State of Iowa
1932

Fifty-fifth Annual Report

OF THE BOARD OF

Railroad Commissioners

FOR THE

Year Ending December 1, 1932

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

GEO. L. McCAUGHAN, Secretary

Published by
THE STATE OF IOWA
Des Moines

LETTER OF TRANSMITTAL

To the Honorable Dan W. Turner, *Governor of Iowa.*

In accordance with the provisions of Sections 253 and 7912, Code of Iowa, 1931, we herewith submit to you the Fifty-fifth Annual Report of this Commission for the year ended December 1, 1932.

Respectfully submitted,

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

December 1, 1932.

ROSTER

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

GENERAL OFFICE

John H. Gillespie	Chief Clerk
Harry C. Hopkins	Reporter
J. C. Hendrickson	Assistant Reporter
Henry R. Ashley	File Clerk
Orrin Farley	File Clerk
Jeanne Signs	File Clerk
Georgia Howell	File Clerk

ENGINEERING DIVISION

George Charlesworth	Electrical Engineer
Harold C. Marcusen	Assistant Electrical Engineer
H. A. Franklin	Signal Engineer
Ray C. Johnson	Assistant Signal Engineer

MOTOR TRANSPORTATION DIVISION

L. C. Donohoe	Superintendent
L. B. Hibbs	Assistant Superintendent
Dewey Chizek	Assistant Superintendent
George McKim	Tax Auditor
Helen Williams	Assistant Tax Auditor
Louis G. Lasher	Examiner
John F. Berg	Examiner
W. B. Blake	Examiner
A. E. Wilcox	Examiner
O. E. Boyd	Examiner
B. C. Drury	Special Investigator
Borg Davison	Permit Clerk
Dorothy Flynn	Clerk
Mabel Watt	Clerk
Dwight Smith	Clerk
J. W. Griffin	Chief Inspector
Ben B. Baugh	Inspector
L. T. Bowen	Inspector
L. E. Charlton	Inspector
F. A. Doolittle	Inspector
A. E. Griffin	Inspector
Charles W. Kjar	Inspector
Fred W. Lerche	Inspector
F. B. Lomas	Inspector
Frank I. Mace	Inspector
L. F. Orr	Inspector
C. L. Price	Inspector
L. J. Roark	Inspector
Frank Sieleman	Inspector
Cynthia Taylor	Chief Stenographer
Twila Baie	Stenographer
Anne Huglin	Stenographer
Cheryl Lambert	Stenographer
Hester T. Northup	Stenographer
Beryl Rehlander	Stenographer
Dorothy Rush	Stenographer
Mable Thompson	Stenographer

RATE DIVISION

W. F. Parsons.....Chief Rate Clerk
Carl A. Hansen.....Clerk
P. J. O'Leary.....Assistant Rate Clerk
M. L. Parks.....Assistant Rate Clerk

STATISTICAL DIVISION

C. Bailie Ellis.....Statistician
C. S. Keve.....Assistant Statistician

VALUATION DIVISION

J. E. Eubank.....Valuation Agent
E. L. Gardner.....Valuation Agent

COMMERCE COUNSEL

J. H. Henderson.....Chief Counsel
Walter Condran.....Assistant Counsel
Stephen Robinson.....Assistant Counsel
Alice Sterzing.....Clerk
Edna B. Henderson.....Stenographer

Report of the Board of Railroad Commissioners

For the period covered by this report there have been disposed of by the Commission, by formal order or otherwise, 2,119 cases, distributed as follows:

Involving Railroad Companies	324
Involving Railway Express Agency, Inc.	0
Involving Condemnation Cases	0
Involving Electric Transmission Lines	95
Involving Motor Carriers	317
Involving Truck Operator Permits	1,341
Involving Airports	1
*Involving Signal Engineering Department	41

ORGANIZATION OF THE BOARD

On January 12, 1932, the Board met at Waterloo, Iowa, and adjourned the meeting to Des Moines, Iowa, January 16, 1932, at which time organization was affected, Commissioner Richardson being elected Chairman for the year 1932, and Geo. L. McCaughan, Secretary.

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

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

Year Ending June 30	Mileage—Excluding Trackage Rights	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
1878	4,157.15	$ 20,714,496.07	$ 12,565,950.23	$ 8,148,545.84	$ 1,960.12
1879	4,936.04	21,340,709.44	12,904,420.92	8,436,288.52	1,925.88
1880	4,977.01	24,837,545.35	13,982,653.77	10,854,894.58	2,181.00
1881	5,425.98	28,452,181.91	16,788,404.39	11,663,777.52	2,149.63
1882	6,337.43	32,023,966.03	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	12,932,788.06	1,513.54
1898	8,484.16	45,944,596.00	29,813,031.67	16,135,564.33	1,901.84
1899	8,514.51	48,466,158.44	31,476,771.68	16,986,386.76	1,994.64
1900	9,171.49	52,074,571.77	35,409,424.92	16,655,146.79	1,815.04
1901	9,353.90	54,764,635.95	37,449,971.10	17,314,664.85	1,851.06
1902	9,485.22	59,170,526.34	39,876,480.47	19,294,045.87	2,034.12
1903	9,496.00	57,159,083.09	40,752,847.60	16,433,235.49	1,730.55
1904	9,803.52	57,692,095.10	42,694,060.85	14,998,034.25	1,529.86
1905	9,826.77	58,474,377.66	41,954,530.94	16,519,846.72	1,681.11
1906	9,827.28	65,856,083.49	46,710,090.54	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	25,025,424.79	2,568.21
1927—Dec. 31	9,744.16	141,778,880.40	116,616,670.31	25,162,210.09	2,582.29
1928—Dec. 31	9,738.25	147,706,969.80	117,276,798.60	30,429,971.17	3,124.79
1929—Dec. 31	9,699.88	151,472,376.10	118,757,274.15	32,715,101.95	3,372.33
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	87,369,228.60	20,326,844.01	2,100.88

*Operating deficit.

There is a decrease in mileage of steam railways in Iowa, of single track owned, of 12.25 miles made up as follows:

Chicago & North Western Ry. shows net decrease of 3.25 miles, 3.25 miles abandoned line Boone to Coal Banks, Iowa.

Chicago, Mil., St. Paul & Pac. R. R. shows decrease of 9.01 miles, abandonment from Long Grove to DeWitt 8.98 miles, and remeasurements .03 miles.

Great Northern Ry. increase of .01 miles measurement.

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	$2,800,000.00	$ 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

TERMINAL COMPANIES—ALL IN IOWA—Continued

Year Ended June 30	Mileage —All Tracks	Gross Earnings	Operating Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding —Stocks	Amount Outstanding —Debt
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	1,781,444.74
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

The mileage of terminal companies shows net increase of .11 miles, all tracks, which is accounted for as follows: Increase of .10 miles in Des Moines Union Railway, and increase of .01 miles in Sioux City Terminal Railway.

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

BRIDGE COMPANIES—ENTIRE LINE—Continued

Year Ended June 30	Mileage	Gross Earnings	Expense	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding —Stocks	Amount Outstanding —Debt
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	245,831.33	1,104.18	4,418,500.00	1,818,492.68
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

ELECTRIC INTERURBAN COMPANIES—COMPARATIVE STATISTICS

Year Ended June 30	Mileage —Single Track	Gross Earnings from Operations	Operating Expenses	Net Earnings from Operation	Net Earnings Per Mile
1903	98.27	$ 228,444.55	$ 132,620.87	$ 95,823.68	$ 975.10
1904	102.41	342,559.44	217,320.41	125,239.03	1,222.91
1905	151.41	497,644.96	316,795.05	180,849.91	1,194.43
1906	183.30	629,576.31	394,486.54	235,089.77	1,282.54
1907	184.51	770,338.35	476,755.34	293,583.01	1,591.15
1908	245.18	942,780.60	601,746.11	341,034.49	1,390.95
1909	361.91	1,258,279.22	734,586.61	523,692.61	1,447.02
1910	373.92	1,450,136.37	951,893.73	498,242.64	1,332.48
1911	343.25	1,695,991.39	1,100,354.31	595,637.08	1,735.29
1912	342.74	1,823,191.65	1,272,340.09	550,851.56	1,607.79
1913	394.23	2,330,385.21	1,453,624.17	876,761.04	2,223.98
1914	427.73	2,682,102.34	1,722,072.17	960,030.17	2,244.48
1915	472.48	2,923,032.97	1,895,925.36	1,027,107.61	2,173.86
1916	483.31	3,120,004.10	1,967,476.15	1,152,527.95	2,384.66
1916—Dec. 31	491.10	3,563,520.20	2,134,591.58	1,428,928.62	2,909.65
1917—Dec. 31	510.69	4,096,597.00	2,707,527.32	1,389,069.68	2,746.34
1918—Dec. 31	512.13	5,408,175.00	4,102,622.31	1,305,552.69	2,549.26
1919—Dec. 31	515.96	5,243,538.50	4,347,826.98	895,711.52	1,736.01
1920—Dec. 31	514.51	6,794,885.42	4,943,737.98	1,851,147.44	3,597.88
1921—Dec. 31	512.26	5,336,216.64	4,245,053.76	1,091,162.88	2,130.00
1922—Dec. 31	522.82	5,129,540.38	3,771,274.08	1,378,266.30	2,597.96
1923—Dec. 31	520.88	4,985,593.02	4,205,246.09	780,316.93	1,498.13
1924—Dec. 31	526.55	4,830,195.84	4,090,959.49	739,236.35	1,403.92
1925—Dec. 31	521.05	4,516,026.24	3,884,903.15	631,123.09	1,211.25
1926—Dec. 31	508.76	4,474,964.35	3,706,156.86	768,807.49	1,511.13
1927—Dec. 31	508.76	4,285,211.33	3,735,824.20	549,387.13	1,079.86
1928—Dec. 31	507.32	4,210,901.82	3,983,069.73	227,837.09	463.39
1929—Dec. 31	498.15	4,728,367.08	4,205,083.81	523,283.27	1,050.45
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

*Deficit.

ELECTRIC INTERURBAN COMPANIES—Continued

Year Ended June 30	Stock			Debt		
	Mileage Owned —Single	Amount Outstanding	Amount Per Mile	Mileage	Amount Outstanding	Amount Per Mile
1908	192.57	$ 6,709,200.00	$ 35,359.60	188.47	$ 3,912,000.00	$20,756.61
1909	370.85	13,785,319.32	37,172.22	364.45	9,934,700.00	27,259.43
1910	395.99	14,773,681.11	37,308.22	388.59	11,268,900.00	28,999.46
1911	389.84	14,905,987.40	38,467.03	386.54	12,112,900.00	31,336.73
1912	401.20	16,225,904.66	40,443.40	397.90	13,272 544.90	33,356.48
1913	462.87	18,437,328.00	39,832.63	423.02	16,215,900.00	38,333.65
1914	626.17	19,722,724.00	31,018.29	585.45	23,903,205.30	40,362.47
1915	469.68	13,334,762.67	28,391.17	442.55	18,810,000.00	42,503.67
1916	480.51	15,483,052.53	32,222.12	476.64	19,647,000.00	41,219.79
1916—Dec. 31	491.10	16,830,178.73	34,270.37	484.43	20,700,500.00	42,778.91
1917—Dec. 31	507.89	16,424,320.05	32,838.34	504.02	21,510,866.67	42,678.60
1918—Dec. 31	509.33	17,172,744.76	33,716.34	505.46	22,201 825.00	43,924.00
1919—Dec. 31	509.67	17,349,541.97	34,010.74	505.80	22,866,925.00	45,209.42
1920—Dec. 31	510.12	17,552,611.94	34,408.79	510.12	23,149,525.01	45,380.54
1921—Dec. 31	509.96	18,381,250.47	36,044.40	509.96	25,867,352.65	50,724.28
1922—Dec. 31	518.34	18,654,505.69	35,988.93	518.34	28,810 305.64	55,581.86
1923—Dec. 31	516.40	18,906,572.20	36,612.26	516.40	29,099,328.45	56,350.36
1924—Dec. 31	524.37	19,075,030.72	36,378.37	524.37	29,505,500.13	56,268.70
1925—Dec. 31	518.87	28,737,861.04	55,385.47	518.87	38,558,490.44	74,312.43
1926—Dec. 31	506.58	30,224,547.23	59,663.91	506.58	41,047,973.00	81,029.59
1927—Dec. 31	506.58	27,814,824.00	54,907.07	506.58	42,081,709.74	83,070.21
1928—Dec. 31	488.40	32,850,466.49	67,261.39	488.40	42,443 637.46	86 903.43
1929—Dec. 31	479.23	35,613,517.91	74,314.04	479.23	43,495 507.22	90,761.23
1930—Dec. 31	478.31	37,012,460.14	77,381.74	478.31	46,856,173.70	97,961.93
1931—Dec. 31	477.52	38,385,569.24	80,385.26	477.52	47,477,571.18	99,425.30

General Cases Involving Railroads

No. A-4350—1929. Harry Crawford, Gladbrook, v. Chicago Great Western Railroad Company. Fence. Placed in a serviceable condition.

Reopened August 8, 1930. Closed December 28, 1931.

No. A-4447—1930. J. T. Hockett, Sioux City, v. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Operation of trains between Luverne, Minnesota, and Doon, Iowa. (Merged with K-967—1930.)

Filed May 7, 1930. Closed May 7, 1930.

No. A-4376—1932. Farmers Union, Honey Creek, by George Darrington, President, v. Chicago & North Western Railway Company. Station Facilities and Service—Discontinuance of Agent. Complainants declined to have a formal hearing before the Board, and the case was closed.

Filed December 10, 1928. Closed December 26, 1931.

No. A-4421—1932. J. O. Knox, President, Waterloo Register Company, Waterloo, v. Chicago, Rock Island & Pacific Railway Company. Cattle pass on farm near Cedar Falls. The complainant did not desire to bear any portion of the expense in this matter, and after the railroad company declined to pay for the cost of construction, the case was closed without prejudice.

Filed October 23, 1929. Closed January 9, 1932.

No. A-4430—1932. Board of Supervisors of Polk County, by C. W. Keller, Chairman and J. H. Henderson, Commerce Counsel, v. Wabash Railway Company. Bridge near Hastie. Satisfactorily settled.

Filed January 31, 1930. Closed December 23, 1931.

No. A-4443—1932. Ren Smith, et al., Britt, v. C., M., St. P. & P. R. R. Co. Station Facilities and Service—Agent. Closed without prejudice.

Filed May 9, 1930. Closed December 1, 1932.

No. A-4463—1932. M. F. Hockstedler, Rock Rapids, by E. C. Roach, Atty., v. Illinois Central Railroad Company. Farm crossing near Rock Rapids. The railroad company refused to construct an underground pass and after considerable correspondence the complainant agreed to accept in lieu thereof a grade crossing. The latter was constructed and the case closed.

Filed August 4, 1930. Closed December 24, 1931.

No. A-4464—1932. Citizens of Lee County, by Hon. J. R. Frailey, Fort Madison. Station Facilities and Service—Discontinuance of Agent. Closed without prejudice.

Filed August 8, 1930. Closed December 1, 1932.

No. A-4468—1932. Citizens of Holmes, by M. A. Parsons, v. Chicago, Rock Island & Pacific Railway Company. Station Facilities and Service —Agent. This case originated from a protest received from the citizens against closing the station and removal of the agent. The railroad company did not proceed to take any action in the matter, and after keeping the file open a year, the case was closed without prejudice.

Filed August 20, 1930. Closed December 30, 1931.

No. A-4470—1932. Citizens of Raymond, by G. M. Parker, v. Illinois Central Railroad Company. Station Facilities and Service—Agent. This agency was discontinued on August 18, 1930, and operated as a prepay station thereafter. The citizens of Raymond made written protest but

finally declined to have formal hearing, and the case was therefore closed.

Filed August 21, 1930. Closed March 5, 1932.

No. A-4472—1932. M. R. Hughett, Route 5, Fort Dodge, v. Illinois Central Railroad Company. Train Service—Removal of trains 33 and 34. Closed without prejudice.

Filed September 9, 1930. Closed December 1, 1932.

No. A-4473—1932. E. H. Cunningham, Cresco, v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Farm crossing. After considerable correspondence and some changes made by the railroad company, this case was closed after it appeared that the complainant did not desire a hearing.

Filed August 27, 1930. Closed December 23, 1931.

No. A-4480—1932. H. J. Mantz, Audubon, v. Chicago, Rock Island & Pacific Railway Company. Grade crossing near Audubon. Unsatisfactory condition remedied.

Filed October 10, 1930. Closed December 31, 1931.

No. A-4486—1932. Axel Shefveland, Dalton, Minnesota, v. Minneapolis & St. Louis Railroad Company. Right of way fence on farm near Belmond. Satisfactory repairs made.

Filed October 17, 1930. Closed February 1, 1932.

No. A-4492—1932. Board of Supervisors of Decatur County, by S. W. Baker, County Attorney, Leon, v. Chicago, Burlington & Quincy Railroad Company. Bridge near Grand River. Satisfactory repairs made.

Filed November 21, 1930. Closed January 2, 1932.

No. A-4493—1932. Citizens of Hayfield v. Chicago, Rock Island & Pacific Railway Company. Station Facilities and Service—Application to discontinue agent. Withdrawn.

Filed October 17, 1930. Closed December 1, 1932.

No. A-4507—1932. D. E. Lowe, Volga, v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Right of way fence. Properly rebuilt.

Filed February 26, 1931. Closed February 1, 1932.

No. A-4510—1932. Citizens of Hicks v. Chicago Great Western Railroad Company, et al. Station Facilities and Service—Restoration of Agent. Investigation disclosed that the receipts of the railroad companies at this point are very small, and inasmuch as the complainants did not desire to proceed to a formal hearing, the case was closed without prejudice.

Filed April 9, 1931. Closed December 31, 1931.

No. A-4511—1932. Citizens of Perkins v. Great Northern Railway Company. Station Facilities and Service—Agent. Protest was filed with the Board against the removal of the agent at Perkins but due to the failure of the citizens to proceed to a formal hearing, the Board is unable to issue an order. Therefore, the case was closed without prejudice.

Filed March 27, 1931. Closed December 24, 1931.

No. A-4512—1932.

CITIZENS OF TIFFIN, ET AL., *Complainants*,

v.

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

Decided December 7, 1931

STATION FACILITIES AND SERVICE—CLOSING OF STATION.

Ordered, upon hearing, railroad company shall keep station open and an agent in charge.

For the Citizens of Tiffin, Iowa—E. J. Saxton, Tiffin, Iowa.

For the C., R. I. & P. Railway Company—J. G. Gamble, Attorney for Iowa, by A. B. Howland, Asst. Attorney, Des Moines, Iowa.

On January 2, 1931, the Board was in receipt of a letter from Mr. E. J. Saxton, Cashier of the Tiffin Savings Bank, Tiffin, Iowa, to the effect that the Chicago, Rock Island and Pacific Railway Company contemplated closing its regular station at Tiffin and substituting, in lieu of a regular agent, a custodian. This was taken up with the Railway Company, and on January 29, 1931, they advised:

> "Effective Thursday, January 29th, the Tiffin Station will be restored to a full agency station. This will, of course, obviate the present objections, and unless the railroad company shall subsequently request a hearing on the matter there is no necessity for a hearing."

On May 1, 1931, the Chicago, Rock Island and Pacific Railway Company filed a request with the Board, asking that it be permitted to maintain a custodian at Tiffin in place of a regular agent, and requesting that hearing be held. The case was set down for hearing at Cedar Rapids, Iowa, on November 18, 1931, and was fully heard and submitted.

A statement was filed by the railway company showing receipts in and out of Tiffin for 1930 of $15,587.65, or an average of $1,298.97 a month. For the first 10 months of 1931 the receipts were $9,418.62, or an average of $941.86 a month.

While the business at this station has considerably decreased, it is the opinion of the Board that the Railway Company should not be permitted to substitute a custodian for an agent at Tiffin at this time.

Therefore, it is ordered that the agent shall be retained at the station of Tiffin.

No. A-4518—1932. Board of Supervisors of O'Brien County, by L. O. Lampman, County Atty., Primghar, v. Chicago, Rock Island & Pacific Railway Company. Bridge near Plessis. A compromise settlement was arranged by which the County agreed to reconstruct the bridge as desired by them and the railroad company was to contribute $375.00 toward the cost of said reconstruction.

Filed June 29, 1931. Closed December 29, 1931.

No. A-4519—1932. Henry Roelofsen, Sully, v. Minneapolis & St. Louis Railroad Company. Fence near Sully. Proper repairs made.

Filed July 6, 1931. Closed December 31, 1931.

No. A-4521—1932. Citizens of Reasnor v. Chicago, Rock Island & Pacific Railway Company. Station Facilities and Service—Discontinuance of Station Agency. A compromise settlement satisfactory to all concerned was worked out by the railroad, the agency work at Reasnor to be handled by a custodian and the Agent at Newton.

Filed August 7, 1931. Closed January 8, 1932.

No. A-4527—1932. Henry Druivenga, Ulmer, v. Illinois Central Railroad Company. Application for authority to fill in Bridge WA-422-O near Ulmer. Bridge repaired and application withdrawn.

Filed August 3, 1931. Closed January 13, 1932.

No. A-4528—1932.

CITIZENS OF HAMLIN, *Complainants*,

v.

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

Decided December 7, 1931

STATION FACILITIES AND SERVICE—DISCONTINUANCE OF STATION AGENCY.

Ordered, upon hearing, railroad company shall keep station open and the agent maintained.

For the Citizens of Hamlin, Iowa—S. M. Petersen, Hamlin, Iowa; Victor Olsen, Hamlin, Iowa; Julius Rasmussen, Hamlin, Iowa; Chris Petersen, Hamlin, Iowa.

For the C., R. I. & P. Ry. Co.—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa, by A. B. Howland; J. J. Breheny, Gen. Supt., Des Moines, Iowa; F. A. Bogue, Div. Supt., Des Moines, Iowa.

On August 20, 1931, the citizens of Hamlin, Iowa, petitioned the Board requesting that the Chicago, Rock Island and Pacific Railway Company be required to continue their regular agent at Hamlin and not install a custodian. Upon taking this up with the Railway Company, they advised the Board, on August 21st, that they would continue the agency pending hearing.

Complaint was set for hearing, at the Cass County Auditor's Office at Atlantic, Iowa, on Tuesday, November 10, 1931, 9:30 A. M., and was fully heard.

S. M. Petersen, grain and coal dealer, Victor Olsen, garage, Julius Rasmussen, grocer, and Chris Petersen, hardware dealer, appeared as witnesses for the town of Hamlin, and introduced evidence in support of their protest, claiming both inconvenience and additional loss of business would result to the community if the substitution went into effect.

The Railway Company filed a statement showing gross revenues, freight forwarded and received, including passenger revenue, for the year 1930, amounting to $136,907.57. This included, however, $114,733.26 freight for paving material, which was extra business incidental to a paving project, leaving a balance of $22,174.31, or an average of $1,847.86 per month regular business.

For the first ten months of 1931 gross receipts were $54,457.84, which likewise included, for paving material, $40,183.30, leaving a balance of $14,274.54, or an average of $1,427.45 per month.

Later, a statement was filed with the Board showing some twenty or more carloads of inbound freight for 1930, which should rightfully be included in the paving material, and three to five carloads for 1931; also, 15 to 16 tons of L. C. L. freight for 1930, and 9 tons plus for 1931. This would make some additional revenues to be deducted in order to reflect the normal trend of business.

The cost of maintaining an agent averages $118.00 to $120.00 per month. With the average revenues per month from regular business for 1930 being $1,847.86, or $22,174.31 for the entire year, and for the first ten months of 1931, $14,274.54 or $1,427.45 a month, the Commission finds the receipts justify the maintenance of an agent at Hamlin.

Therefore, it is ordered that the agent shall be maintained at Hamlin.

No. A-4529—1932.

CITIZENS OF OTLEY, *Complainants*,

v.

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

Decided January 7, 1932

STATION FACILITIES AND SERVICE—RESTORATION OF AGENT.

Held, upon hearing, present earnings insufficient to warrant reinstatement of agent. Case to remain open for further consideration at end of six months' period.

Found, after reviewing earnings for the first six months of 1932 that the earnings were not large enough to require the opening of the station.

For the Citizens of Otley—J. M. Van Vliet, Otley, Iowa; R. D. Doustra, Otley, Iowa.

For the C., R. I. & P. Ry. Co.—J. G. Gamble, Attorney for Iowa, by A. B. Howland, Des Moines, Iowa.

On September 8, 1931, certain citizens of Otley, Iowa, filed in this office complaint against the Chicago, Rock Island & Pacific Railway Company, as to their having removed the regularly established agent at that place and installed a caretaker. After considerable correspondence in an effort to adjust the complaint informally, the case was set down for hearing on

November 4, 1931, and was fully heard on that date, in the office of the Board.

The revenues and expenses at this station for the years 1928, 1929, 1930, and for the first eleven months of 1931, the month of December not being available at this time, were shown by the railway company to be as follows:

1928		1929		1930	
Rev.	Exp.	Rev.	Exp.	Rev.	Exp.
$15,961.84	$1,505.12	$39,058.06	$1,502.40	$25,538.54	$1,502.40

1931
(11 months)
$5,458.75 Exp. not shown.

The rendering of decision in this case has been held in abeyance, in the hope that conditions might improve. The large revenues at Otley for the years 1929 and 1930 were largely attributable to the fact that highways in that vicinity were being hard surfaced, and large quantities of material were being shipped into that station. The revenue for the first eleven months of 1931 was $5,458.75, as compared to $25,538.54 for the year 1930.

With the present earnings of the Rock Island at Otley, the Board does not feel warranted in ordering the railway company to reinstate the agent there. It may be that later on the earnings will enhance sufficiently to justify the placing of a regular agent at Otley. Therefore, this case will be held open until the first of July, awaiting a report of the earnings and expenses at the station for the first six months of the year 1932.

No. A-4530—1932.

CITIZENS OF EAST PLEASANT PLAIN, *Complainants*,

v.

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

Decided December 7, 1931

STATION FACILITIES AND SERVICE—RESTORATION OF AGENT.

Held, upon hearing, that present station receipts were insufficient to warrant restoration of station agency.

For the Citizens of East Pleasant Plain—Henry Pickard, East Pleasant Plain, Iowa.

For the C., R. I. & P. Ry. Co.—J. G. Gamble, Attorney for Iowa, by A. B. Howland, Assistant Attorney, Des Moines, Iowa.

On September 4, 1931, Mr. Henry Pickard, representing the citizens of East Pleasant Plain, Iowa, wrote the Board, stating that the Chicago, Rock Island & Pacific Railway Company contemplated removing their regular agent at that point and installing, in lieu thereof, a custodian. This was immediately taken up with the Railway Company, who advised the Board that the proposed change was made effective on September 8, 1931. The Complainants were advised of this change, and they asked that the matter be set down for hearing. The hearing was held, at Cedar Rapids, Iowa, on November 18, 1931.

A delegation of business men appeared for the town and presented their case. The Railway Company filed a statement showing that the gross receipts, both in and out of East Pleasant Plain, for the year 1930, were $10,477.05, or a monthly average of $873.09. Their statement for the first eight months of 1931 showed gross earnings of $3,314.31, or an average of $414.29 per month.

Their large depreciation in gross receipts for the first eight months of 1931, as compared to 1930, is due to the fact that in 1930 the road construction in the vicinity of East Pleasant Plain very largely augmented the receipts at that station.

The cost of maintaining the station of East Pleasant Plain, in 1930, was $1,570.15, or an average of $130.88 a month, while for the first eight months of 1931 it was $1,029.04, or a monthly average of $128.63.

The Board realizes the great inconvenience caused to the shippers and receivers of freight at East Pleasant Plain, but it does not feel warranted in ordering the reinstatement of an agent at this point at the present time. After the present depression, if the carrier's receipts assume normal proportions, the Board will be glad to consider application for the reinstatement of the agent.

Therefore, the application is denied.

No. A-4531—1932.

CITIZENS OF SHENANDOAH, ET AL., BY HON. LLOYD THURSTON, *Complainants*,

v.

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

Decided December 9, 1931

TRAIN SERVICE—REPLACEMENT OF MOTOR TRAINS BY STEAM MIXED TRAINS BETWEEN KEOKUK AND SHENANDOAH.

Held, upon hearing, Commissioner Richardson dissenting, that motor trains be retained.

For the Citizens of Shenandoah, et al., Complainants—Hon. Lloyd Thurston, Osceola, Iowa; Walter Condran, Asst. Commerce Counsel, Des Moines, Iowa.

For the C., B. & Q. R. R. Company—W. D. Eaton, Atty. for Iowa, Burlington, Iowa; A. Cotsworth, Jr., P. T. M., Chicago, Illinois; J. D. Farrington, Gen. Supt., Burlington, Iowa; M. B. Lamb, Div. Supt., Centerville, Iowa.

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

For the Chamber of Commerce, Des Moines, Iowa—C. C. Crouse, Des Moines, Iowa.

The Chicago, Burlington & Quincy Railroad is operating a gas-electric train for the transportation of passengers, mail and express between Van Wert and Shenandoah. It also operates a steam train for the carrying of freight between these points, a distance of approximately 96 miles. It desires to suspend the operation of the gas-electric train and substitute in lieu thereof a steam mixed train between these points. It claims that by so doing it can save approximately $30,000.00 a year.

Hearing was held at the office of the Board on September 29, 1931, at which time evidence was introduced by the company showing the cost of operation, receipts, and the saving that might be made by the consolidation of these trains. Witnesses for the railroad company testified that the receipts for the last eight months were approximately 34.4 cents per mile, including passenger, express and mail, and that the cost of operation was something over 43 cents per mile. In the railroad's brief, it is said:

"This is not an effort on the part of the railroad to discontinue service. It is simply an effort on the part of the company to rearrange the existing service, without any great embarrassment to anyone, but in a way that will permit the company to very much reduce the cost of operating this line.

"This Company is operating a railroad in many states. Under paragraph 2 of Section 15A of the Transportation Act of 1920, this company is required to operate its railroad "honestly, efficiently and economically" and with reasonable expenditures. The duty is clearly placed upon the company to use economy in the operation of its railroad. We submit that it would not be economical operation of the railroad to continue the present plan of operation when by the slight change therein which the company seeks to make it can save at least $30,000.00 a year, while at the same time it is furnishing practically the same sort of service to the public along the line as the public is receiving today. At the present time this company, with other companies, is seeking to secure from the Interstate Commerce Commission the right to advance some rates to cover the decline in revenues. In opposition to this request for an ad-

vance in freight revenues, the railroads are met, among other things, with the statement that the railroads are not economical enough in expenditures for passenger, mail and express service and that it is unfair to grant an increase in freight rates until the railroads have at least done everything that they could do with reason to reduce the cost of passenger, mail and express service and that such other savings be made as are possible. This matter now before you is a specific instance of one of the carriers who is attempting to save $30,000 a year in doing just what it is claimed that they ought to try to do. The Interstate Commerce Commission in Ex parte 87, 113, I. C. C. 3, said:

> 'A public duty rests upon the management of the carriers, individually and collectively, carefully to survey the passenger situation and to exert every legitimate effort to place this branch of their operation on a more compensatory basis.'"

Committees representing the Community Clubs and Commercial Clubs of practically every station between the points above mentioned appeared at the hearing and protested strongly against the consolidation of the trains, claiming that the service was necessary for the business interests of the towns represented. They say in their brief:

"The merchants and other business at stations on the Van Wert-Shenandoah line are in competition with those on respondent's other lines that now have, or, under respondent's proposal, will have, superior rail service for freight, passenger, express, mail, parcel post, and the transaction of business with manufacturing, wholesale and banking centers. Businesses of all kinds on the involved line will thus be rendered less able to attract and hold the custom of their legitimate trade territories. There is thus a proposed prejudice and discrimination against these towns and the communities they have served for about fifty years, and a preference and discrimination in favor of competing towns and communities on respondent's other lines.

"Table

No.	Iowa lines, except as noted	Miles	Trains Carrying Passengers
36 Pres.	Van Wert-Shenandoah	96	1 passgr. 1 frt. ex. Sun.
36 Prop.	Van Wert-Shenandoah	96	1 mixed, ex. Sunday
36	Keokuk-Van Wert	148	1 passgr. 1 mixed, ex. Sun.
	Keokuk-Centerville	90	1 passgr. 1 frt. ex. Sun. 1 mixed daily
38	Ft. Madison-Centerville	93	1 passgr. ex. Sun., 1 frt. 6 days of week
38	Centerville-Carrollton, Mo.	125	1 passgr. daily, 1 mixed ex. Sun.
40	Ft. Madison-Ottumwa	70	1 passgr. 1 frt., ex. Sun.
41	Togo-Albany, Mo.	68	1 passgr. 1 frt., ex. Sun.
41	Chariton-Albany, Mo.	95	1 passgr. daily, 1 frt. ex. Sun.
35	Des Moines-Albia	92	2 passgr. daily, plus busses daily
42	Des Moines-Osceola	57	2 passgr. ex. Sun. plus busses daily and ex. Sun.
43	Creston-Amazonia, Mo.	95	1 passgr. daily, 1 mixed ex. Sun.
47	Creston-Cumberland	47	1 passgr. a1 mixed, ex. Sun.
45	Villisca-Corning, Mo.	49	1 passgr. daily, 1 passgr. ex Sun.
46	Villisca-Bigelow, Mo.	46	1 passgr. daily, 1 passgr ex. Sun.
37	Red Oak-Hamburg	52	1 passgr. daily, 1 passgr. ex. Sun.
32	Winfield-Oskaloosa	71	1 passgr. ex. Sun., frt. 3 days W. 2 E.
33	Winfield-Washington	19	1 passgr. 1 frt. ex. Sun.
34	Oskaloosa-Tracey	14	2 mixed ex. Sun.

(a) Westbound mixed shown as starting at Greenfield."

"Respondent's main line to the north of and competitive with the Centerville division has numerous fast through trains in either direction, which stop at the principal cities, two daily local trains each way, and a bus service operated by respondent (Time Table 1). The policy seems to be that better service will be provided where there is competition with other rail carriers, or where there are surfaced highways, or both, but that service will be reduced where the territory is exclusive.

"Revenue Statements

Passenger

Respondent's witness Cotsworth presented ticket sales at stations Van Wert to New Market, inclusive, for calendar years to and including 1930. The statement does not disclose tickets sold from points off to points on the line. No tickets sold at Clarinda or Shenandoah are credited to this line, although companion statements introduced by this witness show that those cities furnish the greatest number of passengers for the eastward passenger train. Fares paid on train are not included, and there are several non-agency stations. Other passenger train revenues, such as express, milk and cream, and mail, are not given, and these have come to be important reasons for passenger train service."

"Freight Revenue

Respondent was directed by the Board to file statement covering freight earnings from 1925 on. It has filed a statement of "C., B. & Q. gross freight earnings, by stations, on the line Van Wert to Shenandoah, Iowa, not including Van Wert, Clarinda and Shenandoah" for the calendar years 1926 to 1930, inclusive. Thus Van Wert, which was included in the Cotsworth statement of ticket sales, is omitted on freight, and Clarinda and Shenandoah, the largest cities on the line are omitted. The last column of this statement percentages 1930 against 1926, 1930 having been a season of drouth and greatly reduced crop production. The fall, winter and spring seasons 1930-31 were unusually mild, resulting in less demand and movement of coal, a traffic also affected by the general industrial and financial depression that set in in 1929."

On October 14, 1931, the railroad company filed the following:

"CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY

Statement showing C., B. & Q. Gross Freight Earnings, by stations, on the line Van Wert to Shenandoah, Iowa, not including Van Wert, Clarinda and Shenandoah, Iowa, years 1926 to 1930, inclusive

	1926	1927	1928
Grand River, Iowa, Inc. DeKalb	$ 33,553.00	$ 29,838.00	$ 26,456.00
Beaconsfield, Iowa	9,413.00	7,354.00	6,363.00
Ellston, Iowa	16,016.00	14,069.00	11,466.00
Tingley, Iowa, Inc. Kew	30,406.00	25,497.00	22,277.00
Diagonal, Iowa, Inc. Kew and Goshen	35,776.00	28,588.00	27,098.00
Clearfield, Iowa, Inc. Goshen	39,393.00	37,502.00	36,449.00
Sharpsburg, Iowa	16,879.00	17,158.00	20,371.00
Gravity, Iowa, Inc. Ladoga	30,101.00	26,576.00	23,397.00
New Market, Iowa, Inc. Ladoga	50,770.00	62,585.00	*74,906.00
Yorktown, Iowa, Inc. Evans Spur	21,684.00	20,963.00	*68,646.00
Norwich, Iowa	17,774.00	17,580.00	16,365.00

	1929	1930	Percent Dec. in Rev. bet. 1926 and 1930
Grand River, Iowa,			
Inc. DeKalb	$ 31,117.00	$ 24,913.00	25%
Beaconsfield, Iowa	12,516.00	5,877.00	36%
Ellston, Iowa	21,574.00	16,923.00	No decrease
Tingley, Iowa,			
Inc. Kew	28,800.00	22,778.00	25%
Diagonal, Iowa,			
Inc. Kew and Goshen	35,638.00	*56,210.00	28%
		Less 29,547.25	
		26,662.75	
Clearfield, Iowa,			
Inc. Goshen	45,424.00	28,130.00	28%
Sharpsburg, Iowa	24,790.00	14,477.00	14%
Gravity, Iowa,			
Inc. Ladoga	*47,308.00	*45,285.00	40%
		Less 27,516.00	
		17,769.00	
New Market, Iowa,			
Inc. Ladoga	44,525.00	*55,413.00	43%
		Less 26,764.00	
		28,649.00	
Yorktown, Iowa,			
Inc. Evans Spur	17,676.00	11,768.00	45%
Norwich, Iowa	16,785.00	6,178.00	64%

Sums marked * include freight receipts at these stations on nearby "hard paving jobs" and do not therefore represent the normal earnings of those stations. To make a fair comparison the freight on the paving material must be deducted. This has been done as to the year 1930 so as to be able to make the desired comparison between 1926 and 1930."

We are mindful of the necessity of the utmost economy in the management of the railroads and realize that considerable saving might be effected by the changes proposed in the train service in the present case. Similar savings could, doubtless, be effected in other places. However, we are equally concerned with the people living in the community served by this railroad. They are entitled to adequate service from the railroad which has undertaken to meet their transportation needs.

The railroad line concerned in this case, generally speaking, lies in a territory without all weather highways. It is separated several miles from Federal Highway No. 34 on the north and most of the way, almost an equal distance from State Highway No. 3 on the south. It is improbable that there will be all weather roads in the immediate territory concerned sufficient to accommodate the transportation requirements of the people living along this railroad for many years to come. The Board must particularly consider the complete earnings of the passenger, freight, mail and express on this division. It must consider the service as compared with other divisions and the needs of the community through which the line passes.

The record before us leads us to believe that the present train service is not, in any sense, excessive, and that the revenue therefrom has not been depleted to such an extent as to justify the substitution of mixed trains for the gas-electric passenger train now in operation.

It is, therefore, ordered that the train service now being furnished and involved in this proceeding, be not changed.

DISSENTING OPINION BY COMMISSIONER RICHARDSON

The main complaint, it seems, was because of the mail service which it was contended would be not only disturbed, but made a day late in

arriving at many of these points. The record would indicate that there would be an improvement, if anything, in the freight service because of the changes.

The passenger traffic has been steadily diminishing on not only branch lines, but main lines of the railroads for the past several years. As an example of what has occurred in the passenger traffic on most branch lines of the railway, between Van Wert and New Market and all intermediate stations thereto on this branch involving the passenger revenue, ticket sales in 1920 amounted to $64,530.00; in 1925 the total was $24,378.00; in 1930 the total was $6,523.00. The distance between Shenandoah and Van Wert by rail is 96 miles. The average number of passengers carried per train mile on passenger trains on this line is 3. The average ticket revenue per train mile would be about 12 cents. For the past eighteen months the average cost per train mile for operating the passenger train which it is proposed to discontinue, was 43 cents, whereas, for the same period the average per train mile revenue was 34.4 cents. For the year ending June, 1931, the mail revenue was $8,773.00, express $3,530.00, cream $2,020.00, passenger $6,523.00. This shows the small ratio of passenger revenue to total revenue.

The C., B. & Q. contend that they will save by the rearranged schedules and curtailment of passenger train service between $25,000.00 and $30,000.00 per year; that it is necessary to cut off unnecessary train miles in order to bring about efficient and economical management as required by the transportation act; that the motor car now being operated on this line as their passenger train costs around $40,000.00 and may be advantageously used on other runs and that it has been demonstrated that the use now given to the exclusive passenger train no longer warrants its operation as such.

They state that the mixed train will carry mail, express and passengers in a passenger car attached to such train and arranged for those purposes. The mixed train will observe the present mail connections. The complainants contend that because of the large volume of freight shipping done on this branch that the carrier should, because of the serious inconvenience which will be experienced by them in delayed mails and slow express, continue the operation of the passenger train.

After very carefully reviewing all of the facts of this case, I am of the opinion that the railroad company should be permitted to inaugurate the proposed service and try it out for a period of 90 days in order to determine the extent of the inconveniences that will be experienced and the probable saving that may be accomplished by such readjustment of train service by the C., B. & Q. The public is entitled to adequate and satisfactory transportation service at reasonable rates, but there cannot be any wasteful transportation services without the necessity for increasing rates or the retention of unreasonably high rates.

In these times great responsibility rests upon us. On the one hand the public who is entitled to adequate and satisfactory service comes to us to require the adjustment of inadequate and unsatisfactory service, as well as on matters pertaining to transportation facilities and the rates and charges therefor. On the other hand, the carriers must look to us to see that rates are sufficient to maintain an adequate and satisfactory transportation service with reasonable profit. We, therefore, must exercise extreme care and judgment in determining the issues coming before us. If it is possible to reserve to the carriers between $25,000.00 and $30,000.00 a year saving by this readjustment of train schedules and still maintain a reasonably satisfactory and adequate service on this line, the carrier ought to have an opportunity to demonstrate whether that will be the result. I, therefore, believe that the C., B. & Q. Railroad Company should be permitted to inaugurate the proposed service for a period of 90 days, after which time the complainants might present the issues again for determination.

No. A-4532—1932.

CITIZENS OF BROOKS, *Complainants*,

v.

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

Decided December 17, 1931

STATION FACILITIES AND SERVICE—CLOSING OF STATION AND REMOVAL OF AGENT.

Found, upon hearing, that present receipts were not sufficient to warrant continuance of station agency.

For the Citizens of Brooks—Hon. Ed. Fackler, Jr., Corning, Iowa.

For the C., B. & Q. R. R. Co.—W. D. Eaton, Atty. for Iowa, Burlington, Iowa.

On September 18, 1931, ninety citizens of the town of Brooks, Iowa, petitioned the Board requesting that the Chicago, Burlington & Quincy Railroad Company be required to continue their regular agent at Brooks and not install a custodian.

Complaint was set for hearing at the Cass County Auditor's Office at Atlantic, Iowa, on Tuesday, November 10, 1931, at 9:30 A. M. and was fully heard.

Numerous citizens of Brooks appeared, and Mr. C. E. Davis, manager of the general store, Mr. Harry Marsh, confectionery dealer, Mr. E. L. Humbert, percheron breeder, Mr. J. H. Walters, director, Farmers Union Store, and Mr. Ivan Heaton, banker, presented the evidence for the protestants.

The testimony of Mr. Davis showed that the general store did an annual business of $39,000.00. Mr. Walters, who has charge of the grain shipments, stated that at the present time they did not amount to much.

The Chicago, Burlington & Quincy Railroad Company's representatives offered exhibits showing the following:

1930—Cars forwarded—25, live stock.
1931—First 9 months—Cars forwarded 11, live stock 6, hay 5.
1931—First 9 months—Cars received 11.
1931—First 9 months—35 L. C. L. shipments forwarded.
1931—First 9 months—598 L. C. L. shipments received.

Exhibit No. 2 follows showing complete receipts by years, 1925 to 1930, inclusive, and first nine months of 1931 by months, inclusive.

EXHIBIT No. 2

Statement of Freight and Passenger Earnings—Brooks, Iowa, by years 1925 to 1930, inclusive, and by months January, 1931, to September, 1931, inclusive.

Year	Freight Forwarded	Freight Received	Total Freight	Passenger Revenue	Total Freight and Pass. Rev.
1925	$ 6,366.00	$ 4,049.00	$ 10,415.00	$ 488.51	$ 10,903.51
1926	6,863.00	3,803.00	10,666.00	692.29	11,358.29
1927	5,560.00	3,299.00	8,859.00	463.70	9,322.70
1928	5,598.00	3,055.00	8,653.00	518.59	9,171.59
1929	5,228.00	4,568.00	9,796.00	786.63	10,582.63
1930	1,722.00	2,838.00	4,560.00	342.00	4,902.00
1931					
January	209.00	98.00	307.00	16.00	323.00
February	221.00	100.00	321.00	8.00	329.00
March	50.00	84.00	134.00	24.00	158.00
April	28.00	62.00	90.00	11.00	101.00
May	152.00	119.00	271.00	32.00	303.00
June	143.00	154.00	297.00	65.00	362.00
July	14.00	106.00	120.00	29.00	149.00
August	30.00	172.00	202.00	31.00	233.00
September	2.00	265.00	267.00	11.00	278.00
	$ 849.00	$ 1,160.00	$ 2,009.00	$ 227.00	$ 2,236.00

Exhibit No. 1 following shows cost of agency station:

EXHIBIT No. 1

Expense Operating Brooks Station.

1931	Wages	Fuel	Telephone	Lights
January	$ 123.12	10 tons coal	$ 1.25	$ .25
February	109.44		1.25	.25
March	118.56		1.25	.25
April	118.56		1.25	.25
May	118.56		1.25	.25
June	118.56		1.25	.25
July	123.12		1.25	.25
August	123.12		1.25	.25
September	118.56		1.25	.25
Total	$ 1,071.60	$ 58.50	$ 11.25	$ 2.25
Total for 9 months				1,143.60
Cost per year				1,524.84
Average per month				127.07

It is noted that there was not much fluctuation in gross revenues for the years 1925 to 1929, inclusive. The year 1930, however, shows a decided reduction, while the 1931 revenues for first nine months shows but little more, if any, than fifty per cent of those of 1930. Receipts for this period show $2,236.00, wages $1,071.70, or an average of about $248.00 per month in revenues, with about $120.00 in wages.

The Board fully realizes the great inconvenience occasioned to the small towns by substituting a custodian for an agent at their stations. However, with such meager receipts, the Board must permit the Railroad Company to make the change.

After the present depression, if the Railroad's receipts assume normal proportions, the Board will be glad to consider application for the reinstatement of an agent.

The petition is therefore denied.

No. A-4533—1932.

CITIZENS OF UDELL, *Complainants*,

v.

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

Decided December 7, 1931

STATION FACILITIES AND SERVICE—REOPENING OF STATION AND REINSTATEMENT OF AGENT.

Held, upon hearing, that present receipts would not warrant requiring the railroad company to maintain an agent.

For the Petitioners—Stephen A. Robinson, Asst. Commerce Counsel; H. R. Ricks, P. A. Gray, O. A. Taylor, and O. A. Powell, Udell, Iowa.

For the C., R. I. & P. Ry. Co.—J. G. Gamble, Attorney for Iowa, Des Moines, Iowa; J. J. Breheny, Genl. Superintendent, Des Moines, Iowa; H. A. Sewell, Supt., Trenton, Mo.

On September 18, 1931, the citizens of Udell filed a petition with the Board asking that the Chicago, Rock Island and Pacific Railway Company be required to open their station and maintain a regular agent at Udell. This station was closed by the Railway Company on September 9, 1931, and a custodian placed in charge in lieu of an agent. The complaint was set down for hearing, at the office of the Board, and was fully heard, on Tuesday, November 24, 1931.

The petitioners were mostly live stock shippers and business men of the town of Udell, located on the line of the Chicago, Rock Island & Pacific Railway Company running from Chicago to Kansas City, Missouri, a few miles east of Centerville, Iowa. It is also located on the main line

of the Wabash Railroad running from Des Moines to St. Louis, between Moravia and Moulton, Iowa. The petitioners made complaint as to the inconvenience incidental to the shipping and receiving of freight over the Rock Island Railway with a custodian in charge.

The Railway Company filed a statement in which it was shown that the receipts at Udell, both in and out, including passenger revenue, were $3,171.76 for the year 1930. The receipts for the year 1931, for the first eight months, were $1,480.30, or $176.04 a month. It was also shown by the Railway Company that for the months of February, March, April, May, June and August, while they were maintaining an agent, not a carload of freight was shipped in or out.

The cost of maintaining the station of Udell, in 1930, was $2,498.20, or a monthly average of $208.18, and for the first eight months of 1931 the cost was $1,006.58, or a monthly average of $125.82.

The Board realizes the great inconvenience occasioned to these small towns by the removal of a regular agent and the substitution of a custodian at the station. However, with the meager receipts shown to have been received at Udell, it would not be justified in ordering the agent reinstated.

After the present depression, if the carrier's receipts assume normal proportions, the Board will be glad to consider application for the reinstatement of the agent.

The petition is, therefore, denied.

No. A-4538—1932. J. W. Chenhall, Spencer, v. Minneapolis & St. Louis Railroad Company. Alleged poor condition of right of way fence along property one and a half miles south of Spencer. Satisfactory repairs made.

Filed June 23, 1931. Closed December 1, 1932.

No. A-4541—1932. Harry Van DeKrol, Taintor, v. Minneapolis & St. Louis Railroad Company. Alleged poor condition of right of way fence near Taintor. Satisfactorily taken care of.

Filed April 1, 1931. Closed December 1, 1932.

No. A-4542—1932. Neal Vander Wilt, Taintor, v. Minneapolis & St. Louis Railroad Company. Fence on farm near Taintor. Reconstructed to satisfaction of complainant.

Filed April 23, 1931. Closed December 26, 1931.

No. A-4543—1932. Citizens of Albert City, by Lester Johnson, Town Clerk, v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Crossing protection near Quaker Oat Mills. An investigation revealed that the crossing in question was not particularly hazardous, and report of the Board's engineer recommended that the Town Council of Albert City take the matter of protection up with the railroad company. Inasmuch as the Town Council has made no further complaint to the Board, the case is closed without prejudice.

Filed April 25, 1931. Closed December 1, 1932.

No. A-4544—1932. Thomas A. Tierney, Fort Dodge, v. Minneapolis & St. Louis Railroad Company. Alleged poor condition of fence along right of way near Fort Dodge. Satisfactorily repaired.

Filed August 11, 1931. Closed January 11, 1932.

No. A-4547—1932. John Van DeKrol, Taintor, v. Minneapolis & St. Louis Railroad Company. Alleged poor condition of right of way fence near Lynnville. Satisfactorily repaired.

Filed September 28, 1931. Closed January 11, 1932.

No. A-4549—1932. P. R. Lyford, County Engineer, Chickasaw County, New Hampton, v. Chicago, Milwaukee, St. Paul & Pacific Railroad Com-

pany. Unsatisfactory condition of highway crossings in Chickasaw county. Satisfactorily adjusted.

Filed October 31, 1931. Closed December 31, 1931.

No. A-4552—1932. C. J. Roten, Sully, v. Minneapolis & St. Louis Railroad Company. Right of way fence near Sully. Fence rebuilt.

Filed October 7, 1931. Closed January 25, 1932.

No. A-4556—1932. Citizens of Avery v. Chicago, Burlington & Quincy Railroad Company. Station Facilities and Service. Discontinuance of station agency. After some correspondence relative to this petition, the complainants declined to have a formal hearing thereon, and the case was, therefore, closed without prejudice.

Filed September 8, 1931. Closed December 31, 1931.

No. A-4557—1932. William H. Rutherford, Grinnell, v. Minneapolis & St. Louis Railroad Company. Poor condition of right of way fence. Proper repairs made.

Filed October 30, 1931. Closed January 23, 1932.

No. A-4558—1932.

CITIZENS OF BEECH, *Complainants*,

v.

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

Decided February 16, 1932

STATION FACILITIES AND SERVICE—PETITION TO RESTORE STATION AGENCY.

Held, upon hearing, that case should not be closed until August 1, 1932, at which time the Board denied the petition owing to the small receipts for 1932.

For the Complainants—Hon. J. H. Henderson, Commerce Counsel of Iowa, Des Moines, Iowa; Ned E. Spurgin, Beech, Iowa.

For the C., R. I. & P. Ry. Co.—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa, by R. L. Read, Asst. Atty.; H. J. Sewell, Div. Supt., Trenton, Mo.

On September 9, 1931, the Chicago, Rock Island & Pacific Railway Company discontinued their station agency at Beech, Iowa, and substituted therefor a custodian. At that time the business men residing at Beech and shippers in that vicinity circulated a petition protesting against this change and asking for a hearing before the Board of Railroad Commissioners of the State of Iowa. The railroad company declined to reestablish the agent unless ordered to do so by the Commission, whereupon the controversy was set down for hearing at the Office of the Board, Des Moines, Iowa, on February 8, 1932, at which time the case was fully heard.

The records show that the receipts, both in and out, were practically $6,900.00 for the year 1931, the station being in charge of a custodian during the last four months thereof. It is the opinion of the Board that this case should not be closed at the present time, but should be continued to the first of August, 1932, at which time further report as to the earnings of the station should be made.

No. A-4563—1932. W. L. Geisinger, Storm Lake, v. Illinois Central Railroad Company. Double deck chute at Illinois Central stockyards, Storm Lake. Loading chute reconstructed.

Filed December 3, 1930. Closed December 1, 1932.

No. A-4566—1932.

CITIZENS OF ESTHERVILLE, ET AL., *Complainants*,

v.

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

Decided January 22, 1932

TRAIN SERVICE—DISCONTINUANCE OF TRAINS NOS. 419 AND 420 BETWEEN SIOUX FALLS, SOUTH DAKOTA, AND CEDAR RAPIDS, IOWA.

Held, upon hearing, that the discontinuance of trains 463 and 464 instead of trains 419 and 420 would better promote the public convenience and necessity, and so ordered.

For the Complainants—Hon. J. H. Henderson, Commerce Counsel, Des Moines, Iowa; Hon. N. J. Lee, Estherville, Iowa; J. W. Morse, Atty., Estherville, Iowa.

For the C., R. I. & P. Railway Company—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa.

The Chicago, Rock Island & Pacific Railway Company, hereinafter called the respondent, advised this Commission on December 23, 1931, that they proposed, effective January 10, 1932, to discontinue passenger trains Nos. 419 and 420 between Cedar Rapids and Estherville.

On January 6, 1932, the citizens of Estherville and nearly all of the other communities along this line of the railroad protested the proposed change in train schedules. The matter was set down for hearing at Iowa Falls for January 21, 1932. At that time the respondent and representation from the protesting communities appeared and hearing was had.

Between Cedar Rapids and Estherville there are also trains 463 and 464, the odd numbered trains being the westbound and the even numbered trains the eastbound. During the course of the hearing the respondent announced a further slight change in the schedules. Also during recess in the hearing, conference between the respondent and the representation of the communities was held, the result of which was a modification of the protests.

After a careful review of the matters and things involved, the Commission finds and so orders that trains 463 and 464 may be discontinued effective January 28, 1932, but that trains 419 and 420 shall be retained.

No. A-4568—1932. Citizens of Burt, and vicinity v. Chicago & North Western Railway Company. Discontinuance of trains 14 and 15. Investigation disclosed that the railroad company does not contemplate the immediate withdrawal of the trains in question, and for that reason the case was closed without prejudice.

Filed January 19, 1932. Closed February 20, 1932.

No. A-4569—1932. Citizens of Lester v. Great Northern Railway Company. Discontinuance of Trains 31 and 32. Cancelled.

Filed February 20, 1932. Closed February 20, 1932.

No. A-4570—1932.

CITIZENS OF DE SOTO, *Complainants*,

v.

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

Decided August 13, 1932

STATION FACILITIES AND SERVICE—CLOSING OF STATION.

Held, upon hearing, that receipts warrant continuation of the agency service.

For the Petitioners—Stephen Robinson, Asst. Commerce Counsel, Des Moines, Iowa.

For the C., R. I. & P. Railway Company—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa, by R. L. Read.

A petition signed by 140 citizens of De Soto and immediate vicinity was filed with this Commission on March 4, 1932. The petition states that the Chicago, Rock Island and Pacific Railway Company intended to close the De Soto station and that, in their opinion, this action was unwarranted and would be injurious to both the Railway Company and the town of De Soto and further requested the Commission to deny the Chicago, Rock Island and Pacific Railway Company's attempt to make De Soto a non-agency station.

This matter was set down for hearing for April 13, 1932, at Des Moines.

The earnings for this station in 1927 were $25,954.00, expense $1,645.00; 1928—$16,308.00, expense $1,625.00; 1929—$22,908.00, expense $1,648.00; 1930—$20,267.00, expense $1,626.00 and 1931—$15,044.00, expense $1,570.00.

After a review of the records which show numerous protests of large shippers at this point and the handicap they would experience in event they were deprived of the usual agency services, we are of the opinion that the income derived from traffic in and out at this station warrants the continuation of the agency service now being rendered at De Soto, and it is so ordered.

No. A-4571—1932. Bowen Grain & Lumber Company, Searsboro, v. Minneapolis & St. Louis Railroad Company. Site—Rental for. This controversy was set down for hearing at the Office of the Board, Des Moines, Iowa, April 13, 1932, but a compromise settlement was effected prior to that date, and the case closed.

Filed February 5, 1932. Closed December 1, 1932.

No. A-4573—1932.

F. B. DENBURGER, ET AL., LEIGHTON, *Complainants*,

v.

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

Decided August 19, 1932

STATION FACILITIES AND SERVICE—REMOVAL OF AGENT.

Ordered, upon hearing: railroad company shall continue the agency service now being furnished for a period of at least one year.

For the Petitioners—H. S. Life, Atty., Oskaloosa, Iowa.

For the C., R. I. & P. Railway Co.—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa, by R. L. Read, Asst. Atty.

On March 22, 1932, F. D. Denburger, et al., Leighton, Iowa, by H. S. Life, Attorney, filed with this Board petition and resistance to the contemplated removal, by the Chicago, Rock Island and Pacific Railway Company, of their agent at Leighton station.

After ascertaining the position of the Railway Company with reference to this change, the matter was set for hearing at the offices of the Board, Des Moines, Iowa, on April 13, 1932.

Leighton is a town comprising a population of approximately three hundred persons and in their petition the protestants recited that there were eleven firms joining in the protest, who would be greatly inconvenienced by the removal of the agent.

A statement was filed by the Railway Company for the years 1927, 1928, 1929, 1930 and 1931, as follows:

	Revenue	Expenses
1927	$ 44,757.00	$ 1,518.00
1928	19,341.00	1,463.00
1929	20,721.00	1,489.00
1930	17,223.00	1,463.00
1931	8,398.00	1,463.00

While these records show a diminution in revenue creditable to Leighton station, it is nevertheless, in the opinion of this Board, sufficient to warrant the respondent in continuing the agency services now being furnished to the shipping public at Leighton for at least a period of one year, and it is so ordered.

No. A-4574—1932. Citizens of Turkey River, by Peter P. Adams, v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Station Facilities and Service—Discontinuance of Station Agency. This case was fully heard on April 20, 1932, but before the Board rendered a decision in the matter, a compromise settlement was effected between the railroad company and the Order of Railroad Telegraphers to place the agent on a four-hour basis, which was satisfactory to all concerned.

Filed March 16, 1932. Closed August 5, 1932.

