	282.98	1.48	232.76	*10.89
	Total, 1935	4,482.30	3,814.19	334.37	718.37	411.00	9,760.23	9,434.71	*79.48	9,760.23	990.77	7.21	432.13	2,658.48	13,848.82	*196.55	13,286.38	*109.59
	Total, 1934	4,551.92	3,877.59	335.83	718.37	390.42	9,874.13	9,514.19		9,874.13	990.77	7.21	463.24	2,710.02	14,045.37		13,395.97	
	Increase or decrease, 1935	*69.62	*63.40	*1.46		20.58	*113.90	*79.48		*113.90			*31.11	*51.54	*196.55		*109.59	

*Decrease.

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE—1935
PART 1—RAILWAY WITH RAILWAY

Number	Railway Companies	Number at Beginning of Year						Number at Close of Year						Increase or decrease, 1935				
		Interlocking	Automatic signals (automatic interlocking)	Derails on one line only. No protection on other	Hand operated signals (without interlocking)	Gates	Total specially protected	Total not specially protected	Grand total	Interlocking	Automatic signals (automatic interlocking)	Derails on one line only, no protection on other	Hand operated signals (without interlocking)		Gates	Total specially protected	Total not specially protected	Grand total
1	Atchison, Topeka & Santa Fe Ry.			1			5	22	27									
2	Chicago, Burlington & Quincy R. R.	4																
3	Chicago Great Western R. R.	18	1			4	23	10	33	3				3	22	25		*2
4	Chicago, Mil., St. Paul & Pac. R. R.	7	12		4	5	28	31	59	7	13		4	6	30	29	59	
5	Chicago & North Western Ry.	15	8		4		27	15	42	15	6		4		25	14	39	*3
6	Chicago, St. Paul, Minn. & Omaha Ry.	1					1	5	6	1					1	5	6	
7	Chicago, Rock Island & Pacific Ry.	14	7			17	38	24	62	14	7		17	38	24	62		
8	Great Northern Ry.						19	19							20	20		1
9	Illinois Central R. R.	14	1				15	25	40	14	1			15	25	40		
10	Minneapolis & St. Louis R. R.		3		1	1	5	6	11		3		1	2	6	6	12	1
11	Union Pacific R. R.						5	5							5	5		
12	Wabash Railway	1					1	5	6	1				1	5	6		
	Total year 1935	74	32	1	9	27	143	167	310	72	31		9	29	141	166	307	
	Total year 1934	77	33		10	27	147	166	313	74	32	1	9	27	143	167	310	*3
	Increase or decrease, 1935	*3	*1	1	*1		*4	1	*3	*2	*1	*1		2	*2	*1	*3	

*Decrease.

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE—1935—Continued

PART 2—RAILWAY WITH HIGHWAY

Number	Railway Companies	Number at Beginning of Year										Number at Close of Year																						
		Gates, With or Without Other Protection, Operated		Watchman, Alone or With Protection Other Than Gates On duty		Both audible and visible 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		Watchman, Alone or With Protection Other Than Gates		Both audible and visible 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	Increase or decrease, 1935	Eliminated by separation of grades									
		24 hours per day	Less than 24 hours per day	24 hours per day	Less than 24 hours per day								24 hours per day	Less than 24 hours per day	24 hours per day	Less than 24 hours per day										On duty 24 hours per day	On duty less than 24 hours per day	On duty 24 hours per day	On duty less than 24 hours per day					
1	A., T. & Santa Fe					1	3			7							1	3			7													
2	Chi., Bur. & Quincy	5		20	3	61	4	2	404	899	7	1,405	5		21	3	61	4	3	216	1,097	12	1,422	17	3									
3	Chi., Great Western	5	11	1	14	82	25		82	744		964		10	1	14	89	24		82	744		964											
4	C., M., St. P. & P.	1	9	12	37	34	20	11	30	1,847	49	2,050	1	9	12	36	33	19	12	30	1,852	49	2,053	3	2									
5	Chi. & No. Western	11	9	18	12	109	10	15	207	1,302		1,693	11	9	11	14	110	10	15	207	1,266		1,653	*40										
6	C., S. P., M. & O.				5	1	2	1		72		81				5	1	2	1		71		80	*1										
7	Chi., Rock Isl. & P.	6	5	7	42	86	34	5	61	2,341	15	2,602	6	5	7	42	86	33	5	61	2,339	15	2,599	*3	1									
8	Great Northern			1	4			3		84		92			1	4	1		2		80	18	106	14										
9	Illinois Central		2		12	31	12	4		822		883		2		12	31	10	4		824		883											
10	Minn. & St. Louis		1		8	3	1	2	2	1,119		1,136		1		8	3	1	1	65	1,025		1,104	*32										
11	Union Pacific									25		25								25		25												
12	Wabash					1	4			246		251					1	4			230		235	*16										
	Total year 1935	28	37	59	137	409	115	43	786	9,508	71	11,193	23	36	53	138	417	110	43	661	9,560	94	11,135	*58	6									
	Total year 1934	33	36	42	149	401	115	47	721	9,636	66	11,246	28	37	59	137	409	115	43	786	9,508	71	11,193											
	Increase or decrease, 1935	*5	1	17	*12	8	0	*4	65	*128	5	*53	*5	*1	*6	1	8	*5	0	*125	52	23	*58											

*Decrease.

TABLE 14 1/4—GAUGE OF TRACK AND WEIGHT OF RAIL PER YARD—WITHIN THE STATE—1935

PART 1—STANDARD GAUGE OF TRACK, 4 FEET, 8 1/2 INCHES

Weight of Rail Per Yard	A. T. & S. F. Ry.	C., B. & Q. R. R.	C. G. W. R. R.	C., M., St. P. & P. R. R.	C. & N. W. Ry.	C., St. P., M. & O. Ry.	C., R. I. & P. Ry.	G. N. Ry.	I. C. R. R.	M. & St. L. R. R.	U. P. R. R.	Wabash Ry.	Total Miles
Pounds	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
131				3.02									3.02
130							54						.54
112		43.11		102.51	104.53		7.77						257.92
110	28.20	154.61	10.37		240.48		179.92		.07				613.65
100		213.87	62.97	394.44	449.32	.65	436.64			14.39	4.55	.03	1,576.86
90	11.78	291.39	160.48	673.41	397.35	55.51	220.24	5.15	552.85	12.34	.18	4.90	2,385.58
85		158.47	272.16	178.45			135.50		77.89	233.79		5.62	1,061.88
80		.04		1.67	168.21	.45	380.91	33.72		69.01		135.97	789.98
77.5			48.11										48.11
75		161.91	168.19	130.04			.13	39.09	48.13	4.88		10.38	562.75
72					383.78								383.78
70		8.70		44.40									577.91
67							233.63			289.30		1.88	7.81
66							7.81						73.11
O. P. 66		222.33					42.65			30.46			222.33
N. P. 66		43.31											43.31
65		22.54		277.26	147.93	.16	141.12					2.94	591.95
63													
60		84.24	48.79	147.38			262.30	.06	47.38	122.96		30.48	743.59
56		59.43	3.32	32.34			173.02			25.64		.16	293.91
52							20.76						20.76
50		.39		8.46		.05							8.90
Total	39.98	1,464.34	774.39	1,993.38	1,891.60	56.82	2,242.94	78.02	726.32	802.77	4.73	192.36	10,267.65

TABLE 14 1/2—TELEGRAPH AND TELEPHONE LINES—WITHIN THE STATE—1935

Items	A., T. & S. F. Ry.	C., B. & Q. R. R.	C. G. W. R. R.	C., M., St. P. & P. R. R.	C. & N. W. Ry.	C., St. P. M. & O. Ry.	C., R. I. & P. Ry.	G. N. Ry.	I. C. R. R.	M. & St. L. R. R.	U. P. Ry.	Wa- bash Ry. ^c
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
Pole line fully owned and operated exclusively		*1033.62		.88	369.91		65.00	74.75		12.01		
Telegraph wire owned and operated exclusively	57.20	3,379.75	338.10	888.44			1,178.00	373.75	95.95	11.52	2.00	
Telephone wire owned and operated exclusively	126.60	1,469.74	913.00	1,825.74	841.26		2,379.00		1,688.42	57.85	11.54	
Pole line used, owned exclusively by other companies		212.67	506.20	1,024.79	1,584.53	84.29	11.00		710.93	513.25	2.20	
Telegraph wire used, owned exclusively by other companies		806.82	950.80	2,248.99	5,089.55	438.79	^b 4168.00		1,698.59	2,159.24		
Telephone wire used, owned exclusively by other companies			38.50	1,796.35		2.10	317.00		486.70			
Pole line owned jointly and used by respondent	19.90						1,945.00			270.88		
Telegraph wire owned jointly and used by respondent	19.90									348.38		
Telegraph wire, leased off line of respondent		29.25									347.00	
Telephone wire leased off line of respondent		6.00										
Pole line fully owned and used jointly with other companies			239.90	762.22			117.00					
Telegraph wire fully owned and used jointly with other companies			479.80	279.70			188.00					
Telephone wire fully owned and used jointly with other companies				72.63								
Total pole line used by respondent	19.90	1,246.29	746.10	1,787.89	1,954.44	84.29	2,138.00	74.75	710.93	796.14	2.20	
Total telegraph wire used by respondent	77.10	4,215.82	1,768.70	3,417.13	5,089.55	438.79	5,534.00	373.75	1,794.54	2,519.14	349.00	
Total telephone wire used by respondent	126.60	1,475.74	951.50	3,694.72	841.26	2.10	2,696.00		2,175.12	57.85	11.54	
Telegraph wire owned, but used exclusively by other companies				455.38								
Telegraph wire owned jointly but used by other companies												
Telephone wire, long distance	39.80	439.40	147.80				217.00		854.16		11.54	

*41.65 miles of pole line is owned 72% by Western Union Telegraph Co. and 28% by railroad company.

^bIncludes 193 miles of wire owned by the Western Union Telegraph Co. and used jointly by the respondent and Western Union Telegraph Co.

^cInformation not available.

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE—1935
PART 1—BITUMINOUS COAL AND FUEL OIL CONSUMED

Number	Railway Companies	A—Steam Locomotives											
		Number of Tons of Bituminous Coal					Fuel Oil—Gallons						
		Freight train	Passenger train	Total trans- portation	Work train	Grand total	Average cost*	Freight train	Passenger train	Total trans- portation	Work train	Grand total	Average cost*
1	A., Top. & Santa Fe Ry.	642,777	357,097	1,144,834	11,806	1,156,640	\$ 2.590	205,652,500	91,587,068	374,041,068	2,021,250	376,062,318	\$.0189
2	Chi., Bur. & Quincy R. R.	1,375,910	479,599	2,290,058	20,720	2,310,778	1.677	14,648,673	4,755,876	22,699,505	91,880	22,791,385	.0193
3	Chicago Great Western R. R.	371,146	51,971	495,683	8,861	504,544	2.622	120,001	20,553	165,754	4,490	170,244	.0381
4	Chi., M., St. P. & P. R. R.	1,390,268	447,137	2,329,653	55,529	2,385,182	2.090	9,996,840	3,605,742	16,034,634	770,313	16,804,947	.0241
5	Chi. & North Western Ry.	1,105,365	604,393	2,136,083	31,490	2,167,573	1.644	16,840,770	6,672,654	27,089,723	591,715	27,681,438	.0184
6	C., St. P., M. & O. Ry.	198,611	103,050	404,763	4,646	409,409	4.092	25,078	1,079,563	1,128,484	-----	1,128,484	.0371
7	Chi., Rock Isl. & Pac. Ry.	796,653	392,121	1,465,167	16,444	1,481,611	2.200	62,039,441	23,315,231	108,018,515	1,260,770	109,279,285	.0162
8	Great Northern Ry.	698,000	110,149	1,071,864	6,399	1,078,263	3.230	52,065,743	27,693,757	94,019,322	934,131	94,953,453	.0210
9	Illinois Central R. R.	1,705,357	508,571	2,670,984	33,364	2,704,348	1.756	190,940	66,525	403,514	-----	403,514	.0420
10	Minn. & St. Louis R. R.	173,238	4,204	218,261	3,233	221,494	1.980	-----	-----	-----	-----	-----	-----
11	Union Pacific R. R.	1,412,772	461,860	2,276,475	16,801	2,293,276	2.317	389,151	108,504	724,828	-----	724,828	.0284
12	Wabash Railway	721,058	129,543	1,039,388	15,633	1,055,021	1.960	138,562	47,973	309,021	1,535	310,556	.0400
	Total	10,591,155	3,649,695	17,543,213	224,926	17,768,139	-----	362,107,699	158,953,446	644,634,368	5,676,084	650,310,452	-----

*Amount of invoices plus direct freight charges paid by respondent, not including respondent's handling charges.

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE—1935—Continued

PART 2—TOTAL FUEL TONS CONSUMED BY STEAM LOCOMOTIVES AND KILOWATT HOURS OF ELECTRICITY CONSUMED BY OTHER LOCOMOTIVES

Number	Railway Companies	A—Steam Locomotives					B—Other Locomotives					
		Total Equivalent Fuel Tons, (Coal and Fuel Oil, Etc.)					Kilowatt Hours (Electricity)					
		Freight train	Passenger train	Total transportation	Work train	Grand total	Average cost*	Freight train	Passenger train	Total transportation	Work train	Grand total
1	A., Top. & Santa Fe Ry.....	2,138,431	1,023,185	3,865,132	26,507	3,891,639	\$ 2.600					
2	Chi., Bur. & Quincy R. R.....	1,492,170	517,344	2,470,213	21,449	2,491,662	1.731					
3	Chicago Great Western R. R.....	371,863	52,092	496,679	8,885	505,564	2.632					
4	Chi., M., St. P. & P. R. R.....	1,469,608	475,754	2,456,912	61,543	2,518,455	2.140	60,262,414	23,757,660	86,117,055	1,236,774	87,353,829
5	Chi. & North Western Ry.....	1,231,330	673,179	2,357,722	35,886	2,393,608	1.705					
6	C., St. P., M. & O. Ry.....	198,872	114,123	416,307	4,646	420,953	4.081					
7	Chi., Rock Isl. & Pac. Ry.....	1,166,260	530,988	2,109,162	23,949	2,133,111	2.360					
8	Great Northern Ry.....	1,148,397	346,521	1,866,662	13,194	1,879,856	2.910	9,464,515	5,481,607	15,143,199	28,120	15,171,319
9	Illinois Central R. R.....	1,706,822	509,038	2,674,022	33,364	2,707,386	1.761			1,354,032		1,354,032
10	Minn. & St. Louis R. R.....	173,441	4,216	218,551	3,235	221,786	1.990					
11	Union Pacific R. R.....	1,415,560	462,608	2,281,614	16,803	2,298,417	2.321					
12	Wabash Railway.....	722,064	129,893	1,041,637	15,644	1,057,281	1.970					
	Total.....	13,234,818	4,838,941	22,254,613	265,105	22,519,718		70,726,929	29,239,267	102,614,286	1,264,894	103,879,180

*Amount of invoices plus direct freight charges paid by respondent, not including respondent's handling charges.

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE—1935—Continued
PART 3—FUEL OIL (GALLONS) CONSUMED BY OTHER LOCOMOTIVES AND MOTOR RAIL CARS

Number	Railway Companies	B—Other Locomotives							C—Motor Rail Cars (Gasoline, Oil—Electric, Etc.) Gasoline—(Gallons)					
		Fuel Oil—Gallons					Other Fuel		Total trans- portation	Work train	Grand total	Average cost*		
		Freight train	Passenger train	Total trans- portation	Work train	Grand total	Average cost*	Kind					Total gallons	Average cost*
1	A., Top. & Santa Fe Ry.							Diesel	43,395	\$.03824	2,933,903		2,933,903	\$.0515
2	Chi., Bur. & Quincy R. R.	698	9,899	109,634	4,312	113,946	\$.0355	Gasoline	109,402	.05650	2,203,705		2,203,705	.0569
3	Chicago Great Western R. R.			54,396	5,117	59,513	.0440	Gasoline	10,373	.06400	1,019,186		1,019,186	.0610
4	Chi., M., St. P. & P. R. R.		11,088	11,088		11,088	.0467	Gasoline	146,135	.06300	573,426	18,120	591,546	.0673
5	Chi. & North Western Ry.			127,500		127,500	.0520	Gasoline	90	.12800	1,477,000		1,477,000	.0960
6	C., St. P., M. & O. Ry.							Gasoline	1,064,904		203,234		203,234	.0900
7	Chi., Rock Isl. & Pac. Ry.							Distillate	55,070	.04940	154,084	16	154,100	.1145
8	Great Northern Ry.	175		23,837		23,837	.0351				1,544,185	12,713	1,556,898	.0781
9	Illinois Central R. R.			434,762	10,469	445,231	.0410				17,868		17,868	.0111
10	Minn. & St. Louis R. R.										900,295	1,271	901,566	.0685
11	Union Pacific R. R.										185,738	9,921	195,659	.0509
12	Wabash Railway										65,558		65,558	.1225
	Total	873	20,987	761,217	19,898	781,115			1,429,369		11,278,182	42,041	11,320,223	

*Amount of invoices plus direct freight charges paid by respondent, not including respondent's handling charges.

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE—1935—Continued
PART 4—MOTOR RAIL CARS, CONCLUDED, AND GRAND TOTAL EQUIVALENT TONS CONSUMED

Number	Railway Companies	C—Motor Rail Cars (Gasoline, Oil—Electric, Etc.)			Grand Total Equivalent Fuel (Tons)							
		Other Fuel			A—Steam Locomotives		B—Other Locomotives		C—Motor Rail Cars		Grand Total	
		Kind	Gallons	Average cost ^a	Tons	Average cost ^a	Tons	Average cost ^a	Tons	Average cost ^a	Tons	Average cost ^a
1	A., Top. & Santa Fe Ry.....	Distillate	15,310	\$.0329	3,891,639	\$ 2.590	1,605	\$ 1.030	125,498	\$ 1.210	4,018,742	\$ 2.550
2	Chi., Bur. & Quincy R. R.....	Diesel	243,834	.0356	2,491,662	1.731	10,635	.961	116,549	1.150	2,618,846	1.702
3	Chicago Great Western R. R.....				505,564	2.632	437	7.449	5,227	11.976	511,228	2.731
4	Chi., M., St. P. & P. R. R.....	Diesel	29,183	.0500	2,518,555	2.140	233,619	3.580	16,248	2.540	2,768,422	2.360
5	Chi. & North Western Ry.....				2,393,608	1.705	8,506	.780	49,233	2.880	2,451,347	1.725
6	C., St. P., M. & O. Ry.....				420,953	4.080			5,538	3.290	426,491	4.030
7	Chi., Rock Isl. & Pac. Ry.....	Distillate	1,567,020	.0329	2,133,111	2.360	1,836	1.480	22,948	3.020	2,157,895	2.370
8	Great Northern Ry.....	Fuel Oil	91,964	.0344	1,879,856	2.910	43,501	3.030	16,857	7.210	1,940,214	2.950
9	Illinois Central R. R.....	K. W. Hrs.	^a 41,786,438		2,707,386	1.761	3,627	8.766	27,059	15.516	2,738,072	1.906
10	Minn. & St. Louis R. R.....				221,786	1.990			36,063	1.710	257,849	1.930
11	Union Pacific R. R.....	Distillate	652,253	.0408	2,298,417	2.321			11,669	3.139	2,310,086	2.325
12	Wabash Railway.....				1,057,281	1.970			375	21.450	1,057,656	1.980
	Total.....		44,386,002		22,519,818		303,766		433,264		23,256,848	

*Amount of invoices plus direct freight charges paid by respondent, not including respondent's handling charges.
^aElectricity.

TABLE 16—TIES AND RAILS LAID IN REPLACEMENT—WITHIN THE STATE—1935

PART 1—TIES AND RAILS LAID DURING YEAR

Number	Railway Companies	Ties Laid in Replacement					Rails Laid in Replacement						
		Cross Ties			Switch and Bridge Ties		Main Tracks			Yard Tracks and Sidings			
		Number applied	Cost	Average cost per tie	Number of feet applied (board measure)	Cost	Average cost per thousand feet	Number of tons applied (2,240 pounds)	Cost	Average cost per ton	Number of tons applied (2,240 pounds)	Cost	Average cost per ton
1	Atchison, Topeka & Santa Fe Ry.....	13,730	\$ 15,625	\$ 1.14	34,947	\$ 1,851	\$ 52.98	18	\$ 435	24.16	102	\$ 2,033	\$ 19.93
2	Chicago, Burlington & Quincy R. R..	255,549	306,388	1.20	461,899	16,864	36.51	4,924	177,109	35.96	540	13,662	25.30
3	Chicago Great Western R. R.....	192,677	193,097	1.00	196,654	7,197	36.60	7,796	219,734	28.18	854	17,873	20.92
4	Chi., Mil., St. Paul & Pac. R. R.....	498,768	648,466	1.30	1,539,634	59,082	38.32	26,274	938,337	35.71	1,112	30,549	27.47
5	Chicago & North Western Ry.....	311,297	277,025	.89	1,154,572	43,299	37.40	15,760	566,364	35.93	1,886	57,105	30.27
6	Chi., St. Paul, Minn. & Omaha Ry..	17,848	17,526	.98	65,073	2,551	39.20	14	443	31.64	113	2,730	24.16
7	Chicago, Rock Island & Pacific Ry....	198,130	171,422	.86	966,168	41,213	42.66	2,648	83,303	31.45	2,170	45,630	21.02
8	Great Northern Ry.....	6,656	8,813	1.32	29,197	953	32.64	22	663	30.13	46	1,174	25.52
9	Illinois Central R. R.....	153,735	133,603	.87	353,158	13,706	38.81	1,593	37,573	23.58	207	4,705	22.73
10	Minneapolis & St. Louis R. R.....	135,125	110,885	.82	323,042	9,513	29.45	2,096	29,413	14.03	294	4,094	13.92
11	Union Pacific R. R.....	7,142	8,909	1.24	129,758	3,960	30.52	15	258	17.20	235	3,997	17.01
12	Wabash Railway.....	41,884	61,496	1.46	93,552	5,720	61.14	190	4,476	23.55	33	437	13.24
	Total.....	1,832,541	\$ 1,953,255	\$ 1.06	5,347,654	\$ 205,909	\$ 38.50	61,350	\$ 2,058,108	\$ 33.55	7,592	\$ 183,989	\$ 24.23

TABLE 17—TIES AND RAILS LAID IN ADDITIONAL TRACKS AND NEW LINES AND EXTENSIONS—1935

PART 1—TIES AND RAILS LAID DURING YEAR

Number	Railway Companies	Ties Laid in Additional Tracks and New Lines and Extensions During Year					Rails Laid in Additional Tracks and New Lines and Extensions During Year						
		Cross Ties			Switch and Bridge Ties		Main Tracks			Yard Tracks and Sidings			
		Number applied	Cost	Average cost per tie	Number of feet laid (board measure)	Cost	Average cost per thousand feet	Number of tons laid (2,240 pounds)	Cost	Average cost per ton	Number of tons laid (2,240 pounds)	Cost	Average cost per ton
1	Atchison, Topeka & Santa Fe Ry.												
2	Chicago, Burlington & Quincy R. R.	3,069	\$ 2,631	\$.86	17,951	\$ 728	\$ 40.55	14	\$ 342	\$ 24.43	133	\$ 3,326	\$ 25.00
3	Chicago Great Western R. R.	284	250	.88	5,659	249	44.00				6	143	23.83
4	Chi., Mil., St. Paul & Pac. R. R.	1,252	968	.77	10,795	338	31.31				55	1,323	24.05
5	Chicago & North Western Ry.	4,261	4,883	1.15	37,910	1,794	47.50				195	6,925	35.51
6	Chi., St. Paul, Minn. & Omaha Ry.	94	92	.98	1,650	71	43.03				5	180	36.10
7	Chicago, Rock Island & Pacific Ry.	1,432	788	.55	5,582	31	55.03				74	1,647	22.25
8	Great Northern Ry.												
9	Illinois Central R. R.	1,032	666	.64							49	1,145	23.36
10	Minneapolis & St. Louis R. R.	2,600	1,270	.49	23,231	826	35.55	16	218	13.62	92	1,276	13.87
11	Union Pacific R. R.												
12	Wabash Railway	1,665	2,137	1.28	20,654	1,221	59.00	11	304	27.63	31	838	27.03
	Total	15,689	\$ 13,685	\$.87	123,432	\$ 5,258	\$ 42.60	41	\$ 864	\$ 21.07	640	\$ 16,803	\$ 26.25

TABLE 18—EMPLOYEES AND COMPENSATION—ENTIRE LINE—1935

PART 1—AVERAGE NUMBER OF EMPLOYEES AT CLOSE OF YEAR AND TOTAL COMPENSATION

Number	Railway Companies	Average Number of Employees		Total Compensation		Average Yearly Compensation		Average Monthly Compensation		Average Daily Compensation	
		1935	1934	1935	1934	1935	1934	1935	1934	1935	1934
1	Atchison, Topeka & Santa Fe Ry.....	41,429	40,627	\$ 68,781,299	\$ 60,564,816	\$ 1,660.22	\$ 1,490.75	\$138.35	\$124.23	\$ 4.61	\$ 4.14
2	Atlantic Northern Ry.....	12	12	11,748	12,098	979.00	1,008.16	81.58	84.01	2.72	2.80
3	Chicago, Burlington & Quincy R. R.....	24,396	23,597	40,849,679	36,274,655	1,674.44	1,533.02	139.53	127.75	4.65	4.26
4	Chicago Great Western R. R.....	4,062	4,068	6,849,475	6,363,377	1,686.23	1,564.25	140.52	130.35	4.68	4.34
5	Chicago, Milwaukee, St. Paul & Pac. R. R.....	30,109	28,065	48,382,109	42,372,548	1,606.89	1,509.80	133.91	125.81	4.46	4.16
6	Chicago & North Western Ry.....	25,178	24,400	42,897,032	39,109,930	1,703.75	1,602.87	141.98	133.57	4.73	4.44
7	Chicago, St. Paul, Minn. & Omaha Ry.....	4,956	5,388	8,301,577	7,813,970	1,675.05	1,450.25	139.58	120.85	4.65	4.03
8	Chicago, Rock Island & Pacific Ry.....	20,552	20,588	35,211,007	32,442,105	1,713.26	1,575.77	142.77	131.31	4.76	4.37
9	Great Northern Ry.....	16,316	17,451	30,394,404	28,813,861	1,862.83	1,651.13	155.23	137.59	5.17	4.58
10	Illinois Central R. R.....	25,077	25,624	42,289,733	40,466,217	1,686.39	1,579.23	140.53	131.60	4.68	4.38
11	Manchester & Oneida Ry.....	13	13	9,293	9,536	714.84	733.54	59.57	61.13	2.00	2.04
12	Minneapolis & St. Louis R. R.....	3,024	3,200	4,619,944	4,454,122	1,527.75	1,391.91	127.31	115.99	4.24	3.86
13	Union Pacific R. R.....	18,122	16,571	31,329,065	26,307,252	1,728.78	1,587.55	144.06	132.29	4.80	4.40
14	Wabash Railway.....	10,024	10,342	17,947,321	16,514,136	1,790.43	1,596.80	149.20	133.07	4.97	4.43
	Total 1935 and 1934.....	223,270	219,946	\$ 377,873,686	\$ 341,518,623	1,692.45	1,552.74	141.03	129.39	4.70	4.31
	1933.....		201,445		303,720,499		1,507.70		125.64		4.19
	1932.....		215,425		330,852,598		1,535.81		127.98		4.26
	1931.....		267,167		456,389,53		1,708.25		142.19		4.74

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE—1935
PART 1—COLLISIONS AND DERAILMENTS AND TRAIN SERVICE ACCIDENTS

Number	Steam Railway Companies	Collisions and Derailments						Train Service Accidents									
		Passengers		Employees		Other Persons		Total		Passengers		Employees		Other Persons		Total	
		Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured
1	Atchison, Topeka & Santa Fe Ry.									1		4	1	2	1	7	
2	Chicago, Burlington & Quincy R. R.									1		10	9	9	9	20	
3	Chicago Great Western R. R.				2						1	24	3	4	4	28	
4	Chicago, Milwaukee, St. Paul and Pacific R. R.									6	1	12	11	14	12	32	
5	Chicago & North Western Ry.		1		2					4		13	13	11	13	28	
6	Chicago, St. Paul, Minn. & Omaha Ry.											4	1	1	1	5	
7	Chicago, Rock Island & Pacific Ry.		4		3	1	2	1	9	5	3	20	13	18	16	43	
8	Great Northern Ry.											1	2	2	2	3	
9	Illinois Central R. R.				1				1	1		29	6	6	6	36	
10	Minneapolis & St. Louis R. R.			1	1			1	1		1	4	3	1	4	5	
11	Union Pacific R. R.										1	1			1	1	
12	Wabash Railway										1				1		
	Total Steam Railways		5	1	9	1	2	2	16		18	8	122	62	68	70	208
	ELECTRIC INTERURBAN AND TERMINAL RAILWAY COMPANIES																
1	Iowa Electric Light & Power (C. R. & Iowa City)																
2	Clinton, Davenport & Muscatine Ry.											1				1	
3	Des Moines & Central Iowa R. R.											2				2	
4	Ft. Dodge, Des Moines & Southern R. R.											1				1	
5	Waterloo, Cedar Falls & Northern Ry.									1	1	5			1	6	
	Total Electric and Terminal Railway Co's									1	1	9			1	10	
	Grand Total Accidents, 1935		5	1	9	1	2	2	16		19	9	131	62	68	71	218
	1934	3	22	5	11	2	20	10	53		17	12	122	69	66	81	205
	1933		30	4	7	8	6	12	43	1	11	7	110	66	87	74	208
	1932		3		8	5	15	5	26		19	17	169	55	73	72	261
	1931		7		2		1		10		23	6	190	56	83	62	296

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE—1935—Continued

PART 2—TRAIN SERVICE ACCIDENTS AND TOTAL

Number	Steam Railway Companies	Train Service Accidents at Highway Crossings				Total						Grand Total			
		Automobiles				Passengers		Employees		Other Persons					
		Other Persons		Total		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
		Killed	Injured	Killed	Injured										
1	Atchison, Topeka & Santa Fe Ry.	3	1	3	1								4	8	
2	Chicago, Burlington & Quincy R. R.	2	17	2	17		1		4		4	3	11	37	
3	Chicago Great Western R. R.	12	22	12	22			1	26		15	26	16	52	
4	Chicago, Milwaukee, St. Paul and Pacific R. R.	5	22	5	22		6	1	12		16	36	17	54	
5	Chicago & North Western Ry.	4	18	4	18		5		15		17	29	17	49	
6	Chicago, St. Paul, Minn. & Omaha Ry.		6		6				4		1	7	1	11	
7	Chicago, Rock Island & Pacific Ry.	9	32	9	32		9	3	23		23	52	26	84	
8	Great Northern Ry.	1		1					1		3	2	3	3	
9	Illinois Central R. R.	4	24	4	24		1		30		10	30	10	61	
10	Minneapolis & St. Louis R. R.	3	4	3	4			2	5		6	5	8	10	
11	Union Pacific R. R.							1	1				1	1	
12	Wabash Railway		2		2			1				2	1	2	
	Total Steam Railways	43	148	43	148		23	9	131		106	218	115	372	
	ELECTRIC INTERURBAN AND TERMINAL RAILWAY COMPANIES														
1	Iowa Electric Light & Power (C. R. & Iowa City)		1		1								1	1	
2	Clinton, Davenport & Muscatine Ry.		1		1									2	
3	Des Moines & Central Iowa R. R.	1	2	1	2				2		1	2	1	4	
4	Ft. Dodge, Des Moines & Southern R. R.	2	4	2	4				1		2	4	2	5	
5	Waterloo, Cedar Falls & Northern Ry.		6		6		1	1	5			6	1	12	
	Total Electric and Terminal Railway Co's	3	14	3	14		1	1	9		3	14	4	24	
	Grand Total Accidents, 1935	46	162	46	162		24	10	140		109	232	119	396	
	1934	38	175	38	176	3	39	17	134		109	261	129	434	
	1933	48	98	49	98	1	41	12	117		122	191	135	349	
	1932	54	128	54	128		22	17	178		114	215	131	415	
	1931	62	167	62	167		30	6	192		119	251	125	473	

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE—1935—Continued

PART 3—NON-TRAIN ACCIDENTS—CLASSIFIED

Number	Steam Railways, Electric Interurban and Terminal Railways	Shop Machinery		Portable Equipment		Trans- mission Apparatus, Etc.		Use of Hand Tools Apparatus, Etc.		Flying Particles		Explosives, Chemicals, Etc.		Electric Currents		Collapse, Fall, Etc. of Objects		Handling Rails, Ties, Bridge Timbers Etc.	
		Killed	In- jured	Killed	In- jured	Killed	In- jured	Killed	In- jured	Killed	In- jured	Killed	In- jured	Killed	In- jured	Killed	In- jured	Killed	In- jured
1	Atchison, Topeka & Santa Fe Ry.				1			1		2		1		1		3			
2	Chicago, Burlington & Quincy R. R.															1		1	
3	Chicago Great Western R. R.						1		8		2		1			3		10	
4	Chicago, Mil., St. Paul & Pac. R. R.		2						1							2		1	
5	Chicago & North Western Ry.									1						1		2	
6	Chi., St. Paul, Minn. & Omaha Ry.															1			
7	Chicago, Rock Island & Pacific Ry.		1							2						3		3	
8	Great Northern Ry.																		
9	Illinois Central R. R.																	1	
10	Minneapolis & St. Louis R. R.									1								5	
11	Union Pacific R. R.																		
12	Wabash Railway									1								1	
13	Des Moines & Central Iowa R. R. (E)								1									2	
14	Ft. Dodge, Des Moines & So. R. R. (E)															2			
15	Waterloo, Cedar Falls & Nor. Ry. (E)								1	1				1				1	
16	Des Moines Union Railway (T)						1		2	2						2			
17	Davenport, Rock Isl. & N. W. Ry. (T)																		
	Total Non-Train Accidents, 1935		3		1		2		16		11		2		2		18		27
	1934		4		1				15		11		6				26		24
	1933		3		1				13		8		6				17		21
	1932		7		2		1		21		7		6		1		27		21

(E)—Electric interurban.

(T)—Terminal railway.

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE—1935—Continued
PART 4—NON-TRAIN ACCIDENTS—CLASSIFIED, AND TOTAL

Number	Steam Railways, Electric Interurban and Terminal Railways	Maintenance of Way and Structures		Handling Freight or Supplies	Falls Not Included Otherwise	Mis- cellaneous Nontrain Accidents		Total to Employees		Accidents to Other Persons		Total Persons in Nontrain Accidents			
		Hard Cars Motor Cars				Killed	In- jured	Killed	In- jured	Killed	In- jured	Killed	In- jured	Killed	In- jured
		Killed	In- jured	Killed	In- jured										
1	Atchison, Topeka & Santa Fe Ry.						4			18				13	
2	Chicago, Burlington & Quincy R. R.						2			9	1	6	1	15	
3	Chicago Great Western R. R.		1				2			50				50	
4	Chicago, Milwaukee, St. Paul & Pacific R. R.						8			14				25	
5	Chicago & North Western Ry.						4			2		13		14	
6	Chicago, St. Paul, Minn. & Omaha Ry.					2	1	2		5	1	1	1	4	
7	Chicago, Rock Island & Pacific Ry.									1	2	1	2	38	
8	Great Northern Ry.					2		11		6	1	3	1	38	
9	Illinois Central R. R.														
10	Minneapolis & St. Louis R. R.		1				1			4		7	1	10	
11	Union Pacific R. R.						3			3		18	1	19	
12	Wabash Railway						2			3		3		3	
13	Des Moines & Central Iowa R. R. (E)									5		5		5	
14	Ft. Dodge, Des Moines & Southern R. R. (E)		2							5		5		5	
15	Waterloo, Cedar Falls & Northern Ry. (E)									3		6	1	7	
16	Des Moines Union Railway (T)						1	2		1		8		8	
17	Davenport, Rock Island & Northwestern Ry. (T)									1		9		9	
							2			2		2		2	
	Total Non-Train Accidents, 1935		4		18		8	1	43	1	42	2	197	3	227
	1934				9		7	1	40		60	1	203	1	227
	1933		1		8	1	5	1	45	1	56	3	184	2	210
	1932			1	12		21	1	51	2	44	4	221	1	250

(E)—Electric interurban.
(T)—Terminal railway.

TABLE 20—COST OF COLLISIONS AND DERAILMENTS—WITHIN THE STATE—1935

PART 1—WITHIN THE STATE AND NUMBER OF STATIONS—GOVERNMENTAL GRANTS IN AID OF CONSTRUCTION, ACRES

Number	Steam Railway Companies	Average miles of road operated—single track	Damage to		Clearing wreck	Total cost	Average Cost per Mile of Road Operated—Single Track		Number of Freight and Passenger Stations on Road Owned or Operated—Within the State				Number of acres of land originally granted to respondent by U. S., or this state in aid of construction of its road	Number of acres of such land grants remaining unsold December 31, 1935
			Equipment	Way and structures			1935	1934	Where an Agent Is Employed		Where No Agent Is Employed			
									1935	1934	1935	1934		
1	Atchison, Topeka & Santa Fe Ry.-----	19.99	\$ 402	\$ 320	\$ 177	\$ 899	\$ 44.97	\$ 558.78	2	2	2	2	16,366,385	3,295,669
2	Chicago, Burlington & Quincy R. R.-----	1,301.19	6,132	1,638	758	8,528	6.55	1.52	147	150	89	86	359,724	None
3	Chicago Great Western R. R.-----	763.81	17,833	8,493	2,670	28,996	37.96	35.39	79	79	64	64	None	None
4	Chicago, Milwaukee, St. Paul & Pac. R. R.-----	1,872.99	7,628	5,111	1,608	14,347	7.66	51.17	249	231	109	119	1,453,565	367
5	Chicago & North Western Ry.-----	1,573.41	19,055	2,549	845	22,449	14.26	6.51	199	201	55	75	1,201,326	37,667
6	Chicago, St. Paul, Minn. & Omaha Ry.-----	84.32	8,085	1,018	250	9,353	110.92	23.48	9	9	1	1	None	None
7	Chicago, Rock Island & Pacific Ry.-----	2,236.74	86,934	9,787	7,655	104,376	46.66	47.59	255	267	124	112	644,747	None
8	Great Northern Ry.-----	78.02					33.31		8	8	3	3	^a 3,301,012	^b 103,386
9	Illinois Central R. R.-----	718.30	13,315	14,033	7,441	34,789	48.43	46.52	96	96	66	66	1,162,374	1,072
10	Minneapolis & St. Louis R. R.-----	874.61	25,888	1,591	3,154	30,633	35.03	3.14	104	109	61	58	475,930	421
11	Union Pacific R. R.-----	2.48					176.61		†		†		18,560,901	931,572
12	Wabash Railway-----	209.15	150	497	227	874	4.17	4.63	34	35	25	26	None	None
	Total Steam Railways, 1935-----	9,735.01	\$ 185,422	\$ 45,037	\$ 24,785	\$ 255,244			1,182	1,187	599	612		
	Total Steam Railways, 1934-----	9,869.07	246,019	20,867	18,828	285,714								
	Increase or Decrease, 1935-----	\$ *134.06	\$ *60,597	\$ 24,170	\$ 5,957	\$ *30,470								
1	Waterloo, Cedar Falls & No. Ry. (Electric)-----	112.15	\$ 2,829			\$ 2,829	\$ 25.22	\$ 3.95						

^aNumber of acres given in 1931 Report.
^bAcres unsold as given in 1933 Report.
 *Decrease.
 †Not available.

TABLE 21—STATEMENT SHOWING CARLOADS AND TONS OF WITHIN THE STATE OF IOWA, COMBINED,

Class No.	Items	1929		1930		1931	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
PRODUCTS OF AGRICULTURE							
10	Wheat.....	15,497	681,491	10,807	480,899	10,256	454,331
20	Corn.....	73,141	2,966,068	57,907	2,345,309	36,018	1,443,593
30	Oats.....	38,953	1,353,947	32,640	1,135,718	20,402	695,106
40	Barley and Rye.....	6,794	269,908	2,804	110,156	2,218	87,421
41	Rice.....	20	541	24	606	11	141
42	Grain, N.O.S.....	799	18,941	856	20,666	779	18,352
50	Flour, Wheat.....	6,327	162,750	6,755	170,322	7,622	190,914
51	Meal, Corn.....	234	5,500	267	6,538	388	9,135
52	Flour and Meal, edible, N.O.S.....	472	11,489	168	4,038	111	2,778
60	Cereal Food Preparations, edible, N.O.S.....	9,284	213,250	9,419	210,673	7,937	178,959
61	Mill Products, N.O.S.....	21,487	489,367	19,582	454,821	14,528	338,943
70	Hay and Alfalfa.....	1,878	23,552	3,042	39,023	2,250	28,950
71	Straw.....	1,225	15,261	1,173	15,536	471	6,422
80	Tobacco, leaf.....	5	60	2	60	1	39
90	Cotton in Bales.....	10	98				
91	Cotton Linters, Nolls and Regins.....	1	14	2	28	1	10
100	Cottonseed.....	3	24	3	50	1	44
101	Cotton Seed Meal and Cake.....	36	946	28	816	30	669
110	Oranges and Grapefruit.....	66	654	13	122	14	194
111	Lemons, Limes and Citrus Fruits, N.O.S.....	7	80	2	21	2	29
120	Apples, fresh.....	124	1,832	94	1,269	86	1,134
121	Bananas.....	8	67	2	17	1	13
122	Berries, fresh.....	57	521	42	350	36	316
123	Cantaloupes and Melons, N.O.S.....	72	838	28	327	41	491
124	Grapes, fresh.....	361	4,347	325	4,147	192	2,094
125	Peaches, fresh.....	31	360	3	29	8	68
126	Watermelons.....	51	643	119	1,473	125	1,565
127	Fruits, fresh, domestic, N.O.S.....	98	1,132	60	695	27	346
128	Fruits, fresh, tropical, N.O.S.....	5	46	3	22		
130	Potatoes, other than sweet.....	879	15,205	606	10,234	266	4,810
140	Cabbage.....	440	5,824	510	6,578	194	2,402
141	Onions.....	1,325	17,251	1,397	17,702	755	9,560
142	Tomatoes.....	70	939	204	3,074	4	60
143	Vegetables, fresh, N.O.S.....	192	2,134	85	1,045	91	1,301
150	Beans and Peas, dried.....	52	1,250	41	842	34	870
151	Fruits, dried and evaporated.....	25	351	29	364	22	333
152	Vegetables, dry, N.O.S.....	94	1,592	98	2,377	16	206
160	Vegetable—Oil Cake and Meal except Cotton Seed.....	854	19,381	659	15,180	676	15,105
161	Peanuts.....	5	95	4	103	7	72
162	Flaxseed.....	94	2,923	109	3,736	135	4,452
163	Sugar Beets.....	2,255	87,996	2,491	101,311	1,436	62,081
164	Products of Agriculture, N.O.S.....	2,595	52,721	3,793	69,320	2,592	55,343
800	Total Products of Agri- culture.....	185,926	6,431,389	156,196	5,235,597	109,784	3,618,721
ANIMALS AND PRODUCTS							
170	Horses, Mules, Ponies and Asses.....	2,182	25,235	1,489	17,361	1,573	18,205
180	Cattle and Calves, single deck.....	64,462	745,663	60,207	702,449	53,640	628,741
181	Calves, double deck.....	44	553	81	906	19	211

REVENUE FREIGHT ORIGINATING ON 12 CLASS 1 ROADS,
BY COMMODITIES FOR YEARS NAMED

1932		1933		1934		1935		Class No.
Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	
6,030	253,303	5,261	229,012	3,905	159,759	4,987	210,504	10
30,614	1,236,308	66,535	2,807,775	74,152	3,100,237	32,019	1,272,855	20
17,388	592,404	22,512	779,470	12,549	407,316	15,440	494,458	30
2,549	100,129	4,615	183,647	2,700	103,548	3,094	119,284	40
4	79	2	62	22	459	9	268	41
551	13,258	386	9,682	457	10,320	370	8,681	42
8,534	211,411	8,205	200,238	7,921	193,896	7,437	183,051	50
348	8,815	365	9,235	325	7,810	212	5,332	51
135	3,327	152	3,682	132	3,186	111	2,660	52
6,728	153,541	7,265	169,696	7,435	173,829	8,549	119,210	60
12,790	297,979	13,804	321,551	14,533	341,048	13,642	321,834	61
723	9,614	1,826	23,778	4,172	51,181	1,499	18,725	70
165	2,201	584	7,781	996	12,249	2,604	31,858	71
		8	192	3	42	4	48	80
				3	46	1	7	90
1	6	5	92	3	70	2	41	91
1	20	3	97	1	11			100
41	872	30	658	36	867	20	459	101
4	36	3	43	5	52	1	27	110
1	14			1	16			111
46	608	16	226	18	229	63	885	120
		1	10	1	6			121
46	394	22	204	1	8	5	68	122
27	334	25	310	34	448	3	37	123
188	2,114	126	1,385	111	1,231	163	1,788	124
1	13	1	10	1	11	1	11	125
74	962	88	1,164	21	269	11	142	126
5	61	4	47	5	57	22	305	127
		1	17			1	8	128
339	5,715	632	10,449	242	4,273	311	7,363	130
418	5,501	174	2,264	91	1,186	183	2,464	140
747	9,466	560	7,168	72	902	414	5,373	141
2	21	9	106	1	23			142
67	929	25	432	17	315	19	291	143
24	621	56	1,484	17	496	31	1,038	150
10	197	7	199	1	20	3	105	151
20	252	6	85	1	18	10	126	152
563	12,449	679	15,750	579	13,199	696	16,211	160
4	52	1	25			1	12	161
94	3,197	53	1,747	23	730	63	2,033	162
1,114	53,403	1,040	50,321	875	41,255	731	35,383	163
5,322	49,382	2,523	57,055	1,985	42,765	4,189	96,331	164
92,718	3,028,988	137,610	4,897,146	133,447	4,673,383	96,972	3,040,590	800
1,062	12,380	1,071	13,586	1,291	15,123	970	11,401	170
42,216	494,432	37,959	457,890	42,849	500,432	26,543	308,079	180
175	2,041	125	1,597	310	3,938	199	2,556	181

TABLE 21—STATEMENT SHOWING CARLOADS AND TONS OF WITHIN THE STATE OF IOWA, COMBINED,

Class No.	Items	1929		1930		1931	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
190	Sheep and Goats, single deck	3,614	23,658	3,713	24,465	2,851	18,588
191	Sheep and Goats, double deck	1,920	21,265	2,372	26,167	2,059	22,554
200	Hogs, single deck	114,142	995,720	102,626	893,396	92,274	803,266
201	Hogs, double deck	28,772	358,415	34,896	435,392	39,429	496,250
210	Fresh Meats, N.O.S.	32,885	427,489	35,670	449,755	39,108	494,520
220	Meats, cured, dried or smoked	6,746	104,079	7,118	107,552	6,379	97,196
221	Butterine and Margarine	21	357	57	807	38	662
222	Packing-House Products, edible, N.O.S., not including canned meats	8,842	165,595	7,667	141,532	8,334	150,883
230	Poultry, live	900	9,109	1,023	10,235	1,008	9,953
231	Poultry, dressed	4,472	53,344	4,372	53,001	4,375	52,591
240	Eggs	7,888	88,596	8,943	99,701	8,752	98,357
250	Butter	7,001	86,861	7,463	99,499	6,783	84,329
251	Cheese	52	626	29	373	25	330
260	Wool	282	3,676	346	4,608	405	5,345
270	Hides, green	1,323	30,605	1,376	31,390	1,487	33,553
271	Leather	32	564	9	119	1	8
280	Fish or Sea-Animal Oil	7	128	10	169	7	110
281	Animals, live, N.O.S.	26	247			2	19
282	Animal Products, N.O.S. (other than fertilizer)	2,584	51,117	2,663	53,687	2,559	53,802
810	Total Animals and Products	288,197	3,192,962	282,130	3,144,564	271,108	3,069,473
	PRODUCTS OF MINES						
290	Anthracite Coal	5	159	10	356	4	180
300	Bituminous Coal	33,983	1,545,634	29,872	1,394,776	24,107	1,107,084
310	Coke	138	3,910	364	16,443	120	3,707
320	Iron Ore	7	118	2	70		
330	Copper Ore and Concentrates	1	32	2	86	1	43
331	Lead Ore and Concentrates			1	29		
332	Zinc Ore and Concentrates						
333	Ores and Concentrates, N.O.S.			2	67	1	45
350	Gravel and Sand other than glass or molding	54,351	2,833,856	60,858	3,316,888	38,430	2,134,760
351	Stone, broken, ground or crushed	19,043	1,010,979	19,752	1,141,491	11,619	648,348
352	Stone, rough, N.O.S.	4,789	209,385	5,314	236,709	3,685	169,686
353	Stone, finished, N.O.S.	158	5,498	99	2,760	64	2,884
360	Petroleum, crude	21	408	16	262	42	1,482
370	Asphalt (natural, by-product or petroleum)	18	362	27	523	18	295
380	Salt	78	1,906	120	4,060	52	1,202
390	Phosphate Rock, crude (ground or not ground)	21	836	5	200	9	387
391	Sulphur (Brimstone)	1	41	3	52		
392	Products of Mines, N.O.S.	20,839	707,345	20,513	744,047	9,483	340,589
820	Total Products of Mines	133,453	6,320,469	136,960	6,858,819	87,635	4,410,692
	PRODUCTS OF FORESTS						
400	Logs	1,512	36,254	666	16,100	320	8,455
401	Posts, Poles and Piling	716	19,407	569	13,892	462	11,991
402	Wood, fuel	113	3,611	65	1,997	65	1,686
410	Ties, railroad	199	6,709	102	3,413	49	1,507
420	Pulp Wood	26	872	7	164	9	224
430	Lumber, Shingles and Lath	1,477	35,472	954	22,695	717	17,513
431	Box, Crate and Cooperage Materials	151	2,137	97	1,454	40	629

REVENUE FREIGHT ORIGINATING ON 12 CLASS 1 ROADS,
BY COMMODITIES FOR YEARS NAMED—Continued

1932		1933		1934		1935		Class No.
Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	
1,753	10,975	985	6,466	891	5,852	1,220	8,271	190
2,009	21,711	1,666	17,658	1,861	19,484	2,412	24,783	191
54,156	465,985	34,446	290,572	27,280	225,480	14,871	125,285	200
54,066	713,636	54,970	733,087	53,867	713,965	25,406	333,849	201
36,871	471,325	43,314	542,614	47,486	574,472	35,439	423,977	210
4,935	76,401	5,414	82,580	5,397	82,975	3,578	54,289	220
15	272	17	295	11	200	15	285	221
9,460	159,909	7,968	144,463	6,529	122,550	3,616	62,667	222
813	7,768	603	5,830	700	5,989	441	3,894	230
3,951	46,638	4,404	52,258	4,568	53,001	3,684	42,804	231
5,832	64,693	6,879	76,561	6,725	74,652	5,449	60,443	240
6,080	75,259	6,367	76,145	6,826	80,576	5,892	71,061	250
12	141	19	300	12	176	8	100	251
377	5,129	437	5,910	334	4,726	480	6,674	260
1,263	29,617	1,471	34,324	1,830	43,162	1,600	39,766	270
		3	45	1	27	7	132	271
3	38	2	28	1	17	11	172	280
1	9	1	21			1	12	281
2,151	45,762	1,779	41,344	1,760	41,390	1,103	25,143	282
227,201	2,704,123	210,000	2,583,574	210,529	2,568,187	132,945	1,605,593	810
18	1,014	10	449			3	98	290
23,215	1,047,121	15,632	727,913	17,237	799,684	20,595	933,980	300
111	3,245	58	2,043	39	1,359	19	508	310
						1	58	320
		1	48	2	59	3	171	330
								331
								332
		1	31	6	215	1	46	333
21,584	1,220,926	11,660	659,696	14,981	855,890	14,118	800,421	350
7,594	470,162	2,381	133,038	2,766	162,895	5,317	306,316	351
211	12,056	151	7,892	133	7,201	121	6,575	352
62	3,763	23	970	11	291	19	815	353
2	60	8	229	1	30			360
11	230	6	77	2	61	5	136	370
19	315	12	310	23	487	26	560	380
		1	32	6	301	18	904	390
6	124	10	201	13	260	14	332	391
10,810	417,507	7,614	284,639	7,501	285,563	7,501	294,732	392
63,643	3,176,523	37,568	1,817,568	42,721	2,114,296	47,761	2,345,652	820
60	1,736	229	5,973	178	5,145	111	3,199	400
437	13,966	307	9,083	223	6,781	226	6,341	401
61	1,777	32	740	80	2,349	52	1,365	402
32	922	25	854	34	1,083	22	696	410
1	20	4	108	5	118	11	215	420
375	9,034	434	10,780	560	14,949	485	11,824	430
35	587	25	403	25	437	24	435	431

TABLE 21—STATEMENT SHOWING CARLOADS AND TONS OF WITHIN THE STATE OF IOWA, COMBINED,

Class No.	Items	1929		1930		1931	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
432	Veneer and Built-up Wood..	68	1,469	36	654	19	409
440	Rosin.....			2	44	1	24
441	Turpentine.....	4	60	4	66	2	30
442	Crude Rubber (not re-claimed).....	2	37	3	58		
443	Products of Forests, N.O.S.....	186	3,633	189	3,729	114	2,481
830	Total Products of Forests.....	4,454	109,661	2,694	64,266	1,798	44,949
	MANUFACTURES AND MISCELLANEOUS						
450	Petroleum Oils, refined, and all other Gasolines.....	405	9,712	308	6,422	2,786	76,557
451	Fuel, road and petroleum residual oils, N.O.S.....	79	1,983	42	890	90	2,752
452	Lubricating Oils and Greases.....	755	11,878	866	13,214	737	11,536
453	Petroleum Products, N.O.S..	33	1,199	19	601	9	294
460	Cottonseed Oil.....	4	68	12	277	4	99
461	Linseed Oil.....	168	4,103	85	2,014	87	1,920
462	Vegetable Oil, N.O.S.....	65	1,827	15	359	40	998
470	Sugar (beet or cane).....	1,900	48,309	2,165	52,462	2,344	59,465
471	Table Syrups and Edible Molasses.....	5,367	165,794	4,704	149,893	4,003	128,799
472	Molasses, Blackstrap and Beet Residual.....	179	6,284	94	3,878	66	2,682
490	Iron and Pig.....	266	13,517	261	14,060	214	10,849
491	Iron and Steel, rated 6th class in official classification, N.O.S.....	3	135	2	31	3	129
500	Rails, Fastenings, Frogs and Switches.....	127	3,322	79	1,910	57	1,539
510	Cast-Iron Pipe and Fittings.....	54	932	53	1,109	36	821
511	Iron and Steel Pipe and Fittings, N.O.S.....	250	4,213	193	3,811	199	4,678
512	Iron and Steel: Nails and Wire, not woven.....	203	4,078	101	2,113	86	1,797
513	Iron and Steel: Rated 5th class in official classification, N.O.S. (also Tin and Terne Plate).....	2,674	63,995	1,830	44,364	1,152	27,515
520	Copper: ingot, matte and pig.....	3	39	2	57	2	30
521	Copper, Brass and Bronze: bar, sheet and pipe.....	10	183	4	104	6	146
522	Lead and Zinc: ingot, pig and bar.....	29	692	25	805	7	183
523	Aluminum: ingot, pig and slab.....			1	6		
530	Machinery and Boilers.....	1,921	30,641	1,494	24,011	927	15,787
540	Cement, natural or portland (building).....	32,279	1,165,347	32,511	1,233,698	25,824	1,007,019
550	Brick, common.....	3,554	111,121	3,017	94,657	1,932	60,740
551	Brick, N.O.S., and Building Tile.....	8,537	255,981	7,269	219,213	4,810	147,881
552	Artificial Stone, N.O.S.....	1,676	47,773	1,241	35,482	803	23,390
560	Lime, common (quick or slaked).....	193	5,227	135	3,586	65	1,478
561	Plaster (stucco or wall) and Dry Kalsomine.....	4,785	123,242	3,631	85,119	2,697	69,482
570	Sewer Pipe and Drain Tile (not metal).....	12,168	236,480	8,532	160,972	4,015	71,378
580	Agricultural Implements and Parts, N.O.S.....	3,618	52,525	2,715	38,951	1,046	14,962

REVENUE FREIGHT ORIGINATING ON 12 CLASS 1 ROADS,
BY COMMODITIES FOR YEARS NAMED—Continued

1932		1933		1934		1935		Class No.
Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	
14	304	4	69	3	49	6	132	432
5	66	1	34	2	68			440
		2	32	1	48			441
1	40							442
124	3,298	115	3,034	145	3,525	156	3,931	443
1,145	31,750	1,178	31,110	1,256	34,552	1,093	28,138	830
3,473	93,803	5,983	160,524	8,138	221,197	8,034	221,933	450
23	611	53	1,461	64	1,871	76	2,118	451
476	6,870	75	1,252	83	1,577	80	1,387	452
3	92	6	185	8	270	10	357	453
5	141	6	139	1	18	3	80	460
54	1,266	35	829	29	691	22	494	461
28	714	19	472	27	699	71	2,034	462
1,726	48,381	1,404	44,105	1,471	45,787	858	28,313	470
3,734	122,626	4,481	153,546	4,832	171,030	4,368	155,126	471
70	3,066	312	13,546	47	2,078	75	3,161	472
145	7,533	271	14,664	345	18,634	404	22,034	490
								491
49	1,364	34	756	39	1,094	35	1,132	500
40	757	22	495	25	516	30	744	510
59	1,529	44	1,149	58	1,211	49	1,005	511
50	1,147	62	1,431	57	1,168	57	1,345	512
561	14,991	600	16,883	790	21,335	863	24,186	513
		1	27	1	24			520
1	45	2	61			1	19	521
4	101	4	102	5	88	29	1,050	522
				3	79			523
398	6,801	350	5,878	431	7,695	424	7,446	530
18,582	749,135	13,644	478,083	17,397	593,512	18,374	583,351	540
662	21,038	479	14,541	791	24,966	929	29,643	550
1,715	53,216	1,206	37,484	1,610	49,687	1,998	61,671	551
276	8,004	247	7,082	292	8,403	421	12,417	552
25	613	24	551	16	352	30	798	560
1,466	32,016	1,183	27,490	1,367	31,899	1,703	37,016	561
1,635	30,620	1,214	22,710	1,456	27,248	1,534	29,193	570
419	5,836	414	5,933	911	18,213	1,432	21,843	580

TABLE 21—STATEMENT SHOWING CARLOADS AND TONS OF WITHIN THE STATE OF IOWA, COMBINED,

Class No.	Items	1929		1930		1931	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
581	Vehicles, horse-drawn, and Parts, N.O.S.	103	1,341	98	1,180	66	860
582	Tractors and Parts	2,251	30,760	1,878	25,337	808	10,645
583	Railway Car Wheels, Axles and Trucks	173	4,410	188	4,348	59	1,272
590	Automobiles (passenger)	1,523	8,908	965	5,444	909	5,064
591	Autotrucks	93	1,524	82	1,148	35	407
592	Automobiles and Autotrucks, K.D. and Parts, N.O.S.	379	7,523	449	9,715	165	2,170
593	Automobile and Autotruck Tires	93	1,183	110	1,191	78	865
610	Furniture, metal	43	492	27	401	16	166
611	Furniture, other than metal	1,803	16,045	1,115	9,804	873	7,515
620	Beverages	319	7,074	409	12,139	88	1,857
630	Ice	2,596	72,943	2,696	74,793	2,348	63,914
640	Fertilizers, N.O.S.	5,061	218,998	4,900	216,981	2,298	88,631
650	Newsprint Paper	24	419	7	118	13	280
651	Printing Paper, N.O.S.	9	141	31	939	13	187
660	Alcohol, denatured or wood	70	1,262	44	740	13	227
661	Sulphuric Acid	17	688	5	70	4	95
662	Explosives, N.O.S.	545	7,194	466	5,907	349	4,512
670	Cotton Cloth and Cotton Fabrics, N.O.S.	13	223	6	182	10	224
671	Bagging and Bags, burlap, gunny or jute	50	1,016	23	447	8	119
680	Canned Food Products, N.O.S.	4,962	110,162	4,560	104,212	3,464	78,009
690	Tobacco, manufactured products	10	238	5	133	5	98
691	Paints in Oil and Varnishes	64	1,120	44	790	36	669
692	Furnace Slag	2	37	1	15		
693	Scrap Iron and Scrap Steel	4,278	144,711	2,170	74,794	977	34,705
694	Paper Bags and Wrapping Paper	79	1,925	50	1,132	29	698
695	Paperboard, Pulpwood and Wallboard (paper)	1,520	37,339	1,519	36,270	546	12,972
696	Building Paper and Prepared Roofing Materials	87	1,440	67	946	56	953
697	Building Woodwork (mill work)	2,286	35,570	1,524	23,872	1,318	21,299
698	Soap and Washing Compounds	602	11,230	844	16,039	1,117	21,584
699	Glass, flat, other than plate	8	132	10	188	3	37
700	Glass: bottles, jars and jelly glasses	577	7,488	692	9,002	625	8,272
701	Manufactures and Miscellaneous, N.O.S.	37,405	633,426	30,508	529,761	24,514	436,091
840	Total Manufactures and Miscellaneous	148,350	3,727,616	126,909	3,362,048	94,890	2,540,212
850	Grand Total Carload Traffic	760,380	19,782,037	704,889	18,665,294	565,215	13,684,047
710	All L.C.L. Freight, (Tons)		960,036		875,922		630,368
860	Grand Total, Carload, and L.C.L. Traffic (Tons)		20,742,073		19,541,216		14,314,415

REVENUE FREIGHT ORIGINATING ON 12 CLASS 1 ROADS,
BY COMMODITIES FOR YEARS NAMED—Continued

1932		1933		1934		1935		Class No.
Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	
56	670	36	418	32	427	29	407	581
293	3,687	183	2,839	580	8,361	1,269	18,164	582
34	847	39	971	46	985	60	1,428	583
95	607	31	196	13	104	54	479	590
14	164	2	13	3	23	9	54	591
46	545	50	977	72	1,588	59	1,209	592
57	751	92	1,149	115	1,445	15	250	593
11	119	8	80	11	120	7	79	610
572	4,673	616	5,277	465	4,022	607	5,392	611
26	430	57	997	225	6,496	81	1,189	620
1,043	28,446	616	16,420	1,230	37,155	726	26,134	630
971	31,221	800	26,572	1,497	54,994	1,050	40,008	640
8	181	5	88	2	10	2	52	650
2	78	31	1,177	2	49			651
5	101	2	45	2	23	1	10	660
6	157			1	49	3	53	661
347	4,394	333	4,273	322	3,934	327	4,056	662
1	6	2	24	5	72	2	18	670
18	396	10	177	9	204	13	216	671
2,064	47,221	2,805	63,097	2,266	51,174	1,833	44,279	680
1	9	1	21	1	18	1	18	690
8	116	5	83	5	82	4	51	691
				1	61	1	45	692
307	11,931	1,147	45,469	1,766	74,509	2,745	117,590	693
17	447	22	459	30	532	26	567	694
761	18,646	1,303	32,322	1,487	36,449	1,452	34,279	695
31	673	29	514	23	432	24	503	696
823	13,759	886	15,132	1,138	19,414	2,397	42,547	697
1,046	20,681	1,136	23,288	1,018	21,304	547	11,566	698
5	108	1	15	2	53	2	85	699
366	5,133	537	7,248	277	2,955	240	2,050	700
16,970	317,473	19,078	363,857	22,499	509,051	18,622	319,632	701
61,683	1,725,939	62,038	1,624,077	75,439	2,082,527	74,118	1,922,906	840
446,390	10,667,323	448,394	10,953,475	463,392	11,472,945	352,889	8,942,879	850
	358,613		297,076		281,965		245,739	710
	11,025,936		11,250,551		11,754,910		9,188,618	860

TABLE 22—STATEMENT SHOWING CARLOADS AND TONS OF WITHIN THE STATE OF IOWA, COMBINED,

Class No.	Items	1929		1930		1931	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
PRODUCTS OF AGRICULTURE							
10	Wheat.....	14,616	678,104	12,289	585,241	12,176	565,271
20	Corn.....	31,218	1,282,522	30,808	1,278,696	19,147	789,880
30	Oats.....	22,137	793,523	20,694	757,782	12,709	457,417
40	Barley and Rye.....	2,016	82,233	1,514	60,561	829	32,956
41	Rice.....	166	4,224	169	3,868	149	3,628
42	Grain, N.O.S.....	391	8,616	380	7,946	293	6,470
50	Flour, Wheat.....	8,690	212,625	9,082	215,450	8,136	193,633
51	Meal, Corn.....	83	2,040	86	2,043	15	314
52	Flour and Meal, edible, N.O.S.....	876	20,623	155	3,454	93	1,970
60	Cereal Food Preparations, edible, N.O.S.....	1,694	32,296	1,918	37,027	1,448	26,999
61	Mill Products, N.O.S.....	11,018	241,082	9,340	206,630	5,529	121,010
70	Hay and Alfalfa.....	5,813	74,014	3,768	48,850	2,825	36,715
71	Straw.....	2,860	37,127	3,582	49,332	656	9,404
80	Tobacco, leaf.....	4	28	16	202	7	76
90	Cotton in Bales.....	36	239	14	196	8	123
91	Cotton Linters, Nolls and Regins.....	138	2,743	82	1,326	51	868
100	Cottonseed.....	22	514	21	443	14	280
101	Cotton Seed Meal and Cake.....	1,050	26,027	812	18,961	666	14,578
110	Oranges and Grapefruit.....	2,081	35,614	1,562	26,872	2,217	38,153
111	Lemons, Limes and Citrus Fruits, N.O.S.....	254	3,754	327	4,777	347	5,230
120	Apples, fresh.....	1,385	21,231	1,858	28,623	1,798	25,895
121	Bananas.....	2,451	25,797	3,030	32,570	2,813	29,911
122	Berries, fresh.....	190	1,681	48	554	59	570
123	Cantaloupes and Melons, N.O.S.....	548	6,576	429	5,360	433	5,067
124	Grapes, fresh.....	431	6,403	566	7,818	305	4,051
125	Peaches, fresh.....	1,196	13,719	801	10,315	1,816	19,763
126	Watermelons.....	727	9,746	1,076	14,203	1,028	13,665
127	Fruits, fresh, domestic, N.O.S.....	664	8,770	888	12,193	676	9,165
128	Fruits, fresh, tropical, N.O.S.....	111	1,396	130	1,698	115	1,481
130	Potatoes, other than sweet.....	4,522	77,528	6,201	103,187	8,137	133,747
140	Cabbage.....	592	7,666	769	10,409	677	8,645
141	Onions.....	475	6,308	561	7,404	321	4,369
142	Tomatoes.....	215	2,565	494	7,007	240	2,637
143	Vegetables, fresh, N.O.S.....	1,869	22,868	2,002	24,297	1,765	21,116
150	Beans and Peas, dried.....	277	6,200	390	8,508	347	7,881
151	Fruits, dried and evaporated.....	370	10,629	401	11,224	298	8,365
152	Vegetables, dry, N.O.S.....	277	4,575	314	5,850	227	3,362
160	Vegetable—Oil Cake and Meal except Cotton Seed.....	2,288	49,962	2,739	58,919	2,534	52,988
161	Peanuts.....	163	2,436	203	3,059	197	2,918
162	Flaxseed.....	147	5,480	178	6,694	165	5,758
163	Sugar Beets.....	4,607	183,224	6,419	272,470	3,502	157,326
164	Products of Agriculture, N.O.S.....	3,076	70,470	3,008	52,831	2,308	42,538
800	Total Products of Agri- culture.....	131,744	4,083,181	129,126	3,894,850	97,070	2,866,193
ANIMALS AND PRODUCTS							
170	Horses, Mules, Ponies and Asses.....	1,733	20,356	1,278	14,876	830	9,662
180	Cattle and Calves, single deck.....	41,417	488,122	39,345	462,802	32,581	385,972
181	Calves, double deck.....	77	870	160	1,815	131	1,477

REVENUE FREIGHT TERMINATING ON 12 CLASS 1 ROADS,
BY COMMODITIES FOR THE YEARS NAMED

1932		1933		1934		1935		Class No.
Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	
8,656	394,156	6,952	314,758	7,424	341,551	7,708	354,158	19
18,416	756,208	26,870	1,138,139	29,850	1,276,992	16,330	671,841	20
12,074	428,446	13,307	480,105	10,051	360,194	12,421	422,852	30
726	29,206	936	37,645	720	30,240	2,100	88,166	40
147	4,172	97	2,431	116	3,677	98	3,263	41
333	10,220	133	3,457	150	4,130	227	6,504	42
8,573	203,798	8,164	194,869	8,538	203,935	8,727	208,942	50
17	388	29	609	20	420	29	655	51
96	2,191	144	3,325	108	2,388	146	3,295	52
1,121	21,483	1,147	21,332	1,414	27,421	1,346	28,507	60
3,500	77,975	2,673	59,848	4,591	102,626	6,031	135,947	61
4,377	59,257	1,322	19,343	4,533	59,175	3,711	52,551	70
374	5,451	3,710	53,192	2,940	44,507	4,011	50,500	71
9	178	16	280	14	249	4	55	80
4	37	10	166	30	416	24	304	90
34	755	33	738	39	954	40	888	91
5	125	11	259			6	140	100
553	12,337	389	9,191	489	11,269	561	13,406	101
1,663	28,880	1,590	27,978	1,814	32,496	1,929	34,242	110
233	3,493	229	3,445	290	4,340	319	4,868	111
1,108	16,490	1,056	16,355	1,108	17,259	1,016	16,524	120
1,914	20,328	1,519	16,363	2,119	22,730	2,445	26,268	121
104	923	130	1,229	160	1,765	105	946	122
236	2,773	162	1,910	211	2,500	184	2,123	123
205	2,806	209	3,001	213	3,170	190	2,829	124
419	5,452	473	5,717	838	9,961	693	8,155	125
501	6,570	371	4,778	379	4,867	529	6,909	126
458	6,151	423	5,831	555	7,551	435	6,311	127
45	542	39	469	51	641	61	740	128
4,591	79,114	4,254	70,264	6,539	110,858	5,683	102,309	130
406	5,343	384	4,956	891	11,616	502	6,464	140
263	3,499	268	3,606	415	5,862	295	4,001	141
172	1,934	164	1,763	285	3,255	220	2,478	142
1,540	19,927	1,401	16,673	1,840	22,515	1,537	19,467	143
330	8,237	214	5,953	235	6,586	229	6,249	150
228	6,979	259	8,239	302	8,769	273	8,398	151
128	1,833	118	1,822	193	2,722	205	2,933	152
1,210	25,386	1,172	24,505	1,134	24,268	1,750	38,070	160
179	2,706	185	2,929	170	2,690	164	2,679	161
103	3,627	71	2,288	52	1,766	70	2,481	162
3,151	148,029	3,310	147,661	2,153	95,433	1,993	94,781	163
2,053	42,391	2,094	41,940	2,793	61,501	3,162	69,124	164
80,255	2,449,791	86,037	2,750,502	95,776	2,935,461	87,509	2,511,823	800
554	6,490	583	6,839	884	10,209	778	9,660	170
24,403	285,060	23,677	278,073	33,941	386,599	21,556	255,328	180
77	888	70	836	140	1,720	129	1,521	181

TABLE 22—STATEMENT SHOWING CARLOADS AND TONS OF WITHIN THE STATE OF IOWA, COMBINED,

Class No.	Items	1929		1930		1931	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
190	Sheep and Goats, single deck	1,954	14,102	2,044	14,686	1,151	7,931
191	Sheep and Goats, double deck	3,248	36,505	4,168	46,748	4,420	50,001
200	Hogs, single deck	66,600	580,197	60,218	524,030	48,313	419,845
201	Hogs, double deck	7,200	90,671	8,426	107,805	9,629	124,815
210	Fresh Meats, N.O.S.	3,819	48,028	3,962	50,341	3,618	45,678
220	Meats, cured, dried or smoked	691	10,880	506	7,524	315	4,602
221	Butterine and Margarine	192	2,171	91	987	37	376
222	Packing-House Products, edible, N.O.S., not including canned meats	1,065	15,325	899	13,193	740	10,902
230	Poultry, live	174	1,880	72	764	74	771
231	Poultry, dressed	177	2,065	162	2,025	128	1,568
240	Eggs	879	9,647	929	9,903	675	7,380
250	Butter	357	3,869	479	4,622	274	2,738
251	Cheese	190	2,923	223	3,226	218	3,098
260	Wool	41	518	59	675	71	878
270	Hides, green	147	2,323	142	2,319	92	1,248
271	Leather	41	694	41	636	8	120
280	Fish or Sea-Animal Oil	60	1,792	11	256	13	383
281	Animals, live, N.O.S.	7	137	4	70	7	133
282	Animal Products, N.O.S. (other than fertilizer)	2,905	59,359	3,283	66,315	3,058	62,232
810	Total Animals and Products	132,974	1,392,434	126,502	1,344,618	106,383	1,141,808
PRODUCTS OF MINES							
290	Anthracite Coal	2,184	75,474	1,378	45,730	833	27,351
300	Bituminous Coal	151,570	7,199,864	128,913	6,292,957	98,879	4,716,537
310	Coke	5,372	150,810	4,812	144,353	3,790	114,619
320	Iron Ore	88	1,346	5	199	3	65
330	Copper Ore and Concentrates	9	419	4	199	2	96
331	Lead Ore and Concentrates	1	25	1	29		
332	Zinc Ore and Concentrates	3	105	56	2,805	1	50
333	Ores and Concentrates, N.O.S.	23	1,066	15	640	5	213
350	Gravel and Sand other than glass or molding	68,723	3,673,815	74,278	4,066,863	43,052	2,380,808
351	Stone, broken, ground or crushed	22,084	1,172,681	22,075	1,269,643	12,798	709,690
352	Stone, rough, N.O.S.	5,571	246,057	5,539	246,541	3,813	174,393
353	Stone, finished, N.O.S.	405	13,297	388	13,250	281	10,423
360	Petroleum, crude	424	14,141	146	4,812	47	1,605
370	Asphalt (natural, by-product or petroleum)	470	14,459	330	9,087	272	7,885
380	Salt	6,175	175,989	5,867	169,878	5,183	153,907
390	Phosphate Rock, crude (ground or not ground)	34	1,165	17	1,080	19	572
391	Sulphur (Brimstone)	83	2,585	100	2,955	85	2,552
392	Products of Mines, N.O.S.	24,603	89,955	20,348	732,717	9,836	354,044
820	Total Products of Mines	287,772	13,642,849	264,272	13,003,738	178,899	8,654,930
PRODUCTS OF FORESTS							
400	Logs	1,746	41,897	830	19,854	304	7,722
401	Posts, Poles and Piling	4,748	109,264	4,531	102,234	3,474	81,320
402	Wood, fuel	208	5,083	129	3,294	84	1,891
410	Ties, railroad	289	8,277	388	11,838	124	3,836
420	Pulp Wood	15	424	17	505	12	300
430	Lumber, Shingles and Lath	28,983	769,443	23,895	637,124	14,361	375,125
431	Box, Crate and Cooperage Materials	2,154	65,660	2,908	60,401	2,437	48,749

REVENUE FREIGHT TERMINATING ON 12 CLASS 1 ROADS,
BY COMMODITIES FOR THE YEARS NAMED—Continued

1932		1933		1934		1935		Class No.
Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	
1,017	7,531	1,204	9,150	1,788	14,644	1,005	9,484	190
2,612	27,613	3,000	31,058	5,071	52,831	3,128	32,195	191
32,265	279,620	22,194	190,964	14,891	126,169	7,193	62,798	200
15,902	213,590	19,314	258,382	17,528	234,948	9,576	125,650	201
2,646	33,750	2,497	31,912	3,292	42,024	2,306	27,871	210
110	1,712	171	2,875	260	4,221	216	4,240	220
3	28	3	28	1	14			221
672	9,224	428	6,443	326	4,891	322	4,854	222
28	287	42	411	18	138	9	77	230
108	1,334	186	2,300	179	2,062	159	1,936	231
286	3,011	323	3,613	326	3,718	224	2,513	240
190	1,984	286	2,642	348	3,308	255	2,574	250
128	1,712	112	1,489	158	2,074	122	1,645	251
66	839	64	822	39	529	117	1,510	260
20	373	18	374	27	597	15	344	270
5	65			2	36	1	17	271
5	118	9	187	15	353	47	1,213	280
4	31	6	109	3	73	4	49	281
2,264	46,840	1,320	28,089	1,512	33,073	1,168	25,717	282
83,365	922,095	75,597	856,595	80,749	924,171	48,420	571,196	810
629	19,272	772	22,555	760	21,158	780	22,064	290
97,032	4,508,196	79,506	3,637,770	83,579	3,764,773	96,909	4,323,192	300
3,184	97,251	3,026	91,715	2,874	86,505	2,892	87,355	310
1	54	1	31	2	88	4	150	320
10	370	7	377	3	133	4	222	330
				1	38			331
				3	148			332
3	138			6	200	15	742	333
23,334	1,335,582	12,424	711,424	14,887	862,596	14,661	839,934	350
8,579	527,291	3,141	170,976	4,140	233,524	5,940	337,774	351
194	9,215	187	9,000	233	10,169	135	5,911	352
146	5,903	145	4,662	90	2,872	110	3,243	353
22	729	32	991	31	932	107	4,139	360
344	10,979	392	14,146	453	14,495	557	18,133	370
5,105	146,514	5,651	164,986	5,793	167,150	4,343	150,487	380
8	206	10	316	11	246	11	243	390
61	2,041	64	2,157	47	1,410	70	2,329	391
11,244	439,898	7,833	291,457	7,856	298,030	8,271	328,991	392
149,896	7,103,639	113,201	5,122,574	120,769	5,464,557	134,809	6,124,909	820
46	1,340	159	4,183	141	4,633	65	1,955	400
1,973	47,960	2,248	54,887	3,488	83,596	3,517	79,021	401
85	1,908	57	1,213	47	1,042	58	1,242	402
121	4,244	44	1,449	64	2,076	86	2,721	410
6	145	5	141	8	131	5	114	420
8,955	232,498	11,520	300,666	10,670	280,702	17,087	443,256	430
1,975	39,240	2,181	43,265	2,021	39,361	1,729	34,108	431