No. A-4575—1932.

CITIZENS OF ALLENDORF, *Complainants*,

v.

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

Decided August 13, 1932

STATION FACILITIES AND SERVICE—AGENT.

Held, upon hearing, railroad company may close its station at Allendorf, placing a custodian in charge.

For the Citizens of Allendorf, Iowa—None.

For the C., R. I. & P. Ry. Co.—Gamble, Read & Howland, Attys., by Ralph Read, Des Moines, Iowa.

On March 29, 1932, a petition signed by the citizens of Allendorf and vicinity was filed with this Board protesting the rumored abandonment by the Chicago, Rock Island and Pacific Railway Company of the station agency and the substitution of a custodian at Allendorf, Iowa. Allendorf is a town of approximately fifty persons.

This petition, while expressing an appreciation of the economic conditions with which the railroads are at present confronted, also expressed the belief that these conditions were of a temporary nature, aggravated by the drouth to which the country surrounding Allendorf has been particularly subjected.

After ascertaining by correspondence the position of the Railway Company regarding this complaint, the matter was set for hearing for May 25, 1932, at Spirit Lake, Iowa. The complainants did not appear at the hearing. The respondent, by its attorney, did appear.

Statement filed by the respondent for the year 1931 shows total gross revenue credited to the Allendorf station as $15,458.00 with expenses of $1,512.00. Of the gross revenue $6,800.00 was derived from material shipped in by the Iowa State Highway Commission for use on a project then in the course of construction near Allendorf. The record also shows that Allendorf has a lumber yard closed, which previously had received considerable tonnage, also a cream station which trucks its produce, three elevators, two of which are closed.

With the exception of a carload of hogs shipped during May, 1932, and a carload of horses shipped in July, 1932, the greater part of the shipping at Allendorf is done by Mr. Hubbard, who operates the elevator and coal yard. Mr. Hubbard stated that since the Railway Company had changed the time of their train, he could send the billings to Sibley, Iowa, receiving them back the same day, which arrangement was satisfactory so far as his business is concerned.

From these facts it appears that satisfactory arrangements may be made between the shippers at Allendorf and the Railway Company whereby cars may be forwarded when needed; that bills of lading may be signed without undue delay and inbound shipments delivered with reasonable dispatch.

In view of these circumstances, the Commission believes it justifiable to permit the respondent to change Allendorf from an agency station to a non-agency station.

It is so ordered.

No. A-4576—1932.

CITY OF FAIRFIELD, *Complainant*,

v.

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

Decided October 12, 1932

APPLICATION FOR APPROVAL OF CITY ORDINANCE NO. 269 REQUIRING THE MAINTENANCE OF FLAGMEN AT THE INTERSECTION OF THE RIGHT OF WAY OF THE C., B. & Q. RAILROAD COMPANY AND NORTH FOURTH ST., IN FAIRFIELD.

Held, upon hearing and inspection, crossing protection necessary.

Ordered, the installation of two tricks of flagmen and the operation of automatic wig-wag signal when flagmen not on duty.

For the City of Fairfield—Richard C. Leggett, Atty., Fairfield, Iowa.

For the C., B. & Q. R. R. Co.—J. C. Pryor, Atty. for Iowa, Burlington, Iowa; J. P. Starr, Atty., Fairfield, Iowa.

The City of Fairfield, by its Mayor, Hon. Harley Carter, filed under date of April 21st request for hearing and decision in the matter of the protection of North Fourth Street crossing, Fairfield, Iowa, where said street is intersected by the tracks of the Chicago, Burlington & Quincy Railroad Company. Attached to this request was a copy of Ordinance No. 269 passed and approved January 5, 1932, by the City of Fairfield, requiring the establishment and maintenance of flagmen at all times at said crossing, also petition signed by 182 residents of Fairfield, Iowa, petitioning the City Council for such service, also an endorsement of this proposition by the Lions Club of that city. The Chicago, Burlington & Quincy Railroad Company were advised of the request and replied under date of May 23rd in part as follows:

> "* * * that we intend to resist this attempt on the part of the City of Fairfield to compel us to maintain flagmen at the crossing in question for the reason that we consider such a requirement wholly unreasonable under the present circumstances."

The matter was then set down for hearing on September 12, 1932, at two (2) o'clock P. M. at Fairfield, Iowa.

The principal north and south streets open for vehicular traffic in the city of Fairfield are as follows:

North Ninth Street
North Fourth Street
North Third Street
North Main Street
North Court Street

Fourth Street carries a heavy vehicular traffic which is estimated at approximately 125 vehicles per hour for the entire day. The figures presented at the hearing were only for a portion of the day, that is, 6:00 A. M. to 10:30 P. M. on September 10th. The totals for this period of 16½ hours were 844 pedestrians, 1,212 passenger automobiles, 417 trucks, 41 wagons, which show an average of 155 vehicles per hour. The traffic check was rather lacking in detail and in time consumed in making such count. However, all the evidence indicates this street is a heavily traveled artery of traffic, carrying in addition to the city traffic, the traffic of State Primary Highway No. 1. A considerable number of industries are located on the north side of the C., B. & Q. tracks just west of Fourth Street, as well as some factories farther north and west. The Lincoln public grade school is located two blocks north of the crossing and Parsons College is located three blocks north of the crossing. The location of these schools necessitates some of the students crossing at this location.

Highway No. 1 extending north from Fairfield connects with Highway No. 77 to a connection with Highway No. 2 further north and Highway No. 1 makes a direct connection with Highway No. 2 at Washington, Iowa, and this in turn, with Highway No. 161, which is the main highway for this part of the state in a north and south direction. To the south, this highway extends to Keosauqua and to a connection with Highway No. 3, thence to points east and west. Highway No. 1 also makes a connection in the city of Fairfield with east and west Highway No. 34.

There are six tracks at this crossing, which, beginning at the south, are two house tracks, one team track, two main lines and one stock track. The view on the approach from the south to the east and west is usually obstructed by cars until at a distance of 40 feet of the eastbound main line (which is near the second house track), where a view to the east and west of 1,050 feet is obtained in either direction. Approaching from the north, the view to the west at a point 25 feet from the westward main line is 600 feet and at a point 21 feet, the view to the east is approxi-

mately 1,000 feet. This view may be shortened even further by the presence of cars on the stock track.

A summary of railroad traffic was presented in Exhibit "A" and is recapitulated as follows:

Month	Passenger	Way Freights	Others
June	360	42	227
July	366	25	217
August	369	27	260
Total	1,095	94	704

Grand Total—1,893.

This is an average of 21 trains per day. Switching movements over this crossing are chiefly due to local freights, which service constitutes a freight in one direction one day and in the other direction the next day, Sunday being excluded. In addition to the switching movements by these local freights, a car of merchandise is set out in the evening two or three times a week by train No. 71, also Chicago time freight makes a pickup in the evening.

There is at the present time a flagman on duty between the hours of 7:30 A. M. and 3:30 P. M. at an estimated cost of $60.00 per month.

This matter is brought before the Commission for determination in accordance with the provisions of Section 5972, Chapter 307, Code of Iowa, 1931. The question for determination is concerning the necessity of flagman service at this crossing, controversy having arisen between the Council and the Railroad Company.

It is our opinion that the highway traffic, together with the railroad traffic over this crossing, is sufficient to justify the maintenance of two tricks of flagmen at this location. The schedules submitted at the hearing are not sufficient to definitely determine the hours of the day during which such flagmen should be on duty. Unless it is found more desirable, after actual traffic and train check, to so change the hours as to cover a denser period of train and highway traffic, it is proposed that such flagmen be stationed from 7:00 A. M. to 3:00 P. M. and from 3:00 P. M. to 11:00 P. M.

It is our further opinion that wig-wag signal now located at North Fourth Street crossing should be in operation for the approach of trains on main line tracks only during the hours that flagmen are not on duty.

It is, therefore, ordered that the Chicago, Burlington & Quincy Railroad Company provide two tricks of flagmen at North Fourth Street crossing, Fairfield, Iowa, and that automatic wig-wag signal be operated in accordance with our finding herein.

It is further ordered that this service be effective on and after November 1, 1932.

No. A-4577—1932. Board of Supervisors of Monona County v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Crossing near Mapleton. The railroad company proceeded to properly remedy the conditions complained of, after which the file was closed.

Filed June 20, 1932. Closed August 29, 1932.

No. A-4578—1932.

BOARD OF SUPERVISORS OF WASHINGTON COUNTY, *Complainants*,

v.

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

Decided August 9, 1932

BRIDGE NEAR BRIGHTON.

Found, upon hearing, present structure inadequate to properly carry ordinary highway traffic.

Ordered, bridge reconstructed with width of 20 feet, capable of carrying 20 ton, costs to be divided between parties hereto and work to be completed by December 1, 1932.

For the Board of Supervisors of Washington County—R. E. Brown, Washington, Iowa.

For the Minneapolis & St. Louis Railroad Company, W. H. Bremner, Receiver—Carr, Cox, Evans & Riley, Attys., Des Moines, Iowa, by Don Evans.

The County Board of Supervisors of Washington County filed under date of March 23, 1932, complaint alleging that highway bridge over the Minneapolis & St. Louis Railroad on the south line of Section 35, Township 74 north, Range 8 west, Washington County, was unsafe for a load of approximately fifteen ton, constituted in road machinery used by said county.

Inspection was made by Commission's representative on March 29, 1932. The conclusion of his report was as follows:

> "The entire bridge is what may be considered in only moderately fair condition. The M. & St. L. Railroad Company have erected at either end of the bridge a sign stating that the bridge is not considered safe for a load in excess of 3 tons. It is stated by the M. & St. L. Railroad that the deck of this bridge was renewed in 1925 and that renewal of many other parts of the bridge was made in February, 1931.
>
> "The tonnage rating placed at the end of the bridge is probably quite conservative and it appears that the bridge would be adequate, with minor repairs, for a rating of 100% in excess. However, this road, particularly when it is in good condition, is subjected to the ordinary traffic of highways and may reasonably be expected to carry such traffic. This traffic may easily have a gross weight of several times the rating of 3 tons and it appears only reasonable that the bridge should be maintained for the ordinary traffic which may use it. The weight of vehicles on the roads within the last few years has materially increased and the strength of bridges must necessarily increase in accordance therewith. I do not believe the bridge is safe for the load of 15 ton proposed by the highway people, and I further believe that they can reasonably expect to cross the bridges on a highway with such equipment; especially so in view of the fact that there are a number of trucks operating on the highways which will weigh 8 to 10 tons gross, or in some cases even more. Individuals living close to this overhead bridge stated that there are a few heavy stock and oil trucks in the vicinity which occasionally use this bridge.
>
> "I would, therefore, recommend that the bridge be reconstructed to safely accommodate the traffic of the highway."

A copy of report was transmitted to the interested parties. The Minneapolis & St. Louis Railroad Company replied under date of April 29th in part as follows:

> "We take the position at this time that we should only be required to maintain the overhead bridge four miles east of Brighton in good repair and of the design and plan under which it was constructed; that is to say, suitable for the ordinary traffic of a county road."

The Railroad Company was advised June 1, 1932, by this Commission "consideration has been given this matter by the Commission and their attitude is stated as being that a bridge such as the one involved in this case should be so constructed and maintained that it will safely carry all traffic, including road machinery, that it may be normally called upon to bear."

Each of the interested parties thereafter requested that this matter be set down for hearing before this Board and July 26, 1932, was named for such hearing.

There was no dispute between parties as to the present condition of this bridge. The Railroad Company stated that they were willing to spend an estimated $718.00 to place the bridge in a physical condition

comparable to the structure as originally designed and built. There was a further estimate that $1,473.00 would be necessary to bring the structure from its present condition to a twenty-ton load rating and the widening to twenty feet instead of the present sixteen feet and that they felt such additional expense should be borne by Washington County. It was the statement of a member of the Board of Supervisors that these estimates appeared reasonable.

Under the facts and circumstances in this case, it is our opinion that because of the present defective character of this bridge structure it should be promptly renewed and that in such renewal it should be so constructed as to provide the suggested twenty-ton rating with a roadway width of twenty feet and that the apportionment of cost for said revised structure shall be as follows:

The Railroad Company shall pay the cost of renewal as though the present structure was duplicated, estimated at $718.00; that the balance of such cost, estimated $755.00, shall be borne equally by the Minneapolis & St. Louis Railroad Company and the Board of Supervisors of Washington County; and that any additional necessary grading of approaches shall be provided by Washington County at the expense of the county.

If the Railroad Company and the highway authorities cannot agree upon the method of procedure in carrying out the opinion herein expressed, the Board may be called upon to make further order in this case.

It is the opinion and order of this Board that this structure should be renewed not later than December 1, 1932, and that the County should guarantee to the Railroad Company its share of the expense of reconstructing this bridge as indicated herein.

No. A-4579—1932. R. R. Livingston, Madrid, v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Fence in Madrid. It developed after correspondence that under the law the complainant herein was not entitled to have the fence in question constructed at the railroad company's expense, and the case was closed.

Filed February 10, 1932. Closed June 27, 1932.

No. A-4580—1932.

CITY OF CARROLL, *Complainant*,

v.

CHICAGO & NORTH WESTERN RAILROAD COMPANY, CHICAGO GREAT WESTERN RAILROAD COMPANY, *Defendants*.

Decided October 12, 1933

APPLICATION FOR APPROVAL OF CITY ORDINANCE NO. 202 PROVIDING FOR THE MAINTENANCE OF CROSSING FLAGMEN AT THE CROSSING OF THE DEFENDANTS' TRACKS AND MAIN AND CARROLL STREETS IN THE CITY OF CARROLL.

Found, upon hearing, crossing inadequately protected.

Ordered, the installation of flagmen between the hours of 8:00 A. M. and 8:00 P. M.

For the City of Carroll, Iowa—Ralph Maclean, City Atty., Carroll, Iowa.

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

For the C. G. W. R. R. Co.—Carr, Cox, Evans & Riley, Attys., Des Moines, Iowa, by John Inghram.

The city of Carroll enacted Ordinance No. 202 requiring the Chicago and North Western Railway Company to protect Main Street and Carroll Street crossings by flagmen 24 hours each day and requiring the Chicago Great Western Railroad Company to protect Carroll Street with flagmen from 7:00 A. M. to 7:00 P. M. and Main Street for the full 24 hours of the day. Neither of the railroads were agreeable to furnishing this protection in the manner prescribed and filed protest with the city of Carroll. The matter was referred to this body under the provisions of Section 5972, Chapter 307, Code of Iowa, 1931.

The city of Carroll, by its Attorney, Mr. Ralph Maclean, filed under

date of August 9 an application for hearing and decision in the matter of the protection of Carroll and Main Streets in the city of Carroll, Iowa, where such streets are crossed by the Chicago and North Western Railway and the Chicago Great Western Railroad tracks. In accordance with the request, date for hearing was named for Wednesday, September 7, 1932, at the office of this Board in Des Moines, Iowa.

Both of the streets in question extend in a general north and south direction crossing the tracks of both railroad companies at nearly right angles. Carroll Street, in addition to carrying the ordinary city traffic carries the traffic of the State Primary Road No. 71 which is north and south across state road. This highway connects with United States Highway No. 30, which is a cross state east and west highway, and which extends nearly parallel to the tracks of these companies on the north side thereof but does not cross said tracks at grade. Main Street is not a designated highway and carries chiefly the ordinary city traffic. The larger portion of the business district is located on the north side of these tracks and it is estimated that 55% to 60% of the population lives north of the track. One public grade school and two parochial schools are located on the south side of the tracks and one public grade school, one high school and one parochial school are located north of the tracks. The school wards are so designed that it would appear that there would not be many of the students crossing these tracks, except as relating to high school and excepting further as relating to some portion of the parochial school children, but no showing is made that the two crossings under consideration are the ones extensively used for such purposes.

Testimony submitted indicates the highway traffic for the two crossings is relatively the same. The following schedule shows average traffic per hour at the Chicago and North Western Railway Company intersection with Main and Carroll Streets:

	Main Street		Carroll Street	
	City Count	R. R. Count	City Count	R. R. Count
Motor Vehicles	103.4	90.7	101.6	96.
Pedestrians	39.5	33.	43.	45.4
Trains	2.7	3.	3.4	3.2

The above schedule, in so far as motor vehicles and pedestrians are concerned, is equally applicable to the Chicago Great Western crossings.

A review of the exhibits shows a predominance of main line movements at Carroll Street and a predominance of switching movements at Main Street. The time table traffic on the Chicago Great Western totals 4 passengers, 4 extras and 1 local freight per day. In addition thereto, it is reasonably expected that occasional extras will be run each day. Trains listed above for the Chicago Great Western are all due to pass Carroll during the hours of 8:00 A. M. to 8:00 P. M. excepting four trains.

The time table schedule of traffic for the Chicago and North Western is 7 passenger and 7 freight trains in each direction or a total of 28 scheduled trains. It may be reasonably expected, however, that extra trains will be run as occasion demands.

The visibility approaching the Chicago and North Western tracks from the south at Main Street is for a distance of 175 feet from main line tracks, 80 feet to the east and 380 feet to the west, this view gradually broadening until at a point 25 feet from main tracks the view to the east is 1 mile and to the west 830 feet and approaching from the north, the view gradually broadens from a point 150 feet from the main line tracks so that when at a point 25 feet from said tracks, the view is 1,600 feet to the east and 800 feet to the west. Approaching Chicago and North Western main tracks from the south at Carroll Street, the view gradually broadens from a point 175 feet from main line tracks until at a point 50 feet from said tracks, the view is 1 mile in either direction and approaching from the north the view at a point 150 feet from main

line tracks is 60 feet east and 50 feet west, which does not materially increase until when at a point 34 feet from the main line tracks, the view to the east is 1,250 feet and to the west 550 feet. At this point, however, the view is usually almost entirely obstructed by cars on spur track at the side of the flour mill. It is necessary to reach a point approximately 6 feet from the main line track before any very definite view can be assured. The view for an approaching traveler on the highway is, therefore, much obstructed and this location is consequently especially hazardous.

The Chicago Great Western Railroad Company presented no visibility figures for these crossings. However, an examination discloses that there are no serious obstructions to view on the approach to the Main Street crossing from either direction unless cars are spotted in the near vicinity. Approaching the Chicago Great Western tracks from the south on Carroll Street, the view to the east is practically unobstructed for a reasonable distance and at a point 25 feet from the main line track, the view to the west is good for some 500 feet. On the approach to the north, the view to the east is unobstructed before reaching any track but to the west is somewhat obstructed on account of freight depot in the angle of the crossing and cars usually spotted for unloading. This intersection is further complicated by the intersection of Fifth Street extending east and west.

The speed of Chicago and North Western trains has been limited to 15 miles per hour over these crossings and switching movements are protected by trainmen on the crossings.

The estimated cost of retaining flagmen for the 24-hour period for each of the Chicago and North Western crossings is $2,600.00. The reasons given by the Chicago and North Western Railway for the discontinuance of flagmen at these two crossings were as follows:

1. A lesser number of train movements.
2. A lesser number of switching movements.
3. Reduced speed of trains.
4. Economy.

On behalf of the city of Carroll, Mr. Maclean filed on September 17, 1932, certain comments in order to make his position clear. The principal questions therein discussed are:

1. "It is my contention that the quoted section of the statute gives the city the legal right to declare legislatively, and as a law making arm of the state, the necessity for flagmen at railroad-city street crossings."

2. The reception of opinion evidence by the Commission.

The question in this case is governed and controlled by Section 5972 of the Code of Iowa, 1931. It will be noted that the Railroad Commission of Iowa has no duties to perform or decisions to make, except that which is included in the proviso which reads:

> "* * * * provided that in cases where a controversy arises between the railroad company and the council as to the necessity for such flagmen, signal devices, or gates, the matter shall be determined by the Board of Railroad Commissioners."

We have nothing to do with the ordinance nor do we have anything to do with any question other than the specific one now in the section of the statute and that is whether or not there is a necessity for such flagmen, etc., which is to be determined by this Board under all the facts and conditions disclosed in the hearing of the case.

In the brief filed by Mr. Maclean, reference is made to the City of Council Bluffs v. Illinois Central Railroad Company, 158 Iowa, 679. This case is not applicable because the case was tried prior to the amendment of the statute providing for the Railroad Commission to settle the question of necessity, where a controversy has arisen between the railroad company and the city council.

Referring to the second question involving specific objection as to one of the witnesses having given his opinion, and that opinion testimony is not to be received, this is true as a general proposition. However, when one shows qualifications by particular or superior knowledge as to the fact, his opinion may be given and receive such weight as the Commission deems it is entitled to receive. This Board was to determine, in its judgment, the single question of whether or not there is a necessity for the protection at this crossing as contemplated by the statute. The opinion evidence, of course, is not competent as mere opinions. We endeavored to give due weight to the usual requisites in passing upon the credibility of witnesses.

The review of the traffic checks presented by the city and by the Chicago and North Western Railway Company discloses the fact that the heavy traffic of these crossings occurs during certain hours of the day. The below schedule shows traffic at the two crossings for motor vehicles for the 24-hour period, and for a 12-hour period 8:00 A. M. to 8:00 P. M., also showing the balance of vehicles during remaining 12 hours:

MAIN STREET (City Count)

Total motor vehicles for 24-hour period for 4 days	9,925
Total motor vehicles for 12-hour period for 4 days	7,943
Balance	1,982

CARROLL STREET (City Count)

Total motor vehicles for 24-hour period for 4 days	9,757
Total motor vehicles for 12-hour period for 4 days	8,014
Balance	1,743

MAIN STREET (C. & N. W. Count)

Totol motor vehicles for 24-hour period for 3 days	6,533
Total motor vehicles for 12-hour period for 3 days	5,060
Balance	1,473

CARROLL STREET (C. & N. W. Count)

Total motor vehicles for 24-hour period for 3 days	6,915
Total motor vehicles for 12-hour period for 3 days	5,392
Balance	1,523

After a review of the testimony and exhibits and the facts set out above, it is believed that these crossings are entitled to protection during certain hours of the day and a further review of the traffic check leads us to believe that the Chicago and North Western crossings with Carroll and Main Streets should be protected for a 12-hour period 8:00 A. M. to 8:00 P. M., which, as shown in the schedule above, gives protection to the larger portion of the traffic using these crossings and which period also covers the predominance of movements on the main line tracks of this railroad, excluding switching movements which are to be protected by trainmen flagging over the crossings.

It is further believed that the same arrangement for protection should be afforded for the intersection of the Chicago Great Western Railroad tracks with Carroll and Main Streets.

It is, therefore, ordered that the Chicago and North Western Railway Company provide flagman protection for the hours of 8:00 A. M. to 8:00 P. M. for Carroll and Main Street crossings and that the Chicago Great Western Railroad Company provide flagman protection for Carroll and Main Street crossings for the hours 8:00 A. M. to 8:00 P. M. same to be effective on and after November 1, 1932.

If found desirable at Main Street, the two railroad companies may use one flagman for the protection of said crossing.

No. A-4581—1932. Iowa State Highway Commission, Ames, v. Chicago Great Western Railroad Company. Undergrade crossing near Solberg. Before a hearing could be held, the parties reached an agreement and the case was, therefore, closed.

Filed August 19, 1932. Closed October 15, 1932.

No. A-4582—1932. Frudden Lumber Company v. Chicago, Rock Island & Pacific Railway Company. Reduction of rental at Greene. Before this case was set down for a hearing a satisfactory settlement was reached between the parties, and the file was closed.

Filed April 4, 1932. Closed November 14, 1932.

Rate Cases Closed During 1932

No. B-1281—1931.

CHICAGO & NORTH WESTERN RAILWAY CO., ET AL., *Petitioners.*
PETITION FOR REVISION OF CLASS RATES INTRASTATE IN IOWA.

Under date of December 29, 1931, the Board issued the following Supplemental Order:

Upon further consideration of the record in the above entitled proceeding, and upon consideration of petition filed by E. B. Boyd in behalf of the Iowa Lines for modification herein in certain particulars of our order of November 4, 1931, and good cause appearing therefor:

IT IS ORDERED, That the said order be, and it is hereby amended as follows:

By eliminating Finding 2 from the original report and by substituting therefor the following:

Finding No. 2—We find that in computing distances for the determination of the reasonable maximum scale of class rates set forth in Appendix A, the shortest possible route should be used over which carload traffic can be interchanged without transfer of lading, except that on less than carload freight distances should be computed via junctions having facilities for transferring less than carload freight even though such junction points have no direct track connections in cases where the distances so computed are not more than 50 miles. Rates should apply via reasonable and direct routes.

Temporary relief from the operation and requirement of the long-and-short-haul provisions of Section 8049 of the Code of Iowa is hereby granted the carriers permitting the publication of rates prescribed in this report between competitive points via the longer routes on the same basis prescribed for the shortest route without the requirements of such rates being held as a maximum at intermediate points over such longer line or route. Specific routing, however, should be inserted in tariffs within a reasonable time at which time a reasonable maximum limitation of circuity in connection with the application of the rates and routes between competitive points over circuitous routes should be established, subject to the approval of this Board.

Limited grouping of stations may be adopted for the purpose of simplifying publication of rates, provided such group rates shall not exceed a fair average of the point-to-point rates and provided that for distances fifty miles or less, the maximum distance rates prescribed herein, applicable via short line routes shall be published as an alternative basis with such group rates, the lower to be the applicable rate.

IT IS FURTHER ORDERED, That the requirement in the original report as amended hereby, insofar as it requires the establishment of rates found reasonable on or before January 1, 1932, upon not less than ten days' notice to this Board and the general public, is hereby postponed to become effective on or before February 1, 1932, upon not less than ten days' notice to this Board and the general public.

Under date of January 29, 1932, the Board issued the following Second Supplemental Order:

IT APPEARING, That there has been filed with the Iowa Board of Railroad Commissioners by E. B. Boyd, Agent, tariff containing schedules stating new class rates to become effective February 1, 1932, designated as follows:

E. B. Boyd, Agent, Freight Tariff No. 253 of Iowa Lines.

IT FURTHER APPEARING, That the said schedules were filed in compliance with the order of the Board in Docket No. B-1281 of November 4, 1931, as amended. Upon complaints filed, the Board finds that the above tariff was not on file ten days before the effective date and the general public did not have ten days for inspection of the tariff as required in the Board order, therefore;

IT IS ORDERED, That the effective date of tariff filed in compliance with the Board's order in Docket No. B-1281 will become effective February 8, 1932, instead of February 1, 1932, as ordered in the supplemental order of December 29, 1931.

(See B-1281, Page 31, 1931 Report.)

No. B-1293—1932. A. F. Cleveland, A. F. T. M., Chicago & North Western Railway Company, et al. Withdrawn.

Filed November 5, 1925. Closed April 6, 1932.

No. B-1544—1932. United Mine Workers of America, District No. 13, by J. H. Morris, President, and John Gay, Secretary. Application for revision of rate on coal. This case was set down for hearing on July 19, 1932, was continued to July 26th, and withdrawn at that time by the petitioner.

Filed July 26, 1927. Closed July 26, 1932.

No. B-1558—1932. Greater Des Moines Committee, Incorporated, by E. G. Wylie, Freight Commissioner, v. A., T. & S. F. Ry. Co., et al. Application for revision in rates on coal. This case was docketed for hearing on July 19, 1932, postponed to July 26, 1932, at which time the petition was withdrawn.

Filed November 16, 1927. Closed July 26, 1932.

No. B-1591—1932. Northwestern States Portland Cement Co., Mason City, v. Cedar Rapids and Iowa City Railway, et al. Intrastate rates on coal, C. L., from mines in Iowa to Mason City. This case was partially heard on February 18th and May 6 and 7, 1930. It was continued to July 26, 1932, and at that time withdrawn by the petitioner.

Filed December 21, 1929. Closed July 26, 1932.

No. B-1603—1932. Hanford Produce Company, Sioux City, v. C. & N. W. Ry. Co., et al. Petition for commodity rate on ice, carloads. This case was docketed for hearing on December 2, 1930, was continued to February 13, 1931, and was finally dismissed without hearing when the complainant and the railroads reached an agreement.

Filed October 30, 1930. Closed December 1, 1932.

No. B-1624—1932. Cinder Block & Material Co. v. C. & N. W. Ry. Co. Petition for rates on cinders, carloads, from Clinton to Cedar Rapids. This case was set down for hearing on July 19, 1932, was postponed to July 26th, but in the meantime was withdrawn by petitioner after a satisfactory agreement was reached with the railroad company as to future rates.

Filed March 24, 1931. Closed July 26, 1932.

No. B-1625—1932. Dubuque Traffic Association, by S. G. Creswick, v. Iowa Lines. Application for same dunnage provision intrastate in Iowa as now applies interstate in open top cars. Petition withdrawn by applicant after railroads agreed to allow the same dunnage provisions on Iowa traffic as prevails on interstate traffic.

Filed November 13, 1930. Closed July 26, 1932.

No. B-1626—1932. Welden Brothers, Contractors, by W. E. Welden, v. C. & N. W. R'y Co. Alleged excessive switching charge for handling cars from gravel plant at Iowa Falls. This case was set down for hearing

on July 19, 1932, was postponed to July 26th, but was not heard owing to satisfactory arrangements being made between the parties involved.

Filed May 12, 1931. Closed September 23, 1932.

No. B-1628—1932. Atchison, Topeka & Santa Fe Railway Co., et al. Application for a 15% increase in Iowa intrastate rates and charges. This case was closed after a similar request on interstate traffic had been denied by the Interstate Commerce Commission. (See Docket No. L-222—1932.)

Filed July 3, 1931. Closed January 4, 1932.

No. B-1630—1932. Application for investigation and suspension of paragraph 2, Item 30B, Page 4, Supplement 8, E. B. Boyd's Tariff No. 221, I. C. C. A-2160—Transit Rules and Regulations on Grain, Grain Products, etc., carloads. Under date of September 18, 1931, the Board ordered the above paragraph suspended from taking effect on Iowa intrastate traffic until December 30, 1931, pending hearing. Inasmuch as the paragraph in question does not affect intrastate traffic in Iowa under the interpretation placed thereon by the railroads, the case was closed at the end of the suspension period named above.

Filed September 12, 1931. Closed December 30, 1931.

No. B-1632—1932. Iowa Fibre Box Co., and the Keokuk Traffic Association, by H. C. Phillips, T. M., Keokuk. Application for suspension of Supplement No. 10 to E. B. Boyd's Iowa Lines Tariff No. 160-H, I. C. C. A-2143. Under date of December 1, 1931, the above schedule was suspended from taking effect until the first day of April, 1932, pending hearing, and a further suspension of 30 days, or until the first day of May, 1932, was ordered on March 29, 1932. The complainant and the carriers agreed upon a new scale of rates to be substituted in lieu of Supplement No. 10 to E. B. Boyd's Iowa Lines Tariff No. 160-H, I. C. C. A-2143, effective July 1, 1932, and the Commission continued the suspension of Supplement 10 until July 1st.

Filed November 19, 1931. Closed July 26, 1932.

No. B-1635—1932. Board of Trade, Des Moines, Iowa, by A. E. Bazan. Application for investigation and suspension of increased rates on grain and related articles, in carloads, contained in Supplement No. 6 to C. G. W. Freight Tariff 35-G. Under date of December 9, 1931, the Board suspended the above mentioned supplement from taking effect until the 7th day of April, 1932, pending hearing. On March 29, 1932, the Board ordered the cancellation of Supplement No. 6 on or before April 6, 1932, in view of the carriers' action of reinstating rates which were in effect July 31, 1931.

Filed December 9, 1931. Closed April 6, 1932.

No. B-1636—1932. Investigation and suspension of increased rates on grain and related articles, in carloads, on Iowa intrastate traffic. Under date of December 18, 1931, the Board ordered the suspension of the above rates until April 29, 1932, pending hearing. On March 29, 1932, the Board ordered the cancellation of the schedules herein referred to on or before April 6, 1932, due to the reinstatement by the carriers of the old rate basis.

Filed December 18, 1931. Closed April 6, 1932.

No. B-1637. Investigation and suspension of increased rates on live stock in carloads, intrastate in Iowa. Under date of March 5, 1932, the Board issued an order suspending the rates and charges in the above entitled case for 120 days, pending hearing from the effective date, March 20, 1932, as follows:

IT APPEARING, That there have been filed with this Commission, by various carriers and E. B. Boyd, Agent, tariffs containing schedules stat-

ing new individual joint rates and charges, and new individual and joint regulations and practices affecting such rates and charges, to become effective on the 20th day of March, 1932, designated as follows:

Supplement No. 20-A to E. B. Boyd's Freight Tariff No. 160-H;
Supplement N. 7 to E. B. Boyd's Freight Tariff No. 240;
Supplement No. 7 to E. B. Boyd's Freight Tariff No. 236;
Supplement No. 3 to C. & N. R. Ry. G. F. D. No. 16909;
Supplement No. 6 to C. G. W. R. R. Freight Tariff No. 91-G;
Supplement No. 9 to C., M., St. P. & P. R. R. G. F. D. No. 17009-A;
Supplement No. 22 to C., R. I. & P. Ry. Freight Trf. No. 18400-H;
Supplement No. 5 to C., R. I. & P. Ry. Freight Trf. No. 33750;
Supplement No. 4 to Wabash Ry. Freight Tariff No. 18490.

IT FURTHER APPEARING, That said schedules contained in said tariffs make certain increases in rates for intrastate transportation of Live Stock, 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 17th day of July, 1932, 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.

IT IS FURTHER ORDERED, That the above schedules insofar as they establish on Iowa intrastate traffic, rates on Live Stock at reduced minimum weights, as for example as are named in Item No. 325 of Supplement No. 7 to E. B. Boyd's Freight Tariff No. 240, be permitted to take effect on the 20th day of March, 1932, provided the use of such higher rates and lower minimum weights shall not exceed the charge for a carload shipment of the same kind of live stock.

Under date of June 20, 1932, the Board approved petition of the carriers to further postpone the rates under suspension for a six months' period ending January 17, 1933.

No. B-1638—1932. Dubuque Traffic Association, by S. G. Creswick, Commissioner. Application to amend Item 50, Boyd's Tariff 208-A, I. C. C. A-2150, to provide that pumps, hand or windmill, iron or steel, and parts thereof may be shipped in straight carloads with iron pump cylinders. Withdrawn by petitioner.

Filed May 6, 1932. Closed July 26, 1932.

No. B-1640. Investigation and suspension of increased rates on live stock, carloads, intrastate in Iowa, published by the Chicago, Burlington & Quincy Railroad Company. Under date of March 17, 1932, the Board issued an order suspending the rates and charges in the above entitled case for 120 days, pending hearing from the effective date, April 2, 1932, as follows:

IT APPEARING, That there have been filed with this Commission, by the Chicago, Burlington & Quincy Railroad Company, 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 2nd day of April, 1932, designated as follows:

Supplement No. 3 to C., B. & Q. R. R. G. F. O. No. 6700-H;
Supplement No. 7 to C., B. & Q. R. R. G. F. O. No. 3652-R.

IT FURTHER APPEARING, That said schedules contained in said tariffs make certain increases in rates for intrastate transportation of Live Stock, 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 30th day of July, 1932, 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 June 22, 1932, the railroad company advised that the rates in question should be suspended to January 17, 1933.

No. B-1641. Investigation and suspension of increased rates on live stock, in carloads, intrastate in Iowa published by the Illinois Central Railroad Company. Under date of March 21, 1932, the Board issued an order suspending the rates and charges in the above entitled case for 120 days, pending hearing from the effective date, April 1, 1932, as follows:

IT APPEARING, That there has been filed with this Commission, by the Illinois Central Railroad, tariff 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 April, 1932, designated as follows:

Supplement No. 3 to Illinois Central R. R. Freight Tariff No. 17401-A

IT FURTHER APPEARING, That said schedules contained in said tariff make certain increases in rates for intrastate transportation of Live Stock, 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 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 that the use of the rates, charges, regulations and practices therein stated be deferred upon intrastate traffic until the 29th day of July, 1932, 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.

The carriers voluntarily suspended the rates in question until January 17, 1933.

No. B-1642—1932. Larimer & Shaffer v. Waterloo, Cedar Falls & Northern Railway Company. Complaint objecting to the rates on stone from Glory, Iowa, via W., C. F. & N. to Cedar Rapids, claiming quarry at Glory was an unfair advantage over claimant. Withdrawn without prejudice by petitioner.

Filed March 26, 1932. Closed July 26, 1932.

No. B-1644. Protest and Petition for Suspension and Investigation of Supplement 101 to W. T. L. Circular 1-T, Items 2118-A and 725-J, also Supplement 8 to Boyd's Tariff 253, Item 300½, applicable on Cooperage, in carloads. Under date of June 20, 1932, the Board issued an order suspending the rates and charges in the above entitled case for 120 days, pending hearing from the effective date, July 1, 1932, as follows:

IT APPEARING, That there have been filed with this Commission, by E. B. Boyd, Agent, tariffs containing schedules stating new individual joint rates and charges, and new individual joint regulations and practices affecting such rates and charges, to become effective on the 1st day of July, 1932, designated as follows:

Items 725-J and 2118-A of Supplement No. 101 to Western Trunk Line Circular 1-T;

Item 300½ of Supplement No. 8 to Iowa Lines Tariff No. 253.

IT FURTHER APPEARING, That said schedules contained in said tariffs make certain increases in rates for transportation of cooperage, 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 29th day of October, 1932, 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.

This case was set for hearing on July 19, 1932, was postponed to July 26th, and at the request of the carriers was continued to a date to be named later.

No. B-1645—1932. Des Moines Chamber of Commerce, Traffic Bureau, by C. C. Crouse, Traffic Manager. Petition for commodity rate linseed oil, carload, from Des Moines to points in Iowa not to exceed 25% of first class rate. Withdrawn after carriers agreed to place temporarily in effect the old fifth class rates.

Filed June 9, 1932. Closed July 26, 1932.

No. B-1646—1932. Investigation and suspension of reduced rate on crushed stone in carloads from Iowa City to Montezuma, Iowa, published in C., R. I. & P. Freight Tariff No. 33899-D. The above tariff was suspended from taking effect July 1, 1932, for a period of 30 days, pending hearing as per the following order:

IT APPEARING, That there has been filed with this Commission, by the Chicago, Rock Island & Pacific Railway Company, C., R. I. & P. Freight Tariff No. 33899-D, containing reduced rate on sand and gravel, in carloads, from Iowa City, Iowa, to Montezuma, Iowa, published on one day's notice by special permission of this Commission, to become effective on the 1st day of July, 1932.

IT FURTHER APPEARING, That said schedule contained in said tariff makes certain reduction in rate for intrastate transportation of sand and gravel, 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 schedule 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 rate, charges, regulations and practices contained in said schedule contained in said tariff.

IT IS FURTHER ORDERED, That the operation of said schedule contained in said tariff be suspended, and that the use of the rate, charges, regulations and practices therein stated be deferred upon intrastate traffic until the 31st day of July, 1932, unless otherwise ordered by the Commission, and no change shall be made in such rate, charges, regulations and practices during the said period of suspension unless authorized by special permission of the Commission.

IT IS FURTHER ORDERED, That this proceeding be and the same is hereby assigned for hearing Tuesday, July 5, 1932, 10 o'clock A. M., at the office of the Board in Des Moines, Iowa.

Hearing was held on July 5, 1932, and on July 7, 1932, the following decision rendered:

WATERLOO CONCRETE MATERIALS CORPORATION, WATERLOO, *Petitioners*,

v.

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

Decided July 7, 1932

INVESTIGATION AND SUSPENSION OF REDUCED RATE ON CRUSHED STONE, IN CARLOADS, FROM IOWA CITY TO MONTEZUMA, IOWA, PUBLISHED IN C., R. I. & P. FREIGHT TARIFF NO. 33899-D.

Found, upon hearing, that wayside pit competition existed.

Ordered, revocation of suspension order of July 1, 1932, and permitting Tariff No. 33899-D to become effective July 7, 1932.

For the Waterloo Concrete Materials Corp.—H. D. Bellamy, Ottumwa, Iowa.

For the Automatic Gravel Products Co.—Fred O. Block, Muscatine, Iowa.

For the Protestants—Walter Condran, Asst. Commerce Counsel, Des Moines, Iowa.

For the C., R. I. & P. Ry. Co.—J. G. Gamble, Atty. for Iowa, by A. B. Howland, Asst. Atty., Des Moines, Iowa.

For the River Products Company—L. C. W. Clearman, Iowa City, Iowa.

For H. J. Dane, Contractor, Iowa City, Iowa—Charles M. Dutcher, Atty., Iowa City, Iowa; H. J. Dane, Iowa City, Iowa.

On June 28, 1932, the Chicago, Rock Island & Pacific Railway Company, by its General Freight Agent, R. C. Davidson, filed with this Commission an application for permission to establish on one day's notice rate of 60 cents per ton of 2,000 pounds on crushed stone, carloads, from Iowa City, Iowa, to Montezuma, Iowa. The Iowa Distance Tariff rate for the haul in question is 94 cents per ton of 2,000 pounds subject to Boyd's Emergency Tariff No. 252-A. In its application, the carrier gives as its reasons justifying the proposed reduction the following:

"In the vicinity of Montezuma (Poweshiek County), Iowa, contemplated road re-surfacing required your petitioner to quote the rate herein mentioned in order to enable the movement of this traffic via rail, from Iowa City, Iowa, against truck competition from wayside pits, which afforded trucking concerns very attractive bidding for the hauling of this material, and accordingly your petitioner has agreed to establish rate proposed herein, which is satisfactory to the shipper and will hold the traffic to the rails."

Permission to file on one day's notice tariff carrying the proposed rate of 60 cents per net ton, subject to emergency charge and "published to meet truck competition" was granted by the Commission on June 28, 1932, under the provisions of Chapter 373, Code of Iowa, 1931. A tariff known as "Freight Tariff No. 33899-D" was accordingly issued by the Chicago, Rock Island & Pacific Railway Company and filed with the Commission

on June 30, 1932, effective July 1, 1932, in accordance with the authority issued by the Board.

On June 30, 1932, the Concrete Materials Corporation of Waterloo, Iowa, H. D. Bellamy, President, filed a petition with the Commission protesting against the taking effect of the rate here under consideration and asking an investigation of the facts surrounding the issuance of the tariff and that pending the completion of the investigation, the tariff be suspended from taking effect.

The petition of protestant alleges that it is operating a sand and gravel plant at Eddyville, Iowa, on the rails of the Minneapolis & St. Louis Railroad with switching service to the Chicago, Rock Island & Pacific Railway; that it is in direct competition for bids at Montezuma, the point to which rates named in the tariff under consideration are made; that under the provision of Section 8044, Chapter 373, Code of Iowa, 1931, the Chicago, Rock Island & Pacific Railway is "violating our rights and privileges in that their action is giving producers at Iowa City a direct preference and advantage and that it is prejudicial to our interests"; that "at the time the contract was let for which this proposed rate is being created, we bid in competition with Iowa City using as a basis the maximum scale as prescribed by the Iowa Board. We maintain that the Chicago, Rock Island & Pacific Railway are in error in making a statement that truck competition existed from wayside pits. To the best of our knowledge and belief there is no roadside material available at or in the vicinity of Montezuma, Iowa, and claim that in the absence of any material of this type the Chicago, Rock Island & Pacific Railway should not be permitted to take the action they propose which is prejudicial to other shippers."

Automatic Gravel Products Company, Davenport, Iowa, by Fred Block, also filed protest against the rate in question on the grounds that no roadside competition exists.

The Commission after consideration of these protests on July 1, 1932, suspended the tariff here under consideration from taking effect until the 31st day of July, 1932, unless otherwise ordered, and assigned the matter for hearing on Tuesday, July 5, 1932, at ten o'clock A. M., in the office of the Board, Des Moines, and notified all parties of its action.

On the day and hour named the case was fully heard and submitted. Considerable testimony was heard on both sides of the controversy.

The facts which seem to be clearly established are—the Iowa State Highway Commission on or about June 7th received bids for the re-surfacing of about seven miles of highway on State Highway No. 85 between Montezuma and Deep River. Bids were received from contractors located at various points in the state. The work proposed to be done called for the use of about 4,500 cubic yards of crushed stone or gravel. Mr. H. J. Dane of Iowa City was awarded the contract to supply crushed stone for the re-surfacing project. Immediately prior to the submitting of bids various bidders inquired of responsible officials of the Chicago, Rock Island & Pacific Railway as to whether or not that company would make any reduction to successful bidders on its line in its rates on materials to be used in the project and were informed within a very few hours of the time bids were received that no reductions would be made by that railroad. Accordingly, no attempts were made to secure reductions on other lines and bids were submitted for the furnishing of material f. o. b. Montezuma, Iowa, on the basis of maximum Iowa Distance Tariff rates on crushed stone and gravel.

It appears to be clearly established that there is in the vicinity of Sigourney (Keokuk County), Iowa, a rock quarry with present ability to furnish approximately 50 cubic yards of crushed stone each day. It is in evidence and not denied that this quarry has heretofore been considered as furnishing wayside truck competition responsible for reduction in rail rates on at least one other highway improvement project of approximately the same size as the Montezuma-Deep River project. It is

this quarry which is considered by the railroad company as the source of supply of material for truck line competition in this case.

Petitioner, the Concrete Materials Corporation, has a plant located at Eddyville, Iowa, on the line of the Minneapolis & St. Louis Railroad. Eddyville to Montezuma is a single line haul on the Minneapolis & St. Louis Railroad. The maximum Iowa Distance Tariff rate on crushed stone for this distance is 81 cents per net ton, plus 6 cents emergency charge. The Iowa Distance Tariff rate from Iowa City to Montezuma on crushed stone is 94 cents per net ton, plus 6 cents emergency charge. This rate is reduced under the provisions of Freight Tariff 33899-D to 60 cents per net ton, plus 6 cents emergency charge. For this reason petitioner alleges discrimination.

We cannot agree with this claim for the reason the haul Iowa City to Montezuma is a one line C., R. I. & P. haul. The haul Eddyville to Montezuma is a one line M. & St. L. haul. It cannot be successfully maintained that a rate named for a haul solely by the Rock Island is illegally discriminatory against a shipper located on the tracks and hauling solely over the rails of another railroad.

The allegations by protestants that there is no wayside pit competition justifying a reduced rate presents a problem, the solution of which is difficult and to us not entirely satisfactory.

The evidence shows that the road improvement for which crushed stone is to be furnished will require approximately 4,500 cubic yards and that the completion date on the contract is July 20, 1932; that the quarry which is given as a potential source of wayside pit competition is now capable of furnishing approximately 50 cubic yards a day. The effective date of the Rock Island tariff which names the reduced rate to meet this potential wayside pit competition is July 1, 1932. Assuming that the tariff had not been issued and it was necessary to supply the crushed stone from the Keokuk County quarry from the period July 1st to July 20th with the present available facilities at the quarry, it would be possible to deliver only 1,000 cubic yards of crushed stone, whereas, 4,500 cubic yards are required.

It is suggested by counsel for Mr. Dane, the successful contractor, that probably an extension of time would be had from the Highway Commission in which to fulfill the terms of the contract if necessary and that the quarry is actually capable of furnishing truck competition as claimed by the railroad in its application for authority to issue the tariff now under suspension as has heretofore been recognized. On the other hand there is the testimony introduced in this case that the length of haul from the quarry is about an average of 27 miles and the character of the roads and the contour of the country is such that it would be impractical to deliver the material by truck, even though the quarry was capable of delivery of sufficient material to complete the contract on time, but that as a matter of fact, it is not capable of furnishing a sufficient amount of material to meet the terms of the contract.

The real complaint in this case, as it occurs to us, seems to be that bidders in competition with Mr. Dane were misinformed by responsible officers of the C., R. I. & P. Railway Company when inquiry was made as to the policy that railroad company would adopt in the matter of reduced rates from points on its line to Montezuma. Acting on the information given them which is not controverted nor denied, these competitive bidders submitted their bids on the basis of maximum Iowa Distance Tariff rate. Their real grievance seems to be that the railway company did not act in good faith in reducing its rate after plainly giving them to understand it would not do so.

With this view of the protestants and other competitive bidders we thoroughly sympathize and are of the opinion that they were not fairly treated. However, that is a matter of which we have no control. It is without our jurisdiction. The point we have to consider and decide in this case is whether or not actual wayside pit competition existed sufficient to warrant reduction in the rates for that reason, and whether or not the allegations to that effect in the application for authority to pub-

lish on less than thirty days' notice a tariff providing for such reduction in rates was made in good faith. We confess we are unable to understand why the railroad company after informing responsible bidders as to its attitude with regard to rate reductions, reversed itself and acted contrary to the information it had given. However, from the evidence before us, a technical case of wayside pit competition has been established.

IT IS, THEREFORE, ORDERED, That our Order of July 1, 1932, suspending from taking effect until the 31st day of July, 1932, C., R. I. & P. Freight Tariff No. 33899-D be and it is hereby revoked and,

BE IT FURTHER ORDERED, That C., R. I. & P. Freight Tariff No. 33899-D be permitted to become effective on July 7, 1932.

No. B-1647—1932. Des Moines Chamber of Commerce, by C. C. Crouse. Investigation and suspension of application of rates provided in Item 15-A of Supplement No. 1 to Fort Dodge, Des Moines & Southern Railroad G. F. D. No. 1444. Under date of July 6, 1932, the Board suspended the above item from taking effect until the 4th day of November, 1932, pending hearing. On July 8, 1932, the carrier filed with the Board Supplement No. 2 cancelling Supplement No. 1 mentioned above and this case was closed accordingly.

Filed July 5, 1932. Closed July 8, 1932.

No. B-1649. Burlington Shippers Association, Burlington, by Leo E. Golden, Traffic Counselor. Application for investigation and suspension of proposed cancellation of rates on furniture in carloads, intrastate in Iowa. Under date of August 9, 1932, the Board issued an order suspending the rates and charges in the above entitled case for 120 days, pending hearing from the effective date, September 1, 1932, as follows:

IT APPEARING, That there have been filed with this Commission, by E. B. Boyd, Agent, tariff 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 September, 1932, designated as follows:

Items 190-A, 1050-A, 1490-A, 1900-A and 2390 of Supplement 10 to E. B. Boyd's Freight Tariff No. 160-I of Iowa Lines.

IT FURTHER APPEARING, That said schedules contained in said tariff make certain increases in rates for intrastate transportation of furniture, 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 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 that the use of the rates, charges, regulations and practices therein stated be deferred upon intrastate traffic until the 29th day of December, 1932, 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.

The rates in question were further suspended by the carriers for a six-months' period to June 29, 1933.

No. B-1650—1932. Rolfe Iron Company, Mason City, by R. O. Youngerman, T. M. Investigation and suspension of proposed cancellation of Class D exception on boiler flues, worn out and discarded, in carloads, intrastate in Iowa. Before the Board suspended the schedule complained

of the carriers agreed to reinstate the Class D rating on boiler flues, worn out and discarded, effective September 1, 1932.

Filed August 9, 1932. Closed August 13, 1932.

No. B-1651. Investigation and suspension of increased rates on iron and steel articles, in carloads and less carloads. Under date of September 27, 1932, the Board issued an order suspending the rates and charges in the above entitled case for 120 days, pending hearing from the effective date, October 1, 1932, as follows:

IT APPEARING, That there have been filed with this Commission, by E. B. Boyd, 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 1st day of October, 1932, designated as follows:

Item No. 302½-A of Supplement No. 16 to E. B. Boyd's Freight Trf. No. 253 of Iowa Lines;

Item No. 650 of Supplement No. 17 to E. B. Boyd's Freight Trf. No. 253 of Iowa Lines.

IT FURTHER APPEARING, That said schedules contained in said tariffs make certain increases and reductions in rates for intrastate transportation of Iron and Steel Articles, in carloads and less than 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 28th day of January, 1933, 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. L-206—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to place in effect a rate on carloads of crushed stone or rock originating at or destined to the plant of Hawkeye Portland Cement Company near Earlham, Iowa, tariff to be made effective from and after January 1, 1930.

Granted December 5, 1931.

No. L-220—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to reinstate Tileville, Iowa, in distance table on less than statutory notice.

Granted December 16, 1931.

No. L-222—1932. A. F. Cleveland, Chairman of Iowa Lines. Application for authority to file on five days' notice increases in freight rates and charges authorized by Interstate Commerce Commission in fifteen per cent case, 1931, Ex Parte 103.

Granted December 28, 1931, February 23, 1932, March 17, 1932, and March 25, 1932.

No. L-223—1932. Waterloo, Cedar Falls & Northern Railway Company. Application for authority to file on ten days' notice Tariff naming rules and regulations governing pick-up and/or delivery service on L. C. L. freight at stations on the W., C. F. & N. Ry.

Granted January 14, 1932.

No. L-224—1932. Chicago, Burlington & Quincy Railroad Company. Application for authority to file on ten days' notice Tariffs conforming to the abandonment order of the I. C. C. in Finance Docket 8989—Keokuk-Mt. Pleasant Line.

Granted January 15, 1932.

No. L-225—1932. E. B. Boyd, Chairman, Western Trunk Line Committee, Chicago, Illinois. Application for authority to publish on one day's notice rates on ice, carloads, within Iowa, based on 12½ per cent of First Class.

Granted January 20, 1932.

No. L-226—1932. E. B. Boyd, Chairman, Western Trunk Line Committee, Chicago, Illinois. Application for authority to file on short notice Supplement to Iowa Lines Tariff 253 referring to M. & St. L. Distance Table 260-B.

Granted January 26, 1932.

No. L-227—1932. Minneapolis & St. Louis Railroad Company. Application for authority to file on one day's notice Supplement to M. & St. L. Tariffs 511-A and 864-D as they conflict with Boyd's Tariff 253.

Granted February 1, 1932.

No. L-228—1932. E. B. Boyd, Chairman, Western Trunk Line Committee, Chicago, Illinois. Application for authority to file one day's notice Supplement to Boyd's Tariff 253 retaining present rates on commodities required in Docket B-1281.

Granted January 27, 1932.

No. L-229—1932. Clinton, Davenport & Muscatine Railway Company. Application for authority to file on one day's notice scale of class rates to apply on local traffic between all points on C., D. & M. Railway.

Granted February 1, 1932.

No. L-230—1932. W. H. Jones, A. G. F. A., Chicago & North Western Railway Company, Chicago, Illinois, et al. Application for authority to file on one day's notice reduced minimum weights on live stock.

Granted Chicago & North Western Railway Company, February 13, 1932.

Granted Illinois Central Railroad Company, February 27, 1932.

Granted Chicago, Milwaukee, St. Paul & Pacific Railroad Company, March 4, 1932.

No. L-231—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company, et al. Application for authority to file on one day's notice rate of 150 cents per net ton on ice, in carloads, from Clear Lake and Mason City to Ottumwa, Iowa.

Granted Chicago, Milwaukee, St. Paul & Pacific Railroad Company, February 16, 1932.

Granted Chicago, Rock Island & Pacific Railway Company, February 15, 1932.

No. L-232—1932. Illinois Central Railroad Company. Application for authority to file on one day's notice joint Tariff naming rate on hogs, carload, from Sioux City to Mason City, Iowa, of 26.4 cents per 100 pounds.

Granted February 16, 1932.

No. L-233—1932. Chicago, Burlington & Quincy Railroad Company. Application for authority to file on one day's notice one-way fare between Des Moines and Ottumwa of $2.75 and between Des Moines and Oskaloosa $1.90.

Granted February 17, 1932.

No. L-234—1932. Chicago & North Western Railway Company, et al. Application for authority to publish on one day's notice rate of 19 cents per 100 pounds on linseed oil, in carloads, from Des Moines to Council Bluffs, Iowa.

Granted March 7, 1932.

No. L-235—1932. Chicago & North Western Railway Company, et al. Application for authority to publish emergency rates on one day's notice into drought stricken area.

Granted Illinois Central Railroad Company, March 21, 1932.

Granted Chicago, Rock Island & Pacific Railway Company, March 21, 1932.

Granted Chicago, Milwaukee, St. Paul & Pacific Railroad Company, March 11, 1932.

Granted Chicago Great Western Railroad Company, March 9, 1932.

Granted Minneapolis & St. Louis Railroad Company, March 9, 1932.

Granted Chicago & North Western Railway Company, February 29, 1932.

No. L-236—1932. Chicago, Burlington & Quincy Railroad Company. Petition for authority to file on one day's notice commutation rate of $1.00 for a 10-ride ticket between Spaulding and Orient, Iowa.

Granted March 11, 1932.

No. L-237—1932. E. B. Boyd, Western Trunk Line Committee, Chicago, Illinois. Application for authority to publish on one day's notice mixed carload application in connection with reduced minimum weights on live stock.

Granted March 17, 1932.

No. L-238—1932. Chicago, Rock Island & Pacific Railway Company, and the Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice reduced rates on cement and crushed stone, carloads, from Linwood to Davenport, Iowa.

Granted March 14, 1932.

No. L-239—1932. S. G. Nethercot, G. F. A., Chicago & North Western Railway, for Iowa Lines. Application to file on less than thirty days' notice amendment to the rule applicable to the free transportation of attendants in charge of live stock. Rule 1450-D, Par. B., Sup. 76 to W. T. L. Cir. 1-T.

Granted March 21, 1932.

No. L-240—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on less than thirty days' notice a rate of 35 cents per ton on rough quarried stone, shale and rock, from Tileville to Valley Junction, Iowa.

Granted March 21, 1932.

No. L-241—1932. Chicago & North Western Railway Company. Application for authority to publish on one day's notice reduced rates on sand, gravel and crushed stone, from Alden, Iowa Falls, Quarry, Tama and Marshalltown to Conrad and Whitten, Iowa.

Granted March 23, 1932.

No. L-242—1932. Chicago and North Western Railway Company. Application for authority to publish short line rates on sugar, carload, from Mason City, Iowa, to competitive destinations in Iowa on the C. & N. W. Railway under Section 8049 Code of Iowa.

Granted March 24, 1932.

No. L-243—1932. Wabash Railway Company. Application for authority to file on one day's notice and relief under the long and short haul clause same rate on fresh meats and packing house products, in carloads, from Ottumwa to Des Moines, Iowa, as applicable via the C., R. I. & P. Ry.

Granted March 28, 1932.

No. L-244—1932. Chicago & North Western Railway Company. Application for authority to publish on one day's notice short line rates on live stock from Sioux City to Cedar Rapids, Iowa.

Granted March 28, 1932.

No. L-245—1932. Burlington, Muscatine and North Western Railway Company. Application to file on one day's notice reduced rates on sand and gravel from Muscatine Island to Municipal Pier and connecting lines at Muscatine.

Granted April 1, 1932.

No. L-246—1932. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice commutation rates, 10-ride tickets, between Hamill and Houghton and between Houghton and Salem for children 18 years of age and under.

Granted April 2, 1932.

No. L-247—1932. E. B. Boyd, Agent, Western Trunk Line Committee, Chicago, Illinois. Application to amend Tariff 160-I effective April 20, 1932, in compliance with I. C. C. Finance Docket 8810 abandonment Lehigh Branch—C. G. W.

Granted April 7, 1932.

No. L-248—1932. Cedar Rapids & Iowa City Railway. Application for authority to file on one day's notice rate of 18 cents per ton of 2,000 pounds on stone, carloads, from Coralville to Iowa City, Iowa.

Granted April 8, 1932.

No. L-249—1932. Des Moines & Central Iowa Railroad. Application for authority to file on less than thirty days' notice Joint Tariff in connection with the C. & N. W. Ry. naming rates on coal, lump and screenings, carload, from Moran and Herrold to Sioux City, Iowa.

Granted April 8, 1932.