TABLE 22—STATEMENT SHOWING CARLOADS AND TONS OF
WITHIN THE STATE OF IOWA, COMBINED,

Class No.	Items	1929		1930		1931	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
432	Veneer and Built-up Wood	233	4,984	118	2,450	76	1,575
440	Rosin	17	405	27	613	47	1,006
441	Turpentine	39	905	49	1,166	37	841
442	Crude Rubber (not re-claimed)	33	769	20	539	27	537
443	Products of Forests, N.O.S.	815	14,565	728	12,708	617	10,718
830	Total Products of Forests	40,280	1,021,676	33,640	787,276	21,600	533,620
MANUFACTURES AND MISCELLANEOUS							
450	Petroleum Oils, refined, and all other Gasolines	55,717	1,500,791	64,206	1,725,497	58,236	1,564,214
451	Fuel, road and petroleum residual oils, N.O.S.	5,730	181,764	5,691	222,942	4,322	137,626
452	Lubricating Oils and Greases	3,666	73,173	4,343	85,941	3,495	68,840
453	Petroleum Products, N.O.S.	45	973	32	760	23	589
460	Cottonseed Oil	50	1,138	66	1,487	45	1,062
461	Linseed Oil	231	4,953	161	3,547	122	2,519
462	Vegetable Oil, N.O.S.	156	4,246	162	4,363	188	5,398
470	Sugar (beet or cane)	4,621	147,578	4,907	149,238	4,868	149,674
471	Table Syrups and Edible Molasses	1,077	32,717	915	26,451	562	14,528
472	Molasses, Blackstrap and Beet Residual	403	17,400	333	14,123	261	11,151
490	Iron and Pig	1,585	82,952	776	41,741	339	18,703
491	Iron and Steel, rated 6th class in official classification, N.O.S.	47	1,340	13	336	16	489
500	Rails, Fastenings, Frogs and Switches	253	8,146	194	5,727	100	3,297
510	Cast-Iron Pipe and Fittings	479	11,858	450	11,780	412	10,282
511	Iron and Steel Pipe and Fittings, N.O.S.	1,043	29,363	3,534	115,402	3,067	89,758
512	Iron and Steel: Nails and Wire, not woven	1,591	35,950	1,459	32,052	1,218	27,307
513	Iron and Steel: Rated 5th class in official classification, N.O.S. (also Tin and Terne Plate)	10,154	292,264	9,252	263,305	5,692	152,372
520	Copper: Ingot, matte and pig	11	240	11	238	2	30
521	Copper, Brass and Bronze: bar, sheet and pipe	55	932	19	307	13	225
522	Lead and Zinc: ingot, pig and bar	76	2,365	62	1,952	28	649
523	Aluminum: ingot, pig and slab	21	382	3	35	1	5
530	Machinery and Boilers	3,007	49,687	2,309	39,235	1,548	27,192
540	Cement, natural or port-land (building)	27,880	1,051,685	29,609	1,201,424	16,290	653,456
550	Brick, common	3,409	109,455	2,957	93,837	1,771	57,446
551	Brick, N.O.S., and Building Tile	5,003	145,852	4,890	139,411	2,902	84,708
552	Artificial Stone, N.O.S.	1,044	28,109	892	24,390	392	10,057
560	Lime, common (quick or slaked)	1,967	46,905	1,622	37,813	1,266	28,506
561	Plaster (stucco or wall) and Dry Kalsomine	2,103	35,827	1,912	32,685	1,477	23,391
570	Sewer Pipe and Drain Tile (not metal)	9,596	178,056	6,654	124,085	2,810	50,424
580	Agricultural Implements and Parts, N.O.S.	8,004	112,687	7,429	100,540	2,573	34,293

REVENUE FREIGHT TERMINATING ON 12 CLASS 1 ROADS,
BY COMMODITIES FOR THE YEARS NAMED—Continued

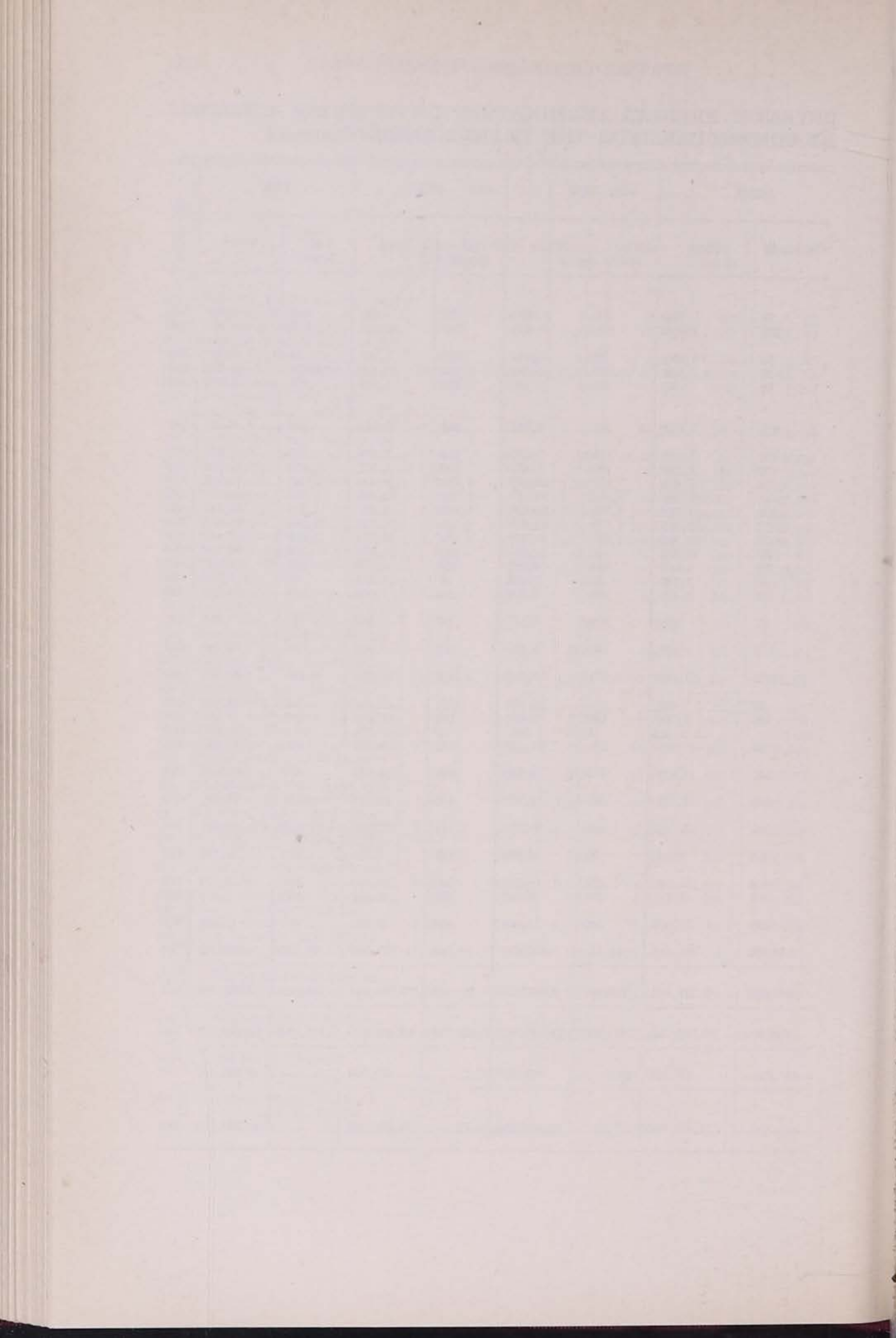
1932		1933		1934		1935		Class No.
Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	
30	611	47	1,084	73	1,677	117	2,914	432
33	709	30	599	36	810	44	933	440
24	575	32	737	33	773	44	954	441
40	1,228	63	2,142	32	1,069	1	12	442
396	7,726	400	7,405	434	8,329	438	8,417	443
13,684	338,184	16,786	417,871	17,042	423,599	23,191	575,647	430
52,008	1,381,056	50,093	1,314,821	51,151	1,349,157	54,207	1,447,750	450
3,984	127,847	6,229	185,978	8,164	240,490	10,366	304,001	451
2,669	51,960	2,363	48,732	2,795	56,410	2,791	56,886	452
38	782	45	936	32	728	36	689	453
37	823	39	1,006	38	677	46	897	460
61	1,192	74	1,457	81	1,771	88	1,763	461
176	5,088	226	6,620	157	4,543	90	2,543	462
4,108	130,500	4,632	140,731	3,990	138,421	3,670	135,730	470
508	13,146	548	14,514	590	16,742	620	18,650	471
258	11,223	341	14,923	268	11,745	388	16,919	472
158	8,027	380	20,082	414	22,267	694	36,976	490
1	25	6	154	8	379	4	190	491
56	1,518	46	1,280	52	1,542	53	1,537	500
252	5,929	235	5,702	353	8,563	211	5,120	510
353	8,954	339	8,915	561	15,015	376	9,184	511
575	13,619	769	19,748	764	19,373	1,028	25,470	512
3,174	91,106	3,054	85,463	4,414	122,756	5,143	150,119	513
1	21			1	31	1	12	520
3	52	6	137	18	330	20	352	521
10	254	14	296	14	313	15	417	522
731	13,028	638	11,351	40	1,164	27	1,002	523
				842	14,657	836	14,385	520
10,826	440,585	7,267	256,073	9,799	346,492	10,181	325,236	540
664	21,470	592	18,729	750	23,712	868	27,048	550
1,202	35,570	970	29,051	1,248	37,672	1,632	48,161	551
177	5,110	133	4,090	110	3,109	277	9,129	552
886	19,573	1,000	24,359	1,014	27,250	1,083	30,497	560
886	13,726	802	12,719	822	13,071	1,056	16,850	561
1,467	26,816	1,034	18,316	1,479	26,406	1,434	27,155	570
577	7,904	599	8,474	1,400	19,950	2,539	36,477	580

TABLE 22—STATEMENT SHOWING CARLOADS AND TONS OF
WITHIN THE STATE OF IOWA, COMBINED,

Class No.	Items	1929		1930		1931	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
581	Vehicles, horse-drawn, and Parts, N.O.S.-----	331	4,158	213	2,575	115	1,420
582	Tractors and Parts-----	3,858	48,469	3,431	42,571	1,331	16,021
583	Railway Car Wheels, Axles and Trucks-----	152	4,063	301	9,026	96	3,063
590	Automobiles (passenger)-----	20,051	116,600	11,801	67,851	5,639	31,734
591	Autotrucks-----	497	4,157	402	3,175	176	1,401
592	Automobiles and Auto-trucks, K.D. and Parts, N.O.S.-----	2,905	47,236	2,082	36,494	989	16,439
593	Automobile and Autotruck Tires-----	489	6,146	481	6,184	197	2,434
610	Furniture, metal-----	233	2,941	279	3,201	195	2,160
611	Furniture, other than metal-----	2,089	19,193	1,740	15,847	1,530	12,468
620	Beverages-----	3,006	52,060	3,423	62,929	3,051	52,176
630	Ice-----	3,379	103,513	3,655	107,827	3,581	107,936
640	Fertilizers, N.O.S.-----	7,889	287,187	7,586	286,993	4,142	130,503
650	Newsprint Paper-----	1,772	46,811	1,624	43,422	1,445	39,557
651	Printing Paper, N.O.S.-----	669	16,040	664	16,140	596	13,777
660	Alcohol, denatured or wood-----	369	7,571	425	8,516	309	6,187
661	Sulphuric Acid-----	95	2,138	69	1,635	59	1,382
662	Explosives, N.O.S.-----	345	5,138	390	5,538	310	4,307
670	Cotton Cloth and Cotton Fabrics, N.O.S.-----	94	1,278	90	923	94	787
671	Bagging and Bags, burlap, gunny or jute-----	272	5,112	237	4,410	194	3,574
680	Canned Food Products, N.O.S.-----	4,212	97,241	4,472	105,137	3,530	81,418
690	Tobacco, manufactured products-----	25	544	40	652	28	407
691	Paints in Oil and Varnishes-----	457	9,089	356	6,972	313	6,691
692	Furnace Slag-----	5	145	7	315	1	56
693	Scrap Iron and Scrap Steel-----	3,026	105,961	1,667	58,546	602	22,726
694	Paper Bags and Wrapping Paper-----	606	14,140	679	15,673	638	14,612
695	Paperboard, Pulpwood and Wallboard (paper)-----	1,677	40,388	1,613	39,256	825	19,314
696	Building Paper and Prepared Roofing Materials-----	2,291	53,829	2,064	47,512	1,434	32,928
697	Building Woodwork (mill work)-----	543	9,733	389	7,426	319	6,224
698	Soap and Washing Compounds-----	1,075	21,186	1,121	22,347	1,039	20,306
699	Glass, flat, other than plate-----	291	7,915	346	8,964	266	6,801
700	Glass: bottles, jars and jelly glasses-----	1,025	17,659	1,126	20,569	1,063	18,658
701	Manufactures and Miscellaneous, N.O.S.-----	41,754	717,190	39,218	680,404	27,034	467,197
840	Total Manufactures and Miscellaneous-----	254,506	6,064,019	247,124	6,239,664	175,180	4,373,690
850	Grand Total Carload Traffic-----	847,276	26,204,059	800,664	25,425,546	579,132	17,570,241
710	All L.C.L. Freight, (Tons)-----		1,394,410		1,125,756		828,298
860	Grand Total, Carload, and L.C.L. Traffic (Tons)-----		27,598,469		26,551,302		18,398,539

REVENUE FREIGHT TERMINATING ON 12 CLASS 1 ROADS,
BY COMMODITIES FOR THE YEARS NAMED—Continued

1932		1933		1934		1935		Class No.
Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	
32	376	47	593	31	400	47	595	581
378	4,902	230	3,036	763	10,433	2,033	25,497	582
59	1,630	70	2,246	123	4,077	74	2,232	583
1,430	8,549	2,794	16,259	7,143	42,149	13,416	84,002	590
72	550	65	482	231	1,575	195	1,298	591
425	7,073	157	1,862	233	2,935	352	5,441	592
153	1,949	119	1,520	154	2,168	185	2,291	593
122	1,250	139	1,427	100	1,017	112	1,162	610
1,014	8,425	1,187	10,293	1,001	8,474	1,142	9,976	611
1,342	23,305	2,341	38,421	3,224	52,493	3,253	48,978	620
2,539	81,278	1,725	55,655	1,565	51,865	1,318	43,027	630
1,857	52,987	1,775	54,088	2,285	75,918	2,090	69,070	640
1,338	36,196	1,257	34,670	1,554	43,613	1,505	42,487	650
525	12,334	580	14,335	520	12,634	686	17,738	651
222	4,069	294	4,888	279	4,659	260	4,497	660
40	1,157	35	1,028	47	1,373	57	1,844	661
253	3,408	190	2,608	203	2,606	186	2,279	662
87	698	153	1,541	98	988	33	311	670
172	3,266	180	3,494	150	2,967	117	2,140	671
1,975	47,096	2,174	53,748	3,008	73,502	2,689	66,579	680
25	451	164	2,732	296	5,193	280	4,991	690
136	2,704	186	3,823	187	3,956	231	4,888	691
		4	115	3	124	9	550	692
308	12,465	570	24,439	734	31,509	998	43,883	693
560	12,928	574	13,536	628	14,623	629	14,403	694
566	13,977	609	14,761	712	17,643	754	18,003	695
1,080	25,369	1,066	25,785	1,181	27,782	1,512	35,881	696
155	3,113	132	2,559	153	2,936	217	4,110	697
846	16,936	898	18,828	930	19,570	839	17,474	698
203	5,216	238	6,427	228	5,898	347	9,315	699
854	15,022	842	14,144	928	16,453	992	17,430	700
16,785	301,410	16,418	300,675	22,365	521,936	21,722	382,805	701
121,399	3,147,043	119,687	2,984,175	142,426	3,588,442	158,060	3,736,288	840
448,599	13,960,752	411,218	12,140,787	456,762	13,336,230	451,989	13,519,363	850
	460,255		387,507		365,194		363,187	710
	14,421,007		12,528,294		13,701,424		13,882,550	860



STATISTICS

OF

**Electric Interurban
Railway Companies**

For the Year Ended December 31, 1935

TABLE 1—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE—1935
MILEAGE OPERATED—SINGLE AND ALL TRACKS AND MILEAGE OWNED—ALL TRACKS, AND CHANGES DURING YEAR

Number	Electric Interurban Railway Companies	Miles of Road Operated—Single Track					Miles of Road Operated—All Tracks					Miles of Road Owned—All Tracks									
		Line Owned		Line Operated Under			Total miles operated	Changes during year	First main track	Second main track	Sidings and turnouts	Tracks in car houses, shops, etc.	Total miles operated	Changes during year	First Track		Second main track	Sidings and turnouts	Tracks in car houses, shops, etc.	Total miles owned	Changes during year
		Main line	Branches and spurs	Lease	Contract, etc.	Trackage rights									Main line	Branches and spurs					
1	Ced. Rap. & Marion City	.86				.86		.86						.86							
2	Charles City Western	21.32		.23		21.55		21.55		5.45		.86		21.32			5.45			26.77	
3	Clinton, Day. & Musca	58.32			6.71	65.03		65.03	3.77	8.37		.74		58.32			8.37	.74		67.43	
4	Des Moines & Cen. Iowa	59.72			7.92	67.64		67.64	7.68	23.67		.04		59.72			21.16			84.12	*1.18
5	Ft. Dodge, D. M. & So.	142.47	4.90	1.37	.84	149.58		149.58		42.55		.04	192.17	*3.62	142.47	4.90	3.24	38.37	.04	185.78	*3.62
6	Ia. Elec. Light & P. Co.	27.30				27.30		27.30		17.10		.06	44.46	.59	27.30			17.10	.06	44.46	.59
7	Iowa South'n Utilities Co.	29.36				29.36		29.36		6.74		.13	36.23		29.36			6.74	.13	36.23	
8	Mason City & Clear Lake	15.53				15.53		15.53		5.23		.31	21.07		15.53			5.23	.31	21.07	
9	Tama & Toledo	3.50				3.50		3.50		.50			4.00		3.50			.50		4.00	
10	Waterloo, Ced. F. & No.	106.86	4.25		1.04	112.15		112.15	5.17	25.80		.34	143.46	.89	111.11	5.17		24.93	.34	141.55	.89
	Total, 1935	465.24	9.15	1.60	16.51	492.50		492.50	16.62	135.41		1.66	646.19	*3.32	469.49	10.07	3.24	127.85	1.62	612.27	*3.32
	Total, 1934	465.24	9.15	1.60	16.51	492.50	*2.94	492.50	16.72	138.63		1.66	649.51	*1.46	465.24	9.15	8.51	131.07	1.62	615.59	*1.46
	Increase or decrease, 1935								*.10	*3.22			*3.32		4.25	.92	*5.27	*3.22		*3.32	

*Decrease.

TABLE 2—CAPITAL STOCK—1935

PART 1—A—WITH PAR VALUE

Number	Electric Interurban Railway Companies	A—With Par Value							
		Par Value of Amount Authorized			Total par value nomi- nally issued and nominally outstanding at close of year— common (in treasury)	Total Par Value Actually Outstanding at Close of Year			Par Value of Amount nominally but not actually issued to close of year (common)
		Common	Preferred	Total		Common	Preferred	Receipts outstand- ing for install- ments paid (preferred)		Total
1	Cedar Rapids & Marion City Ry.								
2	Charles City Western Ry.	\$ 300,000		\$ 300,000		\$ 290,400		\$ 290,400	
3	Clinton, Davenport & Muscatine Ry.	2,000,000		2,000,000	\$ 275,000	646,700		646,700	\$ 275,000
4	Des Moines & Central Iowa R. R.	1,200,000		1,200,000		1,160,000		1,160,000	
5	Ft. Dodge, Des Moines & Southern R. R.	3,500,000	\$ 2,000,000	5,500,000		2,634,000	\$ 1,363,100	3,997,100	
6	Iowa Electric Light & Power Co.		15,000,000	15,000,000			11,163,731	11,163,731	
7	Iowa Southern Utilities Co.		15,000,000	15,000,000			8,010,200	8,010,200	
8	Mason City & Clear Lake R. R.	1,000,000		1,000,000		400,000		400,000	
9	Tama & Toledo R. R.	100,000		100,000		23,300		23,300	
10	Waterloo, Cedar Falls & Northern Ry.	3,335,000	1,665,000	5,000,000		2,333,050	664,000	2,997,050	
	Total	\$11,435,000	\$33,665,000	\$45,100,000	\$ 275,000	\$ 7,487,450	\$21,201,031	\$28,688,481	\$ 275,000

TABLE 2—CAPITAL STOCK—1935—Continued
PART 2—B—WITHOUT PAR VALUE AND UNMATURED FUNDED DEBT

Number	Electric Interurban Railway Companies	B—Without Par Value		Unmatured Funded Debt—Table 3—Part 1			
		Number of shares outstanding at close of year (common)	Cash value of consideration received for stocks actually outstanding (common)	Par Value of Extent of Indebtedness Authorized			
				Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Total
1	Cedar Rapids & Marion City Ry.....						
2	Charles City Western Ry.....						
3	Clinton, Davenport & Muscatine Ry.....			\$ 350,000	\$ 140,000		\$ 490,000
4	Des Moines & Central Iowa R. R.....						
5	Ft. Dodge, Des Moines & Southern R. R.....			2,500,000	633,500		3,133,500
6	Iowa Electric Light & Power Co.....	\$ 110,000	\$ 6,250,000	6,550,000		\$ 29,604	6,579,604
7	Iowa Southern Utilities Co.....	100,000	1,000,000	Unlimited		1,360,500	1,360,500
8	Mason City & Clear Lake R. R.....			12,767,900		2,550,300	15,318,200
9	Tama & Toledo R. R.....						
10	Waterloo, Cedar Falls & Northern Ry.....			150,000			150,000
				21,000,000	1,260,000		22,260,000
	Total.....	\$ 210,000	\$ 7,250,000	\$ 43,317,900	\$ 2,033,500	\$ 3,940,404	\$ 49,291,804

TABLE 3—UNMATURED FUNDED DEBT—1935

PART 2—TOTAL PAR VALUE ACTUALLY OUTSTANDING AT CLOSE OF YEAR

Number	Electric Interurban Railway Companies	Actually Outstanding of				Amount of interest accrued during year	Amount of interest paid during year	Total par value nomi- nally but not actually issued	Total par value re- acquired after actual issue and held alive at close of year
		Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Total				
1	Cedar Rapids & Marion City Ry.....								
2	Charles City Western Ry.....	\$ 119,200	\$ 140,000		\$ 259,200	\$ 15,552	\$ 39,504	\$ 230,800	
3	Clinton, Davenport & Muscatine Ry.....								
4	Des Moines & Central Iowa R. R.....	633,500	633,500		1,267,000	85,522	4,937	795,000	
5	Ft. Dodge, Des Moines & Southern R. R.....	5,250,000		\$ 741	5,250,741	262,542	42	600,000	
6	Iowa Electric Light & Power Co.....	12,578,500		1,248,500	13,827,000	825,572	908,057		
7	Iowa Southern Utilities Co.....	12,767,900		2,528,300	15,296,200	936,330	1,007,912		
8	Mason City & Clear Lake R. R.....								
9	Tama & Toledo R. R.....	25,000			25,000	1,500			
10	Waterloo, Cedar Falls & Northern Ry.....	5,773,000	260,000		6,033,000	307,750		2,200,000	
	Total.....	\$ 37,147,100	\$ 1,033,500	\$ 3,777,541	\$ 41,958,141	\$ 2,434,768	\$ 1,960,452	\$ 3,825,800	

TABLE 3—UNMATURED FUNDED DEBT—1935—Continued
 PART 3—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND INTEREST RATE PER ANNUM

Number	Electric Interurban Railway Companies	Amount Bearing Interest Rate Per Annum of							Total unmatured funded debt	Matured funded debt unpaid	
		4 1/4%	4 1/2%	5%	5 1/2%	5 3/4%	6%	7%			7 1/2%
1	Cedar Rapids & Marion City Ry.										
2	Charles City Western Ry.						\$ 259,200		\$ 259,200		
3	Clinton, Davenport & Muscatine Ry.										
4	Des Moines & Central Iowa R. R.						633,500	\$ 633,500	1,267,000	\$ 350,000	
5	Ft. Dodge, Des Moines & Southern R. R.			\$ 5,250,000			50	\$ 691	5,250,741	515,000	
6	Iowa Electric Light & Power Co.	\$ 3,000,000	\$ 1,237,500	3,580,000			11,000	5,998,500	13,827,000		
7	Iowa Southern Utilities Co.			7,000	\$12,773,200	\$ 7,000	2,509,000		15,296,200		
8	Mason City & Clear Lake R. R.									324,000	
9	Tama & Toledo R. R.						25,000		25,000		
10	Waterloo, Cedar Falls & Northern Ry.			5,773,000			260,000		6,033,000	1,286,075	
	Total	\$ 3,000,000	\$ 1,237,500	\$14,610,000	\$12,773,200	\$ 7,000	\$ 3,697,750	\$ 5,999,191	\$ 633,500	\$41,958,141	\$ 2,475,075

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT—1935

PART 1—EXPENDITURES DURING YEAR AND TOTAL INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR

Number	Electric Interurban Railway Companies	Expenditures During Year				Investment in Road and Equipment						
		Way and structures	Equipment	Power	General and miscellaneous	Total	To December 31, 1908	From December 31, 1908 to June 30, 1914	Since June 30, 1914	Total investment in road and equipment	Miles of road owned (single track)	Average investment per mile of road owned
1	Cedar Rapids & Marion City Ry.											
2	Charles City Western Ry.	\$ 1,800				\$ 1,800	\$ 426,175	\$ 275,923	\$ 702,098	21.32	\$ 32,931	
3	Clinton, Davenport & Muscatine Ry.	^a 2,395	\$ ^a 460	\$ ^a 78	\$ 9,743	6,810	\$ 1,363,395	1,038,659	583,807	2,985,861	58.32	51,198
4	Des Moines & Central Iowa R. R.	^a 6,256				^a 6,256	2,460,383	346,516	589,415	3,396,314	59.72	56,871
5	Ft. Dodge, Des Moines & So. R. R.	^a 7,458	^a 97,799	2,182	^a 8,112	^a 111,187		7,327,458	2,211,740	9,539,198	147.37	64,730
6	Iowa Electric Light & Power Co.	^a 5,425	633	49,707	^a 15,672	29,243			30,560,788	30,560,788	27.30	1,119,443
7	Iowa Southern Utilities Co.	^a 997	20			^a 977		289,149	892,008	1,181,157	29.36	40,230
8	Mason City & Clear Lake R. R.	8,116	^a 3		129	8,242		764,339	352,731	1,117,070	15.53	71,930
9	Tama & Toledo R. R.	^a 110				^a 110			143,876	143,876	3.50	41,107
10	Waterloo, Cedar Falls & Northern Ry.	^a 10,834	4,665	1,318		^a 4,851	2,441,887	4,653,506	2,803,785	9,899,178	111.11	89,093
	Total	\$ ^a 23,559	\$ ^a 92,944	\$ 53,129	\$ ^a 13,912	\$ ^a 77,286	\$ 6,265,665	\$14,845,802	\$38,414,073	\$59,525,540	473.53	

^aCredit.

TABLE 5—INCOME STATEMENT—1935

PART 1—OPERATING AND NON-OPERATING REVENUES, OPERATING EXPENSES,
NET GROSS AND TRANSFERRED TO PROFIT AND LOSS

Number	Electric Interurban Railway Companies	Operating		Net Revenue from		Net operating revenue	Taxes assignable to railway operations	Operating income	Nonoperating income	Gross income	Total deductions from gross income	Income transferred to profit and loss
		Revenues	Expenses	Net revenue rail- way operations ³	Auxiliary operations (net)							
1	Cedar Rapids & Marion City Ry.	\$ 20,604	\$ 19,885	\$ 719	-----	\$ 719	\$ 321	\$ 398	-----	\$ 398	-----	\$ 398
2	Charles City Western Ry.	98,214	67,972	30,242	-----	30,242	5,794	24,448	-----	24,448	\$ 16,698	7,750
3	Clinton, Davenport & Muscatine Ry.	204,269	203,079	1,190	\$ 36,922	38,112	10,014	28,098	\$ 263	28,361	-----	28,361
4	Des Moines & Central Iowa R. R.	240,937	272,092	^b 31,155	-----	^b 31,155	9,878	^b 41,033	1,866	^b 39,167	124,964	^b 164,131
5	Ft. Dodge, Des Moines & So. R. R.	546,286	661,595	^b 115,309	59,577	^b 55,732	27,324	^b 83,056	10,172	^b 72,884	320,955	^b 393,839
6	Iowa Electric Light & Power Co.	402,702	252,556	150,146	2,287,184	2,437,330	10,923	2,426,407	46,609	2,473,016	1,249,094	1,223,922
7	Iowa Southern Utilities Co.	119,024	69,414	49,610	-----	49,610	4,829	44,781	1,297,310	1,342,091	1,016,917	325,174
8	Mason City & Clear Lake R. R.	95,051	85,445	9,606	-----	9,606	3,003	6,603	157	6,760	50,797	^b 44,037
9	Tama & Toledo R. R.	10,411	9,153	1,258	-----	1,258	425	833	127	960	1,500	^b 540
10	Waterloo, Cedar Falls & Northern Ry. ..	881,585	763,530	118,055	-----	118,055	14,323	103,732	3,398	107,130	444,647	^b 337,517
	Total	\$2,619,083	\$2,404,721	\$214,362	\$2,383,683	\$2,598,045	\$86,834	\$2,511,211	\$1,359,902	\$3,871,113	\$3,225,572	\$645,541

^bDeficit.

TABLE 6—PROFIT AND LOSS ACCOUNT—1935

PART 1—DEBITS

Number	Electric Interurban Railway Companies	Debit Balance		Appropriation of sur- plus to sinking fund and other reserves	Debt discount ex- tinguished through surplus	Miscellaneous appropria- tion of surplus	Loss on road and equip- ment retired	Miscellaneous debits	Credit balance carried forward to balance sheet	Total debits
		At beginning of year	Transferred from income account							
1	Cedar Rapids & Marion City Ry.....									
2	Charles City Western Ry.....	\$ 55,807								\$ 55,807
3	Clinton, Davenport & Muscatine Ry.....	1,426,222						\$ 879		1,427,101
4	Des Moines & Central Iowa R. R.....	1,984,634	\$ 164,131			\$ 1,195				2,149,960
5	Ft. Dodge, Des Moines & Southern R. R.....	2,612,121	393,839				\$ 13,257	51,611		3,070,828
6	Iowa Electric Light & Power Co.....			\$ 634,506	\$ 131,001	376,042		200,000	\$ 174,497	1,516,046
7	Iowa Southern Utilities Co.....			5,000		266,712		90,797	572,451	934,960
8	Mason City & Clear Lake R. R.....	157,482	44,038			300				201,820
9	Tama & Toledo R. R.....	144,620	540							145,160
10	Waterloo, Cedar Falls & Northern Ry.....	6,008,110	337,517				2,179	2,953		6,350,759
	Total.....	\$12,388,996	\$ 940,065	\$ 639,506	\$ 131,001	\$ 644,249	\$ 15,436	\$ 346,240	\$ 746,948	\$15,852,441

TABLE 6—PROFIT AND LOSS ACCOUNT—1935—Continued
PART 2—CREDITS

Number	Electric Interurban Railway Companies	Credit Balance		Profit on road and equipment sold	Delayed income credits	Donations	Miscellaneous credits	Debit balance carried forward to balance sheet	Total credits
		At beginning of year	Transferred from income account						
1	Cedar Rapids & Marion City Ry.....								
2	Charles City Western Ry.....		\$ 7,750						
3	Clinton, Davenport & Muscatine Ry.....		28,361				\$ 443	\$ 47,614	\$ 55,807
4	Des Moines & Central Iowa R. R.....						836	1,397,904	1,427,101
5	Ft. Dodge, Des Moines & Southern R. R.....			\$ 628				2,149,960	2,149,960
6	Iowa Electric Light & Power Co.....	\$ 292,024	1,223,922			\$ 402	38,717	3,031,081	3,070,828
7	Iowa Southern Utilities Co.....	564,124	325,174			100			1,516,046
8	Mason City & Clear Lake R. R.....					515	45,147		934,960
9	Tama & Toledo R. R.....						502	201,318	201,820
10	Waterloo, Cedar Falls & Northern Ry.....							145,160	145,160
	Total.....	\$ 856,148	\$1,585,207	\$ 628		\$ 1,017	\$ 85,653	\$13,323,788	\$15,852,441

TABLE 7—RAILWAY OPERATING REVENUES—1935

PART 1—OPERATING REVENUES

Number	Electric Interurban Railway Companies	Revenue from Transportation							Revenue from other railway operations	Total operating revenues	
		Passenger revenue	Baggage revenue	Express revenue	Mail revenue	Freight revenue	Switching revenue	All other transpor- tation revenue			Total transpor- tation revenue
1	Cedar Rapids & Marion City Ry.....	\$ 17,252		\$ 2,697				\$ 8	\$ 19,957	\$ 647	\$ 20,604
2	Charles City Western Ry.....	476			\$ 781	\$ 96,294	\$ 2	40	97,593	621	98,214
3	Clinton, Davenport & Muscatine Ry.....	40,763	\$ 57		4,854	127,530	646	27,062	200,912	3,357	204,269
4	Des Moines & Central Iowa R. R.....	15,609	4	859	874	163,172	7,517	1,105	189,140	51,797	240,937
5	Ft. Dodge, Des Moines & Southern R. R.....	13,268	16	3,436	1,980	501,574	19,657		539,931	6,355	546,286
6	Iowa Electric Light & Power Co.....	46,792	^c 25	2,857	3,216	312,170	15,078	354	380,442	22,260	402,702
7	Iowa Southern Utilities Co.....	1,058				111,195	5,660		117,913	1,111	119,024
8	Mason City & Clear Lake R. R.....	26,654	1		369	56,665	5,920		89,609	5,442	95,051
9	Tama & Toledo R. R.....			878		9,341			10,219	193	10,412
10	Waterloo, Cedar Falls & Northern Ry.....	182,428	94	2,730	4,532	654,967	11,847	538	857,136	24,449	881,585
	Total.....	\$344,300	\$ 147	\$ 13,457	\$ 16,606	\$2,032,908	\$ 66,327	\$ 29,107	\$2,502,852	\$ 116,232	\$2,619,084

^cDebit item.