No. L-250—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to file on one day's notice rate of 32.7 cents per ton of 2,000 pounds, on sand and gravel, carload, from Muscatine to Bard, Columbus Junction and Wapello, Iowa.

Granted April 12, 1932.

No. L-251—1932. Clinton, Davenport & Muscatine Railway Company. Application for authority to file on one day's notice Tariff No. 15, as corrected, naming rate of $12.50 per car on sand and gravel, from Harmons to Le Claire, Iowa.

Granted April 13, 1932.

No. L-252—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate on coal from Rector, Iowa, to Valley Junction, Iowa.

Granted April 13, 1932.

No. L-253—1932. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice, on behalf of the D., R. I. & N. W., rate of $5.00 per car on cement from track connections at Davenport to industries at Bettendorf, Iowa.

Granted April 14, 1932.

No. L-254—1932. Waterloo, Cedar Falls & Northern Railway Company. Application for authority to publish on five days' notice reduced rates on crushed stone from Glory, Iowa.

Granted May 12, 1932.

No. L-255—1932. Minneapolis & St. Louis Railroad Company. Application for authority to file on one day's notice Supplement to M. & St. L. switching Tariff No. 44-C, reinstating industrial switching rates previously in effect at Mason City, Iowa.

Granted April 21, 1932.

No. L-256—1932. Des Moines Union Railway Company, Des Moines, Iowa. Application for authority to file on one day's notice Supplement to Des Moines Union Tariff No. 15, authorizing application of emergency charges thereto.

Granted April 22, 1932.

No. L-257—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice extension of time from April 30 to June 30, 1932, of Tariff No. 33864, emergency rates on corn, feed and hay from all stations in Iowa on the C., R. I. & P. to drought stricken areas in Lyon, Plymouth and Sioux Counties, in Iowa.

Granted April 25, 1932.

No. L-258—1932. Chicago, Rock Island & Pacific Railway Company and Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice reduced rates on crushed stone, carloads, from Buffalo and Linwood, Iowa, to Ainsworth, Washington, West Chester and Iowa City, from Iowa City to Lone Tree, Riverside, Kalona and Wellman, Iowa.

Granted April 28, 1932.

No. L-259—1932. E. B. Boyd, Chairman, Western Trunk Line Committee, Chicago, Illinois. Petition for authority to publish on one day's notice alternative application in Iowa Lines Tariff 160-I permitting the use of the class rates published in Iowa Lines Tariff 253 when resulting in lower charges.

Granted April 28, 1932.

No. L-260—1932. E. B. Boyd, Chairman, Western Trunk Line Committee, Chicago, Illinois. Application for authority to publish on thirty days' notice 12-cent rate on gasoline, carloads, from Des Moines to Ottumwa, Iowa, via C., B. & Q. R. R. without observing as a maximum at intermediate points.

Granted April 30, 1932.

No. L-261—1932. E. B. Boyd, Chairman, Western Trunk Line Committee, Chicago, Illinois. Application for authority to publish on one day's notice reduced rates on butter frozen solid, minimum weight 20,000 pounds, shipped under refrigeration and packed in grease and waterproof bags, sealed, between certain Iowa points.

Granted June 4, 1932.

No. L-262—1932. Ft. Dodge, Des Moines & Southern Railroad Company, Boone. Application for authority to publish on one day's notice reduced rates on wool, less carloads from Ft. Dodge, Harcourt, Gowrie and Rockwell City, Iowa, to Des Moines, Iowa.

Granted May 5, 1932.

No. L-263—1932. Ft. Dodge, Des Moines & Southern Railroad Company, Boone. Application for authority to publish on five days' notice proportional rate on gypsum rock, carloads, from Ft. Dodge to Gowrie, Iowa, when destined Valley Junction, Iowa.

Granted May 5, 1932.

No. L-264—1932. Cedar Rapids & Iowa City Railway. Application for authority to publish on five days' notice reduced rates on crushed stone, carloads, from Coralville to Cedar Rapids, Iowa.

Granted May 5, 1932.

No. L-265—1932. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 35 cents per net ton on crushed stone, sand and gravel, carloads, Dubuque to Durango, Iowa.

Granted May 7, 1932.

No. L-266—1932. Chicago, Rock Island & Pacific Railway Company and the Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice reduced rates on sand and gravel, in carloads, from Muscatine to certain Iowa points to meet motor truck competition.

Granted May 6, 1932.

No. L-267—1932. E. B. Boyd, Chairman, Western Trunk Line Committee, Chicago, Illinois. Application for authority to publish on one day's notice Supplement to Iowa Lines Tariff No. 253 advancing the effective date for application of Column 23 basis of rates as published in Item 400 of Supplement 7 thereto applying on soap, soap powders, etc.

Granted May 6, 1932.

No. L-268—1932. Chicago & North Western Railway Company. Application for authority to correct rate on sugar, carloads, published in C. & N. W. G. F. D. 16933 from Mason City to Ames, Iowa, on one day's notice.

Granted May 7, 1932.

No. L-269—1932. Burlington, Muscatine & Northwestern Railway Company. Application for authority to publish on one day's notice B., M. & N. W. G. F. D. 15 cancelling B., M. & N. W. G. F. D. 14.

Granted May 11, 1932.

No. L-270—1932. Chicago & North Western Railway Company. Application for authority to publish on one day's notice reduced rates on sand and gravel, carloads, from Cedar Rapids to Belle Plaine, Iowa, and intermediate points to meet motor truck competition.

Granted May 12, 1932.

No. L-271—1932. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 72.8 cents per net ton on fine coal from Slater to Marshalltown, Iowa, when originating at Madrid, Iowa.

Granted May 14, 1932.

No. L-272—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice reduced rates on crushed rock, sand and gravel, in carloads, from Cedar Rapids to Atkins and Newhall, Iowa, to meet motor truck competition.

Granted May 13, 1932.

No. L-273—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice reduced rate on sand and gravel, carloads, within the switching district of Mason City, Iowa, to meet motor truck competition.

Granted May 13, 1932.

No. L-274—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to amend on one day's notice C., R. I. & P.

Ry. Tariff 33862 to exclude application of rates published therein insofar as applying to Bettendorf, Iowa.

Granted May 13, 1932.

No. L-275—1932. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to publish on ten day's notice Ft. D., D. M. & S. Tariff 445-A, amending Ft. D., D. M. & S. Tariff 445.

Granted May 16, 1932.

No. L-276—1932. Chicago & North Western Railway Company. Application for authority to publish on one day's notice reduced rate on sand and gravel, carloads, from Hawarden to Sioux City, Iowa, to meet truck line competition.

Granted May 16, 1932.

No. L-277—1932. Chicago & North Western Railway Company. Application for authority to publish short line rate on plaster, C. L., as described in Item 360 of Iowa Lines Tariff No. 160-I, from Fort Dodge, Iowa, to Cedar Rapids, Iowa, via Ft. D., D. M. & S. R. R., Webster City, Iowa, and C. & N. W. Ry. on one day's notice.

Granted May 16, 1932.

No. L-278—1932. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice reduced rates on sand and gravel, carloads, from Humboldt to Dayton, Ogden and Pilot Mound, Iowa, to meet truck competition.

Granted May 21, 1932.

No. L-279—1932. Minneapolis & St. Louis Railroad Company. Application for authority to meet short line rate on cement, carloads, from Des Moines and Valley Junction, Iowa, to Newton, Iowa, and to publish on one day's notice.

Granted May 21, 1932.

No. L-280—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to cancel on one day's notice rates published in C., R. I. & P. Tariff No. 33899-A on crushed stone, carloads, from Buffalo-Linwood to Lone Tree and Iowa City and from Iowa City to Lone Tree.

Granted May 26, 1932.

No. L-281—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice rates on crushed stone, carloads, from Buffalo-Linwood to Fruitland and Brighton, Iowa.

Granted May 26, 1932.

No. L-282—1932. Minneapolis & St. Louis Railroad Company. Application for authority to establish and make effective on one day's notice Iowa distance rates on brick and related articles from Ft. Dodge and Kalo to Storm Lake, Iowa.

Granted May 26, 1932.

No. L-283—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to advance effective date of C., M., St. P. & P. G. F. D. No. 16999-A to permit rates published therein on Iowa intrastate traffic to become effective on one day's notice.

Granted May 28, 1932.

No. L-284—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice rate of 60 cents per ton of 2,000 pounds on sand and gravel, carloads, minimum weight

90% of marked capacity of car from Muscatine, Iowa, to Harper, Webster and Keswick, Iowa.

Granted May 31, 1932.

No. L-285—1932. Burlington, Muscatine & Northwestern Railway Company. Application for permission to file on one day's notice Tariff G. F. D. No. 16 Ia. R. R. Com. No. 12 adding Harper, Keswick and Webster to Note B.

Granted May 31, 1932.

No. L-286—1932. Great Northern Railway Company. Application for permission to publish on one day's notice rate of 64 cents per ton on sand and gravel from Doon, Iowa, to Sioux City, Iowa.

Granted June 1, 1932.

No. L-287—1932. Illinois Central Railroad Company. Application for permission to file on one day's notice rate of $5.00 per car on strip gravel from Cherokee Gravel Company Pit at Cherokee to State Hospital at Cherokee.

Granted June 4, 1932.

No. L-288—1932. Chicago Great Western Railroad Company. Application for permission to publish on one day's notice rate of 30 cents per ton on crushed stone, sand and gravel, carload, from Dubuque to Durango, Iowa.

Granted June 10, 1932.

No. L-289—1932. Minneapolis & St. Louis Railroad Company. Application for permission to file on one day's notice rate of 80 cents per ton on sugar beets, carload, from Corwith to Mason City, Iowa.

Granted June 6, 1932.

No. L-290—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to file on one day's notice rate of 53.7 cents per net ton plus emergency increase on sand and gravel from Clear Lake to Wesley, Iowa.

Granted June 6, 1932.

No. L-291—1932. Fort Dodge, Des Moines & Southern Railroad Company. Application for permission to publish on two days' notice Tariff G. F. D. No. 1444 naming class rates between stations on the Ft. D., D. M. & S. only, the rates named being reduced to meet truck competition.

Granted June 9, 1932.

No. L-292—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice General Terminal Facility Clause in C., R. I. & P. Tariff 33889-Series.

Granted June 8, 1932.

No. L-293—1932. E. B. Boyd, Agent, Western Traffic Executive Committee, Chicago, Illinois. Application for permission to publish on less than thirty days' notice changes outlined in Exhibit "A" to Emergency Tariff 252-A.

Granted June 11, 1932.

No. L-294—1932. Minneapolis & St. Louis Railroad Company. Application for permission to publish on one day's notice rate of 65 cents per ton on sand and gravel, from Mason City and Humboldt, Iowa, to Leland, Iowa.

Granted June 11, 1932.

No. L-295—1932. E. B. Boyd, Chairman, Western Trunk Line Com-

mittee, Chicago, Illinois. Application for permission to file on one day's notice reduced rates on Grasshopper Bait within the State of Iowa.

Granted June 13, 1932.

No. L-296—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to file on one day's notice reduced rates on Groceries and General Store Supplies from Sioux City, Iowa.

Granted June 13, 1932.

No. L-297—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice Buffalo, Iowa, as point of origin on crushed stone.

Granted June 13, 1932.

No. L-298—1932. E. B. Boyd, Chairman, Western Trunk Line Committee, Chicago, Illinois. Application for permission to publish on one day's notice reduced minimum weights on Furniture, carload, as published in Item 301½, Supplement 8, to Iowa Lines Tariff No. 253.

Granted June 14, 1932.

No. L-299—1932. Chicago & North Western Railway Company. Application for permission to publish on one day's notice rate of 11 cents per 100 pounds, on plaster, carload, from Ft. Dodge to Marshalltown, Iowa, via Boone, Iowa.

Granted June 16, 1932.

No. L-300—1932. E. B. Boyd, Chairman, Western Trunk Line Committee, Chicago, Illinois. Application for permission to file on one day's notice restrictions of the two-for-one car rule in Item No. 301½, Supplement 8 to Iowa Lines' Tariff No. 253.

Granted June 16, 1932.

No. L-301—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to cancel on one day's notice rates published on crushed stone, carloads, from Buffalo-Linwood to Ainsworth and on sand and gravel, carloads, from Muscatine to Ainsworth, Iowa.

Granted June 16, 1932.

No. L-302—1932. Chicago & North Western Railway Company. Application for permission to advance the effective date on C. & N. W. Tariff No. 16943 and to file the same on one day's notice.

Granted June 18, 1932.

No. L-303—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to file on one day's notice rate of 55 cents per ton on sand and gravel from Muscatine to Oxford Junction and 60 cents per ton from Muscatine to Elwood and Lost Nation.

Granted June 18, 1932.

No. L-304—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to establish on one day's notice reduced rates on sand and gravel from Muscatine to Fruitland, Letts, Nichols, Kalona and Wellman, Iowa.

Granted June 20, 1932.

No. L-305—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to file on one day's notice rate of 79 cents per ton plus emergency charge on sand and gravel from Muscatine to Ottumwa, Iowa.

Granted June 20, 1932.

No. L-306—1932. Chicago Great Western Railroad Company. Application for permission to publish on one day's notice rate of 40 cents and

50 cents per ton on crushed stone, sand and gravel, from Des Moines to Mingo and Baxter, Iowa.

Granted June 21, 1932.

No. L-307—1932. Chicago, Burlington & Quincy Railroad Company. Application for permission to file on one day's notice rate of 70 cents per ton on sand and gravel from Coburg to Bedford and Gravity, and 60 cents per ton from Coburg to Corning.

Granted June 21, 1932.

No. L-308—1932. Clinton, Davenport & Muscatine Railway Company. Application for permission to file on one day's notice rate of 35 cents per ton on sand and gravel, carloads, from Muscatine, Iowa, to Pleasant Prairie and Sweetland, Iowa, and 50 cents per ton from Muscatine, Iowa, to Bettendorf and Davenport, Iowa.

Granted June 22, 1932.

No. L-309—1932. Chicago & North Western Railway Company. Application for permission to file on one day's notice rate of 41 cents per ton on crushed stone from Quarry to Chelsea, Iowa.

Granted June 23, 1932.

No. L-310—1932. Chicago Great Western Railroad Company. Application for permission to publish on one day's notice rate of 50 cents per ton on sand and gravel and crushed stone, carload, Mason City to Belmond and 59 cents per ton, Mason City to Solberg and Clarion, Iowa.

Granted June 24, 1932.

No. L-311—1932. Chicago & North Western Railway Company. Application for permission to publish on one day's notice rate of 50½ cents per ton on crushed stone, carload, from Quarry to Elberon, Iowa.

Granted June 25, 1932.

No. L-312—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice rate of 28 cents, 36 cents and 40 cents on five, eight and ten gallon cans of cream between Ottumwa and Cedar Rapids, Iowa.

Granted June 25, 1932.

No. L-313—1932. Great Northern Railway Company. Application for permission to file on one day's notice rate of 44 cents per ton on sand and gravel, carload, from Doon to Sioux Center, Iowa.

Granted June 24, 1932.

No. L-314—1932. Chicago & North Western Railway Company. Application for permission to publish on one day's notice rate of 8½ cents per 100 pounds, plus the emergency charge, on plaster and articles as described in Boyd's Tariff 160-I, from Ft. Dodge to Mason City, Iowa.

Granted June 25, 1932.

No. L-315—1932. E. B. Boyd, Chairman, Western Trunk Line Committee, Chicago, Illinois. Application for permission to publish on one day's notice rate of 6 cents per 100 pounds, minimum weight 60,000 pounds, on ice from Clinton to Cedar Rapids, Iowa.

Granted June 25, 1932.

No. L-316—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to meet short line rate of 8½ cents per 100 pounds, on cement, in carloads, from Des Moines to Knoxville, Iowa, and to publish on one day's notice.

Granted June 27, 1932.

No. L-317—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice rate of 60 cents per net ton on crushed stone, carload, from Iowa City to Montezuma, Iowa.

Granted June 28, 1932.

No. L-318—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice rate of 50 cents per net ton, plus emergency charge, on sand and gravel, carloads, from Clear Lake to Belmond via Garner, Iowa, and C., R. I. & P. Ry.

Granted July 6, 1932.

No. L-319—1932. Fort Dodge, Des Moines & Southern Railroad Company. Application for permission to publish on five days' notice Supplement No. 1 to G. F. D. No. 1444, amending Item 15 to exclude the application of the L. C. L. rates on sand, gravel, crushed stone, brick and clay products, cement, coal, coke and scrap iron.

Granted June 29, 1932.

No. L-320—1932. Chicago & North Western Railway Company. Application by wire for permission to file on one day's notice rate of 40 cents per ton on sand and gravel, carloads, from Lake View and Sacton to Early, Iowa.

Granted June 29, 1932.

No. L-321—1932. Illinois Central Railroad Company. Application for permission to publish on one day's notice rate of 40 cents per ton, plus emergency charge, on sand and gravel, carload, from Quimby to Storm Lake, Iowa.

Granted July 6, 1932.

No. L-322—1932. Chicago & North Western Railway Company. Application for authority to publish on one day's notice inclusion of crushed stone, in carloads, in Item 152 of Supplement 42 to C. & N. W. Ry. G. F. D. 11010-J, applicable on sand and gravel from Cedar Rapids to Belle Plaine, Iowa, and intermediate points.

Granted July 2, 1932.

No. L-323—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to file on one day's notice supplement cancelling the rates on sand and gravel, carloads, from Muscatine to Harper, Keswick and Webster, Iowa, as named in C., R. I. & P. Tariff No. 33889-B.

Granted July 7, 1932.

No. L-324—1932. Fort Dodge, Des Moines & Southern Railroad Company. Application for permission to publish on one day's notice cancellation of Items 15-A and 30-A, Supplement No. 1 to your G. F. D. No. 1444.

Granted July 7, 1932.

No. L-325—1932. Chicago & North Western Railway Company. Application for permission to publish on one day's notice rate of 57½ cents per ton, plus the emergency charge, on crushed stone from Quarry to Clutier, Iowa.

Granted July 7, 1932.

No. L-326—1932. Minneapolis & St. Louis Railroad Company. Application for permission to publish on one day's notice rate of 50 cents per ton, plus emergency charge, on sand and gravel, carloads, from Eddyville to Lynnville, Iowa.

Granted July 12, 1932.

No. L-327—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice reduced rates

on crushed stone, sand and gravel, carload, to Indianola from Tileville of 50 cents per ton; from Des Moines 46 cents per ton and from Hawkeye Portland Cement Quarry 64.8 cents per ton.

Granted July 12, 1932.

No. L-328—1932. Chicago & North Western Railway Company. Application for permission to publish on one day's notice rate of 64.5 cents per ton, plus emergency charge, on sand and gravel from Correctionville, Iowa, to Sioux City, Iowa.

Granted July 13, 1932.

No. L-329—1932. Fort Dodge, Des Moines & Southern Railroad Company. Application for permission to publish on one day's notice the third class rate as named in Tariff G. F. D. No. 1444 on unfinished hosiery, in canvas bags, any quantity, between Des Moines and Boone, Iowa.

Granted July 14, 1932. Board advised under date of September 6, 1932, they were at liberty to cancel authority.

No. L-330—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on less than thirty days' notice rate of 11½ cents per 100 pounds, plus emergency charge, on plaster, stucco or magnesite stucco, carload, from Fort Dodge, Iowa, to Cedar Rapids, Iowa, via the Ft. D., D. M. & S. R. R. to Huxley and C., M., St. P. & P. R. R. the 11½-cent rate not to apply at intermediate points, account the short line rate via Illinois Central R. R. is 11½ cents per 100 pounds.

Granted July 16, 1932.

No. L-331—1932. Chicago & North Western Railway Company. Application for permission to publish on one day's notice rate of 27½ cents per ton, plus emergency charge, on sand, gravel and crushed stone, from Weldon Bros. Pit and Alden to interchange with Ill. Cent. R. R. at Iowa Falls and locally from Weldon Bros. Pit to Alden.

Granted July 18, 1932.

No. L-332—1932. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to publish on one day's notice 23-cent rate as maximum on boxes, corrugated fibreboard, carload, from Keokuk to certain Iowa destinations on C., B. & Q. R. R. and C., R. I. & P. Ry. intermediate to Missouri River.

Granted July 20, 1932.

No. L-333—1932. Chicago & North Western Railway Company. Application for authority to meet short joint-line rate on sugar, in carloads, from Mason City to Ida Grove and Logan, Iowa, without observing said rates as a maximum at intermediate points.

Granted July 20, 1932.

No. L-334—1932. E. B. Boyd, Agent. Application for permission to publish on one day's notice reduced rates on linseed oil, carloads, by amending Item 95-A, Iowa Lines' Freight Tariff No. 253, also to add Linseed Oil in note 2, Item 20, Iowa Lines' Tariff 160-I.

Granted July 22, 1932.

No. L-335—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice rate of 60 cents per ton, plus emergency charge, on sand and gravel, carload, from Estherville and Humboldt, Iowa, to Goldfield and Holmes, Iowa.

Granted July 23, 1932.

No. L-336—1932. Chicago & North Western Railway Company. Application for permission to publish tariffs, effective August 1, 1932, naming

reduced rates on sand and gravel, carloads, from Sacton to Boyer of 40 cents per ton; to Schleswig of 41 cents per ton and to Ricketts 47.5 cents per ton.

Granted July 25, 1932.

No. L-337—1932. Chicago & North Western Railway Company. Application for permission to publish on short notice reduced rates on gravel and crushed stone, from Quarry, Tama, Marshalltown, Cedar Rapids, Iowa Falls and Alden to Carnforth, Guernsey, Deep River and Tilton, Iowa.

Granted July 25, 1932.

No. L-338—1932. Chicago Great Western Railroad Company. Application for permission to publish on one day's notice rate of 11 cents per 100 pounds, plus emergency charge, on cement, carloads, from Des Moines to Clarion via the C. G. W. direct.

Granted July 25, 1932.

No. L-339—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice rate of 29 cents per 100 pounds, plus emergency charge, on bakery goods, carload, minimum weight 20,000 pounds, from Clinton, Iowa, to Mason City, Iowa.

Granted July 25, 1932.

No. L-340—1932. Chicago, Rock Island & Pacific Railway Company, and Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice rate of 59 cents per ton, plus emergency charge, on sand and gravel, carloads, from Estherville to Spencer, Iowa, via Emmetsburg, Iowa, account this being the short line rate.

Granted July 25, 1932.

No. L-341—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice rate of 50 cents per ton, plus emergency charge, on sand and gravel, carloads, from Muscatine, Iowa, to Richland, Iowa.

Granted July 26, 1932.

No. L-342—1932. Burlington, Muscatine & Northwestern Railway Company. Application for permission to reissue on one day's notice Tariff G. F. D. No. 16, account addition of Keota and Wilton, Iowa, as destination stations.

Granted July 28, 1932.

No. L-343—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice rate of 59 cents per net ton on sand and gravel, carloads, from Mason City, Iowa, to Clarion, Iowa.

Granted July 26, 1932.

No. L-344—1932. Illinois Central Railroad Company. Application for permission to publish on one day's notice rate of 36½ cents per ton, plus emergency charge, on crushed stone, carloads, from Floyd, Iowa, to Osage, Iowa.

Granted July 29, 1932.

No. L-345—1932. Des Moines & Central Iowa Railroad Company. Application for permission to publish on one day's notice rate of 4½ cents per 100 pounds, on cement, carloads, from Valley Junction, Iowa, to Broadmoor, Iowa, in connection with the M. & St. L. and C., R. I. & P. via Des Moines, Iowa.

Granted July 27, 1932.

No. L-346—1932. Chicago Great Western Railroad Company. Application for permission to publish on one day's notice rate of 9 cents from Mason City, Iowa, to Highland Park, Iowa, and 8 cents from Mason City, Iowa, to Des Moines, Iowa, per 100 pounds, on brick and related articles.

Granted August 3, 1932.

No. L-347—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice rate of 18.2 cents per 100 pounds, on castings, iron or steel, N. O. I. B. N., carloads, minimum weight 20,000 pounds, between Cedar Rapids, Iowa, and Davenport, Iowa, subject to the emergency charge.

Granted July 27, 1932.

No. L-348—1932. Chicago Great Western Railroad Company. Application for permission to publish on one day's notice rate of 59 cents per ton, plus emergency charge, on sand and gravel, carloads, from Shell Rock, Iowa, to Solberg, Iowa.

Granted July 29, 1932.

No. L-349—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice reduced rate on sand and gravel, from Muscatine, Iowa, to Keota, Iowa, to meet truck competition from nearby quarries.

Granted August 1, 1932.

No. L-350—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice reduced rate on sand and gravel, carloads, from Ottumwa, Iowa, to Centerville, Iowa.

Granted August 3, 1932.

No. L-351—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice reduced rate on sand and gravel, carloads, Glendon to Atlantic, Iowa, to meet motor truck competition.

Granted August 5, 1932.

No. L-352—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice reduced rates on crushed stone, carloads, from Iowa City, Buffalo-Linwood and Hawkeye Portland Cement Quarry, Iowa, to certain destinations in Poweshiek County to meet truck competition.

Granted August 4, 1932.

No. L-353—1932. Chicago & North Western Railway Company. Application for authority to establish proportional switching charge of $3.60 per car, plus emergency charge, on manure, crude, untreated, from team tracks on C. & N. W. Ry. at West Clinton to point of interchange with C., D. & M. Ry. when destined to points in Iowa.

Granted August 5, 1932.

No. L-354—1932. Chicago & North Western Railway Company. Application for authority to establish on one day's notice 40 per cent of interstate first class, intrastate in Iowa on grapes, in carloads, to meet motor truck competition.

Granted August 6, 1932.

No. L-355—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice reduced rates on crushed stone, carloads, from Buffalo-Linwood, Iowa, to West Branch, Tipton, Kalona and Iowa City, Iowa, to meet motor truck competition.

Granted August 26, 1932.

No. L-356—1932. Illinois Central Railroad Company. Application for authority to publish on one day's notice reduced rate on crushed stone, carloads, Floyd to Osage, Iowa.

Granted August 9, 1932.

No. L-357—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to meet short line rates from Mason City, Iowa, to certain destinations on the C., M., St. P. & P. R. R. in Iowa, without requiring said rates to be held as a maximum at intermediate points; also, to establish said rates on one day's notice.

Granted August 9, 1932.

No. L-358—1932. Clinton, Davenport & Muscatine Railway. Application for authority to publish on one day's notice reduced rates on manure, in carloads, from West Clinton to Bettendorf and intermediate points on the C., D. & M. Ry.

Granted August 10, 1932.

No. L-359—1932. Des Moines & Central Iowa Railroad. Application for authority to publish on one day's notice special round-trip excursion fares between Des Moines and Camp Dodge, Iowa.

Granted August 11, 1932.

No. L-360—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice reduced rates on sand and gravel, carloads, from Muscatine to Bennett, Tipton, West Branch and Solon, Iowa, to meet motor truck competition.

Granted August 12, 1932.

No. L-361—1932. E. B. Boyd, Agent, Western Trunk Line Committee. Application to reinstate Class D rating on boiler flues, worn-out and discarded, effective September 1, 1932.

Granted August 12, 1932.

No. L-362—1932. Burlington, Muscatine & Northwestern Railway Company. Application for permission to reissue on one day's notice Tariff G. F. D. No. 18, account addition of eight destination stations.

Granted August 16, 1932.

No. L-363—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to cancel on one day's notice the rate published on sand and gravel, carloads, in C., R. I. & P. Tariff No. 33889-G, from Muscatine to West Liberty of 36.4 cents per net ton.

Granted August 16, 1932.

No. L-364—1932. Waterloo, Cedar Falls & Northern Railway Company. Application for permission to publish on one day's notice rate of 75 cents per net ton, plus emergency charge, on crushed stone, carloads, from Glory to Des Moines, Iowa.

Granted August 17, 1932.

No. L-365—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice reduced rate on sand and gravel, carloads, from Mason City to Belmond via C., M., St. P. & P., Garner and C., R. I. & P.

Granted August 17, 1932.

No. L-366—1932. Illinois Central Railroad Company. Application for permission to publish on one day's notice rate of 54.5 cents per ton, plus emergency charge, on sand and gravel, carload, from Quimby to Onawa, Iowa.

Granted August 18, 1932.

No. L-367—1932. Chicago, Milwaukee, St. Paul and Pacific Railroad Company. Application for permission to publish on one day's notice rate of 24.8 cents per 100 pounds, plus emergency charge, on cabbage, carloads, from Muscatine to Sioux City, Iowa.

Granted August 19, 1932.

No. L-368—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice rate of 91 cents per net ton, plus emergency charge, on sand and gravel, carloads, from Muscatine to Sigourney, Iowa.

Granted August 19, 1932.

No. L-369—1932. Waterloo, Cedar Falls & Northern Railway Company. Application for permission to publish on one day's notice rate of 67.8 cents per net ton, plus emergency charge, on crushed stone, carloads, from Glory to Osage, Iowa, same to apply in connection with the Illinois Central.

Granted August 19, 1932.

No. L-370—1932. Chicago, Burlington & Quincy Railroad Company. Application for permission to reissue Tariff G. F. O. 18035-A on one day's notice showing reduced rates on sand and gravel, carloads, from Spring Grove to Mt. Pleasant, Iowa, and from Keokuk and Spring Grove to Franklin, Iowa.

Granted August 20, 1932.

No. L-371—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice rate of 48 cents per net ton on sand and gravel, carloads, from Mason City to St. Ansgar and 50 cents per net ton Mason City to Mona, rates subject to emergency charge.

Granted August 22, 1932.

No. L-372—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 60 cents per net ton on sand and gravel, carloads, from Estherville and Humboldt, Iowa, to Clarion and Galt.

Granted August 24, 1932.

No. L-373—1932. Minneapolis & St. Louis Railroad Company. Application to file on one day's notice rate of $2.14 per net ton on lump coal and $1.76 per net ton on fine coal from Centerville, Iowa, to Waterloo, Iowa, via I. S. U., M. & St. L. and I. C. R. R., rates subject to the emergency charge and apply as terminal rates and not to intermediate points.

Granted August 24, 1932.

No. L-374—1932. E. B. Boyd, Agent for Iowa Lines. Application to file on one day's notice supplement to Freight Tariff 253 eliminating fruits and vegetables, fresh or green, from Item 301-A.

Granted August 25, 1932.

No. L-375—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to cancel on one day's notice rates on sand and gravel, carloads, from Muscatine to Solon, Tipton, Bennett, West Liberty and Fruitland.

Granted August 26, 1932.

No. L-376—1932. Chicago & North Western Railway Company. Application for authority to file on one day's notice rate of 21 cents per 100 pounds on egg case fillers, carload, from Tama, Iowa, to Sioux City, Iowa.

Granted August 29, 1932.

No. L-377—1932. E. B. Boyd, Chairman Western Trunk Line Committee. Application for authority to provide for the rate of 58 cents per cwt. on automobiles from Des Moines, Iowa, to Sheldon, Iowa, via the C. & N. W. as applies in connection with the Ft. D., D. M. & S. and I. C.

Granted August 30, 1932.

No. L-378—1932. E. B. Boyd, Agent for Iowa Lines. Application for authority to file on one day's notice reduced rate on confectionery L. C. L. intrastate.

Granted August 29, 1932.

No. L-379—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to file on one day's notice reduced rates on sand and gravel, carload, from Des Moines and Commerce, Iowa, to Martensdale and Bevington, Iowa.

Granted September 1, 1932.

No. L-380—1932. Chicago & North Western Railway Company. Application for authority to extend basis of rates on live stock for distances beyond 160 miles up to and including 260 miles.

Granted September 1, 1932.

No. L-381—1932. Chicago & North Western Railway Company. Application for authority to establish on one day's notice rates on live stock, carload, from Sioux City, Iowa, to Davenport, Iowa, via the C. & N. W. and C., D. & M. as applies via the C., M., St. P. & P. direct.

Granted September 1, 1932.

No. L-382—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice reduced rate on crushed stone, carload, from Hawkeye Portland Cement Quarry, Iowa, to Anita, Iowa.

Granted September 6, 1932.

No. L-383—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to cancel on one day's notice rates on sand and gravel, carloads, as published in C., R. I. & P. Tariff 33889-Series, from Muscatine to Wellman and Kalona, Iowa, and crushed stone, carloads, from Iowa City to Wellman and Kalona, Iowa, C., R. I. & P. Tariff No. 33899-Series.

Granted September 6, 1932.

No. L-384—1932. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish on less than thirty days' notice amendment to Item 2268, Supplement 11 to Tariff 160-I on mine props, carload, from Farmington to Des Moines, Iowa.

Granted September 7, 1932.

No. L-385—1932. Chicago Great Western Railroad Company. Application for permission to publish on one day's notice rate of 45½ cents per net ton, plus emergency charge, on sand and gravel, carload, from Shell Rock to siding or set-up to be designated as Highway 59 Bremer County, Iowa.

Granted September 9, 1932.

No. L-386—1932. Chicago & North Western Railway Company. Application for permission to publish on one day's notice reduced minimum weights on live stock beyond 160 miles up to and including 260 miles.

Granted September 9, 1932.

No. L-387—1932. Chicago, Rock Island & Pacific Railway Company.

Application for permission to publish on one day's notice supplement to shorten the effective date of minimum weights on live stock.

Granted September 9, 1932.

No. L-388—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice reduced minimum weights on live stock for distances up to and including 260 miles.

Granted September 9, 1932.

No. L-389—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice rate of 67½ cents per net ton, plus emergency charge, on crushed stone, carload, from Rector, Iowa, to Des Moines, Iowa.

Granted September 9, 1932.

No. L-390—1932. Chicago, Burlington & Quincy Railroad Company. Application for permission to publish on one day's notice reduced minimum weights on live stock as per Tariff No. 17800-D.

Granted September 9, 1932.

No. L-391—1932. Chicago, Great Western Railroad Company. Application for permission to publish on one day's notice reduced rate on sand and gravel, carload, from Shell Rock, Iowa, to Fredericksburg, Iowa.

Granted September 9, 1932.

No. L-392—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice reduced rates on sand and gravel, carload, via the C., M., St. P. & P. R. R. from Buffalo and Linwood, Iowa, to Sigourney, Iowa.

Granted September 12, 1932.

No. L-393—1932. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish on one day's notice proposed rating on confectionery, less than carload, also changes in Items 301¾-A, 302½-A and 400-A, of Boyd's Iowa Lines Tariff 253.

Granted September 12, 1932.

No. L-394—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice rate of 12 cents per cwt., plus emergency charge, on potatoes, onions and cabbage, in straight or mixed carloads, minimum weight 30,000 pounds, from Clear Lake, Iowa, to Des Moines, Iowa.

Granted September 15, 1932.

No. L-395—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice cancellation of rates on crushed stone, sand and gravel, carloads, as set forth in C., R. I. & P. Tariffs Nos. 33889 and 33899, from Milwaukee, Buffalo-Linwood to West Branch, Tipton and Brighton, Iowa.

Granted September 14, 1932.

No. L-396—1932. Chicago & North Western Railway Company. Application for permission to publish on one day's notice proportional rate of 24.6 cents per net ton, plus emergency charge, on sand and gravel from Quarry to Marshalltown, when destined beyond.

Granted September 15, 1932.

No. L-397—1932. Minneapolis & St. Louis Railroad Company. Application for permission to publish on one day's notice rate of 12 cents per cwt., plus emergency charge, on potatoes, onions and cabbage, straight or mixed carloads, minimum weight 30,000 pounds.

Granted September 15, 1932.

No. L-398—1932. Chicago, Burlington & Quincy Railroad Company. Application for permission to publish on one day's notice rate of 54½ cents per net ton, plus emergency charge, on sand and gravel, carload, from Spring Grove, Iowa, to Warren, Iowa.

Granted September 15, 1932.

No. L-399—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice rate of 77½ cents per net ton, plus emergency charge, on crushed stone, from Buffalo-Linwood to Sigourney, Iowa.

Granted September 15, 1932.

No. L-400—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice reduced rates on crushed stone from Hawkeye Portland Cement Quarries, Iowa, to Avoca, Hancock, Oakland, Shelby and Carson, Iowa.

Granted September 15, 1932.

No. L-401—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice rate of 53½ cents per net ton, plus emergency charge, on sand and gravel, carloads, from Commerce, Iowa, to Indianola, Iowa.

Granted September 16, 1932.

No. L-402—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice rate of 59 cents per net ton, plus emergency charge, on sand and gravel, carloads, from Estherville, Iowa, to Forest City, Iowa, and Miller, Iowa.

Granted September 16, 1932.

No. L-403—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice a switching rate of $2.50 per car, plus emergency charge, on sand and gravel, carloads, from pit of the Concrete Materials Corporation to set-up in C., R. I. & P. yard at Wallingford, Iowa.

Granted September 16, 1932.

No. L-404—1932. Chicago & North Western Railway Company. Application for permission to publish on one day's notice rate of 22½ cents per cwt., plus emergency charge, on sugar, carload, from Mason City to Council Bluffs, Iowa.

Granted September 16, 1932.

No. L-405—1932. Illinois Central Railroad Company. Application for permission to publish on one day's notice rate of 11½ cents per 100 pounds, on cucumbers, carload, from Waverly, Iowa, to Marshalltown, Iowa, via the Illinois Central and M. & St. L. railroads.

Granted September 17, 1932.

No. L-406—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice rate of 59 cents per net ton, plus emergency charge, on sand and gravel, carloads, from Mason City and Clear Lake to Forest City via C., M., St. P. & P., Garner and C., R. I. & P., providing the C., R. I. & P. concurs in the rate.

Granted September 19, 1932.

No. L-407—1932. Chicago Great Western Railroad Company. Application for permission to publish on one day's notice rate of 78.8 cents per net ton, plus emergency charge, on crushed stone, carload, from Glory, Iowa, to Fredericksburg, Iowa, in connection with the W., C. F. & N.

Granted September 19, 1932.

No. L-408—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice cancellation of rates on sand and gravel, carloads, from Humboldt and Estherville to Holmes and Goldfield, Iowa, of 60 cents per net ton, and from Mason City to Clarion, Iowa, rate of 59 cents per net ton.

Granted September 19, 1932.

No. L-409—1932. Chicago Great Western Railroad Company. Application for permission to publish on one day's notice rate of 11 cents per 100 pounds, plus emergency charge, on cement, carloads, from Des Moines to Belmond, Iowa.

Granted September 20, 1932.

No. L-410—1932. Chicago, Burlington & Quincy Railroad Company. Application for permission to publish on one day's notice rate of 61½ cents per net ton, plus emergency charge, on sand and gravel, carloads, from Ottumwa, Iowa, to Mt. Pleasant, Iowa.

Granted September 21, 1932.

No. L-411—1932. Minneapolis & St. Louis Railroad Company. Application for permission to publish on one day's notice rate of 13 cents per 100 pounds, on cabbage, onions and potatoes, straight or mixed carloads, from Hawley, Iowa, to Des Moines, Iowa.

Granted September 22, 1932.

No. L-412—1932. Minneapolis & St. Louis Railroad Company. Application for permission to publish on one day's notice rate of 40 cents per net ton on sand and gravel, carloads, from Humboldt, Iowa, to Ft. Dodge, Kalo and Otho, Iowa.

Granted September 23, 1932.

No. L-413—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice rate of $13.60 per car, subject to emergency charge, on animal manure, carload, from Clinton, Iowa, to Bettendorf, Iowa, and intermediate points.

Granted September 26, 1932.

No. L-414—1932. Burlington, Muscatine & North Western Railway Company. Application for permission to reissue B., M. & N. W. Tariff No. 18, on one day's notice, adding the towns of Richland, Sigourney, Lost Nation, Oxford Junction, Coin and Kinross, Iowa, to Note B, Page 3 of Tariff.

Granted September 26, 1932.

No. L-415—1932. Minneapolis & St. Louis Railroad Company. Application for permission to publish on one day's notice rate of 50 cents per ton, plus emergency charge, on sand and gravel, carloads, from Estherville to Ruthven, account truck competition.

Granted September 27, 1932.

No. L-416—1932. Chicago & North Western Railway Company. Application for permission to publish on one day's notice rate of 45 cents per net ton, plus emergency charge, on sand and gravel, carloads, from West Clinton to Wheatland, Iowa.

Granted September 27, 1932.

No. L-417—1932. Chicago, Burlington & Quincy Railroad Company. Application for permission to publish on one day's notice rate of $15.00 per car on poultry manure, from Clinton, Iowa, to Bettendorf, Iowa, and intermediate stations.

Granted September 27, 1932.

No. L-418—1932. Clinton, Davenport & Muscatine Railway Company. Application for permission to publish on one day's notice switching rate

of $3.60 per car, on sand and gravel from Harmons, Iowa, to connecting line at West Clinton, Iowa.

Granted September 29, 1932.

No. L-419—1932. Chicago & North Western Railway Company. Application for authority to establish on one day's notice switching charge of $3.15 per car on crushed stone, carloads, from Iowa Limestone Company plant to Wright Construction Company set-up at Alden, Iowa.

Granted October 3, 1932.

No. L-420—1932. Minneapolis & St. Louis Railroad Company. Application for authority to establish on one day's notice rate of $20.00 per car on sand and gravel, carloads, from Bromley and Liscomb, Iowa, to Marshalltown, Iowa, to meet truck competition.

Granted October 3, 1932.

No. L-421—1932. Minneapolis & St. Louis Railroad Company. Application for authority to establish on one day's notice rate of $25.00 per car on machinery and supplies between Liscomb, Marshalltown, Keller and Bromley, Iowa.

Granted October 3, 1932.

No. L-422—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice reduced rates on soft coal, carloads, from Numa to Council Bluffs, Iowa, also relief from long and short haul provisions.

Granted October 4, 1932.

No. L-423—1932. Illinois Central Railroad Company. Application for authority to establish on one day's notice mixed live stock rule in connection with rate subject to minimum weight of 10,000 pounds.

Granted October 5, 1932.

No. L-424—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice rate of 8½ cents per cwt. on cement, in carloads, from Mason City to Forest City, Iowa, via the C., R. I. & P. Ry., direct and not to apply as maximum at intermediate points.

Granted October 5, 1932.

No. L-425—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice rate of 28 cents per net ton, plus emergency charge, on sand and gravel, carloads, from Commerce, Iowa, to Des Moines, Iowa.

Granted October 6, 1932.

No. L-426—1932. Chicago & North Western Railway Company. Application for permission to publish on one day's notice reduced rates, per net ton, on sand and gravel, from Lake View and Sacton, Iowa, to Mapleton, Castana and Turin, Iowa.

Granted October 7, 1932.

No. L-427—1932. Fort Dodge, Des Moines & Southern Railroad Company. Application for permission to publish on one day's notice reduced rates on bituminous coal, carloads, from Moran and Herrold to Rockwell City, Iowa.

Granted October 11, 1932.

No. L-428—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice rate of 50 cents per net ton, plus emergency charge, on sand and gravel, carloads, from Muscatine, Iowa, to Brighton, Iowa.

Granted October 12, 1932.

No. L-429—1932. Chicago, Rock Island & Pacific Railway Company Application for permission to extend, on one day's notice, expiration date of Tariff No. 33982, to November 12, 1932.

Granted October 13, 1932.

No. L-430—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice reduced rates on crushed stone, carloads, from Buffalo-Linwood, to Columbus Junction, Cone and Nichols, Iowa.

Granted October 13, 1932.

No. L-431—1932. E. B. Boyd, Agent, Western Trunk Line Committee. Application for permission to publish, on one day's notice, Column 25 rates on apples, carloads.

Granted October 14, 1932.

No. L-432—1932. Minneapolis & St. Louis Railroad Company. Application for authority to meet short-line rate on linseed oil, carloads, from Des Moines to Council Bluffs, Iowa, without applying as a maximum at intermediate points and to publish said rate on one day's notice.

Granted October 17, 1932.

No. L-433—1932. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to establish on one day's notice Column 40 basis of rates on wall paper, in carloads, minimum weight 40,000 pounds.

Granted October 17, 1932.

No. L-434—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to cancel on one day's notice certain rates on sand, gravel and crushed stone, account movement completed.

Granted October 17, 1932.

No. L-435—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice reduced rate on crushed stone, in carloads, from Iowa City to Washington and West Chester, Iowa, to meet truck competition.

Granted October 18, 1932.

No. L-436—1932. Great Northern Railway Company. Application for authority to publish on one day's notice reduced rates and minimums on live stock from points on Great Northern Railway to Sioux City, Iowa, to meet truck competition.

Granted October 18, 1932.

No. L-437—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice reduced rate on crushed stone, in carloads, from Buffalo-Linwood, Iowa, to Grinnell, Iowa to meet motor truck competition.

Granted October 18, 1932.

No. L-438—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice rate of 45.4 cents per net ton on crushed stone, carloads, from Hawkeye Portland Cement Quarry, Iowa, to Des Moines, Iowa.

Granted October 21, 1932.

No. L-439—1932. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to publish on one day's notice amendments to Item 40 of Tariff No. 253 so as to apply alternatively on less than carloads in addition to carloads, also to restrict provision on title page of Tariff 160-I relative to non-application of distance rates when specific rates are published on intrastate traffic.

Granted October 21, 1932.

No. L-440—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice rate of 68½ cents per net ton, plus emergency charge, on crushed stone, carload, from Linwood-Buffalo to Victor, Iowa.

Granted October 24, 1932.

No. L-441—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice rate of 41 cents per net ton on crushed stone, carloads, from Buffalo-Linwood to Centerdale, Iowa.

Withdrawn October 26, 1932.

No. L-442—1932. Cedar Rapids & Iowa City Railway. Application for authority to publish on five days' notice one cent reduction per ton on fine coal from Cedar Rapids or Crandic to Iowa City, Iowa.

Granted October 27, 1932.

No. L-443—1932. E. B. Boyd, Agent, Western Trunk Line Committee. Application for authority to advance effective date of Column 22½ on Ammonia Compound, Cleaning Liquid, published in Item 422 of Supplement 20 to Boyd's Tariff 253.

Granted October 27, 1932.

No. L-444—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice rate of 16½ cents per 100 pounds on Linseed Oil, in carloads, from Des Moines to Council Bluffs, Iowa.

Granted October 28, 1932.

No. L-445—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to reissue C., R. I. & P. Tariff No. 33982-A to show therein rates to expire with December 31, 1932, instead of November 12, 1932.

Granted November 1, 1932.

No. L-446—1932. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 20.4 cents per 100 pounds, plus emergency charge, on sugar, carloads, from Mason City to Logan, Iowa.

Granted November 1, 1932.

No. L-447—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice rate of 70 cents per net ton, plus emergency charge, on crushed stone, carloads, from Buffalo-Linwood to Brooklyn, Iowa.

Granted November 1, 1932.

No. L-448—1932. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish on short notice changes in Emergency Tariff as shown in Exhibit "A" or Supplement No. 3 to Emergency Tariff.

Granted November 4, 1932.

No. L-449—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on one day's notice Supplement to C., R. I. & P. Tariff No. 33830, cancelling the 19-cent rate on Linseed Oil, carload, Des Moines, Iowa, to Council Bluffs, Iowa.

Granted November 4, 1932.

No. L-450—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice rate of

20.8 cents per 100 pounds on sugar, carloads, from Mason City, Iowa, to Ottumwa, Iowa.

Granted November 4, 1932.

No. L-451—1932. Fort Dodge, Des Moines & Southern Railroad Company. Application for permission to publish and file on less than thirty days' notice a passenger fare of 2 cents a mile between all points on the Ft. D., D. M. & S. R. R.

Granted November 5, 1932.

No. L-452—1932. Minneapolis & St. Louis Railroad Company. Application for permission to publish on one day's notice rate of 15 cents per 100 pounds, plus emergency charge, on groceries and general store supplies, in straight or mixed carloads, minimum weight 20,000 pounds, between Fort Dodge and Estherville, Iowa.

Granted November 9, 1932.

No. L-453—1932. Minneapolis & St. Louis Railroad Company. Application for permission to publish and file on less than thirty days' notice, passenger fare of 2 cents per mile between Ft. Dodge and Des Moines, Iowa, via Gowrie-Grand Junction and Ogden-Dayton Lines.

Granted November 10, 1932.

No. L-454—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on five days' notice reduced minimum weights on live stock, all kinds (except horses and mules), to Cedar Rapids or Crandic, Iowa.

Granted November 14, 1932.

No. L-455—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to cancel on one day's notice carload rates on sand, gravel and crushed stone, from Muscatine, Buffalo-Linwood to Iowa destinations as shown in application.

Granted November 14, 1932.

No. L-456—1932. Illinois Central Railroad Company. Application for permission to publish on one day's notice rate of 10 cents per 100 pounds, on brick, carloads, and articles taking same rate, in Item 110 of Agent Boyd's Tariff 160-I

Granted November 14, 1932.

No. L-457—1932. Illinois Central Railroad Company. Application for authority to publish on one day's notice reduced rates on hogs, in carloads, from Logan, Dunlap and Woodbine to Cedar Rapids via I. C. R. R. direct or via I. C. R. R., Waterloo, W., C. F. & N. Ry. to meet short line rate.

Granted November 15, 1932.

No. L-458—1932. Fort Dodge, Des Moines & Southern Railroad Company. Application for permission to publish on less than thirty days' notice, reduced rates on soft coal, carloads, from North Ogden, Iowa, to stations on the Ft. D., D. M. & S. R. R. as named in application.

Granted November 16, 1932.

No. L-459—1932. E. B. Boyd, Agent, Western Trunk Line Committee. Application for permission to cancel suspended rates on cooperage, contained in the Commission's Order in Docket No. B-1644, on ten days' notice.

Granted November 26, 1932.

No. L-460—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Com-

pany. Application for permission to publish on one day's notice reduced rates on scrap paper, chipboard and strawboard, carloads.

Granted December 1, 1932.

No. L-461—1932. Minneapolis & St. Louis Railroad Company. Application for permission to extend, on one day's notice, expiration date of Tariff 1455-B to June 30, 1933.

Granted November 29, 1932.

No. L-462—1932. Chicago & North Western Railway Company. Application for permission to publish on one day's notice reduced rates on scrap paper, chipboard and strawboard, carloads.

Granted November 30, 1932.

Sidetracks, Switching, Refunds, Claims

No. D-853—1932. Wilson Concrete Company, Washington, v. Chicago, Rock Island & Pacific Railway Company. Switching facilities at Washington. The railroad company agreed to construct the sidetrack desired, and the case was then closed.

Filed May 5, 1931. Closed December 12, 1931.

No. D-861—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of undercharge on 69 carloads of rock from Tileville to Valley Junction, Iowa.

Filed May 9, 1932. Granted May 11, 1932.

No. D-862—1932. Minneapolis & St. Louis Railroad Company. Application for permission to waive the collection of undercharges on carload shipments moving within the switching limits of Mason City at a rate of two cents per hundred pounds.

Filed June 23, 1932. Granted June 24, 1932.

No. D-863—1932. Chicago, Rock Island & Pacific Railway Company. Application to waive collection of $42.00 undercharge on four single-deck cars of live stock moved during May and June, 1932, from Rake, Iowa, to Des Moines, Iowa, account of furnishing two single-deck cars for one double-deck car ordered.

Filed July 7, 1932. Granted July 7, 1932.

No. D-864—1932. National Construction Company, Omaha, Nebraska, v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Switching cars of sand and gravel from connecting lines to setup at Spencer, Iowa. Withdrawn.

Filed August 20, 1932. Closed September 14, 1932.

No. D-865—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of switching charges on 587 cars, as listed and on file with the Commission, on sand and gravel, delivered to the Chicago, Rock Island & Pacific Railway Company at Muscatine, Iowa, by the Burlington, Muscatine & Northwestern Railway, the charge to be absorbed by the Chicago, Rock Island & Pacific Railway Company.

Filed September 30, 1932. Granted October 1, 1932.

No. D-866—1932. Chicago & North Western Railway Company. Application for authority to apply rate of 45½ cents per ton on crushed stone, carload, from LeGrand Limestone Company's pit to Conrad, Iowa, from March 28 to October 1, 1932.

Filed September 30, 1932. Granted October 4, 1932.

No. D-867—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to protect rate of 50 cents per net ton, plus emergency charge, on 26 carloads of sand and gravel from Muscatine, Iowa, to Bennett, Iowa, that moved prior to the effective date of the tariff.

Filed October 13, 1932. Granted October 15, 1932.

No. D-868—1932. Chicago & North Western Railway Company. Application for authority to apply rate of 56 cents per net ton, plus emergency charge on fourteen cars of gravel shipped October 8, 1932, from Wall Lake to Castana, Iowa, prior to the effective date of the tariff.

Filed October 9, 1932. Granted October 19, 1932.

No. D-869—1932. Chicago, Rock Island & Pacific Railway Company. Application for permission to protect rate of 50 cents per net ton, plus emergency charge, on sixteen carloads of sand and gravel from Muscatine, Iowa, to Tipton, Iowa, which moved between August 11 and 13, 1932.

Filed October 20, 1932. Granted October 22, 1932.

No. D-870—1932. Chicago, Burlington & Quincy Railroad Company. Application for permission to waive collection of undercharges in the sum of $7.88 on less than carload shipments of smoked salt from Des Moines to Iowa destinations.

Filed November 1, 1932. Granted November 2, 1932.

No. D-871—1932. Chicago, Rock Island & Pacific Railway Company. Application for authority to refund overcharges collected from Winterset Limestone Company on 147 cars of crushed stone, from Tileville to Indianola, Iowa.

Filed November 15, 1932. Granted November 16, 1932.

No. D-872—1932. Chicago & North Western Railway Company. Application for permission to protect rate of 18½ cents on one carload of linseed oil, Des Moines to Cedar Rapids, Iowa.

Filed November 19, 1932. Granted November 21, 1932.

No. D-873—1932. Chicago & North Western Railway Company. Application for permission to protect rate of 50 cents per net ton, plus emergency charge, on crushed stone, carloads, from Cedar Rapids to Belle Plaine, Iowa.

Filed November 23, 1932. Granted November 23, 1932.

No. D-874—1932. Chicago, Burlington & Quincy Railroad Company. Application for permission to refund $12.72 on four carloads of cattle from Houghton and Hamill to Ottumwa, Iowa.

Filed November 25, 1932. Granted November 28, 1932.

Motor Transportation Division

No. H-810—1929. Iowa Railway and Light Corporation, Cedar Rapids. Application for authority to transport passengers between Cedar Rapids and Des Moines, Iowa. This case was fully heard December 12, 1928, and under date of January 23, 1929, decision was rendered as follows:

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

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

For Stephen A. Bollinger, owner and operator of the Safety Coach Transit Co., Objector—J. C. Davis, Jr., Atty., Des Moines, Iowa.

For Mohawk Stage Lines Corporation, Objector—Ivan Bowen, Atty., Chicago, Illinois.

On October 3, 1928, the Iowa Railway and Light Corporation of Cedar Rapids, Iowa, filed application with this Board for a Certificate of Convenience and Necessity to operate as a motor carrier for the transportation of passengers between Cedar Rapids and Des Moines, except locally between Grinnell and Des Moines.

It is proposed to traverse two routes from Cedar Rapids joining at Marengo for Des Moines between points named as follows:

CEDAR RAPIDS—MARENGO

Cedar Rapids, Blairstown and Marengo.
Cedar Rapids, Fairfax, Walford, Amana, Homestead and Marengo.

MARENGO—DES MOINES

Marengo, Ladora, Victor, Carnforth, Brooklyn, Grinnell, Newton, Colfax, Mitchellville, Altoona and Des Moines.

Pursuant to notice published as required by law, this matter was fully heard at Cedar Rapids on December 12, 1928.

Written objections to the granting of the Certificate applied for were submitted on behalf of the Chicago, Rock Island & Pacific Railway Company and Stephen A. Bollinger, owner of the Safety Coach Transit Company, operating busses between Grinnell and Des Moines, the latter objecting only in so far as right to operate over the highways between Grinnell and Des Moines is concerned.

Applicant now operates an electric railroad between Cedar Rapids and Iowa City and several bus and truck lines radiating out of Cedar Rapids. It is adequately equipped with transportation force, motor vehicles and finances to engage in the undertaking proposed.

Petitions signed by 281 persons favoring the application were introduced at hearing; the number signing and the towns in which they reside being set out as follows:

Cedar Rapids	11
Fairfax	17
Victor	30
Brooklyn	87
South Amana	57
Homestead	30
Marengo	16
Grinnell	22
Des Moines	11

The Mohawk Stage Lines Corporation of Chicago, Illinois, appeared at hearing resisting the application for the reason it now has pending an

application (Docket No. H-738) to operate between Davenport and Des Moines, following the same route as herein proposed between Homestead and Des Moines. By agreement of parties record in this Board's Docket No. H-738 was made a part of the record in this case.

The main line of the Chicago, Rock Island & Pacific Railway Company serves each of the towns to be reached by the applicant between Homestead and Des Moines. On the highway between Grinnell and Des Moines, Stephen A. Bollinger as owner of the Safety Coach Transit Company is operating busses three round trips daily and between Newton and Des Moines the Des Moines and Central Iowa Motor Transportation Company has five round trips daily, while the Mohawk Stage Lines Corporation is making one round trip daily for the transportation of interstate passengers, exclusively, between Davenport and Des Moines. The schedule herein proposed provides for two round trips daily between Grinnell and Des Moines, resulting, if granted, in twelve busses on the highway between Grinnell and Newton and twenty-two between Newton and Des Moines during the day.

After a careful consideration of the record in this matter, taking into consideration, among other things, the transportation service afforded by the Chicago, Rock Island & Pacific Railway Company, the congestion of traffic on the highway between Grinnell and Des Moines and the possibility of connections at Grinnell with the Safety Coach Transit Company for Des Moines, it is found the service proposed between Cedar Rapids and Grinnell, with the exception of local service between Homestead, Marengo, Grinnell and points intermediate thereto, will promote the public convenience and necessity. Further, that local service between Homestead, Marengo, Grinnell and points intermediate thereto and operation over that part of the route between Grinnell and Des Moines will not promote the public convenience and necessity.

Certificate will, therefore, issue in accordance with this finding upon compliance with the preliminary requirements of the law and the Rules and Regulations Governing the Operation of Motor Carriers within this state.

Extensions of time for the inauguration of this service was granted as follows: To April 1, 1929.

April 1, 1929, extended to May 1, 1929.

May 1, 1929, extended to May 30, 1929.

May 30, 1929, extended to June 10, 1929. Board authorized the applicant to furnish service between Cedar Rapids and Marengo, via Blairstown until United States Highway No. 32 is completed. On September 27, 1929, the Board after a full consideration of all the record in the petition for rehearing in Dockets Nos. H-810 and H-879, found that the elimination of certain restrictions and the establishment of additional passenger motor carrier service, will promote the public convenience and necessity and directed that a Certificate of Convenience and Necessity issue, as soon as applicant has complied with the necessary requirements, such certificate to contain the authority granted in Dockets Nos. H-810 and H-879, Certificate No. 83 and Docket No. H-984, and to contain the following restrictions: Provided that no passengers shall be picked up at Newton or at any point between Newton and Grinnell, for delivery to Grinnell or to any point between Newton and Grinnell; that no passengers shall be picked up at Grinnell or at any point between Grinnell and Newton, for delivery to Newton or to any point between Grinnell and Newton; that no passengers shall be picked up at Des Moines or at any point between Des Moines and Newton, for delivery to Grinnell or to any point between Newton and Grinnell and that no passengers shall be picked up at Grinnell or at any point between Grinnell and Newton, for delivery to Des Moines or to any point between Newton and Des Moines.

On March 28, 1930, the Board approved the transfer of rights granted under the above Docket to Crandic Stages, Inc., Cedar Rapids, Iowa. (See Docket No. H-1184.)

On August 19, 1932, the Board revoked the operating rights over that

part of the route between Cedar Rapids and Blairstown and Marengo. (See Docket No. H-1622.)

On September 24, 1932, the Board issued Certificate of Convenience and Necessity No. 253, to become effective September 24, 1932, 12:01 A. M. and revoked Certificates of Convenience and Necessity Nos. 1, 8, 9, 23, 45, 59, 69, 83, 100, 171, 175, 215 and 255 and the operating rights under Dockets Nos. H-810, H-879, H-1066, H-1072, H-1073, H-1376 and H-1377. (See Docket No. H-1181.)

Filed October 3, 1928. Closed September 24, 1932.

No. H-1399—1931. Kenneth Murdock, Malvern. Application to discontinue service westbound under Certificate of Convenience and Necessity No. 189. Granted December 1, 1931.

Filed October 19, 1931. Closed December 1, 1931.

No. H-857—1932. Crandic Stages, Inc., Cedar Rapids. Application for authority to change route within Stanwood under Certificate of Convenience and Necessity No. 59. Petition was originally made by the Iowa Railway & Light Corporation, operating rights being transferred to Crandic Stages, Inc., March 28, 1930. The above Certificate was revoked under resolution of the Board, dated September 24, 1932, and consolidated with Certificate No. 253.

Filed December 10, 1928. Closed September 24, 1932.

No. H-858—1932. Crandic Stages, Inc., Cedar Rapids. Application for authority to change route within Stanwood under Certificate of Convenience and Necessity No. 175. Petition originally made by the Iowa Railway & Light Corporation, operating rights being transferred to Crandic Stages, Inc., March 28, 1930. The above Certificate was revoked under resolution of the Board, dated September 24, 1932, and consolidated with Certificate No. 253.

Filed December 10, 1928. Closed September 24, 1932.

No. H-879—1932. Iowa Railway and Light Corporation, Cedar Rapids. Application for authority to transport passengers between Grinnell and Newton. This case was fully heard April 2, 1929, and under date of June 12, 1929, decision was rendered as follows:

For the Applicant—C. J. Lynch, Atty., Cedar Rapids, Iowa.

For Stephen A. Bollinger, Des Moines, Iowa, Objector—J. C. Davis, Jr., Atty., Des Moines, Iowa.

For Chicago, Rock Island & Pacific Ry. Co., Objector—W. D. Fosler, Traveling Passenger Agent, Des Moines, Iowa.

For Des Moines & Central Iowa Motor Transportation Co., Objector—C. R. Bennett, Atty., Des Moines, Iowa.

This is an application of the Iowa Railway and Light Corporation, of Cedar Rapids, Iowa, for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers between Grinnell and Newton, in Poweshiek and Jasper Counties, Iowa, a distance of approximately twenty miles.

Applicant proposes to operate two round trips daily over this route.

Full hearing was had on this application on April 2, 1929, at Des Moines, pursuant to proper publication of notice of such hearing, and the case taken under advisement.

The record in this Board's Docket No. H-810, so far as material, was made a part of the record in this case.

In Docket No. H-810, the Iowa Railway and Light Corporation made application for a Certificate of Convenience and Necessity to operate as a passenger motor carrier between Cedar Rapids, Blairstown and Marengo; between Cedar Rapids, Fairfax, Walford, Amana, Homestead

and Marengo and between Marengo, Ladora, Victor, Carnforth, Brooklyn, Grinnell, Newton, Colfax, Mitchellville, Altoona and Des Moines, except for the transportation of passengers locally between Grinnell and Des Moines and points intermediate thereto. On January 23, 1929, the Board issued a decision granting the authority applied for between Cedar Rapids and Grinnell, except for the transportation of local passengers between Homestead and Grinnell and points intermediate thereto, and denying the authority applied for between Grinnell and Des Moines.

In the present case, applicant desires authority to extend the Cedar Rapids-Grinnell route to Newton but does not propose to transport local passengers between Grinnell and Newton.

Between Grinnell and Des Moines, Stephen A. Bollinger, of Des Moines, owner and operator of Safety Coach Transit Company, is operating as a motor carrier of passengers, under Certificate of Convenience and Necessity No. 100, making three round trips daily, except Sundays and holidays, and three and one-half round trips on Sundays and holidays.

Between Newton and Des Moines, the Des Moines and Central Iowa Motor Transportation Company, of Des Moines is operating as a motor carrier of passengers, under Certificate of Convenience and Necessity No. 83, making five round trips daily.

At the hearing on the present application, Bollinger objected strenuously to the granting of a certificate to applicant between Grinnell and Newton, contending that connections should be made at Grinnell between applicant's Cedar Rapids-Grinnell line and objector's Grinnell-Des Moines line, thereby affording connecting service between Cedar Rapids and Des Moines.

At the hearing of April 2nd, a representative of applicant stated that negotiations to acquire objector Bollinger's line having failed, applicant had negotiated with the Des Moines and Central Iowa Motor Transportation Company and secured an option on that company's line.

The showing made at the hearing on the present application was somewhat different than the showing made in Docket No. H-810 wherein the Commission denied that part of the application for authority to operate between Grinnell and Des Moines. At the hearing in the present case, several witnesses testified as to the necessity for creating a through line and through service between the first and third largest cities in the state and that the existing rail line service between those two cities necessitated a change of trains at either Ames or Iowa City.

The applicant is financially able to engage in the undertaking proposed; it operates quite extensive motor bus lines in the eastern part of the state; its reputation as an operator of highway transportation is good and it proposes to use high class equipment.

On May 4, 1929, the Board received an "Article of Agreement," dated May 3, 1929, signed by Iowa Railway & Light Corporation, by Sutherland Dows, Vice President, and Des Moines and Central Iowa Motor Transportation Company, by F. C. Chambers, President, which reads, in part, as follows:

> "NOW, THEREFORE, for and in consideration of the sum of twenty thousand ($20,000.00) dollars to be paid to the party of the second part (Des Moines and Central Iowa Motor Transportation Company) by the party of the first part (Iowa Railway and Light Corporation), payment thereof, however, to be made subject to the approval of the Board of Railroad Commissioners of the State of Iowa and to be contingent upon the granting by the Board of Railroad Commissioners of the State of Iowa of a certificate of convenience and necessity to the party of the first part to operate as a motor vehicle carrier between Grinnell, Iowa, and Newton, Iowa, the party of the second part agrees to sell, and, by proper instruments, endorsements and assignments, to convey to the party of the first part the following described property, free and clear of all liens and encumbrances of every kind and character whatsoever, to-wit: Three Mack parlor car busses described as follows:

R. R. Com. No.	Our No.	License No. Iowa 1929	Chassis No.	Engine No.
1	30	A-2938	591801	489-88
2	31	A-2939	591809	496-72
3	32	A-2940	591807	486-84

also the certificate of convenience and necessity, No. 83, granted to the party of the second part in the proceeding before the Board of Railroad Commissioners of the State of Iowa, known as Docket No. 483, on December 21, 1925, together with the good will of the party of the second part in connection with its operation under said certificate of convenience and necessity."

In other words, the status of some of the parties is now changed. The applicant, holding authority to operate between Cedar Rapids and Grinnell, has acquired the right to purchase the Newton-Des Moines line, subject to the approval of this Board, and the question now before the Board is whether or not, upon the showing made and a review of all of the facts in the record, a certificate should be issued that would result in the establishment of through passenger motor carrier service between Cedar Rapids and Des Moines in case the Board approves the transfer of Certificate No. 83 to applicant herein.

Objector, Bollinger, contends that the certificate applied for in this case should be denied for the reason that there has been no substantial change in conditions since the Board's decision in Docket No. H-810; that the showing made by applicant at the hearing on the present application was substantially the same as at the hearing in Docket No. H-810; that he is entitled to interchange passengers with applicant at Grinnell; that his line, at present, is not very profitable; that the business resulting from the interchange of passengers at Grinnell would enable him to afford better service to the public and that the necessity of changing from one bus to another at Grinnell is no real objection to having joint service nor any ground for establishing through busses.

Applicant herein, in its proposal to extend the Cedar Rapids-Grinnell route to Newton and to take over the Newton-Des Moines route, does not propose to offer any additional competition to objector Bollinger that did not exist at the time of the Board's decision in Docket No. H-810.

After carefully considering all of the record in the present case, the authority granted applicant in Docket No. H-810 and applicant's proposal to purchase Certificate of Convenience and Necessity No. 83 and furnish the service authorized thereby, we find that the establishment of the service proposed in this case will promote the public convenience and necessity. Certificate will, therefore, issue as soon as applicant has complied with the necessary requirements of the law and this Board's Rules and Regulations Governing the Operation of Motor Carriers and the Board has approved the transfer of Certificate No. 83 to applicant; such certificate to supersede and contain all of the authority now granted by Certificate No. 83; to contain the authority granted in Dockets Nos. H-810 and H-879 and contain the following provisions:

Provided that no passengers shall be picked up at Newton or at any point between Newton and Homestead for delivery to Homestead or to any point between Newton and Homestead; that no passengers shall be picked up at Homestead or at any point between Homestead and Newton, for delivery to Newton or to any point between Homestead and Newton; that no passengers shall be picked up at Homestead or at any point between Homestead and Newton, for delivery to Des Moines or to any point between Newton and Des Moines, and that no passengers shall be picked up at Des Moines or at any point between Des Moines and Newton for delivery to Homestead or to any point between Newton and Homestead.

On September 27, 1929, the Board after a full consideration of all the records in the petition for rehearing in Dockets Nos. H-810 and H-879, found that the elimination of certain restrictions and the establishment

of additional passenger motor carrier service will promote the public convenience and necessity, and directed that a Certificate of Convenience and Necessity issue, as soon as applicant has complied with the necessary requirements, such certificate to contain the authority granted in Dockets Nos. H-810 and H-879, Certificate No. 83 and Docket No. H-984, and to contain the following restrictions: Provided that no passengers shall be picked up at Newton or at any point between Newton and Grinnell, for delivery to Grinnell or to any point between Newton and Grinnell; that no passengers shall be picked up at Grinnell or at any point between Grinnell and Newton, for delivery to Newton or to any point between Grinnell and Newton; that no passengers shall be picked up at Des Moines or at any point between Des Moines and Newton, for delivery to Grinnell or to any point between Newton and Grinnell and that no passengers shall be picked up at Grinnell or at any point between Grinnell and Newton, for delivery to Des Moines or to any point between Newton and Des Moines.

On March 28, 1930, the Board approved the transfer of rights granted under the above Docket to Crandic Stages, Inc., Cedar Rapids. (See Docket No. H-1184.)

On September 24, 1932, the Board revoked the operating rights under Docket No. H-879, and approved its consolidation under Certificate No. 253. (See Docket No. H-1181.)

Filed February 18, 1929. Closed September 24, 1932.

No. H-970—1932. Iowa State Highway Commission, Ames, v. Pioneer Stages, Inc., Chicago, Illinois. Alleged failure to observe safety requirements of law. Dismissed.

Filed July 27, 1929. Closed December 1, 1931.

No. H-971—1932. Pickwick Greyhound Lines, Inc., Kansas City, Mo. Application for authority to operate as a motor carrier of passengers, interstate exclusively, over that part of an interstate route located between Des Moines and the west line of Iowa at Council Bluffs. Authority granted August 2, 1929. Operating rights duplicated by those conveyed under Docket No. H-973, the latter being transferred as of February 7, 1932, to the Interstate Transit Lines, a corporation of Omaha, Neb.

Filed August 2, 1929. Closed February 5, 1932.

No. H-972—1932. Pickwick Greyhound Lines, Inc., Kansas City, Missouri. Application for authority to operate as a motor carrier of passengers between the east line of the State of Iowa, Davenport, Walcott, Stockton, Durant, Wilton Junction, Moscow, Atalissa, West Liberty, Downey, Iowa City, Coralville, Tiffin, Oxford, Homestead, South Amana, Marengo, Ladora, Victor, Carnforth, Brooklyn, Malcom, Grinnell, Kellogg, Newton, Colfax, Mitchellville, Altoona and Des Moines, except local passengers between Grinnell and Des Moines and points intermediate thereto, and local passengers between West Liberty and Iowa City and points intermediate thereto.

This petition was fully heard on September 17, 1929, and after full consideration of all the records, the Board directed the issuance of Certificate of Convenience and Necessity authorizing the service applied for with the following exceptions: 1. For the transportation of local passengers between Homestead and Grinnell and points intermediate thereto. 2. For the transportation of passengers originating at Homestead or at any point between Homestead and Grinnell to Des Moines or to any point between Grinnell and Des Moines, and 3. For the transportation of passengers originating at Des Moines or at any point between Des Moines and Grinnell to Homestead or to any point between Grinnell and Homestead.

On March 29, 1930, the Board authorized the discontinuance of round trip between Marengo and Davenport to be effective April 5, 1930.

On February 3, 1932, the Board approved the transfer of the operating

rights under Dockets Nos. H-972 and H-973 to the Interstate Transit Lines, a corporation of Omaha, Nebraska, except for the transportation of passengers locally between (1) Des Moines, Homestead and points intermediate thereto or between (2) West Liberty, Iowa City and points intermediate thereto. (See Docket No. H-1470.)

Certificate No. 384 issued, consolidating Dockets Nos. H-972 and H-973.

Filed August 2, 1929. Closed February 8, 1932.

No. H-973—1932. Pickwick Greyhound Lines, Inc., Kansas City, Missouri. Application for authority to operate as a motor carrier of passengers between Des Moines, Waukee, Adel, Redfield, Dexter, Stuart, Menlo, Casey, Adair, Anita, Wiota, Atlantic, Lewis, Oakland, Council Bluffs and the west line of the State of Iowa, except local passengers between Des Moines and Redfield and points intermediate thereto. This case came on for hearing December 12, 1929, and on March 7, 1930, decision was rendered granting the authority requested as follows, together with the dissenting opinion of Commissioner Richardson:

Appearances at hearing in Docket No. H-973:

For Applicant—Bradshaw, Schenk & Fowler, Attys., Des Moines, Iowa, by Rex H. Fowler.

For Chicago, Rock Island & Pacific Railway Company and Rock Island Motor Transit Company, Objectors—F. W. Miller, Atty., Des Moines, Iowa; A. B. Howland, Atty., Des Moines, Iowa; A. T. Blake, Atty., Des Moines, Iowa.

For Iowa Railway and Light Corporation, Objector—Frank C. Byers, Atty., Cedar Rapids, Iowa.

Appearances at hearing in Docket No. H-994:

For Applicant—Frank C. Byers, Atty., Cedar Rapids, Iowa.

For O. C. Wright, Adel, Iowa, Objector—R. K. Craft, Atty., Adel, Iowa.

For Pickwick Greyhound Lines, Inc., Objector—Bradshaw, Schenk & Fowler, Attys., Des Moines, Iowa, by Rex H. Fowler.

For Chicago, Rock Island & Pacific Railway Co., Objector—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa, by F. W. Miller, Asst. Atty.

Appearances at hearing in Docket No. H-1032:

For Applicant—J. G. Gamble and A. B. Howland, Attys., Des Moines, Iowa.

For Minneapolis & St. Louis Railroad Co., Objector—D. M. Denison, Minneapolis, Minnesota; Carr, Cox, Evans & Riley, Attys., Des Moines, Iowa, by John Inghram.

For Iowa Railway & Light Corporation, Objector—Frank C. Byers, Atty., Cedar Rapids, Iowa.

For O. C. Wright, Adel, Iowa, Objector—R. K. Craft, Atty., Adel, Iowa.

For P. R. Davis, Avoca, Iowa, Objector—Joe W. Turner, Atty., Avoca, Iowa.

For Pickwick Greyhound Lines, Inc., Objector—Bradshaw, Schenk & Fowler, Attys., Des Moines, Iowa, by Rex H. Fowler.

On August 2, 1929, the Pickwick Greyhound Lines, Inc., of Kansas City, Missouri, filed an application with this Board, Docket No. H-973, for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers between Des Moines, Waukee, Adel, Redfield, Dexter, Stuart, Menlo, Casey, Adair, Anita, Wiota, Atlantic, Lewis, Oakland, Council Bluffs, and the west line of the State of Iowa, in Polk, Dallas, Madison, Guthrie, Adair, Cass and Pottawattamie Counties, Iowa, via United States Highway No. 32, except local passengers between Des Moines and Redfield and points intermediate thereto.

On August 31, 1929, the Iowa Railway and Light Corporation, of Cedar Rapids, Iowa, filed an application with this Board, Docket No. H-994, asking for the same authority applied for in Docket No. H-973, except

that this applicant did not request authority to transport local passengers between Oakland and the west line of the State of Iowa and points intermediate thereto.

On November 30, 1929, the Rock Island Motor Transit Company, of Chicago, Illinois, filed an application with this Board, Docket No. H-1032, asking for the same authority applied for in Docket No. H-973, except that this applicant requested authority to transport local passengers between Des Moines and Redfield and points intermediate thereto. This applicant, however, filed an amendment to its application on January 8, 1930, withdrawing its request for authority to transport local passengers between Des Moines and Redfield and points intermediate thereto.

The hearing on the application of the Pickwick Greyhound Lines, Inc., was originally fixed for October 29, 1929, ten o'clock A. M., at the office of the Board and, after having been postponed three times, full hearing was had on this application on December 12, 1929, at the office of the Board, and the application taken under advisement. Written objections to the granting of this application were filed by Chicago, Rock Island & Pacific Railway Company; P. R. Davis, Avoca, Iowa; Chicago, Milwaukee, St. Paul & Pacific Railroad Company; W. H. Bremner, Receiver of the Minneapolis & St. Louis Railroad Company; Iowa Railway and Light Corporation and Rock Island Motor Transit Company.

Full hearing was had on the application of the Iowa Railway and Light Corporation on October 24, 1929, at the office of the Board, and the application taken under advisement. Written objections to the granting of this application were filed by W. H. Bremner, Receiver of the Minneapolis & St. Louis Railroad Company; Chicago, Rock Island & Pacific Railway Company; P. R. Davis, Avoca, Iowa; O. C. Wright, Adel, Iowa, and Pickwick Greyhound Lines, Inc.

Full hearing was had on the application of the Rock Island Motor Transit Company on January 9, 1930, at the office of the Board, and the application taken under advisement. Written objections to the granting of this application were filed by W. H. Bremner, Receiver of the Minneapolis & St. Louis Railroad Company; P. R. Davis, Avoca, Iowa; O. C. Wright, Adel, Iowa; Iowa Railway and Light Corporation and Pickwick Greyhound Lines, Inc.

Many petitions were received and many witnesses were heard both for and against the establishment of the service proposed by applicants herein.

O. C. Wright, of Adel, Iowa, objector herein, operates as a passenger motor carrier between Des Moines, Waukee, Adel, Redfield, Linden, Panora and Guthrie Center and has been so operating for several years.

P. R. Davis, of Avoca, Iowa, objector herein, operates as a passenger motor carrier between Avoca, Hancock, Oakland, Quick, Council Bluffs and the west line of the State of Iowa and has been so operating for several years.

Inasmuch as these applications have been fully heard and are for practically the same authority, they will be disposed of in this decision.

Sufficient evidence was shown to establish convenience and necessity.

The Iowa Railway and Light Corporation and Pickwick Greyhound Lines, Inc., are proven operators; both furnish financial statements apparently highly satisfactory.

The Rock Island Motor Transit Company shows capital of only ten thousand dollars. However, it is a subsidiary of the Chicago, Rock Island & Pacific Railway Company and we do not question its financial responsibility and with our knowledge of the parent company, likewise feel assured of efficient operation.

The Iowa Railway and Light Corporation holds franchises that cover a large network in eastern Iowa and its operations extend from the Mississippi River to Des Moines and between those limits they are purely local in character.

The Pickwick Greyhound Lines, Inc., is a nationwide operator. Its operations in Iowa are both interstate and intrastate. It holds certificates

to operate in Iowa, as follows: between Clinton and Council Bluffs, via Des Moines, over United States Highways Nos. 30 and 65, with restrictions as to certain intrastate service; between Davenport and Des Moines, via United States Highway No. 32, with certain restrictions as to intrastate service; between Des Moines and Council Bluffs, via United States Highway No. 32, interstate service only and between Des Moines and the south line of Iowa, via United States Highway No. 65, interstate only.

The Rock Island Motor Transit Company, by its own evidence, is a subsidiary organized by the Chicago, Rock Island & Pacific Railway Company to operate busses to supplement and protect its rail service. It only desires at this time to supplement two local trains.

Certificates will, therefore, issue to Pickwick Greyhound Lines, Inc., and Rock Island Motor Transit Company, as applied for by those applicants, except for the transportation of local passengers between Des Moines and Redfield and points intermediate thereto and local passengers between Oakland and the west line of the State of Iowa and points intermediate thereto, as these applicants are, in our opinion, the most logical operators on this route.

The application of the Iowa Railway and Light Corporation is denied. Commissioner Richardson dissenting:

I cannot agree with the majority in the disposition of these cases and I, therefore, briefly set out my views expressing what findings in my opinion the Board would have been warranted to find from the records in the cases.

The application of the Pickwick Greyhound Lines, Inc., hereinafter called the Pickwick, was filed on August 2, 1929; that of the Iowa Railway and Light Corporation, hereinafter called the Iowa Railway, on August 31, 1929; and that of the Rock Island Motor Transit Company, hereinafter called the Transit Company, on November 30, 1929.

U. S. Highway No. 32 is one of the principal highways east and west through this state and extends from Davenport on the Mississippi River, through West Liberty, Iowa City, Grinnell, Newton, Des Moines and Atlantic, to Council Bluffs on the Missouri River.

The Pickwick operates an extensive system of motor bus transportation throughout the middle west and, through several other related companies, operates a national system. In Iowa, it operates over U. S. Highway No. 30, both interstate and intrastate, and on U. S. Highway No. 32 interstate, and on that highway from Davenport to Des Moines it furnishes intrastate service. It here seeks to extend that intrastate service Des Moines west.

The Transit Company is an Illinois corporation with principal place of business in Chicago, whose capital stock is owned by the Rock Island Improvement Company, a subsidiary of the Chicago, Rock Island & Pacific Railway Company. The Transit Company does not operate as a motor carrier in any territory through which the Chicago, Rock Island & Pacific Railway Company operates. The paid-in capital is only $10,000.00.

The Iowa Railway is an Iowa corporation with principal place of business at Cedar Rapids and is engaged in the business of operating electric and gas utilities and electric interurban railway between Cedar Rapids and Iowa City and quite extensive motor bus lines in the eastern part of the state. One of its lines, operating by virtue of certificate from this commission, is between Cedar Rapids and Des Moines.

That the establishment of motor bus service upon U. S. Highway No. 32 between Des Moines and Council Bluffs will promote the public convenience and necessity has been clearly shown. It must be admitted that the commission is here confronted with a perplexing problem of determining which of the applicants should be authorized to operate as a motor carrier of passengers. We have wide powers of discretion given us by the statute in the disposition of matters such as this before us. To pronounce definite principles and policies which might be applied to every situation is impossible. The situation here confronting us is unlike any heretofore submitted.

There are only thirteen intermediate towns with population of 15,562 of which four towns with population of 3,906 are now being served by local bus lines, and where restrictions will, of course, be placed on whoever we here grant a certificate to. This leaves, besides the termini, nine intermediate towns with population of 11,656 to be served by the line or lines we would here grant.

It is obvious to me that the company already traveling this highway performing interstate service could furnish all the bus service required by these intermediate places. This eliminates the necessity for adding to the number of bus lines using the highway.

In my opinion, authorizing more than one carrier to furnish local service between Des Moines and Council Bluffs would create a superfluity of motor bus transportation and a competition which would be destructive eventually reacting to the detriment of the traveling public, who perchance in the meantime had come to rely upon the establishment of such motor carrier service. In the instant matters the commission should find that the issuance of a certificate should be restricted to one carrier.

The Pickwick is now operating over the route in question, furnishing interstate service. It now seeks to furnish whatever local service may be required. It has been and will continue to travel U. S. Highway No. 32 on the Chicago-Omaha operations. The Pickwick is the prior applicant here, which application was made in good faith, its motives cannot be questioned, its financial responsibilities and operating record is well known to be adequate. Its policy of public relations is certainly to be commended.

Because of numerous things which I will not set out here the Transit Company is not entitled to preferred consideration over the other applicants in this particular instance.

The Iowa Railway likewise cannot be given preferred consideration for the reasons set out in the matter above dealing with the Pickwick.

For the reasons stated I am of the opinion that certificate to the Pickwick exclusively should have been granted.

On February 3, 1932, the Board approved the transfer of operating rights conveyed under Dockets Nos. H-972 and H-973 to the Interstate Transit Lines, a corporation of Omaha, Nebraska. (See Docket No. H-1470.) Provided that local passengers shall not be transported between: 1. The west line of the state at Council Bluffs, Oakland and points intermediate thereto. 2. Redfield, Des Moines and points intermediate thereto.

Certificate No. 384 issued, February 7, 1932, consolidating Dockets No. H-972 and H-973.

Filed August 2, 1929. Closed February 8, 1932.

No. H-974—1932. Pickwick Greyhound Lines, Inc., Kansas City, Missouri. Application for authority to operate as a motor carrier of passengers between the west line of the State of Iowa, Council Bluffs, Crescent, Honey Creek, Loveland, Missouri Valley, Logan, Woodbine, Dunlap, Dow City, Arion, Denison, Vail, Westside, Carroll, Glidden, Ralston, Scranton, Jefferson, Grand Junction, Beaver, Ogden, Boone, Ames, Nevada, Colo, State Center, Marshalltown, LeGrand, Montour, Tama, Chelsea, Belle Plaine, Cedar Rapids, Mt. Vernon, Lisbon, Mechanicsville, Stanwood, Clarence, Lowden, Wheatland, Calamus, Grand Mound, DeWitt, Clinton and the east line of the State of Iowa, and between Ames, Huxley, Ankeny and Des Moines, except (a) local passengers between Ames and Des Moines and points intermediate thereto; (b) local passengers between Des Moines and Boone; (c) local passengers between Missouri Valley and the west line of the State of Iowa and points intermediate thereto; (d) local passengers between Ames and Marshalltown and points intermediate thereto; (e) local passengers between Marshalltown and Cedar Rapids and points intermediate thereto and (f) local passengers between Cedar Rapids and the east line of the State of Iowa and points intermediate

thereto. Hearings were held October 16, and December 11, 1929, arguments heard January 7, 1930, and on January 28, 1930, decision was rendered granting the application with exceptions as follows:

Docket H-974—

For the Applicant—Bradshaw, Schenk & Fowler, Attys., by Rex H. Fowler, Des Moines, Iowa; Ivan Bowen, Atty., Minneapolis, Minn.; C. C. Helmer, Carroll, Iowa.

For Interstate Transit Lines and C. & N. W. Ry. Co., Objectors—Davis, McLaughlin & Hise, Attys., by James C. Davis, Jr., Des Moines, Iowa.

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

For the Ft. D., D. M. & S. Transportation Co., and Ft. D., D. M. & S. R. R. Co., Objectors—Walter R. Dyer, Atty., Boone, Iowa.

For the C., M., St. P. & P. Ry. Co., Objectors—Hughes, Taylor, O'Brien & Faville, Attys., by Mr. Faville, Des Moines, Iowa.

For the Red Ball Transportation Co., Objectors—D. C. Brewer, Mason City, Iowa.

For Ward D. Walrod, Objector—Smith & Swift, Attys., Davenport, Iowa.

For the Iowa Railway & Light Corporation—Frank C. Byers, Cedar Rapids, Iowa.

Appearances—Docket H-985—

For the Applicant—Davis, McLaughlin & Hise, Attys., by James C. Davis, Jr., and Geo. E. Hise, Des Moines, Iowa.

For the Pickwick-Greyhound Lines, Inc., Objectors—Bradshaw, Schenk & Fowler, Attys., by Rex H. Fowler, Des Moines, Iowa; Ivan Bowen, Atty., Minneapolis, Minn.

For the Ft. Dodge, Des Moines & Southern Transportation Co., Objectors —Walter R. Dyer, Atty., Boone, Iowa.

For the C., M., St. P. & P. R. R. Co., Objectors—Hughes, Taylor, O'Brien & Faville, Attys., by S. S. Faville, Des Moines, Iowa.

For the Red Ball Transportation Co., Objectors—D. C. Brewer, Mason City, Iowa.

For Ward D. Walrod, Objector—Smith & Swift, Attys., Davenport, Iowa, by Mr. Smith.

For the Iowa Railway & Light Corporation—Frank C. Byers, Cedar Rapids, Iowa.

For the Union Pacific Railroad Company—Geo. S. Wright, Atty., Council Bluffs, Iowa.

On August 2, 1929, the Pickwick-Greyhound Lines, Inc., of Kansas City, Missouri, filed with the Board an application for authority to operate as a motor carrier for the transportation of passengers in Clinton, Cedar, Linn, Benton, Tama, Marshall, Story, Polk, Boone, Greene, Carroll, Crawford, Harrison and Pottawattamie Counties.

On August 27, 1929, the Interstate Transit Lines, of Omaha, Nebraska, filed application for authority to operate over practically the same route. Hearings in the application of the Pickwick-Greyhound Lines, Inc., were held on October 16, 1929, and December 11, 1929, and arguments were heard on January 7, 1930, when the case was finally submitted. The applicant, Interstate Transit Lines, and other operators, appeared by counsel, objecting to the granting of certificate to the Pickwick-Greyhound Lines, Inc.

The application of the Interstate Transit Lines was fully heard on October 17, 1929, at which hearing the Pickwick-Greyhound Lines, Inc., and other operators, appeared by counsel, as objectors. The stock of the Interstate Transit Lines is owned by the Union Pacific Railroad Company and the Chicago and North Western Railway Company, two-thirds

by the former, and one-third by the latter. A large number of witnesses were present at the hearings in both cases and testified that the granting of the applications would promote the public convenience and necessity.

The Board has decided to render a joint decision upon these applications. However, no two cases being entirely alike, each must be considered by itself from the facts obtained and decision arrived at accordingly. No definite policy, therefore, can be applied to every situation.

Witnesses for both applicants were practically unanimous in their opinion that the public convenience and necessity would be promoted in the operation of additional transportation over the territory that is not now being served. There being no showing in the record to the contrary, it is unnecessary to discuss this point at length.

Both applicants have ample financial responsibility. Both are competent operators. The Pickwick-Greyhound Lines, Inc., made prior application for certificate and if the applications were strictly between two bus companies, this fact would have weight, although it might not be controlling. However, the route applied for parallels in its entirety the rail lines of the Chicago and North Western Railway Company, which owns one-third of the stock in the Interstate Transit Lines. The record shows that the Chicago and North Western Railway Company will have a controlling voice in the operation of the Interstate Transit Lines in Iowa, and that the Interstate Transit Lines is in reality a subsidiary of the Chicago and North Western Railway Company insofar as the operations in this state are concerned. This situation we must give careful consideration.

The Chicago and North Western Railway Company was a pioneer in the part of the state considered in this case and had a large share in the development of this portion of Iowa. True, it has prospered and rightly so. As one of the heaviest taxpayers in Iowa, it carries a very considerable portion of the tax burden of this state. Production and transportation are so closely interwoven that one progresses only with the aid of the other. On the one hand, although perhaps inconvenienced, we could still continue to develop and grow without bus transportation; on the other, it would be in this day out of the question to abolish rail transportation. However, more so today than ever before, yesterday's luxuries are today's necessities. The railroads are no different than other agencies in that they must provide for the public demand or take chances of suffering the loss of business, if better or more convenient methods of travel are developed. With the construction of hard surfaced highways, bus transportation has passed the experimental stage.

The Chicago and North Western Railway Company has not made any objection to the granting of certificate to the Interstate Transit Lines. On the other hand, through its attorneys, it has urged that authority be granted to the Interstate Transit Lines. Instead of asking for protection, and making objections, it is requesting and supporting the granting of authority to the applicant last above named.

In our opinion, the public convenience and necessity requires in this case that authority to operate be granted to both applicants with certain exceptions hereinafter provided and with the express condition that their time schedules shall not conflict.

In other words, that their respective busses shall arrive and depart from the different stations at such times as not to have two busses leaving the same station at about the same hour. It is the opinion of the Board that they should arrive at and depart from stations at such intervals of time as will best accommodate the traveling public.

Therefore, the applications of both applicants are granted, with the following exceptions:

The Interstate Transit Lines shall not transport the following:

1. Local passengers between Ogden and Boone or points intermediate thereto.

2. Local passengers between Ames and Marshalltown or points intermediate thereto.

3. Local passengers between Marshalltown and Cedar Rapids or points intermediate thereto.

4. Local passengers between Cedar Rapids and DeWitt or points intermediate thereto.

5. Local passengers between Wheatland and Clinton or points intermediate thereto.

Pickwick-Greyhound Lines, Inc., shall not transport the following:

1. Local passengers between Council Bluffs and Missouri Valley or points intermediate thereto.

2. Same as Interstate 1.

3. Same as Interstate 2.

4. Same as Interstate 3.

5. Same as Interstate 4.

6. Same as Interstate 5.

7. Local passengers between Des Moines and Ames or points intermediate thereto.

8. Passengers originating at Des Moines and destined to Boone, Nevada, Colo, Marshalltown or Cedar Rapids; and passengers originating at Boone, Nevada, Colo, Marshalltown or Cedar Rapids and destined to Des Moines.

Certificate, with exceptions outlined above, will, therefore, issue.

On March 7, 1930, the Board amended its decision of January 28, 1930, by issuance of Supplemental Decision as follows:

On January 28, 1930, this Board issued a decision in the above named cases granting these applications as filed, except that applicants were restricted from transporting passengers between certain points, including local passengers between Marshalltown and Cedar Rapids and points intermediate thereto and local passengers between Cedar Rapids and DeWitt and points intermediate thereto.

We now find that the two restrictions referred to above with reference to the transportation of local passengers between points on the Marshalltown-Cedar Rapids and Cedar Rapids-DeWitt sections of the route, were included in the decision of January 28, 1930, through error and that these applicants should have been restricted from transporting local passengers between Marshalltown and DeWitt and points intermediate thereto.

The Board's decision of January 28, 1930, in the above named cases, is, therefore, hereby amended by cancelling therefrom the provisions that these applicants shall not transport local passengers between Marshalltown and Cedar Rapids or points intermediate thereto and local passengers between Cedar Rapids and DeWitt or points intermediate thereto and substituting therefor the provision that these applicants shall not transport local passengers between Marshalltown and DeWitt or points intermediate thereto.

On February 3, 1932, the Board authorized the Pickwick Greyhound Lines, Inc., of Illinois, Chicago, Ill., to abandon passenger motor carrier service over route between the west line of the state at Council Bluffs and the east line at Clinton.

Filed August 2, 1929. Closed February 7, 1932.

No. H-1014—1932. Interstate Travel Bureau, Minneapolis, Minnesota. Application for authority to operate as a motor carrier of passengers, interstate exclusively, from the state line of Minnesota to Waterloo and Dubuque. On October 18, 1929, the Board refused said application for failure to comply with the insurance requirements of Chapter 252-A1, Code of Iowa, 1927, and the Board's Rules and Regulations Governing the Operation of Motor Carriers.

Filed October 14, 1929. Closed April 4, 1932.

No. H-1025—1932. Pickwick-Greyhound Lines, Inc., Kansas City, Missouri. Application for authority to operate as a motor carrier of passengers, interstate, exclusively, over that part of route in Iowa between the east line of the state at Davenport and the south line of the state, via Des Moines. Application was granted and under date of February 4, 1932, the operation from Des Moines to the south line of the State of Iowa was abandoned, effective February 7, 1932, and the application withdrawn.

Filed November 15, 1929. Closed February 8, 1932.

No. H-1058—1932. Fred L. Pittman, Sioux City, dba Pittman Motor Express Company. Application for authority to operate as a motor carrier of freight one-way from Sioux City to Ida Grove, Arthur, Odebolt, Lake View, Sac City and Early. Applicant only proposes to transport freight originating at Sioux City and destined to the other points hereinabove named. After full hearing in the matter the Board authorized the issuance of Certificate of Public Convenience and Necessity, as applied for, except from Sioux City to Ida Grove. On July 28, 1931, the Board issued Order and Warrant to collect taxes and penalties due and on April 27, 1932, the operating rights were revoked.

Filed February 24, 1930. Closed April 27, 1932.

No. H-1061—1932. Iowa Southern Utilities Co., of Delaware, Centerville. Application for authority to operate as a motor carrier of passengers between Centerville, Forebush, Dennis, Moravia, Hilton and Albia. Withdrawn by applicant.

Filed March 1, 1930. Closed August 16, 1932.

No. H-1066—1932. Crandic Stages, Inc., Cedar Rapids. Application for authority to operate as a motor carrier of passengers between Des Moines, Johnston Station, Grimes, Dallas Center, Panora, Guthrie Center, Hamlin, Kimballton, Harlan, Avoca, Minden, Neola, Underwood, Council Bluffs and the west line of the State of Iowa, except local passengers between Panora and Guthrie Center; passengers originating at Des Moines and destined to Panora and Guthrie Center; passengers originating at Guthrie Center and Panora and destined to Des Moines; passengers originating at Avoca and destined to Council Bluffs and passengers originating at Council Bluffs and destined to Avoca. Amended to except local traffic between Des Moines and Johnston Station and between Johnston Station and Des Moines. On April 22, 1930, joint hearing was held with Dockets Nos. H-1073 and H-1074, and on June 19, 1930, application was granted as amended. On July 15, 1930, the Board extended the time for the establishment of the service until August 1, 1930. September 24, 1932, the Board revoked the operating rights under Docket No. H-1066 and approved its consolidation under Certificate No. 253.

Filed March 11, 1930. Closed September 24, 1932.

No. H-1072—1932. Crandic Stages, Inc., Cedar Rapids. Application for authority to operate as a motor carrier of passengers between Hamlin, Audubon, Templeton, Manning and Denison. Full hearing held April 22, 1930, and authority granted June 5, 1930. On September 24, 1932, the Board revoked the operating rights under Docket No. H-1072 and consolidated them under Certificate No. 253, issued September 24, 1932.

Filed March 24, 1930. Closed September 24, 1932.

No. H-1073—1932. Crandic Stages, Inc., Cedar Rapids. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Guthrie Center, Hamlin and Audubon. This petition was originally made in the name of O. C. Wright, and was fully heard on April 22, 1930. On June 5, 1930, the Board approved the transfer of the rights of O. C. Wright as applicant to the Crandic Stages, Inc., and on June 19, 1930, the Board granted authority requested. On July 15,

1930, time for establishment of service was extended to August 1, 1930. September 24, 1932, operating rights under Docket No. H-1073, were revoked by the Board and consolidated under Certificate No. 253, issued September 24, 1932.

Filed March 27, 1930. Closed September 24, 1932.

No. H-1083—1932. C. E. Austin, dba Interstate Travel Bureau, Minneapolis, Minnesota. Application for authority to operate as a motor carrier of passengers, interstate exclusively, between the north line of the State of Iowa and the east line of the State of Iowa. No action taken by the Board because of failure to comply with the insurance requirements, and file closed.

Filed April 29, 1930. Closed April 4, 1932.

No. H-1111—1932. National Transportation Co., Minneapolis, Minn. Application for authority to operate as a motor carrier of passengers, interstate exclusively. Authority was never granted on this application due to incomplete information and the file was closed.

Filed July 16, 1930. Closed April 4, 1932.

No. H-1125—1932. The Northland Transportation Co., Minneapolis, Minn. Application for authority to operate as a motor carrier of passengers and a limited amount of freight, between the west line of the State of Iowa, Council Bluffs, Crescent, Honey Creek, Loveland, Missouri Valley, Calhoun, Mondamin, River Sioux, Blencoe, Onawa, Whiting, Sloan, Salix, Sioux City, Leeds, James, Hinton, Merrill, LeMars, Maurice, Sioux Center, Doon, Rock Rapids and the intersection of U. S. Highway No. 75 with the north line of the State of Iowa, except for the transportation of local passengers between the west line of Iowa, at Council Bluffs, and Sioux City and points intermediate thereto. This petition was originally made in the name of the Pickwick-Greyhound Lines, Inc., and hearing was held on October 1, 1930, at which time application was amended and continued hearing held October 28, 1930. On November 10, 1930, application was granted as amended. Board approved the transfer operating rights to Northland Transportation Co., September 22, 1931. February 3, 1932, the Board revoked the operating rights granted the Northland Transportation Co., over a portion of the route between the west line of the state at Council Bluffs and Sioux City. Certificate No. 407 issued May 6, 1932.

Filed July 29, 1930. Closed May 6, 1932.

No. H-1129—1932. Pickwick-Greyhound Lines, Inc., of Illinois, Kansas City, Missouri. Application for authority to operate as a motor carrier of a limited amount of freight between Clinton, Dewitt, Grand Mound, Calamus, Wheatland, Lowden, Clarence, Stanwood, Mechanicsville, Lisbon, Mount Vernon, Cedar Rapids, Belle Plaine, Chelsea, Tama, Montour, LeGrand, Marshalltown, State Center, Colo, Nevada, Ames, Boone, Ogden, Beaver, Grand Junction, Jefferson, Scranton, Ralston, Glidden, Carroll, West Side, Vail, Denison, Arion, Dow City, Dunlap, Woodbine, Logan, Missouri Valley, Loveland, Honey Creek, Crescent, Council Bluffs, except (a) between Cedar Rapids and Dewitt or points intermediate thereto. (b) Between Cedar Rapids and Marshalltown or points intermediate thereto. (c) Between Ames and Marshalltown or points intermediate thereto. (d) Between Ogden and Boone or points intermediate thereto. (e) Between Missouri Valley and Council Bluffs and points intermediate thereto. Withdrawn.

Filed August 8, 1930. Closed February 5, 1932.

No. H-1130—1932. Pickwick-Greyhound Lines, Inc., of Illinois, Kansas City, Missouri. Application for authority to operate as a motor carrier of a limited amount of freight between Davenport, Propstee, Walcott, Stockton, Durant, Wilton Junction, Moscow, Atalissa, West Liberty, Downey, Iowa City, Coralville, Tiffin, Oxford, Homestead, South Amana,

Marengo, Ladora, Victor, Carnforth, Brooklyn, Malcom, Grinnell, Kellogg, Newton, Colfax, Mitchellville, Altoona, Des Moines, Waukee, Adel, Redfield, Dexter, Stuart, Menlo, Casey, Adair, Anita, Wiota, Atlantic, Lewis, Oakland and Council Bluffs, except (a) between Homestead and Des Moines and points intermediate thereto. (b) Between Des Moines and Redfield and points intermediate thereto. Withdrawn.

Filed August 8, 1930. Closed February 5, 1932.

No. H-1164—1932. W. W. Clayton, Waterloo, and William Moyer, Monona. Application for approval of transfer of part of operating rights in Docket No. H-958. Granted. This case was closed November 25, 1930, and reopened and the Board passed a resolution authorizing the transportation of freight originating at or destined to Waukon, April 11, 1932.

Reopened April 9, 1932. Closed April 11, 1932.

No. H-1181—1932. Crandic Stages, Inc., Cedar Rapids. Application for authority to consolidate rights to operate as a passenger motor carrier under one Certificate. Granted with exceptions and Certificate No. 253 issued September 24, 1932, and Certificates Nos. 1, 8, 9, 23, 45, 59, 69, 83, 100, 171, 175, 215 and 255, and the operating rights in Dockets Nos. H-810, H-879, H-1066, H-1072 H-1073, H-1376 and H-1377 were revoked.

Filed October 29, 1930. Closed September 24, 1932.

No. H-1214—1932. Merchants Transportation Co., by George F. Wiese, remaining partner, Iowa Falls. Application for approval of transfer of Certificates Nos. 157, 158, 159 and 160 from C. L. McLeod, Iowa Falls. Dismissed without prejudice because of failure to comply with the preliminary requirements of the law and the rules and regulations governing motor carriers.

Filed September 16, 1930. Closed January 13, 1932.

No. H-1215—1932. George F. Wiese, Iowa Falls, and Merchants Transp. Co., a partnership composed of Homer Franck and E. R. Strayer, Iowa Falls. Application for approval of leasing of Certificates Nos. 157, 158, 159 and 160. Dismissed without prejudice because of failure to comply with the preliminary requirements of the law and the rules and regulations governing motor carriers.

Filed September 16, 1930. Closed January 13, 1932.

No. H-1217—1932. Fort Dodge, Des Moines & Southern Transportation Company, Inc., Boone. Application for authority to transport passengers originating at Duncombe or High View and destined to Fort Dodge, Webster City or Blairsburg or originating at Blairsburg, Webster City or Fort Dodge and destined to Duncombe or High View as now restricted from doing under Certificate No. 116. Rights in this case transferred to the Interstate Transit Lines, Omaha, Nebraska. Certificate No. 116 amended as applied for March 21, 1932.

Filed January 3, 1932. Closed March 21, 1932.

No. H-1226—1932. Howard A. O'Leary, Jno. A. Senneff and Jno. A. Senneff, Jr., Mason City, for a corporation to be organized as Trans-Mississippi Transportation Company, Mason City. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Mason City, Plymouth, Osage, New Haven, Riceville, Saratoga, Davis Corners, Cresco, Ridgeway, Decorah, Waukon, Church, Lansing and the east line of the State of Iowa. Authority was granted March 11, 1931. The time for establishing the service was extended until July 15, 1931, and from then to September 1, 1931, and from that date to November 10, 1931, at which time it was extended to February 10, 1932. Service not having been inaugurated at that time rights were forfeited and the file closed.

Filed January 28, 1931. Closed June 14, 1932.

No. H-1238—1932. Northland Transportation Co., Minneapolis, Minnesota. Application for authority to operate as a motor carrier of passengers, interstate exclusively, between the north line of the State of Iowa near Ledyard and the west line of the State of Iowa at Council Bluffs. Dismissed without prejudice.

Filed February 13, 1931. Closed December 23, 1931.

No. H-1239—1932. Northland Transportation Co., Minneapolis, Minnesota. Application for authority to operate as a motor carrier of passengers, intrastate, between the north line of the State of Iowa, Ledyard, Bancroft, Burt, Algona, St. Joseph, Humboldt, Fort Dodge, Moorland, Rockwell City, Lake City, Auburn, Carroll, Westside, Vail, Denison, Arion, Dow City, Dunlap, Woodbine, Logan, Missouri Valley, Council Bluffs and the west line of the State of Iowa, except local service between Algona and Fort Dodge and between Carroll and the state line at Council Bluffs. Dismissed without prejudice.

Filed February 13, 1931. Closed December 23, 1931.

No. H-1262—1932. Esther M. Smith, Des Moines. Application for authority to operate as a motor carrier of freight consisting of theater supplies including films, sound discs, advertising, tickets and repairs over circuitous routes between Des Moines, Ankeny, Huxley, Ames, Nevada, State Center, Marshalltown, Tama, Toledo, Traer, Hudson, Waterloo, Cedar Falls, Parkersburg, Ackley, Iowa Falls, Eldora, Ames, Huxley, Ankeny and Des Moines and between Ames, Boone, Stanhope, Webster City, Fort Dodge, Humboldt, Gilmore City, Rolfe, Pocahontas, Manson, Fort Dodge, Webster City, Jewell, Story City and Ames. Hearing held June 9, 1931, and authority granted June 25, 1931. On April 19, 1932, Certificate No. 397 was issued.

Filed March 20, 1931. Closed April 26, 1932.

No. H-1277—1932. Trans-Mississippi Transportation Co., Mason City. Application for authority to operate as a motor carrier of passengers over routes set out as follows: Route 1—Between Ft. Dodge, Duncombe, High View, Eagle Grove, Goldfield, Clarion, Rowan, Coulter, Hampton, Dumont, Allison, Shell Rock, Waverly, Oelwein, Strawberry Point, Osborn, Elkader, Giard, McGregor and east line of the State of Iowa. Route 2—Between McGregor, Marquette, Rossville and Waukon. Route 3—Between Osage, Orchard, Floyd, Charles City, Roseville, Greene, Allison, Butler Center, Parkersburg, New Hartford, Benson, Cedar Falls, Waterloo, Hudson, Traer, Crystal, Toledo, Tama, Sheridan, Grinnell, Newton, Colfax, Mitchellville, Altoona and Des Moines. Route 4—Between Mason City, Iowa Falls and Des Moines, except for the transportation of passengers to or from points intermediate thereto. Hearing was held May 21, 1931, and continued through May 22, 1931, and after full consideration of the record the Board granted authority over Route 1 except for the transportation of local passengers between Ft. Dodge and High View and points intermediate thereto and local passengers between Oelwein and Elkader and points intermediate thereto and Route 2, and denied Routes 3 and 4. Extension of time for establishment of service was granted to November 10, 1931, and from that date to February 10, 1932, and whereas the necessary arrangements preparatory to the establishment of service were not made on April 1, 1932, the Board revoked rights granted under Docket No. H-1277.

Filed April 17, 1931. Closed June 14, 1932.

No. H-1300—1932. Crandic Stages, Inc., Cedar Rapids. Application for approval to suspend service over portion of route between Cedar Rapids, Fairfax, Walford, Amana and Homestead, or until such time as Primary Road No. 149 is re-opened for traffic. Granted May 25, 1931.

Filed May 19, 1931. Closed December 11, 1931.

No. H-1305—1932. W. E. O'Bleness, Minneapolis, Minnesota. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines and the north line of the State of Iowa, via U. S. Highway No. 65. On January 19, 1932, the Board issued Order and Warrant to collect taxes and same were paid in full. Applicant ceased to operate and the file was closed without prejudice.

Filed May 29, 1931. Closed March 24, 1932.

No. H-1315—1932. A. C. Miller, Greenfield. Application for authority to receive and discharge freight at Dexter, Stuart and Menlo. Granted September 30, 1931. On June 16, 1932, Certificate No. 305 was amended and extended as applied for.

Filed June 6, 1931. Closed June 16, 1932.

No. H-1318—1932. W. M. Bainbridge, Kansas City, Missouri. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Braddyville, Clarinda, Shenandoah, Sidney, Tabor, Glenwood and Council Bluffs. Operation ceased before authority was granted.

Filed June 18, 1931. Closed February 2, 1932.

No. H-1323—1932. Pickwick Greyhound Lines, Inc., of Illinois, Kansas City, Missouri. Passenger and a limited amount of freight. Application for the consolidation of operating rights under one certificate. Applicant discontinued operation before authority was granted and file was closed without prejudice.

Filed June 24, 1931. Closed February 5, 1932.

No. H-1324—1932. J. E. Eldridge, Indianola, and J. E. Eldridge Transfer and Storage Company, Indianola. Application for the transfer of Certificate No. 93. Dismissed without prejudice.

Filed June 24, 1931. Closed March 3, 1932.

No. H-1328—1932. Pickwick Greyhound Lines, Inc., of Illinois, Kansas City, Missouri. Application for authority to operate as a motor carrier of passengers, interstate exclusively, over that portion of Kansas City-Omaha route located between the south line of the state at Braddyville and the west line of the state at Council Bluffs. Granted June 5, 1931, but service was abandoned before Certificate issued.

Filed July 1, 1931. Closed February 8, 1932.

No. H-1343—1932. D. N. Hiatt, Adel. Application for authority to operate as a motor carrier of freight between Des Moines, Granger, Woodward, Bouton and Ogden, except freight originating at or destined to Johnston Station, Andrews and Moran. Hearing held October 16, 1931, being continued from September 8, and October 13, 1931. Denied March 14, 1932.

Filed July 23, 1931. March 14, 1932.

No. H-1351—1932. W. D. Cross, Sidney. Application for authority to operate as a motor carrier of freight, interstate exclusively, over route between the south line of the state at Braddyville and Clarinda and between Clarinda and Gravity. Granted August 5, 1931, and Certificate No. 387 issued December 23, 1931.

Filed August 3, 1931. Closed December 23, 1931.

No. H-1352—1932. Wm. H. Pecoy, dba Dubuque-Elkader Motor Service, Dubuque. Application for authority to operate as a motor carrier of freight between Dubuque, Rickardsville, Cottage Hill, Holy Cross, Luxemburg, Colesburg, Millville, Guttenberg, Garnavillo, Clayton Center, Read and Elkader. Hearing held October 7, 1931, and authority granted as amended October 12, 1931. Certificate No. 382 issued February 4, 1932.

Filed August 8, 1931. Closed February 5, 1932.

No. H-1353—1932.

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

v.

CHARLES T. DURAND, MARSHALLTOWN, OWNER AND OPERATOR NATIONAL TRANSFER & STORAGE COMPANY, *Defendant*.

Decided March 10, 1932

COMPLAINT ALLEGING NO AUTHORITY TO TRANSPORT FREIGHT BETWEEN WATERLOO, CEDAR FALLS AND CEDAR RAPIDS.

Held, after hearing, Commissioner Webster dissenting, that through transportation may be conducted but that intermediate rates higher than through rates should not be maintained.

For the Complainants—B. F. Swisher, Atty., Waterloo, Iowa.

For the Defendant—Charles T. Durand, Marshalltown, Iowa.

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

On July 28, 1931, a complaint was filed with this Commission by the Waterloo, Cedar Falls & Northern Railway Company, Waterloo, Iowa, alleging that Charles T. Durand, owner and operator, National Transfer & Storage Company, Marshalltown, Iowa, was conducting through transportation of freight between Waterloo, Cedar Falls and Cedar Rapids by motor trucks on the public highway and was charging more for transportation to intermediate points between Cedar Rapids and Waterloo than was being charged for the through transportation.

Charles T. Durand operates a motor carrier freight line by virtue of a certificate issued by this Commission between Cedar Rapids and Marshalltown and between Marshalltown and Waterloo.

This matter was set down for hearing at Waterloo, January 13, 1932, ten o'clock A. M., at which time the matter was fully heard and taken under consideration.

The distance by rail between Waterloo and Cedar Rapids is 53.5 miles. The first class rate by rail is 49 cents per hundred weight. The distance on the highway to Marshalltown between Cedar Rapids and Waterloo is 148.75 miles. The through first class rate charged by the respondent is 43 cents per hundred weight. The through rate charged by the respondent was designed to compete with the rail line and because of the much greater distance by highway between those points the intermediate rates charged by the respondent were higher than the through rates.

Two questions presented for determination in this complaint are as follows:

> (1). Does Certificate of Convenience and Necessity No. 293, which was issued by the Board of Railroad Commissioners to Chas. T. Durand, on March 24, 1931, authorize him to transport freight originating at Waterloo and Cedar Falls and destined to Cedar Rapids, and freight originating at Cedar Rapids and destined to Cedar Falls and Waterloo?
>
> (2). If Certificate of Convenience and Necessity No. 293 authorizes such service, should the Board authorize said Chas. T. Durand to assess lower rates on shipments between Waterloo and Cedar Rapids and between Cedar Falls and Cedar Rapids than he assesses on shipments from Waterloo or Cedar Rapids to any point intermediate thereto or on shipments from Cedar Falls or Cedar Rapids to any point intermediate thereto?

In many cases throughout the state, through transportation is being conducted over two or more certificated lines. In some cases the ownership and operation of two certificated lines may be the same and in others not. In some cases the Commission has been requested by the public to require the establishment of through service and through rates.

After a careful review of the record and the statutes, we are of the opinion, first, that through transportation may be conducted and through

or joint rates established. Second, we also find that respondent may not maintain higher intermediate rates than through rates and an adjustment eliminating the discrimination should be made within ten days from date hereof.

It is so ordered.

Dissenting opinion by Commissioner Webster. Docket No. H-1353—

I cannot agree with the majority opinion in this case. There has been no convenience and necessity shown as to additional transportation needed between Cedar Rapids, Waterloo and Cedar Falls, nor has there ever been a hearing held to give the objectors an opportunity to be heard. Therefore, the owner of the Certificate in question has no authority to accept business between these points.

The complainant appealed the decision in this case to the Black Hawk County District Court, but no hearing thereon was had during the fiscal year 1932.

No. H-1354—1932. Trans-Mississippi Transportation Co., Mason City. Application for extension of time to establish service Mason City-Lansing; Fort Dodge-McGregor and McGregor-Waukon. Granted as follows:

To November 10, 1931. November 10, 1931, to February 10, 1932. February 10, 1932, to May 10, 1932. Operating rights revoked by the Board April 1, 1932, due to filing of application by another carrier.

Filed August 19, 1931. Closed June 14, 1932.

No. H-1355—1932. H. & W. Motor Express Co., Dubuque, a partnership composed of Urban J. Haas and Cyril H. Wissel. Application for authority to operate as a motor carrier of freight between Dubuque, Julien, Centralia, Peosta, Epworth, Farley, Dyersville, Earlville, Delaware, Manchester, Masonville, Winthrop, Doris, Independence, Jesup, Raymond and Waterloo. On October 7, 1931, full hearing was held and on December 3, 1931, decision denying the application was rendered as follows:

For the Applicant—D. C. Nolan, Atty., Iowa City, Iowa.

For the Illinois Central R. R. Co. and Central Transportation Co., Objectors—C. A. Helsell, Atty., Ft. Dodge, Iowa.

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

For the C. G. W. R. R. Co., Objectors—Carr, Cox, Evans & Riley, Attys., by John Inghram, Atty., Des Moines, Iowa.

For Brotherhood of Railroad Trainmen, Objectors—J. N. Welch, Local Chairman, Waterloo, Iowa.

For Lynn Roddy, Objector—John J. Kintzinger, Atty., Dubuque, Iowa.

On the 19th day of August, 1931, the H. & W. Motor Express Company, of Dubuque, Iowa, a partnership composed of Urban J. Haas and Cyril H. Wissel, both of Dubuque, Iowa, made application to this Board for a Certificate of Convenience and Necessity authorizing freight motor carrier service between Dubuque, Julien, Centralia, Peosta, Epworth, Farley, Dyersville, Earlville, Delaware, Manchester, Masonville, Winthrop, Doris, Independence, Jesup, Raymond and Waterloo, in Dubuque, Delaware, Buchanan and Black Hawk Counties, except for the transportation of local freight between Independence and Waterloo and points intermediate thereto.

On the 8th day of September, 1931, this Board fixed Wednesday, October 7, 1931, 9:30 A. M. at the Julien Hotel, Dubuque, as time and place for hearing the application, the notice of hearing (copies of which were furnished interested parties shown in the record), being prepared in accordance with the original application.

On the 1st day of October, 1931, application was amended by applicant as follows:

> "That applicant proposes to furnish service to and from Dubuque to Waterloo, but does not propose to serve any points intermediate thereto."

Corrected Time and Rate Schedules, prepared in accordance with the application as amended, were submitted and interested parties were notified as to the amendment.

Written objections to the granting of the application were filed by the Illinois Central Railroad Company, Central Transportation Company, Chicago Great Western Railroad Company, the Waterloo, Iowa, Lodge of Brotherhood of Railroad Trainmen, the Waterloo Division of Order of Railway Conductors and the Waterloo Lodge of the Brotherhood of Locomotive Firemen and Enginemen.

The application came on for hearing at nine-thirty o'clock A. M. on October 7, 1931, and after the introduction of considerable testimony, at approximately three forty-five P. M., the applicant submitted another amendment, requesting authority to serve Dubuque and Waterloo and all points intermediate thereto. Counsel for objectors objected to accepting the amendment, contending proper notice had not been given and no opportunity was had to introduce witnesses from the intermediate points. The application for permission to amend the application and the objections thereto were taken under advisement by the Board.