TABLE 8—RAILWAY OPERATING EXPENSES—1935
PART 1—RECAPITULATION OF OPERATING EXPENSES

Number	Electric Interurban Railway Companies	Total Expense of					Total operating expenses	Operating ratio— per cent	
		Way and structures	Equipment	Power	Conducting trans- portation	Traffic			General and miscel- laneous
1	Cedar Rapids & Marion City Ry.....	\$ 5,100	\$ 2,990	\$ 2,934	\$ 6,701	\$ 29	\$ 2,131	\$ 19,885	96.51
2	Charles City Western Ry.....	20,998	5,786	4,938	13,904	2,124	20,221	67,971	69.21
3	Clinton, Davenport & Muscatine Ry.....	36,016	24,093	27,534	62,574	8,511	44,351	203,079	99.42
4	Des Moines & Central Iowa R. R.....	57,024	28,160	48,208	59,166	8,680	70,854	272,092	117.21
5	Ft. Dodge, Des Moines & Southern R. R.....	142,002	67,210	117,160	179,763	26,076	129,384	661,595	121.11
6	Iowa Electric Light & Power Co.....	27,169	20,746	25,228	113,667	7,515	58,231	252,556	62.72
7	Iowa Southern Utilities Co.....	24,250	7,286	5,940	12,235	2,401	17,302	69,414	58.32
8	Mason City & Clear Lake R. R.....	11,869	11,431	13,037	31,514	1,484	16,110	85,445	89.89
9	Tama & Toledo R. R.....	2,186	479	536	3,286	17	2,649	9,153	87.91
10	Waterloo, Cedar Falls & Northern Ry.....	116,835	104,626	114,891	223,175	24,015	179,988	763,530	86.61
	Total.....	\$ 443,449	\$ 272,807	\$ 360,406	\$ 705,985	\$ 80,852	\$ 541,221	\$2,404,720	-----

TABLE 9—TAXES ASSIGNABLE TO RAILWAY OPERATIONS—1935
PART 1—TAXES AND COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

Number	Electric Interurban Railway Companies	Taxes					Comparative General Balance Sheet—Asset Side					
		Other than U. S. government taxes	U. S. government taxes	Total taxes	Miles of road owned —single track	Average all taxes, per mile of road owned	Table 10—Part 1—Investments and Current Assets					
							Total Investments			Total Current Assets		
							December 31st		Increase or de- crease, 1935	December 31st		Increase or de- crease, 1935
1935	1934	1935	1934									
1	Cedar Rapids & Marion City Ry.....	\$ 321		\$ 321	.86	\$ 373						
2	Charles City Western Ry.....	4,324	\$1,470	5,794	21.32	272	\$ 702,983	\$ 701,357	\$ 1,626	\$ 26,882	\$ 23,359	\$ 3,523
3	Clinton, Davenport & Muscatine Ry.....	10,014		10,014	58.32	172	3,237,207	3,230,776	6,431	95,314	66,643	28,671
4	Des Moines & Central Iowa R. R.....	9,878	275	10,153	59.72	170	3,407,965	3,405,023	2,942	89,535	85,022	4,513
5	Ft. Dodge, Des Moines & Southern R. R..	25,471	1,854	27,325	147.37	185	9,700,753	9,811,940	*111,187	489,502	620,485	*130,983
6	Iowa Electric Light & Power Co.....	10,923		10,923	27.30	400	31,257,456	31,273,906	*16,450	1,475,090	1,021,060	454,030
7	Iowa Southern Utilities Co.....	4,829		4,829	29.36	164	24,056,473	24,778,928	*722,455	985,912	1,410,823	*424,911
8	Mason City & Clear Lake R. R.....	2,942	62	3,004	15.53	193	1,125,141	1,116,804	8,337	57,739	51,583	6,156
9	Tama & Toledo R. R.....	425		425	3.50	121	143,876	143,985	*109	3,713	3,499	214
10	Waterloo, Cedar Falls & Northern Ry.....	14,323		14,323	111.11	130	9,943,568	9,912,672	30,896	575,283	445,853	129,430
	Total.....	\$83,450	\$ 3,661	\$87,111	474.39		\$83,575,422	\$84,375,391	\$ *799,969	\$3,798,970	\$3,728,327	\$ 70,643

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—1935
PART 2—CURRENT AND DEFERRED ASSETS AND UNADJUSTED DEBITS

Number	Electric Interurban Railway Companies	Total Deferred Assets			Total Unadjusted Debits			Grand Total Assets		
		December 31st		Increase or de- crease, 1935	December 31st		Increase or de- crease, 1935	December 31st		Increase or de- crease, 1935
		1935	1934		1935	1934		1935	1934	
1	Cedar Rapids & Marion City Ry.-----									
2	Charles City Western Ry.-----				\$ 4,167	\$ 4,890	\$ *723	\$ 734,032	\$ 729,606	\$ 4,426
3	Clinton, Davenport & Muscatine Ry.-----	\$ 3,086		\$ 3,086	14,218	17,546	*3,328	3,349,825	3,314,965	34,860
4	Des Moines & Central Iowa R. R.-----				158,338	159,357	*1,019	3,655,839	3,649,403	6,436
5	Ft. Dodge, Des Moines & Southern R. R.-----	560,484	\$ 531,566	28,918	55,672	64,657	*8,985	10,806,411	11,028,648	*222,237
6	Iowa Electric Light & Power Co.-----				786,011	641,388	144,623	33,518,557	32,936,354	582,203
7	Iowa Southern Utilities Co.-----	5,538	8,369	*2,831	1,329,259	933,185	396,074	26,377,182	27,131,305	*754,123
8	Mason City & Clear Lake R. R.-----				7,501	6,491	1,010	1,190,381	1,174,879	15,502
9	Tama & Toledo R. R.-----				110	106	4	147,699	147,590	109
10	Waterloo, Cedar Falls & Northern Ry.-----				204,192	253,416	*49,224	10,723,043	10,611,940	111,103
	Total-----	\$ 569,108	\$ 539,935	\$ 29,173	\$2,559,468	\$2,081,030	\$ 478,432	\$90,502,969	\$90,724,690	\$ *221,721

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—1935

PART 3—CAPITAL STOCK, GOVERNMENTAL GRANTS, AND LONG TERM DEBIT

Number	Electric Interurban Railway Companies	Total Capital Stock			Total Governmental Grants			Total Long Term Debt		
		December 31		Increase or de- crease, 1935	December 31		Increase or de- crease, 1935	December 31		Increase or de- crease, 1935
		1935	1934		1935	1934		1935	1934	
1	Cedar Rapids & Marion City Ry.....									
2	Charles City Western Ry.....	\$ 290,400	\$ 290,400		\$ 126,108	\$ 126,108		\$ 259,200	\$ 259,200	
3	Clinton, Davenport & Muscatine Ry.....	646,700	646,700					187,771	187,771	
4	Des Moines & Central Iowa R. R.....	1,160,000	1,160,000					1,267,000	1,267,000	
5	Ft. Dodge, Des Moines & Southern R. R.....	3,997,100	3,997,100					5,250,741	5,251,941	\$ *1,200
6	Iowa Electric Light & Power Co.....	17,413,732	17,469,226	\$ *55,494				13,827,000	13,626,616	200,384
7	Iowa Southern Utilities Co.....	9,010,200	9,015,200	*5,000				15,296,200	15,553,500	*257,300
8	Mason City & Clear Lake R. R.....	400,000	400,000					545,920	490,766	55,154
9	Tama & Toledo R. R.....	23,300	23,300					25,000	25,000	
10	Waterloo, Cedar Falls & Northern Ry.....	2,997,050	2,997,050					6,033,000	6,233,000	*200,000
	Total.....	\$35,938,482	\$35,998,976	\$ *60,494	\$ 126,108	\$ 126,108		\$42,691,832	\$42,894,794	\$ *202,962

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—1935—Continued
PART 4—CURRENT AND DEFERRED LIABILITIES AND UNADJUSTED CREDITS

Number	Electric Interurban Railway Companies	Total Current Liabilities			Total Deferred Liabilities			Total Unadjusted Credits		
		December 31st		Increase or de- crease, 1935	December 31st		Increase or de- crease, 1935	December 31st		Increase or de- crease, 1935
		1935	1934		1935	1934		1935	1934	
1	Cedar Rapids & Marion City Ry.....									
2	Charles City Western Ry.....	\$ 48,528	\$ 56,732	\$ *8,204	\$ 141	\$ 175	\$ *34	\$ 57,270	\$ 52,797	\$ 4,473
3	Clinton, Davenport & Muscatine Ry.....	3,777,202	3,783,455	*6,253	75	150	*75	128,380	115,510	12,870
4	Des Moines & Central Iowa R. R.....	1,822,916	1,690,188	132,728	277,025	277,067	*42	1,278,858	1,239,782	39,076
5	Ft. Dodge, Des Moines & Southern R. R.....	2,578,463	2,268,903	309,560	594,070	565,064	29,006	1,317,117	1,457,761	*140,644
6	Iowa Electric Light & Power Co.....	858,424	451,547	406,877	114,772	108,382	6,390	922,570	782,984	139,586
7	Iowa Southern Utilities Co.....	404,964	552,507	*147,543	135,353	124,901	10,452	724,179	624,138	100,041
8	Mason City & Clear Lake R. R.....	353,178	354,996	*1,818				79,144	73,411	5,733
9	Tama & Toledo R. R.....	242,281	241,633	648				2,278	2,278	
10	Waterloo, Cedar Falls & Northern Ry.....	7,715,070	7,080,826	634,244				327,949	308,448	19,501
	Total.....	\$17,801,026	\$16,480,787	\$1,320,239	\$1,121,436	\$1,075,739	45,697	\$4,837,745	\$4,657,109	\$ 180,636

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—1935—Continued

PART 5—CORPORATE SURPLUS AND GRAND TOTAL LIABILITIES

Number	Electric Interurban Railway Companies	Total Corporate Surplus			Grand Total Liabilities		
		December 31st		Increase or de- crease, 1935	December 31st		Increase or de- crease, 1935
		1935	1934		1935	1934	
1	Cedar Rapids & Marion City Ry.....						
2	Charles City Western Ry.....	\$ ^b 47,613	\$ ^b 55,806	\$ ^c 8,193	\$ 734,032	\$ 729,606	\$ 4,426
3	Clinton, Davenport & Muscatine Ry.....	^b 1,390,304	^b 1,418,622	^c 28,318	3,349,825	3,314,965	34,860
4	Des Moines & Central Iowa R. R.....	^b 2,149,960	^b 1,984,634	^d 165,326	3,655,839	3,649,403	6,436
5	Ft. Dodge, Des Moines & Southern R. R.....	^b 2,931,081	^b 2,512,121	^d 418,960	10,806,411	11,028,648	*222,237
6	Iowa Electric Light & Power Co.....	382,059	497,600	*115,541	33,518,557	32,936,354	582,203
7	Iowa Southern Utilities Co.....	806,286	1,261,059	*454,773	26,377,182	27,131,305	*754,123
8	Mason City & Clear Lake R. R.....	^b 187,861	^b 144,295	^d 43,566	1,190,381	1,174,879	15,502
9	Tama & Toledo R. R.....	^b 145,160	^b 144,621	^d 539	147,699	147,590	109
10	Waterloo, Cedar Falls & Northern Ry.....	^b 6,350,025	^b 6,007,384	^d 342,641	10,723,043	10,611,940	111,103
	Total.....	\$ ^b 12,013,609	\$ ^b 10,508,824	\$ ^d 1,504,835	\$ 90,502,969	\$ 90,724,690	\$ *221,721

*Decrease.

^bDeficit.

^cDecrease in deficit.

^dIncrease in deficit.

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—1935

PART 1—MISCELLANEOUS STATISTICS

Number	Electric Interurban Railway Companies	Total		Total			Employees and others carried free	Passenger revenue	Average Fare		Total revenue from transportation	
		Car mileage	Car hours	Regular fare pas- sengers carried	Revenue transfer passengers carried	Free transfer passengers car- ried			Grand total passengers car- ried	Revenue passengers		All passengers
1	Cedar Rapids & Marion City Ry.....	151,585	16,758	121,261			121,261	\$ 17,252	\$.14227	\$.14227	\$ 19,956	
2	Charles City Western Ry.....	40,164	5,596	1,256			1,256	55	476	.37895	.37895	97,593
3	Clinton, Davenport & Muscatine Ry.....	608,484	21,856	63,494			63,494	13,607	24,101	.37957	.37957	168,562
4	Des Moines & Central Iowa R. R.....	330,087	13,751	49,172		66	49,238	13,101	15,609	.31744	.31702	189,140
5	Ft. Dodge, Des Moines & Southern R. R.....	1,831,815	459,391	26,670			26,670	26,822	13,268	.49750	.49750	539,931
6	Iowa Electric Light & Power Co.....	691,275		242,169	22,807		264,976	22,765	46,792	.17659	.17659	375,209
7	Iowa Southern Utilities Co.....	177,218							1,058			117,913
8	Mason City & Clear Lake R. R.....	355,557	37,160	301,228		10,566	311,794	39,560	26,654	.08849	.08549	89,610
9	Tama & Toledo R. R.....	12,216										10,219
10	Waterloo, Cedar Falls & Northern Ry.....	2,664,906	268,749	1,410,313		157,834	1,568,147		171,972	.12193	.10967	846,680
	Total.....	6,863,307	823,261	2,215,563	22,807	168,466	2,406,836	115,910	\$ 317,182			\$ 2,454,813

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—1935—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.....	\$.13165	\$ 1.19085	\$ 647	\$.00426	\$.03861	\$ 20,604	\$.13592	\$ 1.22947	\$ 19,885	\$.13118	\$ 1.18657
2	Charles City Western Ry.....	2.42986	17.43975	621	.01546	.11096	98,214	2.44532	17.55071	67,971	1.69235	12.14644
3	Clinton, Davenport & Muscatine Ry.....	.27702	7.71241	3,357	.00552	.15359	171,919	.28254	7.86600	173,120	.28451	7.92093
4	Des Moines & Central Iowa R. R.....	.57300	13.75464	51,797	.15692	3.76675	240,937	.72992	17.52139	272,092	.82430	19.78704
5	Ft. Dodge, Des Moines & So. R. R.....	.29475	1.17532	6,355	.00347	.01383	546,286	.29822	1.18915	661,595	.36117	1.44016
6	Iowa Electric Light & Power Co.....	.54278	-----	22,260	.03220	-----	397,469	.57498	-----	249,285	.36062	-----
7	Iowa Southern Utilities Co.....	.66535	-----	1,111	.00626	-----	119,024	.67161	-----	69,414	.39168	-----
8	Mason City & Clear Lake R. R.....	.25203	2.41145	5,442	.01530	.14644	95,051	.26733	2.55789	85,445	.24031	2.29938
9	Tama & Toledo R. R.....	.83649	-----	193	.01579	-----	10,412	.85228	-----	9,153	.74927	-----
10	Waterloo, Cedar Falls & Northern Ry...	.31771	3.15045	23,833	.00894	.08872	870,513	.32666	3.23913	751,241	.20685	2.79532
	Total.....	-----	-----	\$ 115,616	-----	-----	\$ 2,570,429	-----	-----	\$ 2,359,201	-----	-----

TABLE 12—ACCIDENTS TO EMPLOYEES AND OTHER PERSONS AND AVERAGE NUMBER OF EMPLOYEES CLASSIFIED AND TOTAL AND AGGREGATE COMPENSATION

Number	Electric Interurban Railway Companies	Accidents							Employees Classified and Total Number										Aggregate compensation					
		Killed			Injured				General Admin- istration		Mainte- nance of Way and Structures		Mainte- nance of Equipment		Power		Trans- portation			Total employees				
		Passenger	Employees	Other persons	Total	Passengers	Employees	Other persons	Total	Officers	Office clerks	Superintendents	Other employees	Superintendents	Other employees	Superintendents	Other employees	Superintendents			Other employees			
1	Cedar Rapids & Marion City Ry.....																							
2	Charles City Western Ry.....						4		4	5	3	1	13	1							1	5	29	\$ 34,587
3	Clinton, Davenport & Muscatine Ry....					1	4	2	7	6	14	1	25				1	3	31	81				115,001
4	Des Moines & Central Iowa R. R.....					1	9	2	12	2	10	2	16	2	5	1	2	2	40	82				117,996
5	Ft. Dodge, Des Moines & So. R. R.....						31	14	45	4	32	2	75	1	22	2	20	2	153	313				417,698
6	Iowa Electric Light & Power Co.....						6	2	8	7	71		17	1	14		8	3	589	710				1,151,145
7	Iowa Southern Utilities Co.....										7	1	11	1	2		1		12	35				34,961
8	Mason City & Clear Lake R. R.....									2	2		11		4		2	1	25	47				53,905
9	Tama & Toledo R. R.....									1	1							4	6					5,082
10	Waterloo, Cedar Falls & Northern Ry..		1	2	3	26	28	24	78	8	49	3	84	1	48	1	10	1	124	329				439,226
	Total.....		1	2	3	28	82	44	154	35	189	10	252	7	95	4	44	13	983	1,632				\$ 2,369,601

TABLE 13—DESCRIPTION OF EQUIPMENT—1935

Number	Electric Interurban Railway Companies	Passenger Cars								All Other Equipment																Passenger Cars and Motor Busses												
		Closed		Open		Combination cars		Total		Freight cars		Express cars		Mail and baggage cars		Work cars		Snow plows		Sweepers		Miscellaneous		Locomotives		Total other equipment		Aggregate seating capacity		Average seating capacity								
		B	C	B	C	B	C	B	C	B	C	B	C	B	C	B	C	B	C	B	C	B	C	B	C	B	C	P.C.	M.B.	P.C.	M.B.							
1	C. R. & M. C.	5				1		6																														
2	Chas. C. W.	5						5								2				1												217		57				
3	C., D. & M.	6		43				6	3			11	6																			150		30				
4	D. M. & C. I.	10						10				152	2	2			3	12														222	61	37	20			
5	F. D., D. M. & S.	6						6				91				1	26																560		58			
6	I. E. L. & P.	11						11				12	1			4	1																12	173	288	48		
7	Ia. So. Util.											18						4		1													8	25	462	42		
8	M. C. & C. L.	10						10				1				1	3			1													2	25				
9	T. & Toledo																			1														4	6	240		24
10	W., C. F. & N.	49	2		46			49	8			119			3	2	4	9																2	1			
	Total	102	2		49	1		103	11			404	9	2	3	6	10	56		6	6		1	48	43	1	72	523	4,050	204	39	22.6						

B—With electric equipment.
 C—Without electric equipment.
 P.C.—Passenger cars.
 M.B.—Motor busses.
^aMotor busses.
^eFreight motor trucks.

STATISTICS

OF

Railway Bridge and

Terminal Railway Companies

For the Year Ended December 31, 1935

NOTE: "In all tables, numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies."

TABLE 1—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE—1935
MILEAGE OPERATED, SINGLE TRACK AND ALL TRACKS AND CHANGES DURING YEAR

Number	Railway Bridge and Terminal Railway Companies	Miles Operated—Single Track						Mileage Operated—All Tracks						Miles Owned Solely		Miles Owned but Not Operated						
		Miles Owned			Trackage Rights		Total miles operated	Total Miles Owned	Miles of				Total miles operated	Changes during year	All tracks	Changes during year	Main line	Yard tracks, sidings, etc.				
		Iowa	Illinois	Nebraska	Iowa	Illinois			First Main Track			Yard Tracks, Sidings, Etc.										
							Single track	Changes during year	Iowa	Illinois	Nebraska	All other main tracks	Iowa	Illinois	Nebraska							
1	Dun. & Dub. Br. Co.	1.18	.12				1.30	1.30		1.18	.12			.99			2.29					
2	Keo. & Ham. Br. Co.	.34	.32				.66	.66		.34	.32						.66					
3	Om. Br. & Ter. Ry.	.58		1.45			2.03	2.03		.58		1.45	^a 4.46		24.94	31.43	*.55	29.52	*.55			
4	Sioux City Br. Co.						3.88	3.88									5.70		3.88	1.82		
5	B., M. & N. W. Ry.	5.50					5.50	25.80	*21.97	5.50				5.60		11.10		33.40	*21.97	20.30	2.00	
6	D., R. I. & N. W. Ry.	36.74	7.71		1.49	1.94	47.88	44.45	*4.31	36.74	7.71		^b 3.43	22.37	14.41	84.66	25.65	81.12	*5.88		.76	
7	Des Moines Ter. Co.						.98	.98									13.08		.98	12.10		
8	Des M. Union Ry.	6.15			.97		7.12	6.15		7.12				35.73		42.85	.01	29.64	.01			
9	Des M. Western Ry.						1.47	1.47									5.20		1.47	3.73		
10	Iowa Transfer Ry.	.24					.24	.24		.24				3.88		4.12		4.12				
11	Sioux City Ter. Ry.	2.62					2.62	2.62		2.62				15.15		17.77		17.77				
	Total, 1935	53.35	8.15	1.45	2.46	1.94	67.35	89.58	*26.28	54.32	8.15	1.45	7.89	83.72	14.41	24.94	194.88	25.11	222.50	*28.39	26.63	20.41
	Total, 1934	21.96	12.05	1.45	1.76	2.36	39.58	115.86		22.93	12.05	1.45	7.82	83.92	16.32	25.28	169.77		250.89		80.40	19.65
	Increase or decrease, 1935	31.39	*3.90		.70	*.42	27.77	*26.28		31.39	*3.90		.07	*.20	*1.91	*.34	25.11		*28.39		*53.77	.76

^aNebraska.

^b1.49 miles in Iowa and 1.94 miles in Illinois.

*Decrease.

TABLE 2—CAPITAL STOCK AND INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR 1935
PART 1—TOTAL CAPITAL STOCK AND INVESTMENT AND AVERAGE INVESTMENT PER MILE OF ROAD OWNED

Number	Railway Bridge and Terminal Railway Companies	Capital Stock		Investment in Road and Equipment at Close of Year, 1935							Miles of road owned—single track	Average investment per mile of road owned			
		Par value of amount authorized—common	Total par value actually outstanding at close of year—common	Investment to June 30, 1907		Investment from July 1, 1907 to June 30, 1914			Investment Since June 30, 1914				Total investment		
				Road	Equipment	Road	Equipment	General	Road	Equipment				General	
1	Dun. & Dub. Br. Co.	\$ 1,000,000	\$ 1,000,000	\$ 1,016,863		\$ 33,142				\$ 32,249			1,082,254	1.30	\$ 832,503
2	Keo. & Ham. Br. Co.	1,000,000	1,000,000	2,000,000							\$ 363,579		2,363,579	.66	3,581,181
3	Om. Br. & Ter. Ry.	7,500,000	5,000,000	6,738,391	\$ 18,785	25.60	\$ 18,785			905,688		11,066	7,657,705	2.03	3,772,268
4	Sioux City Br. Co.	945,800	945,800	945,800		915				29,966			976,681	3.88	277,495
5	B., M. & N. W. Ry.	100,000	100,000							173,297			173,297	5.50	31,509
6	D., R. I. & N. W. Ry.	3,000,000	3,000,000	3,139,766	144,049	188,092	19,368			485,815	\$ 96,497	38.22	3,884,415	44.45	87,388
7	Des Moines Ter. Co.	500,000	327,000	85,099		66,972				59,580			211,651	.98	215,970
8	Des M. Union Ry.	400,000	400,000	1,180,949	42,445	63,349	23,050	\$ 235		212,995	72,700	1,305	1,602,028	6.15	260,492
9	Des M. Western Ry.	300,000	151,000	185,131		*86,918				7,685			105,808	1.47	72,039
10	Iowa Transfer Ry.	80,500	80,500	30,862		2,860				53,582			87,304	.24	363,767
11	Sioux City Ter. Ry.	400,000	400,000			100,030	34,919			356,955	^b 50,585	9,808	552,297	2.62	210,800
	Total	\$ 15,226,300	\$ 12,404,300	\$ 15,322,861	\$ 205,279	\$ 376,002	\$ 58,552	\$ 235		\$ 2,317,812	\$ 26,788	\$ 389,580	\$ 18,697,109	69.28	

*Credit.

^bIncludes investment of \$18,273 equipment on leased lines since June 30, 1914.

TABLE 3—INCOME ACCOUNT—1935

PART 1—REVENUES AND EXPENSES AND INCOME TRANSFERRED TO PROFIT AND LOSS

Number	Railway Bridge and Terminal Railway Companies	Railway Oper- ating		Net from Railway operations	Railway tax accruals	Uncollectible railway revenues	Total railway operat- ing income	Total nonoperating income	Gross income	Total deductions from gross income	Net income	Total appropriation of income	Income transferred to profit and loss
		Revenue	Expenses										
1	Dunleith & Dubuque Bridge Co.				\$ 44,789		\$ *44,789	\$ 99,789	\$ 55,000		\$ 55,000	\$ 55,000	
2	Keokuk & Hamilton Bridge Co.	\$ 85,053	\$ 57,974	\$ 27,079	13,800		13,279	40,525	53,804	\$ 62,328	*8,524		\$ *8,524
3	Omaha Bridge & Terminal Ry.												
4	Sioux City Bridge Co.		438	*438	26,787		*27,225	102,527	75,302		75,302	50,000	25,302
5	Burlington, Musc. & N. W. Ry.	17,789	27,050	*9,261	2,000		*11,261		*11,261	461	*11,722		*11,722
6	Dev., Rock Island & N. W. Ry.				34,079		*34,079	56,352	22,273	22,412	*139		*139
7	Des Moines Terminal Co.				2,158		*2,158	18,559	16,401	5,003	11,398		11,398
8	Des Moines Union Railway				63,134	\$ 29	*63,163	94,983	31,820	31,748	72		72
9	Des Moines Western Ry.				705		*705	11,092	10,387	2,534	7,853		7,853
10	Iowa Transfer Railway	30,642	23,791	6,851	2,480		4,371	315	4,686		4,686		4,686
11	Sioux City Terminal Ry.	141,014	136,791	4,223	6,276		*2,053	1,570	*483	46,723	*47,206		*47,206
	Total	\$ 274,498	\$ 246,044	\$ 28,454	\$ 196,208	\$ 29	\$*167,783	\$ 425,712	\$ 257,929	\$ 171,209	\$ 86,720	\$ 105,000	\$ *18,280

*Deficit.

TABLE 4—PROFIT AND LOSS ACCOUNT—1935

PART 1—DEBITS AND CREDITS

Number	Railway Bridge and Terminal Railway Companies	Debits					Credits				
		Debit Balance		Miscellaneous debits	Credit balance carried to balance sheet	Total	Credit Balance		Miscellaneous credits	Debit balance carried to balance sheet	Total
		At beginning of year	Transferred from income				At beginning of year	Transferred from income			
1	Dunleith & Dubuque Bridge Co.				\$ 32,202	\$ 32,202	\$ 32,202				\$ 32,202
2	Keokuk & Hamilton Bridge Co.		\$ 8,524		14,993	23,517	23,517				23,517
3	Omaha Bridge & Terminal Ry.				47,696	47,696	47,696				47,696
4	Sioux City Bridge Co.			\$ ^a 137	324,866	324,729	298,477	\$ 25,302	\$ 950		324,729
5	Burlington, Muscatine & Northwestern Ry.	\$156,977	11,722			168,699				\$ 168,699	168,699
6	Davenport, Rock Island & Northwestern Ry.	38,419		664		39,083			55	39,028	39,083
7	Des Moines Terminal Co.			13,610	71,151	84,761	73,273	11,398	20		84,761
8	Des Moines Union Ry.			80		80		72	8		80
9	Des Moines Western Ry.			6,040	7,307	13,347	5,494	7,853			13,347
10	Iowa Transfer Ry.			10,565	7,287	17,852	13,166	4,686			17,852
11	Sioux City Terminal Ry.		47,206			47,206	6,058			41,148	47,206
	Total	\$ 195,396	\$ 67,452	\$ 30,822	\$ 505,502	\$ 799,172	\$ 499,883	\$ 49,311	\$ 1,103	\$ 248,875	\$ 799,172

*Deficit.

^aCredit.

TABLE 5—RAILWAY OPERATING REVENUES AND EXPENSES—1935
PART 1—OPERATING REVENUES AND EXPENSES AND OPERATING RATIO

Number	Railway Bridge and Terminal Railway Companies	Operating Revenues				Operating Expenses						Operating ratio —per cent	
		Rail-line trans- portation revenue	Incidental operating revenue	Joint facility oper- ating revenue —Dr.	Total railway oper- ating revenues	Maintenance of		Transportation rail line	Traffic and miscel- laneous operations	General	Joint facility —credit		Total operating expenses
						Way and struc- tures	Equipment						
1	Dunleith & Dubuque Bridge Co.		\$ 768	\$ 768		\$ 43,678		\$ 15,821		\$ 3,419	\$ 62,918		
2	Keokuk & Hamilton Bridge Co.		85,053	^a 40,381	\$125,434	24,285		3,600	\$ 5,052	25,037		\$ 57,974	68.16
3	Omaha Bridge & Terminal Ry.					18,520		7,612		438	26,132	438	
4	Sioux City Bridge Co.					5,802	\$ 5,465	10,389		5,394		27,050	152.06
5	Burlington, Musc. & N. W. Ry.	\$ 17,022	787		17,809	74,530	24,496	180,657		7,770	287,453		
6	Day., Rock Island & N. W. Ry.	86,989	12,527	99,516									
7	Des Moines Terminal Co.					36,890	22,687	258,542		26,062	344,181		
8	Des Moines Union Railway	93,170	9,515	102,685									
9	Des Moines Western Ry.					2,473	754	16,542		4,022		23,791	77.64
10	Iowa Transfer Railway		30,642		30,642	15,790	19,895	83,554		15,785		136,791	97.05
11	Sioux City Terminal Ry.	19,138	1,876		141,014				1,767				
	Total	\$336,319	\$141,168	\$162,588	\$314,899	\$221,968	\$ 73,297	\$576,717	\$ 6,819	\$ 87,927	\$720,684	\$246,044	

^aCredit.

TABLE 6—TAXES AND COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—1935

PART 1—TAXES, INVESTMENTS AND CURRENT ASSETS

Number	Railway Bridge and Terminal Railway Companies	Taxes on Railway Property			Miles of road owned	Taxes per mile of road owned	Comparative General Balance Sheet—Asset Side					
		Other than U. S. government taxes	U. S. government taxes	Total taxes			Total Investments			Total Current Assets		
							December 31, 1935	December 31, 1934	Increase or decrease, 1935	December 31, 1935	December 31, 1934	Increase or decrease, 1935
1	Dunleith & Dubuque Bridge Co.	\$ 23,500	\$ 21,289	\$ 44,789	1.30	\$ 34,453	\$ 1,082,255	\$ 1,079,178	\$ 3,077	\$ 6,351	\$ 7,048	*697
2	Keokuk & Hamilton Bridge Co.	13,800		13,800	.66	20,909	2,364,144	2,365,168	*1,024	14,903	23,213	*8,310
3	Omaha Bridge & Terminal Ry.						7,657,705	7,686,802	*29,097			
4	Sioux City Bridge Co.	26,032	755	26,787	3.88	6,904	960,467	975,992	4,475	587,482	562,158	25,324
5	Burlington, Musc. & N. W. Ry.	2,000		2,000	5.50	363	183,799	184,299	*1,200	1,530	579	951
6	Dav., Rock Island & N. W. Ry.	24,041	38	24,079	44.45	767	3,898,636	3,907,619	*8,983	146,540	157,824	*11,284
7	Des Moines Terminal Co.	226	1,932	2,158	.98	2,202	399,477	399,955	*478	2,661	3,881	*1,220
8	Des Moines Union Railway	63,122	12	63,134	6.15	10,265	1,671,222	1,672,117	*895	203,716	212,989	*9,273
9	Des Moines Western Ry.	153	552	705	1.47	479	174,583	174,544	39	11,171	8,165	3,006
10	Iowa Transfer Railway	1,702	778	2,480	.24	10,333	87,304	87,304		15,814	20,959	*5,145
11	Sioux City Terminal Ry.	6,001	275	6,276	2.62	2,395	554,774	553,095	1,679	25,698	32,733	*7,035
	Total	\$ 170,577	\$ 25,631	\$ 196,208	67.25	\$ 2,932	\$19,054,366	\$19,066,773	\$ *32,407	\$ 1,015,896	\$ 1,029,549	\$ *13,653

*Decrease.

TABLE 6—TAXES AND COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—1935—Continued
PART 2—DEFERRED ASSETS, UNADJUSTED DEBITS AND GRAND TOTAL ASSETS

Number	Railway Bridge and Terminal Railway Companies	Total Deferred Assets			Total Unadjusted Debits			Grand Total Assets		
		December 31, 1935	December 31, 1934	Increase or decrease, 1935	December 31, 1935	December 31, 1934	Increase or decrease, 1935	December 31, 1935	December 31, 1934	Increase or decrease, 1935
1	Dunleith & Dubuque Bridge Co.									
2	Keokuk & Hamilton Bridge Co.	\$ 75	\$ 75		\$ 3,809	\$ 4,172	*363	\$1,088,606	\$1,086,226	\$ 2,380
3	Omaha Bridge & Terminal Ry.							2,382,931	2,392,628	*9,697
4	Sioux City Bridge Co.							7,657,705	7,686,802	*29,097
5	Burlington, Muscatine & Northwestern Ry.				18,817	17,312	1,505	1,586,766	1,555,462	31,304
6	Davenport, Rock Island & Northwestern Ry.	146,852	143,240	\$ 3,612	8	8		185,337	185,586	*249
7	Des Moines Terminal Co.				13,470	11,843	1,627	4,205,498	4,220,526	*15,028
8	Des Moines Union Ry.	148,722	144,951	3,771	5,647	5,647		407,785	409,483	*1,698
9	Des Moines Western Ry.				1,561	1,665	*104	2,025,221	2,031,722	*6,501
10	Iowa Transfer Ry.	11,559	10,653	906	4,205	4,205		189,959	186,914	3,045
11	Sioux City Terminal Ry.	10	10		115	91	24	114,792	119,007	*4,215
	Total	\$ 307,218	\$ 298,929	\$ 8,289	\$ 49,236	\$ 46,214	\$ 3,022	\$20,426,686	\$20,461,465	\$ *34,779

*Decrease.

TABLE 6—TAXES AND COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—1935—Continued

PART 3—CAPITAL STOCK, LONG TERM DEBT, CURRENT AND DEFERRED LIABILITIES

Number	Railway Bridge and Terminal Railway Companies	Total Capital Stock		Long Term Debt			Total Current Liabilities			Total Deferred Liabilities		
		December 31, 1935	December 31, 1934	December 31, 1935	December 31, 1934	Increase or decrease, 1935	December 31, 1935	December 31, 1934	Increase or decrease, 1935	December 31, 1935	December 31, 1934	Increase or decrease, 1935
1	Dunleith & Dubuque Bridge Co.....	\$1,000,000	\$1,000,000				\$ 202	\$ 1,608	\$*1,406		\$ 37	\$ *37
2	Keokuk & Hamilton Bridge Co.....	1,000,000	1,000,000	\$1,179,000	\$1,197,000	\$*18,000	37,537	37,538	*1			
3	Omaha Bridge & Terminal Ry.....	5,000,000	5,000,000	2,605,037	2,634,134	*29,097						
4	Sioux City Bridge Co.....	945,800	945,800				9,010	15,583	*6,553			
5	Burlington, Muscatine & N. W. Ry.....	100,000	100,000				168,854	166,814	2,040			
6	Davenport, Rock Island & N. W. Ry.....	3,000,000	3,000,000	1,121,312	1,115,398	5,914	30,418	39,280	*8,862	\$ 85	99	*14
7	Des Moines Terminal Co.....	327,000	327,000									
8	Des Moines Union Ry.....	400,000	400,000	656,276	656,276		715,249	725,302	*10,053	54	64	*10
9	Des Moines Western Ry.....	151,000	151,000				151	96	55			
10	Iowa Transfer Ry.....	80,500	80,500				1,608	1,714	*106			
11	Sioux City Terminal Ry.....	400,000	400,000				125,712	89,084	36,628			
	Total.....	\$12,404,300	\$12,404,300	\$5,561,625	\$5,602,808	\$*41,183	\$1,088,741	\$1,076,999	\$11,742	\$ 139	\$ 200	\$ *61

*Decrease.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET, LIABILITY SIDE—1935
PART 4—UNADJUSTED CREDITS, CORPORATE SURPLUS, AND GRAND TOTAL LIABILITIES

Number	Railway Bridge and Terminal Railway Companies	Total Unadjusted Credits			Total Corporate Surplus			Grand Total Liabilities		
		December 31, 1935	December 31, 1934	Increase or decrease, 1935	December 31, 1935	December 31, 1934	Increase or decrease, 1935	December 31, 1935	December 31, 1934	Increase or decrease, 1935
1	Dunleith & Dubuque Bridge Co.....	\$ 35,666	\$ 31,843	\$ 3,823	\$ 52,738	\$ 52,738		\$1,088,606	\$1,086,226	\$ 2,380
2	Keokuk & Hamilton Bridge Co.....	151,401	134,573	16,828	14,993	23,517	\$ *8,524	2,382,931	2,392,628	*9,697
3	Omaha Bridge & Terminal Ry.....				52,668	52,668		7,657,705	7,686,802	*29,097
4	Sioux City Bridge Co.....	304,564	293,096	11,468	327,392	301,003	26,389	1,586,766	1,555,462	31,304
5	Burlington, Muscatine & Northwestern Ry.....	85,182	75,749	9,433	^a 168,699	^a 156,977	^b 11,722	185,337	185,586	*249
6	Davenport, Rock Island & Northwestern Ry.....	86,679	98,136	*11,457	^a 32,996	^a 32,387	^b 609	4,205,498	4,220,526	*15,028
7	Des Moines Terminal Co.....	3,295	2,870	425	77,490	79,613	*2,123	407,785	409,483	*1,698
8	Des Moines Union Ry.....	220,426	216,864	3,562	33,216	33,216		2,025,221	2,031,722	*6,501
9	Des Moines Western Ry.....	28,980	27,802	1,178	9,828	8,016	1,812	189,959	186,914	3,045
10	Iowa Transfer Ry.....	13,838	12,973	865	18,846	23,820	*4,974	114,792	119,007	*4,215
11	Sioux City Terminal Ry.....	97,522	91,967	5,555	^a 41,148	6,058	^b 47,206	582,086	587,109	*5,023
	Total.....	\$1,027,553	\$ 985,873	\$ 41,680	\$ 344,328	\$ 391,285	\$ *46,957	\$20,426,686	\$20,461,465	\$ *34,779

^aDeficit.
^bIncrease in deficit.

TABLE 7—AVERAGE NUMBER OF EMPLOYEES AND COMPENSATION AND SWITCHING, TERMINAL TRAFFIC AND CAR STATISTICS—1935

Number	Railway Bridge and Terminal Railway Companies	Average number of employees	Total compensation for year	Dividend Appropriations				Switching and Terminal Traffic and Car Statistics									
				Rate per cent—regular	Par value of amount on which dividends were declared—common	Distribution of Charge to		Freight Traffic				Passenger Traffic			Total Number of Cars Handled		
						Income	Profit and loss	Number of Cars Handled in Switching Operations		Number of Cars Handled at Cost for Tenant Companies		Number of Cars Handled at Cost for Tenant Companies			In revenue service	In work service	
				Earning Revenue	Not Earning Revenue			Terminal Operations		Terminal Operations							
						Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Work service			
				1	Dun. & Dub. Br. Co.	7	\$ 5,849	5.5	\$1,000,000	\$ 55,000					^b 435,696		^b 22,759		458,455
2	Keo. & Ham. Br. Co.	13	18,902														
3	Om. Br. & Ter. Ry.			5.28	945,800	50,000											
4	Sioux City Br. Co.						4,155	4,211							8,366		
5	B., M. & N. W. Ry.	12	10,025												42,291		
6	D., R. I. & N. W. Ry.	134	191,357				28,979				13,312						
7	Des Moines Ter. Co.	1	3,300	4.0	327,000	\$13,080											
8	Des M. Union Ry.	207	344,901				19,852	19,852			43,468	26,161		10,209		119,542	
9	Des M. Western Ry.	1	2,520	4.0	151,000	6,040											
10	Iowa Transfer Ry.	17	18,436	12.0	80,500	9,660											
11	Sioux City Ter. Ry.	55	90,989				36,128	198		34,668					70,094		
	Total	447	\$ 686,279		\$2,504,300	\$ 105,000	\$28,780	89,114	24,261	34,668	492,476	26,161	22,759	10,209	699,648		

^bNo separation between loaded and empty.