After considering the proposed amendment submitted by applicant at the hearing of October 7, 1931, and the objections thereto, the Board sustains such objections. The application in this case, as amended by applicant on October 1, 1931, is therefore for authority to operate as a motor carrier of freight between Dubuque and Waterloo, except to or from points intermediate thereto.

Considerable testimony as to necessity for additional transportation between Waterloo and Dubuque and as to the adequacy of existing rail line service afforded between those points by the Illinois Central Railroad Company and the Chicago Great Western Railroad Company was introduced at the hearing in this case. However, a preponderance of the testimony of the witnesses from Waterloo, Iowa, was in opposition to granting of the application as amended.

Inasmuch as the Board has sustained the objections to the amendment proposed by applicant at the hearing, it cannot, of course, consider the testimony as to the necessity for service to or from the towns intermediate to Dubuque and Waterloo.

After full consideration of the record in this case, the Board is of the opinion and finds that no adequate showing has been made that the service proposed in the amended application would promote the public convenience and necessity. The application is, therefore, dismissed without prejudice.

Filed August 19, 1931. Closed December 3, 1931.

No. H-1357—1932. Carl Reuter, Waterloo. Application to amend Certificate of Convenience and Necessity No. 168 to eliminate service inbound to Waterloo except on Mondays. Denied under date of January 26, 1932.

Filed August 10, 1931. Closed January 26, 1932.

No. H-1365—1932. D. E. Lamb, Mt. Ayr. Application for authority to operate as a motor carrier of freight one-way southbound between Des Moines, Murray, Thayer, Talmage, Afton, Arispe, Tingley and Mt. Ayr, except for the transportation of freight originating at or destined to points intermediate to Des Moines and Murray. This case was fully heard at Des Moines on November 3, 1931, and decision granting the application in part was issued under date of December 17, 1931, as follows:

For the Applicant—D. E. Lamb, Mount Ayr, Iowa.

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

On the 10th day of September, 1931, D. E. Lamb, of Mount Ayr, Iowa, made application to this Board for a Certificate of Convenience and Necessity authorizing freight motor carrier service one-way southbound

over route between Des Moines, Murray, Thayer, Talmage, Afton, Arispe, Tingley and Mt. Ayr, except for the transportation of freight originating at or destined to points intermediate to Des Moines and Murray.

This Board fixed Tuesday, November 3, 1931, at its office in Des Moines as time and place for hearing said application, and the applicant caused the notice of hearing to be published in the manner prescribed by law. The case was fully heard at the time and place named.

Considerable evidence and testimony was introduced by the applicant as to the need for the service proposed between the terminal points of Des Moines and Mount Ayr. Following the introduction of testimony by the applicant, counsel for the objector, Chicago, Burlington & Quincy Railroad Company, made motion as follows:

> "* * * I will make a motion that both of these applications be dismissed for the reason that in neither case has there been any evidence whatever as to public convenience and necessity or anything else as to any town on either of these routes except Mount Ayr. This motion is directed to each and every town shown in the schedule of both of these applications except Mount Ayr. As to Mount Ayr the showing is wholly insufficient to warrant the granting of a certificate of public convenience and necessity. My motion as to that is directed to the entire application in each case."

After full consideration of the record in this case, this Board in the absence of any showing on the part of the applicant as to service proposed to the intermediate points, sustains the motion made by counsel for the objector insofar as it applies to the intermediate stations. That portion of the application is therefore dismissed without prejudice. It is found, however, that the service proposed between the terminal points of Des Moines and Mount Ayr will promote the public convenience and necessity. Certificate will issue accordingly as soon as the applicant has complied with the preliminary requirements of the law and the rules and regulations governing motor carriers.

No. H-1366—1932. Ben H. Thompson, Mt. Ayr. Application for authority to operate as a motor carrier of freight from Des Moines to Afton and Mt. Ayr and from Afton to Mt. Ayr. Full hearing held November 3, 1931. Application denied December 17, 1931.

Filed September 11, 1931. Closed December 18, 1931.

No. H-1374—1932. Richard K. Shepherd, Tipton. Application for authority to operate as a motor carrier of freight between Cedar Rapids, Tipton and Rochester, except that originating at or destined to points intermediate to Cedar Rapids and Tipton. Full hearing held November 18, 1931, and application denied under date of December 12, 1931.

Filed September 19, 1931. Closed December 12, 1931.

No. H-1376—1932. Crandic Stages, Inc., Cedar Rapids. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Adel and the west line of Dallas County via U. S. Highway No. 169 and Primary Road No. 7. Hearing held November 17, 1931, being continued from November 3, 1931. Authority granted November 18, 1931. Authority revoked August 19, 1932, and under date of September 24, 1932, operating rights consolidated under the Certificate No. 253.

Filed September 21, 1931. Closed September 24, 1932.

No. H-1377—1932. Crandic Stages, Inc., Cedar Rapids. Application for authority, as a motor carrier, to enter and serve the town of Manilla on route between Des Moines and Sioux City. Hearing held November 17, 1931, and authority granted November 18, 1931. On September 24, 1932, the Board authorized the operating rights in Docket No. H-1377 consolidated under Certificate No. 253.

Filed September 21, 1931. Closed September 24, 1932.

No. H-1378—1932. J. A. Dennis, owner and operator Independent Transfer Company, Knoxville. Application for authority to operate as a motor carrier of freight between Knoxville, Attica, Hamilton, Bussey, Lovilia, Hagerty, Albia, Munterville and Ottumwa. Denied December 29, 1931.

Filed September 21, 1931. Closed December 30, 1931.

No. H-1385—1932. Clarence E. Shannon, New Hartford. Application for authority to operate as a motor carrier of freight between New Hartford and Waterloo except for freight originating at or destined to points intermediate thereto. Hearing held January 13, 1932, and authority granted February 16, 1932, Chairman Richardson dissenting. Certificate No. 392 issued February 24, 1932.

Filed September 25, 1931. Closed February 24, 1932.

No. H-1390—1932. Northwest Express-Freight Company, Inc., Perry. Application for authority to operate as a motor carrier of freight between Des Moines, Grimes, Dallas Center, Minburn, Perry, Rippey, Grand Junction, Jefferson, Scranton, Ralston and Glidden and between Perry, Dawson, Jamaica, Herndon, Bagley, Bayard and Coon Rapids, except locally between Des Moines, Perry and points intermediate thereto. Petition was heard on November 3, 4 and 5, 1931, and denied under date of March 14, 1932.

Filed October 9, 1931. Closed March 14, 1932.

No. H-1391—1932. Conard and Pulley, Adel, a partnership composed of H. F. Pulley, Palmer, and R. L. Conard, Adel. Application for authority to operate as a motor carrier of freight between Adel, Perry, Dawson, Jamaica, Bagley, Bayard, Coon Rapids, Glidden and Carroll, and between Adel, Ogden, Beaver, Grand Junction, Jefferson, Scranton, Ralston, Glidden and Lake City, except that originating at or destined to Minburn. Hearing held November 24, 1931, continuing through November 25. Application denied under date of March 14, 1932.

Filed October 13, 1931. Closed March 14, 1932.

No. H-1395—1932. J. E. Eldridge, Indianola. Application for authority to operate as a motor carrier of freight between Indianola, Milo, Dallas and Melcher; Indianola, Liberty Center, Lacona and Chariton; Chariton, Corydon, Humeston, Leon, Van Wert, Weldon and Indianola and between Indianola and New Virginia, except between Des Moines and Liberty Center, Milo or Lacona; between Des Moines and Higdonville, Log Cabin Station, Jefferson Heights, Medora, Liberty Center, Nortonville or Osceola; locally between Indianola, Liberty Center, Milo and Lacona or between Indianola and Osceola and points intermediate thereto. Hearing held April 12, 1932, and application amended to eliminate service between Indianola, Milo, Dallas and Melcher, between Indianola, Liberty Center, Lacona and Chariton and also between Chariton and Corydon. On May 10, 1932, authority granted as amended, and on September 7, 1932, resolution amending Certificate No. 93 was issued.

Filed October 17, 1931. Closed September 7, 1932.

No. H-1402—1932. Mrs. J. E. Van Hook, dba Central Iowa Motor Line, Marshalltown. Application for authority to operate as a motor carrier of freight, interstate exclusively, over portion of route between Des Moines, Marshalltown, Cedar Rapids, and the east line of the state at Clinton. Granted October 22, 1931. Order and Warrant to collect unpaid taxes issued March 2, 1932, but as equipment had been repossessed and taken out of the state, file was closed.

Filed October 22, 1931. Closed August 22, 1932.

No. H-1404—1932. N. M. Waite, Oxford Junction. Application for authority to operate as a motor carrier of freight between Cedar Rapids, Marion, Springville, Anamosa, Wyoming, Monmouth, Baldwin and Maquoketa, except locally between Cedar Rapids, Anamosa and points inter-

mediate thereto. Hearing held January 14, 1932, and application denied under date of January 26, 1932.

Filed October 28, 1931. Closed January 26, 1932.

No. H-1406—1932. Phippen Trucks, Russell, a partnership composed of W. O. Phippen, W. J. Phippen and J. G. Phippen, all of Russell. Application for authority to operate as a motor carrier of freight between Chariton, Lucas, Norwood, Liberty Center, Indianola, Evansville and Des Moines, except for the transportation of freight locally between Liberty Center, Des Moines and points intermediate thereto. Full hearing was held April 12, 1932, and under date of May 10, 1932, the following decision was rendered, granting authority requested:

For Applicant—H. V. Levis, Atty., Chariton, Iowa.

For Chicago, Rock Island & Pacific Railway Co., Objector—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa, by A. T. Blake, Asst. Atty.

For Chicago, Burlington & Quincy Railroad Co., Objector—I. E. Appleton, D. F. A., Burlington, Iowa.

For Railway Express Agency, Inc., Objector—Grant Probst, Des Moines, Iowa.

For J. E. Eldridge, Indianola, Iowa, Objector—D. C. Nolan, Atty., Iowa City, Iowa.

On the 27th day of October, 1931, Phippen Trucks, Russell, Iowa, a partnership composed of W. O. Phippen, W. J. Phippen and J. G. Phippen, all of Russell, Iowa, made application to this Board for a Certificate of Convenience and Necessity authorizing freight motor carrier service between Chariton, Lucas, Norwood, Liberty Center, Indianola, Evansville and Des Moines, in Lucas, Warren and Polk Counties, Iowa, except for the transportation of local freight between Liberty Center, Des Moines and points intermediate thereto.

Hearing on this application was originally fixed for Tuesday, December 22, 1931, at the office of this Board in Des Moines, but for cause was postponed and pursuant to notice published in the manner prescribed by law, full hearing was held at Des Moines on the 12th day of April, 1932.

Written objections to the granting of the application were submitted on behalf of the Chicago, Burlington and Quincy Railroad Company, Chicago, Rock Island and Pacific Railway Company, Railway Express Agency, Inc., and the Chariton Community Club.

The applicant now holds Certificate of Convenience and Necessity authorizing freight motor carrier service between Chariton, Russell, Melrose, Georgetown, Albia, Munterville and Ottumwa.

Numerous witnesses from the points involved on the route proposed, also from Russell, testified as to the need for the services of a freight motor carrier. The objectors introduced two witnesses from Chariton who testified as to the adequacy of existing rail line service, an obligation on the part of the community to support the rail lines and at length as to the tax burden borne by the railroad company. It was also contended that the motor carrier is not proportionately taxed, the merit of which, if any, is a matter for consideration of the legislature rather than this Board.

The witnesses representing the wholesale and jobbing interests of Des Moines testified that the service proposed was necessary to meet the competition from other jobbing centers. Showing was also made that in order to meet such competition it had been necessary to seek distribution through so-called private carriers at less than rail line rates.

After careful consideration of the record in this case, this Board is of the opinion and hereby finds:

(a) That the service proposed between Chariton, Lucas, Norwood, Liberty Center, Indianola, Evansville and Des Moines, except for the

transportation of local freight between Liberty Center, Des Moines and points intermediate thereto, will promote the public convenience and necessity.

(b) That connecting line service for the transportation of freight originating at Des Moines and destined to Albia, Munterville or Ottumwa or that originating at Ottumwa, Munterville or Albia and destined to Des Moines will not promote the public convenience and necessity.

A Certificate of Convenience and Necessity will, therefore, issue in accordance with the findings hereinabove made as soon as applicant has complied with the necessary requirements.

On August 19, 1932, Certificate No. 419 was issued.

Filed October 27, 1931. Closed August 19, 1932.

No. H-1409—1932. Corn Belt Stages, Inc., Sioux City. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Sioux City, James, Hinton, Merrill, LeMars, Oyens Crossroad, Remsen, Marcus, Germantown, Paullina, Primghar, Sanborn, Allendorf Crossroad, Ocheyedan, Harris, Lake Park Crossroad, Montgomery Crossroad, Triboji Beach and Spirit Lake. Hearing held on November 9, 1931, and petition granted as amended on December 14, 1931. Time for establishing the service extended to March 15, 1932, and from that date to April 15, 1932. Certificate No. 405 issued April 29, 1932.

Filed November 3, 1931. Closed April 29, 1932.

No. H-1410—1932. Howard H. Holdcroft, dba Holdcroft Transportation Company, Sioux City. Application for authority to operate as a motor carrier of freight between Des Moines, Johnston, Grimes, Dallas Center, Panther, Panora, Guthrie Center, Hamlin, Audubon, Ross, Templeton, Manning, Arcadia, Westside, Vail, Denison, Charter Oak, Ute, Mapleton, Smithland, Holly Springs and Sioux City, except locally between Des Moines, Audubon and points intermediate thereto. Hearings were held December 15, 1931, and December 23, 1931, at Sioux City and Des Moines respectively, and under date of March 14, 1932, the application was denied, Commissioner Webster dissenting.

Filed November 4, 1931. Closed March 14, 1932.

No. H-1414—1932. Burlington Transportation Co., Chicago, Illinois. Application for authority to transport a limited amount of freight on passenger carrying motor vehicles operated under Certificates of Convenience and Necessity Nos. 12, 233, 236, 247, 251, 252, 262 and 362. Granted February 16, 1932. Resolution amending and extending above numbered certificates issued May 2, 1932, with the exceptions that not to exceed one hundred (100) pounds of freight shall be transported on any one motor vehicle at any one time, the freight to be of such character and not greater in amount than can be safely and conveniently transported without causing discomfort to passengers, and provided further that no freight shall be transported locally between Des Moines and points intermediate thereto.

Filed November 6, 1931. Closed May 2, 1932.

No. H-1417—1932. Western Freight Lines, Inc., Chicago, Illinois. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Davenport and Des Moines. Granted. On September 8, 1932, Certificate No. 421 issued over routes as follows: No. 1—The east line of the state at Davenport and Iowa City. No. 2—Iowa City and Des Moines. No. 3—Iowa City and Cedar Rapids. No. 4—The east line of the state at Clinton, Cedar Rapids, Independence and Waterloo.

Filed November 6, 1931. Closed September 8, 1932.

No. H-1419—1932. James Ironside, Coggon. Application for authority to operate as a motor carrier of freight between Cedar Rapids, Alburnette,

Flemingville, Rogers, Central City, Prairieburg, Coggon, Troy Mills, Coggon, Ryan and Manchester, except that originating at or destined to Marion. Withdrawn without prejudice.

Filed November 14, 1931. Closed March 7, 1932.

No. H-1420—1932. Esther M. Smith, Des Moines. Application for authority to extend service as a motor carrier of freight consisting of motion picture films and accessories from the south line of Franklin County to Hampton, Mason City, Charles City, Clear Lake, Britt, Garner, Forest City, Lake Mills and Northwood. Hearing held January 26, 1932, and authority granted January 27, 1932. On April 19, 1932, Certificate No. 397 was issued.

Filed November 17, 1931. Closed April 26, 1932.

No. H-1421—1932. Fay Jennings, dba Hi-Speed Motor Express, Sioux City. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way westbound between the east line of the State of Iowa at Clinton and Sioux City. Granted and Certificate No. 391 issued under date of January 22, 1932.

Filed November 19, 1931. Closed January 25, 1932.

No. H-1422—1932. Arthur E. Wells, Sanborn. Application for authority to receive and discharge freight at Sheldon under Certificate No. 296. Granted and resolution amending and extending Certificate No. 296 issued under date of January 26, 1932.

Filed November 19, 1931. Closed January 26, 1932.

No. H-1423—1932. Crandic Stages, Inc., Cedar Rapids, and M. C. Foster, owner and operator St. Louis, Hannibal and Quincy Bus Line, Troy, Missouri. Application to lease Certificate of Convenience and Necessity No. 19. Granted November 29, 1931.

Filed November 21, 1931. December 17, 1931.

No. H-1426—1932. W. W. Goodykoontz, Atty., Boone, and Merchants and Residents of Madrid, Complainants, v. Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Defendants. Establishment of additional bus stops at Boone and Madrid. Hearing held January 6, 1932, and on January 7, 1932, decision was rendered as follows:

For the Complainants—None.

For the C., M., St. P. & P. R. R. Co.—Hughes, O'Brien & Faville, Attys., by S. S. Faville, Des Moines, Iowa.

For the Interstate Transit Lines—Davis, McLaughlin & Hise, Attys., by J. C. Davis, Jr., Des Moines, Iowa.

For the D. M. & C. I. Railroad—C. R. Bennett, Atty., Des Moines, Iowa.

Fred A. Guinn, Madrid, Iowa.

On November 17, 1930, the Board granted the Chicago, Milwaukee, St. Paul and Pacific Railroad Company Certificate No. 257, Docket No. H-1064, authorizing them to operate as a motor carrier of passengers and a limited amount of freight between Des Moines, Madrid and Boone and other places. This Certificate of Convenience and Necessity was granted to the Railroad Company with the understanding that the service proposed would be in lieu of trains Nos. 145, 146, 131 and 132, operating between Des Moines, Madrid and Boone, the equipment being what is known as oil-electric rail passenger motor cars, and to be replaced by the proposed motor carrier service. The franchise was granted with the explicit understanding that the applicant was to stop its busses to allow passengers to alight and board the busses at depots only, as there seemed to be plenty of service at that time.

Later, complaint was filed by W. W. Goodykoontz, of Boone, and by the Merchants and Residents of Madrid, asking that the bus make additional

stops at Boone and Madrid. The complainant Goodykoontz began writing the Board about this as early as July 31, 1930. The merchants and citizens of Madrid filed their complaint on November 14, 1931.

This complaint was set down for hearing and was fully heard on January 6, 1932.

The Interstate Transit Lines are the main objectors to the Milwaukee stopping at other points than those authorized in Certificate No. 257. They operate three busses each way a day between these points, and are willing to change their schedule if the Board so desires, so as to accommodate the people in these towns and not make it incumbent upon them to use the Milwaukee busses.

Therefore, we feel that there should be no change in the Milwaukee's schedule of operation at this time.

Filed November 14, 1931. Closed January 7, 1932.

No. H-1427—1932. J. L. Smith, Missouri Valley, and James M. Smith, Missouri Valley. Application to transfer Certificate No. 331. Granted January 9, 1932.

Filed November 25, 1931. Closed January 9, 1932.

No. H-1429—1932. Crandic Stages, Inc., Cedar Rapids, and Otto & Stanley Jackson, Oskaloosa. Application to lease Certificate of Convenience and Necessity No. 65 and part of the operating rights conveyed under Certificate of Convenience and Necessity No. 202. Approved under resolution dated November 29, 1931.

Filed November 27, 1931. Closed December 31, 1931.

No. H-1430—1932. Jefferson Transportation Company, Inc., Minneapolis, Minnesota. Application for authority to discontinue service authorized under Certificate No. 220 at Galt. Granted November 30, 1931, and Certificate No. 220 amended on December 1, 1931.

Filed November 28, 1931. Closed December 5, 1931.

No. H-1431—1932. H. G. Roberts, Audubon. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Council Bluffs and Audubon. Service authorized by Certificate No. 383 issued December 9, 1931.

Filed November 28, 1931. Closed December 9, 1931.

No. H-1432—1932. Schiele and Petersen, Durant, a partnership composed of R. W. Schiele and Arnold Petersen, Durant, and W. C. Otto, Durant, owner and operator Otto Freight Line. Application for Approval to transfer Certificate No. 165. Approved by resolution dated December 12, 1931.

Filed November 30, 1931. Closed December 14, 1931.

No. H-1433—1932. Interline Freight Company, Chicago, Illinois. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines and the east line of the State of Iowa. Application withdrawn before Certificate issued.

Filed December 2, 1931. Closed May 12, 1932.

No. H-1434—1932. Anderson Motor Service Company, St. Louis, Missouri. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines, Indianola, Osceola, Leon, Davis City, Lamoni and the south line of the State of Iowa. Authorized under Certificate No. 390 issued under date of January 14, 1932.

Filed December 2, 1931. Closed January 15, 1932.

No. H-1435—1932. Railway Express Agency, Inc., New York City, New York. Application for authority to operate as a motor carrier of freight between Maquoketa and Delmar. Hearing held February 11, 1932, and

authority granted February 16, 1932. Certificate No. 409 issued June 1, 1932.

Filed December 3, 1931. Closed June 1, 1932.

No. H-1436—1932. Federal Transfer Company, Omaha, Nebraska, a partnership composed of Ben H. Hoback and Mrs. W. S. Mailand. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the State of Iowa, Council Bluffs, Crescent City, Honey Creek, Loveland, Missouri Valley, Logan, Woodbine, Dunlap, Dow City, Arion, Denison, Vail, West Side, Carroll, Templeton, Manning and Manilla. Granted by Certificate No. 386 issued under date of February 12, 1932.

Filed December 8, 1931. Closed February 12, 1932.

No. H-1437—1932. Clinton, Davenport & Muscatine Railway Company, Davenport. Application for approval to amend route described in Certificate No. 193. Approved by resolution dated December 18, 1931.

Filed December 8, 1931. Closed December 18, 1931.

No. H-1438—1932. H. & W. Motor Express Company, Dubuque, a partnership composed of Urban J. Haas and Cyril H. Wissel, Dubuque. Application for authority to operate as a motor carrier of freight between Dubuque and Cedar Falls, except for the transportation of local freight between Independence and Cedar Falls and points intermediate thereto. This case was fully heard at Dubuque, Iowa, on April 20 and 21, 1932, and decision granting the application was issued on August 4, 1932, as follows:

For Applicant—D. C. Nolan, Atty., Iowa City, Iowa; C. A. Hanson, Traffic Mgr., Waterloo Chamber of Commerce, Waterloo, Iowa; S. G. Creswick, Commissioner, Dubuque Traffic Association, Dubuque, Iowa.

For Illinois Central Railroad Company and Central Transportation Company, Objectors—Chas. A. Helsell, District Atty., Ft. Dodge, Iowa.

For Chicago Great Western Railroad Company, Objector—Carr, Cox, Evans & Riley, Attys., Des Moines, Iowa, by John Inghram.

For the Business Organizations and People of Manchester, Iowa, Objectors—Charles McCormick and Hobart W. Cooley, Manchester, Iowa.

For Brotherhood of Locomotive Engineers, Division No. 114, Objector—H. J. Reynolds, Waterloo, Iowa.

For Order of Railway Conductors, Division No. 67, Objector—Emmett Kirst, Waterloo, Iowa.

For Brotherhood of Locomotive Firemen and Enginemen, Lodge No. 30, Objector—C. A. Dobbins, Waterloo, Iowa.

For Brotherhood of Railroad Trainmen, Lodge No. 341, Objector—H. E. Benham, Waterloo, Iowa.

For Railway Express Agency, Inc., Objector—J. H. Sage, Dubuque, Iowa.

On December 9, 1931, the H. & W. Motor Express Company, Dubuque, Iowa, a partnership composed of Urban J. Haas and Cyril H. Wissel, Dubuque, Iowa, filed an application, 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 Dubuque, Julien, Centralia, Peosta, Epworth, Farley, Dyersville, Earlville, Delaware, Manchester, Masonville, Winthrop, Doris, Independence, Jesup, Raymond, Waterloo and Cedar Falls, in Dubuque, Delaware, Buchanan and Black Hawk Counties, Iowa, except for the transportation of local freight between Independence and Cedar Falls and points intermediate thereto.

This application was set down for public hearing on Wednesday, April 20, 1932, 9:30 A. M., at the Julien Hotel, Dubuque, Iowa, and notice of such hearing was published in the manner provided for by said Chapter 252-A1. This case was fully heard at Dubuque on April 20 and 21, 1932, and taken under advisement by the Board. The appearances at this hearing are shown on the title page of this Decision.

At the hearing on this application, it was agreed that the record in this Board's Docket No. H-1355, which was heard at Dubuque, Iowa, on October 7, 1931, insofar as it may be applicable, would be considered a part of the record in this case.

Docket No. H-1355, as originally filed, was an application by said H. & W. Motor Express Company for a certificate of convenience and necessity to operate as a "motor carrier" of freight between the same points proposed to be served in this case, except that Waterloo was the western terminal and applicant did not propose to transport local freight between Waterloo and Independence and points intermediate thereto. On October 1, 1931, the application in Docket No. H-1355 was amended to show that applicant proposed to serve only the terminals of Dubuque and Waterloo and did not propose to serve any points intermediate thereto. The interested parties of record were notified of this amendment.

The following appearances were entered at the hearing of October 7, 1931, on the application in Docket No. H-1355:

For Applicant—D. C. Nolan, Atty., Iowa City, Iowa.

For Illinois Central Railroad Company and Central Transportation Company, Objectors—C. A. Helsell, Atty., Fort Dodge, Iowa.

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

For Chicago Great Western Railroad Company, Objector—Carr, Cox, Evans & Riley, Attys., Des Moines, Iowa, by John Inghram.

For Brotherhood of Railroad Trainmen, Objector—J. N. Welch, Local Chairman, Waterloo, Iowa.

For Lynn Roddy, Objector—John J. Kintzinger, Atty., Dubuque, Iowa.

Written objections were also filed by the Waterloo Division of Order of Railway Conductors and the Waterloo Lodge of Brotherhood of Locomotive Firemen and Enginemen.

A preponderance of the testimony of the witnesses from Waterloo was in opposition to the granting of the application as amended on October 1, 1931.

At the hearing in Docket No. H-1355, the applicant submitted another amendment to its application, requesting authority to serve Dubuque and Waterloo and all points intermediate thereto. Counsel for objectors objected to the acceptance of this amendment and the proposed amendment and the objections thereto were taken under advisement by the Board. In its decision of December 3, 1931, the Board sustained the objections to the proposed amendment and did not consider the testimony as to the necessity for service to or from the towns intermediate to Dubuque and Waterloo. In this decision the Board found that no adequate showing had been made that the service proposed in the amended application would promote the public convenience and necessity and, therefore, dismissed the application without prejudice.

The Waterloo, Cedar Falls & Northern Railway Company operates between Cedar Falls and Waterloo and R. B. Fearing, Cedar Falls, Iowa, owner and operator of Clark's Transfer & Storage Company, operates as a "motor carrier" of freight between those points.

Toney Gerdes, Independence, Iowa, is operating as a freight "motor carrier" between Waterloo, Jesup and Independence.

All of the points proposed to be served in the present application, except Centralia, are served by the Illinois Central Railroad Company.

The Central Transportation Company, of Chicago, is operating as a "motor carrier" of passengers between Cedar Falls and Dubuque over practically the same route as proposed in the present application but does not have authority to transport any freight on its passenger "motor carrier" vehicles.

The Chicago Great Western Railroad Company operates between Cedar Falls and Waterloo, via Cedar Falls Junction, and between Waterloo and

Dubuque, via Oelwein. The Waterloo-Dubuque line serves Farley and Dyersville and also furnishes connecting line service to Manchester via the Manchester and Oneida Railway.

At the hearing on this application, the following witnesses appeared and testified in favor of the establishment of the service proposed by applicant herein:

George W. Huntley, Cutler Hardware Co., Waterloo, Iowa.
John Hanson, Pres., Standard Battery & Electric Co., Waterloo, Iowa.
T. C. Thompson, Vice-Pres., Repass Automobile Co., Waterloo, Iowa.
D. C. Knight, Secy.-Treas., Winterbottom Supply Co., Waterloo, Iowa.
F. W. Hartong, Fowler Company, Waterloo, Iowa.
Glenn C. Bown, Pres., Waterloo Mills Co., Waterloo, Iowa.
Herman A. Sheetz, Dyersville, Iowa (with Winterbottom Supply Company).
F. R. Shores, Shores Transfer & Storage Co., Waterloo, Iowa (operating truck terminal).
S. G. Creswick, Commissioner, Dubuque Traffic Association, Dubuque, Iowa.
J. F. Hanson, Waterloo, Iowa, traveling salesman for Torbert Drug Company.
C. A. Hanson, Secy. and Traffic Mgr., Waterloo Chamber of Commerce, Waterloo, Iowa.
R. T. Johnson, Sales Mgr., A. Y. McDonald Mfg. Co., Dubuque, Iowa.
J. J. Roshek, Mgr., Roshek Department Store, Dubuque, Iowa.
C. E. Kiesel, Traffic Mgr., H. B. Glover Company, Dubuque, Iowa.
C. H. Wunderlich, Pres., Torbert Drug Company, Dubuque, Iowa.
R. V. McKay, Secy.-Treas., Fadden Coffee & Spice Co., Dubuque, Iowa.
N. L. Buettell, Secy., Buettell Bros. Co., Dubuque, Iowa.
C. J. Hille, Secy.-Treas., White House Biscuit Co., Dubuque, Iowa.
J. W. Winnall, Pres., Rider-Wallis Co., Dubuque, Iowa.
B. C. Schmid, Pres., Schmid Mfg. Co., Dubuque, Iowa.
Eugene Adams, Pres., Adams Company, Dubuque, Iowa.
A. E. Piekenbrock, Secy., E. B. Piekenbrock Shoe Manufacturers, Dubuque, Iowa.
R. E. Melone, Traffic Mgr., Morrison Bros., Dubuque, Iowa.
G. J. Timmerman, Pres., Midwest Timmerman Co., Dubuque, Iowa.
H. J. Nachtman, Pres., Firestone Service Stores, Inc., Dubuque, Iowa.
Chris. Serup, Sales Mgr., International Harvester Co., Dubuque, Iowa.
C. W. Dennis, Vice-Pres., Dennis Bros. Co., Dubuque, Iowa.
W. H. Collings, Belsky Motor Co., Dubuque, Iowa.
A. J. Kies, Vice-Pres., Crescent Electric Supply Co., Dubuque, Iowa.
Parker Higley, Pres., Higley Chemical Co., Dubuque, Iowa.
H. A. Adams, Pres., Paper Products Co., Dubuque, Iowa.
J. F. McFadden, Vice-Pres., McFadden Coffee & Spice Co., Dubuque, Iowa.
V. J. Grize, Dubuque, Iowa, truck driver for applicant.
Mr. Bohn, Asst. Mgr., Heeb Company, Dubuque, Iowa.
Lester N. Capesius, Sheridan Candy Co., Dubuque, Iowa.
O. J. Schulte, Schulte Cut Stone Co., Dubuque, Iowa.
U. J. Haas, Dubuque, Iowa, member of H. & W. Motor Express Co.

The following witnesses appeared at the hearing and testified against the establishment of the service proposed:

Chas. McCormick, Manchester, Iowa, fuel, farm machinery, etc.
D. E. Terry, Jesup, Iowa, general merchandise.
C. E. Hood, Mgr., Farmers Grain & Stock Co., Jesup, Iowa.
J. H. Copenhaver, Jesup, Iowa, retired farmer.
W. J. Campbell, Jesup, Iowa, postmaster and farmer.
L. N. Roberts, Jesup, Iowa, groceries and meats.
Father Baxter, Jesup, Iowa, catholic priest.
H. D. Freeburg, Local Mgr., Iowa Public Service Co., Jesup, Iowa.
Jacob Friedmann, Dyersville, Iowa, Garage and Automobile Sales Agency.

Stuart E. Johnson, Pres., Commercial Club, Earlville, Iowa.
Ed. Irmscher, Earlville, Iowa, retired farmer.
John E. Clifton, Earlville, Iowa, furniture store.
John Freyman, Dyersville, lumber, coal and building material.
P. H. Diggins, Masonville, Iowa, general merchandise.
A. C. Hogan, Masonville, Iowa, butter manufacturer.
George McDowell, Masonville, Iowa, farmer.
George Ham, Pres., Commercial Club., Dyersville, Iowa.
E. N. Silker, Epworth, Iowa, general merchandise.
Ed. Brueckner, Dyersville, Iowa, druggist.
Henry J. Faha, Dyersville, Iowa, department store.
R. P. McTigue, Farley, Iowa, coal dealer.
Joe A. Ahlers, Farley, Iowa, general merchandise.
Leo Ahlers, Farley, Iowa, confectionery, groceries and pool hall.
George M. Schmitt, Mgr., Farmers Shipping Assn., Farley, Iowa.
B. L. Bowden, Supervising Agent, Illinois Central Railroad Co.
H. J. Reynolds, Waterloo, Iowa, representing Brotherhood of Locomotive Engineers between Fort Dodge, Iowa, and Freeport, Ill.
O. F. Schroeder, Oelwein, Iowa, General Accountant for Chicago Great Western Railroad Company.
S. V. Braden, Freight Agent for Illinois Central Railroad Co., Waterloo, Iowa.
Emmett Kirst, Waterloo, Conductor for Illinois Central Railroad Company, representing Brotherhood.
H. E. Benham, Waterloo, Chairman, Local Grievance Committee, Brotherhood of Railroad Trainmen, Lodge No. 341.
J. H. Sage, Dubuque, Iowa, representing Railway Express Agency, Inc.
J. D. Lorden, Stockton, Illinois, Trainmaster, Chicago Great Western Railroad Company.
W. I. Laird, A. G. F. A., Chicago Great Western Railroad Co., Des Moines, Iowa.

Practically all of the witnesses who favored the establishment of the service proposed, represented old established wholesale houses, jobbers and manufacturers and were well informed on transportation conditions and the situation confronting the business men in the territory proposed to be served resulting from present economic conditions. The witnesses from Dubuque were especially insistent that Dubuque must have the service proposed in order to be placed on a more equal basis with other distributing points with which it is in competition in this territory. While most of the witnesses for applicant wanted the proposed line established because of the same-day and door-to-door service it would furnish, several testified that because of low commodity prices and low gross profits, it was necessary to take advantage of applicant's proposed rates, which are approximately thirty per cent under railroad rates, in order to meet competition and remain in business. These witnesses testified that retail merchants are buying in small quantities and want quick delivery and that in some cases the merchant does not order an item of merchandise until he has a sale for it.

There are a number of private contract trucks operating between the points proposed to be served, but the witnesses for applicant testified that they preferred to deal with a regulated "motor carrier" in order to protect themselves and their property as it was difficult to determine the reliability of some private contract haulers.

There are also a number of trucks owned by meat, bread, fruit, ice cream and other companies which deliver the products of such companies along the route herein proposed to be served.

At the hearing on the application in Docket No. H-1355, C. A. Hanson, Secretary and Traffic Mgr., Waterloo Chamber of Commerce, opposed the granting of that application because no service was proposed to the points intermediate to Waterloo and Dubuque. At the hearing on the present application, this witness testified that the Waterloo Chamber of Commerce now favored the application because of the proposal to serve the inter-

mediate points and the recent establishment of interstate freight "motor carrier" service by applicant herein between East Dubuque, Illinois, and Cedar Falls, Iowa. This witness also testified that the private contract carrier is not reliable as a rule, especially as to C. O. D. shipments and that if proposed service were established it would take some freight from railroads, some from private contract haulers and get some from companies now operating their own trucks.

The interstate freight "motor carrier" service between East Dubuque and Cedar Falls was established by applicant herein on March 8, 1932. This service is furnished one-way from East Dubuque to Cedar Falls on Mondays, Wednesdays and Fridays. This Board does not have authority to require a showing of convenience and necessity as a condition precedent to the establishment of strictly interstate "motor carrier" service.

It was testified at the hearing in this case by U. J. Haas, that his company was then hauling an average of 7,000 to 8,000 lbs. of freight on the interstate trips, which was sufficient to warrant that service, and that 3,000 to 4,000 lbs. of this freight originated at Dubuque and was destined to points west of Dubuque. In order to avail themselves of the service provided by the interstate line to points west of Dubuque, the shippers at Dubuque have been either delivering their freight to East Dubuque or hiring it delivered there and in each case a bridge toll must be paid.

Some of applicant's witnesses from Waterloo are also in favor of the granting of the present application because said interstate freight "motor carrier" service results in a discrimination against Waterloo for the reason that no public service is furnished on the return trips from Cedar Falls to East Dubuque, the service on such trips being limited to contracts with a few companies.

S. G. Creswick, Commissioner, Dubuque Traffic Association, read the following statement into the record on behalf of his Association:

> "When this matter originally came before the commission in Docket No. H-1355, hearing on which was held October 7, 1931, this association had approved and supported it. Since the dismissal of the application and its re-filing, the Board of Directors has again approved the proposal and requested me to appear in support of it in behalf of those interested in truck transportation.
>
> "This association is composed of the majority of the large jobbers, manufacturers and retailers of the city. Its object is to promote the transportation interests of its members and to generally advance the interests of the shippers of Dubuque. The testimony which I have is of a general nature. Witnesses will follow who will testify as to actual conditions met and why they believe the granting of the certificate will be of benefit to them.
>
> "Dubuque is one of the larger jobbing cities of this section and vitally concerned with the distribution of merchandise to surrounding territory. The zone of northern counties in the state through part of which the applicant proposes to operate, we consider our logical territory. That part which lies north and west of Waterloo, also north of the route covered by the application is in this zone but is gradually being lost to us for several reasons, important of which are superior rail service from other cities and the establishment of truck lines connecting the larger interior cities with this important consuming territory. This application is the first opportunity we have seen for getting better and more comparable service. With such in effect we will have a fairer chance to do business.
>
> "We believe it is essential to Dubuque distributors to have an equality of opportunity to trade within the state with competing cities if they are to continue in business. We also believe that the welfare of the jobbing trade of Dubuque depends on this premise. In supporting the application every consideration has been given to existing transportation facilities. However, the service offered by the applicant is superior to that which the rail lines offer, and so essential to our distributors that we feel it must necessarily have the sup-

port of those interested in the welfare of Dubuque. The applicant proposes a service which differs from the present rail service in the following respects:

It proposes lower rates than rail lines and eliminates the emergency rate now added to rail hauls.

It proposes pick-up and delivery service without extra cost at shippers or consignees place of business which rail lines do not perform.

It proposes faster schedules than rail.

It does not propose any time limit for pick-up or delivery, as compared with fixed closing hour of rail lines.

It proposes co-ordinated service with joint rates with truck lines operating out of the various cities where such connection exists, which rail lines do not perform.

"The applicant proposes rates which generally approximate the level of rail rates before the increase last December. The basis is in effect generally over truck lines serving the cities with which we compete in Waterloo and the balance of the territory. If granted from Dubuque we will be placed on a fair basis.

"Interstate truck transportation is in operation from such points as Chicago, Rockford, Freeport, LaCrosse, Milwaukee and other cities to Waterloo and the same general territory. The interstate shipper has a service which is an advantage over our distributors.

"This commission has issued certificates to a large number of truck lines which parallel rail lines between the larger cities of the state, Des Moines, Cedar Rapids, Marshalltown, Mason City, Ft. Dodge, Waterloo, etc. As will be testified to later these truck lines are giving service to our competitors to the disadvantage of the distributors in Dubuque. Our people are asked by their customers to give the same kind of service or lose the business.

"Rail service to Waterloo is first morning delivery. To the intermediate towns the local leaves Dubuque at 6:15 A. M. and reaches Independence about one P. M. We have no advantage over Chicago or Waterloo in any of the territory. Chicago merchandise to Waterloo makes first morning delivery and merchandise to the intermediate towns is loaded in a way car which leaves Dubuque on the local the same as ours. Waterloo merchandise moves to Dubuque during the night and also moves out into the territory on the same local train. The applicant proposes service from Dubuque at 3:30 A. M. arriving Waterloo 7:00 A. M. and leaving Dubuque 12:00 noon arriving Waterloo 5:00 P. M."

Several of the witnesses representing manufacturers and jobbers at Dubuque testified that although the establishment of the "motor carrier" service would take some less than carload shipments from the objecting railroad companies, the loss, in their opinion, would be offset by an increase in carload shipments into Dubuque because of better distribution of L. C. L. freight out of that point.

Some of applicant's witnesses made it clear that although they were not unfriendly to the railroads, the evolution in transportation now in progress due largely to the introduction of the freight carrying truck into the transportation field had made it necessary for them to utilize this agency in the distribution of their goods in order to meet competition and that while they were of the opinion that the railroads would eventually operate trucks, until they did so the shippers would have to protect themselves by using such truck service as is available.

Testimony was also introduced by applicant's witnesses with reference to the loss of, damage to and delay in delivering freight by railroad companies and the failure of the railroad companies to move L. C. L. perishable shipments when the temperature is five or more degrees below zero. Other witnesses testified that it would not be necessary to crate certain shipments shipped by truck, which would result in a saving of from three to five per cent of the value of the shipment.

One witness from Dubuque testified that if the proposed service were established, it would be possible to ship crackers and cookies with less rigid packing; that shipments could be loaded and delivered early in the morning before the heat of the day, which would get frosted cookies to the consignees in better shape than when shipped by rail; that there would be less handling and breakage; that store-door delivery would be beneficial to his company and its customers and that there would be a considerable saving in rates which would put his company in a better position with its competitors. Another witness from Dubuque testified that most of its orders are small and must be shipped by parcel post or express; that his company uses truck service where available and that its customers demand that shipments be made by express in the absence of truck service. The first class express rate between Dubuque and Waterloo is $1.55 per hundred. Applicant's proposed first class rate between those points is 36 cents per hundred.

It was also shown that the proposed service, if established, would eliminate the expense of local drayage, which is especially desirable on shipments of radios and electric refrigerators which take two men to handle.

One witness from Dubuque, whose company maintains a branch house at Des Moines, testified that, in order to meet competition in the territory involved, his company must ship its goods from Dubuque to Des Moines and make deliveries out of Des Moines because of better transportation facilities out of Des Moines.

Considerable testimony was also introduced as to the necessity for the connecting truck line service which would be available at Waterloo and Dubuque if the proposed line were established.

U. J. Haas, who testified on behalf of the applicant, stated that applicant proposes to operate trucks with insulated bodies and to ice such trucks during the summer. The Financial Statement filed by applicant indicates that it is financially able to engage in the undertaking proposed in its application. Applicant introduced Exhibit No. 1, being a letter addressed to the Board by Albert C. Lantzky, Cashier, American Trust & Savings Bank, Dubuque, Iowa, stating that applicant is financially able to successfully conduct the service proposed; that it is now well supplied with equipment and can secure more, if needed, without difficulty. Many of the witnesses whose companies have been using the truck service furnished by applicant, endorsed applicant and state that such service had been dependable and satisfactory.

Witnesses from Waterloo and Dubuque testified that present transportation conditions resulted in discrimination against those points in favor of other distributing centers as to the territory herein involved.

Applicant also introduced Exhibit No. 2, which is composed of letters addressed to the Board by thirty-two business houses of Dubuque, favoring the granting of the application.

Exhibit No. 7 is composed of letters addressed to the Board by twenty-six merchants and shippers of Waterloo supporting the application.

Practically all of the witnesses for the objectors testified that the present railroad service is adequate and satisfactory and that there is no necessity for the service proposed. However, twelve of the witnesses presented by the objectors herein were either carload shippers or had little or no occasion to use L. C. L. service.

One of the objectors' witnesses from Jesup, testified that he purchased most of his merchandise from Waterloo and that he uses the freight "motor carrier" service furnished by Toney Gerdes between Waterloo and Jesup, which service has been in existence for several years. Another witness was a retired farmer who has resided in Jesup for about eight years and who trucks his own live stock to market.

One witness who operates a garage and automobile sales agency at Dyersville, which is located on the main line of the Illinois Central Railroad Company and has direct service to Dubuque, testified that he would not use the proposed service if established. He also testified, however, that he came to the hearing by automobile and that he drives his new cars from the factory.

A witness for objectors from Earlville testified that he was in the furniture business; that he secured his merchandise by rail from Des Moines and points in Wisconsin and that he would have no occasion to use the proposed service as he made deliveries with his own truck.

A general merchant from Masonville testified that his town was served by two bread trucks, two fruit trucks, two meat trucks and a truck from a wholesale grocery house, which service was quite convenient.

It was testified by the President of the Dyersville Commercial Club that sentiment at that place was in favor of the railroads and against the truck lines and that they would be in favor of the proposed service if the Illinois Central Railroad Company were the applicant. Cross examination of this witness also developed that he came to the hearing by automobile.

A witness from Epworth, engaged in the general merchandise business, testified on cross examination that he transported his light merchandise from Dubuque with his own truck, making two to three trips per week; that he did not use other truck service and that he also secured other merchandise from points outside the State of Iowa.

It was testified that all of the business men at Farley, except one, were in favor of the railroads. The one favoring the establishment of the proposed service operated the general store.

Exhibit No. 9 is a petition signed by ninety-six business and professional men of Manchester who do not approve this application.

Several witnesses representing the Illinois Central Railroad Company, Chicago Great Western Railroad Company and Railway Express Agency, Inc., testified as to the service furnished by those companies; the tonnage transported; the revenues received; the amount invested in property and equipment; the facilities and equipment maintained and operated; amount of taxes paid; number of employees; amount of payrolls and other facts connected with their operations.

Witnesses representing three of the railroad labor brotherhoods testified regarding the objections of their organizations to the establishment of the service herein proposed. These witnesses contended that the present railroad service is adequate and that truck line competition would result in curtailment of some of the rail service now furnished and a proportionate reduction in employment. Applicant's attorney brought out that the number of employees per ton-mile of freight handled has been steadily reduced by the railroad companies by the introduction of larger power units, larger cars and other labor saving devices and that it would take five hundred truck drivers operating five-ton trucks to replace a freight train handling twenty-five hundred tons of freight and operated by a crew of five or six men. It was also brought out that there has been a marked reduction in employment on the Iowa Division of the Illinois Central Railroad Company which has not been due to competition with authorized freight "motor carriers." The recent increase in railroad rates has also caused a considerable increase in the amount of freight handled by public carrier trucks, private contract haulers and companies using their own trucks. This Board does not, of course, desire to add to the number of unemployed in any organization, especially at this time, but under the law it must consider this situation as it affects the public as a whole.

A number of petitions not mentioned herein were filed and considerable testimony not herein referred to was introduced but to go into all this would necessitate a very lengthy decision.

The witnesses favoring the application urged very strenuously the necessity of the proposed service in order to meet competition and retain business. On the other hand, objectors' witnesses contended that the present railroad service is adequate and satisfactory. It will be noted, however, that many of objectors' witnesses have very little, if any, need for L. C. L. service of any kind and that some of the others transport their merchandise with their own cars or trucks.

Chapter 252-A1, Section 5105-A7, 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 and that if such finding be made, it shall be its duty to issue a certificate.

The Board appreciates that there is considerable merit in the position taken by some witnesses that they would be in favor of the establishment of the proposed service if the Illinois Central Railroad Company were the applicant therefor and while it has and will continue to welcome railroad companies as applicants for "motor carrier" rights where a reasonable necessity exists for such service, it cannot, of course, deny certificate where necessity does exist merely because the railroad company serving the territory is not the applicant therefor.

While the Board realizes that objectors' witnesses who are carload shippers or who have little or no occasion to use L. C. L. service have a legitimate interest in attempting to protect themselves and the railroad companies, it believes that such interest does not extend so far as to warrant the depriving of other citizens and business houses of the opportunity of having adequate L. C. L. service.

The Board is very favorably impressed with the witnesses for applicant herein, representing, as they do, substantial and long established business houses and with their sincere conviction that the proposed service is necessary to the welfare of Dubuque.

It strikes the Board that the willingness of the shippers at Dubuque to go to the trouble and expense of delivering their shipments to East Dubuque, or hiring them delivered to that point, in order to avail themselves of applicant's interstate freight "motor carrier" service to points west of Dubuque, is also good evidence that there is a necessity for the service herein proposed.

The Board is also favorably impressed by the substantial testimony regarding the financial and other qualifications of applicant.

After fully considering the record in this case, we are of the opinion and find 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 as soon as it has complied with the necessary additional requirements of the law and rules and regulations.

No. H-1439—1932. Burlington Transportation Co., Chicago, Illinois. Application for approval to amend routes covered by Certificates of Convenience and Necessity Nos. 247 and 252. Approved under resolution dated December 9, 1931.

Filed November 23, 1931. Closed December 9, 1931.

No. H-1440—1932. G. E. Bruce, owner and operator of Bruce Transfer and Storage Company, Des Moines. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines and the south line of the State of Iowa. Authorized under Certificate No. 385, issued December 14, 1931.

Filed December 11, 1931. Closed December 14, 1931.

No. H-1441—1932. Frank & Morton Transfer, Atlantic, a partnership composed of George Frank and A. L. Morton. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way, eastbound between Atlantic and Redfield. Authorized December 17, 1931, and Certificate No. 388 issued December 29, 1931.

Filed December 16, 1931. Closed December 29, 1931.

No. H-1442—1932. Hartliep Transit Company, Inc., Sioux City. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Sioux City and the east line of the state at Clinton. Authorized by Certificate No. 393 issued under date of February 27, 1932.

Filed December 16, 1931. Closed February 27, 1932.

No. H-1443—1932. Brady Transfer & Storage Company, Inc., Fort Dodge. Application for authority to operate as a motor carrier of freight between Fort Dodge, Duncombe, High View, Webster City, Blairsburg, Jewell, Ames, Huxley, Ankeny and Des Moines. Full hearing was held February 24, 1932, and authority granted under date of March 14, 1932. On April 9, 1932, Board issued Order denying application for rehearing and suspension of Commission's order granting a Certificate of Convenience and Necessity in above application and Certificate No. 403 was issued May 2, 1932.

Filed December 14, 1931. Closed May 2, 1932.

No. H-1444—1932. Stoneburner & Company Motor Carriers, Shenandoah. Application for authority to extend route for the transportation of freight, interstate exclusively, from Clarinda to Bedford. Granted December 18, 1931. Operating rights transferred to Iowa Transit Lines, Shenandoah. (See Docket No. H-1486.) Resolution amending Certificate No. 270 issued October 20, 1932.

Filed December 16, 1931. Closed October 20, 1932.

No. H-1445—1932. Brady Transfer and Storage Co., Inc., Fort Dodge. Application for authority to operate as a motor carrier of freight between Fort Dodge, Duncombe, High View, Webster City, Blairsburg, Williams, Alden, Iowa Falls, Ackley, Austinville, Aplington, Parkersburg, Sinclair, New Hartford, Benson, Cedar Falls and Waterloo, except locally between Cedar Falls, Waterloo and points intermediate thereto. Full hearing was held on February 24, 1932, and application denied under date of March 14, 1932. On April 9, 1932, Order was issued denying the application for rehearing and suspension of the order denying authority. Chairman Richardson dissenting.

Filed December 14, 1932. Closed April 9, 1932.

No. H-1446—1932. Charles T. Durand, owner and operator National Transfer & Storage Co., Marshalltown, and C. E. Dragoun, owner and operator Dragoun Transfer and Storage Company, Ames. Application for approval of proposed transfer of part of operating rights conveyed under Certificate No. 293, to transport freight locally between Des Moines, Ames and points intermediate thereto. Granted by resolution dated December 18, 1931, and on the same date Certificate Nos. 293 and 303 were so amended.

Filed December 17, 1931. Closed December 21, 1931.

No. H-1447—1932. Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Chicago, Illinois. Application for authority to discontinue service at Lavinia, Certificate No. 213. Granted and Certificate No. 213 amended by resolution issued under date of December 21, 1931.

Filed December 21, 1931. Closed December 21, 1931.

No. H-1448—1932. Interstate Transit Lines, Inc., Omaha, Nebraska. Application for authority to discontinue service between Grundy Center, Morrison, Reinbeck, Hudson and Waterloo under Certificate No. 7. On December 29, 1931, the Board authorized suspension of service from Friday, January 1, 1932, to Friday, April 1, 1932. On April 1, 1932, a resolution was issued authorizing the discontinuance of service and amending Certificate No. 7.

Filed December 23, 1931. Closed April 5, 1932.

No. H-1451—1932. Grant L. Garrey, Manchester. Application for authority to operate as a motor carrier of freight between Manchester, Ryan, Coggon, Central City, Alburnett and Cedar Rapids, except for the transportation of freight originating at or destined to Marion. Full hearing was held February 26, 1932, and on August 4, 1932, decision granting authority was issued as follows: Commissioner Webster dissenting:

For the Applicant—Paul Toomey, Atty., Iowa City, Iowa; H. J. Swift, Atty., Manchester, Iowa; Grant L. Garrey, Manchester, Iowa.

For the Illinois Central Railroad Company, Objector—Lee C. Shuttleworth, Atty., Cedar Rapids, Iowa.

On the 24th day of December, 1931, Grant L. Garrey of Manchester, Iowa, made application to this Board for a Certificate of Convenience and Necessity to operate as a motor carrier for the transportation of freight between Manchester, Ryan, Coggon, Central City, Alburnett and Cedar Rapids in Delaware and Linn Counties, except that originating at or destined to Marion.

Pursuant to notice published in the manner prescribed by law, hearing was called on February 11, 1932, at Cedar Rapids, but for cause was postponed to February 23, and later to February 26, at Cedar Rapids, at which time full hearing was had and a reasonable time allowed for both the applicant and the objectors to submit written briefs and arguments.

Written objections to the granting of the application were submitted on behalf of the Illinois Central Railroad Company, Central Transportation Company, the Booster Club of the Illinois Central Railroad Company, Brotherhood of Railroad Trainmen, Division No. 341, Waterloo, Iowa, and Senator Edward J. Wenner, Waterloo, Iowa. Petition signed by approximately 507 persons, the majority of whom are located at Waterloo, protesting to the granting of the application was filed by Mr. H. E. Benham, Local Chairman, Brotherhood of Railroad Trainmen, Waterloo, Iowa. Other petitions both favoring and opposing the application were submitted at the hearing.

Numerous witnesses introduced at the hearing by both the applicant and the objectors testified as to the transportation facilities now available, the service proposed and the character of the applicant.

The Illinois Central Railroad Company has for many years maintained a branch line between the points applicant seeks to serve. The enormous investment this Company has in equipment and terminal facilities and the class of service it affords throughout this territory is well known without further discussion. Way freights are operated over this line daily, handling seasonal heated cars twice each week and iced cars once each week.

The applicant has successfully been operating trucks for a period of five years, the last two years being devoted primarily to operating over the route here involved as a private carrier, serving on contract several wholesale and jobbing houses at Cedar Rapids. The record also shows that some six other so-called private carriers are serving this territory. Applicant, operating tri-weekly, is now handling an average of fifteen tons of freight each week and estimates another fifteen tons is taken by the other private carriers. It is urged that the need for a certificated carrier is in part at least demonstrated by the amount of freight now being handled by the unregulated operators.

Witnesses representing the jobbers, manufacturers and three or four of the larger retail stores at Cedar Rapids testified that business had been lost to other cities because of the lack of certificated motor carriers; that points applicant proposes to serve are within the Cedar Rapids trade territory; that change in method of doing business has brought a demand for a different type of service, particularly in the handling of less than car load shipments, which has not been met by the rail lines; that in self defense it has been necessary to seek other modes of transportation, including the unregulated private carrier; that such arrangements are sought even at additional expense to the shipper, but as a whole are not satisfactory and result in discrimination against the smaller shippers; that freight the applicant would handle in the event certificate is granted is already lost and cannot be regained by the railroads under present methods of doing business; that the number of trucks now operating over this route would be decreased and numerous additional advantages would be offered through a regulated trucking service open to the public. The other witnesses from Cedar Rapids and Manchester also testified that

the service proposed would promote the public convenience and necessity. The majority of the witnesses from the intermediate points opposed the application, apparently with the thought that a motor carrier service might jeopardize the continuance of the rail line operation. As a whole, however, those handling merchandise suitable for truck transportation are now using some truck service. It is agreed by all that decreased service by rail is caused by lack of patronage; that a number of private carriers are now operating; and that a regulated motor carrier is preferable to a private operator. However, no solution for the problem now confronting the rail lines is offered by any.

The several representatives of the railroad brotherhoods opposed the application mainly because of a possible reduction in employment which may result from the establishment of this service. This Board appreciates, in this as well as in other cases, the stand taken by these organizations, but to discuss it here would merely be a repetition of what has been said in other cases. (See decision Docket H-1438.)

Counsel for the applicant points out through written brief and argument that "much traffic, particularly short haul L. C. L. shipments and in general, perishables, is now being moved by truck"; that the jobbers and manufacturers of Cedar Rapids desire and need the service proposed; that the applicant is qualified financially and otherwise to conduct the service; that necessity has forced the jobbers to seek service other than that afforded by the rail lines; that the best evidence as to the need for the service is shown by the amount of freight now being moved by the private carrier and, among other things, that "denial of certification will not restore to the railroad traffic now being carried by motor trucks."

Counsel for the objectors points out through written brief and argument that certificate should not be granted in order that the State of Iowa may secure the ton-mile revenue; the protection necessary for the enormous investment of the rail lines; the amount of the taxes they pay; the relationship between traffic and rates; that the matter of the contract carrier is for the attention of the Legislature and the condition thereby presented is not one to be remedied through the granting of a certificate; and that "the railroads are suffering from too much regulation, while their competitors have little, if any." It is conceded, however, "that under certain circumstances, motor truck transportation is more efficient and economical than transportation by rail. There are certain perishable commodities which may be conveniently handled for quick delivery by trucks. The commission houses for the most part operate their own trucks and where they do not, can readily contract for such delivery."

The Commission is in accord with the contention of Counsel for the objector. However, the question here to be determined is whether the service proposed will promote the public convenience and necessity and if so, whether applicant is qualified to conduct the operation. In deciding, the Commission realizes deeply its responsibility. Consideration must be given to the established system of transportation, the protection necessary to the investment it has made and any tendency to destroy that agency which would ultimately handicap rather than serve any transportation need. Consideration must also be given the situation confronting the shipper, both large and small, the demand for truck operation as it is in part demonstrated by existing conditions and the ability of the rail lines to satisfy this demand and regain that which it has lost. As to the latter, no solution or offer has been made.

This Commission, having heard the evidence and being fully advised in the premises, is of the opinion and hereby finds the service proposed will promote the public convenience and necessity; further that the applicant is qualified to conduct the operation.

Certificate will, therefore, issue as applied for as soon as the applicant has complied with the preliminary requirements of the Law and the Rules and Regulations Governing Motor Carriers.

Commissioner Webster dissenting: I cannot concur with the majority decision in this case.

Certificate No. 418 issued under date of August 11, 1932.

Filed December 24, 1931. Closed August 12, 1932.

No. H-1452—1932. Truck Owners Freight Company, Inc., Akron, Ohio. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines and the east line of the state at Davenport and between Des Moines and the west line of the state at Council Bluffs. Granted January 8, 1932, and Certificate No. 389 issued January 13, 1932.

Filed December 30, 1931. Closed January 14, 1932.