TABLE 8—TIES AND RAILS LAID IN REPLACEMENT AND IN NEW LINES AND EXTENSIONS—1935
PART I—TIES AND RAILS LAID DURING YEAR

Number	Railway Bridge and Terminal Railway Companies	Ties Laid During Year						Rails Laid During Year					
		Cross Ties			Switch and Bridge Ties			Rails Applied in Main Line			Rails Applied in Yard Tracks and Sidings		
		Number applied	Total cost	Average cost per tie	Number of feet (board measure) applied	Total cost	Average cost per thousand feet applied	Number of tons (2,240 lbs.) applied	Total cost	Average cost per ton of (2,240 lbs.) applied	Number of tons (of 2,240 lbs.) applied	Total cost	Average cost per ton of (2,240 lbs.) applied
1	Dunleith & Dubuque Bridge Co.	25	\$ 20	\$.80									
2	Keokuk & Hamilton Bridge Co.												
3	Omaha Bridge & Terminal Ry.												
4	Sioux City Bridge Co.												
5	Burlington, Musc. & N. W. Ry.												
6	Dav., Rock Island & N. W. Ry.	13,229	20,655	1.56	69,883	\$ 3,242	\$ 46	75.55	\$ 2,430	\$ 32	15.20	\$ 395	\$ 26
7	Des Moines Terminal Co.												
8	Des Moines Union Railway	3,574	4,936	1.38	27,970	1,377	49	17.00	406	24	23.24	566	24
9	Des Moines Western Railway												
10	Iowa Transfer Railway												
11	Sioux City Terminal Ry.	1,888	1,731	.91	9,724	365	38				64.00	1,174	18
	Total	18,716	\$ 27,342		107,577	\$ 4,984		92.55	\$ 2,836		102.44	\$ 2,135	

STATISTICS

OF

**Railway Express Agency,
Incorporated**

For the Year Ended December 31, 1935

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED
FOR THE YEAR ENDED DECEMBER 31, 1935

Items Reported	Amount Year 1935
MILEAGE COVERED—ENTIRE LINE	
Steam roads	204,580.49
Electric lines	2,394.51
Steamboat lines	24,765.00
Stage lines	9,255.81
Ferries	35.50
Aircraft lines	19,178.00
Gas motors—rail lines	1,882.28
Total	262,091.59
MILEAGE COVERED—IOWA	
Steam roads	9,437.69
Electric lines	281.73
Aircraft lines	488.00
Stage lines	56.55
Miscellaneous	35.70
Total	10,299.67
CAPITAL STOCK	
Number of shares authorized	1,000
Par value of one share	No par value
Total par value authorized	
Total par value outstanding	
Total par value held by respondent	
Total par value not held by respondent	
FUNDED DEBT	
Total par value authorized	\$ 50,000,000.00
Total par value outstanding	31,611,221.98
Total par value not held by respondent	31,611,221.98
Interest—amount accrued during year	1,689,459.42
Interest—amount paid during year	1,690,847.35
COST OF REAL PROPERTY AND EQUIPMENT	
Land	\$ 8,087,510.61
Buildings:	
Buildings and appurtenances on land owned	\$ 8,151,087.02
Buildings and appurtenances on land not owned	3,747,406.38
Improvements to buildings, not owned	97,168.63
Total buildings	\$ 11,995,662.03
Equipment:	
Cars	\$ 968,634.56
Horses	
Automobiles	19,268,993.80
Wagons and sleighs	
Harness equipment	
Office furniture and equipment	1,011,245.34
Office safes	410,713.07
Trucks	2,635,032.06
Stable equipment	
Garage equipment	641,221.12
Line equipment	248,001.78
Shop equipment	176,714.52
Miscellaneous equipment	7,729.11
Minor equipment	2,476,069.77
Total equipment	\$ 27,844,355.13
Total real property and equipment	\$ 47,927,527.77

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED
FOR THE YEAR ENDED DECEMBER 31, 1935—Continued

Items Reported	Amount Year 1935
DEPRECIATION—BUILDINGS AND EQUIPMENT	
Buildings:	
Buildings and appurtenances on land owned.....	\$ 3,234,067.60
Buildings and appurtenances on land not owned.....	1,639,400.91
Improvements on buildings not owned.....	89,527.33
Total buildings.....	\$ 4,912,995.93
Equipment:	
Cars.....	\$ 888,214.08
Horses.....	
Automobiles.....	15,816,124.18
Wagons and sleighs.....	
Harness equipment.....	
Office furniture and equipment.....	780,158.89
Office safes.....	319,094.33
Trucks.....	2,105,011.38
Stable equipment.....	
Garage equipment.....	431,694.44
Line equipment.....	196,012.02
Shop equipment.....	115,538.27
Miscellaneous equipment.....	4,121.31
Minor equipment.....	1,781,890.51
Total equipment.....	\$ 22,437,859.41
Total real property and equipment.....	\$ 27,350,855.34
INCOME ACCOUNT	
Operating Income:	
Charges for transportation.....	\$138,750,744.19
Express privileges—Dr.....	63,169,611.54
Revenue from transportation.....	\$ 85,581,132.65
Revenue from operations other than transportation.....	2,487,357.13
Total operating revenues.....	\$ 88,068,489.78
Total operating expenses.....	84,899,131.98
Net operating revenue.....	\$ 3,169,357.80
Uncollectible revenues from transfer.....	18,484.30
Express taxes.....	1,547,602.54
Operating income.....	\$ 1,603,270.96
Other Income:	
Rent from real property and equipment used jointly.....	\$ 256.83
Miscellaneous rent income.....	10,153.52
Dividend income.....	11.00
Income from funded securities.....	13,748.62
Income from unfunded securities and accounts.....	1,059.24
Contributions from other companies.....	
Miscellaneous income.....	122,935.34
Total other income.....	\$ 148,164.55
Gross income.....	\$ 1,751,435.51
Deductions from Gross Income:	
Rent for real property and equipment used jointly.....	\$ 872.85
Miscellaneous rents.....	
Interest on funded debt.....	1,689,459.42
Interest on unfunded debt.....	3,913.75
Amortization of discount on funded debt.....	53,110.15
Separately operated properties—loss.....	
Miscellaneous income debits.....	260.55
Total deductions from gross income.....	\$ 1,747,616.72
Net income.....	\$ 3,818.79
Disposition of Net Income:	
Total appropriations of income.....	
Income balance transferred to profit and loss.....	\$ 3,818.79

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED
FOR THE YEAR ENDED DECEMBER 31, 1935—Continued

Items Reported	Amount Year 1935
PROFIT AND LOSS ACCOUNT	
Debit Items:	
Debit balance at beginning of year.....	
Debit balance transferred from income.....	
Loss on land sold.....	\$ 4,984.20
Miscellaneous debits.....	4,296.81
Balance carried to balance sheet.....	
Total.....	\$ 9,281.01
Credit Items:	
Credit balance at beginning of year.....	
Credit balance transferred from income.....	\$ 3,818.79
Profit on real property and equipment sold.....	66.38
Unrefunded overcharges.....	487.32
Miscellaneous credits.....	4,908.52
Total.....	\$ 9,281.01
OPERATING REVENUES	
Transportation:	
Express, domestic.....	\$138,218,842.35
Miscellaneous.....	531,901.84
Total transportation.....	\$138,750,744.19
Contract Payments:	
Express privileges—Dr.	\$ 53,169,611.54
Revenue from transportation.....	\$ 85,581,132.65
Operations Other Than Transportation:	
Customs brokerage fees.....	\$ 127,459.55
Order and commission.....	4,161.04
Rents of buildings and other property.....	74,836.01
C. O. D. checks.....	1,574,778.39
Profit on exchange and other financial revenue.....	117.95
Miscellaneous.....	706,004.19
Total other than transportation.....	\$ 2,487,357.13
Total operating revenues.....	\$ 88,068,489.78
OPERATING EXPENSES	
Maintenance.....	\$ 4,300,663.42
Traffic.....	512,448.34
Transportation.....	75,731,150.45
General.....	4,354,869.77
Total operating expenses.....	\$ 84,899,131.98
Ratio operating expenses to operating revenues.....	96.40%
TAXES AND ASSESSMENTS	
Total tax—entire line.....	\$ 1,547,602.54
Total tax—Iowa.....	8,327.91
COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE	
Investments:	
December 31, 1935.....	\$ 48,364,233.40
December 31, 1934.....	48,861,063.64
Decrease, 1935.....	\$ 496,830.24

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED
FOR THE YEAR ENDED DECEMBER 31, 1935—Continued

Items Reported	Amount Year 1935
Current Assets:	
December 31, 1935.....	\$ 25,333,726.17
December 31, 1934.....	25,743,868.31
Decrease, 1935.....	\$ 410,142.14
Deferred Assets:	
December 31, 1935.....	
December 31, 1934.....	
Decrease, 1935.....	
Unadjusted Debits:	
December 31, 1935.....	\$ 818,312.81
December 31, 1934.....	941,249.43
Decrease, 1935.....	\$ 122,936.62
Grand Total Asset Side:	
December 31, 1935.....	\$ 74,516,272.38
December 31, 1934.....	75,546,181.38
Decrease, 1935.....	\$ 1,029,909.00
COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE	
Total Stock Liabilities:	
December 31, 1935.....	\$ 100,000.00
December 31, 1934.....	100,000.00
No change, 1935.....	
Long Term Debt:	
December 31, 1935.....	\$ 31,611,221.98
December 31, 1934.....	31,998,978.21
Decrease, 1935.....	\$ 387,756.23
Current Liabilities:	
December 31, 1935.....	\$ 14,119,032.01
December 31, 1934.....	13,233,887.26
Increase, 1935.....	\$ 885,144.75
Deferred Liabilities:	
December 31, 1935.....	
December 31, 1934.....	\$ 21.50
Decrease, 1935.....	\$ 21.50
Unadjusted Credits:	
December 31, 1935.....	\$ 28,686,018.39
December 31, 1934.....	30,213,294.41
Decrease, 1935.....	\$ 1,527,276.02
Corporate Surplus:	
December 31, 1935.....	
December 31, 1934.....	
Decrease, 1935.....	
Grand Total Liability Side:	
December 31, 1935.....	\$ 74,516,272.38
December 31, 1934.....	75,546,181.38
Decrease, 1935.....	\$ 1,029,909.00

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED
FOR THE YEAR ENDED DECEMBER 31, 1935—Continued

Equipment Owned	Number	Value
Cars	246	\$ 80,420.48
Horses		
Automobiles:		
Gasoline	7,751	2,435,073.92
Electric	1,230	550,750.56
Trailers	516	235,079.73
Batteries	950	231,965.41
Wagons and Sleighs:		
Wagons, double		
Wagons, single		
Sleighs		
Buggies		
Harness equipment		
Office furniture and equipment		231,086.45
Office safes	9,520	91,618.74
Trucks:		
Trucks	46,185	509,027.01
Truck batteries, electric	443	20,993.67
Stable equipment		
Garage equipment		209,526.68
Line equipment:		
Safes, car	2,386	45,476.95
Safes, messengers'	7	20.94
Trunks, packing	129	6,491.87
Other line equipment		
Shop equipment		61,176.25
Miscellaneous equipment		3,607.80
Minor equipment		694,179.26
Total equipment		\$ 5,406,495.72
Railway Express Agency does not issue financial paper:		
Number of express offices in United States at close of year ended December 31, 1935:		
Joint with railroads		17,120
All others		3,441
Total		20,561
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 year		116,756,068
EMPLOYEES, SERVICE AND COMPENSATION		
Average number of employees in service during year		36,361
Total compensation during year		\$ 63,849,399.14
Average yearly compensation		\$ 1,755.98
Average monthly compensation		\$ 146.33
Average daily compensation		\$ 4.87

STATISTICS

OF

**Passenger and Freight
Motor Carriers**

For the Year Ended December 31, 1935

Class "1"—Motor carriers are those having annual gross operating revenues of \$30,000.00 and above.

Class "2"—Motor carriers are those having annual gross operating revenues under \$30,000.00.

TABLE 10—PASSENGER MOTOR CARRIERS—1935
PART 1—COMPARATIVE GENERAL BALANCE SHEET—SYSTEM FIGURES

Number	Passenger Motor Carriers	Asset Side					Liability Side						
		Investments	Current assets	Deferred assets	Unadjusted debits	Total assets	Capital stock	Long term debt	Current liabilities	Deferred liabilities	Unadjusted credits	Corporate surplus	Total liabilities
1	Burlington Transportation Co.	\$ 1,190,06'	\$ 181,633	\$22,918	\$39,255	\$ 1,433,873	\$ 500,000	\$ 43,000	\$172,393		\$ 373,791	\$ 344,689	\$ 1,433,873
2	Chi., Mil., St. P. & P. R. R. Co.												
3	Clinton, Dav. & Musca. Ry. Co.												
4	Canon, Bert	675	50			725			\$ 244	105	376	725	
5	Cortasio, Frank	375			25	400				234	166	400	
6	Des Moines & Winterset Bus Co.	8,149	284			8,433		300		7,278	855	8,433	
7	Interstate Transit Lines	4,040,898	1,171,130	10,011	68,866	5,290,905	2,638,290	7,263	348,989	2,284	1,984,905	309,174	5,290,905
8	Jackson, Otto and Stanley	8,450	1,800	1,500		11,750			5,892		5,858	11,750	
9	Jefferson Transportation Co.	511,635	207,621	6,295	15,159	740,710	236,585		36,076		404,053	63,996	740,710
10	Kramer, B. J.	8,640	170			8,810			3,118		1,460	4,232	8,810
11	Livezey, Wm.	400			91	491					204	287	491
12	Manchester & Oneida Ry. Co.												
13	Missouri Transit Co.	75,440	34,486			109,926	12,000		14,240		20,251	63,435	109,926
14	North'd Greyh. L., Inc. of Ill.	5,587,524	574,722	1,640	54,072	6,218,858	1,190,498	1,863,001	268,355	1,111	2,105,841	790,052	6,218,858
15	Walrod, Ward D.	5,565	100		16	5,681					5,565	116	5,681
16	Whitney, J. A.	450			99	549					270	279	549
17	Wat., Cedar Falls & No. Ry. Co.	76,577	117			76,694					43,882	32,812	76,694
	Total	\$11,514,845	\$2,172,113	\$42,364	\$178,483	\$13,907,805	\$4,577,373	\$1,913,264	\$843,471	\$ 9,531	\$4,947,839	\$1,616,327	\$13,907,805

TABLE 20—PASSENGER MOTOR CARRIERS—CLASS 1—1935

PART 1—INCOME STATEMENT

Items	Income Statement											
	Burlington Transportation Co.		Interstate Transit Lines		Jefferson Transportation Co.		Northland Greyhound Lines, Inc., of Illinois		Wat., Cedar Falls and Northern Ry. Company		Total All Companies	
	Iowa	System	Iowa	System	Iowa	System	Iowa	System	Iowa	System	Iowa	System
Motor operating revenue.....	\$ 217,087	\$ 875,146	\$1,036,266	\$3,513,550	\$ 257,158	\$ 659,008	\$ 14,662	\$3,370,643	\$ 11,071	\$ 11,071	\$1,536,244	\$8,429,418
Motor operating expenses.....	278,803	1,123,996	859,909	2,610,795	214,086	493,336	12,739	2,583,526	13,472	13,472	1,379,009	6,825,125
Net revenue from motor operations.....	\$ *61,716	\$*248,850	\$ 176,357	\$ 902,755	\$ 43,072	\$ 165,672	\$ 1,923	\$ 787,117	\$ *2,401	\$ *2,401	157,235	1,604,293
Taxes (other than ton mile tax).....		5,496	32,622	232,509	26,193	44,738	572	250,983			59,387	533,726
Uncollectible revenues.....			408	1,317	615	1,511	11	2,400			1,034	5,228
Total motor operating income.....	\$ *61,716	*254,346	143,327	668,929	16,264	119,423	\$ 1,340	\$ 533,734	\$ *2,401	\$ *2,401	\$ 96,814	\$1,065,339
Total nonoperating income.....	35,640	67,463	7,051	22,737			16	35,671			42,707	125,871
Gross income.....	\$ *26,076	\$ *186,883	\$ 150,378	\$ 691,666	\$ 16,264	\$ 119,423	\$ 1,356	\$ 569,405	\$ *2,401	\$ *2,401	\$ 139,521	\$1,191,210
Total deductions from gross income.....		4,800			2,250	5,529	111	56,402			2,361	66,731
Net income (transferred to profit and loss).....	\$ *26,076	\$*191,683	\$ 150,378	\$ 691,666	\$ 14,014	\$ 113,894	\$ 1,245	\$ 513,003	\$ *2,401	\$ *2,401	\$ 137,160	\$1,124,479

*Deficit.

TABLE 20—PASSENGER MOTOR CARRIERS—CLASS 1—1935
PART 2—PROFIT AND LOSS ACCOUNT—SYSTEM FIGURES

Items	Burlington Transportation Co.	Interstate Transit Lines	Jefferson Transportation Co.	Northland Greyhound Lines, Inc., of Illinois	Waterloo, Cedar Falls & Northern Ry.	Total all companies
CREDITS						
Credit balance at beginning of year.....		\$ 368,298	\$ 217,978	\$ 274,384	\$ 35,213	\$ 895,873
Credit balance transferred from income.....		691,665	113,894	513,003		1,318,562
Other credits during year.....	\$ 851,182	77,634		7,396		936,212
Debit balance carried to balance sheet.....						
Total credits.....	\$ 851,182	\$ 1,137,597	\$ 331,872	\$ 794,783	\$ 35,213	\$ 3,150,647
DEBITS						
Debit balance at beginning of year.....	\$ 310,435					\$ 310,435
Debit balance transferred from income.....	191,683				2,401	194,084
Other debits during year.....	4,375	\$ 828,423	\$ 282,173	4,731		1,119,702
Credit balance carried to balance sheet.....	344,689	309,174	49,699	790,052	32,812	1,526,426
Total debits.....	\$ 851,182	\$ 1,137,597	\$ 331,872	\$ 794,783	\$ 35,213	\$ 3,150,647

TABLE 30—PASSENGER MOTOR CARRIERS—1935

PART 1—OPERATING REVENUES

Number	Passenger Motor Carriers	Passenger Revenues						Other Transportation Revenue		Revenue from Other Operations	
		Regular Fare Passengers		Charter Fare Passengers		Total Passenger Revenue		Iowa	System	Iowa	System
		Iowa	System	Iowa	System	Iowa	System				
1	Burlington Transportation Co.	\$ 202,872	\$ 830,369	\$ 5,289	\$ 23,251	\$ 208,161	\$ 853,620	\$ 8,882	\$ 20,719	\$ 44	\$ 807
2	Chi., Mil., St. P. & P. R. R. Co.	1,871	1,871			1,871	1,871	3,336	3,336		
3	Clinton, Dav. & Musca. Ry. Co.	16,662	16,662			16,662	16,662	2,645	2,645	13,042	13,042
4	Canon, Bert	951	951			951	951	1,891	1,891		
5	Cortasio, Frank	1,197	1,197			1,197	1,197				
6	Des Moines & Winterset Bus Co.	4,573	4,573	3,860	3,860	8,433	8,433			715	715
7	Interstate Transit Lines	907,942	3,104,580	14,240	41,076	922,182	3,145,656	54,816	176,768	59,268	191,126
8	Jackson, Otto and Stanley	9,928	9,928			9,928	9,928	572	572		
9	Jefferson Transportation Co.	246,158	628,275	4,584	11,698	250,742	639,973	6,416	16,376		2,659
10	Kramer, B. J.	18,365	18,365			18,365	18,365				
11	Livezey, Wm.	362	362			362	362	469	469	161	161
12	Manchester & Oneida Ry. Co.	195	195			195	195	1,756	1,756		
13	Missouri Transit Co.	8,282	58,163	275	1,929	8,557	60,092			446	3,131
14	Northl'd Greyh. L., Inc. of Ill.	12,696	3,236,427	1,655	52,094	14,351	3,288,521	305	80,751	6	1,371
15	Walrod, Ward D.	3,222	3,222			3,222	3,222	384	384		
16	Whitney, J. A.	788	788			788	788				
17	Wat., Cedar Falls & No. Ry. Co.	10,455	10,455			10,455	10,455	616	616		
	Total	\$1,446,519	\$7,926,383	\$ 29,903	\$ 133,908	\$1,476,422	\$8,060,291	\$ 83,865	\$ 308,060	\$ 73,682	\$ 213,012

STATISTICS OF MOTOR CARRIERS

TABLE 30—PASSENGER MOTOR CARRIERS—1935—Continued
PART 2—OPERATING REVENUES, CONCLUDED AND OPERATING EXPENSES

Number	Passenger Motor Carriers	Total Operating Revenues		Operating Expenses—System								
		Iowa	System	Maintenance Expense							Injuries to persons	
				Superintendent	Storekeeper and shop expense	Service, cleaning washing and greasing	Tires and tubes and repairs thereto	Repair		Meals for employees		Rent of equipment and other property
								Equipment	Parts and garage equipment			
1	Burlington Transportation Co.....	\$ 217,087	\$ 875,146	\$ 11,729	\$ 4,028	\$ 2,010	\$ 55,389	\$ 96,229	\$ 50		\$ 9,952	
2	Chi., Mil. St. Paul & P. R. R. Co.....	5,207	5,207				412	1,545				
3	Clinton, Davenport & Musc. Ry. Co.....	32,349	32,349	332			1,378	2,270			1,517	
4	Canon, Bert.....	2,842	2,842				21	55				
5	Cortesio, Frank.....	1,912	1,912				64	270			62	
6	Des Moines & Winterset Bus Co.....	10,210	10,210	2,930			330	1,246				
7	Interstate Transit Lines.....	1,036,266	3,513,550	6,423		51,065	120,569	286,679	5,172			\$ 810
8	Jackson, Otto and Stanley.....	10,500	10,500				333	1,231			508	
9	Jefferson Transportation Co.....	257,158	659,008	5,880	3,263	3,042		47,743	35,775	\$ 4,056	4,338	
10	Kramer, B. J.....	18,365	18,365				247	730			264	
11	Livezey, Wm.....	992	992				56	75				
12	Manchester & Oneida Ry. Co.....	1,951	1,951					109				
13	Missouri Transit Co.....	9,003	63,223	4,908			2,361	3,757			933	
14	North. Greyhound Lines, Inc., of Ill.....	14,662	3,370,643	25,357	16,726	38,191	130,316	233,136	13,560		45,271	2,000
15	Walrod, Ward D.....	3,606	3,606				137	341			35	
16	Whitney, J. A.....	788	788					112				
17	Waterloo, Cedar Falls & No. Ry. Co.....	11,071	11,071				509	2,985				
	Total.....	\$1,633,969	\$8,581,363	\$ 57,559	\$ 24,017	\$ 94,308	\$312,122	\$678,514	\$ 54,557	\$ 4,056	\$ 62,880	\$ 2,810

TABLE 30—PASSENGER MOTOR CARRIERS—1935—Continued

PART 3—OPERATING EXPENSES—SYSTEM

Number	Passenger Motor Carriers	Maintenance Expenses					Transportation Expenses					
		Light, heat, power and water	Depreciation			Miscellaneous	Total maintenance expenses	Superintendent	Drivers' salaries and wages	Other employees (wages)	Gasoline	
			Motor busses	Other equipment and equipment retired	Other property						Cost less tax	Gasoline tax
1	Burlington Transportation Co.		\$ 80,902	\$ 1,413		\$ 8,649	\$ 270,351	\$ 11,271	\$ 208,546		\$144,694	\$ 52,934
2	Chi., Mil. St. Paul & P. R. R. Co.		2,817			39	4,813		2,735		694	352
3	Clinton, Davenport & Musc. Ry. Co.		561				6,058		7,038	\$ 3,427	2,767	866
4	Canon, Bert		138				214				296	66
5	Cortasio, Frank		94				490		341		426	91
6	Des Moines & Winterset Bus Co.		289				4,795		1,010		1,634	409
7	Interstate Transit Lines		106,594	^a 27,301	\$ 32,248	18,959	601,218	96,925	412,891		317,520	64,764
8	Jackson, Otto and Stanley		1,341				3,413		1,600		2,145	643
9	Jefferson Transportation Co.	\$ 3,795	19,366	3,747	2,087	2,974	136,066	6,295	92,226		58,187	22,025
10	Kramer, B. J.		1,117				2,358		3,114		2,511	539
11	Livezey, Wm.		100				231				146	34
12	Manchester & Oneida Ry. Co.		116				225		540		222	47
13	Missouri Transit Co.		5,474	321		140	17,894		9,251		5,917	3,944
14	North. Greyhound Lines, Inc., of Ill.	21,172	214,037	18,090	14,590	40,853	813,299	77,493	463,583		263,132	101,340
15	Walrod, Ward D.		90				513				531	113
16	Whitney, J. A.		2,518			19	222				103	25
17	Waterloo, Cedar Falls & No. Ry. Co.						6,012		3,029	59	1,559	435
	Total	\$ 24,967	\$435,554	\$ ^a 3,730	\$ 48,925	\$ 71,633	\$1,868,172	\$191,984	\$1,205,904	\$ 3,486	\$802,484	\$248,627

^aCredit.

STATISTICS OF MOTOR CARRIERS

TABLE 30—PASSENGER MOTOR CARRIERS—1935—Continued
PART 4—OPERATING EXPENSES—SYSTEM

Number	Passenger Motor Carriers	Transportation Expenses										
		Oil	Other lubricants and greases	Tickets agents, wages and commissions and station expense	Garage supplies and expenses	Telephone and telegraph	Insurance,—fire, theft, liability and property damage	Tire renewal and loss on equipment retired and rent of equipment	Ton mile tax and penalties	Advertising	Motor vehicle licenses	Loss and damage
1	Burlington Transportation Co.	\$ 11,795		\$ 81,980	\$ 56,721		\$ 1,476	\$ 4,049	\$ 50,757	\$ 90,466	\$ 33,441	\$ 70
2	Chi., Mil. St. Paul & P. R. R. Co.	143	\$ 26						1,111		108	
3	Clinton, Davenport & Musc. Ry. Co.	396	80	3,883			353		3,128		178	
4	Canon, Bert	33	5				198		111		28	
5	Cortesio, Frank	55					360		101		25	
6	Des Moines & Winterset Bus Co.	186	45			\$ 162	575	461	523		161	
7	Interstate Transit Lines	33,467		462,039	42,694		109,470	73,122	88,766	87,402	45,089	1,637
8	Jackson, Otto and Stanley	178	76				970	80	1,195		138	
9	Jefferson Transportation Co.	3,683		29,760		3,472	21,289	37,075	27,340	6,488	14,299	496
10	Kramer, B. J.	163		1,836			530		1,572		78	
11	Livezey, Wm.	22					75		67		16	
12	Manchester & Oneida Ry. Co.	18	1				100		73		27	
13	Missouri Transit Co.	916		6,333			3,754		591	599	1,316	
14	North. Grayhound Lines, Inc., of Ill.	21,768		250,783	15,264		6,943	30,981	3,322	80,473	150,915	1,027
15	Walrod, Ward D.	125	39				170		198		16	
16	Whitney, J. A.	10	6				100		37		24	
17	Waterloo, Cedar Falls & No. Ry. Co.	487					55		1,004		180	
	Total	\$ 73,445	\$ 278	\$ 836,614	\$ 114,679	\$ 3,634	\$ 146,418	\$ 145,768	\$ 179,896	\$ 265,428	\$ 246,039	\$ 3,230

TABLE 30—PASSENGER MOTOR CARRIERS—1935—Continued

PART 5—OPERATING EXPENSES—SYSTEM

Number	Passenger Motor Carriers	Transportation Expenses—System			General Expenses—System							Grand total operating expenses
		Injuries to persons and damage to property	Miscellaneous	Total transportation expenses	Salaries and expenses of general officers	Salaries and expenses of clerks and attendants	Office supplies and expenses	Law expenses, audit and pensions	Stationery and printing and joint operating expenses—net	Other expenses and miscellaneous	Total general expenses	
1	Burlington Transportation Co.	\$ 38,786	\$ 12,231	\$ 799,217	\$ 3,337	\$ 34,023	\$ 4,756	\$ *2,716	\$ 13,784	\$ 1,244	\$ 54,428	\$ 1,123,996
2	Chi., Mil. St. Paul & P. R. R. Co.			5,169								9,982
3	Clinton, Davenport & Musc. Ry. Co.		5,091	27,207								33,265
4	Canon, Bert		276	1,013								1,227
5	Cortasio, Frank			1,399								1,889
6	Des Moines & Winterset Bus Co.		1,248	6,414								11,209
7	Interstate Transit Lines	2,598	44,572	1,882,956	41,436	58,488	1,428	5,424	14,571	5,274	126,621	2,610,795
8	Jackson, Otto and Stanley			7,025								10,438
9	Jefferson Transportation Co.		1,350	323,985	21,225	4,674		368	4,175	2,843	33,285	493,336
10	Kramer, B. J.			10,343								12,701
11	Livezey, Wm.			360								591
12	Manchester & Oneida Ry. Co.			1,028								1,253
13	Missouri Transit Co.	3,794	2,026	38,441	6,000	6,177	2,199	1,479				74,224
14	North. Greyhound Lines, Inc., of Ill.	98,049	50,813	1,615,886	25,768	59,861	22,742	17,223	8,676	2,034	17,889	2,583,526
15	Walrod, Ward D.		100	1,292								1,805
16	Whitney, J. A.			305								527
17	Waterloo, Cedar Falls & No. Ry. Co.		652	7,460								13,472
	Total	\$ 143,227	\$ 118,359	\$ 4,729,500	\$ 97,766	\$ 163,223	\$ 31,125	\$ 21,778	\$ 41,206	\$ 31,466	\$ 386,564	\$ 6,984,236

*Credit.

TABLE 30—PASSENGER MOTOR CARRIERS—1935—Continued

PART 6—RECAPITULATION OF OPERATING REVENUES AND EXPENSES AND SURPLUS FROM OPERATIONS

Number	Passenger Motor Carriers	Total Operating Revenues		Total Operating Expenses		Surplus from Motor Operations		Selected Items of Expense				
		Iowa	System	Iowa	System	Iowa	System	Gas tax (3c per gallon)—Iowa	Motor vehicle licenses—Iowa	Ton mile tax—Iowa	Total—Iowa	Ratio to operating revenues—Iowa
1	Burlington Transportation Co.....	\$ 217,087	\$ 875,146	\$ 278,803	\$1,123,996	\$ *61,716	\$ *248,850	\$ 3,317	\$ 4,004	\$ 34,132	\$ 41,453	19.10%
2	Chi., Mil. St. Paul & P. R. R. Co.....	5,207	5,207	9,982	9,982	*4,775	*4,775	352	108	1,111	1,571	30.17%
3	Clinton, Davenport & Musc. Ry. Co.....	32,349	32,349	33,265	33,265	*916	*916	866	178	3,128	4,172	12.90%
4	Canon, Bert.....	2,842	2,842	1,227	1,227	1,615	1,615	66	28	111	205	7.21%
5	Cortasio, Frank.....	1,912	1,912	1,889	1,889	23	23	91	25	101	217	11.35%
6	Des Moines & Winterset Bus Co.....	10,210	10,210	11,209	11,209	*999	*999	409	161	523	1,093	9.75%
7	Interstate Transit Lines.....	1,036,266	3,513,550	859,909	2,610,795	176,357	902,755	21,391	7,442	83,060	111,893	10.80%
8	Jackson, Otto and Stanley.....	10,500	10,500	10,438	10,438	62	62	643	138	1,195	1,976	18.82%
9	Jefferson Transportation Co.....	257,158	659,008	214,086	493,336	43,072	165,672	6,746	2,943	27,340	37,029	13.62%
10	Kramer, B. J.....	18,365	18,365	12,701	12,701	5,664	5,664	539	163	1,572	2,274	12.38%
11	Livezey, Wm.....	992	992	591	591	401	401	34	16	67	117	11.79%
12	Manchester & Onelda Ry. Co.....	1,951	1,951	1,253	1,253	698	698	47	27	73	147	7.54%
13	Missouri Transit Co.....	9,003	63,223	11,076	74,224	*2,073	*11,001	226	187	591	1,004	11.15%
14	North. Greyhound Lines, Inc., of Ill.....	14,662	3,370,643	12,739	2,583,526	1,923	787,117	748	356	1,255	2,359	16.09%
15	Walrod, Ward D.....	3,606	3,606	1,805	1,805	1,801	1,801	114	16	198	328	9.09%
16	Whitney, J. A.....	788	788	527	527	261	261	25	24	37	86	10.91%
17	Waterloo, Cedar Falls & No. Ry. Co.....	11,071	11,071	13,472	13,472	*2,401	*2,401	435	180	1,004	1,619	14.62%
	Total.....	\$1,633,969	\$8,581,363	\$1,474,972	\$6,984,236	\$ 158,997	\$1,597,127	\$36,049	\$ 15,996	\$ 155,498	\$ 207,543	12.70%

*Deficit.

TABLE 30—PASSENGER MOTOR CARRIERS—1935—Continued
PART 7—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Passenger Motor Carriers	Passenger Motor Miles		Passengers Carried						Miscellaneous Averages	
				Revenue		Nonrevenue		Total		Miles Carried—Revenue Pas-sengers	
		Iowa	System	Iowa	System	Iowa	System	Iowa	System	Iowa	System
1	Burlington Transportation Co.	1,660,968	6,905,932	233,780	567,587						
2	Chi., Mil. St. Paul & P. R. R. Co.	58,356	58,356	4,857	4,857	3,578	10,798	237,358	578,385	56.18	100.80
3	Clinton, Davenport & Musc. Ry. Co.	226,075	226,075	56,966	56,966	1,329	1,329	6,186	6,186	22.78	22.78
4	Canon, Bert	28,766	29,390	595	595	3,608	3,608	60,574	60,574	13.00	13.00
5	Cortesio, Frank	27,948	27,948	5,985	5,985			595	595	35.48	35.48
6	Des Moines & Winterset Bus Co.	82,426	82,426	4,355	4,355			5,985	5,985	6.67	6.67
7	Interstate Transit Lines	4,068,263	13,149,077	671,095	1,997,616			4,355	4,355	42.00	42.00
8	Jackson, Otto and Stanley	224,508	224,508	32,859	32,859			671,095	1,997,616	68.70	78.73
9	Jefferson Transportation Co.	1,116,625	2,778,261	203,396	526,732			32,859	32,859	12.08	12.08
10	Kramer, B. J.	155,975	155,975	26,131	26,131			203,396	526,732	78.40	77.30
11	Livezey, Wm.	17,006	17,006	357	357			26,131	26,131	35.14	35.14
12	Manchester & Onelda Ry. Co.	16,296	16,296	894	894			357	357	33.77	33.77
13	Missouri Transit Co.	46,368	608,272	10,751	75,805	31	31	925	925	8.65	8.65
14	North. Greyhound Lines, Inc., of Ill.	64,516	14,469,028	35,941	2,943,029			10,751	75,805	36.80	36.87
15	Walrod, Ward D.	39,331	39,331	6,210	6,210	145	33,601	36,086	2,976,630	25.95	73.11
16	Whitney, J. A.	3,701	3,701	2,919	2,919			6,210	6,210	17.29	17.29
17	Waterloo, Cedar Falls & No. Ry. Co.	84,293	84,293	17,705	17,705			2,919	2,919	19.90	19.90
	Total	7,921,421	38,875,875	1,314,796	6,270,602	541	541	18,246	18,246	29.53	29.53
						9,232	49,908	1,324,028	6,320,510	60.57	75.95

STATISTICS OF MOTOR CARRIERS

TABLE 30—PASSENGER MOTOR CARRIERS—1935—Continued
PART 8—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Passenger Motor Carriers	Miscellaneous Averages							
		Average Fare— Revenue Passengers		Revenue Per Motor Passenger Mile		Motor Passenger Miles —Revenue		Operating Revenues Per Motor Mile	
		Iowa	System	Iowa	System	Iowa	System	Iowa	System
1	Burlington Transportation Co.....	\$.86779	\$ 1.46298	\$.01545	\$.01451	13,133,150	57,215,154	.13070	.12672
2	Chi., Mil. St. Paul & P. R. R. Co.....	.43008	.43008	.01888	.01888	110,659	110,659	.09297	.09297
3	Clinton, Davenport & Musc. Ry. Co.....	.29249	.29249	.02250	.02250	740,558	740,558	.14309	.14309
4	Canon, Bert.....	1.59831	1.59831	.04504	.04504	21,113	21,113	.09668	.09668
5	Cortesio, Frank.....	.20001	.20001	.03000	.03000	39,903	39,903	.06840	.06840
6	Des Moines & Winterset Bus Co.....	1.05007	1.05007	.02500	.02500	182,910	182,910	.12387	.12387
7	Interstate Transit Lines.....	1.37415	1.57470	.02000	.02000	46,109,106	157,282,781	.25472	.26780
8	Jackson, Otto and Stanley.....	.30215	.30215	.02500	.02500	397,136	397,136	.04677	.04677
9	Jefferson Transportation Co.....	1.23277	1.21498	.01612	.01572	15,952,095	40,714,937	.23030	.23720
10	Kramer, B. J.....	.70280	.70280	.02000	.02000	918,250	918,250	.11774	.11774
11	Livezey, Wm.....	1.01330	1.01330	.03000	.03000	12,055	12,055	.05834	.05834
12	Manchester & Oneida Ry. Co.....	.21803	.21803	.02232	.02232	8,733	8,733	.11970	.11970
13	Missouri Transit Co.....	.79592	.79592	.02150	.02150	395,636	2,794,988	.19416	.10393
14	North. Greyhound Lines, Inc., of Ill.....	.39930	1.11739	.01538	.01528	933,007	215,154,963	.22726	.23296
15	Walrod, Ward D.....	.51882	.51882	.03000	.03000	107,395	107,395	.91608	.91608
16	Whitney, J. A.....	.27000	.27000	.01356	.01356	58,088	58,088	.21292	.21292
17	Waterloo, Cedar Falls & No. Ry. Co.....	.59055	.59055	.02000	.02000	522,780	522,780	.13134	.13134
	Total.....	\$ 1.12293	\$ 1.28539	\$.01854	\$.01692	79,642,574	476,282,403	\$.20627	\$.22074

TABLE 30—PASSENGER MOTOR CARRIERS—1935—Continued

PART 9—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Passenger Motor Carriers	Miscellaneous Averages						Ton Miles Operated During Year	Units of Equipment (System)		Gallons of Gasoline Consumed		Gallons of Oil Consumed	
		Operating Expenses Per Motor Mile		Motor Miles Per Gallon of Gasoline		Motor Miles Per Gallon of Oil								
		Iowa	System	Iowa	System	Iowa	System							
1	Burlington Transportation Co.	\$.16786	\$.16276	5.167	5.167	349.32	349.32	17,066,074	96	4	321,449	1,336,576	4,755	16,770
2	Chi., Mil. St. Paul & P. R. R. Co.	.17479	.17479	4.970	4.970	173.16	173.16	555,750	3		11,738	11,738	337	337
3	Clinton, Davenport & Musc. Ry. Co.	.16752	.16752	7.800	7.800	261.00	261.00	1,544,484	4	2	28,861	28,861	865	865
4	Canon, Bert	.04174	.04174	13.450	13.450	734.75	734.75	55,556	1		2,184	2,184	40	40
5	Cortasio, Frank	.06759	.06759	9.180	9.180	303.78	303.78	50,324	1		3,043	3,043	92	92
6	Des Moines & Winterset Bus Co.	.13599	.13599	6.050	6.050	222.17	222.17	249,748	3		13,619	13,619	371	371
7	Interstate Transit Lines	.21137	.19855	5.660	4.530	356.40	357.21	41,528,976	276	11	718,131	2,896,053	11,415	36,811
8	Jackson, Otto and Stanley	.04649	.04649	10.46	10.46	454.47	454.47	597,416	4	3	21,448	21,448	494	494
9	Jefferson Transportation Co.	.19172	.17757	4.96	4.97	293.00	293.00	13,670,470	36		224,859	552,595	3,809	9,479
10	Kramer, B. J.	.08142	.08142	8.68	8.68	590.80	590.80	785,746	2		17,950	17,950	264	264
11	Livezey, Wm.	.03474	.03474	15.11	15.11	425.15	425.15	32,232	1		1,125	1,125	40	40
12	Manchester & Oneida Ry. Co.	.07690	.07690	10.32	10.32	582.00	582.00	36,482	1		1,579	1,579	28	28
13	Missouri Transit Co.	.23887	.12202	6.16	6.16	239.00	239.19	290,366	9		7,527	98,611	194	2,543
14	North. Greyhound Lines, Inc., of Ill.	.19746	.17856	4.79	4.79	354.48	353.98	641,516	192	21	13,449	3,016,211	182	40,875
15	Walrod, Ward D.	.58608	.58608	10.38	10.38	251.31	251.31	103,452	1		3,788	3,788	156	156
16	Whitney, J. A.	.14230	.14230	4.51	4.51	264.38	264.38	18,420	1		820	820	14	14
17	Waterloo, Cedar Falls & No. Ry. Co.	.15982	.15982	6.23	6.23	256.00	256.00	501,890	6		14,484	14,484	352	352
	Total	\$.18620	\$.17965	5.63	4.84	338.40	354.93	77,728,902	637	41	1,406,054	8,020,685	23,408	109,531

STATISTICS OF MOTOR CARRIERS

TABLE 30—PASSENGER MOTOR CARRIERS—1935—Continued
PART 10—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—Concluded

Number	Passenger Motor Carriers		Average number of employees (system)	Aggregate compensation	Accidents to Persons During Year																Miles of routes operated one way	
					Within the State of Iowa								Without the State of Iowa									
					Passengers		Employees		Other persons		Total	Passengers		Employees		Other persons		Total				
					K	Inj	K	Inj	K	Inj	K	Inj	K	Inj	K	Inj	K	Inj	K	Inj			Iowa	System
1	Burlington Transportation Co.	86	81	\$ 337,035	1	38	0	1	16	1	55	0	10	0	15	1	6	1	31	1,136.51	6,204.97	
2	Chi., Mil., St. P. & Pac. R. R. Co.	2		3,155	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	45.15	45.15
3	Clinton, Dav. & Muscatine Ry. Co.	3	2	3,427	0	0	0	4	2	0	6	0	0	0	0	0	0	0	0	0	66.74	66.74
4	Canon, Bert				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.10	47.10
5	Cortasio, Frank	1		341	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.08	6.08
6	Des Moines & Winterset Bus Co.	1		1,010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.20	35.20
7	Interstate Transit Lines	221	382	885,383	0	42	0	11	3	37	3	90	1	182	0	36	5	70	6	288	1,794.00	5,160.00
8	Jackson, Otto and Stanley	2		1,600	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	171.75	171.75
9	Jefferson Transportation Co.	46	62	200,700	0	6	0	10	3	0	19	0	5	0	9	0	0	0	14	879.51	1,636.51	
10	Kramer, B. J.	3		3,114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94.42	94.42
11	Livezey, Wm.				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.40	28.40
12	Manchester & Onelda Ry. Co.	1		540	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.65	8.65
13	Missouri Transit Co.	8	12	26,967	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	36.80	295.20
14	Northland Greyhound Lines, Inc., of Ill.	249	322	947,205	0	0	0	0	0	0	0	0	280	0	86	6	106	6	472	79.00	79.00	
15	Walrod, Ward D.				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.91	36.91
16	Whitney, J. A.				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.35	10.35
17	Waterloo, Cedar Falls & North'n Ry. Co.	3	4	8,377	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73.00	73.00
	Total	626	865	\$2,418,854	1	86	0	26	5	59	6	171	1	477	0	146	13	182	14	805	4,548.57	13,999.43

^aNot reported.
K—Killed.
Inj—Injured.