No. H-1453—1932. A. B. Fletcher, Centerville. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between the south line of the state at the south line of Appanoose County, Cincinnati, Streppyville, Centerville, Promise City, Bridgeport, Corydon, Millerton Crossroad, Chariton, Lucas, Norwood Crossroad, Liberty Center, Indianola, Evansville and Des Moines, except locally between the junction of Primary Road No. 137 and U. S. Highway No. 65, Des Moines and points intermediate thereto, and locally between Lucas and Chariton. Hearing on the application was held on February 9, 1932, and decision of the Board dated March 29, 1932, denying the authority requested follows:

For Applicant—Fee & Milani, Attys., Centerville, Iowa, by George A. Milani.

For Chicago, Rock Island and Pacific Railway Co., Objector—J. G. Gamble, Attorney for Iowa, by Mr. A. T. Blake, Asst. Atty., Des Moines, Iowa.

The application in this case was filed by A. B. Fletcher of Centerville, Iowa, on January 2, 1932, 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 between Des Moines, Evansville, Indianola, Liberty Center, Norwood Crossroad, Lucas, Chariton, Millerton Crossroad, Corydon, Bridgeport, Promise City, Centerville, Streppyville, Cincinnati and the south line of the State of Iowa in Polk, Warren, Lucas, Wayne and Appanoose Counties, Iowa, except for the transportation of local passengers and freight between Des Moines and the intersection of United State Highway No. 65 and Iowa Highway No. 137 and points intermediate thereto and local passengers and freight between Lucas and Chariton.

Applicant proposed to transport not to exceed two hundred pounds of freight at any one time on any of the passenger carrying motor vehicles proposed to be operated.

Hearing on this application was fixed for February 9, 1932, 1:30 P. M. at the office of the Board in Des Moines and notice of such hearing was published as required by law in each county in which applicant proposed to operate.

Full hearing was held on this application on February 9, 1932, at the office of the Board at the conclusion of which the case was taken under advisement.

Written objections to the granting of this application were filed by the Chicago, Burlington and Quincy Railroad Company, Burlington Transportation Company, Railway Express Agency, Inc., and the Chicago, Rock Island and Pacific Railway Company.

The applicant was present at the hearing and represented by Fee and Milani, Attorneys, Centerville, Iowa, by George A. Milani, and the Chicago, Rock Island and Pacific Railway Company, objector, was represented at the hearing by J. G. Gamble, its attorney for Iowa, Des Moines, by A. T. Blake, Assistant Attorney for Iowa.

In addition to the applicant, nine witnesses appeared at the hearing and offered testimony in support of the application. Six of these witnesses were from Centerville, Iowa, one from Mystic, Iowa, one from Ottumwa, Iowa, and one from Unionville, Missouri. The town of Centerville, Iowa, was therefore the only town proposed to be served by applicant which was represented by witnesses at the hearing.

The applicant also submitted letters from eleven persons favoring the granting of the application, one of which was from the Manager of a Hotel at Centerville, Iowa, one from the Mayor of the town of Promise City, Iowa, and the other nine were from residents of the state of Missouri.

Iowa Highway No. 14, between Chariton and Corydon, a distance of approximately eighteen miles, over which applicant proposed to operate, is a graded road but has not been surfaced and investigation made by this Commission during the early part of March, 1932, developed that this stretch of highway was impassable at that time. It has been the experience of this Commission that regular and dependable motor carrier service cannot be furnished over dirt roads and that it is usually necessary for the carrier to suspend operations during the rainy seasons and when the frost is coming out of the ground in the Spring.

Section 5105-A7 of said Chapter 252-A1 provides in part 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."

After fully considering the record in this case, the Commission is of the opinion and finds that applicant has failed to make a satisfactory showing that the establishment of the service proposed will promote the public convenience and necessity. The Certificate applied for is, therefore, denied.

Filed January 2, 1932. Closed May 26, 1932.

No. H-1454—1932. Ray Seaton, Eldon. Application to amend Certificates Nos. 54 and 315 to show the address of the holder as Washington. Approved January 4, 1932.

Filed January 4, 1932. Closed January 4, 1932.

No. H-1455—1932. Kansas City and Des Moines Motor Transport Company, Inc., Kansas City, Missouri. Application for revocation of Certificate No. 327. Revoked January 7, 1932.

Filed January 7, 1932. Closed January 7, 1932.

No. H-1456—1932. Lee A. Bingaman, Malvern. Revocation of Certificate No. 323. Revoked by resolution dated January 7, 1932.

Filed January 5, 1932. Closed January 7, 1932.

No. H-1457—1932. Fred L. Pittman, dba Pittman Motor Express Company, Sioux City. Failure to comply with the laws and rules and regulations governing motor carriers. Resolution revoking operating rights under Docket No. H-1058 issued by the Board April 27, 1932.

Filed January 8, 1932. Closed April 27, 1932.

No. H-1458—1932. C. L. McLeod, Iowa Falls. Revocation of Certificates Nos. 157, 158, 159 and 160, leased to the Merchants Transportation Company, Iowa Falls, a partnership composed of George F. Wiese and Arnold J. Krause. Revoked by resolution dated January 13, 1932.

Filed January 13, 1932. Closed January 13, 1932.

No. H-1460—1932. Mutual Trucking Company, Inc., Chicago, Illinois. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines and the south line of the state at Keokuk. Approved March 4, 1932, and Certificate No. 395 issued.

Filed January 18, 1932. Closed March 4, 1932.

No. H-1461—1932. Howard H. Holdcroft, dba Holdcroft Transportation Co., Sioux City. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines and Sioux City. Service inaugurated January 3, 1932. Order and Warrant issued to levy on equipment for failure to pay taxes and penalty. Taxes paid June 2, 1932.

Filed January 23, 1932. Closed June 2, 1932.

No. H-1462—1932. Trenton, Lineville and Leon Stages, Sedalia, Missouri. Application for approval of discontinuance of freight service permitted under Certificate No. 310. Approved by resolution dated January 28, 1932.

Filed January 26, 1932. Closed January 28, 1932.

No. H-1463—1932. Reliable Transit Company, Chicago, Illinois. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Cedar Rapids, Waterloo and Cedar Falls. Approved January 30, 1932, and Certificate No. 398 issued March 19, 1932.

Filed January 29, 1932. Closed March 21, 1932.

No. H-1464—1932. Ralph S. Thorsten, Lansing, dba Iowa-Wisconsin Stages. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Waukon, Church, Lansing and the east line of the state in Allamakee County. Approved and Certificate No. 414 issued to Ralph S. Thorsten dba Winneshiek Stage Lines, June 30, 1932.

Filed January 30, 1932. Closed June 30, 1932.

No. H-1465—1932. E. R. Bunnell, Avoca. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way eastbound over route between the west line of the state at Council Bluffs and Avoca. Service discontinued.

Filed January 30, 1932. Closed January 30, 1932.

No. H-1466—1932. F. D. McLeod, dba McLeod Transfer, Clear Lake, and James A. Cahill, Clear Lake. Application for approval of transfer of Certificate No. 256. Withdrawn.

Filed February 1, 1932. Closed March 18, 1932.

No. H-1467—1932. Mohawk Stage Lines Corporation, Chicago, Illinois. Revocation of Certificate No. 218. Revoked February 2, 1932.

Filed February 2, 1932. Closed February 2, 1932.

No. H-1468—1932. V. H. DeWald, Cedar Rapids. Application for authority to operate as a motor carrier of freight between Davenport and Cedar Falls, except between Cedar Falls and Cedar Rapids and points intermediate thereto and between Cedar Rapids and Lisbon and points intermediate and locally between Davenport and Tipton and points intermediate. Application withdrawn.

Filed February 2, 1932. Closed February 29, 1932.

No. H-1470—1932. Pickwick Greyhound Lines, Inc., of Illinois, Chicago, Illinois, and Interstate Transit Lines, Inc., Omaha, Nebraska. Application to transfer operating rights conveyed under Dockets Nos. H-972 and H-973. Granted by resolution dated February 3, 1932.

Filed February 3, 1932. Closed February 8, 1932.

No. H-1471—1932. Gus H. Wenzel, Britt. Amendment to Certificate No. 41 to show address of holder as Britt, Iowa, instead of Belmond. Date of resolution February 4, 1932.

Filed February 4, 1932. Closed February 4, 1932.

No. H-1472—1932. Con Heiden, Denison. Revocation of Certificate No. 373. Revoked February 10, 1932.

Filed February 2, 1932. Closed February 10, 1932.

No. H-1473—1932. Northland Transportation Company, Inc., Minneapolis, Minnesota. Application to abandon passenger motor carrier service between the west line of the state at Council Bluffs and Sioux City. Approved by resolution dated February 3, 1932.

Filed February 3, 1932. Closed February 8, 1932.

No. H-1474—1932. Pickwick Greyhound Lines, Inc., of Illinois, Chicago, Illinois. Application to abandon passenger motor carrier service between the west line of the state at Council Bluffs and the east line at Clinton. Granted by resolution dated February 3, 1932.

Filed February 3, 1932. Closed February 8, 1932.

No. H-1475—1932. Northland Transportation Co., Inc., Minneapolis, Minnesota. Application for discontinuance of service permitted by Certificate No. 285, between the west line of the state at Council Bluffs and the north line of the state near Armstrong. Revoked February 5, 1932.

Filed February 5, 1932. Closed February 5, 1932.

No. H-1476—1932. Pickwick Greyhound Lines, Inc., of Illinois, Chicago, Illinois. Revocation of Certificate No. 207, covering interstate passenger motor carrier route between the west line of the state at Council Bluffs and the east line of the state at Clinton. Revoked February 5, 1932.

Filed February 5, 1932. Closed February 5, 1932.

No. H-1477—1932. N. M. Waite, Oxford Junction. Application for authority to operate as a motor carrier of freight between Cedar Rapids, Marion, Springville, Anamosa, Wyoming, Monmouth, Baldwin and Maquoketa, except locally between Cedar Rapids, Anamosa and points intermediate thereto. As above authority was denied January 26, 1932 (Docket No. H-1404), and the required six months not having elapsed before a new application could be made, application was dismissed without prejudice. The case was reopened under date of July 11, 1932, but before hearing was held application was withdrawn and the case dismissed without prejudice.

Filed February 8, 1932. Closed March 18, 1932.

Reopened July 11, 1932. Closed October 8, 1932.

No. H-1478—1932. Melvin Bare, Pisgah. Revocation of Certificate No. 356. Revoked by resolution dated February 11, 1932.

Filed February 10, 1932. Closed February 11, 1932.

No. H-1479—1932. James C. Allen, Guthrie Center, and the United Freight Lines, Adel, a partnership composed of D. N. Hiatt, Adel, and M. L. Canott, Des Moines. Joint application for approval of transfer of Certificate No. 185. Approved February 29, 1932.

Filed February 15, 1932. Closed March 1, 1932.

No. H-1480—1932. Fred L. Pittman, dba Pittman Motor Express Co., Sioux City. Joint application to transfer operating rights conveyed under Docket No. H-1058 to the Union Truck Depot, Inc., Sioux City. Withdrawn.

Filed February 16, 1932. Closed April 27, 1932.

No. H-1482—1932. Film Transport Company, Omaha, Nebraska. Application for authority to operate as a motor carrier of motion picture films and accessories, interstate exclusively, over the following routes:

Route No. 1 between the west line of the state at Council Bluffs, Glenwood, Tabor, Sidney, Shenandoah, Clarinda, Villisca, Red Oak, Emerson, Malvern, Glenwood and the west line of the state at Council Bluffs.

Route No. 2 between the west line of the state at Council Bluffs, Glenwood, Tabor, Sidney, Shenandoah, Red Oak, Emerson, Malvern, Glenwood and the west line of the state at Council Bluffs.

Route No. 3 between the west line of the state at Council Bluffs, Glenwood, Malvern, Emerson, Red Oak, Emerson, Malvern, Glenwood and the west line of the state at Council Bluffs.

Route No. 4 between the west line of the state at the west line of Fremont County, Sidney, Shenandoah, Clarinda, Villisca, Red Oak, Emerson, Malvern, Glenwood and the west line of the state at Council Bluffs. Approved and Certificate No. 412 issued July 18, 1932.

Filed January 8, 1932. Closed June 15, 1932.

No. H-1483—1932. R. A. Wilson, Grant. Application to discontinue service permitted by Certificate No. 232, over route between Grant and Villisca. Revoked by resolution dated February 18, 1932.

Filed February 18, 1932. Closed February 18, 1932.

No. H-1484—1932. J. C. Barnes, Griswold, and John C. Christensen, Council Bluffs. Joint application for approval to transfer Certificate No. 353. Approved by resolution dated April 22, 1932.

Filed February 20, 1932. Closed April 22, 1932.

No. H-1486—1932. Stoneburner & Company Motor Carriers, Shenandoah, and Iowa Transit Lines, Shenandoah. Joint application to transfer Certificate No. 270 and operating rights conveyed under Docket No. H-1444. Approved by resolution dated February 22, 1932.

Filed January 8, 1932. Closed February 23, 1932.

No. H-1487—1932. Corn Belt Transportation Company, Chicago, Illinois, a partnership composed of C. A. Kuhnes, Chicago, Ill., L. M. Kuhnes, Omaha, Nebraska, and B. A. Kuhnes, Chicago, Ill. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines, Altoona, Colfax, Newton, Grinnell, Brooklyn, Carnforth, Victor, Ladora, Marengo, Homestead, Tiffin, Coralville, Iowa City, West Liberty, Wilton Junction, Durant, Davenport and the east line of the State of Iowa. Authorized by resolution dated March 1, 1932.

Filed February 23, 1932. Closed March 1, 1932.

No. H-1488—1932. Kenneth Murdock, Brooks, and J. W. Evans, Corning. Application for approval to transfer Certificate No. 189. Approved by resolution dated February 29, 1932.

Filed February 25, 1932. Closed March 1, 1932.

No. H-1489—1932. Fred Holcomb, Plymouth, and Alvin C. Buechele, Grafton. Application for approval of transfer of Certificate No. 330. Approved February 29, 1932, Certificate No. 248 being extended to include rights conveyed by Certificate No. 330, said Certificate being revoked by resolution dated February 29, 1932.

Filed February 25, 1932. Closed February 29, 1932.

No. H-1490—1932. J. R. England, Marshalltown, dba Blue Line Freighters, and Charles T. Durand, owner and operator National Transfer & Storage Co., Marshalltown. Application for approval to transfer Certificate No. 276. Approved by resolution dated February 29, 1932.

Filed February 29, 1932. Closed February 29, 1932.

No. H-1491—1932. "On Time" Transfer Company, Inc., Omaha, Nebraska. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the east line of the state at Clinton and the west line at Council Bluffs. Authorized by resolution dated March 22, 1932, and Certificate 399 issued.

Filed February 27, 1932. Closed March 23, 1932.

No. H-1493—1932. Clyde O. Graham, Atlantic. Application to amend Certificate No. 17 as to route therein described. Approved April 26, 1932.

Filed March 1, 1932. Closed April 26, 1932.

No. H-1494—1932. Kenneth Murdock, Brooks, and Robert F. Robbins, Malvern. Joint application to terminate lease under Certificate No. 189. Approved by resolution dated February 29, 1932.

Filed February 25, 1932. Closed March 1, 1932.

No. H-1495—1932. Elmer L. Buckingham, dba Twin Cities-Des Moines Motor Ways, Minneapolis, Minn. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines, Ankeny, Huxley, Ames, Nevada, Iowa Falls, Hampton, Sheffield, Rockwell, Mason City, Kensett, Northwood and the north line of the State of Iowa. Approved April 21, 1932, and Certificate No. 402 issued April 27, 1932.

Filed February 29, 1932. Closed April 27, 1932.

No. H-1496—1932. H. G. Roberts, Audubon, and Roberts Transfer, Audubon, a partnership composed of W. S. Roberts and W. A. Roberts. Joint application to transfer Certificate No. 383. Approved March 3, 1932.

Filed February 8, 1932. Closed March 3, 1932.

No. H-1497—1932. F. D. McLeod, Clear Lake, and George L. Heimendinger, Mason City. Application for approval to transfer Certificate No. 256. Approved by resolution dated March 17, 1932.

Filed March 2, 1932. Closed March 17, 1932.

No. H-1498—1932. Central Transportation Co., Chicago, Illinois. Application for authority to change route within Winthrop under Certificate No. 222. Granted by resolution dated March 9, 1932.

Filed March 2, 1932. Closed March 8, 1932.

No. H-1499—1932. Mrs. Margaret Drake, Garner, and Fred Grell, Garner. Application for approval to transfer Certificate No. 37. Approved by resolution dated March 18, 1932. Amendment issued March 30, 1932, correcting name to Ferd Grell, Garner.

Filed February 18, 1932. Closed March 18, 1932.

No. H-1500—1932. Western Freight Lines, Inc., Chicago, Illinois. Application for authority to operate as a motor carrier of freight, interstate exclusively, between points named as follows:

Route No. 1. The east line of the state at Davenport and Iowa City. Route No. 2. Iowa City and Des Moines. Route No. 3. Iowa City and Cedar Rapids. Route No. 4. The east line of the state at Clinton, Cedar Rapids, Independence and Waterloo. Granted by resolution dated September 8, 1932.

Filed March 5, 1932. Closed September 8, 1932.

No. H-1501—1932. Robert F. Robbins, Malvern. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way from the west line of the state at Council Bluffs to Glenwood and Malvern. Approved by resolution dated March 11, 1932, and Certificate No. 396 issued.

Filed March 4, 1932. Closed March 12, 1932.

No. H-1502—1932. Hartliep Transit Company, Inc., Sioux City. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Sioux City, Salix, Sloan, Whiting, Onawa, Blencoe, River Sioux, Mondamin, Missouri Valley, Loveland, Honey Creek, Crescent and the west line of the state at Council Bluffs. Granted and Certificate No. 408 issued May 17, 1932.

Filed March 2, 1932. Closed May 17, 1932.

No. H-1503—1932. Andrew De Winter, Clarinda, and Southern Iowa Transit Line, Clarinda, a partnership composed of Ray H. Fairbanks, St. Joseph, Missouri, and Andrew De Winter, Clarinda. Application for approval to transfer Certificate No. 379. Approved by resolution dated March 14, 1932.

Filed February 24, 1932. Closed March 14, 1932.

No. H-1504—1932. Alvin L. Cox, owner and operator Air-Line Motor Express, Des Moines. Revocation of Certificate No. 338. Revoked March 15, 1932. Reinstated by resolution dated March 18, 1932.

Filed March 15, 1932. Closed March 15, 1932.

Reopened March 18, 1932. Closed March 18, 1932.

No. H-1505—1932. C. R. Hastings, dba Thoroughbred Stage Lines, St. Joseph, Missouri, and Burlington Transportation Company, Inc., Chicago, Illinois. Joint application for approval to transfer Certificate No. 363. Approved by resolution dated March 15, 1932.

Filed March 7, 1932. Closed March 15, 1932.

No. H-1506—1932. Corn Belt Transportation Company, Chicago, Illinois, a partnership composed of C. A. Kuhnes, Chicago, Illinois, L. M. Kuhnes, Omaha, Nebraska, and R. A. Kuhnes, Chicago, Illinois. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Council Bluffs and Des Moines. Granted and Certificate No. 401 issued April 1, 1932.

Filed March 15, 1932. Closed April 1, 1932.

No. H-1507—1932. D. N. Hiatt, Adel. Application to extend route as a motor carrier of freight from Minburn to Ogden, Beaver, Grand Junction and Jefferson. Full hearing held June 7, 1932, and on November 1, 1932, the Board rendered a decision denying the application as follows:

For the Applicant—D. C. Nolan, Atty., Iowa City, Iowa; D. N. Hiatt, Adel, Iowa.

For the C. & N. W. Ry. Co., Objector—Davis, McLaughlin & Hise, Attys., by James C. Davis, Jr., Des Moines, Iowa.

For the C., M., St. P. & P. R. R. Co., Objector—Hughes, O'Brien & Faville, Attys., Des Moines, Iowa, by S. S. Faville.

For the Railway Express Agency, Inc., Objector—Davis, McLaughlin & Hise, Attys., by James C. Davis, Jr., Des Moines, Iowa; Grant Propst, Route Agent, Des Moines, Iowa.

On the 16th day of March, 1932, D. N. Hiatt, of Adel, Iowa, made application to this Board for a Certificate of Convenience and Necessity to operate as a motor carrier for the transportation of freight between Minburn, Ogden, Beaver, Grand Junction and Jefferson as an extension of circuitous route now operated from Des Moines to Waukee, Dallas Center, Minburn, Adel, Waukee and Des Moines.

Pursuant to notice published in the manner prescribed by law, full hearing was held at the office of this Board in Des Moines on June 7, 1932.

Written objections to the granting of the application were filed on behalf of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company and the Chicago & North Western Railway Company. In addition to the two objectors named, the Railway Express Agency, Inc., also opposed the application at hearing.

Numerous witnesses were heard and much other evidence was introduced by both those favorable and those opposed to the granting of the operating rights applied for.

Service proposed by the applicant is shown as follows:

Daily except Sundays and Holidays

READ DOWN		TOWNS	READ UP	
11:00 A. M.	3:00 A. M.	Lv. Des Moines	Ar.	10:25 A. M.
11:30 A. M.	No service	Lv. Waukee	Ar.	9:50 A. M.
11:50 A. M.	No service	Lv. Dallas Center	Ar.	No service
12:40 P. M.	No service	Lv. Minburn	Ar.	9:15 A. M.
2:00 P. M.	5:00 A. M.	Lv. Ogden	Ar.	8:30 A. M.
2:30 P. M.	No service	Lv. Beaver	Ar.	7:55 A. M.
3:15 P. M.	5:45 A. M.	Lv. Grand Junction	Ar.	7:35 A. M.
3:30 P. M.	6:00 A. M.	Ar. Jefferson	Lv.	7:00 A. M.

Applicant's proposed rates are from ten to twenty-five per cent below those of the rail lines, including store door delivery and pick up. For the most part the freight will be handled through terminal at Des Moines and delivered through the local draymen. The applicant contends that much freight is now being moved to the territory involved by the so-called "private carrier"; that the tonnage so being handled would be diverted to a certificated line; that very little, if any, freight would be taken from the rail lines; that the service now afforded by the existing transportation agencies is not sufficient for the needs of the communities involved; that the shippers and receivers of freight are now demanding a flexible expedited operation at less than rail line rates, which would be satisfied through the establishment of the operation proposed. It is also contended that freight handled by trucks is subjected to less damage than when handled by rail, apparently, for one reason, it passes through fewer hands.

Objections raised to the establishment of a motor carrier operation are set out as follows:

1. There is no public necessity or demand for the service proposed.

2. Granting of the certificate applied for will not serve the public convenience and necessity.

3. The service afforded by the existing transportation agencies is adequate to the needs of the territory involved.

4. "If the proposed service is instituted, the public convenience and necessity will be seriously affected in that rail carriers operating between said points will be required to curtail the service now furnished and this will affect, not only the communities above named, but others which are now served by trains operated through the said towns and communities."

5. That applications for certificates to furnish similar service to the towns here involved were recently denied and "that there has been no change in the transportation facilities furnished such communities, service to which applicant now desires to furnish, and in the question of public convenience and necessity as regards service to such communities has been definitely settled and adjudicated by the findings of the Commission in the cases above referred to; that this application is merely an effort to try again a matter which has been fully determined and adjudicated after full and public hearing."

Tables showing trains handling less than carload freight and express between the points here involved are set out as follows:

FREIGHT SERVICE

		CMSTP&P		C&NW	M&STL	
Des Moines	Lv.	11:00PM **	5:25AM	*** 8:30PM	8:30PM	**8:00AM
Ogden	Lv.			*** 8:40AM	*12:55PM	
Beaver	Lv.			*** 8:55AM		
Grand Jct.	Lv.			*** 9:50AM	11:55PM	12:10PM
Jefferson	Ar.	6:00AM	**11:00AM	***11:00AM		

		M&STL		C&NW	CMSTP&P
Jefferson	Lv.			***12:15PM	*9:10AM
Grand Jct.	Lv.	1:20AM	*10:30AM	*** 1:00PM	
Beaver	Lv.			*** 1:30PM	
Ogden	Lv.	*11:00AM		*** 2:15PM	
Des Moines	Ar.	4:35AM	1:30PM	***12:50PM	*3:00PM

*Tues., Thurs., Sat.

**Mon., Wed., Fri.

***Trains peddling Des Moines merchandise alternate days.

EXPRESS SERVICE

		CMSTP&P		C&NW		M&STL	
Des Moines	Lv.	5:25PM	7:10AM	10:05PM	10:00AM	7:30PM	7:30AM
Ogden	Lv.			11:49PM	1:40PM		12:55PM
Beaver	Lv.						
Grand Jct.	Lv.			12:02AM	2:00PM	9:17PM	9:15AM
Jefferson	Ar.	7:45PM	9:57AM	12:12AM	2:11PM		

		M&STL		C&NW		CMSTP&P	
Jefferson	Lv.			11:16AM	8:35PM	8:47AM	9:46PM
Grand Jct.	Lv.	5:29PM	5:48AM	11:29AM	8:47PM		
Beaver	Lv.						
Ogden	Lv.	11:00AM		11:51AM	9:05PM		
Des Moines	Ar.	7:15PM	7:40AM	1:59PM	12:35AM	11:30AM	11:55PM

It is suggested that insofar as breakage is concerned freight received by the applicant at the truck terminals in Des Moines will be handled the same number of times as is required in rail line transportation; that any demand for the service contemplated is caused by the increase in rail line rates and that all rail lines "operating in Iowa have agreed, subject to formal ratification, to reduce their intrastate rates to the old level."

This Commission fully appreciates that the rail lines are now suffering from a decided decrease in revenue caused in part by conditions and traffic diverted to other forms of transportation, including the many trucks upon the highways, only a small portion of which are subject to regulation. The recent increase in rail rates came at a time when the strictest economy was necessary to continue in business and has caused shippers to turn to trucks as a more economical form of transportation. With the diminishing traffic, it has been necessary for the rail lines to seek means of curtailing operating costs through, among other things, reduction of employment and train service. Shorter buying on the other hand requires frequent expeditious operation. The seriousness of the situation has placed upon this Board greater responsibility. Unquestionably the truck has become an important factor in transportation and has its place in our transportation system. Destructive competition must, however, be avoided. It is suggested the truck line here proposed will furnish the convenience and advantage of a flexible operation including store door delivery and pick-up service at a rate lower than that of the rail line, but it appears that the manner in which freight will be handled by the applicant does not differ materially from that used by the other transportation agencies. Neither this convenience nor the cheaper rate offered, although not assured by the applicant, constitute factors which alone warrant establishment of a motor carrier operation.

This Board, having heard the testimony of the parties hereto, giving careful consideration to the reasons offered for and the objections presented to the granting of the application, and having viewed the issues herein from all angles, finds that there is not sufficient proof of convenience and necessity as required by the statute to grant the application

Certificate applied for is, therefore, denied.

Filed March 16, 1932. Closed November 4, 1932.

No. H-1509—1932. Reliable Transit Company, Chicago, Illinois. Application to amend Certificate No. 361 to show name of holder as Reliable Transit Company, a corporation of Chicago, Illinois. Granted March 19, 1932.

Filed March 19, 1932. Closed March 21, 1932.

No. H-1510—1932. John Whallon Zinnel, Omaha, Nebraska, dba "Z" Line Transfer Company. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the east line of the state at Clinton and the west line at Council Bluffs. Granted. Certificate No. 400 issued March 30, 1932.

Filed March 14, 1932. Closed March 31, 1932.

No. H-1511—1932. Corn Belt Stages, Inc., Sioux City. Application for authority to operate as a motor carrier of passengers and a limited amount of freight (200 pounds) between Spirit Lake, Okoboji, Arnolds Park, Milford, Fostoria, Spencer, Everly, Cross Road, Hartley and Sanborn as part of route between Spirit Lake and Sioux City. This case was fully heard at Spirit Lake on May 25, 1932, and under date of July 21, 1932, decision granting the application in part was issued, as follows:

For Applicant—Bedell & Bedell, Attys., by W. B. Bedell, Spirit Lake, Iowa.

For Interstate Transit Lines, Objector—Davis, McLaughlin & Hise, Attys., by James C. Davis, Jr., Des Moines, Iowa.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Objector—Hughes, O'Brien & Faville, Attys., by Willis J. O'Brien, Des Moines, Iowa.

On the 16th day of March, 1932, the Corn Belt Stages, Inc., Sioux City, Iowa, made application to this Board for a Certificate of Convenience and Necessity authorizing it to operate as a motor carrier for the transportation of passengers and a limited amount of freight (200 pounds) between Spirit Lake, Okoboji, Arnolds Park, Milford, Fostoria, Spencer, Everly Cross Road, Hartley and Sanborn as part of route between Spirit Lake and Sioux City.

Pursuant to notice published in the manner prescribed by law, full hearing was held at Spirit Lake on May 25, 1932.

The applicant was recently granted a certificate for route between Sioux City, James, Hinton, Merrill, LeMars, Oyens Cross Road, Remsen, Marcus, Germantown, Paullina, Primghar, Sanborn, Allendorf Cross Road, Ocheyedan, Harris, Lake Park Cross Road, Montgomery Cross Road, Triboji Beach and Spirit Lake with restrictions as to certain local service. It is the purpose here to operate over route proposed in conjunction with present service.

Written objections to the application have been submitted on behalf of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company and the Interstate Transit Lines. A number of witnesses were introduced at the hearing by both the applicant and the objectors. The majority of those testifying in behalf of the application represent lake resorts at or near Arnolds Park, Okoboji and Spirit Lake and are here interested in transportation facilities, particularly from Sioux City and connecting points. Witnesses representing other points on the route proposed contend transportation facilities now available are adequate, and that even so for that distance travel to and from the lakes is mostly by private conveyance and would continue in that manner, regardless of the establishment of bus service. Resolution protesting the granting of the application was submitted by the Board of Directors of the Spencer Chamber of Commerce. Petitions protesting against the establishment of service proposed were submitted from various points in numbers set out as follows:

Towns	Signatures
Spirit Lake	56
Arnolds Park	20
Milford	30
Fostoria	21
Spencer	108
Hartley	21
Everly	19

The Interstate Transit Lines, serving various routes within the state, has for some time operated busses between Sioux City and Minneapolis via, among other points, Storm Lake, Spencer and Spirit Lake. Rights for this line were in part procured by taking over local operations between Storm Lake and Spencer and between Spencer and Spirit Lake. Service on this line has been gradually reduced to one round trip daily. Statement submitted by this carrier shows average passenger revenue per coach mile during the period May, 1931, to and including April, 1932, as follows:

PERIOD	Average passenger revenue per coach mile, in cents			
	Northbound		Southbound	
	9:15AM	7:00PM	9:00AM	5:30PM
May to and including August, 1931...	23.38	14.89	16.84	14.13
September, 1931, to and including February, 1932	12.86	14.06	12.47	11.89
Grand average May, 1931, to and including February, 1932.....	18.12	14.47	14.65	13.01

PERIOD	Northbound 7:00 PM	Southbound 9:45 PM
February, March and April, 1932.....	22.11	13.07

This carrier contends, among other things, that present transportation facilities are adequate, but it stands ready and willing to establish any additional service found to be necessary. It is also contended that the number of short haul passengers has reduced materially while the tendency to use private conveyance has increased.

After a careful consideration of the record in this case, this Board is of the opinion and hereby finds the service proposed over portion of route between Sanborn, Hartley, Everly Cross Road, Spencer, Fostoria and Milford will not promote the public convenience and necessity; further, that service proposed over portion of route between Spirit Lake, Okoboji and Arnolds Park will promote the public convenience and necessity as extension of present route between Sioux City and Spirit Lake.

Certificate will issue accordingly.

No. H-1512—1932. Jefferson Transportation Co., Minneapolis, Minnesota. Application to change route within Iowa Falls. Hearing held May 24, 1932, and on July 20, 1932, the Board rendered a decision, denying the application, as follows:

For the Jefferson Transportation Company—W. W. Quaintance, Secy., Minneapolis, Minn.; F. R. Fockler, Supt., Iowa Falls, Iowa.

For the Arling Hotel, Iowa Falls, Objector—Bryson & Bryson, Attys., by C. A. Bryson, Iowa Falls, Iowa.

On February 9, 1932, the Jefferson Transportation Company, a corporation of Minneapolis, Minnesota, operating busses over various routes within the state, made application to this Board for authority to change route within Iowa Falls.

On the 22nd day of March, the Commission received complaint alleging failure to stop at both hotels in Iowa Falls resulted in discrimination against the Arling Hotel.

Pursuant to notice, hearing in this matter was fully heard on Tuesday, May 24, 1932, at the Community Club in Iowa Falls.

The carrier contends, "that because of the safety factor and the inconvenience to the largest number of patrons it is not asking too much for us to adhere to the regular route over U. S. Highway 65 and use but one depot, namely the Woods Hotel in Iowa Falls." The complainant contends that the carrier has made regular stops at both the Arling and Woods Hotels; that a reasonable route is available to both hotels; that the discontinuance of the stop at the Arling Hotel is inconvenient to the travelling public, has caused loss of patronage and is a discrimination against that hotel.

After careful consideration of the record in this case, this Board is of the opinion and hereby finds that a reasonable route is available to the Arling Hotel and because of operating conditions peculiar to Iowa Falls, that stops should be made at both the Woods and Arling Hotels. It is, therefore, ordered that the Jefferson Transportation Company shall, within the next five days, arrange to operate accordingly.

Filed February 9, 1932. Closed July 20, 1932.

No. H-1513—1932. F. M. Merriman, Melcher. Application for authority to operate as a motor carrier of freight between Des Moines, Carlisle, Hartford, Pleasantville, Dallas and Melcher. Application withdrawn.

Filed March 23, 1932. Closed March 29, 1932.

No. H-1514—1932. Mutual Trucking Company, Inc., Chicago, Illinois. Revocation of Certificate No. 395. Revoked by resolution dated March 24, 1932.

Filed March 23, 1932. Closed March 24, 1932.

No. H-1515—1932. Universal Carloading and Distributing Company, a corporation of New York, New York. Revocation of Certificate No. 366. Revoked by resolution dated March 24, 1932.

Filed March 19, 1932. Closed March 24, 1932.

No. H-1516—1932. R. L. Smith Motor Service Co., Moville, and Adam Funk, Moville. Application for approval to transfer Certificate No. 42. Application withdrawn.

Filed March 23, 1932. Closed April 27, 1932.

No. H-1517—1932. Alvin L. Cox, owner and operator Air Line Motor Express, Des Moines, and Frank I. Abbott, Chicago, Illinois, dba Air Line Motor Express. Joint application for the transfer of Certificate No. 338 to Frank I. Abbott. Granted by resolution dated April 30, 1932.

Filed March 29, 1932. Closed May 2, 1932.

No. H-1518—1932. J. R. Nissen, Colome, South Dakota. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way, between the west line of the State of Iowa at Council Bluffs and the west line of the State of Iowa at Sioux City. Granted by resolution dated June 30, 1932, and Certificate No. 406 issued.

Filed March 29, 1932. Closed June 30, 1932.

No. H-1519—1932. Herman H. Claussen, Manning. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Council Bluffs and Coon Rapids. Permission to operate granted April 27, 1932, and on June 17, 1932, Certificate No. 413 was issued.

Filed March 30, 1932. Closed June 17, 1932.

No. H-1521—1932. Interstate Transit Lines, a corporation of Omaha, Nebraska. Application for authority to transport a limited amount of freight on passenger carrying motor vehicles, operating over the various routes served. Granted except between Des Moines, Luther and Boone,

and resolution amending and extending Certificates Nos. 4, 7, 47, 96, 116, 146, 169, 240, 275, 322 and 384 issued under date of August 1, 1932.

Filed April 7, 1932. Closed August 1, 1932.

No. H-1522—1932. V. W. Cochran, Lorimor. Application for authority to operate as a motor carrier of freight between Des Moines, Norwalk, Bevington, Patterson, Winterset and Lorimor, except locally between Des Moines, Winterset and points intermediate thereto. Application was fully heard on May 10, 1932, and denied under date of July 19, 1932.

Filed April 6, 1932. Closed July 19, 1932.

No. H-1523—1932. Burlington Transportation Company, Chicago, Illinois. Application to amend Certificate No. 362 as to route within Des Moines. Amended by resolution dated April 15, 1932.

Filed April 8, 1932. Closed April 15, 1932.

No. H-1525—1932.

GEORGE L. HEIMENDINGER, MASON CITY, *Complainant*,

v.

M. F. SCHLICK, CHARLES CITY, *Defendant*.

Decided May 13, 1932

COMPLAINT AS TO TIME SCHEDULE OF OPERATION NO. 3, EFFECTIVE APRIL 4, 1932, UNDER CERTIFICATES OF CONVENIENCE AND NECESSITY NOS. 117 AND 176, HELD BY M. F. SCHLICK OF CHARLES CITY.

Held, after hearing, that trip leaving Mason City 10:00 A. M. and returning from Charles City at 1:30 P. M. was not necessary for local service between Mason City and Charles City.

For Geo. L. Heimendinger, Mason City, Iowa—Breese & Cornwell, Attys., Mason City, Iowa, by Garfield E. Breese; Geo. L. Heimendinger, Mason City, Iowa.

For M. F. Schlick, Charles City, Iowa—C. A. Hanson, Traffic Mgr., Chamber of Commerce, Waterloo, Iowa; M. F. Schlick, Charles City, Iowa.

On the 11th day of April, 1932, George L. Heimendinger of Mason City, Iowa, filed with this Board complaint as to Time Schedule of Operation No. 3, effective April 4, 1932, under Certificates of Convenience and Necessity Nos. 117 and 176, held by M. F. Schlick of Charles City.

Hearing in the matter was fixed for and fully heard at Mason City on April 22, 1932, after which the case was taken under advisement.

George L. Heimendinger holds, among others, Certificate of Convenience and Necessity No. 16, authorizing freight motor carrier service between Mason City, Nora Springs, Rudd, Floyd and Charles City. M. F. Schlick of Charles City holds Certificates of Convenience and Necessity Nos. 117 and 176, authorizing freight motor carrier service between points set out as follows:

Certificate No. 117—
Mason City, Nora Springs, Rudd, Floyd and Charles City.

Certificate No. 176—
Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls and Waterloo, except locally between Waverly, Waterloo and points intermediate thereto.

The complaint is directed particularly to additional trip provided for in Time Schedule of Operation No. 3, leaving Mason City at 10:00 A. M., arriving Charles City at 12:30 P. M., leaving at 1:30 P. M. and returning to Mason City at 3:30 P. M. The complainant contends, among other things:

1. That said new trip is just ahead of the time schedule now used by this applicant.
2. That the time schedules of operation as existed prior to April 4,

1932, were practically the same as they had been at all times since the granting of said Certificate.

3. That the operation of the said trip under the time schedule whereby he leaves Mason City in the morning and leaves Charles City in the afternoon is not necessary to handling the business between Mason City and Charles City and intervening points.
4. That the operation of the said trip on nearly the same time schedule as operated by this applicant will prove ruinous to the business of both the applicant and the said Schlick.

According to record of this office, the complainant Heimendinger affords service between Mason City and Charles City on schedule set out as follows:

Daily Except Sunday

Read Down	Mileage				Read Up
10:30 A.M.	0	Lv.	Mason City	Ar.	5:15 P.M.
11:05 A.M.	10		Nora Springs		4:40 P.M.
11:35 A.M.	16		Rudd		4:10 P.M.
12:10 P.M.	25		Floyd		3:35 P.M.
12:30 P.M.	31		Charles City	Lv.	3:15 P.M.

Time Schedule of Operation No. 3, made effective April 4, 1932, by Operator Schlick is shown as follows:

Read Down					Read Up	
A.M.	P.M.				A.M.	P.M.
8:30	1:30	Lv.	Waterloo	Ar.	11:20	4:50
9:20	2:20	Lv.	Cedar Falls	Ar.	10:30	4:00
9:48	2:48	Lv.	Janesville	Ar.	10:02	3:32
10:10	3:10	Lv.	Waverly	Ar.	9:40	3:10
10:45	3:45	Lv.	Plainfield	Ar.	9:05	2:35
11:13	4:13	Lv.	Nashua	Ar.	8:37	2:07
11:50	4:50	Ar.	Charles City	Lv.	8:00	1:30
P.M.	A.M.				P.M.	
1:30	8:00	Lv.	Charles City	Ar.	4:30	12:30 P.M.
1:50	8:20	Lv.	Floyd	Lv.	4:10	12:10 P.M.
2:25	8:55	Lv.	Rudd	Lv.	3:25	11:25 A.M.
2:50	9:20	Lv.	Nora Springs	Lv.	2:50	10:50 A.M.
3:30	10:00	Ar.	Mason City	Lv.	2:00	10:00 A.M.

This schedule is the same as that effective prior to April 4, except for the addition of the trip herein complained of.

The records show the authority conveyed under Certificate of Convenience and Necessity No. 16 was originally issued by virtue of good faith operation on April 14, 1923. The service since that time has been conducted by various operators on more or less the same schedule, leaving Mason City in the morning and returning in the afternoon. The authority conveyed under Certificate of Convenience and Necessity No. 117 was also issued by virtue of good faith operation on April 14, 1923. Originally the service was rendered on a schedule providing for a morning trip between Rudd and Charles City and an afternoon trip between Rudd and Mason City, leaving Mason City at approximately 3:30 P. M. The latter part of 1930, change was made to provide for through trips, leaving Charles City at 8:00 A. M., arriving Mason City 10:00 A. M., leaving at 2:00 P. M. and returning to Charles City at 4:30 P. M. This schedule was adopted by Operator Schlick at the time he took over the Certificate on July 20, 1931. From the time service was first established, it has been the practice and apparently the purpose to make a morning trip from Mason City under Certificate No. 16 and an afternoon trip under Certificate No. 117.

There is some showing that connections at Charles City between Opera-

tors Schlick and Heimendinger are not satisfactory. However, there has not been sufficient showing that an additional morning trip by Operator Schlick handling freight locally between Mason City, Charles City and points intermediate thereto was necessary, or that morning service afforded by Heimendinger was not sufficient for the transportation needs of the communities involved. On the other hand, statements submitted show loss and gain in tonnage after additional trip was established on April 4, as follows:

Period		Heimendinger		Schlick
March 1 to 23		93,201		165,994
April 1 to 23		61,717		192,685
	Loss	31,484	Gain	26,691

In exercising its discretion under the law, it has been the practice of this Board to protect the interests of existing carriers rendering satisfactory service.

After a careful consideration of the record in this case, this Board is of the opinion and hereby finds that trip leaving Mason City at 10:00 A. M., arriving Charles City at 12:30 P. M., leaving Charles City at 1:30 P. M. and returning Mason City at 3:30 P. M., as shown in Time Schedule No. 3, submitted by Operator Schlick, is not at this time necessary for service locally between Mason City, Charles City and points intermediate thereto. This finding applies only to local service and is without prejudice to the continuance of the operation, provided freight locally between Mason City, Charles City and points intermediate thereto shall not be transported on that trip.

No. H-1526—1932. J. A. Dennis, owner and operator Independent Transfer Company, Knoxville. Application for authority to operate as a motor carrier of freight between Des Moines, Carlisle, Pleasantville, Knoxville, Attica, Marysville Junction, Hamilton, Bussey, Lovilia, Haggerty, Albia, Munterville and Ottumwa. Hearing held on June 7, 1932, and continued to July 5, 1932. Decision granting the application, with exceptions, dated September 15, 1932, was rendered as follows:

For Applicant—R. E. White, Atty., Ottumwa, Iowa; N. D. Shinn, Atty., Knoxville, Iowa.

For the Railway Express Agency, Inc., Objectors—J. C. Pryor, Atty., Burlington, Iowa; Grant Propst, Route Agent, Des Moines, Iowa.

For the C., B. & Q. R. R. Co., Objectors—Burlington Transportation Co., Objectors—J. C. Pryor, Atty. for Iowa, Burlington, Iowa.

For the Wabash Railway, Objectors—Phil Schorr, D. F. & P. A., Des Moines, Iowa.

On the 14th day of April, 1932, J. A. Dennis, Knoxville, Iowa, owner and operator Independent Transfer Company, made application to this Board for a Certificate of Convenience and Necessity authorizing the transportation of freight between Des Moines, Carlisle, Pleasantville, Knoxville, Attica, Marysville Junction, Hamilton, Bussey, Lovilia, Haggerty, Albia, Munterville and Ottumwa, except for service locally between Des Moines, Pleasantville and points intermediate thereto, or between Albia, Ottumwa and points intermediate thereto.

Pursuant to notice hearing was held at Des Moines on June 7, 1932, and continued to July 5, 1932, to permit proper publication of the official notice of hearing in Monroe County.

Written objections to the application were submitted on behalf of the Chicago, Burlington and Quincy Railroad Company, Burlington Transportation Company, Railway Express Agency, Phippen Trucks of Russell, and the Albia Commercial Club. The Wabash Railway and the Blue Line Storage Company of Des Moines also opposed the application at the hearing. In addition, the Commission received petition containing seventeen

(17) signatures of "merchants and business men of Lovilia" protesting the granting of the application.

Letters favoring the application were received in numbers from points as follows:

Knoxville	4
Marysville	1
Bussey	9
Lovilia	3
Ottumwa	7
Burlington	1
Unknown	1

The applicant now holds Certificate of Convenience and Necessity authorizing freight-motor carrier service between Des Moines and Knoxville with restrictions as to receiving or discharging freight at intermediate points. It is the purpose of this application to extend that route from Knoxville to Ottumwa furnishing service locally between all points on the route not now served by a motor carrier.

Three of the towns on the route intermediate to Knoxville and Ottumwa are inland towns, two of which are not served by any regulated transportation agency. The others are located on the branch lines of the Wabash and the Chicago, Burlington and Quincy Railroad. Except for Albia the intermediate points involved are for the most part small, depending upon jobbers and manufacturers at Des Moines and Ottumwa for supplies.

The numerous witnesses introduced at the hearing on behalf of the applicant represented various jobbers and wholesalers at Ottumwa, retail stores and other business houses located at other points on the route. With the exception of witnesses from Albia all favored the granting of the application. Those representing the Ottumwa interests testified as to the demand for the service brought about through change in method of doing business, the inability of the rail lines to hold the less than carload freight, efforts made to secure service by truck through the unregulated so-called "private carrier," the deficiencies of such an operation and the advantages to be gained through reliable regulated service. Testimony of other witnesses briefly stated was to the effect that the operation proposed consisting of daily service handling perishable freight with store-door delivery would be convenient and was necessary to their business.

The two witnesses from Albia favorable to the application manage stores now either using their own trucks or employing the services of private carriers in securing supplies from Des Moines. The other witnesses from that point including representative of the Commercial Club opposed the application contending that the transportation service afforded that community by the rail lines as well as other independent truck companies "is entirely satisfactory and meets the needs of the community."

After a careful consideration of the Record in this case, this Board is of the opinion and hereby finds that:

1. The service herein proposed to points other than Albia will promote the public convenience and necessity.

2. The service proposed in the transportation of freight originating at or destined to Albia will not promote the public convenience and necessity.

3. The applicant is qualified to conduct the operation.

Certificate will issue accordingly as soon as the applicant has complied with the preliminary requirements of the Law and the Rules and Regulations Governing Motor Carriers.

Certificate No. 423 issued October 12, 1932.

Filed April 14, 1932. Closed October 12, 1932.

No. H-1527—1932. Boyer Transfer Company, Creston, a partnership composed of Guy Boyer and Dale Boyer, Creston. Application for author-

ity to operate as a motor carrier of freight, interstate exclusively, one way, eastbound between points named as follows: Route No. 1. The west line of the State of Iowa at Council Bluffs, Glenwood, Emerson, Red Oak, Corning and Creston. Route No. 2. Creston, Afton and Murray. Granted April 2, 1932, and Certificate No. 415 issued July 7, 1932.

Filed April 2, 1932. Closed July 7, 1932.

No. H-1528—1932. Ray Strong, Clarinda. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the south line of the state at Braddyville and Clarinda and between Clarinda and Bedford. Granted April 22, 1932. Operator was cited to appear before the Board to show financial responsibility, but withdrew his application and the file was closed.

Filed April 11, 1932. Closed November 22, 1932.

No. H-1529—1932. C. W. Stine and Son, Memphis, Missouri, a partnership composed of C. W. Stine and W. A. Stine, Memphis, Missouri. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way, from Burlington to the south line of the State of Iowa at Keokuk. Authorized April 22, 1932, and Certificate No. 417 issued July 16, 1932.

Filed April 12, 1932. Closed July 16, 1932.

No. H-1530—1932. Kaiser Truck Service, Inc., Quincy, Illinois. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the south line of the state and Des Moines. Authorized May 31, 1932, and Certificate No. 410 issued June 11, 1932.

Filed April 14, 1932. Closed June 11, 1932.

No. H-1531—1932. Lawless & Clark, Soldier. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way, from the west line of the state at Council Bluffs to Soldier. Granted May 24, 1932, and Certificate No. 411 issued June 14, 1932.

Filed April 14, 1932. Closed June 14, 1932.

No. H-1532—1932. Ozark Motor Service Company, Kansas City, Missouri, a partnership composed of Oscar Meador, Joplin, Missouri, Orphia Farrar, Joplin, Missouri, and Ray L. Yeoman, Kansas City, Missouri. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines, Indianola, Osceola, Leon, Davis City, Lamoni and the south line of the State of Iowa. Granted and Certificate No. 404 issued April 25, 1932. Closed April 25, 1932.

No. H-1538—1932. R. L. Smith, owner and operator Motor Service Company, Moville, and Baxter Motor Express, Ida Grove, a partnership composed of U. A. Baxter and Hayden Baxter, Ida Grove. Application for approval to transfer Certificates Nos. 42 and 163. Approved by resolution dated June 14, 1932.

Filed April 27, 1932. Closed June 15, 1932.

No. H-1539—1932. Henry Watje, Denison. Discontinuance of service permitted by Certificate No. 364. Granted and Certificate No. 364 revoked April 29, 1932.

Filed April 28, 1932. Closed April 29, 1932.

No. H-1540—1932. Theodore Lee, Glenwood, owner and operator Lee Motor Carrier. Revocation of Certificate No. 141. Revoked April 29, 1932.

Filed April 27, 1932. Closed April 29, 1932.

No. H-1542—1932. Otto & Stanley Jackson, Oskaloosa. Application for revocation of operating rights between Knoxville and Indianola under Certificate No. 380. Approved May 17, 1932, and resolution amending Certificate No. 380 issued June 15, 1932.

Filed May 3, 1932. Closed June 15, 1932.

No. H-1544—1932. Southern Iowa Transit Line, Clarinda, a partnership composed of Ray H. Fairbanks, St. Joseph, Missouri, and Andrew De Winter, Clarinda. Application for approval to transfer Certificate No. 379 to Ray H. Fairbanks, St. Joseph, Missouri, dba Southern Iowa Transit Line. Approved by resolution dated August 26, 1932.

Filed May 12, 1932. Closed August 26, 1932.

No. H-1545—1932. Watson Brothers Transfer Company, Nebraska City, Nebraska, a partnership composed of Ray Watson, Omaha, Nebraska, Fay Watson, Nebraska City, Nebraska, and Tom Watson, Kansas City, Missouri, and Watson Brothers Transfer Company, Inc., Nebraska City, Nebraska. Joint application for approval to transfer Certificate No. 360. Approved by resolution dated July 28, 1932.

Filed May 12, 1932. Closed July 28, 1932.

No. H-1547—1932. 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 Westfield. Application withdrawn.

Filed May 13, 1932. Closed October 11, 1932.

No. H-1548—1932. Truck Owners Freight Company, Akron, Ohio. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the east line of the state at Davenport and the north line of the state at Northwood, and between Des Moines and the north line of the state at Northwood. Resolution amending and extending Certificate No. 389 to include such authority issued August 25, 1932.

Filed May 14, 1932. Closed August 25, 1932.

No. H-1549—1932. Truck Owners Freight Company, Inc., Akron, Ohio. Application to amend Certificate No. 389 to show name as Truck Owners Freight Company, Akron, Ohio, a partnership composed of H. M. Green and M. J. Zimmerman, both of Akron. Approved by resolution dated September 7, 1932.

Filed May 14, 1932. Closed September 7, 1932.

No. H-1550—1932. Anderson Motor Service Company, a corporation of St. Louis, Missouri. Revocation of Certificate No. 390. Revoked May 16, 1932.

Filed May 16, 1932. Closed May 16, 1932.

No. H-1551—1932. James C. Allen, Guthrie Center, and United Freight Lines, Adel, a partnership composed of D. N. Hiatt, Adel, and M. L. Canott, Des Moines. Application for approval of proposed transfer of Certificate No. 185. Approved June 14, 1932.

Filed May 18, 1932. Closed June 14, 1932.

No. H-1552—1932. Roberts Transfer, Audubon. Application to extend route from Audubon to Hamlin to include Exira, under Certificate No. 383. Granted May 21, 1932, and resolution amending and extending Certificate No. 383 issued August 5, 1932.

Filed May 18, 1932. Closed August 5, 1932.

No. H-1554—1932. William Moyer, Waukon. Failure to remit to shipper on C. O. D. shipments. Operator cited to appear to show cause why Certificate No. 268 should not be revoked. The complaint having been taken care of, the matter was dismissed without prejudice.

Filed March 14, 1932. Closed July 19, 1932.

No. H-1555—1932. Phippen Trucks, Russell, a partnership composed of W. O. Phippen, W. J. Phippen and J. G. Phippen, all of Russell. Application for reconsideration of decision in Docket No. H-1406. The Board denied the petition under decision rendered as follows:

The Commission has before it the application of Phippen Trucks, Russell, Iowa, a partnership composed of W. O. Phippen, W. J. Phippen and J. G. Phippen of Russell, Iowa, for reconsideration of its decision in Docket No. H-1406.

Under Docket No. H-1406, the Phippen Trucks, operating as a freight motor carrier between Chariton, Russell, Melrose, Georgetown, Albia, Munterville and Ottumwa, made application to this Board for a Certificate of Convenience and Necessity authorizing freight motor carrier service between Chariton, Lucas, Norwood, Liberty Center, Indianola, Evansville and Des Moines, except for the transportation of freight locally between Liberty Center, Des Moines and points intermediate thereto. The application for the route between Chariton and Des Moines was in proper form, notice of hearing was given as required by law, various objections were made to the granting of the application, public hearing was held and full opportunity given to all interested parties to introduce testimony and evidence pertaining to convenience and necessity for the service proposed. This Board, after full consideration of all the facts of record, found the service proposed would promote the public convenience and necessity except for the transportation of freight originating at Des Moines and destined to Albia, Munterville or Ottumwa, or that originating at Ottumwa, Munterville or Albia and destined to Des Moines. Decision and Order was issued accordingly on May 10, 1932.

It has been the practice of this Board, where ample opportunity has been given to present all facts, to not hear within six months a second application from the same operator for the same service unless there has been some change in conditions material to the needs of the communities involved. This Board is of the opinion and hereby finds that full hearing has been had and that no such showing has been made to warrant further hearing in this matter. The application for reconsideration of decision in Docket No. H-1406 is, therefore, denied.

Filed May 20, 1932. Closed August 16, 1932.

No. H-1558—1932. Baxter Motor Express, Ida Grove, a partnership composed of U. A. Baxter and Hayden Baxter, Ida Grove. Application for authority to operate as a motor carrier of freight. This case was fully heard at Sioux City on September 21, 1932, and decision granting the application in part was issued under date of September 27, 1932, as follows:

For the Applicant—Baron & Bolton, Attys., Sioux City, Iowa, by A. H. Bolton; Hayden Baxter, Ida Grove, Iowa.

For the Chicago & North Western Railway Company, Objector—For the Railway Express Agency, Objector—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by J. C. Davis, Jr.

The Baxter Motor Express of Ida Grove, Iowa, a partnership composed of U. A. Baxter and Hayden Baxter, of Ida Grove, Iowa, is herein making application for a Certificate of Convenience and Necessity authorizing the transportation of freight between Sioux City, Moville, Cushing, Holstein, Galva, Schaller, Early, Sac City, Lake View, Wall Lake, Odebolt and Arthur, except locally between Sioux City and Correctionville, or locally between Early, Sac City, Lake View, Wall Lake, Odebolt and Arthur.

Pursuant to notice published in the manner prescribed by law, full hearing was held at Sioux City on Wednesday, September 21, 1932.

Written objections to the granting of the application were submitted on behalf of the Illinois Central Railroad Company, Central Transportation Company, Chicago and North Western Railway Company and the Board of Directors of the Sac City Chamber of Commerce. The application was also opposed at the hearing by the Railway Express Agency.

The applicant now holds Certificates authorizing the transportation of freight one way from Sioux City to Moville, Cushing, Holstein, Galva and

Schaller. Authority is here sought to operate in both directions over that portion of the route and for extension to include Early, Sac City, Lake View, Wall Lake, Odebolt and Arthur.

The schedule of operations proposed provides for trips leaving Sioux City at 8:00 A. M. and 11:00 A. M.; the eight o'clock trip serving all points on the route and the eleven o'clock trip terminating at Schaller. Service westbound consists of trucks leaving Schaller at 5:00 A. M. and 8:00 A. M., arriving in Sioux City at 7:00 A. M. and 10:45 A. M., respectively.

The three witnesses testifying in behalf of the application represent wholesale grocery and fruit houses, also the Union Truck Depot at Sioux City. The testimony of these witnesses was to the effect that shorter buying today requires expedited service; that the transportation facilities by rail are not sufficient to take care of the needs of the communities involved; and that the service proposed is necessary to meet competition by trucks offered by the wholesalers and jobbers at Omaha, Des Moines and Fort Dodge.

The objector, Chicago and North Western Railway Company, contends that the rail line service is adequate; that each of the additional towns the applicant seeks to serve is afforded from Sioux City service daily except Sunday, including seasonal temperature are on Mondays, Tuesdays, Wednesdays, and Fridays. This transportation agency also contemplates offering to this territory a flat commodity rate on perishable freight, and if experiments are satisfactory in other communities, the additional service of handling less than carload shipments on a motor car passenger train. Evidence was also introduced by the Railway Express Agency as to the express service available to this territory.

In addition to the three witnesses hereinbefore mentioned, the applicant offered as evidence of the need for the operation proposed, petition containing the signatures of thirty (30) business men located at various points on the route, also letter from a Sioux City manufacturer. Letters opposing the application were received from various points on the route proposed in numbers set out as follows:

Galva	5
Schaller	3
Early	6
Sac City	3
Lake View	7
Wall Lake	8
Odebolt	3

With reference to the return service proposed over the portion of the route now served from Sioux City to Schaller, it has been the practice of some to seek certificates authorizing operation in only one direction, outbound, from centers of distribution, apparently for the reason the inbound traffic from the smaller towns does not justify the time and additional tax incurred.

It is usually found that where a motor carrier operation will promote the public convenience and necessity there is reasonable need for service in both directions. Furthermore, motor carriers, the same as any other common carrier, have an obligation to furnish adequate service, even though it may in part be unprofitable. This Board here desires to again express itself as unfavorable to a one-way operation.

This Board, having heard the evidence and being fully advised of the premises, is of the opinion and hereby finds as follows:

1. That the westbound service proposed over route from Schaller to Sioux City will promote the public convenience and necessity.
2. That the service proposed to Early, Sac City, Lake View, Wall Lake, Odebolt and Arthur will not promote the public convenience and necessity.

Certificate will, therefore, issue accordingly as soon as the applicant

has complied with the preliminary requirements of the Law and the Rules and Regulations Governing Motor Carriers.