TABLE 10—CLASS 1 FREIGHT MOTOR CARRIERS—1935

PART 1—BALANCE SHEET—SYSTEM FIGURES

Number	Motor Carriers Reporting	Asset Side						
		Investments		Total Investments	Current Assets	Deferred Assets	Unadjusted Debits	Total Assets
		Motor Equipment	Other Investments					
1	Akron Motor Cargo Co.	\$ 17,175	\$ 1,043	\$ 18,218	\$ 17,199	\$ 2,224		\$ 37,641
2	E. A. Blake Lines, Inc.	33,429	2,603	36,032	3,500	1,772		41,304
3	Bos, Joe (dba Bos Truck Line)	55,653	18,679	74,332	5,200			79,532
4	Bos, Katharine (dba Bos Freight Lines)	48,382	2,200	50,582	8,453			59,035
5	Brady Transfer & Storage Co.	66,102	208,674	274,776	35,687	2,926		313,389
6	Bruce Transfer & Storage Co.	47,257	14,457	61,714	32,569	584	\$ 2,429	97,296
7	Burlington Transportation Co.	13,855	26,293	40,148	5,756		790	46,694
8	Dakota Transportation Co.	17,401	11,431	28,832	3,662			32,494
9	Denver-Chicago Trucking Co.	55,395	1,193	56,588	28,199			84,787
10	Des Moines Transportation Co.	57,506	4,758	62,264	10,917	2,329	462	75,972
11	Dougherty Storage & Van Co.	61,229	192,904	254,133	15,452			269,585
12	Durand, C. T. (dba Nat'l Transfer & Storage Co.)	48,818	71,862	120,680	28,475		3,038	152,193
13	H. B. Green Transportation Line	34,195	13,720	47,915	6,250		1,232	55,397
14	H & W Motor Express Co.	54,460	12,662	67,122	14,117		2,773	84,012
15	Hawkeye Motor Express, Inc.	5,483	5,606	11,089	4,914		1,253	17,256
16	Holderoft Transportation Co.	47,794	25,287	73,081	2,895			75,976
17	Iowa Film Delivery (Iles & McKinney)	4,650	19,374	24,024	10,072		202	34,298
18	James, C. W.	19,425	1,744	21,169	2,352			23,521
19	Keeshin Motor Express Co., Inc.	372,127	683,860	1,055,987	254,585		39,207	1,349,779
20	Knowles Storage & Moving Co.	21,388	169,153	190,541	10,677		542	141,760
21	McCoy, H. N. (dba McCoy Truck Line)	19,739	16,325	36,064	2,673			38,737
22	McKeone, M. Leo (dba Red Ball Transfer Co.)	80,504	20,499	101,003	7,430			108,433
23	Monark Motor Freight System, Inc.	42,408	5,428	47,836	30,592			78,428
24	Murphy Motor Freight Lines, Inc.	246,087	522,850	768,937	65,337		337	834,611
25	On Time Transfer Co., Inc.	30,618	354	30,972	12,007			42,979
26	Orscheln Bros. Truck Lines, Inc.	52,614	23,669	76,283	10,175	847		87,305
27	Redman Transfer Co. and Redman Freight Lines	38,621	14,800	53,421	3,181			56,602
28	Rohweder Truck Lines	9,387		9,387	2,182			11,569
29	Rieke Motor Transfer Line	20,013	12,921	32,934	1,700		2,070	36,704
30	Sarvis & Stone	17,180		17,180				17,180
31	Schlicks Freight Motor Carrier	15,330	6,729	22,059	2,392		2,135	26,586
32	Shapiro, Louis M. (dba Hennepin Transfer Co.)	33,755	2,144	35,899	14,283	150		50,332
33	Smith, Esther M. (dba Film Transportation Co.)	3,833	1,059	4,892	20,665			25,557
34	Takin Bros. Freight Line	33,308	2,913	36,221	7,816		2,689	46,726
35	Watson Bros. Transportation Co., Inc.	134,217	50,707	184,924	75,755	2,787		263,466
36	Werner Transportation Co.	68,323	8,334	76,657	31,221	6,268		114,146
37	White Line Motor Freight	144,871	16,946	161,817	25,518	625	6,830	194,790
	Total	\$ 2,072,532	\$ 2,133,181	\$ 4,205,713	\$ 813,858	\$ 20,512	\$ 65,989	\$ 5,106,072

TABLE 10—CLASS 1 FREIGHT MOTOR CARRIERS—1935—Continued
PART 2—BALANCE SHEET—SYSTEM FIGURES

Number	Motor Carriers Reporting	Liability Side						
		Capital Stock	Long Term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Corporate Surplus	Total Liabilities
1	Akron Motor Cargo Co.....	\$ 1,125		\$ 15,151	\$ 5,290		\$ 16,075	\$ 37,641
2	E. A. Blake Lines, Inc.....	3,000		44,570		\$ 282	*6,548	41,304
3	Bos, Joe (dba Bos Truck Line).....		\$ 10,400	4,600		49,133	15,399	79,532
4	Bos, Katharine (dba Bos Freight Lines).....			4,022	4,905	30,366	19,742	59,035
5	Brady Transfer & Storage Co.....	88,000	44,000	29,830	13,638	96,323	41,598	313,389
6	Bruce Transfer & Storage Co.....	55,317		3,077		29,455	9,447	97,296
7	Burlington Transportation Co.....			4,778	38,500	1,286	2,130	46,694
8	Dakota Transportation Co.....	17,100		9,407		7,258	*1,271	32,494
9	Denver-Chicago Trucking Co.....			5,561		23,432	55,794	84,787
10	Des Moines Transportation Co.....	10,000		16,825	14,901	25,580	8,666	75,972
11	Dougherty Storage & Van Co.....	83,000		16,000		123,244	47,341	269,585
12	Durand, C. T. (dba Nat'l Transfer & Storage Co.).....		43,520	34,573	888	13,374	59,838	152,193
13	H. B. Green Transportation Line.....			11,900		15,644	27,853	55,397
14	H & W Motor Express Co.....			3,347	17,155	25,797	37,713	84,012
15	Hawkeye Motor Express, Inc.....	14,717		2,500		68	*29	17,256
16	Holderoft Transportation Co.....	36,181	9,336	8,715		12,154	9,590	75,976
17	Iowa Film Delivery (Iles & McKinney).....			1,213		14,680	18,405	34,298
18	James, C. W.....	10,000		12,990		3,744	*3,213	23,521
19	Keeshin Motor Express Co., Inc.....	290,000	360,852	417,563		232,384	48,980	1,349,779
20	Knowles Storage & Moving Co.....	21,853	40,037	6,985		22,716	50,169	141,760
21	McCoy, H. N. (dba McCoy Truck Line).....			9,400	6,000	12,755	10,582	38,737
22	McKeone, M. Leo (dba Red Ball Transfer Co.).....			16,667	6,520	43,382	41,864	108,433
23	Monark Motor Freight System, Inc.....	20,000	22,980	23,275		12,386	*213	78,428
24	Murphy Motor Freight Lines, Inc.....	500,000		74,678		180,403	79,530	834,611
25	On Time Transfer Co., Inc.....	15,000		6,100		13,914	7,965	42,979
26	Orscheln Bros. Truck Lines, Inc.....	20,576		26,190		29,002	11,537	87,305
27	Redman Transfer Co. and Redman Freight Lines.....			27,866	19,753	9,759	*776	56,602
28	Rohweder Truck Lines.....			3,342		5,018	3,209	11,569
29	Rieke Motor Transfer Line.....	4,059		8,621		14,496	9,528	36,704
30	Sarvis & Stone.....				8,092		9,088	17,180
31	Schlieks Freight Motor Carrier.....	13,246			1,182	8,528	3,630	26,586
32	Shapiro, Louis M. (dba Hennepin Transfer Co.).....			27,380		7,733	15,219	50,332
33	Smith, Esther M. (dba Film Transportation Co.).....	22,332		2,529		696		25,557
34	Takin Bros. Freight Line.....	2,300		5,658	12,123	5,636	21,009	46,726
35	Watson Bros. Transportation Co., Inc.....	130,000		74,698		58,161	607	263,466
36	Werner Transportation Co.....	59,200		20,443		29,544	4,959	114,146
37	White Line Motor Freight.....	40,000		90,867		71,913	*7,990	194,790
	Total.....	\$ 1,457,006	\$ 531,125	\$ 1,071,321	\$ 148,947	\$ 1,230,246	\$ 667,427	\$ 5,106,072

*Deficit.

TABLE 20—CLASS 1 FREIGHT MOTOR CARRIERS—1935
PART 1—OPERATING REVENUES AND EXPENSES—SYSTEM FIGURES

Number	Motor Carriers Reporting	Operating Revenues			Operating Expenses			Net operating revenue	Taxes and uncollectible revenues	Total operating income	
		Freight revenue	Other operating revenue	Total revenues	Maintenance	Transportation	General				Total expenses
1	Akron Motor Cargo Co.	\$ 51,109	\$ 1,578	\$ 52,687	\$ 4,048	\$ 11,295	\$ 36,848	\$ 52,191	\$ 496	\$ 496	
2	E. A. Blake Lines, Inc.		26,026	26,026		32,574		32,574	*6,548	*6,548	
3	Bos, Joe (dba Bos Truck Line)	154,126		154,126	43,497	114,802	12,127	170,426	*16,300	*16,300	
4	Bos, Katharine (dba Bos Freight Lines)	94,516		94,516	35,988	59,551	3,626	99,165	*4,649	*4,649	
5	Brady Transfer & Storage Co.	264,313	17,428	281,741	44,184	182,153	33,480	259,817	21,924	\$ 6,632	
6	Bruce Transfer & Storage Co.	132,436	22,547	154,983	28,960	89,513	11,790	130,263	24,720		
7	Burlington Transportation Co.	26,272	38	26,310	2,856	17,613	3,711	24,180	2,130		
8	Dakota Transportation Co.	64,327		64,327	24,088	31,356	8,968	64,412	*85	*85	
9	Denver-Chicago Trucking Co.	192,498	597	193,095	38,779	115,688	13,057	167,524	25,571	610	
10	Des Moines Transportation Co.	159,521	7,558	167,079	35,434	94,703	27,996	158,133	8,946	8,946	
11	Dougherty Storage & Van Co.	68,825	1,620	70,445	18,761	36,034	20,704	75,499	*5,054	2,836	
12	Durand, C. T. (dba Nat'l Transfer & Storage Co.)	190,563		190,563	32,395	118,208	26,929	177,532	13,031	967	
13	H. B. Green Transportation Line	88,297	110	88,407	18,343	63,909	2,433	84,685	3,722	3,722	
14	H & W Motor Express Co.	175,739		175,739	44,422	95,011	22,482	161,915	13,824	157	
15	Hawkeye Motor Express, Inc.	68,290		68,290	12,652	45,081	9,255	66,988	1,302	126	
16	Holderoft Transportation Co.	175,413	550	175,963	22,452	134,815	14,700	171,967	3,996	386	
17	Iowa Film Delivery (Iles & McKinney)	48,379		48,379	10,891	26,617	6,164	43,672	4,707	423	
18	James, C. W.	38,274	210	38,484	7,900	24,413	10,381	42,694	*4,210	89	
19	Keeshin Motor Express Co., Inc.	1,076,992		1,076,992	164,883	733,757	182,079	1,080,719	*3,727	*3,727	
20	Knowles Storage & Moving Co.	47,339		47,339		47,170		47,170	169	169	
21	McCoy, H. N. (dba McCoy Truck Line)	56,466		56,466	9,909	30,642	5,009	45,560	10,906	334	
22	McKeone, M. Leo (dba Red Ball Transfer Co.)	313,611		313,611	36,320	125,969	6,824	169,113	144,498	144,498	
23	Monark Motor Freight System, Inc.	575,691	11,631	587,322	30,232	492,109	65,310	587,651	*329	*329	
24	Murphy Motor Freight Lines, Inc.	379,317	3,113	382,430	54,030	280,949	37,809	372,788	9,642	594	
25	On Time Transfer Co., Inc.	177,709		177,709	8,462	150,334	11,407	170,203	7,506	670	
26	Orscheln Bros. Truck Lines, Inc.	236,058	3,234	239,292	47,711	141,761	37,402	226,874	12,418	7,304	
27	Redman Transfer Co. and Redman Freight Lines	22,154	75,872	98,026	6,298	89,745	13,627	109,670	*11,644	*11,644	
28	Rohweder Truck Lines	50,547		50,547	18,069	30,140	432	48,641	1,906	1,906	
29	Rieke Motor Transfer Line	74,945		74,945	13,254	50,601	9,983	73,838	1,107	1,107	
30	Sarvis & Stone	42,656		42,656	9,818	32,714		42,532	124	124	
31	Schlicks Freight Motor Carrier	36,176		36,176	4,401	23,319	4,755	32,475	3,701	3,701	
32	Shapiro, Louis M. (dba Hennepin Transfer Co.)	165,335		165,335	73,199	58,456	24,740	156,395	8,940	8,940	
33	Smith, Esther M. (dba Film Transportation Co.)	43,837	112	43,949	2,960	23,246	8,182	34,388	9,561	9,561	
34	Takin Bros. Freight Line	123,536	15	123,551	23,026	67,313	9,108	99,447	24,104	18	
35	Watson Bros. Transportation Co., Inc.	534,457	1,769	536,226	129,270	287,522	113,344	530,136	6,090	2,305	
36	Werner Transportation Co.	430,837		430,837	61,087	217,742	146,218	425,047	5,790	5,790	
37	White Line Motor Freight	294,682		294,682	52,658	201,987	36,502	291,147	3,535	3,535	
	Total	\$6,675,243	\$174,008	\$6,849,251	\$1,171,237	\$4,378,812	\$977,382	\$6,527,431	\$321,820	\$23,451	\$298,369

*Deficit.

STATISTICS OF MOTOR CARRIERS

TABLE 30—CLASS 1 FREIGHT MOTOR CARRIERS—1935

PART 1—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Motor Carriers Reporting	Motor miles—system	Operating Revenues		Operating Expenses		Gasoline Consumed		Oil Consumed		Total pounds hauled
			Revenue—system	Per motor mile—system	Expenses system	Per motor mile—system	Gallons—system	Miles per gallon—system	Gallons—system	Miles per gallon—system	
1	Akron Motor Cargo Co.	1,675,750	\$ 52,687	\$.03741	\$ 52,191	\$.03114	No record		No rec.		
2	E. A. Blake Lines, Inc.	563,710	26,026	.04616	32,574	.05778	No record		No rec.		
3	Bos, Joe (dba Bos Truck Line)	922,185	154,126	.16713	170,426	.18480	167,670	5.50	3,628	254.18	
4	Bos, Katharine (dba Bos Freight Lines)	700,155	94,516	.13499	99,165	.14163	119,324	5.87	1,968	355.76	
5	Brady Transfer & Storage Co.	1,573,257	281,741	.17908	259,817	.16514	251,721	6.25	4,495	350.00	
6	Bruce Transfer & Storage Co.	550,000	154,983	.28178	130,263	.23684	111,310	4.94	2,200	250.00	
7	Burlington Transportation Co.	101,094	26,310	.26025	24,180	.23918	25,810	3.91	1,245	81.20	
8	Dakota Transportation Co.	431,118	64,327	.14921	64,412	.14940	71,853	6.00	454	950.00	
9	Denver-Chicago Trucking Co.	1,250,400	193,095	.15442	167,524	.13397	196,610	6.36	3,099	403.48	
10	Des Moines Transportation Co.	991,680	167,079	.16848	158,133	.15945	164,499	6.02	3,140	315.82	35,129,349
11	Dougherty Storage & Van Co.	240,964	70,445	.29234	75,499	.31331	62,681	3.84	1,126	214.00	8,824,607
12	Durand, C. T. (dba Nat'l Transfer & Storage Co.)	1,000,995	190,563	.19037	177,532	.17735	185,067	5.40	4,770	209.85	38,122,000
13	H. B. Green Transportation Line	567,312	88,407	.15583	84,685	.14927	94,552	6.00	2,841	199.68	2,943,200
14	H & W Motor Express Co.	804,887	175,759	.21834	161,915	.20116	120,681	6.67	4,094	196.60	
15	Hawkeye Motor Express, Inc.	296,760	68,290	.23011	66,988	.22572	51,145	5.80	1,351	219.65	22,407,172
16	Holdercroft Transportation Co.	1,560,000	175,963	.11279	171,967	.11023	346,660	4.50	7,923	196.89	7,000,000
17	Iowa Film Delivery (Hes & McKinney)	588,252	48,379	.08224	43,672	.07424	53,477	11.00	588	1000.42	
18	James, C. W.	125,000	38,484	.30787	42,694	.34155	13,256	9.43	527	237.19	
19	Keeshin Motor Express Co., Inc.	3,618,000	1,076,992	.29767	1,080,719	.29870	804,000	4.50	15,000	241.20	
20	Knowles Storage & Moving Co.	No record	47,339		47,170		No record		No rec.		
21	McCoy, H. N. (dba McCoy Truck Line)	355,428	56,466	.15886	45,560	.12818	59,238	6.00	2,386	148.96	
22	McKeone, M. Leo (dba Red Ball Transfer Co.)	1,259,731	313,611	.24895	169,113	.13424	229,042	5.50	6,027	209.01	4,185,204
23	Monark Motor Freight System, Inc.	686,455	587,322	.85558	587,651	.85606	137,291	5.00	1,615	425.05	
24	Murphy Motor Freight Lines, Inc.	1,389,844	382,430	.27516	372,788	.26822	275,943	5.03	9,898	140.41	
25	On Time Transfer Co., Inc.	475,890	177,709	.37342	170,203	.35765	79,315	6.00	2,332	204.06	
26	Orscheln Bros. Truck Lines, Inc.	894,965	239,292	.26737	226,874	.25350	179,595	4.98	4,407	203.05	
27	Redman Transfer Co. and Redman Freight Lines	790,221	98,026	.12405	109,670	.13878	143,676	5.50	4,377	180.54	
28	Rohweder Truck Lines	315,905	50,547	.16000	48,641	.15397	63,181	5.00	1,535	205.80	
29	Rieke Motor Transfer Line	462,399	74,945	.16207	73,838	.15968	66,057	7.00	1,526	303.01	
30	Sarvis & Stone	275,142	42,656	.15503	42,532	.15458	45,857	6.00	2,505	109.83	
31	Schlieks Freight Motor Carrier	213,960	36,176	.16908	32,475	.15178	26,745	8.00	511	418.70	14,304,878
32	Shapiro, Louis M. (dba Hennepin Transfer Co.)	501,960	165,335	.32937	156,395	.31156	103,091	4.87	1,288	389.72	
33	Smith, Esther M. (dba Film Transportation Co.)	531,242	43,949	.08272	34,388	.06473	28,712	10.80	590	525.57	
34	Takin Bros. Freight Line	630,216	123,551	.19604	99,447	.15779	105,036	6.00	1,550	406.59	
35	Watson Bros. Transportation Co., Inc.	3,657,798	536,226	.14659	530,136	.14493	609,633	6.00	18,484	197.89	167,875,240
36	Werner Transportation Co.	2,733,124	430,837	.15763	425,047	.15552	607,361	4.50	6,167	443.18	
37	White Line Motor Freight	892,165	294,682	.33029	291,147	.32633	198,259	4.50	4,468	199.67	
	Total	33,627,964	\$ 6,849,251	\$.20227	\$ 6,527,431	\$.19268	5,798,348	5.41	128,115	245.00	300,791,650

TABLE 30—CLASS 1 FREIGHT MOTOR CARRIERS—1935—Continued
PART 2—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Motor Carriers Reporting	Ton miles operated, within the state of Iowa	Number of			Motor vehicle licenses—system	Miles of Route— —one way		Average Number of Employees— —System		Aggregate compensation employees	Ton mile tax— Iowa
			Trucks and tractors operated—system	Trailers operated—system	Cars—system		System	Iowa	Drivers	Other		
1	Akron Motor Cargo Co.	1,471,030	45	45		*	*	1,870.95	None	13	\$ 20,481.50	\$ 3,677.62
2	E. A. Blake Lines, Inc.	492,204	13	13		*	1,600.00	673.00	14	11	24,844.50	1,230.54
3	Bos, Joe (dba Bos Truck Line)	927,663	9	8	9	\$ 5,379	*	464.20	33	11	50,594.03	2,319.18
4	Bos, Katharine (dba Bos Freight Lines)	325,309	18	14		4,455	761.47	511.47	21	11	28,123.33	813.28
5	Brady Transfer & Storage Co.	3,134,760	22	2		5,439	1,135.16	1,135.16	35	17	63,243.91	7,836.90
6	Bruce Transfer & Storage Co.	3,024,593	10	9		5,408	976.20	542.13	9	21	44,576.11	7,561.49
7	Burlington Transportation Co.	412,878	14	8	2	72	748.00	406.00	18	23	10,880.00	1,032.20
8	Dakota Transportation Co.	333,478	3	3		561	522.08	377.08	8	8	18,255.72	833.69
9	Denver-Chicago Trucking Co.	1,300,981	16	13	2	9,339	1,100.00	354.28	26	16	49,725.53	3,252.48
10	Des Moines Transportation Co.	1,343,115	23	16		4,219	358.20	178.20	30	24	51,545.13	3,357.79
11	Dougherty Storage & Van Co.	206,225	18	7	4	3,004	809.58	409.58	10	19	27,775.13	515.54
12	Durand, C. T. (dba Nat'l Transfer & Storage Co.)	7,004,898	30	11		4,018	1,332.26	1,332.26	28	36	63,049.49	17,512.25
13	H. B. Green Transportation Line	889,433	17	8		2,150	276.48	276.48	25	9	26,927.75	2,223.56
14	H & W Motor Express Co.	1,481,302	19	13		2,237	543.00	175.00	20	18	49,819.93	3,703.26
15	Hawkeye Motor Express, Inc.	406,595	5	5	1	2,106	231.00	85.64	13	6	23,558.22	1,016.49
16	Holderoft Transportation Co.	463,902	19			7,433	919.95	734.95	35	13	52,784.32	1,159.76
17	Iowa Film Delivery (Iles & McKinney)	1,158,190	7			173	1,585.06	1,585.06	8	6	16,068.00	2,895.52
18	James, C. W.	372,048	14	10		1,300	1,844.20	1,181.20	12	6	14,849.84	930.13
19	Keeshin Motor Express Co., Inc.	1,056,209	16	14		19,748	*	404.00	174	609	497,817.22	2,640.53
20	Knowles Storage & Moving Co.	12,039	8	7		*	*	972.44	7	8	16,390.00	30.10
21	McCoy, H. N. (dba McCoy Truck Line)	665,139	8	5		1,239	*	378.47	10	7	14,188.96	1,662.84
22	McKeone, M. Leo (dba Red Ball Transfer Co.)	562,828	9	7		7,911	1,202.88	154.88	10	35	56,129.33	1,407.07
23	Monark Motor Freight System, Inc.	834,781	11	11		18,421	*	1,100.00	*	*	*	2,086.96
24	Murphy Motor Freight Lines, Inc.	196,928	73	51		9,829	728.00	28.00	64	87	165,322.53	492.31
25	On Time Transfer Co., Inc.	1,111,833	7	7		2,178	586.00	372.64	15	23	53,606.67	2,779.58
26	Orscheln Bros. Truck Lines, Inc.	214,972	5	6		*	*	46.70	46	22	57,914.75	537.46
27	Redman Transfer Co. and Redman Freight Lines	1,525,365	29	16	2	9,295	*	942.75	13	20	35,950.00	3,813.43
28	Rohweder Truck Lines	657,526	5	5	1	*	*	990.95	12	3	9,576.18	1,643.83
29	Rieke Motor Transfer Line	727,689	9	6		1,120	161.00	161.00	12	8	25,989.46	1,819.23
30	Sarvis & Stone	412,325	4	4		1,260	500.42	318.42	9		4,382.68	1,030.81
31	Schlicks Freight Motor Carrier	992,476	8	1		1,265	186.56	186.56	8	7	12,382.57	2,481.19
32	Shapiro, Louis M. (dba Hennepin Transfer Co.)	39,760	14	8		526	*	610.12	23	13	29,933.79	99.40
33	Smith, Esther M. (dba Film Transportation Co.)	1,328,604	7		1	194	1,232.15	1,232.15	5	5	10,216.18	3,321.50
34	Takin Bros. Freight Line	1,664,712	11	9	2	4,111	383.19	238.19	26	11	29,869.78	4,161.78
35	Watson Bros. Transportation Co., Inc.	976,585	127	47		5,923	*	328.84	45	137	231,419.17	2,441.47
36	Werner Transportation Co.	789,558	18	9		8,539	*	385.39	26	48	*	1,973.88
37	White Line Motor Freight	3,901,877	52	38		5,984	*	422.20	62	65	98,278.75	9,754.73
Total		42,419,810	723	436	24	\$154,836	19,722.84	21,566.34	912	1,376	\$1,986,470.46	\$106,049.78

*No record.

^aEquipment individually owned or leased.

TABLE 10—CLASS 2 FREIGHT MOTOR CARRIERS—YEAR 1935

PART 1—BALANCE SHEET—NUMBERS 1 TO 34

Number	Freight Carriers Reporting	Asset Side					Liability Side				
		Investments		Current Assets	Unadjusted Debits	Total Assets	Current Liabilities	Depreciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
		Motor Equipment	Buildings, Franchises, and Other								
1	Akron Truck Co. (H. R. Nygard)	\$ 1,900.00	\$ 900.00	\$ 519.32		\$ 3,319.32	\$1,400.00	\$ 306.64		\$ 1,612.68	\$ 3,319.32
2	Amburn, L. L.	775.00	1,000.00	100.00	\$ 16.50	1,891.50		314.87		1,576.63	1,891.50
3	Atlantic Motor Freight	12,246.00	2,662.00	279.07	558.50	15,745.57	977.86	7,144.00		7,623.71	15,745.57
4	Ausenhuis, Adolph H.	928.68		400.00		1,328.68	250.00	335.36		743.32	1,328.68
5	Baldwin, Ray S.	5,611.00		700.00	186.65	6,497.65	117.00	3,531.48	\$ 1,076.16	1,773.01	6,497.65
6	Barta, J. E.	1,325.00		580.00	65.00	1,970.00	175.00	1,002.95		792.05	1,970.00
7	Bell Transfer and Storage Co.	1,050.00	930.00	250.00		2,230.00	2,000.00	161.45		68.55	2,230.00
8	Beuchele, Alvin C.	1,450.00		500.00	200.00	2,150.00		694.75		1,455.25	2,150.00
9	Beckjorden and Co.	7,661.60	500.00	1,000.00		9,161.60		4,530.93		4,630.67	9,161.60
10	Blue, W. O.	1,927.00		1,518.96	242.00	3,687.96		437.74		3,250.22	3,687.96
11	Boyer, Don	1,350.00	750.00	303.75	83.00	2,486.75		708.75	168.00	1,610.00	2,486.75
12	Boyer Transfer Co.	3,040.00	450.00	175.00		3,665.00	355.00	802.50	803.00	1,704.50	3,665.00
13	Brommer, James	996.00		600.00	108.00	1,704.00		362.25		1,341.75	1,704.00
14	Brown, Brice	900.00	2,550.00	500.00	40.00	3,990.00		187.50		3,802.50	3,990.00
15	Brown, Carl	9,750.45	5,350.00	746.46	600.00	16,446.91	205.00	8,928.05		7,313.86	16,446.91
16	Butterworth, M. E.	2,273.60	1,800.00	200.00		4,273.60		881.94	392.00	2,999.66	4,273.60
17	Cadwell Transfer & Storage Co.	15,918.92	96,615.89	6,088.98	7,039.75	125,663.54	6,267.12	58,091.92	*69,069.30	*7,764.80	125,663.54
18	Carson, Ray	865.00	200.00	200.00	85.00	1,350.00		346.00		1,004.00	1,350.00
19	Cass, M. J.	10,785.00	10,610.83	82.93	855.74	22,334.50		9,908.34		12,426.16	22,334.50
20	Christensen, John C.	1,745.00	300.00	354.00		2,399.00		371.60	395.00	1,632.40	2,399.00
21	Clayton, Wayne W.	6,880.00	500.00	900.00	138.00	8,418.00		5,467.64		2,950.36	8,418.00
22	Claussen, Herman H.	2,784.86	560.20	290.60	150.00	3,785.66	550.80	564.83		2,670.03	3,785.66
23	Cleveland, Mrs. Wilma	1,633.00		150.00		1,783.00		306.38		1,476.62	1,783.00
24	Cohen, Sam	1,200.00	25.00	1,300.00		2,525.00	200.00	175.00		2,150.00	2,525.00
25	Conard, R. L.	750.00	100.00	175.00	13.30	1,038.30	100.00	400.00		538.30	1,038.30
26	Corrow, Clayton N.	790.00	50.00			840.00		790.00		50.00	840.00
27	Cross, C. D.	1,960.00	150.00	300.00	115.00	2,525.00	287.00	502.15	1,229.84	506.01	2,525.00
28	Cross, W. D.	14,429.84	800.00	375.00		15,604.84	620.00	11,709.30	821.61	2,453.93	15,604.84
29	Denhart, J. R.	800.00				800.00		644.42		155.58	800.00
30	Dennis, J. A.	7,275.20	515.00	932.96		8,723.16		1,583.06	2,099.46	5,040.64	8,723.16
31	Doden, Herbert E.	7,988.22	50.00	1,036.40	458.44	9,533.06	1,000.00	366.62	5,423.50	2,742.94	9,533.06
32	Dragoun, C. E.	10,154.88	3,100.08	5,297.31	1,154.56	19,706.83	4,200.00	5,514.41		9,992.42	19,706.83
33	Enfield, G. W.	900.00	525.00		101.50	1,526.50	1,200.00	18.75		307.75	1,526.50
34	Eyerly, Rolla	1,245.00	75.00	250.00		1,570.00		51.87	503.00	1,015.13	1,570.00
Total Part 1		\$ 141,289.25	\$131,069.00	\$26,105.74	\$12,210.94	\$ 310,674.93	\$19,904.78	\$127,143.45	\$ 81,980.87	\$81,645.83	\$ 310,674.93

*Corporate deficit. ^aIncludes \$30,000.00 capital stock.

TABLE 10—CLASS 2 FREIGHT MOTOR CARRIERS—YEAR 1935—Continued

PART 2—BALANCE SHEET—NUMBERS 35 TO 69

Number	Freight Carriers Reporting	Asset Side				Liability Side					
		Investments		Current Assets	Unad-justed Debits	Total Assets	Current Liabilities	Depre-ciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
		Motor Equipment	Buildings, Fran-chises, and Other								
35	Fearing, R. B. (Clark's Frt. Line)	\$ 13,943.73	\$19,302.00	\$ 566.54		\$ 33,812.27	\$ 879.81	\$ 7,103.91	\$ 11,695.00	\$14,133.55	\$ 33,812.27
36	Frederickson, J. H. and Son	2,460.00		1,476.25	\$ 102.50	4,038.75	137.60	2,460.00		1,441.15	4,038.75
37	Gateway City Transfer	58,608.25	12,155.56	11,731.88	5,907.87	88,403.56	21,160.20	26,021.35	^a 35,726.23	5,495.78	88,403.56
38	Gerdes, A. J.	2,110.00	1,768.80	312.14	35.68	4,226.62		923.65		3,302.97	4,226.62
39	Graham, Clyde O.	546.00	50.00			596.00		186.60	105.88	303.52	596.00
40	Green, R. A. ^b	1,350.00	100.00			1,450.00	300.00	150.00		1,000.00	1,450.00
41	Grothaus, C. E.	1,550.00	77.00	450.00	244.00	2,321.00		570.00	50.00	1,701.00	2,321.00
42	Guinn, Fred A.	1,837.48	2,000.00	1,605.59		5,443.07	876.00	578.84		3,988.23	5,443.07
43	Hampton Truck Line	811.47	3,905.00		57.88	4,774.35		338.11		4,436.24	4,774.35
44	Harless Bros.	1,710.58	200.00	50.00	100.00	2,060.58		1,141.38	365.46	553.74	2,060.58
45	Haye, Claire	2,882.35	3,761.30		213.00	6,856.65	1,178.52	686.92		4,991.21	6,856.65
46	Heimendinger, George L.	1,035.00	2,258.00	500.00		3,793.00	50.00	1,035.00		2,708.00	3,793.00
47	Hess, Harry	3,200.00	3,000.00	1,246.25	400.00	6,846.25	410.00	1,040.00		5,396.25	6,846.25
48	Hiatt, D. N. (United Frt. Lines)	8,582.00	350.00	1,092.21	19.57	10,043.78	1,550.00	3,121.05		5,372.73	10,043.78
49	Hi-Speed Motor Express	5,675.00	878.72	817.95	817.01	8,188.68	1,200.00	1,707.28	1,078.29	4,203.11	8,188.68
50	Hudson, L. E.	1,675.00	50.00	500.00	159.00	2,384.00		399.69		1,984.31	2,384.00
51	Hudson Mot. Exp. (R. O. Duncan)	800.00	800.00	400.00	76.25	2,076.25	200.00	500.00		1,376.25	2,076.25
52	Ia. Cent. Mot. Exp. (H. W. Post)	2,300.00	4,750.00			7,050.00		2,300.00	4,750.00		7,050.00
53	Iowa Freight Lines	4,027.09	13,441.35	904.58	312.56	18,685.58	5,227.73	^c 10,000.00	3,457.85		18,685.58
54	Kier, Walter H.	1,000.00	500.00	209.67	28.00	1,737.67	31.84	368.10		1,337.73	1,737.67
55	King, George	3,381.00	750.00	300.00		4,431.00		1,445.99		2,985.01	4,431.00
56	Kirkwood, W. M.	700.00	500.00	100.00	60.00	1,360.00		554.00		806.00	1,360.00
57	Knight, H. E. ^d	3,582.80	50.00	800.00		4,432.80	1,556.00	1,687.85		1,188.95	4,432.80
58	Koss, George	735.00			25.00	760.00		306.25		453.75	760.00
59	Kroeger, Ray	1,060.00			40.00	1,100.00		1,060.00		40.00	1,100.00
60	La Tour, R. R.	878.00	650.00	200.00	16.65	1,744.65		201.21		1,543.44	1,744.65
61	Lau, C. E.	880.00		150.00	50.00	1,080.00		293.33		786.67	1,080.00
62	Le Mars Associated Retailers	3,977.00	200.00	3.08	320.35	4,500.43		3,035.71	2,358.88	*894.16	4,500.43
63	Loomis, Ruth Mae	950.00	300.00		148.00	1,398.00		52.78		1,345.22	1,398.00
64	Marsh, Earl	909.48		150.00	35.00	1,094.48	86.58	198.85		809.05	1,094.48
65	Marshal, G. G.	2,100.00	2,335.00		44.49	4,479.49		2,100.00		2,379.49	4,479.49
66	Martin, Ben J.	934.00		250.00		1,184.00		389.16		794.84	1,184.00
67	Maxwell, J. P. and Son	886.97	100.00	290.29	45.29	1,322.55	186.76	4.93		1,130.86	1,322.55
68	Merriman, F. M.	2,127.00	420.00	200.00		2,747.00		639.85	300.00	1,807.15	2,747.00
69	Miller, A. C.	5,967.00	950.00	554.67	184.00	7,655.67		4,701.75		2,953.92	7,655.67
	Total Part 2	\$ 145,172.20	\$74,602.73	\$24,861.10	\$ 9,442.10	\$ 254,078.13	\$35,031.04	\$77,303.54	\$ 59,887.59	\$81,855.96	\$ 254,078.13

*Deficit. ^aIncludes \$33,700.00 capital stock. ^bAug. 1, 1935 to Dec. 31, 1935. ^cCapital stock. ^dSept. 1, 1935 to Dec. 31, 1935.

TABLE 10—CLASS 2 FREIGHT MOTOR CARRIERS—YEAR 1935—Continued
PART 3—BALANCE SHEET—NUMBERS 70 TO 104

Number	Freight Carriers Reporting	Asset Side					Liability Side				
		Investments		Current Assets	Unad-justed Debits	Total Assets	Current Liabilities	Depre-ciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
		Motor Equipment	Buildings, Fran-chises, and Other								
70	Minert, J. G. (Black Hawk Frt. L.)	\$ 2,900.00	\$ 1,011.00	\$ 461.47		\$ 4,372.47	\$ 175.00	\$ 949.77	\$ 300.00	\$ 2,947.70	\$ 4,372.47
71	McCabe, Francis	1,128.00	90.00	178.89	\$ 85.00	1,481.89		505.25		976.64	1,481.89
72	McCullough Motor Transfer	1,981.00				1,981.00		737.93		1,243.02	1,981.00
73	Nauvoo Transportation Co.	700.00	50.00	45.18	54.40	849.58		661.07		188.51	849.58
74	Northwestern Power & Light Co.	3,499,601.04	25,433.74	136,560.52	237,904.25	3,899,499.55	22,819.63	38,413.66	3,816,585.88	21,680.38	3,899,499.55
75	Notbohm, H. G.	1,675.00	45.00	370.00		2,090.00		819.20		1,270.80	2,090.00
76	Orange City Motor Express	1,000.00	2,100.00	600.00	110.00	3,810.00		200.00		3,610.00	3,810.00
77	Otis, Carol	1,290.00	350.00	400.00	25.00	2,065.00		267.91		1,797.09	2,065.00
78	Otto, W. C.	695.00	2,150.00			2,845.00		57.92	222.98	2,564.10	2,845.00
79	Owen, John R.	2,455.00	2,710.00	511.76		5,676.76	239.25	787.70	235.00	4,414.81	5,676.76
80	Patterson Transfer	905.00	100.00	55.00	53.00	1,113.00		135.76		977.24	1,113.00
81	Patrick, Wm.	800.00	175.00		40.00	1,015.00		516.67		498.33	1,015.00
82	Pautsch, Carl	1,082.50	60.25	65.00		1,207.75	225.36	378.38		604.01	1,207.75
83	Pearson, Calvin	400.00	325.00	150.00		875.00		100.00		775.00	875.00
84	Peterson, Carl	350.00		100.00		450.00		21.87	140.00	288.13	450.00
85	Phippin Trucks	6,210.00	600.00	500.00		7,310.00	100.00	3,291.33	800.00	3,118.67	7,310.00
86	Prange, C. G.	1,530.00	1,000.00	75.00		2,605.00		818.42		1,786.58	2,605.00
87	Quade, H. F.	1,099.32			65.00	1,164.32		229.03	17.81	917.48	1,164.32
88	Rapid Transfer (Elmer Sahl)	5,908.00	275.00	664.55		6,847.55	781.20	5,170.00		896.35	6,847.55
89	Razee, B. R. (Persia Transfer)	700.00	1,125.00	220.00	85.00	2,130.00	184.00	175.00	368.00	1,403.00	2,130.00
90	Reibe, Ben C.	939.69	575.00		95.00	1,609.69		331.25		1,278.44	1,609.69
91	Reuter, Carl	1,073.28		186.55	25.00	1,284.83	50.00	201.24	160.79	872.80	1,284.83
92	Revell Transfer	7,295.00	133.59	520.69		7,949.28	795.63	2,791.43	1,074.00	3,288.22	7,949.28
93	Rihner Bros.	3,640.28			1,266.00	4,906.28	1,600.00	767.47		2,538.81	4,906.28
94	Roberts Transfer	1,680.00	1,940.00	250.00	460.00	4,330.00	100.00	466.45	475.69	3,287.86	4,330.00
95	Roddy, Lynn	1,439.00	300.00	600.00	51.75	2,390.75		239.83		2,150.92	2,390.75
96	Ruse, Olony	2,800.00			160.00	2,960.00		2,800.00		160.00	2,960.00
97	Sarvis, H. F.	7,456.00	300.00	750.00		8,506.00		5,505.50		3,000.50	8,506.00
98	Sawyer Lines	8,650.00	7,150.00	414.45	330.78	16,545.23	125.00	1,833.55	2,013.12	12,573.56	16,545.23
99	Seaton, J. E. & Son ^b	1,350.00	125.00	100.00	65.00	1,640.00		253.12	500.00	886.88	1,640.00
100	Seaton, Ray			1,100.00		1,100.00				1,100.00	1,100.00
101	Seaton, R. O.	4,974.00	2,475.00	2,100.00		9,549.00		769.03		8,779.97	9,549.00
102	Schaefer, Anton	1,847.96		160.00		2,007.96		332.64	442.24	1,233.08	2,007.96
103	Schoenewe, A. M.	1,170.00	175.00			1,345.00		463.12		881.88	1,345.00
104	Shannon, Clarence E.	550.00		200.00		750.00		122.22		627.78	750.00
	Total Part 3	\$3,577,275.07	\$50,773.58	\$147,339.06	\$240,875.18	\$4,016,262.89	\$27,195.07	\$71,113.77	\$3,823,335.51	\$94,618.54	\$4,016,262.89

^aIncludes \$2,335,475.00 capital stock and \$1,363,500.00 bonded debt.
^bJune 1, 1935 to Dec. 31, 1935.