No. H-1559—1932. Kenneth S. Brooks, dba Exhibitor's Film Transport, Des Moines. Application for authority to operate as a motor carrier of freight, motion picture films and accessories, over a circuitous route between Des Moines, Indianola, Osceola, Leon, Lamoni, Mt. Ayr, Afton, Creston, Lenox, Corning, Massena, Fontanelle, Greenfield, Winterset and Des Moines. Application withdrawn.

Filed May 26, 1932. Closed September 7, 1932.

No. H-1565—1932. Ray Carson, Troy Mills. Application for authority to operate as a motor carrier of freight between Cedar Rapids, Center Point, Walker and Troy Mills, except locally between Cedar Rapids and Center Point. Full hearing was held September 14, 1932, and authority granted the same day. Certificate No. 425 issued October 26, 1932.

Filed June 1, 1932. Closed October 26, 1932.

No. H-1567—1932. G. E. Boyer, dba Boyer Transfer Company, Creston. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state in Council Bluffs and Orient. Service discontinued before certificate could issue.

Filed June 10, 1932. Closed October 20, 1932.

No. H-1568—1932. Verne Davis, Salem. Application for authority to operate as a motor carier of freight, one way from Burlington to Salem. Full hearing held September 13, 1932, and under date of October 20, 1932, decision denying the application was rendered as follows:

For the Applicant—Verne Davis, Salem, Iowa.

For the C., B. & Q. R. R. Co., Objector—J. C. Pryor, Atty. for Iowa, Burlington, Iowa.

For the Railway Express Agency, Inc., Objector—J. C. Pryor, Atty., Burlington, Iowa.

On the 14th day of June, 1932, Verne Davis of Salem, Iowa, made application to this Board under the provisions of Chapter 252-A1 and 252-A2, Code of Iowa, 1931, for a Certificate of Convenience and Necessity authorizing freight motor carrier service one way from Burlington to Salem in Des Moines and Henry Counties.

Pursuant to notice published in the manner prescribed by law, the application was fully heard at Burlington, Iowa, on September 13, 1932.

Written objections to the granting of the application were submitted on behalf of the Chicago, Burlington and Quincy Railroad Company and the Railway Express Agency, Inc. Petition, containing the signatures of sixteen business men located at Salem, was submitted on behalf of the application.

Route to be traversed in conducting the service proposed follows U. S. Highway No. 34 between Burlington, West Burlington, Middletown, Danville, New London and Mt. Pleasant and from that point U. S. Highway No. 161 south and Primary Road No. 125 west to Salem. Schedule of operation proposed provides for one trip each week on Thursday, leaving Burlington at 1:00 P. M. and arriving in Salem at 3:00 P. M.

The Chicago, Burlington and Quincy Railroad Company and the Railway Express Agency, Inc., contend "there is no public demand for the service proposed and the same would not promote the public convenience and necessity. That the service now rendered by the existing transportation agencies * * * is adequate." The record shows that freight received by the Chicago, Burlington and Quincy Railroad Company at Burlington up until 3:00 P. M. on Mondays, Wednesday and Fridays is delivered in Salem on Tuesdays, Thursdays and Saturdays at 12:10 P. M.; further, that freight received up until 5:00 P. M. on Tuesdays,

Thursdays and Saturdays is delivered on Mondays, Wednesdays and Fridays. It is also of record that express between the points involved is handled on trains leaving Burlington at 6:40 A. M. and 11:30 A. M. and arriving at Salem at 8:52 A. M. and 5:22 P. M., respectively; further that in the opposite direction express is handled on trains leaving Salem at 8:52 A. M. and 5:22 P. M. and arriving at Burlington at 1:45 P. M. and 8:55 P. M., respectively.

Consideration must in this case be given, among other things, to the need for the service proposed as it is indicated by the petition presented and the volume of freight now moving by truck between the points involved; to the fact that the service proposed consists of only a one way operation one day each week; that of the 40.3 miles of route proposed 29.3 miles is a duplication of a motor carrier route already established; to the adequacy of existing rail line service and to the effect the motor carrier operation may have upon the transportation facilities now available to this station and others like situated upon the same line.

The applicant here, through a one-way operation on schedule submitted, obviously does not offer a service which will entirely satisfy the transportation needs of the territory involved. Therefore, the tendency would be to in part supplement the service now afforded at the same time diverting tonnage without lessening the obligation of the existing transportation agencies to continue the service they now afford. This Board desires here again to express itself as opposed to any such tendency. It also looks with disfavor upon a one way operation and any unnecessary duplication of an established bus or truck route. The latter results not only in increasing traffic upon the highways, but oftentimes incurs operating costs on tonnage which otherwise, through either connections or extensions, could be handled by the existing carrier to the advantage of all concerned.

It may be the community here involved and territory adjacent thereto could as a whole be better and more economically served, particularly in the handling of less than carload shipments, through a co-ordination of truck and rail line service.

This Board, having heard the evidence and being fully advised in the premises, is of the opinion and hereby finds that the service proposed will not promote the public convenience and necessity.

Certificate applied for is, therefore, denied.

Filed June 14, 1932. Closed October 29, 1932.

No. H-1569—1932. "On Time" Transfer Company, Omaha, Nebraska. Revocation of Certificate No. 399. Revoked by resolution dated June 15, 1932.

Filed June 14, 1932. Closed June 15, 1932.

No. H-1571—1932. Ray Seaton, Washington. Application to amend Certificates Nos. 54 and 315 to show address as Cedar Rapids. Approved June 16, 1932.

Filed June 16, 1932. Closed June 16, 1932.

No. H-1572—1932. H. G. Hill, owner and operator H. G. Hill Transportation Company, Bloomfield, and Wm. Doty Daggett, owner and operator Daggett Transfer and Storage, Ottumwa. Application for approval of transfer of Certificates Nos. 33 and 329. Hearing was held July 20, 1932, and on July 27, 1932, the Board approved said transfer, decision being as follows:

For the Applicants—John F. Webber, Atty., Ottumwa, Iowa; H. G. Hill, Bloomfield, Iowa; Wm. Doty Daggett, Ottumwa, Iowa.

For the Redman Transfer & Storage Company, Ottumwa, Iowa, Objector —For the Wahrer Truck Lines, Charleston, Iowa, Objector—M. Harry Ziffren, Atty., Ottumwa, Iowa; T. J. Wahrer, Charleston, Iowa.

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

For the Wabash Railway Company—Phil Schorr, D. F. & P. A., Des Moines, Iowa.

On the 16th day of June, 1932, H. G. Hill, owner and operator of the H. G. Hill Transportation Company, Bloomfield, Iowa, and Wm. Doty Daggett, owner and operator Daggett Transfer and Storage, Ottumwa, Iowa, made joint application to this Board for its approval to lease Certificates of Convenience and Necessity Nos. 33 and 329 to the said Wm. Doty Daggett.

Pursuant to objections filed by Dave Redman, owner and operator Redman Transfer Company, Ottumwa, Iowa, and T. J. Wahrer, doing business as Wahrer Truck Lines, Charleston, Iowa, full hearing in the matter was held on July 20, 1932, at the office of the Board in Des Moines.

Certificates of Convenience and Necessity Nos. 33 and 329, held by H. G. Hill, owner and operator H. G. Hill Transportation Company, Bloomfield, Iowa, authorize freight motor carrier service between Bloomfield and Ottumwa and between Bloomfield, Pulaski, Milton, Cantril, Keosauqua, Bonaparte, Farmington, Donnellson, Keokuk, Montrose, Ft. Madison, Weaver and Burlington, except for the transportation of freight locally between Milton, Keokuk and points intermediate thereto or between Keokuk, Burlington and points intermediate thereto.

Mr. T. J. Wahrer, doing business as Wahrer Truck Lines, Charleston, Iowa, holds Certificate of Convenience and Necessity No. 325, authorizing freight motor carrier service between Keokuk, Donnellson, Farmington, Bonaparte, Keosauqua, Cantril and Milton. Dave Redman, Ottumwa, Iowa, owner and operator Redman Transfer Company, Ottumwa, Iowa, holds Certificate of Convenience and Necessity authorizing freight motor carrier service between Ottumwa, Agency, Batavia, Bernhart, Fairfield, Glendale, Lockridge, Mt. Pleasant, New London, Danville, Middletown, West Burlington and Burlington with restrictions as to service locally between New London, Burlington and points intermediate thereto.

It is the contention of the objector, T. J. Wahrer, that the public convenience and necessity would be better served through the consolidation of the service he now renders with that afforded by H. G. Hill; that there had been negotiations between himself and H. G. Hill for that purpose and that he now stood ready and willing to make any reasonable arrangements to that end. The objector, Dave Redman, contends that the Rate Schedule to be adopted by the lessee, Wm. Doty Daggett, is discriminatory in that it provides for a lesser rate for a longer than for a shorter distance. This discrepancy the lessee agreed to eliminate and for that purpose has submitted schedule complying with the requirements of the law.

While there is merit in the contention that the consolidation of the service afforded by T. J. Wahrer and H. G. Hill would be of greater public benefit, this Commission is without power under the law to require a carrier to sell to anyone other than that of his own choosing. Therefore, the only question here confronting this Board is whether or not the lessee has sufficient financial responsibility and is otherwise properly equipped to conduct the service authorized by Certificates of Convenience and Necessity Nos. 33 and 329 under lease.

After a careful consideration of the record in this case, this Board is of the opinion and hereby finds that the lessee, Wm. Doty Daggett, is equipped financially and otherwise to conduct the service authorized under Certificates of Convenience and Necessity Nos. 33 and 329. The lease proposed is, therefore, approved and the lessee will be authorized to establish service as soon as he has complied with the preliminary requirements of the Law and the Rules and Regulations Covering Motor Carriers.

Under date of July 29, 1932, the Board fixed the effective date of the lease to be 12:01 A. M., August 1, 1932.

Filed June 16, 1932. Closed July 29, 1932.

No. H-1573—1932. Burlington Transportation Company, Chicago, Illinois. Application to amend route within Batavia under Certificate No. 236. Amended June 18, 1932.

Filed June 17, 1932. Closed June 18, 1932.

No. H-1574—1932. Crandic Stages, Inc., Cedar Rapids, and L. B. Stanley, Springville. Joint application for approval to lease Certificate No. 183. Approved June 20, 1932, lease to become effective September 1, 1932.

Filed June 17, 1932. Closed August 22, 1932.

No. H-1575—1932. H. F. Sarvis, dba Sarvis Transfer, Avoca. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the State of Iowa, Council Bluffs, Weston, Underwood, Neola, Minden, Avoca and Walnut. Approved July 19, 1932, and Certificate No. 420 issued October 14, 1932.

Filed June 18, 1932. Closed October 14, 1932.

No. H-1577—1932. Clarence M. Vetter, Atlantic, and Frank & Morton Transfer, Atlantic, a partnership composed of George Frank and A. L. Morton, Atlantic. Application for approval of transfer of Certificate No. 110. Approved by resolution dated August 4, 1932.

Filed June 21, 1932. Closed August 4, 1932.

No. H-1579—1932. Roy Chrissinger, Winfield. Application for authority to operate as a motor carrier of freight between Burlington and Winfield, except that originating at or destined to points intermediate thereto. Hearing was held September 13, 1932, and application was denied by decision dated October 20, 1932, as follows:

For the Applicant—Roy Chrissinger, Winfield, Iowa.

For the C., B. & Q. R. R. Co., Objector—J. C. Pryor, Atty. for Iowa, Burlington, Iowa.

For the Railway Express Agency, Inc., Objector—J. C. Pryor, Atty., Burlington, Iowa.

On the 25th day of June, 1932, Roy Chrissinger, Winfield, Iowa, made application to this Board for a Certificate of Convenience and Necessity authorizing the transportation of freight between Burlington and Winfield in Des Moines and Henry Counties, except that originating at or destined to points intermediate thereto.

Pursuant to notice published in the manner prescribed by law, full hearing was had at Burlington on September 13, 1932.

Written objections to the granting of the application were filed on behalf of the Chicago, Burlington and Quincy Railroad Company and the Railway Express Agency, Inc., also by the Redman Transfer and Storage Company of Ottumwa, Iowa, insofar as the application may pertain to service locally on U. S. Highway No. 34 between Burlington and Mt. Pleasant. Petition, signed by twenty-nine business men at Winfield, favoring the granting of the certificate applied for was submitted at the hearing by the applicant.

Route to be traversed in conducting the service proposed is 33.55 miles in length, of which 18.9 miles is a duplication of route now served by a motor carrier. Schedule of Operation provides for round trip service between Winfield and Burlington on Tuesdays and Fridays.

The applicant has, since February of this year, operated the dray line at Winfield. It is contended that the merchants at that point are now receiving the bulk of their freight by truck; that this tonnage would in part at least be handled by the applicant and that very little, if any, would be diverted from the existing transportation agencies. It is also contended that the operation proposed will enable the merchants to receive freight the same day it is ordered, including such emergency supplies as may at the last moment be required. In addition, there is

here, as in other similar cases, offered the flexibility of truck operation with store door delivery and pick-up service at less than rail rates.

The Chicago, Burlington and Quincy Railroad Company and the Railway Express Agency contend "there is no public demand for the service proposed and the same would not promote the public convenience and necessity. That the service now rendered by the existing transportation agencies * * * is adequate." The freight service afforded between the points here involved by both the rail line and express agency mentioned consists of freight trains daily, except Sunday, with refrigerator car loading at Burlington on Wednesday and peddling Thursday; also a passenger train handling express two trips each way daily.

Winfield having a population of 933 is a junction point located on the Burlington-Washington and Burlington-Tracy branches of the Chicago, Burlington and Quincy Railroad. It is also situated on the Minneapolis and St. Louis Railroad, although not served directly from Burlington by that company. Of the twenty-seven intermediate stations on the two branches mentioned, Winfield is the second largest town and for all stations is exceeded in size by only Burlington, Washington and Oskaloosa. Statement submitted shows that for the period January to and including July, 1932, the less than carload merchandise handled from Burlington to Winfield by the Chicago, Burlington and Quincy Railroad totals 101,961 pounds or an average of 14,565 plus pounds per month.

In the disposition of this application, consideration must be given, among other things, not only to the convenience of the service proposed to the shippers and receivers of freight at Winfield, but also to the effect the establishment of the operation may have upon the transportation facilities now available to that station as well as others like situated upon the same line. The applicant, in singling out the one community, does not in any way lessen the obligation of the rail line to furnish a service adequate to the needs of all points upon its line. While it may be admitted that a considerable portion of the less than carload shipments are now moving into Winfield via the so-called "private carrier"; further, that a large amount of the tonnage so handled would be diverted to the operation proposed, the same is also true insofar as the rail line is concerned. Any division of revenue at this time with the line effected, without a proportionate decrease in operating costs, will only increase the burden upon the existing carriers with a tendency to destroy the service afforded by those agencies.

The matter of the freight now handled by the so-called "private carrier" is not necessarily to be corrected by an unwarranted authorization of motor carrier service, but is one for the attention of the Legislature.

This Board, after a careful consideration of all facts of record, is of the opinion and hereby finds that the service proposed will not promote the public convenience and necessity.

Certificate applied for is, therefore, denied.

Filed June 25, 1932. Closed October 20, 1932.

No. H-1581—1932. L. Westerman, Des Moines. Application for authority to operate as a motor carrier of freight consisting of motion picture films and accessories over circuitous route between Des Moines, Norwalk, Martensdale, Bevington, Patterson, Winterset, Greenfield, Orient, Creston, Afton, Arispe, Mt. Ayr, Kellerton, Decatur, Leon, Davis City, Lamoni, Humeston, Corydon, Promise City, Seymour, Mystic, Centerville, Moravia, Albia, Chariton, Lucas, Norwood, Liberty Center, Indianola and Des Moines. Application withdrawn.

Filed June 29, 1932. Closed October 18, 1932.

No. H-1585—1932. Fred McIntire, Glenwood, and Don Boyer, Glenwood. Joint application for approval to transfer Certificate No. 282. Approved by resolution dated August 3, 1932.

Filed July 9, 1932. Closed August 3, 1932.

No. H-1598—1932. Iowa Transit Lines, Shenandoah, a partnership composed of W. L. Farmer and Frank C. Farmer. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Clarinda and the south line of the state at Braddyville. Approved by resolution amending Certificate No. 270 dated October 20, 1932.

Filed July 22, 1932. Closed October 20, 1932.

No. H-1599—1932. Maximum Capacity of Freight Carrying Motor Vehicles, Trailers and Semi-Trailers operated under the provisions of the Iowa Motor Carrier Law. Under date of July 27, 1932, the following resolution was adopted by the Board:

WHEREAS Section 5105-a42, Code of Iowa, 1931, which is a part of the Iowa Motor Carrier Law, provides:

"The ton-miles of freight travel shall be computed as follows: The maximum capacity of each motor vehicle, including trailers, shall be added to the weight of the vehicle; this sum shall be multiplied by the number of miles the vehicle is operated, and the amount thus obtained divided by two thousand," and

WHEREAS Chapter 131, Laws of the Forty-third General Assembly of Iowa, which became effective May 4, 1929, provides, in part, that:

"The owner of any motor truck or trailer may secure a license therefor at a higher rated loading capacity than that specified by the manufacturer or maker, by the payment of the fee required therefor; * * *.

"It shall be unlawful to operate upon the public highways of this state any motor truck or trailer carrying a load more than twenty-five per cent in excess of the rated loading capacity on which the license fee paid on said vehicle is based * * *," and

WHEREAS the factory rated capacity of freight carrying motor vehicles, trailers and semitrailers was considered by the Board as the maximum capacity of such vehicles prior to the taking effect of said Chapter 131, and

WHEREAS on July 27, 1929, this Board received an opinion from the Attorney General of Iowa, dated July 24, 1929, which reads, in part, as follows:

"The 'maximum capacity' would be the largest quantity of freight or merchandise that the truck is licensed to carry, and the factory rated capacity would not govern in the computation of the tax due under the provisions of Chapter 252-A2. We are, therefore, of the opinion that the capacity at which the truck is rated by the owner should be taken as a basis for the computation of the tax," and

WHEREAS the licensed loading capacity of freight carrying motor vehicles, trailers and semitrailers licensed with the Iowa Motor Vehicle Department has been considered as the maximum capacity of such vehicles for taxation purposes under the provisions of said Chapter 252-A2 since the receipt of the opinion hereinabove quoted, and

WHEREAS freight "motor carriers" who have their motor vehicles, trailers and semitrailers licensed with the Iowa Motor Vehicle Department are therefore now being taxed under the provisions of said Chapter 252-A2 on the licensed loading capacity of such equipment, which is four-fifths of the maximum load which may be lawfully transported on such vehicles, be it

RESOLVED that the maximum capacity of freight carrying motor vehicles, trailers and semitrailers operated under the provisions of the Iowa Motor Carrier Law and which are not licensed with the Iowa Motor Vehicle Department, shall be four-fifths of the maximum load which may

be carried on such vehicles at any time in the State of Iowa, and be it further

RESOLVED that the maximum capacity of freight carrying motor vehicles, trailers and semitrailers operated under the provisions of the Iowa Motor Carrier Law and which are licensed with the Iowa Motor Vehicle Department, shall be in accordance with the following table:

*SELF-PROPELLED MOTOR VEHICLES

Class Plate	Licensed Loading Capacity	Maximum Capacity
A	1 ton	2000 lbs.
B	1½ ton	3000 lbs.
C	2 ton	4000 lbs.
D	2½ ton	5000 lbs.
E	3 ton	6000 lbs.
H	3½ ton	7000 lbs.
J	4 ton	8000 lbs.
K	4½ ton	9000 lbs.
L	5 ton	10000 lbs.
O	6 ton	12000 lbs.
P	7 ton	14000 lbs.
S	8 ton	16000 lbs.
T	9 ton	18000 lbs.

*No maximum capacity is used in computing the ton-miles of travel for a tractor used to propel a semitrailer.

TRAILERS AND SEMITRAILERS

Class Plate	Licensed Loading Capacity	Maximum Capacity
A	½ to 1 ton	2000 lbs.
B	1 to 2 ton	4000 lbs.
C	2 to 3 ton	6000 lbs.
D	3 to 4 ton	8000 lbs.
E	4 to 5 ton	10000 lbs.
H	5 to 6 ton	12000 lbs.
J	6 to 7 ton	14000 lbs.
K	7 to 8 ton	16000 lbs.
L	8 to 9 ton	18000 lbs.
O	9 to 10 ton	20000 lbs.

Filed July 26, 1932. Closed August 30, 1932.

No. H-1600—1932. James C. Allen, Guthrie Center. Revocation of Certificate No. 377. Revoked by resolution dated July 26, 1932.

Filed July 26, 1932. Closed July 26, 1932.

No. H-1602—1932. Roberts Transfer, Audubon, a partnership composed of W. S. and W. A. Roberts, Audubon. Application for approval of proposed transfer of Certificate No. 383 to Roberts Transfer, a partnership composed of W. S. Roberts and Roy Chard, Audubon. Approved by resolution dated August 5, 1932.

Filed July 27, 1932. Closed August 5, 1932.

No. H-1609—1932. M. E. Starr, Mondamin. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Council Bluffs and Mondamin. The operator was cited to appear to show financial responsibility but did not appear and the file was closed.

Filed August 8, 1932. Closed November 14, 1932.

No. H-1611—1932. Corn Belt Transportation Company, Chicago, Illinois, a partnership composed of C. A. Kuhnes, Chicago, Ill., L. M. Kuhnes,

Omaha, Nebraska, and R. A. Kuhnes, Chicago, Ill. Revocation of Certificate No. 401. Revoked by resolution dated August 9, 1932.

Filed August 8, 1932. Closed August 9, 1932.

No. H-1612—1932. Arrow Motor Freight Co., Des Moines. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Council Bluffs and Des Moines. Approved August 31, 1932, and Certificate No. 416 issued September 20, 1932.

Filed August 12, 1932. Closed September 20, 1932.

No. H-1613—1932. Wm. H. Pecoy, dba Dubuque-Elkader Motor Service, Dubuque, and Wm. Patrick, Dubuque. Application for approval of proposed transfer of Certificate No. 382. Granted by resolution dated September 14, 1932.

Filed August 12, 1932. Closed September 14, 1932.

No. H-1614—1932. Elmer Sahl, owner and operator of Rapid Transfer, Harlan. Application for authority to receive and discharge freight at Underwood under Certificate No. 265. Granted and Certificate No. 265 amended by resolution dated September 6, 1932.

Filed August 12, 1932. Closed September 6, 1932.

No. H-1620—1932. Daggett-Haw Transfer and Storage Company, a corporation, Ottumwa, Joe Bos, Marshalltown, and Robert Young, Ottumwa. Joint application for approval to lease part of the authority conveyed under Certificate No. 326 to Robert Young. Approved by resolution dated October 11, 1932.

Filed August 2, 1932. Closed October 11, 1932.

No. H-1621—1932. Crandic Stages, Inc., Cedar Rapids, and Interstate Transit Lines, Omaha, Nebraska. Joint application for approval to transfer that part of Certificate No. 1 between Redfield and Adel. Granted by resolution dated August 19, 1932.

Filed March 28, 1932. Closed August 19, 1932.

No. H-1622—1932. Crandic Stages, Inc., Cedar Rapids. Application for approval to amend Certificate No. 253 by revoking that part of certificate authorizing operations between Marengo and Cedar Rapids via Blairstown. Revoked by resolution dated August 19, 1932.

Filed March 11, 1932. Closed August 19, 1932.

No. H-1623—1932. Crandic Stages, Inc., Cedar Rapids. Application for approval to amend Certificate No. 1 by revoking that part of Certificate No. 1 authorizing operations between Adel and Panora via Redfield and Linden. Resolution revoking service between Adel, Redfield, Linden and the west line of Dallas County issued August 19, 1932.

Filed March 11, 1932. Closed August 19, 1932.

No. H-1624—1932. Crandic Stages, Inc., Cedar Rapids. Application for approval to discontinue operations in and out of Altoona under Certificates Nos. 83 and 100. Approved and resolution revoking this authority was issued under date of August 19, 1932.

Filed July 9, 1932. Closed August 19, 1932.

No. H-1625—1932. Interstate Transit Lines, Omaha, Nebraska. Application to amend Certificate No. 384 by revoking restrictions between Redfield, Des Moines and points intermediate thereto. Revoked by resolution dated August 19, 1932, which provided that local passengers shall not be transported between Adel, Des Moines and points intermediate thereto.

Filed August 16, 1932. Closed August 19, 1932.

No. H-1626—1932. J. W. Evans, Malvern. Revocation of Certificate No. 189. Revoked August 16, 1932.

Filed August 12, 1932. Closed August 16, 1932.

No. H-1627—1932. G. E. Bruce, owner and operator of Bruce Transfer and Storage Company, Des Moines. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines and the north line of the state near Northwood. Granted and Certificate No. 385 amended to include Route No. 2—Des Moines, Ankeny, Huxley, Ames, Nevada, Iowa Falls, Hampton, Sheffield, Rockwell, Mason City, Kensett, Northwood and the north line of the State of Iowa, under date of August 22, 1932.

Filed August 13, 1932. Closed August 23, 1932.

No. H-1628—1932. Black Hawk Transportation Company, Inc., Mankato, Minn. Application for authority to change schedule of operation. Hearing held September 21, 1932, and request granted.

Filed August 13, 1932. Closed October 28, 1932.

No. H-1629—1932. W. D. Cross, Sidney, Iowa. Failure to comply with the law and the rules and regulations governing motor carriers. Hearing was held September 20, 1932, and on September 27, 1932, decision was rendered as follows:

For the Motor Carrier—W. D. Cross, Sidney, Iowa.

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

W. D. Cross, of Sidney, Iowa, holder of Certificates Nos. 292, 346, and 387, appeared before this Board on Tuesday, September 20, 1932, at Council Bluffs, Iowa, to show cause why operating rights conveyed under those certificates should not be revoked for reasons set out as follows:

Operating equipment not covered by insurance on file with this Board, and contrary to instructions to discontinue service.

Failure to maintain insurance in full force and effect.

Failure to file reports within the time specified by the law and the Rules and Regulations Governing Motor Carriers.

Failure to furnish within a reasonable time information requested as to service afforded.

Failure to charge rates in accordance with schedule of rates and fares.

Rates assessed in violation of the long and short haul clause, Section 8049, Chapter 373, Code of Iowa, 1931.

Failure otherwise to comply with the law and the Rules and Regulations Governing Motor Carriers.

The record shows that the insurance on equipment operated under the certificates mentioned was cancelled on the 19th day of July, 1932; that Mr. Cross was on the 8th day of the same month notified that unless policies were reinstated or other policies filed that operation must be discontinued as of the cancellation date; that this carrier was again on July 22nd instructed both by wire and letter to discontinue operation; and that the insurance was reinstated and the resumption of service authorized on the 29th day of July, 1932. The record also shows that this carrier did during the period July 19th to July 29th continue operation without insurance and contrary to instructions to discontinue the service.

The record also shows that this carrier has on several occasions failed to submit Daily Records and Monthly Reports within the time specified by law; that he has failed in some instances to charge rates in accordance with Schedule of Rates and Fares on file with this Board; further, that the effective schedule provides for rates in violation of the Long and Short Haul Clause (Section 8049, Chapter 373, Code of Iowa, 1931).

The carrier contends that he has for a number of years operated as a motor carrier; that it has at all times been his intention to comply with the requirements of the law and the Rules and Regulations Governing Motor Carriers; that he had made arrangements for and been informed

by his insurance agent that the policies had been reinstated and were at all times in full force and effect; that he has always mailed reports in time to reach the Board by the date specified by the law; that he has had to contend with price competition in the territory served; that he has attempted to place schedule in proper form and is now and has been corresponding with this Commission for that purpose.

The matters here involved are of major importance and with reference particularly to the insurance, every reasonable precaution has been taken by this Board to safeguard against operation by any carrier without at all times having proper insurance on file. Operation without the insurance required and as was here done contrary to instructions to discontinue service is not to be tolerated and this Board will not hesitate to revoke operating rights to correct a condition of this kind.

After a careful consideration of all the facts of record in this case, this Board is of the opinion that insofar as the insurance is concerned, the carrier is guilty of a negligence that can be remedied and with the understanding that that will be done, no action will be taken at this time. With reference to rates, it is hereby ordered that this carrier submit within the next ten (10) days a complete schedule properly prepared in accordance with the law and the rules and regulations governing such matters.

Filed August 16, 1932. Closed September 27, 1932.

No. H-1631—1932. William Gardner, Chicago, Illinois. Application for authority to operate as a motor carrier of passengers, interstate exclusively, between the east line of the state at Dubuque and Mason City. Service discontinued before Certificate was issued.

Filed August 18, 1932. Closed October 27, 1932.

No. H-1636—1932. Waterloo, Cedar Falls & Northern Railway Company, Waterloo; and the Central Transportation Company, a Corporation, Chicago, Illinois. Joint application for approval to lease operating rights over Route No. 2, Certificate No. 75. Granted by resolution dated September 8, 1932.

Filed August 22, 1932. Closed September 8, 1932.

No. H-1639—1932. Hawkeye Express, a partnership composed of R. C. White, Marion, T. H. DeWees and S. A. DeWees, Cedar Rapids. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way only from the east line of the state at Davenport to Iowa City and Cedar Rapids, and from the east line of the state at Clinton to Cedar Rapids. Application withdrawn.

Filed August 29, 1932. Closed September 16, 1932.

No. H-1644—1932. George F. Kirkpatrick, Alden, and Charles T. Durand, owner and operator National Transfer Company, Marshalltown. Application to transfer Certificate of Convenience and Necessity No. 120 to Charles T. Durand. Granted by resolution dated September 28, 1932.

Filed September 3, 1932. Closed September 28, 1932.

No. H-1645—1932. Charlie Hrnicek, Laurel, and Charles T. Durand, owner and operator National Transfer and Storage Company, Marshalltown. Application to transfer Certificate of Convenience and Necessity No. 211 to Charles T. Durand. Granted by resolution dated September 20, 1932.

Filed September 9, 1932. Closed September 20, 1932.

No. H-1647—1932. Crandic Stages, Inc., Cedar Rapids. Application for revocation of part of authority conveyed under Certificate No. 23. The portion of route between Maquoketa, Baldwin, Monmouth, Wyoming, Onslow, Center Junction, Scotch Grove and Monticello, revoked September 24, 1932, all operating rights in Certificate No. 23 being consolidated under Certificate No. 253.

Filed September 19, 1932. Closed September 24, 1932.

No. H-1651—1932. Stormer Transfer, Atlantic, a partnership composed of John Stormer and Chester A. Stormer. Revocation of Certificate No. 56. Revoked by resolution dated September 27, 1932.

Filed September 24, 1932. Closed September 27, 1932.

No. H-1653—1932. Knox Motor Express Co., Inc., Chicago, Illinois. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the east line of the state at Davenport and the west line of the state at Council Bluffs. Application withdrawn before Certificate issued.

Filed September 23, 1932. Closed November 26, 1932.

No. H-1654—1932. P. R. Davis, Avoca. Failure to pay taxes and file reports within the time specified by law. This operator was cited to appear before the Board at Council Bluffs on September 20, 1932, to explain various irregularities incident to his motor carrier operation, at which time his infractions of the rules and regulations and the Motor Carrier law were thoroughly gone into. On September 26, 1932, the Board rendered a decision dismissing the case, as follows:

For Applicant—P. R. Davis, Avoca, Iowa.

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

P. R. Davis, Avoca, Iowa, holding Certificate of Convenience and Necessity No. 203, authorizing the transportation of passengers and a limited amount of freight between the west line of the state at Council Bluffs, Quick, Oakland, Hancock, Avoca and Harlan, appeared before this Board at Council Bluffs on Tuesday, September 20, 1932, to show cause why operating rights should not be revoked for reasons set out as follows:

1. Failure to pay the tax and penalty assessed under the provisions of Chapter 252-A2, Code of Iowa, 1931, on operations during February, 1931, until after he was advised that collection would be enforced if not paid by June 28, 1931.

2. Failure to pay the tax and penalty assessed under said Chapter 252-A2 on operations during March and April, 1931, until after the Sheriff of Pottawattamie County had been ordered to enforce collection.

3. Failure to pay the tax and penalty assessed under said Chapter 252-A2 on operations during May and June, 1931, until collection was enforced by the Sheriff of Pottawattamie County.

4. Failure to pay the tax and penalty assessed under said Chapter 252-A2 on operations during September, October and December, 1931, until collection was enforced by the Sheriff of Pottawattamie County.

5. Failure to pay the tax and penalty assessed under said Chapter 252-A2 on operations during January, February and March, 1932, which necessitated the issuance of an Order on July 21, 1932, directing the Sheriff of Pottawattamie County to enforce collection.

6. Failure to pay the tax and penalty assessed under said Chapter 252-A2 on operations during April, 1932, which necessitated the issuance of an Order on August 20, 1932, directing the Sheriff of Pottawattamie County to enforce collection.

7. Failure to pay the tax assessed under said Chapter 252-A2 on operations during May and June, 1932, on or before the dates such tax was payable.

8. Because it appears that this carrier is financially unable to pay the tax assessed and to be assessed under said Chapter 252-A2 on his operations from July 1, 1932, to September 20, 1932, as such tax becomes payable.

9. Rule 47 of the Board's Rules and Regulations Governing the Operation of Motor Carriers, which became effective March 1, 1926,

gave notice to all motor carriers "* * * that if the taxes for any month are allowed to remain delinquent and unpaid for a period of sixty (60) days, the Board will consider that the motor carrier is not financially able to properly operate, and the Certificate of Convenience and Necessity held by such motor carrier will be revoked."

10. Failure to file Daily Records and Monthly Reports of operations for the months of January, February, April, May, July, August and December, 1931, and January, February, April, May and June, 1932, by the date required by law.

11. Failure to file his Annual Report to the Board for the year ended December 31, 1931, which was due February 28, 1932, until such Report was secured by C. S. Keve, Assistant Statistician for the Board, at Council Bluffs on August 4, 1932.

12. For such other reasons as may be made to appear at the hearing.

The record shows that during the 17 months beginning February, 1931, a penalty of twenty-five (25) per cent has been paid on taxes for 14 months; that in several instances it has been necessary to enforce collection by levying upon property of the carrier; that during the same period Daily Records and Monthly Reports for 11 months have not been submitted within the time specified by law, and that annual report for the year 1931, due on or before February 28, 1932, was filed on August 6, 1932, and then only after a representative of this Board had assisted in its preparation.

The carrier explained delinquency in the payment of motor carrier tax as follows:

> "A year ago I took on an obbligation—contract, $12,000 for a couple of motor coaches. After I had them for two months the business fell off so I was unable to use both of them. I had to put one aside and discontinue one schedule. Therefore, I was paying for two busses and only using one. I was paying $150 a month on a bus I haven't been using, which now I have all paid for. That was the reason the taxes were delinquent."

The preparation and filing of reports has in the past been taken care of by attorney for this carrier and according to statements made failure to submit the reports within the time specified has been occasioned by the negligence of that office. The carrier contends he is now in a position and will in the future pay tax and file reports within the time specified by the law and the Rules and Regulations Governing Motor Carriers.

The negligence of this or any other carrier in submitting reports, incurring unnecessary penalties and necessitating collection of tax by levying upon property causes unnecessary time and expense to this Board and the other governmental agencies involved in handling such matters, places upon the carrier and the public additional burden and is indicative of inefficient management, financial irresponsibility and inability otherwise to conduct an operation to the best interest of the public.

In view, however, of the record otherwise of this operator, his assurance as to the payment of tax, filing reports and otherwise satisfying requirements in the future, no action with reference to the suspension or revocation of operating rights will now be taken.

The matter is, therefore, dismissed for further consideration at any time this carrier may in the future be delinquent.

No. H-1655—1932. Missouri Transit Co., Macon, Missouri. Application for authority to extend route for the transportation of passengers and a limited amount of freight, interstate exclusively, between Albia and Centerville. Authorized September 27, 1932, but service was discontinued before Certificate was issued.

Filed September 24, 1932. Closed November 16, 1932.

No. H-1657—1932. J. E. Eldridge, Indianola. Application for authority to operate as a motor carrier of freight, extending route to include Leon, Davis City and Lamoni. Garden Grove, Lineville, Allerton, Millerton, Bridgeport, Promise City, Seymour, Mystic and Centerville. Centerville, Moravia, Albia, Munterville and Ottumwa, except locally between Albia, Ottumwa and points intermediate thereto. Centerville, Moulton, West Grove, Bloomfield and Ottumwa, except locally between Bloomfield, Ottumwa and points intermediate thereto. Hearing was held October 25, 1932, and the application withdrawn.

Filed October 4, 1932. Closed October 27, 1932.

No. H-1658—1932. Bekins Van & Storage Co., Sioux City. Revocation of Certificate No. 279. Revoked by resolution of October 5, 1932.

Filed September 22, 1932. Closed October 5, 1932.

No. H-1659—1932. Don Campbell, Benton. Revocation of Certificate No. 374. Revoked by resolution of October 6, 1932.

Filed September 2, 1932. Closed October 6, 1932.

No. H-1660—1932. Crandic Stages, Inc., Cedar Rapids, and William F. Hendrick, Rock Island, Illinois. Application for approval to lease Routes Nos. 4, 5 and 10 under Certificate No. 253. Approved Route No. 5, between DeWitt and Dubuque, Route No. 10, between Muscatine and Burlington, and certain operating privileges in Route No. 4, between DeWitt and Davenport by resolution dated November 1, 1932.

Filed October 4, 1932. Closed November 1, 1932.

No. H-1661—1932. Crandic Stages, Inc., Cedar Rapids. Revocation of authority to operate as a motor carrier over Route No. 8 in Certificate No. 253, between Cedar Rapids, Ely, Solon and Iowa City. Revoked by resolution dated October 11, 1932.

Filed October 5, 1932. Closed October 11, 1932.

No. H-1662—1932. Ralph S. Thorsten, dba Winneshiek Stage Lines, Lansing. Application for authority to operate as a motor carrier of passengers and a limited amount of freight over an extension of route between Waukon, Decorah, Ridgeway and Cresco. Dismissed without prejudice.

Filed October 7, 1932. Closed November 10, 1932.

No. H-1663—1932. Arthur E. Thein, Garnavillo. Revocation of Certificate No. 284. Revoked by resolution dated October 10, 1932.

Filed October 10, 1932. Closed October 10, 1932.

No. H-1664—1932. A. M. Schoenewe, Everly. Application to amend Certificate No. 40 to show name as A. M. Schoenewe, instead of A. Schoenewe, Jr. Granted October 10, 1932.

Filed October 6, 1932. Closed October 10, 1932.

No. H-1665—1932. Crandic Stages, Inc., Cedar Rapids. Revocation of authority conveyed under Route No. 9, Certificate No. 253, between Iowa City, West Liberty and Muscatine. Revoked by resolution dated October 11, 1932.

Filed October 4, 1932. Closed October 11, 1932.

No. H-1666—1932. J. A. Dennis, owner and operator Independent Transfer Co., Knoxville. Revocation of Certificate No. 286, and issuance of Certificate No. 423. Certificate No. 286 revoked October 12, 1932, and Certificate No. 423 issued the same date, authorizing the transportation of freight between Des Moines, Carlisle, Pleasantville, Knoxville, Attica, Marysville Junction, Hamilton, Bussey, Lovilia, Haggerty, Albia, Munterville and Ottumwa.

Filed October 11, 1932. Closed October 12, 1932.

No. H-1676—1932. Paul Schulze Biscuit Company, Des Moines, v. White Line Motor Freight Co., Inc., Des Moines. Complaint of alleged refusal of shipment.

Filed October 15, 1932. Closed November 16, 1932.

No. H-1681—1932. Grant L. Garrey, Manchester. Application for authority to curtail service rendered under Certificate No. 418. Hearing held October 25, 1932, and application withdrawn.

Filed October 25, 1932. Closed October 29, 1932.

No. H-1692—1932. "On Time" Transfer Company, a corporation, Omaha, Nebraska. Application for the reinstatement of Certificate No. 399 to permit operation as a motor carrier of freight, interstate exclusively, over a portion of interstate route between the east line of the state at Clinton and the west line of the state at Council Bluffs. Approved November 23, 1932.

Filed November 21, 1932. Closed November 23, 1932.

No. H-1693—1932. F. Claire Mason, Des Moines, and P. L. Roberts, Minneapolis, Minnesota. Application for approval to transfer Certificate No. 369 to Mason and Roberts, Des Moines, a partnership composed of the said F. Claire Mason and P. L. Roberts. Approved by resolution dated November 25, 1932.

Filed November 22, 1932. Closed November 25, 1932.

No. H-1698—1932. Crandic Stages, Inc., Cedar Rapids, and William F. Hendrick, Rock Island, Illinois. Joint application for approval to lease Certificate No. 19. Granted by resolution dated December 1, 1932.

Filed November 25, 1932. Closed December 1, 1932.

Rules and Regulations Governing the Operation of Motor Carriers

Under date of August 16, 1932, the following Rules and Regulations were adopted:

Under the provisions of Chapter 252-A1, Code of Iowa, 1931, and in the exercise of the powers therein conferred,

IT IS HEREBY ORDERED that the rules and regulations annexed to this order, entitled:

> "Rules and Regulations Governing the Operation of Motor Carriers"

be and the same are hereby adopted, effective September 1, 1932.

IT IS FURTHER ORDERED that the "Rules and Regulations Governing the Operation of Motor Carriers" which were adopted February 2, 1926, effective March 1, 1926, under the authority granted by Chapter 5, Laws of the Forty-first General Assembly of Iowa, are hereby cancelled, effective September 1, 1932.

Rule 1. UNLAWFUL TO OPERATE WITHOUT CERTIFICATE. Special attention is directed to Section 5105-a6, Chapter 252-A1, Code of Iowa, 1931, which declares it unlawful for any person to operate as a motor carrier without first obtaining a Certificate of Convenience and Necessity from this Board.

Rule 2. AMENDMENTS TO RULES AND REGULATIONS. Any amendment to these rules and regulations, unless otherwise provided therein, shall apply in the same manner to persons holding Certificates at the time it becomes effective as it applies to persons thereafter certificated.

Rule 3. RULES AND REGULATIONS (General application). These rules and regulations are subject to such changes and modifications as the Board from time to time may deem advisable and to such exceptions as may be considered just and reasonable in individual cases.

APPLICATION, DEPOSIT AND NOTICE OF HEARING

(See Rule 53 for Interstate Carriers)

Rule 4. APPLICATION FOR CERTIFICATE. Application for a Certificate of Convenience and Necessity to operate as a motor carrier shall be made to the Board of Railroad Commissioners of Iowa, Des Moines, Iowa, upon the forms prescribed for that purpose. All such applications must be typewritten.

Rule 5. Application for a Certificate of Convenience and Necessity must be accompanied by deposit sufficient to secure the payment of all costs and expenses of hearing and any preliminary investigation necessary in connection therewith. Such deposit shall be not less than twenty-five dollars ($25.00); the Board reserving the right to require such additional deposit as it may deem necessary.

Deposit must be made by certified check, bank draft, express money order or postal money order, payable to "Board of Railroad Commissioners." Any unused balance of a deposit will be refunded to the applicant.

Rule 6. PUBLICATION OF NOTICE OF HEARING. The applicant will be notified as to the time and place for hearing as soon as named by the Board, and furnished with copies of the official notice of hearing, which he shall cause to be published once each week for two (2) consecu-

tive weeks in some newspaper of general circulation in each county through or in which the proposed service will be rendered. The last publication of said notice *must be made not* less than ten (10) days prior to the date for hearing. Proof of publication from each newspaper in which the notice was published must be filed with the Board five (5) days prior to the date of the hearing. Failure to file such proofs may result in the cancellation of the hearing. The applicant shall pay the cost of such publication and shall file receipts from each newspaper showing that the cost of publication has been paid.

INSURANCE REQUIREMENTS

Rule 7. After an application for a Certificate of Convenience and Necessity has been granted, and before such Certificate will be issued, the applicant shall file with the Board an insurance policy, policies or surety bond covering each motor vehicle to be operated, in form to be approved by the Board, issued by some insurance carrier or bonding company authorized to do business in this state, as required by Section 5105-a26, Chapter 252-A1, Code of Iowa, 1931, the minimum limits of liability of which shall be as follows:

PASSENGER CARRYING VEHICLES

(a) To cover the assured's legal liability as a motor carrier for personal injury or death resulting therefrom.

For each motor vehicle with a maximum seating capacity of	Limits of Liability	
	For any recovery by one person as a result of any one accident or other cause.	For all persons receiving personal injury as a result of any one accident or other cause.
7 or less	$5,000	$10,000
8 to 12	5,000	12,000
13 to 15	5,000	15,000
16 to 20	5,000	20,000
21 to 25	5,000	25,000
26 to 30	5,000	30,000
31 to 35	5,000	35,000
36 to 40	5,000	40,000
41 to 45	5,000	45,000
46 to 50	5,000	50,000

(b) To cover the assured's legal liability as a motor carrier for damage to or destruction of any property other than that of or in charge of the assured, as a result of any one accident or other cause, One Thousand Dollars ($1,000.00).

(c) To cover the assured's legal liability as a motor carrier for loss of, or damage to the property of passengers while carried in or upon the insured motor vehicle, as a result of any one accident or other cause, One Thousand Dollars ($1,000.00).

FREIGHT CARRYING VEHICLES

(d) To cover the assured's legal liability as a motor carrier for personal injury or death resulting therefrom, as a result of any one accident or other cause, Five Thousand Dollars ($5,000.00) for any recovery by one person and Ten Thousand Dollars ($10,000.00) for more than one person.

(e) To cover the assured's legal liability as a motor carrier for damage to or destruction of any property other than that of or in charge of the assured, as a result of any one accident or other cause, One Thousand Dollars ($1,000.00).

(f) To cover the assured's legal liability as a motor carrier for loss of, or damage to property carried in or upon the insured motor vehicle,

except property of the assured, as a result of any one accident or other cause, One Thousand Dollars ($1,000.00).

Rule 8. ENDORSEMENT FOR POLICIES. Every insurance policy filed with the Board by a motor carrier shall have attached thereto the following endorsement:

"Iowa Motor Carrier Endorsement

"It is understood and agreed that before the policy to which this endorsement is attached may be suspended or cancelled, the Board of Railroad Commissioners, Des Moines, Iowa, will be given ten (10) days' prior written notice of such proposed suspension or cancellation, and that such notice of cancellation must give the correct name and address of the assured as then shown in the policy, the correct name of the Insurance Company and the correct number of the policy.

"It is further understood and agreed that the obligations and promises of said policy shall not be affected by any act or omission of the named assured or of any employee of the named assured with respect to any condition or requirement of said policy or any endorsement attached thereto, nor by any default of the assured in payment of premium or in the giving of any notice required by said policy or otherwise nor by the death, insolvency, bankruptcy, legal incapacity or inability of the assured.

"It is further understood and agreed that, notwithstanding anything in the policy to the contrary, it is the intent of this endorsement to amend the policy so as to fully comply with the provisions of Chapter 252-A1, Code of Iowa, 1931, and to give all of the coverage required by paragraphs (See Rule 7) of Rule 7 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Motor Carriers.

"It is further understood and agreed that said policy is hereby amended and extended to provide that any person, firm, association or corporation having a right of action under the policy against the Assured named in the policy, when service cannot be obtained on said Assured within the State of Iowa, may bring action for recovery directly upon such policy and against the insurer that issued such policy."

Rule 9. RENEWAL POLICIES. Motor carriers shall file a renewal of each insurance policy on file with the Board not less than twenty (20) days before the expiration of such policies, unless the equipment thereby covered is to be retired and notice of such retirement has been furnished the Board.

PLACING CARS IN SERVICE

Rule 10. EQUIPMENT CERTIFICATE. No motor carrier shall operate any motor vehicle not covered by an insurance policy, policies or surety bond made out and filed as required by these rules and authorized by an Equipment Certificate. Before an Equipment Certificate can be issued the motor carrier shall, in addition to complying with the insurance requirements, furnish the Board a complete description of the car proposed for service. The description of the car shall show the license number; make; factory number; engine number; maximum capacity in pounds and classification by letter of overloading license, if a truck; maximum seating capacity, if a bus; year built; weight of car empty in pounds supported by scale certificate; and whether equipped with pneumatic or solid tires.

Provided, however, in emergency cases, and upon request of the motor carrier, the Board will telephone or telegraph the motor carrier, at his expense, as soon as the description and proper policy are received, authorizing the use of a car.

RESERVE EQUIPMENT

Rule 11. Sufficient reserve equipment shall be maintained by all motor carriers to insure the reasonable maintenance of established routes and fixed time schedules.

MARKING OF VEHICLES

Rule 12. Within ten (10) days after being authorized to use any motor vehicle, the motor carrier shall cause to be painted on each side of such vehicle, in letters and figures large enough to be easily read at a distance of fifty (50) feet, and of a color in contrast to the background, the following:

(a) Name of motor carrier as set out in Certificate.

(b) The words "Passenger Motor Carrier" or "Freight Motor Carrier," as the case may be.

(c) "I. R. C. Certificate No. ....."

Provided that the letters and figures in line (c) shall not be less than two and one-half (2½) inches in height and the line of which shall not be less than three-eighths (⅜) inches in width.

SERVICE—STARTING OF, INTERRUPTION OF, OR SUSPENSION OF

Rule 13. MUST START OPERATING WITHIN THIRTY DAYS. After a Certificate of Convenience and Necessity has been granted, service applied for shall commence within thirty (30) days from the date on which the application was approved or rights forfeited.

Rule 14. INTERRUPTIONS OF REGULAR SERVICE. All interruptions of regular service, where such interruptions are likely to continue for more than twenty-four (24) hours, shall be promptly reported in writing to the Board, and to the public along the route, with full statement of the cause of such interruption, and its probable duration.

Rule 15. SUSPENSION OF SERVICE. Suspension of service for a period of five (5) consecutive days without notice to the Board shall be deemed a forfeiture of all operating rights.

TIME AND RATE SCHEDULES

Rule 16. TIME SCHEDULES OF OPERATION. Time schedules must be printed or typewritten, numbered consecutively, beginning with Number 1, and shall show:

1. Name and address of motor carrier.
2. Number of schedule cancelled thereby.
3. Time of arrival at and departure from all terminals.
4. Time of departure from all intermediate points.
5. Distance between all points shown in schedule.
6. What days each scheduled trip is made.
7. What points, if any, on the route of the carrier to which service cannot be rendered, and reasons therefor.
8. Date issued.
9. Date effective.
10. Exact location of depot or stopping place at all terminals and intermediate points.

Every application for a Certificate of Convenience and Necessity or to change time schedule must be accompanied by two (2) copies of the proposed schedule.

No motor carrier shall change time schedule until after at least fifteen (15) days' notice of the change proposed has been given the Board; competitive motor carriers serving any portion of the same route, and the public. The notice to the public shall be given by posting a copy of the

schedule in a conspicuous place at each station or stopping place affected.

After such notice the time schedule will be considered in full force and effect, unless ordered withdrawn, modified or suspended.

A copy of the effective time schedule shall be kept posted in a conspicuous place, easily accessible to public inspection, at each station or stopping place on the route, and a copy shall be in possession of each driver or operator.

Time schedules as filed with the Board must be adhered to.

Rule 17. SCHEDULE OF RATES AND FARES. Schedules of rates and fares must be printed or typewritten, numbered consecutively, beginning with Number 1, and shall show:

1. Name and address of motor carrier.
2. Number of the schedule cancelled thereby.
3. All points to which service is rendered.
4. Distance between all points named in schedule.
5. What points, if any, on the route of the carrier, to which service cannot be rendered, and reasons therefor.
6. Date issued.
7. Date effective.
8. All minimum rates, fares or charges.
9. All joint, through, local, class or commodity rates, fares, or charges.
10. Names of participating carriers if joint rates are named.
11. Rules and regulations governing the schedule.
12. Full explanation of reference marks and technical abbreviations used in the schedule.

Every application for a Certificate of Convenience and Necessity or to change rate schedule shall be accompanied by two (2) copies of the proposed schedule of rates and fares.

No motor carrier shall change rate schedule until after at least thirty (30) days' notice of the change proposed has been given the Board; competitive motor carriers serving any portion of the same route, and the public. Notice to the public shall be given by keeping open for public inspection the new schedule showing plainly the changes proposed.

After such notice, the schedule will be considered in full force and effect, unless ordered withdrawn, modified or suspended.

No motor carrier, except as otherwise provided, shall charge, demand, collect, or receive a greater or less or different compensation for the transportation of persons or property or for any service in connection therewith than the rates, fares, and charges applicable to such transportation as specified in its schedules filed and in effect at the time; nor shall any such motor carrier refund or remit in any manner or by any device any portion of the rates, fares, or charges so specified except upon order of the courts or of the Board as may be now or hereafter by law provided, nor extend to any shipper or person any privilege or facility in the transportation of passengers or property except such as are specified in such schedules.

Copies of schedules of rates and fares, together with rules and regulations, if any, governing same, shall be kept open for public inspection by every motor carrier at its principal office, and at the terminus of each route, and at the principal station or stations thereon. Schedules naming passenger rates must be posted at places regularly used for loading or unloading passengers.

Schedules of rates and fares issued by passenger motor carriers shall also contain a rule governing rates applicable to intermediate points not specifically named and show round trip fares where reductions are made, complete information regarding commutation or mileage rates, children's fares, baggage rules, excess baggage rates, etc.

Where a schedule of rates and fares issued by a motor carrier of freight named class rates, such schedule shall contain a general description of the articles or commodities in each class.

RECORDS AND REPORTS

Rule 18. DAILY RECORDS. A record shall be kept each day upon form prescribed by the Board for that purpose of each motor vehicle operated during the day. If a motor vehicle is operated over more than one route, a note shall be made in the "remarks" column of the Daily Record for such vehicle showing the number of trips made over each route. The Daily Record shall be submitted with the Monthly Report and as soon as checked, they will be returned to the motor carrier for preservation, as required by law.

Rule 19. WEIGHT OF VEHICLE. In computing the ton-miles of freight travel and the ton-miles of passenger travel, as required by Sections 5105-a42 and 5105-a43, Chapter 252-A2, Code of Iowa, 1931, the "weight of the vehicle" referred to in said sections, shall be the actual weight of the vehicle when ready for service.

Rule 20. SOLID TIRED VEHICLE. Any motor vehicle equipped with two (2) or more solid tires or so-called "cushion tires" shall be considered a solid tired vehicle.

Rule 21. MONTHLY REPORTS. On or before the tenth (10th) day of each month, every motor carrier shall file with the Board a Monthly Report, on the form prescribed and furnished by the Board, containing a summary of the Daily Records for the preceding month. A Monthly Report shall be filed for every month, and in case no service was rendered during a month, the following statement shall be made on the report for that month: "Did not operate any motor vehicles as a motor carrier during this month."

Rule 22. OPERATING RECORDS. Every motor carrier shall keep a permanent record of each day's operations containing the following information for each trip: Number of car used, name of driver, route number, and time of departure from and arrival at terminals.

Rule 23. ANNUAL REPORTS. Every motor carrier shall keep an accurate record of the receipts from operation, operating and other expenses and other required information, and shall file with the Board, at such times and in such form as the Board may prescribe, an annual report, duly verified, covering the yearly period fixed by the Board. The Board will prescribe the character of the information to be embodied in such annual report, and will furnish a blank form therefor.

Rule 24. REPORTING OF ACCIDENTS. Accidents arising from, or in connection with, the operation of motor vehicles used in the transportation of persons or property, resulting in injury to any person, or in damage to any property exceeding the sum of Fifty Dollars ($50.00), shall be *immediately* reported to the Iowa Board of Railroad Commissioners, Des Moines, Iowa, in writing. Such reports must be plainly written or typed on one side of the paper only and shall set forth:

1. The time and place of accident.
2. The names and addresses of the owners of all vehicles involved.
3. The names and addresses of the drivers or operators of all vehicles involved.
4. The age and chauffeur's license number of the driver of the motor carrier vehicle, length of time employed as a driver by the carrier and number of hours on duty during preceding twenty-four hour period.
5. The State Motor Vehicle Department license plate number, make, and type of all vehicles involved.
6. The number of passengers, if any, in each of the vehicles involved.

7. The names and addresses of persons injured or killed and extent of injuries.

8. The names and addresses of witnesses, if any.

9. A full and complete report of the accident; cause, party or parties responsible, if any; condition of roads, weather conditions; speed of vehicles involved, and any other pertinent information.

If all of the above information is not available, a preliminary report, containing all available information, should be made at once, the complete report to be made as soon as possible.

EQUIPMENT OF MOTOR VEHICLES

Rule 25. TOOLS, EXTRA PARTS, ETC. Every motor vehicle used in the transportation of passengers shall at all times carry such tools and extra parts as may be necessary to make usual and ordinary repairs while on the road.

Rule 26. INSIDE LIGHTS. All motor vehicles used in the transportation of passengers and having a covered top or top up, shall maintain a light or lights of not less than two (2) candle power each, within the vehicle and so arranged as to light up the whole of the interior thereof, except that portion occupied by the driver.

Rule 27. WINDSHIELD WIPERS. Every motor vehicle used by a motor carrier shall be equipped with a dependable windshield wiper, which shall be maintained in operative condition at all times.

Rule 28. NON-SKID TIRE CHAINS. Every motor vehicle shall at all times carry a set of non-skid tire chains which shall be kept in good condition, and which shall be applied to the rear wheels of said vehicle when the condition of the roads or streets suggest their use.

Rule 29. EXTRA TIRES. Every motor vehicle used in the transportation of passengers shall, when leaving a terminus, be equipped with at least one (1) extra serviceable tire.

DRIVERS

Rule 30. Every driver employed by a motor carrier shall be at least twenty-one (21) years of age; in good physical condition; of good moral character; shall be fully competent to operate the motor vehicle under his charge, and shall hold a regular chauffeur's license from the state motor vehicle department.

Every motor carrier who acts as a driver shall comply with all requirements of the law and these rules and regulations applying to drivers.

Motor carriers shall see that all prospective drivers are familiar with the provisions of Chapter 252-A1, Code of Iowa, 1931, all other laws applying to motor carriers, and these rules and regulations, before being allowed to operate a motor vehicle.

No driver or operator of any motor vehicle used in the transportation of passengers shall carry on any unnecessary conversation with passengers or collect fares or make change while the vehicle is in motion, nor shall such driver or operator smoke in the vehicle while driving.

No motor carrier operating any motor vehicle used in the transportation of passengers or property, shall cause or allow any driver or operator of such vehicle to work as a driver or operator for more than a maximum of twelve (12) driving hours in any twenty-four (24) hour period and such driver or operator shall have at least eight (8) consecutive hours' rest in each twenty-four (24) hour period.

No passenger shall be allowed to sit on the front seat to the left of the driver if a left-hand drive motor vehicle, or to the right of the driver if a right-hand drive motor vehicle.

It shall be the duty of the driver or operator of passengers carrying motor vehicles to open and close the doors of the vehicle and a notice to that effect shall be posted on each door.

Motor vehicles must at all times be operated in a safe manner in conformity with the Laws of the Road and duly prescribed street traffic regulations.

SAFETY REQUIREMENTS

Rule 31. MAINTENANCE OF EQUIPMENT. Every motor vehicle and all parts thereof shall be maintained in a safe and sanitary condition at all times, and shall be at all times. subject to inspection by the commission and its duly authorized representatives.

Rule 32. STOPPING AT RAILROAD CROSSINGS. All motor vehicles, upon approaching any steam or electric railroad track at grade, shall be brought to a stop at such a point within fifty (50) feet of the steam or electric railroad track as will clear the track and still allow the driver of the motor vehicle to obtain a view of the track in both directions. Before proceeding to cross said track, the driver shall look in both directions and ascertain if the way is clear.