TABLE 10—CLASS 2 FREIGHT MOTOR CARRIERS—YEAR 1935—Continued

PART 4—BALANCE SHEET—NUMBERS 105 TO 124

Number	Freight Carriers Reporting	Asset Side					Liability Side				
		Investments		Current Assets	Unad-justed Debits	Total Assets	Current Liabili-ties	Depre-ciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
		Motor Equipment	Buildings, Fran-chises, and Other								
105	Smith, James M.	\$ 1,278.00		\$ 814.59	\$ 85.00	\$ 2,177.59		\$ 294.89		\$ 1,882.70	\$ 2,177.59
106	Southern Iowa Transit Lines	727.30	\$ 950.00	50.00	10.50	1,737.80		490.00		1,247.80	1,737.80
107	Speas, J. J.	1,523.00		900.00	300.00	2,723.00		766.32		1,956.68	2,723.00
108	Stanley, L. B.	2,150.00		35.00	49.50	2,234.50		2,150.00		84.50	2,234.50
109	Stevens, R. K.	500.00	25.00			525.00		499.98		25.02	525.00
110	Stine, C. W. & Son	1,200.00			255.39	1,455.39		1,200.00		255.39	1,455.39
111	Strait, Paul	2,074.28	150.00	100.00		2,324.28		427.95		1,896.33	2,324.28
112	Thacker, H. T.	6,680.00	100.00	1,000.00		7,780.00		1,523.16	\$ 2,200.00	4,056.84	7,780.00
113	Thiel, Jorgen	930.00		100.00	30.65	1,060.65		155.00	235.00	670.65	1,060.65
114	Trindle, E. H.	3,273.75				3,273.75		1,623.41	234.00	1,416.34	3,273.75
115	Van der Kooi, Ben	1,243.00				1,243.00		299.24	297.00	646.76	1,243.00
116	Wahrer Truck Line	5,799.00	765.00	1,585.03		8,149.03	\$ 65.00	5,732.40		2,351.63	8,149.03
117	Waite, N. M.	1,900.00	1,530.85	891.00	165.00	4,486.85	675.00	1,524.00		2,287.85	4,486.85
118	Weldon, Fred	4,400.00		1,000.00	230.00	5,630.00		4,100.00		1,530.00	5,630.00
119	Wells, A. E.	2,724.44	125.00	100.00		2,949.44		2,056.03		893.41	2,949.44
120	Wells, Vilas D.	900.00			104.00	1,004.00		206.25		797.75	1,004.00
121	Wenzel, Marvel M.	1,339.85	500.00	150.00		1,989.85		316.28	395.50	1,278.07	1,989.85
122	West, William	1,363.00		574.75	6.00	1,943.75	230.00	198.76	410.00	1,104.99	1,943.75
123	Wilton, Richard	890.00	400.00	980.00		2,270.00		203.94		2,066.06	2,270.00
124	Winans, R. R.	1,150.00	482.93	265.98	170.00	2,068.91	263.91	753.92		1,051.08	2,068.91
	Total Part 4	\$ 42,045.62	\$ 5,028.78	\$ 8,546.35	\$ 1,406.04	\$ 57,026.79	\$ 1,233.91	\$ 24,521.53	\$ 3,771.50	\$ 27,499.85	\$ 57,026.79
	Total Part 3	3,577,275.07	50,773.58	147,339.06	240,875.18	4,016,262.89	27,195.07	71,113.77	3,823,335.51	94,618.54	4,016,262.89
	Total Part 2	145,172.20	74,602.73	24,861.10	9,442.10	254,078.13	35,031.04	77,303.54	59,887.59	81,855.96	254,078.13
	Total Part 1	141,289.25	131,069.00	26,105.74	12,210.94	310,674.93	19,904.78	127,143.45	81,980.87	81,645.83	310,674.93
	Grand Total	\$3,905,782.14	\$261,474.09	\$206,852.25	\$263,934.26	\$4,638,042.74	\$83,364.80	\$300,082.29	\$3,968,975.47	\$285,620.18	\$4,638,042.74

STATISTICS OF MOTOR CARRIERS

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT MOTOR CARRIERS—YEAR 1935

PART 1—NUMBERS 1 TO 34

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
1	Akron Truck Co. (H. R. Nygard)	\$ 2,491.62		\$ 2,491.62	\$ 125.00	\$ 780.00	\$ 322.99	\$ 72.00	\$ 50.00	\$ 300.00	
2	Amburn, L. L.	3,586.47		3,586.47			440.22	24.50	5.00	90.64	\$ 21.58
3	Atlantic Motor Freight	16,285.37	\$ 10,852.71	27,138.08	2,210.00	3,989.40	4,628.04	341.56	126.03	890.75	2,340.07
4	Ausenhus, Adolph H.	2,850.00		2,850.00		715.00	371.28	30.40	39.00	28.50	3.00
5	Baldwin, Ray S.	2,340.22	4,087.44	6,427.66	562.24	1,190.00	1,115.88	80.85	23.42	210.50	192.78
6	Barta, J. E.	410.70	2,803.00	3,213.70			861.60	77.50	16.00	153.00	
7	Bell Transfer and Storage Co.	4,854.67		4,854.67		570.00	903.38	112.50	45.00	228.54	441.68
8	Beuchele, Alvin C.	1,200.00		1,200.00			64.26	11.55	7.00	110.00	37.00
9	Beckjorden and Co.	3,680.56	7,701.31	11,381.87		1,612.00	2,447.71	162.50	33.00	433.13	851.73
10	Blue, W. O.	10,030.48		10,030.48	384.00	2,764.80	1,805.37	93.28	26.58	333.43	714.39
11	Boyer, Don	4,436.87	251.85	4,688.72	860.00	1,050.00	549.10	57.00	6.00	36.40	87.00
12	Boyer Transfer Co.	4,140.00	3,838.00	7,978.00	1,035.00	1,275.00	1,775.00	235.00		356.00	312.00
13	Brommer, James	2,572.00		2,572.00		396.00	372.20	30.00	20.00	140.00	55.00
14	Brown, Brice	3,280.97		3,280.97			550.50	40.00	5.00		51.80
15	Brown, Carl	9,082.06	1,689.92	10,771.98	286.25	3,240.00	1,967.19	130.39	26.60	480.78	996.10
16	Butterworth, M. E.	4,038.92	9,074.16	13,113.08	1,500.00	2,800.00	3,540.00	462.00		903.70	973.98
17	Cadwell Transfer & Storage Co.	25,731.86		25,731.86	4,438.46	7,619.75	3,600.46	410.00	300.00	778.52	415.56
18	Carson, Ray	820.00		820.00			126.70	17.50		60.00	32.50
19	Cass, M. J.	24,447.66	371.83	24,819.49	1,999.19	4,704.00	2,778.16	489.36	17.32	1,041.68	2,142.58
20	Christensen, John C.	1,867.06	668.10	2,535.16			356.80	53.00	12.50	184.30	85.64
21	Clayton, Wayne W.	1,088.11		1,088.11	585.00	680.00	174.22	14.40	2.00	207.75	162.83
22	Claussen, Herman H.	4,807.27	662.11	5,469.38	424.50	1,020.00	760.00	117.36	38.70	194.30	246.68
23	Cleveland, Mrs. Wilma	6,492.98		6,492.98		1,360.00	943.56	55.00	20.00	125.00	98.00
24	Cohen, Sam	6,200.00	400.00	6,600.00		1,280.00	1,299.00	72.00	50.00	150.00	25.00
25	Conard, R. L.	5,460.00		5,460.00	260.00	1,040.00	583.44	47.04	11.00	192.00	106.00
26	Corrow, Clayton N.	609.55		609.55			91.57	8.80	4.00	60.00	20.00
27	Cross, C. D.	3,088.65	2,088.80	5,177.45		780.00	725.50	112.32	25.00	75.00	110.00
28	Cross, W. D.	8,227.98	1,535.92	9,763.90		2,263.16	1,670.52	150.63	20.00	344.43	690.05
29	Denhart, J. R.	2,061.47	453.24	2,514.71		88.00	406.22	62.25	22.00	168.25	169.89
30	Dennis, J. A.	15,221.92		15,221.92	805.50	3,218.11	1,450.35	165.00	22.50	270.72	413.84
31	Doden, Herbert E.	11,146.05	127.50	11,273.55	80.00	1,265.00	2,828.52	165.60	143.75	410.00	987.46
32	Dragoun, C. E.	17,245.65	12,237.11	29,482.76	1,537.00	7,877.04	1,531.20	104.50	18.90	^a 1,262.70	^b 1,236.63
33	Enfield, G. W.	1,727.80		1,727.80	^c 650.00		202.40	10.50	11.30	18.35	30.66
34	Eyerly, Rolla	416.00	2,700.00	3,116.00		300.00	630.00	60.00	27.00	64.00	5.00
	Total Part 1	\$211,940.92	\$ 61,543.00	\$273,483.92	\$ 17,742.14	\$ 53,877.26	\$ 41,873.34	\$ 4,076.29	\$ 1,174.60	\$10,302.37	\$14,056.43

^aIncludes truck repairs. ^bPacking expense and material. ^cOwner.

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT MOTOR CARRIERS—YEAR 1935
—Continued

PART 2—NUMBERS 35 TO 69

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
35	Fearing, R. B. (Clark's Frt. Line)	\$ 18,941.31	\$ 9,975.97	\$ 28,917.28	\$ 6,237.40	\$ 7,324.60	\$ 4,493.84	\$ 493.65	\$ 43.50	\$ 641.35	\$ 475.40
36	Frederickson, J. H. and Son	4,360.40	870.60	5,231.00		1,140.00	436.50	58.40	33.40		156.40
37	Gateway City Transfer	6,535.70		6,535.70	714.71	1,056.00	879.58	63.36	26.90	210.00	240.29
38	Gerdes, A. J.	5,365.95		5,365.95		448.00	444.34	41.60	4.00	70.64	159.02
39	Graham, Clyde O.	731.90	1,132.10	1,864.00	675		243.84	18.60	24.00	55.30	60.84
40	Green, R. A. ^b	348.00	1,172.90	1,520.90		200.00	360.10	21.00	22.50	40.00	95.00
41	Grothaus, C. E.	6,600.18		6,600.18	300.00	1,680.00	956.88	77.00	40.00	130.00	115.50
42	Guinn, Fred A.	7,666.49		7,666.49	74.82	2,399.18	917.16	57.64	8.10	76.50	238.57
43	Hampton Truck Line	2,642.25	834.14	3,476.39	118.75	2,451.43	282.33	29.14	3.35	1.70	31.09
44	Harless Bros.	1,080.00	375.00	1,455.00			215.04	9.00		128.00	140.00
45	Haye, Claire	7,310.55		7,310.55	1,268.50	848.70	767.32	77.68	29.98	194.60	461.19
46	Heimendinger, George L.	1,200.00	575.00	1,775.00			282.10	15.92	10.00	3.50	18.00
47	Hess, Harry	22,557.71		22,557.71	600.00	3,500.00	1,678.25	425.00	122.50	540.00	1,340.50
48	Hiatt, D. N. (United Frt. Lines)	13,159.08	8,812.60	21,971.68	350.00	4,460.00	4,033.31	630.00	120.00	2,385.25	1,700.00
49	Hi-Speed Motor Express	4,861.91	17,530.68	22,392.59	1,262.00	5,246.28	4,461.30	580.85		972.21	1,193.81
50	Hudson, L. E.	2,660.32		2,660.32		780.00	636.00	84.00	40.00	90.00	
51	Hudson Mot. Exp. (R. O. Duncan)	1,040.00	430.00	1,470.00		390.00	196.32	12.25	10.00	100.00	60.00
52	Ia. Cent. Mot. Exp. (H. W. Post)	4,090.20		4,090.20	1,200.00	884.00	783.04	114.50		115.50	371.40
53	Iowa Freight Lines	23,488.20		23,488.20	3,836.00	3,614.87	2,965.85	255.62	*5,026.92	197.80	666.43
54	Kier, Walter H.	2,608.84		2,608.84	1,314.23		343.31	29.75	2.57	77.94	53.03
55	King, George	4,786.55		4,786.55		394.05	489.31	52.29	5.88	132.36	248.79
56	Kirkwood, W. M.	1,162.19		1,162.19			112.22	16.12	7.00	125.58	2.34
57	Knight, H. E.	1,228.86		1,228.86	72.00	251.97	243.56	18.60	3.50	55.73	76.67
58	Koss, George	420.00		420.00			36.60	6.57		2.00	3.25
59	Kroeger, Ray	580.00		580.00			64.80	17.60	3.25	3.75	2.50
60	La Tour, R. R.	4,057.21		4,057.21		884.00	387.61	33.91		3.00	24.40
61	Lau, C. E.	1,609.87		1,609.87			185.27	16.00	26.00	18.60	11.50
62	Le Mars Associated Retailers	5,372.20		5,372.20	371.60	2,665.00	680.78	72.10		144.07	279.11
63	Loomis, Ruth Mae	3,650.10		3,650.10		993.25	453.37	57.14	34.00	167.00	157.38
64	Marsh, Earl	2,037.40	460.00	2,497.40	720.00		424.32	29.25	25.35	99.98	39.50
65	Marshal, G. G.	2,304.67		2,304.67			263.90	39.27	5.38	2.75	26.95
66	Martin, Ben J.	2,673.80		2,673.80			353.60	37.50	25.00	5.00	30.00
67	Maxwell, J. P. and Son	3,068.81		3,068.81	298.50	780.00	510.72	45.85	3.07	91.00	53.42
68	Merriman, F. M.	5,285.58		5,285.58		410.75	511.02	42.00	40.00		288.87
69	Miller, A. C.	9,583.93		9,483.93	360.00	1,570.00	1,985.60	184.20	12.00	338.15	313.49
	Total Part 2	\$184,970.16	\$ 42,168.99	\$227,139.15	\$ 19,105.26	\$ 44,372.08	\$ 32,019.00	\$ 3,763.36	\$ 5,758.15	\$ 7,219.26	\$ 9,134.64

STATISTICS OF MOTOR CARRIERS

^aConnecting line payments. ^bAugust 1, 1935 to December 31, 1935.

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT MOTOR CARRIERS—YEAR 1935
—Continued

PART 3—NUMBERS 70 TO 104

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
70	Minert, J. G. (Black Hawk Frt. L.)	\$ 14,522.13		\$ 14,522.13	\$ 542.00	\$ 2,420.00	\$ 2,711.78	\$ 180.53	\$ 15.00	\$ 487.14	\$ 158.92
71	McCabe, Francis	1,236.01	\$ 1,093.36	2,329.37	2,620		457.50	28.55	5.00	30.00	52.22
72	McCullough Motor Transfer	2,251.50		2,251.50		720.00	293.26	36.00			
73	Nauvoo Transportation Co.	666.27		666.27	75.00	120.00	80.25	6.96		26.15	37.50
74	Northwestern Power & Light Co.	5,233.08		5,233.08							
75	Notbohm, H. G.	1,350.00		1,350.00		390.00	104.35	9.75	10.00	25.00	
76	Orange City Motor Express	4,378.81		4,378.81	25.00	830.00	540.80	71.50	15.75	202.02	333.54
77	Otis, Carol	3,547.99		3,547.99	160.50	620.00	490.50	138.40	14.85	145.50	267.42
78	Otto, W. C.	2,493.07		2,493.07			356.59	45.67	12.00	37.09	65.00
79	Owen, John R.	11,222.33	236.40	11,458.73	1,691.50	2,221.60	2,115.25	182.95	29.50	376.25	359.47
80	Patterson Transfer	4,799.39	122.29	4,921.68		90.00	847.55	41.62	28.91	123.73	144.02
81	Patrick, Wm.	3,712.25		3,712.25		780.00	558.00	62.00	40.50	160.25	10.00
82	Pautsch, Carl	5,620.25	100.25	5,720.50	338.75	650.00	1,376.35	112.00	30.25	380.90	245.15
83	Pearson, Calvin	1,245.24	278.32	1,523.56	10.00		184.28	16.58	5.00	9.54	64.96
84	Peterson, Carl	3,159.73		3,159.73		660.00	792.00	54.60		180.00	60.00
85	Phippin Trucks	4,680.03	2,832.01	7,512.04	1,120.00	2,940.00	1,022.72	70.00	17.50	299.00	305.00
86	Prange, C. G.	2,685.95		2,685.95		772.00	583.74	78.45	9.70	66.58	158.18
87	Quade, H. F.	1,457.33		1,457.33		68.00	311.66	31.00	5.90	30.72	35.63
88	Rapid Transfer (Elmer Sahl)	11,058.71		11,058.71	998.40	2,008.90	1,620.95	189.57	54.00	505.30	1,027.36
89	Razee, B. R. (Persia Transfer)	950.83	342.23	1,293.06		9.50	118.77	8.40	6.00	74.00	55.70
90	Reibe, Ben C.	1,200.00	976.50	2,176.50			189.00	9.00	4.00		25.00
91	Renter, Carl	5,544.26		5,544.26	25.00	1,040.00	697.31	98.00	52.75	148.00	94.26
92	Revell Transfer	12,812.31	14,259.56	27,071.87	988.00	6,554.23	4,759.79	298.83		849.38	5,304.30
93	Rihner Bros.	505.91	7,360.00	7,865.91		2,500.00	1,500.00	180.00	40.00	600.00	
94	Roberts Transfer	9,946.31		9,946.31	413.62	2,080.00	1,604.11	117.51		127.09	144.92
95	Roddy, Lynn	5,409.63		5,409.63	367.10	1,040.00	658.76	79.38	18.80	208.30	321.68
96	Ruse, Olony	75.00	1,050.00	1,125.00			157.50	13.75	4.00	80.00	50.00
97	Sarvis, H. F.	4,106.90	6,895.31	11,002.21	148.56	2,305.37	1,818.38	352.00			
98	Sawyer Lines	27,037.33		27,037.33	1,452.00	4,423.81	6,546.98	840.10	45.22	^a 1,432.87	
99	Seaton, J. E. & Son	1,220.00	200.00	1,420.00			259.25	67.20	10.50	900.00	1,498.16
100	Seaton, Ray	15,600.00		15,600.00	1,500.00	6,240.00	2,571.45	247.00	150.00	1,500.00	1,450.00
101	Seaton, R. O.	12,145.84		12,145.84		2,460.00	2,200.96	148.40	10.00	115.00	60.00
102	Schaefer, Anton	3,909.74	459.00	4,368.74	960.00	120.00	819.52	168.00	28.53	120.00	200.00
103	Schoenewe, A. M.	624.00	2,576.00	3,200.00		840.00	740.00	34.68	5.00	136.00	15.65
104	Shannon, Clarence E.	200.00		200.00			48.00	5.20	4.00	20.00	
	Total Part 3	\$186,608.13	\$ 38,781.23	\$225,389.36	\$ 10,841.63	\$ 44,903.41	\$ 39,137.31	\$ 4,023.58	\$ 672.66	\$ 9,395.81	\$12,559.04

^aAlso includes truck repairs.

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT MOTOR CARRIERS—YEAR 1935
—Continued

PART 4—NUMBERS 105 TO 124

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
105	Smith, James M.	\$ 3,096.29		\$ 3,096.29		\$ 1,440.00	\$ 347.48	\$ 76.80	\$ 14.00	\$ 36.20	\$ 49.00
106	Southern Iowa Transit Lines	2,016.33		2,016.33		780.00	572.60	43.60	10.70	20.10	55.00
107	Speas, J. J.	586.47		586.47		169.00	94.50	14.40			
108	Stanley, L. B.	445.36	\$ 1,156.33	1,601.69	\$ 46.00		465.13	45.90		51.01	205.88
109	Stevens, R. K.	640.00	865.00	1,505.00	30.00		420.07	45.00	2.50	80.00	40.00
110	Stine, C. W. & Son	1,950.00		1,950.00		390.00	214.36	21.50	5.00	100.00	
111	Strait, Paul	2,200.00		2,200.00		624.00	448.80	39.00		94.50	75.00
112	Thacker, H. T.	5,400.00	8,000.00	13,400.00		3,200.00	2,304.00	120.00	25.00	565.00	300.00
113	Thiel, Jorgen	2,434.85		2,434.85		576.00	441.90	39.00	2.50		152.95
114	Trindle, E. H.	791.94	2,559.64	3,351.58	50.00	750.00	777.42	42.90	66.00	215.00	334.25
115	Van der Kooi, Ben	1,777.03	468.00	2,245.03			318.24	20.00	8.00	150.00	150.00
116	Wahrer Truck Line	5,208.98		5,208.98	900.00	1,800.00	902.00	205.60	100.00	485.48	170.00
117	Waite, N. M.	5,128.94		5,128.94	1,000.00	1,250.00	619.04	96.00		320.00	228.00
118	Weldon, Fred	950.00	1,600.00	2,550.00		360.00	720.00	27.50	24.00	250.00	100.00
119	Wells, A. E.	5,720.67		5,720.67		384.75	1,015.64	151.91		278.03	429.80
120	Wells, Vilas D.	1,455.81	570.93	2,026.74			272.00	20.40		34.20	10.20
121	Wenzel, Marvel M.	3,650.00		3,650.00	210.60	900.00	437.50	44.88	25.00		25.00
122	West, William	8,788.34		8,788.34	1,200.00	1,140.00	687.53	102.50	13.50	148.52	150.00
123	Wilton, Richard	4,200.00		4,200.00	192.00		539.28	17.70	24.00	66.00	10.00
124	Winans, R. R.	1,718.07	2,722.41	4,440.48	397.05	960.00	453.90	63.90	12.47	163.74	95.87
	Total Part 4	\$ 58,159.08	\$ 17,942.31	\$ 76,101.39	\$ 4,025.65	\$ 14,723.75	\$ 12,051.39	\$ 1,238.49	\$ 332.67	\$ 3,057.78	\$ 2,670.95
	Total Part 3	186,608.13	38,781.23	225,389.36	10,841.63	44,903.41	39,137.31	4,023.58	672.66	9,395.81	12,559.04
	Total Part 2	184,970.16	42,168.99	227,139.15	19,105.26	44,372.08	32,019.09	3,763.36	5,758.15	7,219.26	9,134.64
	Total Part 1	211,940.92	61,543.00	273,483.92	17,742.14	53,877.26	41,873.34	4,076.29	1,174.60	10,302.37	14,056.43
	Grand Total	\$641,678.29	\$160,435.53	\$802,113.82	\$ 51,714.68	\$157,876.50	\$125,081.13	\$ 13,101.72	\$ 7,938.08	\$29,975.22	\$38,421.06

STATISTICS OF MOTOR CARRIERS

TABLE 20—OPERATING EXPENSES (Concluded) AND SURPLUS—CLASS 2 FREIGHT MOTOR CARRIERS—
YEAR 1935

PART 5—NUMBERS 1 TO 34

Number	Freight Carriers Reporting	Operating Expenses								Total Operating Expenses	Surplus from Operations
		Rent	Insurance	Ton-Mile Taxes	Licenses	Telephone and Telegraph	Depreciation	Dock and Depot Privileges	Miscellaneous		
1	Akron Truck Co. (H. R. Nygard)		\$ 65.00	\$ 116.71	\$ 95.00	\$ 54.00	\$ 181.64			\$ 2,162.34	\$ 329.28
2	Amburn, L. L.	\$ 25.00	78.37	299.09	25.00	15.00	193.75	\$ 134.60		1,352.75	2,233.72
3	Atlantic Motor Freight	1,045.00	846.75	1,275.49	781.50	239.40	1,650.00	150.00	\$ 4,070.54	24,584.53	2,553.55
4	Ausenbus, Adolph H.	20.00	65.00	153.48	25.00	66.00	309.56	75.00		1,901.22	948.78
5	Baldwin, Ray S.	120.00	224.00	84.99	135.00	120.40	703.20	84.00	323.56	5,170.82	1,256.84
6	Barta, J. E.	24.00	134.50	102.65	90.00	24.00	331.25			1,814.50	1,399.20
7	Bell Transfer and Storage Co.	72.00	161.00	162.41	203.00	80.40	161.45	135.85	319.00	3,596.21	1,258.46
8	Beuchele, Alvin C.		70.00	61.58	80.00		325.00			766.39	433.61
9	Beckjorden and Co.		725.00	273.51	999.48	114.40	1,208.75	30.00	324.53	9,215.74	2,166.13
10	Blue, W. O.	290.00	454.36	295.54	242.00	55.25	348.48		608.18	8,415.66	1,614.82
11	Boyer, Don	267.00	59.00	223.99	40.00	36.00	405.00	120.00		3,796.49	892.23
12	Boyer Transfer Co.	360.00	180.00	221.80	220.00	120.00	508.00	60.00		6,657.80	1,320.20
13	Brommer, James		43.00	273.68	65.00		241.50	52.00	20.00	1,708.38	863.62
14	Brown, Brice		69.00	136.25	40.00		187.50	697.01		1,777.06	1,503.91
15	Brown, Carl		218.00	556.48	400.92	99.31	751.84	731.78	134.87	10,020.51	751.47
16	Butterworth, M. E.	50.00	306.60	565.95	805.00	120.00	521.52		25.00	12,573.75	539.33
17	Cadwell Transfer & Storage Co.	596.33	872.30	2,069.74	435.00		1,853.66	597.40	815.14	24,802.32	929.54
18	Carson, Ray		22.50	72.32	20.00	4.00	129.75			485.27	334.73
19	Cass, M. J.		436.60	1,684.74	638.00	144.48	2,745.00	1,358.29	469.62	20,649.02	4,170.47
20	Christensen, John C.		58.00	160.78	40.50		245.87	89.43	81.90	1,368.72	1,166.44
21	Clayton, Wayne W.	64.00	93.00	173.09	45.00	55.39	160.99	22.50		2,440.17	*1,352.06
22	Claussen, Herman H.	180.00	125.00	262.74	190.00	42.00	456.32	531.35	758.85	5,347.80	121.58
23	Cleveland, Mrs. Wilma	72.00	134.00	238.92	130.00	140.92	323.74	120.00	61.60	3,822.74	2,670.24
24	Cohen, Sam		195.00	69.93	277.50	42.00	380.21	375.87	246.82	4,463.33	2,136.67
25	Conard, R. L.	50.00	65.00	148.75	65.00	38.40	150.00	396.00		3,152.63	2,307.37
26	Corrow, Clayton N.		60.00	70.18	40.00	15.00				369.55	240.00
27	Cross, C. D.		60.00	126.08	58.75	20.00	478.75	75.00	127.65	2,774.05	2,403.40
28	Cross, W. D.	359.20	508.31	756.28	408.50		908.07		4,378.53	12,457.68	*2,693.78
29	Denhart, J. R.		57.50	71.08	40.00	5.00	266.66	303.60		1,660.45	854.26
30	Dennis, J. A.	100.00	640.64	1,242.52	335.25	43.30	1,488.14	286.51	432.78	10,915.16	4,306.76
31	Doden, Herbert E.		131.79	721.99	386.00	76.00	715.57		931.59	8,843.27	2,430.28
32	Dragoun, C. E.	2,593.20	1,159.50	734.77	628.72	*1,007.10	1,244.01	2,353.16	1,567.29	24,855.72	4,627.04
33	Enfield, G. W.		61.50	178.81	40.00		213.54	50.00	65.47	1,532.53	195.27
34	Eyerly, Rolla		52.00	33.63	91.25	14.00	291.45		124.59	1,692.92	1,423.08
	Total Part 5	\$ 6,287.73	\$ 8,432.22	13,619.95	\$ 8,116.37	\$ 2,791.75	\$20,080.17	\$ 8,829.35	\$15,887.51	\$227,147.48	\$46,336.44

*Deficit. *Maintenance and supplies.

TABLE 20—OPERATING EXPENSES (Concluded) AND SURPLUS—CLASS 2 FREIGHT MOTOR CARRIERS—
YEAR 1935—Continued

PART 6—NUMBERS 35 TO 69

Number	Freight Carriers Reporting	Operating Expenses								Total Operating Expenses	Surplus from Operations
		Rent	Insurance	Ton-Mile Taxes	Licenses	Telephone and Telegraph	Depreciation	Dock and Depot Privileges	Miscellaneous		
35	Fearing, R. B. (Clark's Frt. Line)		\$ 822.40	\$ 1,760.21	\$ 785.60		\$ 3,306.57	\$ 1,540.26		\$27,924.78	\$ 992.50
36	Frederickson, J. H. and Son	\$ 120.00	37.50	337.57	65.00	\$ 47.60	512.50		\$ 102.60	3,047.47	2,183.53
37	Gateway City Transfer	175.29	369.87	210.95		117.87	289.66		881.65	5,236.13	1,299.57
38	Gerdes, A. J.		92.40	252.92	80.00	67.48	422.00	263.40	254.01	2,599.81	2,766.14
39	Graham, Clyde O.		36.00	60.48	25.00	5.55	175.77		45.83	757.96	1,106.04
40	Green, R. A. ^b	25.00	50.00	21.58	10.00	10.00	150.00			1,005.18	515.72
41	Grothaus, C. E.	75.00	109.00	441.39	135.00	25.00	310.00	400.00	44.00	4,838.77	1,761.41
42	Guinn, Fred A.	232.00	259.43	234.06	167.75	33.23	568.75	392.33	277.70	5,937.22	1,729.27
43	Hampton Truck Line	49.00	58.32	132.08	40.00	33.98	202.86		66.59	3,500.62	*24.23
44	Harless Bros.		55.00	78.62	65.00		570.19		48.00	1,308.85	146.15
45	Haye, Claire	132.00	102.00	412.56	111.00	35.26	607.57	1,260.81	514.03	6,823.20	487.35
46	Heimendinger, George L.	72.00	56.30	63.56	25.00		107.82	27.50		681.70	1,093.30
47	Hess, Harry		725.00	742.20	400.00	65.00	520.00	1,897.40	500.00	13,055.85	9,501.86
48	Hiatt, D. N. (United Frt. Lines)	540.00	216.00	844.81	361.00	203.15	2,022.59	1,410.05	416.96	19,693.12	2,278.56
49	Hi-Speed Motor Express	930.00	1,404.00	580.88	822.20	680.21	1,218.95	2,318.16	294.80	21,995.65	396.94
50	Hudson, L. E.		111.00	114.92	48.00		427.19		142.00	2,473.11	187.21
51	Hudson Mot. Exp. (R. O. Duncan)		95.00	71.75	26.25	30.00	200.00			1,191.57	278.43
52	Ia. Cent. Mot. Exp. (H. W. Post)	250.00	90.00	523.90	40.00	50.00	431.25	200.00	329.00	5,332.59	*1,242.39
53	Iowa Freight Lines	820.45	685.62	1,285.12	586.95	100.13	1,181.10	729.92	1,589.42	23,532.20	*44.00
54	Kier, Walter H.	58.00	67.95	189.23	40.00	85.00	182.70		119.11	2,562.82	46.02
55	King, George		95.00	149.29	102.00	28.80	794.25	650.14	310.37	3,452.53	1,334.02
56	Kirkwood, W. M.		40.00	70.24	40.00	15.00	175.00		2.10	605.60	556.59
57	Knight, H. E.	8.00	154.00	118.86	131.83	6.00	280.40			1,421.12	*192.26
58	Koss, George		52.00	13.25	25.00		73.50		5.00	217.17	202.83
59	Kroeger, Ray		25.00	16.52	10.00		33.12	24.00	30.25	230.79	349.21
60	La Tour, R. R.	38.00	66.60	252.75	40.00		216.31	256.92		2,203.50	1,853.71
61	Lau, C. E.		40.00	111.12	40.00		220.00	15.00	11.40	694.89	914.98
62	Le Mars Associated Retailers	147.75	135.35	304.59	185.00	10.05	184.40	78.00	77.78	5,335.58	36.62
63	Loomis, Ruth Mae		56.60	143.66	163.21		265.28	96.00	148.14	2,735.03	915.07
64	Marsh, Earl	10.00	40.00	104.56	25.00		213.85	133.00	72.40	1,937.21	560.19
65	Marshal, G. G.	24.00	53.88	178.47	40.00			67.20	16.59	718.39	1,586.28
66	Martin, Ben J.		84.00	79.98	25.00	84.00	311.33	25.00	15.00	1,075.41	1,598.39
67	Maxwell, J. P. and Son		67.70	279.13	40.00	73	263.02	81.70	166.63	2,681.47	387.34
68	Merriman, F. M.	18.00	127.50	304.00	56.00	30.00	402.05	180.00	82.00	2,492.19	2,793.39
69	Miller, A. C.		286.92	577.46	184.00	86.75	658.41	674.72	438.10	7,669.80	1,814.13
Total Part 6		\$ 3,754.49	\$ 6,767.34	\$ 11,062.67	\$ 4,940.79	\$ 1,850.79	\$17,498.39	\$12,721.51	\$ 7,001.46	\$186,969.28	\$40,169.87

*Deficit.

^bAugust 1, 1935 to December 31, 1935.

TABLE 20—OPERATING EXPENSES (Concluded) AND SURPLUS—CLASS 2 FREIGHT MOTOR CARRIERS—
YEAR 1935—Continued

PART 7—NUMBERS 70 TO 104

Number	Freight Carriers Reporting	Operating Expenses								Surplus from Operations	
		Rent	Insurance	Ton-Mile Taxes	Licenses	Telephone and Telegraph	Depreciation	Dock and Depot Privileges	Miscellaneous		Total Operating Expenses
70	Minert, J. G. (Black Hawk Frt. L.)	\$ 324.00	\$ 204.00	\$ 894.32	\$ 346.00	\$ 309.00	\$ 566.25	\$ 587.50	\$ 1,035.00	\$10,781.44	\$ 3,740.69
71	McCabe, Francis	53.00	45.00	57.63	40.00		282.00	67.36	42.35	1,186.81	1,142.56
72	McCullough Motor Transfer	90.00	45.00	216.30	65.00	36.00	209.34			1,710.90	540.60
73	Nauvoo Transportation Co.		30.40	37.45	24.00		38.93			519.44	146.83
74	Northwestern Power & Light Co.	3,196.20		302.03					42.80	3,573.30	1,659.78
75	Notbohm, H. G.		32.50	67.66	25.00		110.00		75.07	774.26	575.74
76	Orange City Motor Express	56.00	45.00	128.06	65.00	15.00	200.00	145.00		2,672.67	1,706.14
77	Otis, Carol	70.00	59.92	243.99	29.13	37.00	321.45	120.00	120.00	2,838.66	709.33
78	Otto, W. C.		53.00	232.15	25.00	60.00	200.59		143.37	1,230.46	1,262.61
79	Owen, John R.	251.61	181.00	908.02	185.00	77.82	613.75	646.21	496.94	10,336.87	1,121.86
80	Patterson Transfer	11.50	65.00	363.12	127.00	3.00	260.64	60.00	375.56	2,541.65	2,380.03
81	Patrick, Wm.	24.00	60.00	481.00	40.00	30.00	200.00			2,445.75	1,266.50
82	Pautsch, Carl	72.00	126.30	310.71	130.00	72.00	356.17	830.62		5,031.20	689.30
83	Pearson, Calvin	24.00	32.00	57.10	40.00		100.00	15.00	7.00	565.46	958.10
84	Peterson, Carl		67.83	271.04	40.00	75.00	126.37	110.00	96.00	2,532.84	626.89
85	Phippin Trucks	70.00	192.50	516.09	212.87	70.00	1,038.58	800.00	30.00	8,704.26	*1,192.22
86	Prange, C. G.		53.78	242.60	84.00	8.57	364.15		21.97	2,443.72	242.23
87	Quade, H. F.		53.50	169.37	65.00		247.55		31.72	1,050.05	407.28
88	Rapid Transfer (Elmer Sahl)	480.00	189.24	161.50	106.00	76.85	352.00	^a 146.65	600.46	8,517.18	2,541.53
89	Razee, B. R. (Persia Transfer)		40.00	37.77	45.00	18.00	175.00	45.00		633.14	659.92
90	Reibe, Ben C.		55.00	95.00	40.00		195.14			612.14	1,564.36
91	Reuter, Carl	84.00	48.00	403.10	25.00	35.00	246.24	276.60	250.00	3,523.26	2,021.00
92	Revell Transfer	600.00	508.14	377.25	1,575.00	299.45	1,606.44	180.00		23,900.81	3,171.06
93	Rihner Bros.	120.00	686.00	44.83	580.00	75.00	751.51		100.00	7,177.34	688.57
94	Roberts Transfer	420.00	128.00	712.54	149.00	75.00	578.30	238.00	677.00	7,465.09	2,481.22
95	Roddy, Lynn	96.00	55.00	393.53	51.75	68.53	318.91		147.03	3,824.77	1,584.86
96	Ruse, Olony		90.00	64.29	160.00		186.68		21.00	827.22	297.78
97	Sarvis, H. F.	240.00	361.80	140.23	665.00		1,864.00	78.00	236.35	9,642.56	1,359.65
98	Sawyer Lines		1,040.53	810.72	1,229.25	301.82	1,038.75		458.81	20,586.15	6,451.18
99	Seaton, J. E. & Son		21.00	135.07	65.00	20.50	196.88	70.00	89.40	934.80	485.20
100	Seaton, Ray	600.00	625.00	1,344.47	440.00	335.00	2,165.00	800.00	1,261.25	21,229.17	*5,629.17
101	Seaton, R. O.		192.00	1,143.67	341.65	65.00	944.03	240.00		7,920.71	4,225.13
102	Schaefer, Anton		125.00	252.00	160.00	60.00	638.64	90.00		3,741.69	627.05
103	Schoenewe, A. M.		47.94	29.56	100.00	3.60	292.50			2,244.93	955.07
104	Shannon, Clarence E.		19.20	48.58	16.00		64.44	5.00		245.42	*45.42
	Total Part 7	\$6,882.31	\$5,578.58	\$11,692.75	\$ 7,291.65	\$ 2,227.14	\$16,850.23	\$ 5,550.94	\$ 6,359.08	\$183,966.12	\$41,423.24

*Deficit. ^aBridge toll.

TABLE 20—OPERATING EXPENSES (Concluded) AND SURPLUS—CLASS 2 FREIGHT MOTOR CARRIERS—
YEAR 1935—Continued

PART 8—NUMBERS 105 TO 124

Number	Freight Carriers Reporting	Operating Expenses								Surplus from Operations	
		Rent	Insurance	Ton-Mile Taxes	Licenses	Telephone and Telegraph	Depreciation	Dock and Depot Privileges	Miscellaneous		Total Operating Expenses
105	Smith, James M.	\$ 60.00	\$ 114.00	\$ 175.50	\$ 80.00		\$ 241.58	\$ 84.00		\$ 2,718.56	\$ 377.73
106	Southern Iowa Transit Lines		127.15	131.64	10.50	\$ 6.00	200.00	160.00		2,117.29	*100.96
107	Speas, J. J.		20.00	67.60	25.00		47.59	60.00		498.09	88.38
108	Stanley, L. B.		38.00	83.35	40.00			12.00	\$ 5.00	1,082.27	519.42
109	Stevens, R. K.		36.00	56.62	25.00	18.00			83.20	836.39	668.61
110	Stine, C. W. & Son		177.39	106.50	18.00		133.00			1,165.75	784.25
111	Strait, Paul		25.00	203.84	40.00	25.00	531.08			2,106.22	93.78
112	Thacker, H. T.	70.00	780.00	500.92	300.00	60.00	1,492.47	80.20		9,893.59	3,506.41
113	Thiel, Jorgen		46.00	205.00	25.00	.90	207.83	83.08	96.00	1,780.16	654.69
114	Trindle, E. H.	120.00	130.48	80.61	186.75		808.11	13.00	49.57	3,624.09	*272.51
115	Van der Kooi, Ben		40.00	99.84	43.75	3.00	419.61	84.00		1,336.44	908.59
116	Wahrer Truck Line	180.00	400.00	379.00	300.00	120.00	200.00	300.00		6,442.08	*1,233.10
117	Waite, N. M.		108.00	437.09	80.00	42.00	282.00	36.00		4,498.13	630.81
118	Weldon, Fred		140.00	36.16	230.00	18.00	1,000.00		30.21	2,935.87	*385.87
119	Wells, A. E.		137.25	365.19	173.00		671.11	705.46	114.00	4,426.14	1,294.53
120	Wells, Vilas D.	36.00	39.00	97.26	65.00	18.36	206.25	61.70		860.37	1,166.37
121	Wenzel, Marvel M.	44.00	70.00	233.63	40.00	46.00	316.28	125.50	30.25	2,548.64	1,101.36
122	West, William	300.00	75.50	402.46	107.75	90.00	320.26	495.40	399.16	5,632.58	3,155.76
123	Wilton, Richard	52.00	48.00	174.41	40.00	18.00	224.15	416.00	217.92	2,039.46	2,160.54
124	Winans, R. R.	296.95	110.00	105.17	125.00	118.39		135.89	189.79	3,228.12	1,212.36
	Total Part 8	\$ 1,158.95	\$ 2,661.77	\$ 3,941.79	\$ 1,954.75	\$ 583.65	\$ 7,301.32	\$ 2,852.23	\$ 1,215.10	\$59,770.24	\$16,331.15
	Total Part 7	6,882.31	5,578.58	11,692.75	7,291.65	2,227.14	16,850.23	5,550.94	6,359.08	183,966.12	41,423.24
	Total Part 6	3,754.49	6,767.34	11,062.67	4,940.79	1,850.79	17,498.39	12,721.51	7,001.46	186,969.28	40,169.87
	Total Part 5	6,287.73	8,432.22	13,619.95	8,116.37	2,791.75	20,080.17	8,829.35	15,887.51	227,147.48	46,336.44
	Grand Total	\$18,083.48	\$23,439.91	\$ 40,317.16	\$ 22,303.56	\$ 7,453.33	\$61,730.11	\$29,954.03	\$30,463.15	\$657,853.12	\$144,260.70

*Deficit.

STATISTICS OF MOTOR CARRIERS

TABLE 30—MILEAGE, TRAFFIC AND MISCELLANEOUS
—YEAR

PART 1—

Number	Freight Carriers Reporting	Motor Miles Operated		Total Operating Revenues		Total Operating Expenses	
		Town	System	Revenue system	Revenue per mile	Expenses—system	Expenses per mile
1	Akron Tr. Co. (H. R. Nygard)	6,143	13,415	\$ 2,491.62	\$.18573	\$ 2,162.34	\$.16118
2	Amburn, L. L.	30,009	30,009	3,586.47	.11591	1,352.75	.04507
3	Atlantic Motor Freight	101,596	137,168	27,138.08	.19784	24,584.53	.17922
4	Ausenhuis, Adolph H.	14,544	15,344	2,850.00	.18574	1,901.22	.12390
5	Baldwin, Ray S.	26,756	52,512	6,427.66	.12240	5,170.82	.09846
6	Barta, J. E.	45,090	45,090	3,213.70	.07127	1,814.50	.04024
7	Bell Transfer and Storage Co.	45,564	47,826	4,854.67	.10150	3,596.21	.07519
8	Beuchele, Alvin C.	6,160	6,160	1,200.00	.19481	766.39	.12441
9	Beckjorden and Co.	49,457	73,504	11,381.87	.15484	9,215.74	.12537
10	Blue, W. O.	48,100	53,100	10,030.48	.18889	8,415.66	.15848
11	Boyer, Don	22,840	25,840	4,688.72	.18145	3,796.49	.14692
12	Boyer Transfer Co.	102,410	104,410	7,978.00	.07641	6,657.80	.06376
13	Brommer, James	20,602	20,602	2,572.00	.12484	1,708.38	.08292
14	Brown, Brice	25,690	25,690	3,280.97	.12771	1,777.06	.06917
15	Brown, Carl	58,863	68,712	10,771.98	.15676	10,020.51	.14583
16	Butterworth, M. E.	142,254	180,214	13,113.08	.07276	12,573.75	.06977
17	Cadwell Transfer & Stor. Co.	104,529	126,811	25,731.86	.20291	24,802.32	.19558
18	Carson, Ray	6,364	6,364	820.00	.12884	485.27	.07625
19	Cass, M. J.	112,825	112,825	24,819.49	.21805	20,649.02	.18141
20	Christensen, John C.	15,654	16,654	2,535.16	.15222	1,368.72	.08218
21	Clayton, Wayne W.	8,776	8,776	1,088.11	.12398	2,440.17	.27805
22	Claussen, Herman H.	39,000	38,000	5,469.38	.14393	5,347.80	.14073
23	Cleveland, Mrs. Wilma	41,990	42,776	6,492.98	.15179	3,822.74	.08936
24	Cohen, Sam	42,694	73,610	6,600.00	.08966	4,463.33	.06063
25	Conard, R. L.	25,054	25,054	5,460.00	.21792	3,152.63	.12583
26	Corrow, Clayton N.	6,380	6,380	609.55	.09554	369.55	.05792
27	Cross, C. D.	45,865	53,165	5,177.45	.09738	2,774.05	.05217
28	Cross, W. D.	80,542	80,542	9,763.90	.12122	12,457.68	.15467
29	Denhart, J. R.	23,320	24,370	2,514.71	.10318	1,660.45	.06813
30	Dennis, J. A.	56,065	56,065	15,221.92	.27150	10,915.16	.19468
31	Doden, Herbert E.	101,444	115,236	11,273.55	.09783	8,843.27	.07674
32	Dragoun, C. E.	80,573	80,573	29,482.76	.36591	24,855.72	.30848
33	Enfield, G. W.	15,249	15,249	1,727.80	.11333	1,532.53	.10005
34	Eyerly, Rolla	36,000	36,000	3,116.00	.08655	1,692.92	.04702
35	Fearing, R. B. (Clark's F. L.)	220,180	252,440	28,917.28	.11455	27,924.78	.11062
36	Frederickson, J. H. and Son	30,550	30,550	5,231.00	.17122	3,047.47	.09975
37	Gateway City Transfer	12,074	36,221	6,535.70	.18043	5,236.13	.14456
38	Gerdes, A. J.	15,516	15,516	5,365.95	.34583	2,599.81	.16755
39	Graham, Clyde O.	18,288	18,288	1,864.00	.10192	757.96	.04144
40	Green, R. A. ^b	13,200	14,000	1,520.90	.10863	1,005.18	.07179
41	Grothaus, C. E.	43,147	43,147	6,600.18	.15296	4,838.77	.11214
42	Guinn, Fred A.	25,005	25,005	7,666.49	.30659	5,937.22	.23744
43	Hampton Truck Line	18,252	18,252	3,476.39	.19046	3,500.62	.19179
44	Harless Bros.	5,056	10,752	1,455.00	.13532	1,308.85	.12173
	Total Part 1	1,988,670	2,282,217	\$342,116.81		\$283,304.27	

^bAugust 1, 1935 to December 31, 1935.

STATISTICS—CLASS 2 FREIGHT MOTOR CARRIERS
1935

NUMBERS 1 TO 44

Gasoline		Oil		Ton miles operated (route only) —Iowa	Number of trucks, tractors and trailers	Total miles of routes (one way) —Iowa	Average Number Employees		Pounds hauled —on routes	Ton mile tax accrued and penalties —Iowa	Mileage on which ton mile tax was paid —Iowa
Total gallons —system	Miles per gallon	Total gallons —system	Miles per gallon				Drivers	Other			
1,765	7.60	120	111.79	46,684	1	28.44	1	1	1,134,210	\$ 116.71	6,148
2,661	11.27	35	857.4	119,629	1	58.13			1,260,112	299.09	30,009
27,216	5.04	683	200.83	465,172	5	204.11	3	3		1,187.02	46,229
2,184	7.02	40	383.60	60,059	1	27.92	1		1,040,000	153.48	14,544
6,504	8.00	105	500.11	33,999	3	82.42	1	1	739,200	84.99	6,870
5,010	9.0	114	395.52	37,807	1	10.67			205,300	102.65	6,576
5,314	9.0	150	318.84	64,970	2	100.58	1		508,500	162.41	11,366
378	16.29	16	373.32	24,634	2	19.59			820,000	61.58	6,160
16,318	4.5	250	294.01	109,404	3	86.70			1,205,000	273.51	24,674
10,620	5.0	166	319.87	118,221	2	51.7	3	1	2,802,366	295.54	15,132
3,230	8.0	100	258.4	81,220	1	25.88	1	2	1,325,000	223.99	15,684
10,441	10.0	345	302.63	88,716	3	125.00	2	1		221.80	16,572
2,574	8.0	50	412.04	106,997	1	50.45	1		792,000	273.68	19,414
3,670	7.0	57	450.70	54,516	1	75.5			522,000	136.25	13,137
12,256	5.60	192	357.87	216,310	4	35.26	3	1	3,662,111	540.78	30,431
21,454	8.4	825	218.44	226,380	3	177.50	2	3		565.95	53,680
24,830	5.1	707	179.36	1,066,072	6	162.83	9	9	8,616,671	2,665.21	104,746
728	8.74	25	254.56	28,944	1	30.6			350,000	72.36	6,364
16,523	6.89	801	142.09	673,907	7	114.7	4	4	7,163,037	1,684.74	112,825
2,230	7.46	66	251.38	64,312	2	58.85			502,805	160.78	15,654
1,124	7.8	24	365.66	69,237	3	274.28	2	3		173.09	8,776
4,750	8.0	195	194.87	103,450	3	111.73	1	2	923,424	263.68	23,532
5,242	8.16	55	777.74	95,569	2	150.98	1	1	1,287,624	238.92	20,995
8,660	8.5	120	613.41	27,953	1	61.81	1		1,100,000	69.93	4,868
3,432	7.3	84	298.26	59,492	1	30.82	1	1	2,191,000	148.75	10,897
555	11.49	20	319.00	28,064	1	125.67			304,700	70.18	6,380
5,150	10.32	208	255.60	50,434	2	45.48	1		1,354,560	126.08	11,214
11,506	7.0	301	267.58	302,505	6	94.00	3		2,944,402	756.28	50,115
2,321	10.5	62	393.06	28,432	1	93.74	1		824,600	71.08	6,291
8,148	6.88	165	339.78	505,402	6	91.67	4	2	4,690,679	1,263.48	56,065
17,460	6.6	230	500.00	289,602	5	175.22	5	1		723.99	32,592
9,570	8.42	190	424.06	339,566	8	134.44	6	3	5,874,215	838.93	42,582
1,150	13.26	14	1,089.21	71,524	1	25.5				178.81	15,249
3,600	10.0	60	600.00	12,847	1	54.36	1		130,000	33.63	2,502
30,992	8.14	1,097	230.11	739,644	14	256.26	5	10		1,849.11	163,914
2,578	11.85	112	272.76	135,028	1	51.1	1		1,263,500	337.57	25,770
5,174	7.0	144	251.53	77,492	2	55.21	1	2		193.73	12,078
2,507	6.18	52	298.38	101,175	1	25.36	1		2,044,773	252.92	15,516
1,524	12.0	31	589.93	24,204	1	29.85			665,400	60.48	5,731
2,118	6.61	30	466.66	8,631	1	27.88	1		157,188	21.58	1,756
5,316	8.11	110	392.24	176,597	2	87.92	2	1	2,088,000	441.50	29,835
5,351	4.68	105	238.14	93,624	2	53.1	2	1	2,701,945	234.06	19,051
1,830	9.97	43	419.58	52,832	1	18.34	2		1,083,835	132.08	11,297
1,344	8.0	18	597.33	31,456	1	18.0			480,000	78.62	5,056
217,358		8,317		7,112,713	117	3,619.55	76	55	63,758,157	\$17,842.00	1,138,272

TABLE 30—MILEAGE, TRAFFIC AND MISCELLANEOUS
—YEAR 1935

PART 3—

Number	Freight Carriers Reporting	Motor Miles Operated		Total Operating Revenues		Total Operating Expenses	
		Iowa	System	Revenue system	Revenue per mile	Expenses —system	Expenses per mile
45	Haye, Claire	33,154	33,154	\$ 7,310.55	\$.22050	\$ 6,823.20	\$.20610
46	Heimendinger, George L.	15,500	15,500	1,775.00	.11451	681.70	.04398
47	Hess, Harry	39,239	62,340	22,557.71	.36184	13,055.85	.20942
48	Hiatt, D. N. (United Frt. Lines)	175,000	175,000	21,971.68	.12555	19,693.12	.11253
49	Hi-Speed Motor Express	75,225	127,439	22,392.59	.17571	21,995.65	.17259
50	Hudson, L. E.	25,170	36,660	2,660.32	.07256	2,473.11	.06746
51	Hudson Mot. Exp. (R. O. Duncan)	9,816	9,816	1,470.00	.14975	1,191.57	.12139
52	Ia. Cent. Mot. Exp. (H. W. Post)	32,770	32,770	4,090.20	.12481	5,332.59	.16272
53	Iowa Freight Lines	99,642	99,642	23,488.20	.23573	23,532.20	.23616
54	Kier, Walter H.	18,270	18,270	2,608.84	.14279	2,562.82	.14027
55	King, George	18,410	18,860	4,786.55	.25379	3,452.53	.18306
56	Kirkwood, W. M.	6,443	6,443	1,162.19	.18038	605.60	.09399
57	Knight, H. E.	3,316	9,100	1,228.86	.13503	1,421.12	.15616
58	Koss, George	1,607	1,607	420.00	.26135	217.17	.13514
59	Kroeger, Ray	3,300	3,600	580.00	.16111	230.79	.06410
60	La Tour, R. R.	23,506	23,506	4,057.21	.17260	2,203.50	.09374
61	Lau, C. E.	9,456	9,456	1,609.87	.17025	694.89	.07348
62	Le Mars Associated Retailers	24,145	24,145	5,372.20	.22249	5,325.58	.22098
63	Loomis, Ruth Mae	23,873	34,000	3,650.10	.10735	2,735.03	.08044
64	Marsh, Earl	21,260	22,040	2,497.40	.11331	1,937.21	.08789
65	Marshal, G. G.	13,783	13,783	2,304.67	.16721	718.39	.05212
66	Martin, Ben J.	16,678	17,953	2,673.80	.14893	1,075.41	.05990
67	Maxwell, J. P. and Son	23,430	23,430	3,068.81	.13097	2,681.47	.11444
68	Merriman, F. M.	30,067	30,067	5,285.58	.17579	2,492.19	.08289
69	Miller, A. C.	82,039	82,039	9,483.93	.11560	7,669.80	.09348
70	Minert, J. G. (Black Hawk F. L.)	77,373	77,373	14,522.13	.18768	10,781.44	.13934
71	McCabe, Francis	22,000	22,000	2,329.37	.10588	1,186.81	.05391
72	McCullough Motor Transfer	16,234	16,234	2,251.50	.13869	1,710.90	.10538
73	Nauvoo Transportation Co.	5,072	5,072	666.27	.13137	519.44	.10242
74	Northwestern P. & Light Co.			5,233.08		3,573.30	
75	Notbohm, H. G.	6,764	6,764	1,350.00	.19988	774.26	.11446
76	Orange City Motor Express	23,478	23,478	4,378.81	.18650	2,672.67	.11383
77	Otis, Carol	24,096	24,096	3,547.99	.14724	2,838.66	.11780
78	Otto, W. C.	21,893	21,893	2,493.07	.11387	1,230.46	.05620
79	Owen, John R.	97,794	97,794	11,458.73	.11717	10,336.87	.10570
80	Patterson Transfer	54,160	54,160	4,921.68	.09087	2,541.65	.04692
81	Patrick, Wm.	38,485	38,485	3,712.25	.09931	2,445.75	.06355
82	Pautsch, Carl	77,060	80,960	5,720.50	.07065	5,031.20	.06214
83	Pearson, Calvin	9,214	9,214	1,523.56	.16535	565.46	.06136
84	Peterson, Carl	34,494	36,670	3,159.73	.08616	2,532.84	.06907
85	Phippin Trucks	54,144	54,144	7,512.04	.13874	8,704.26	.16076
86	Prange, C. G.	32,850	32,850	2,685.95	.08176	2,443.72	.07439
87	Quade, H. F.	16,022	16,022	1,457.33	.09095	1,050.05	.06553
88	Rapid Transfer (Elmer Sahl)	68,905	76,185	11,058.71	.14515	8,517.18	.11179
89	Razee, B. R. (Persia Transfer)	6,711	6,711	1,293.06	.19267	633.14	.09434
	Total Part 2	1,511,848	1,630,725	\$249,782.02		\$200,902.55	

STATISTICS—CLASS 2 FREIGHT MOTOR CARRIERS

—Continued

NUMBERS 45 TO 89

Gasoline		Oil		Ton miles operated (route only) —Iowa	Number of trucks, tractors and trailers	Total miles of routes (one way) —Iowa	Average Number Employees		Pounds hauled —on routes	Ton mile tax accrued and penalties —Iowa	Mileage on which ton mile tax was paid —Iowa
Total gallons —system	Miles per gallon	Total gallons —system	Miles per gallon				Drivers	Other			
5,034	6.58	69	480.49	163,088	2	77.22	1	2	2,521,820	\$ 407.72	19,767
1,550	10.0	24	645.83	25,431	1	9.6			600,000	63.56	5,894
9,250	6.74	500	124.68	296,885	5	77.55	4	1		742.21	39,248
24,440	7.16	630	277.77	337,220	7	112.41	5	2	1,172,150	844.81	66,396
28,416	4.48	807	157.91	232,365	7	378.36	4	3		580.88	22,660
3,660	10.0	120	305.5	45,964	2	18.0	1		894,205	114.91	11,491
1,227	8.0	24	409.00	28,697	1	48.1	1		520,000	71.75	4,906
4,312	7.59	185	177.13	209,561	1	52.5	1	1	1,112,000	523.90	32,770
17,914	5.56	465	214.28	553,158	6	241.64	4	6	4,760,032	1,382.87	98,482
2,249	8.12	46	397.17	76,062	1	38.51			1,000,000	190.13	15,635
2,960	6.37	51	369.80	59,724	3	105.1	1		1,909,650	149.29	14,926
634	10.16	26	247.8	28,374	1	30.68			410,503	70.92	6,443
1,360	6.69	31	293.54	47,545	2	122.8	2	1	272,515	118.86	3,316
200	8.03	9	178.55	5,303	1	9.8			28,000	13.25	1,607
360	10.0	22	163.63	6,628	1	27.5			24,400	16.52	1,653
2,252	10.43	27	870.59	101,102	1	34.57	1		1,465,043	252.75	21,364
1,084	8.72	16	590.97	44,448	1	15.4			868,031	111.12	9,456
4,005	6.02	118	204.61	122,133	2	25.24	2	2		305.33	20,444
2,750	12.36	95	357.89	57,050	1	44.6	1		600,000	142.64	11,239
2,496	8.83	39	565.12	41,827	1	68.14			577,200	104.56	10,630
2,030	6.79	51	270.25	71,398	1	34.63			849,282	178.47	13,783
2,080	8.63	31	574.0	31,992	1	32.7			714,000	79.98	8,339
3,360	6.97	99	235.0	111,289	1	38.41	1	1	1,225,169	278.22	23,430
3,006	10.0	30	1002.0	114,266	2	47.25	1		1,522,566	304.00	25,060
11,680	7.02	307	267.22	230,997	3	182.42	2	1	1,524,000	577.46	59,179
17,194	4.5	262	295.31	357,725	7	189.73	3	2	4,793,392	894.32	54,890
2,750	8.0	54	407.40	23,052	1	43.4		1	530,000	57.63	4,687
1,725	9.41	36	450.94	86,516	1	28.85	1		337,200	216.30	16,234
535	9.48	12	422.63	14,994	1	18.7	1	1	318,139	37.45	4,002
				120,809		26.11				302.03	15,822
564	11.99	15	450.93	27,052	2	17.8	1		544,000	67.66	6,764
3,380	6.94	110	213.43	51,254	1	60.96	1	1	1,300,000	128.06	11,389
2,835	8.49	200	120.48	97,586	1	60.0	1	1	1,467,500	243.99	24,096
2,211	9.90	73	299.90	92,860	1	41.19			1,190,000	232.15	21,893
11,817	8.27	385	254.0	363,198	2	207.56	3	2	3,648,890	908.02	68,665
5,503	9.84	70	773.71	145,248	1	101.2	1		1,391,474	363.12	26,720
3,164	12.16	104	370.04	192,382	1	75.65	1		875,125	480.95	38,485
8,096	10.0	275	294.4	125,746	2	114.18	1	2	745,630	314.36	24,656
1,084	8.5	23	400.61	22,845	1	9.8			396,000	57.10	5,155
4,800	7.64	105	349.24	99,344	1	78.35	1		810,000	248.34	17,247
6,016	9.0	140	386.74	206,441	6	113.87	8	2		516.09	37,528
3,409	9.63	95	345.78	96,724	2	31.4	1		1,270,000	241.81	19,342
1,885	8.5	50	320.44	67,748	1	42.68	1		624,000	169.37	12,380
9,492	8.02	257	296.43	64,600	3	53.75	2	2	3,434,888	161.50	8,439
671	10.0	7	958.71	15,099	1	38.47			338,000	37.77	3,356
225,440		6,095		5,313,736	91	3,226.78	59	34	48,584,805	\$13,304.13	969,868

TABLE 30—MILEAGE, TRAFFIC AND MISCELLANEOUS
—YEAR 1935

PART 2—

Number	Freight Carriers Reporting	Motor Miles Operated		Total Operating Revenues		Total Operating Expenses	
		Iowa	System	Revenue system	Revenue per mile	Expenses—system	Expenses per mile
90	Reibe, Ben C.....	12,305	12,305	\$ 2,176.50	\$.17687	\$ 612.14	\$.04974
91	Reuter, Carl.....	37,294	37,294	5,544.26	.14866	3,523.26	.09447
92	Revell Transfer.....	243,856	253,856	27,071.87	.10664	23,900.81	.09415
93	Rihner Bros.....	88,281	88,281	7,865.91	.08910	7,177.34	.08130
94	Roberts Transfer.....	51,260	51,260	9,946.31	.15373	7,465.09	.11538
95	Roddy, Lynn.....	26,504	26,504	5,409.63	.20410	3,824.77	.14430
96	Ruse, Olony.....	7,350	7,350	1,125.00	.15306	827.22	.11254
97	Sarvis, H. F.....	115,192	115,192	11,002.21	.09551	9,642.56	.08370
98	Sawyer Lines.....	178,666	268,800	27,037.33	.10058	20,586.15	.07658
99	Seaton, J. E. & Son.....	13,361	13,971	1,420.00	.10163	934.80	.06691
100	Seaton, Ray.....	120,000	120,000	15,600.00	.13000	21,229.17	.17690
101	Seaton, R. O.....	96,292	96,292	12,145.84	.12613	7,920.71	.08225
102	Schaefer, Anton.....	26,971	29,541	4,368.74	.14788	3,741.69	.12666
103	Schoenewe, A. M.....	28,000	28,000	3,200.00	.11428	2,244.93	.08017
104	Shannon, Clarence E.....	3,965	3,965	200.00	.05041	245.42	.06189
105	Smith, James M.....	22,484	22,484	3,096.29	.13771	2,718.56	.12091
106	Southern Iowa Transit Lines.....	15,069	15,069	2,016.33	.13380	2,117.29	.14050
107	Speas, J. J.....	4,872	4,872	586.47	.12037	498.09	.10223
108	Stanley, L. B.....	20,523	20,523	1,601.69	.07804	1,082.27	.05273
109	Stevens, R. K.....	28,612	29,652	1,505.00	.05075	836.39	.02820
110	Stine, C. W. & Son.....	14,199	14,199	1,950.00	.13733	1,165.75	.08210
111	Strait, Paul.....	29,870	29,870	2,200.00	.07365	2,106.22	.07051
112	Thacker, H. T.....	60,480	86,400	13,400.00	.15509	9,893.59	.11450
113	Thiel, Jorgen.....	21,168	21,168	2,434.85	.11502	1,780.16	.08409
114	Trindle, E. H.....	42,432	42,432	3,351.58	.07898	3,624.09	.08540
115	Van der Kool, Ben.....	17,362	17,362	2,245.03	.12930	1,336.44	.07697
116	Wahrer Truck Line.....	48,548	48,548	5,208.98	.10729	6,442.08	.13269
117	Waite, N. M.....	46,427	46,427	5,128.94	.11047	4,498.13	.09688
118	Weldon, Fred.....	31,600	33,600	2,550.00	.07589	2,935.87	.08737
119	Wells, A. E.....	51,924	51,924	5,720.67	.11017	4,426.14	.08524
120	Wells, Vilas D.....	13,600	13,600	2,026.74	.14902	860.37	.06326
121	Wenzel, Marvel M.....	21,345	21,345	3,650.00	.17100	2,548.64	.11940
122	West, William.....	30,073	32,683	8,788.34	.26889	5,632.58	.17233
123	Wilton, Richard.....	28,890	28,890	4,200.00	.14537	2,039.46	.07059
124	Winans, R. R.....	16,497	16,497	4,440.48	.26916	3,228.12	.19567
	Total Part 3.....	1,615,272	1,750,156	\$210,214.99		\$173,646.30	
	Total Part 2.....	1,511,848	1,630,725	249,782.02		200,902.55	
	Total Part 1.....	1,988,670	2,282,217	342,116.81		283,304.27	
	Grand Total.....	5,115,790	5,663,098	\$802,113.82		\$657,853.12	

STATISTICS—CLASS 2 FREIGHT MOTOR CARRIERS

—Continued

NUMBERS 90 TO 124

Gasoline		Oil		Ton miles operated (route only) —Iowa	Number of trucks, tractors and trailers	Total miles of routes (one way) —Iowa	Average Number Employees		Pounds hauled —on routes	Ton mile tax accrued and penalties —Iowa	Mileage on which ton mile tax was paid —Iowa
Total gallons —system	Miles per gallon	Total gallons —system	Miles per gallon				Drivers	Other			
1,260	9.76	18	683.61	38,001	1	25.5			624,000	\$ 95.00	8,085
4,017	9.28	100	372.94	166,833	1	60.74	1		1,973,820	417.04	37,294
31,732	8.0	524	484.45	150,900	8	62.48	6	2	7,613,636	377.25	17,066
8,824	10.0	360	245.22	16,573	4	34.42	2			41.42	3,408
8,847	7.31	261	247.87	285,923	3	98.87	2	1	1,250,000	714.82	51,260
3,786	7.0	126	210.35	157,412	1	43.45	1		1,220,000	303.53	26,504
1,050	7.0	25	294.0	25,725	1	35.0			392,000	64.29	3,675
13,552	8.5	587	196.23	56,093	4	43.61	4	1		140.23	11,077
44,800	6.0	1,075	250.04	324,284	9	178.82	8	1	9,012,000	810.72	23,478
1,525	9.16	56	249.48	54,025	1	154.03			335,500	135.07	9,396
17,143	7.0	572	209.79	541,896	7	230.16	4	2		1,354.77	66,024
13,756	7.0	265	363.36	457,462	4	224.98	3		4,680,000	1,143.67	82,606
5,122	5.76	280	105.5	100,800	2	64.88	1	3		252.00	9,927
4,484	6.24	51	549.02	11,822	1	11.0	1		312,000	29.56	11,822
300	13.21	8	495.62	18,082	1	20.5			99,000	45.21	3,965
2,044	11.0	96	234.20	70,252	2	27.58	2		219,626	175.61	14,341
2,990	5.03	204	73.86	53,352	1	82.69	1		61,459	133.37	11,329
540	9.02	20	243.60	27,549	2	44.93	1	1	271,863	68.90	4,872
2,737	7.5	38	540.07	33,300	1	19.35		1	231,775	83.25	5,940
2,471	12.0	60	494.2	22,652	1	46.7				56.62	6,416
1,786	7.95	42	338.06	42,594	1	46.1	1		780,000	106.50	7,099
2,720	10.9	100	298.70	81,532	2	40.5	1			203.84	14,935
14,400	6.0	200	432.0	171,864	4	377.08	4		1,536,000	429.64	181.00
2,638	8.02	63	334.4	82,020	1	84.77	1		815,812	205.00	20,245
5,553	7.64	150	282.88	32,239	3	21.4	1		248,800	80.61	6,634
1,872	9.27	40	434.05	39,938	1	55.65			680,000	99.84	8,681
5,060	9.59	257	188.90	151,605	4	173.53	2	1	2,604,000	379.00	41,253
3,869	12.0	120	386.89	174,847	2	126.31	1	1	512,894	437.09	38,627
4,800	7.0	50	672.0	14,464	2	42.65	1		159,000	36.16	2,261
6,832	7.6	310	167.49	146,078	3	88.85	1			365.19	22,479
1,700	8.0	34	400.0	38,898	1	33.66			419,130	97.26	7,111
2,500	8.53	44	485.11	93,461	1	46.53	1	1	1,225,000	233.63	20,345
4,050	8.07	158	206.85	160,984	1	51.85	1	3	1,250,000	402.46	30,073
2,996	9.64	30	963.0	69,755	1	61.6		1	642,000	174.41	13,182
2,595	6.35	33	499.7	42,055	2	19.2	1	1	238,225	105.17	42,055
234,351		6,357		3,955,270	84	2,779.37	53	20	39,407,540	\$ 9,888.13	701,565
225,440		6,095		5,313,736	91	3,226.78	59	34	48,584,805	13,304.13	969,868
317,358		8,317		7,112,713	117	3,619.55	76	55	63,758,157	17,842.00	1,138,272
777,149		20,769		16,381,719	292	9,625.70	188	109	151,750,502	\$41,034.26	2,809,705

STATISTICS
OF
Motor Freight
Terminal Operators

For the Year Ended December 31, 1935

TABLE 1—MOTOR FREIGHT TERMINAL OPERATORS—1935

PART 1—BALANCE SHEET—ASSETS AND LIABILITIES

Number	Motor Freight Terminal Operators	Asset Side				
		Investments	Current Assets	Deferred Assets	Un-adjusted Debits	Total Assets
1	Charles T. Durand, owner, Motor Freight Terminal	\$ 520	\$ 1,238			\$ 1,758
2	Mason City Warehouse Corporation	72,240	5,059		\$ 752	78,051
3	Shores Transfer and Storage Co., Inc.	1,474	1,023	\$ 145		2,642
4	Union Truck Depot, Inc.	24,451	2,245	1,803		28,499
	Total assets	\$ 98,685	\$ 9,565	\$ 1,948	\$ 752	\$ 110,950

Number	Motor Freight Terminal Operators	Liability Side					
		Capital Stock	Long Term Debt	Current Liabilities	Unadjusted Credits	Corporate Surplus	Total Liabilities
1	Charles T. Durand, Owner, Motor Freight Terminal			\$ 1,829	\$ 743	\$ *814	\$ 1,758
2	Mason City Warehouse Corporation	\$ 37,500	\$ 25,000	7,984	15,107	*7,540	78,051
3	Shores Transfer and Storage Co., Inc.	1,900		180	20	542	2,642
4	Union Truck Depot, Inc.	16,663		5,696	4,360	1,780	28,499
	Total Liabilities	\$ 56,063	\$ 25,000	\$ 15,689	\$ 20,230	\$ *6,032	\$ 110,950

*Deficit.

TABLE 2—MOTOR FREIGHT TERMINAL OPERATORS—1935

PART 1—OPERATING REVENUES AND OPERATING EXPENSES

Number	Motor Freight Terminal Operators	Operating Revenues					Operating Expenses				
		Pickup and Delivery Fees	Dock Fees	C.O.D. Fees	From Other Income	Total Operating Revenues	Salaries of Officers	Salaries of Office Clerks	Wages of Other Employees	Light, Heat and Water	Rent
1	Charles T. Durand, owner, Motor Freight Terminal.....	\$ 223	\$ 420			\$ 643		\$ 125	\$ 507	\$ 75	\$ 467
2	Mason City Warehouse Corporation.....	5,746	4,958	\$ 91		10,795	\$ 2,442	1,836	2,030	317	
3	Shores Transfer & Storage Co., Inc.....		7,114		\$ 7,977	15,091	373	2,942	6,335	260	953
4	Union Truck Depot, Inc.....		33,552	959	1,939	36,450		6,864	13,313	718	
	Total.....	\$ 5,969	\$ 46,044	\$ 1,050	\$ 9,916	\$ 62,979	\$ 2,815	\$ 11,767	\$ 22,185	\$ 1,365	\$ 1,420

OPERATING EXPENSES

Number	Motor Freight Terminal Operators	Operating Expenses										
		Insurance and Bonds	Taxes	Interest Paid	Depreciation	Telephone and Telegraph	Loss and Damage	Pickup and Delivery Truck Expense	Licenses	Stationery and Office Supplies	Miscellaneous	Total Operating Expenses
1	Charles T. Durand, owner, Motor Freight Terminal.....				\$ 4	\$ 70		\$ 65		\$ 100	\$ 44	\$ 1,457
2	Mason City Warehouse Corporation.....	\$ 416	\$ 374	\$ 724	\$ 949	125	55	3,836		481	406	13,991
3	Shores Transfer & Storage Co., Inc.....	744			277	316	124	834	\$ 112	1,071		14,341
4	Union Truck Depot, Inc.....	1,404		8	1,119	864	981	1,497		2,226	2,291	31,280
	Total.....	\$ 2,564	\$ 374	\$ 732	\$ 2,349	\$ 1,375	\$ 1,160	\$ 6,232	\$ 112	\$ 3,878	\$ 2,741	\$ 61,069

TABLE 3—MOTOR FREIGHT TERMINAL OPERATORS—1935
PART 1—INCOME ACCOUNT FOR THE YEAR

Number	Motor Freight Terminal Operators	Operating		Net Revenue from Terminal Operations	Taxes and Uncollectible Revenues	Total Income	Total Non-operating Income	Gross Income	Total Deduction from Gross Income	Net Income Transferred to Profit and Loss
		Revenues	Expenses							
1	Charles T. Durand, owner, Motor Freight Terminal.....	\$ 643	\$ 1,457	\$ *814		\$ *814		\$ *814		\$ *814
2	Mason City Warehouse Corporation.....	10,795	13,617	*2,822	\$ 374	*3,196	\$ 3,135	*61		*61
3	Shores Transfer & Storage Co., Inc.....	15,091	14,342	749		749		749		749
4	Union Truck Depot, Inc.....	34,510	31,279	3,231	755	2,476	1,939	4,415	\$ 4,200	215
	Total.....	\$ 61,039	\$ 60,695	\$ 344	\$ 1,129	\$ *785	\$ 5,074	\$ 4,289	\$ 4,200	\$ 89

TABLE 4—PROFIT AND LOSS ACCOUNT—1935
PART 1—DEBITS AND CREDITS

Number	Motor Freight Terminal Operators	Debits					Credits				
		Debit Balance at Beginning of Year	Debit Balance Transferred from Income	Loss on Property Retired	Credit Balance Carried to Balance Sheet	Total	Credit Balance at Beginning of Year	Credit Balance Transferred from Income	Donations	Debit Balance Carried to Balance Sheet	Total
1	Charles T. Durand, owner, Motor Freight Terminal.....		\$ 814			\$ 814					\$ 814
2	Mason City Warehouse Corporation.....	\$ 7,479	61			7,540				7,540	7,540
3	Shores Transfer & Storage Co., Inc.....	206			\$ 543	749		\$ 749			749
4	Union Truck Depot, Inc.....			\$ 95	1,780	1,875	\$ 1,798	215	\$ *138		1,875
	Total.....	\$ 7,685	\$ 875	\$ 95	\$ 2,323	\$ 10,978	\$ 1,798	\$ 964	\$ *138	\$ 8,354	\$ 10,978

*Debit item.

TABLE 4—TRAFFIC AND MISCELLANEOUS STATISTICS—1935
PART 1—UNITS OF EQUIPMENT, SHIPMENTS AND POUNDS HANDLED

Number	Motor Freight Terminal Operators	Number of Trucks at Close of Year	Number of Shipments Handled				Number of Pounds Handled				Total Pounds Handled	Accidents to Persons
			Interstate		Intrastate		Interstate		Intrastate			
			In-bound	Out-bound	In-bound	Out-bound	In-bound	Out-bound	In-bound	Out-bound		
1	Charles T. Durand, Owner, Motor Freight Terminal, Waterloo, Iowa											
2	Mason City Warehouse Corporation, Mason City, Iowa	3	40,164	3,118	a	a	9,840,153	871,948	3,206,586	b	13,918,687	
3	Shores Transfer & Storage Co., Inc., Waterloo, Iowa	4										
4	Union Truck Depot, Inc., Sioux City, Iowa	5	172,380	a							54,446,006	1 Inj.
	Total	12	212,544	3,118			9,840,153	871,948	3,206,586		68,364,693	1 Inj.

^aIncluded in Interstate Inbound.
^bIncluded in Intrastate Inbound.

STATISTICS OF MOTOR FREIGHT

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