After making such stop the motor vehicle shall not be placed in high gear until it shall have crossed the track or tracks.

Rule 33. RED FLAGS AND LIGHTS. Every motor vehicle shall be equipped at all times with two (2) red flags and two (2) red lights of suitable size to be used when accident or other cause makes it advisable. Such lights shall be kept in good working order at all times.

Rule 34. MAXIMUM SPEED—PASSENGER VEHICLES. No passenger carrying motor vehicle shall be driven upon the highways at a greater rate of speed than forty-five (45) miles per hour.

Rule 35. MAXIMUM SPEED—FREIGHT VEHICLES. No freight carrying motor vehicle shall be driven upon the highways at a greater rate of speed than thirty-five (35) miles per hour.

Rule 36. EXPLOSIVES, ACIDS AND INFLAMMABLE ARTICLES NOT TO BE CARRIED. No motor carrier shall knowingly suffer or permit to be carried in any motor vehicle transporting passengers, any high explosive, acid or inflammable liquid or article which will endanger life or limb.

Rule 37. GASOLINE TANKS. Gasoline tanks must be on the outside of the passenger compartment of all passenger carrying motor vehicles and must not be filled while the engine is running.

Rule 38. OIL STOVES IN BUSSES. No motor carrier shall have an oil stove burning in any passenger carrying motor vehicle, except when the vehicle is not in motion. Such stove must be securely fastened to the vehicle at all times.

Rule 39. FIRE PROTECTION. Every motor vehicle used for the transportation of passengers shall be equipped with a fire extinguisher bearing the label of approval by the Underwriters Laboratories Incorporated. Such extinguisher shall be attached to the vehicle in such a place as to be immediately accessible to the driver and shall be kept in satisfactory operative condition at all times.

Rule 40. DOORS ON PASSENGER VEHICLES. Every motor vehicle used for transporting passengers shall be equipped with an exit door at the side and rear end thereof, or shall have a door on each side thereof, free and clear of any steering apparatus or other obstruction. Such exit doors shall open outwardly toward the natural means of egress and shall always be unlockable from within. But in case of left drive motor vehicles

equipped with cross seats and with unobstructed exit doors from each compartment on the right side, the seats will not be considered an obstruction provided there is one exit door on the left side back of the driver's seat.

Rule 41. SPEEDOMETERS. Every motor vehicle shall be equipped with a standard speedometer which shall be maintained in good working order.

Rule 42. PASSENGER CARRYING CAPACITY. On passenger carrying motor vehicles, passengers shall not be permitted to ride on the running boards, fenders or on any other outside part of the vehicle.

No motor carrier shall carry a number of passengers in excess of the maximum seating capacity of the vehicle as registered with this Board, except that children under seven (7) years of age may be carried in the laps of persons accompanying them.

Rule 43. FREIGHT LOAD DIMENSIONS. On freight carrying motor vehicles, no part of the load shall be allowed to project more than six (6) inches beyond the running board, or measure more than eight (8) feet wide over all.

Rule 44. BOARDING AND ALIGHTING FROM VEHICLES. Passengers shall not be permitted to board or alight from vehicles except on the right hand side thereof, nor until the vehicle has come to a full stop.

GENERAL

Rule 45. CERTIFICATES—AUTHORITY GRANTED BY. No passenger motor carrier shall transport freight other than newspapers, nor shall any freight motor carrier transport passengers unless specifically authoized by the Board to do so. Freight transported on passenger carrying motor vehicles shall be of such character and not greater in amount than can be safely and conveniently transported without causing discomfort to passengers.

Rule 46. PAYMENT OF TAXES AND PENALTIES. All remittances for taxes and penalties must be made by certified check, bank draft, postal money order or express money order, payable to "Iowa Board of Railroad Commissioners," and mailed or delivered to said Board at Des Moines. Taxes not paid by the date payable become delinquent and the motor carrier will be charged with a penalty of twenty-five (25) per cent of the taxes for such delinquency. The Board cannot relieve a motor carrier from the penalty for delinquency.

Rule 47. CERTIFICATE REVOKED FOR NON-PAYMENT OF TAXES. Notice is hereby given to all motor carriers that if the taxes for any month are allowed to remain delinquent and unpaid for a period of sixty (60) days, the Board will consider that the motor carrier is not financially able to properly operate, and the Certificate of Convenience and Necessity held by such motor carrier will be revoked.

Rule 48. RECEIPTS FOR FREIGHT AND BAGGAGE. Every motor carrier shall issue in triplicate a receipt for freight received for shipment, which receipt shall contain the following:

1. Name of motor carrier.
2. Date and place received.
3. Name of consignor.
4. Name of consignee.
5. Destination.
6. Description of shipment.
7. Weight.
8. Value.
9. Rate and charges.
10. Signature of motor carrier or agent.

Copy of such receipt shall be furnished the consignor, consignee and retained by the motor carrier.

Passenger motor carriers shall issue to passengers a check for baggage tendered to their care.

Rule 49. SALE, TRANSFER, LEASE OR ASSIGNMENT OF CERTIFICATE. Application for the Board's approval of a proposed sale, transfer, lease or assignment of a Certificate of Convenience and Necessity must be typewritten; signed and sworn to by all parties interested; filed at least fifteen (15) days prior to the effective date proposed, and contain:

1. The name and address of the holder of the Certificate, the Certificate number, and the authority granted thereby.
2. The name and address of the person proposing to take over or lease the Certificate.
3. A statement as to whether it is proposed to sell, transfer, lease or assign the Certificate, the reasons therefor, and a request that the Board approve such proposal.
4. A statement that a financial statement of the person proposing to take over or lease the Certificate is attached to the application. (Form of Financial Satement furnished by the Board upon request.)
5. A statement that two (2) copies each of the Time Schedule and Rate Schedule proposed to be placed in effect, are attached to the application.
6. The proposed consideration or amount to be paid for the Certificate.
7. A description of all property proposed to be sold, transferred, leased or assigned and the amount to be paid therefor.
8. A statement that a copy of the proposed lease is attached to the application, if it is proposed to lease the Certificate.
9. A statement that copies of all contracts, agreements and other stipulations between the parties to the application are attached to the application.
10. The following information regarding each car to be operated by the person proposing to take over or lease the Certificate; license number; make; factory number; engine number; maximum capacity in pounds and classification by letter of overloading license, if a truck; maximum seating capacity, if a bus; year built; weight of car, empty, in pounds, supported by scale certificate, and whether equipped with pneumatic or solid tires.
11. A statement that the proposed sale, transfer, lease or assignment is not for the purpose of hindering, delaying or defrauding creditors.
12. The date on which it is desired that such proposed sale, transfer, lease or assignment shall become effective.
13. A statement that there is attached to the application, a certified check, postal money order, bank draft or express money order, payable to the Board, in such an amount as will guarantee the payment of all taxes against the holder of the Certificate up to and including the date on which it is desired to have the proposed transfer become effective.
14. Such other facts as may be necessary to give the Board complete information regarding the proposed transaction.

Rule 50. HEATING, VENTILATION AND SMOKING. Passenger carrying motor vehicles shall be properly ventilated at all times and shall,

when weather conditions require, be heated so as to be reasonably comforable for passengers. No smoking shall be permitted in closed busses, except in the smoking compartments.

Rule 51. ESTABLISHED ROUTE. In all cases where the route or any part of the route of any motor carrier shall be closed by the public authorities for repairs or for any purpose, the detour prescribed by the public authorities as a substitute for such road shall be the authorized route of the motor carrier until such time as the regular route shall be re-opened for public travel. No motor carrier shall receive or discharge passengers or freight on a detour, except with the written permission of the Board.

Rule 52. REDEMPTION OF PASSENGER TICKETS. Passenger motor carriers shall provide for the redemption of unused passenger tickets at the place of purchase and at the carriers' main office in accordance with the provisions of Sections 8133 and 8134, Code of Iowa, 1931.

Rule 53. INTERSTATE CARRIERS. Chapters 252-A1 and 252-A2, Code of Iowa, 1931, together with the rules and regulations thereunder adopted by the Board, insofar as applicable, govern carriers affording service of a strictly interstate character.

Application for certificate permitting such an operation must be made upon forms prescribed for use in submitting applications for intrastate rights. A showing of convenience and necessity is not a condition precedent to the granting of an interstate certificate. Therefore, no hearing is held for this purpose and Rules 5 and 6 of the Motor Carrier rules and regulations may be disregarded in submitting application for such a certificate.

Prior to granting a certificate permitting interstate service, the Board will hold a hearing for the purpose of determining responsibility of the applicant for any tax that may be incurred, provided, in the event the applicant voluntarily submits surety bond guaranteeing the payment of all taxes and penalties that may be assessed under the provisions of the Motor Carrier Law, hearing for that purpose will be waived. In either event, however, the Board reserves the right to examine at its convenience the applicant and any employee for the purpose of determining qualification to safely operate motor vehicles upon the highways of this state in conformity with the Laws of the Road and duly prescribed street traffic regulations.

Interstate carriers are not required to file policies providing the so-called cargo coverage required by paragraphs (c) or (f), Rule 7 of the motor carrier rules and regulations; however, such policies will be accepted provided they contain the endorsement required by Rule 8.

If applicant elects to file a surety bond, such bond should be filed with his application together with the required insurance policies. The surety bond and policies must be written by an insurance carrier or bonding company authorized to do business in Iowa. A surety bond, if filed, must be for an amount sufficient to cover the tax and penalty on applicant's operations for at least six months. The required form of bond will be furnished upon request.

PENALTY

Rule 54. Violation of or failure to comply with any of these rules and regulations may, in the discretion of the Board, be considered as just cause for revoking a Certificate of Convenience and Necessity.

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 28, 1931. W. E. Keeney, Incorporated, Clarinda. Tax and penalty for May, June and July, 1931. Balance due $142.03.

December 31, 1931. Transamerican Freight Lines, Inc., Detroit, Michigan. This order levied upon property or money of the above carrier in possession of the National Carloading Corporation of Des Moines, Iowa, for whatever taxes and penalties which may have accrued under the Iowa statutes.

January 19, 1932. W. E. O'Bleness, Milo. Tax and penalty for June, July and September, 1931. Amount $223.77.

January 22, 1932. Merchants Transportation Company, Iowa Falls, a partnership composed of George F. Wiese and Arnold J. Krause, Iowa Falls. Tax and penalty for December, 1930. Amount $42.12.

March 2, 1932. Mrs. J. E. Van Hook, dba Central Iowa Motor Line, Marshalltown. Tax and penalty for October and November, 1931. Amount $83.94.

March 8, 1932. W. E. O'Bleness, Milo. Tax and penalty for November and December, 1931, January and February, 1932. Amount $369.03.

March 15, 1932. Alvin L. Cox, owner and operator of Air-Line Motor Express, Des Moines. Tax and penalty for November and December, 1931, January and February, 1932, and tax for March, 1932. Amount $303.41.

March 18, 1932. Fred McIntire, Glenwood. Tax and penalty for November and December, 1931, and January, 1932. Amount $61.93.

March 18, 1932. Stormer Transfer, Atlantic, a partnership composed of John and Chester A. Stormer, Atlantic. Tax and penalty for October, November, December, 1931, and January, 1932. Amount $29.34.

May 12, 1932. P. R. Davis, Avoca. Tax and penalty for September, October and December, 1931. Balance due $238.42.

May 16, 1932. R. K. Stevens, Sidney. Tax and penalty for October, November and December, 1931, and January and February, 1932. Amount $24.06.

May 17, 1932. H. G. Roberts, Audubon. Tax and penalty for November and December, 1931, and January, 1932. Amount $131.53.

May 18, 1932. Howard H. Holdcroft, dba Holdcroft Transportation Company, Sioux City. Tax and penalty for January, February and March, 1932. Amount $223.66.

May 19, 1932. Elmer L. Buckingham, dba Twin Cities-Des Moines Motor Ways, Minneapolis, Minnesota. Tax for March, April and May, 1932, and penalty for March, 1932. Amount $316.85.

July 15, 1932. James C. Allen, Guthrie Center. Tax and penalty for March, April and May, 1932. Balance due $108.97.

July 21, 1932. P. R. Davis, Avoca. Tax and penalty for January, February and March, 1932. Amount $265.49.

August 16, 1932. Stormer Transfer, Atlantic, a partnership composed of John and Chester A. Stormer, Atlantic. Tax and penalty for February, March, April, May and June, 1932. Amount $38.90.

August 20, 1932. P. R. Davis, Avoca. Tax and penalty for April, 1932. Amount $87.52.

September 3, 1932. Black Hawk Transportation Co., Inc., Mankato, Minnesota. Tax and penalty for April, May, June and July, 1932. Amount $590.27.

September 15, 1932. R. O. Duncan, owner and operator Hudson Motor Express, Hudson, South Dakota. Tax and penalty for June, July, August, September, October, November, December, 1931, January, February, March, April and May, 1932. Amount $87.05.

September 19, 1932. Mercer Transfer & Storage Company, a corporation of Burlington. Tax and penalty for May, June and July, 1932, and protest fee on Check No. 25639. Amount $294.78.

September 23, 1932. Carroll F. Baldwin, owner and operator Inland Film Express, Des Moines. Tax and penalty for March and July, 1932. Balance due $70.25.

September 29, 1932. Dewey F. Potts, Whiting. Tax and penalty for May, 1932. Balance due $2.79.

October 21, 1932. H. S. Ewing, Kansas City, Missouri. Tax and penalty for August and September, 1932. Amount $138.18.

STATEMENT SHOWING AMOUNT OF TAX AND PENALTY ASSESSED AGAINST MOTOR CARRIERS UNDER THE PROVISIONS OF CHAPTER 252-A2, CODE OF IOWA, 1931, ON OPERATIONS JANUARY 1, 1931, TO DECEMBER 31, 1931; AMOUNT OF SUCH TAX AND PENALTY COLLECTED TO MAY 1, 1933, AND AMOUNT OF SUCH TAX AND PENALTY UNPAID ON MAY 1, 1933.

Total amount of taxes assessed	$258,949.56	
Total amount of penalties assessed	1,614.97	
		$260,564.53
Total amount of taxes and penalties collected	$259,731.39	
Total amount of taxes and penalties unpaid	833.14	
		$260,564.53

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 2, 1931, to and including December 1, 1932, issued 1,070 permits to truck operators.

Warehouse Licenses

The following licenses for the operation of Bonded Warehouses were in effect at the close of December 1, 1932:

J-1—1925. Western Terminal Elevator Company, Sioux City.
J-5—1928. Terminal Grain Corporation, Sioux City.
J-8—1929. A. Sterner & Company, Jordan.
J-9—1929. Standard Warehouse Company, Centerville.

Municipal Airports

No. M-8—1932. City of Des Moines, Iowa. Application for approval of plans and specifications for a Municipal Airport at Des Moines.

Filed January 28, 1932. Approved January 29, 1932.

Truck Operator Cases

No. N-215—1932.
No. N-216—1932.
No. N-217—1932.

IOWA TRUCKERS ASSOCIATION, SIOUX CITY, ET AL., *Complainants*,
v.
ALL TRUCK OPERATORS IN GRUNDY, BUCHANAN AND BLACK HAWK COUNTIES NOT LISTED AS COMPLAINANTS, *Defendants*.
Decided March 24, 1932

ESTABLISHMENT OF UNIFORM RATES WITHIN GRUNDY, BUCHANAN AND BLACK HAWK COUNTIES, IOWA, AND BETWEEN ANY POINT IN ONE OF SAID COUNTIES AND ANY ONE POINT IN ANOTHER OF SAID COUNTIES.

Held, upon hearing, record submitted insufficient on which to base a proper, just and reasonable rate.

Ordered, cases set down for further hearing whenever complainants were prepared to produce comprehensive data to enable the Commission to arrive at a just and reasonable scale of rates.

For Complainants—Hays, Baron & Mathews, Attys., by Joseph H. Hays, Sioux City, Iowa.

For Hon. J. H. Henderson, Commerce Counsel of Iowa—Stephen A. Robinson, Asst. Commerce Counsel, Des Moines, Iowa.

For Chicago and North Western Railway Co., et al.—Davis, McLaughlin & Hise, Attys., by George E. Hise, Des Moines, Iowa.

For Waterloo Chamber of Commerce—C. A. Hanson, Traffic Mgr., Waterloo, Iowa.

For Waterloo, Cedar Falls & Northern Ry. Co.—B. F. Swisher, General Counsel, Waterloo, Iowa.

For Ft. Dodge, Des Moines & Southern Railroad Co.—C. L. Pardee, T. F. A., for F. M. Steele, G. F. and P. A., Boone, Iowa.

For Illinois Central Railroad Co.—C. A. Helsell, Atty., Ft. Dodge, Iowa; F. C. Furry, G. F. A., Chicago, Illinois.

For Chicago, Burlington & Quincy Railroad Co.—Henry Christianson, Chicago, Illinois.

For Des Moines & Central Iowa Railroad—H. A. Benjamin, V. P. & G. M., Des Moines, Iowa.

For Chicago Great Western Railroad Co.—W. I. Laird, Asst. General Freight Agent, Des Moines, Iowa; Ehlers English, Atty., Des Moines, Iowa.

For Chicago, Rock Island & Pacific Railway Co.—Gamble, Read & Howland, Attys., by Ralph Read, Des Moines, Iowa.

These cases are before the Commission upon complaints filed as provided in paragraph 2 of Section 5105-c2, Chapter 252-C1, Code of Iowa, 1931. The complaints were filed with the Commission on September 26, 1931, and requested the Board to fix a uniform schedule of rates and charges to be assessed by all "truck operators" operating under the provisions of said Chapter 252-C1 for the transportation of all classes of freight between all points within Grundy, Buchanan and Black Hawk Counties, Iowa (including hauling within cities and towns) and between any point within any of said counties and any point within another of said counties. Complainants also requested the Commission to adopt uniform waybills, receipts and invoices to be used by "truck operators" when operating under the proposed uniform schedule. General notice was given in said counties and hearing held at 9:30 A. M., January 12, 1932, at Waterloo, Iowa, and the cases submitted.

A careful consideration of the record submitted discloses that there is almost an entire absence of evidence to show the cost of handling and transporting freight by truck and we have nothing before us upon which to base a proper, just and reasonable rate.

It is, therefore, ordered that these cases be set down for further hearing, the time and place to be fixed when the Board is advised by complainants herein that they are prepared to produce for the information of the Commission, comprehensive data showing operating costs, volume of tonnage, revenues and such other pertinent facts as will enable the Commission to arrive at a sound basis for just and reasonable rates.

No. N-219—1932. Board of Railroad Commissioners, Des Moines, Iowa. Revision of Rate Bases Nos. 1, 2 and 3 of Truck Operator Rate Schedule No. 2. This case was fully heard at Sioux City on December 8, 1931, and on January 2, 1932, the Board adopted a new scale of rates, effective January 15, 1932, to be known as Supplement No. 1 to Truck Operator Rate Schedule No. 2. The decision reads as follows:

For the Iowa Truckers Association—Hays, Baron & Mathews, Attys., by Mr. Hays, Sioux City, Iowa.

For the Sioux County Farm Bureau—Rex B. Cohn, County Agent, Orange City, Iowa.

For the Sioux City Chamber of Commerce—P. R. Wigton, Traffic Manager, Sioux City, Iowa.

During the month of September, 1931, this Board received a number of petitions, signed by farmers and truck operators in the territory to which Truck Operator Rate Schedule No. 2 applies, asking for a revision of the rates provided for by Rate Bases Nos. 1, 2 and 3 of that schedule. On November 13, 1931, the Board also received a proposed live stock truck rate schedule for the Sioux City territory which was worked out at a joint meeting of the Board of Directors of the Sioux County Farm Bureau and fourteen representative truck operators of Sioux County on November 6, 1931. These petitions and the proposed schedule were made into the above named case.

Hearing in this case was set for December 8, 1931, at Sioux City, Iowa, and notice of this hearing was given by publication and to each truck operator in the eighteen counties to which Schedule No. 2 applies. Hearing was held at Sioux City on December 8, 1931, and the case was taken under advisement.

After full consideration of the record in this case we are of the opinion that the rates under consideration in this case should be revised so as to remove certain irregularities in the existing scale providing a more uniform gradation throughout and at the same time reducing the long haul rates.

It is, therefore, ordered that the rates set out in the attached schedule be fixed for the transportation of live stock by truck operators 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, Iowa, in lieu of the rates provided for by Rate Bases Nos. 1, 2 and 3 of Truck Operator Rate Schedule No. 2, and that such rates be made effective on January 15, 1932.

Miles	Rate Basis No. 1 Horses, Mules, Fat Cattle and Calves Hogs (See Item 1) Cents per 100 lbs.	Rate Basis No. 2 Stockers and/or Feeder Cattle (See Item 2) Cents per 100 lbs.	Rate Basis No. 3 Sheep, Lambs and Goats (See Item 3) Cents per 100 lbs.
1	4.5	4.5	5.4
2	5	5	6
3	5.5	5.5	6.6
4	6	6	7.2
5	6.5	6.5	7.8
6	7	7	8.4
7	7.5	7.5	9
8	8	8	9.6
9	8.5	8.5	10.2
10	9	9	10.8
11	9.4	9.1	11.3
12	9.8	9.2	11.8
13	10.2	9.3	12.2
14	10.6	9.4	12.7
15	11	9.5	13.2
16	11.4	9.6	13.7
17	11.8	9.7	14.2
18	12.2	9.8	14.6
19	12.6	9.9	15.1
20	13	10	15.6
21	13.4	10	16.1
22	13.8	10.4	16.6
23	14.2	10.7	17
24	14.6	11	17.5
25	15	11.3	18
26	15.4	11.6	18.5
27	15.8	11.9	19
28	16.2	12.2	19.4
29	16.6	12.5	19.9
30	17	12.8	20.4
31	17.3	13	20.8
32	17.6	13.2	21.1
33	17.9	13.4	21.5
34	18.2	13.7	21.8
35	18.5	13.9	22.2
36	18.8	14.1	22.6
37	19.1	14.3	22.9
38	19.4	14.6	23.3
39	19.7	14.8	23.6
40	20	15	24
41	20.3	15.2	24.4
42	20.6	15.5	24.7
43	20.9	15.7	25.1
44	21.2	15.9	25.4
45	21.5	16.1	25.8
46	21.8	16.4	26.2
47	22.1	16.6	26.5
48	22.4	16.8	26.9
49	22.7	17	27.2
50	23	17.3	27.6

Miles	Rate Basis No. 1 Horses, Mules, Fat Cattle and Calves Hogs (See Item 1) Cents per 100 lbs.	Rate Basis No. 2 Stockers and/or Feeder Cattle (See Item 2) Cents per 100 lbs.	Rate Basis No. 3 Sheep, Lambs and Goats (See Item 3) Cents per 100 lbs.
51	23.3	17.5	28
52	23.6	17.7	28.3
53	23.9	17.9	28.7
54	24.2	18.2	29
55	24.5	18.4	29.4
56	24.8	18.6	29.8
57	25.1	18.8	30.1
58	25.4	19.1	30.5
59	25.7	19.3	30.8
60	26	19.5	31.2
61	26.3	19.7	31.6
62	26.6	20	31.9
63	26.9	20.2	32.3
64	27.2	20.4	32.6
65	27.5	20.6	33
66	27.8	20.9	33.4
67	28.1	21.1	33.7
68	28.4	21.3	34.1
69	28.7	21.5	34.4
70	29	21.8	34.8
71	29.3	22	35.2
72	29.6	22.2	35.5
73	29.9	22.4	35.9
74	30.2	22.7	36.2
75	30.5	22.9	36.6
76	30.8	23.1	37
77	31.1	23.3	37.3
78	31.4	23.6	37.7
79	31.7	23.8	38
80	32	24	38.4
81	32.3	24.2	38.8
82	32.6	24.5	39.1
83	32.9	24.7	39.5
84	33.2	24.9	39.8
85	33.5	25.1	40.2
86	33.8	25.4	40.6
87	34.1	25.6	40.9
88	34.4	25.8	41.3
89	34.7	26	41.6
90	35	26.3	42
91	35.3	26.5	42.4
92	35.6	26.7	42.7
93	35.9	26.9	43.1
94	36.2	27.2	43.4
95	36.5	27.4	43.8
96	36.8	27.6	44.2
97	37.1	27.8	44.5
98	37.4	28.1	44.9
99	37.7	28.3	45.2
100	38	28.5	45.6

RATES SHOWN UNDER RATE BASES NOS. 1, 2 AND 3 HEREIN, CANCEL RATES SHOWN UNDER RATE BASES NOS. 1, 2 AND 3 OF TRUCK OPERATOR RATE SCHEDULE NO. 2.

No. N-233—1932. Bekins Van & Storage Company, Sioux City, Complainant. Revision of rates for transportation of all freight within Sioux City. This case was fully heard at Sioux City on January 19, 1932. There were no objections to the schedule revising Item 6 of Truck Operator Rate Schedule No. 2 submitted by the complainant, which was adopted under date of February 3, 1932, the Board's decision being as follows:

Hearing in this case was set for January 19, 1932, at Sioux City, Iowa, and all interested parties notified. Hearing was held at Sioux City on January 19, 1932, and the case was taken under advisement.

An exhibit was presented setting out certain changes recommended in Item 6 of Truck Operator Rate Schedule No. 2.

No objections were made at the hearing to the recommended schedule and we are of the opinion that the changes as recommended should be adopted.

The Board, therefore, orders that said rates, charges, classifications and rules set forth herein shall be applied in lieu of Item 6 of Truck Operator Schedule No. 2, effective on and after February 22, 1932.

ITEM NO. 6

COMMERCIAL HAULING

A. Hourly basis.
For truck and two men, $2.50 per hour.
For only one man, deduct 50 cents per hour.
For more than two men, add 75 cents per hour per extra man.

B. Ordinary freight, Inbound and Outbound.
1. Heavy volume, $ .06 per cwt.
2. Medium volume, $ .08 per cwt.
3. Light volume, $ .10 per cwt.

Note. Heavy volume means an average of 30,000 pounds or more per week, transported for the same shipper by the same truck operator.

Medium volume means an average of 10,000 to 30,000 pounds per week, transported for the same shipper by the same truck operator.

Light volume means less than 10,000 pounds per week transported for the same shipper by the same truck operator.

Heavy and medium volume rates to be used only where weekly volume is continuous over a period of three or more consecutive months.

4. Minimum charge of 50 cents to or from each consignee or consignor for each trip of not more than 2 miles plus 25 cents for each additional mile or fraction thereof.

5. Miscellaneous city deliveries to be based on a charge which will not total less than the charge for the same service based upon the hourly basis.

6. Where unloading facilities are unsuitable or there are unnecessary delays add 4 cents per cwt.

7. From truck operator warehouse to freight depot or jobber warehouse; rate 6 cents per cwt. with a minimum of 35 cents for each waybill.

8. Where volume totals 75,000 pounds per week and is handled with removable truck bodies and when contracting consignor or consignee shall load or unload such bodies then the rate shall be 5 cents per cwt.

9. Bulky shipments. When commodity weighs less than 15 pounds per cubic foot then the rate equal to twice the regular rate is to be applied.

10. Carloading, fast freight and railroad companies offering store-door delivery and/or pick-up service, volume rates apply with the following minimums:
    Heavy volume 25 cents per way-bill.
    Medium or light volume 35 cents per way-bill.

11. Unusual or large pieces, weight exceeding 1,000 pounds or size over 200 cubic feet, hourly rates apply.

12. Freight between railroad depots, 9 cents per cwt., minimum per way-bill 15 cents.

No. N-234—1932.

BRADY TRANSFER & STORAGE COMPANY, FT. DODGE, ET AL., *Complainants*,

v.

FRANK ALEXANDER, DES MOINES, ET AL., *Defendants*.

Decided August 4, 1932

ESTABLISHMENT OF UNIFORM RATES, CHARGES, CLASSIFICATIONS AND RULES AND REGULATIONS FOR TRANSPORTATION OF HOUSEHOLD GOODS AND FURNITURE.

Found, upon hearing, that the scale of rates set forth in Exhibit "A" and the rules and regulations, notes and exceptions set forth in Exhibit "C" attached hereto are just and reasonable and shall be applied by all truck operators for the transportation of household goods by motor truck for hauls of 15 miles and over between all points within the State of Iowa.

Ordered, that the scale of rates provided in Truck Operator Rate Schedule No. 3 for the long haul transportation of pianos and household goods between Sioux City and eighteen counties in northwestern Iowa shall be cancelled and the rates herein prescribed shall be applied in lieu thereof.

Ordered, that the rates herein shall become effective September 15, 1932.

Appearances:

For the Complainants and for the Iowa Warehousemen's Association, Interveners—D. C. Nolan, Atty., Iowa City, Iowa.

For the Iowa Warehousemen's Association, Interveners—W. H. Collin, Chicago, Illinois; D. M. Liddle, Des Moines, Iowa.

For the Iowa Truckers Association—Hays, Baron & Mathews, Attys., Sioux City, Iowa, by Joseph H. Hays; John Shannahan, Secretary, Sioux City, Iowa.

For the Iowa Farm Bureau Federation—Henry A. Wallace, Des Moines, Iowa; A. B. Myhr, Thompson, Iowa.

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

For the C., R. I. & P. Ry. Co.—R. I. Colvin, A. G. F. A., Des Moines, Iowa.

For the Wabash Railroad Company—Phil Schorr, D. F. A., Des Moines, Iowa.

For the Chicago & North Western Railway Co.—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by George E. and George R. Hise; M. J. Golden, D. F. & P. A., Des Moines, Iowa.

For the Chicago Great Western Railroad Co.—Carr, Cox, Evans & Riley, Attys., Des Moines, Iowa, by John Inghram; W. I. Laird, A. G. F. A., Des Moines, Iowa.

For the Illinois Central Railroad Co.—M. T. Steiner, T. F. & P. A., Fort Dodge, Iowa.

For the Ft. Dodge, Des M. & Southern R. R. Co.—L. E. Anderson, Gen. Agt., Des Moines, Iowa.

For the Des Moines & Central Iowa Railroad—H. A. Benjamin, Vice President, Des Moines, Iowa; C. R. Bennett, Atty., Des Moines, Iowa.

For the C., M., St. P. & P. R. R. Co.—H. W. Warren, D. F. & P. A., Des Moines, Iowa.

For the Chicago, Burlington & Quincy R. R. Co.—A. M. Hixson, Des Moines, Iowa.

For the Mack Truck Company—Ward N. Shaw, Branch Mgr., Davenport, Iowa.

For Ware Transfer & Storage Company—S. C. Ware, Des Moines, Iowa.

For Red Line Transfer Co.—Frank Berg, President, Des Moines, Iowa.

For Ewert & Richter Express & Storage Co.—Herman Ewert, President, Davenport, Iowa.

For Merchants Transfer & Storage Co.—A. C. Schick, Pres. & Mgr., Davenport, Iowa.

For Brady Transfer & Storage Co.—John J. Brady, President, Ft. Dodge, Iowa.

For Bell Transfer & Storage Co.—R. G. Talmage, President, Des Moines, Iowa.

For Carstensen Transfer & Storage Co.—A. C. Carstensen, Pres., Clinton, Iowa.

For Wilke Truck Line—John A. Wilke, Mgr., Webster City, Iowa.

For Webster City Truck Line—E. M. Thierman, Mgr., Webster City, Iowa.

For Dragoun Transfer & Storage Co.—C. E. Dragoun, Owner, Ames, Iowa.

For White Line Transfer & Storage Co.—L. E. Stone, Vice Pres. & Mgr., Des Moines, Iowa.

For Cadwell Transfer & Storage Co.—F. C. Eslick, Pres., Mason City, Iowa.

For Cedar Rapids Transfer & Storage—Robert B. Cass, Vice Pres., Waterloo, Iowa.

For Calders Van & Storage Co.—George H. Harmer, Cedar Rapids, Iowa.

For Ford Bros. Van & Storage Co.—Ray A. Ford, Pres., Council Bluffs, Iowa.

For Wilson's Transfer & Storage—R. C. Wilson, Boone, Iowa.

For Independent Operators—J. E. Thompson, Des Moines, Iowa; Theodore L. Juber, Des Moines, Iowa; A. L. Hook, Des Moines, Iowa; C. H. Schnoor, Woodward, Iowa.

For Millard & Gray—D. M. Gray, Des Moines, Iowa.

V. H. DeWald, Mechanicsville, Iowa.

Robley Winfred, Engr., Ames, Iowa.

On January 20, 1932, complaint was filed with this Commission by the Brady Transfer & Storage Co., Ft. Dodge, Iowa, et al., asking that this Commission prescribe uniform rates, rules and regulations to apply for the transportation of household goods and furniture for movement by motor truck between all points in the State of Iowa for hauls of 15 miles and over. The complaint was made under the provisions of Chapter 252-C1 of the 1931 Code of Iowa.

Petition of intervention in favor of the complaint was also filed on the same date by the Iowa Warehousemen's Association, an association composed of the leading and representative warehouse and transfer companies of the State of Iowa.

The case was set down for hearing for Thursday, February 18, 1932, 10 o'clock A. M., at the office of the Board in Des Moines, Iowa, and all interested parties notified. On that date case was fully heard and taken under advisement.

Objections to the establishment of the rates, rules and regulations applying to the transportation of household goods and furniture by motor truck as requested in the complaint were filed by the Iowa Truckers' Association and the Woodbury County Farm Bureau, alleging that the overwhelming evidence produced at hearings heretofore held by this Commission relative to rates established and fixed by this Commission under the Iowa Truck Operator Law has conclusively shown that this Commission lacks the personnel and inspectors to enforce the rate schedules already established and to establish the proposed rate structure on a statewide basis would result in further taxing the efforts of the Commission's now overtaxed personnel so as to result in the total failure of the enforcement of rate structures now in existence. These objectors further allege that there is no public demand for the establishment of the rates proposed in the complaint but that only those who are engaged in the business of transporting household goods are interested in the establishment of the proposed rates and not those who own and cause same to be shipped. Complainants herein propose a mileage scale of rates for the transportation of household goods by motor truck within the State of Iowa, the basis for the proposed scale being made by the allowance of a $5.00 loading and unloading charge plus a charge of 30 cents per mile for a load of 2,000 pounds, whereas the basis for loads over 2,000 pounds, (rate being set out in cents per 100 pounds) is made by an allowance of a $10.00 charge for loading and unloading plus a charge of 40 cents per mile, the increase in the loading and unloading charge and the rate per mile being made to cover the greater cost in handling and for the larger capacity truck necessary to handle the load. (See Exhibit A.)

Objections were made by Sioux City interests to fixing rates on household goods on a weight basis, they favoring the cubical capacity basis as is at present in effect between Sioux City on the one hand, and points in eighteen counties in northwest Iowa on the other hand, this basis having been fixed by this Commission and published in Truck Operator Rate Schedule No. 3. This schedule provides a specific charge for shipment of not more than 400 cubic feet, a greater charge for shipments of more than 400 cubic feet but not over 600 cubic feet, and a still greater charge for shipments of more than 600 cubic feet.

We are of the opinion that the cubical capacity basis does not afford a uniform basis of rates because of the possibility of varying amount of space occupied by the same or similar shipments dependent on the ability or inclination of the persons doing the loading. In the weight basis there can be no difference in the proper charges to be assessed on any particular shipment.

Transporting household goods and furniture by truck is a special business, requiring special equipment and special care in handling by men experienced in the business.

Cost figures were introduced in evidence in support of the proposed scale of rates covering various capacity trucks used generally only in the transportation of household goods. The following shows the cost per mile of the trucks of different capacities:

Capacity	Cost per mile
1 ton	11.6 to 16 cents
1½ ton	18.9 cents
2 ton	21 to 22.8 cents
2½ ton	21.8 to 30.7 cents
3 ton	22.8 to 27.7 cents
3½ ton	31 cents

The record shows the annual miles traveled for the lighter capacity trucks, 2-ton capacity and under to be from 8,000 to 12,000 miles and for capacities of 2½ tons or over 15,000 to 25,000 miles.

Similar schedules on a basis 25 per cent higher than the scale proposed herein are in effect in the States of Colorado and Texas. Below is shown a comparison of the proposed Iowa scale with the scale in effect in Colorado and Texas for a representative number of mileage blocks:

	Proposed for Iowa		Colorado and Texas	
Miles	2,000 lbs.	Each additional 100 lbs.	2,000 lbs.	Each additional 100 lbs.
15	$ 9.50	.32	$ 10.00	.44
25	12.50	.37	14.00	.52
50	20.00	.50	24.00	.72
75	27.50	.62	34.00	.82
100	35.00	.75	44.00	.92
200	65.00	1.25	84.00	1.32
300	95.00	1.75	124.00	1.52
400	125.00	2.25	164.00	1.72
500	155.00	2.75	204.00	1.92

The record shows that attempts are made by the truck operators hauling household goods to secure return loads by advertising but that seldom are return loads secured which necessitates an empty return movement. Consequently the truck must travel twice the distance the shipment is transported. It is, therefore, necessary in order to determine the rate per mile on a shipment hauled 100 miles to take into consideration the empty return haul of the same distance and divide the charge made for a 100-mile haul by 200 or the total running miles.

Below is shown the revenue per running mile under the proposed scale for loads of 2,000, 4,000 and 6,000 pounds for representative hauls:

Miles	2,000 pounds Cents per mile	4,000 pounds Cents per mile	6,000 pounds Cents per mile
15	31.7	53	74.5
50	20	30	40
100	17.5	25	32.5
150	16.7	23.3	30
200	16.3	22.5	28.8
300	15.8	21.7	27.5
400	15.6	21.3	26.9
500	15.5	21	26.5

At the present time no uniformity in the rates assessed for this transportation exists, the fact being that within certain localities of the state where competition between the truckers is keen, lower rates prevail than in the localities where there is little or no competition. This causes unjust discriminations as between localities, the shipper having to pay more or less in one case than in another for a like or similar move.

The record does not justify any different rates in one section of the state as against another and we feel that in the interest of uniformity, to stabilize the industry, that the cost figures introduced in evidence justify the proposed scale, and that the general public can be better served and be assured of this particular transportation service in the future by the establishment of uniform rates which will permit the truck operators to earn a reasonable profit on their investment and permit them to remain in this business in the interest of the general public.

In connection with the schedule of rates proposed in Exhibit "A" certain rules and regulations as set out in Exhibit "B" are proposed by complainants. The establishment of these rules and regulations as proposed, particularly those dealing with the liabilities of the carriers, by this Commission we believe would be improper. We do, however, set out in Exhibit "C" certain rules and regulations to be applied in connection

with the scale of rates shown in Exhibit "A" which in our opinion can properly be established by us.

IT IS, THEREFORE, ORDERED, That the scale of rates set forth in Exhibit "A" and the rules and regulations, notes and exceptions set forth in Exhibit "C" shall be applied by all truck operators for the transportation of household goods by motor truck for hauls of 15 miles and over between all points within the State of Iowa;

IT IS FURTHER ORDERED, That the scale of rates provided in Truck Operator Rate Schedule No. 3 for the long-haul transportation of pianos and household goods between Sioux City, Iowa, on the one hand and points in the eighteen counties in northwest Iowa mentioned in said schedule on the other, shall be cancelled and that the rates herein prescribed shall be applied in lieu thereof;

IT IS FURTHER ORDERED, That this order shall become effective September 15, 1932.

EXHIBIT "A"

MILEAGE RATES ON HOUSEHOLD GOODS BY WEIGHT

Miles	Minimum 2,000 lbs.	Each Add'l. 100 lbs.	Miles	Minimum 2,000 lbs.	Each Add'l. 100 lbs.
5	$	$ ...	255	$ 81.50	$ 1.52
10	.....	...	260	83.00	1.55
15	9.50	.32	265	84.50	1.57
20	11.00	.35	270	86.00	1.60
25	12.50	.37	275	87.50	1.62
30	14.00	.40	280	89.00	1.65
35	15.50	.42	285	90.50	1.67
40	17.00	.45	290	92.00	1.70
45	18.50	.47	295	93.50	1.72
50	20.00	.50	300	95.00	1.75
55	21.50	.52	305	96.50	1.77
60	23.00	.55	310	98.00	1.80
65	24.50	.57	315	99.50	1.82
70	26.00	.60	320	101.00	1.85
75	27.50	.62	325	102.50	1.87
80	29.00	.65	330	104.00	1.90
85	30.50	.67	335	105.50	1.92
90	32.00	.70	340	107.00	1.95
95	33.50	.72	345	108.50	1.97
100	35.00	.75	350	110.00	2.00
105	36.50	.77	355	111.50	2.02
110	38.00	.80	360	113.00	2.05
115	39.50	.82	365	114.50	2.07
120	41.00	.85	370	116.00	2.10
125	42.50	.87	375	117.50	2.12
130	44.00	.90	380	119.00	2.15
135	45.50	.92	385	120.50	2.17
140	47.00	.95	390	122.00	2.20
145	48.50	.97	395	123.50	2.22
150	50.00	1.00	400	125.00	2.25
155	51.50	1.02	405	126.50	2.27
160	53.00	1.05	410	128.00	2.30
165	54.50	1.07	415	129.50	2.32
170	56.00	1.10	420	131.00	2.35
175	57.50	1.12	425	132.50	2.37
180	59.00	1.15	430	134.00	2.40
185	60.50	1.17	435	135.50	2.42
190	62.00	1.20	440	137.00	2.45

195	63.50	1.22	445	138.50	2.47
200	65.00	1.25	450	140.00	2.50
205	66.50	1.27	455	141.50	2.52
210	68.00	1.30	460	143.00	2.55
215	69.50	1.32	465	144.50	2.57
220	71.00	1.35	470	146.00	2.60
225	72.50	1.37	475	147.50	2.62
230	74.00	1.40	480	149.00	2.65
235	75.50	1.42	485	150.50	2.67
240	77.00	1.45	490	152.00	2.70
245	78.50	1.47	495	153.50	2.72
250	80.00	1.50	500	155.00	2.75

EXHIBIT "B"

RULES AND REGULATIONS

1. (a) The carriers accept all shipments of household goods for transportation subject to favorable road and weather conditions.
   (b) The carriers reserve the right to transport goods on any suitable vehicle.
2. Every carrier shall have the right in case of physical necessity to forward shipments by any other than the usually traveled routes between point of origin and destination; and by any other carrier (whether motor or rail); and any additional charge for such service, which is due to causes beyond the control of the carrier, shall be paid for by the shipper.
3. The carrier shall not be liable for the loss of or damage to any documents, records, specie, jewelry, or any other article of extraordinary value, not specifically listed and accepted for transportation by the Company.
4. The carrier shall not be responsible for injury to fragile articles that are not packed and unpacked by the agents, servants and/or employees of the carriers.
5. The carriers shall not be liable for any damage arising from delay caused by labor troubles, riots, the elements, the authority of law, road conditions, tire, motor, and/or other troubles with truck or trucks; for any loss of, or damage to, the property of the shipper caused by an act of God, the public enemy, the authority of law; or the act or default of the shipper for ordinary wear and tear in handling, nor for any other cause beyond the control of the carriers.
6. All claims for loss and/or damage must be made in writing to the carriers within Ten Days from the time of delivery.
7. The carriers shall be compensated at their usual hourly rates for City work for any delays at loading or unloading points caused by act or default of consignor or consignee, or their agents.
8. Charges shall be paid in full by cash or certified check. If goods are not accepted, or charges paid by the customer on the arrival at place of delivery, goods shall at the election of the carrier, be stored in a public storage warehouse at the expense of the shipper, subject to the provisions of the Warehouse Receipts Act of the State in which the goods are stored.

NOTES AND EXCEPTIONS

Note. 1. An additional charge of ten dollars will be made when it is necessary to hoist piano in order to make delivery.

Note 2. The rates named herein shall not include the packing of chinaware, bric-a-brac, etc., nor the wrapping or crating of furniture. Such work to be charged for at the carriers' prevailing rates for City work. Dishes and bric-a-brac when packed by the carrier shall be charged for at the rate of $2.00 per barrel.

Note 3. Where the mileage between any two points falls between stated units the rate for the higher unit will apply.

Note 4. No discount shall be allowed on return loads.

EXHIBIT "C"

1. (a) The carriers may accept all shipments of household goods for transportation subject to favorable road and weather conditions.

   (b) The carriers may reserve the right to transport goods on any suitable vehicle.

2. Every carrier may have the right in case of physical necessity to forward shipments by any other than the usually traveled routes between point of origin and destination; and by any other carrier (whether motor or rail).

3. The carriers may be compensated at their usual hourly rates for City work for any delays at loading or unloading points caused by act or default of consignor or consignee, or their agents.

4. If goods are not accepted, or charges paid by the customer on the arrival at place of delivery, goods may at the election of the carrier, be stored in a public storage warehouse at the expense of the shipper, subject to the provisions of the Warehouse Receipts Act of the State of Iowa.

NOTES AND EXCEPTIONS

Note 1. An additional charge of ten dollars may be made when it is necessary to hoist a piano above ground floor in order to make delivery.

Note 2. The rates named herein shall not include the packing of chinaware, bric-a-brac, etc., nor the wrapping or crating of furniture. Such work may be charged for at the carrier's prevailing rates for City work. Dishes and bric-a-brac when packed by the carriers may be charged for at the rate of $2.00 per barrel.

Note 3. The rates named herein to be subject to Highway Distance Table No. 1 issued by the Board of Railroad Commissioners of Iowa for determining distances between points within the State of Iowa.

Where rates are not shown for the exact distance, the rates given for the next greater distance will apply. Fractions of one-half mile or over will be counted as one mile and when less than one-half mile will be dropped.

Note 4. No discount shall be allowed on return loads.

Note 5. Carriers must furnish shipper with scale weight of shipment which should be shown in the receipt for transportation charges.

Interlocking, Signal and Other Safety Devices

Plans for the original construction of/or for Changes to be made in the following interlocking plants were approved subject to inspection.

Name of Plant	Kind	Participating Companies
Belle Plaine "BA"	Mechanical	C. & N. W.—Yard
Belle Plaine "B"	Mechanical	C. & N. W.—Yard and Jct.
Carnforth	Mechanical	C., R. I. & P.—C. & N. W.
Cedar Falls	Automatic	I. C.—C., R. I. & P.
Cedar Falls	Automatic	I. C.—C., R. I. & P.
Cone	Mechanical	C., M., St. P. & P.—C., R. I. & P.
Culver	Mechanical	C., R. I. & P.—C., M., St. P. & P.
Denison	Mechanical	I. C.—C. & N. W.
Delmar	Automatic	C., M., St. P. & P.—C. & N. W.
Elberon	Mechanical	C. & N. W.—C., M., St. P. & P.
Elberon	Mechanical	C. & N. W.—C., M., St. P. & P.
Elberon	Mechanical	C. & N. W.—C., M., St. P. & P.
Gowrie	Mechanical	Ft. D., D. M. & So.—M. & St. L.—C. N. W.
Gowrie	Mechanical	Ft. D., D. M. & So.—M. & St. L.—C. N. W.
Herndon	Mechanical	C., M., St. P. & P.—Crossing
Herndon	Mechanical	C., M., St. P. & P.—Crossing
Herndon	Mechanical	C., M., St. P. & P.—Crossing
Indian Creek	Remote Control	C., M., St. P. & P.—Junction
Jefferson	Mechanical	C. & N. W.—C., M., St. P. & P.
Lake Mills	Mechanical	C. & N. W.—M. & St. L.
Lake Mills	Automatic	C. & N. W.—M. & St. L.
Lake Mills	Mechanical	C. & N. W.—M. & St. L.
Lawler	Mechanical	C., B. & Q.—C., M., St. P. & P.—C., R. I. & P.
Lawler	Mechanical	C., B. & Q.—C., M., St. P. & P.—C., R. I. & P.
Lohrville	Mechanical	C. G. W.—C. & N. W.—C., M., St. P. & P.
Lohrville	Automatic	C. G. W.—C. & N. W.—C., M., St. P. & P.
Lohrville	Mechanical	C. G. W.—C. & N. W.—C., M., St. P. & P.
Manly	Mechanical	C. G. W.—M. & St. L.—C., R. I. & P.
Manly	Mechanical	C. G. W.—M. & St. L.—C., R. I. & P.
Manson	Mechanical	I. C.—C., R. I. & P.
Maxon	Mechanical	C., B. & Q.—M. & St. L.
Maxon	Mechanical	C., B. & Q.—M. & St. L.
Moravia	Automatic	Wabash—C., M., St. P. & P.
Neola	Mechanical	C., R. I. & P.—C., M., St. P. & P.
Neola	Mechanical	C., R. I. & P.—C., M., St. P. & P.
Ogden	Mechanical	C. & N. W.—M. & St. L.
Spencer	Mechanical	C., M., St. P. & P.—M. & St. L.
Tama	Mechanical	C. & N. W.—C., M., St. P. & P.
Waterloo	Mechanical	C., R. I. & P.—W., C. F. & N.

The following named plants having been constructed or having been modified or repaired in accordance with the suggestions of the Commission, inspections were made and certificates of approval issued.

Changes are frequently made in interlocking plants to better facilitate train operation or to bring about a saving of labor required in operation, as well as the providing of additional safety features. Plans of such changes are first submitted for approval, the plant inspected and certificate issued to cover after changes have been made and before the plant is again placed in operation. Eighteen (18) interlockings were so changed during the fiscal year, requiring special inspection by this department.

Name of Plant	Kind	Participating Companies	Date of Certificate
Carnforth	Mechanical	C., R. I. & P.—C. & N. W.	3- 4-32
Cedar Falls	Automatic	I. C.—C., R. I. & P.	7-22-32
Cone	Mechanical	C., M., St. P. & P.—C., R. I. & P.	4-11-32
Denison	Mechanical	I. C.—C. & N. W.	3- 4-32
Elberon	Mechanical	C. & N. W.—C., M., St. P. & P.	7- 8-32
Elberon	Mechanical	C. & N. W.—C., M., St. P. & P.	9-23-32
Gowrie	Mechanical	Ft. D., D. M. & So.—M. & St. L.—C. & N. W.	7-15-32
Herndon	Mechanical	C., M., St. P. & P.—Crossing	8-16-32
Jefferson	Mechanical	C. & N. W.—C., M., St. P. & P.	9-23-32
Jefferson	Mechanical	C. & N. W.—C., M., St. P. & P.	10- 5-32
Lake Mills	Mechanical	C. & N. W.—M. & St. L.	11-10-32
Lohrville	Mechanical	C. G. W.—C. & N. W.—C., M., St. P. & P.	4-14-32
Manson	Mechanical	I. C.—C., R. I. & P.	2- 5-32
Maxon	Mechanical	C., B. & Q.—M. & St. L.	11-17-32
Neola	Mechanical	C., R. I. & P.—C., M., St. P. & P.	11-17-32
Ogden	Mechanical	C. & N. W.—M. & St. L.	11-10-32
Spencer	Mechanical	C., M., St. P. & P.—M. & St. L.	9-17-32
Waterloo	Mechanical	C., R. I. & P.—W., C. F. & N.	6-28-32

At least one general inspection was made of each of the following named interlockings, and such defects as found were reported to the maintaining company.

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
Abbott Crossing	Auto.	0	0	C., R. I. & P.—M. & St. L.	9-30-30
Ackley	Mech.	24	18	I. C.—M. & St. L.	9-13-28
Albia	Remote Control	4	4	C., B. & Q.—Wabash	4-18-29
Alton	Special Intl'd Prot.	0	0	C. & N. W.—C., St. P., M. & O.	12-19-29
Altoona	Mech.	4	4	C., R. I. & P.—End of double track	6-14-18
Ames	Mech.	40	40	C. & N. W.—Ft. D., D. M. & S.	6- 6-24
Arion	Mech.	56	55	C. & N. W.—I. C.—C., M., St. P. & P.	5-12-09
Atwood	Auto.	0	0	C. & N. W.—C., R. I. & P.	6-14-29
Aurora	Mech.	8	8	C. G. W.—End of double track	8-27-17
Balfour	Dispatcher's Control	0	0	C., B. & Q.—End of double track	4-11-30
Belknap	Mech.	28	21	C., R. I. & P.—Wabash	4-18-29
Belle Plaine "BA"	Mech.	20	20	C. & N. W.—East end of yard	12-18-22

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
Belle Plaine "B"	Mech.	32	32	C. & N. W.—Jct.—Yard	7-11-29
Bettendorf	Mech.	8	4	D. R. I. & N. W.—C. D. & M.	2- 7-25
Beverly	Elec.	43	38	C. & N. W.—C., M., St. P. & P.	7-23-24
Boone "8th St."	Mech.	40	26	C. & N. W.—West end of yard	8-11-31
Boone "BU"	Remote Control	4	4	C. & N. W.—East end of yard	10-30-31
Britt	Auto.	0	0	C., M., St. P. & P.—M. & St. L.	1-10-29
Burlington	Elec.	16	16	C., B. & Q.—Drawbridge	2-21-18
California Jct.	Elec.	3	3	C. & N. W.—Jct.	8-18-26
Carnforth	Mech.	28	24	C., R. I. & P.—C. & N. W.	3- 4-32
Cedar Falls	Auto.	0	0	I. C.—C., R. I. & P.	7-22-32
Cedar Rapids	Elec.	6	6	C., R. I. & P.—C. & N. W.—C., M., St. P. & P.	4-23-26
Cedar River	Remote Control	12	7	C. & N. W.—Gauntlet bridge	7-13-25
Centerville	Mech.	28	27	C., R. I. & P.—C., B. & Q.	4-18-29
Clarksville	Mech.	24	19	C. G. W.—C., R. I. & P.	12-14-28
Clear Lake Jct.	Mech.	32	24	C. G. W.—C., R. I. & P.—M. C. & C. L.	7-30-27
Clinton "2nd St."	Elec.	65	64	C. N. W.—C., M., St. P. & P.—C., R. I. & P.	9-26-24
Clinton	Elec.	20	20	C. & N. W.—Drawbridge	9-26-24
Clio	Mech.	16	11	C., R. I. & P.—End of double track.	5-24-21
Cone	Mech.	24	16	C., M., St. P. & P.—C., R. I. & P.	4-11-32
Clarion	Mech.	32	27	C. G. W.—C., R. I. & P.	1-19-20
Council Bluffs	Spring Switch with Auto. Signal Prot.	0	0	C., B. & Q.—End of double track	8-26-30
Council Bluffs	Elec.	128	126	U. P. Transfer	11-29-24
Council Bluffs	Special Prot.	0	0	C., B. & Q.—C., B. & Q.	9-12-30
Council Bluffs	Elec.	15	12	U. P. bridge approach	2-17-22
Council Bluffs	Elec.	5	5	I. C.—Drawbridge	5-19-30
Culver	Mech.	32	27	C., R. I. & P.—C., M., St. P. & P.	9- 6-29
Davenport	Mech.	8	7	D., R. I. & N. W.—Drawbridge	-------
Davenport "West"	Mech.	8	6	C., R. I. & P.—C., M., St. P. & P.	4-25-30
Davenport "Jct."	Mech.	8	5	C., R. I. & P.—Jct.	2- 1-29
Delmar	Auto.	0	0	C., M., St. P. & P.—C. & N. W.	8-16-26
Denison	Mech.	32	20	I. C.—C. & N. W.	3- 4-32
Des Moines "20th St."	Elec.	56	55	C., R. I. & P.—C. G. W.	8-19-30
Des Moines	Auto.	0	0	C., R. I. & P.—M. & St. L.	6- 8-25
Dubuque "East"	Mech.	36	30	I. C.—C., B. & Q.—C. G. W.	2-23-21
Dubuque	Elec.	52	35	I. C.—C., B. & Q.—C. G. W.	10-31-16
Dumont	Auto.	0	0	C. & N. W.—C. G. W.	11- 9-29
Eagle Grove	Mech.	21	15	C. G. W.—C. & N. W.	1-30-20
Elberon	Mech.	32	26	C. & N. W.—C., M., St. P. & P.	9-23-32
Eldora	Mech.	2	2	M. & St. L.—C. & N. W.	1-13-30
Estherville	Auto.	0	0	C., R. I. & P.—M. & St. L.	10-11-29
Fairfield	Mech.	52	41	C., R. I. & P.—C., B. & Q.	1- 4-30
Fairgrounds	Mech.	16	14	C. G. W.—End of double tracks	10-24-23
Fonda	Mech.	32	21	C., M., St. P. & P.—I. C.	9-24-31
Fort Dodge	Mech.	20	14	Ft. D., D. M. & S.—C. G. W.	3-19-21
Fort Madison	Elec.	27	17	A., T. & S. F.—Drawbridge	9-15-27
Gifford	Auto	0	0	M. & St. L.—C. & N. W.	7-17-30
Gladbrook	Mech.	24	21	C. G. W.—C. & N. W.	11- 6-19
Goldfield	Auto.	0	0	C., R. I. & P.—C. & N. W.	12-19-29
Gowrie	Mech.	20	14	Ft. D. M. S.—C. & N. W.—M. & St. L.	7-15-32
Grand Junction	Mech.	36	34	C. & N. W.—M. & St. L.	9- 7-21
Green Island	Mech.	24	24	C., M., St. P. & P.—Jct.	6-18-24
Gridley	Auto.	0	0	C. & N. W.—C., R. I. & P.	6-28-29
Gypsum	Mech.	20	14	Ft. D., D. M. & S.—I. C.	2-25-26
Gypsum	Mech.	32	19	I. C.—C. G. W.	2-25-26
Halpin	Dispatcher's Control	0	0	C., B. & Q.—Jct.	1-22-30
Hampton "A"	Mech.	20	17	C. G. W.—M. & St. L.	5- 2-23
Hampton "B"	Elec.	32	26	C. G. W.—M. & St. L.—C., R. I. & P.	7-22-30

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
Harcourt	Mech.	20	19	Ft. D., D. M. & S.—C. & N. W.	6-29-27
Harrison	Mech.	12	9	C., B. &Q.—End of double track	12-23-25
Hartley	Auto.	0	0	C., R. I. & P.—C., M., St. P. & P	1-20-28
Hayfield	Mech.	12	8	C., R. I. & P.—M. & St. L.	12-20-00
Herndon	Mech.	20	12	C., M., St. P. & P.—Crossing	8-16-32
Hicks	Mech.	16	16	C. & N. W.—C. G. W.	6-26-16
Hinton	Mech.	16	15	I. C.—C. & N. W.—G. N.	1-25-24
Independence	Auto.	0	0	I. C.—C., R. I. & P.	7- 7-31
Indian Creek	Remote Control	4	4	C., M., St. P. & P.—Junction	1-27-27
Iowa City	Elec.	4	4	C., R. I. & P.—End of double track	1- 6-27
Iowa Falls	Elec.	48	34	I. C.—C., R. I. & P.	4- 8-26
Jeff	Spring Switch with Auto. Signal Prot.	0	0	C. G. W.—End of double track	8-30-30
Jefferson *	Mech.	20	16	C. & N. W.—C., M., St. P. & P.	10- 5-32
Keithsburg	Mech.	2	2	M. & St. L.—Drawbridge	9-11-24
Kelly	Mech.	24	22	Ft. D., D. M. & S.—C. & N. W.	12-20-24
Lake Mills	Mech.	12	10	C. & N. W.—M. & St. L.	11-10-32
Laurens	Auto.	0	0	C., R. I. & P.—C. & N. W.	3-26-26
Lawler	Mech.	25	22	C., B. & Q.—C., M., St. P. & P.—C., R. I. & P.	9-26-24
LeMars	Remote Control	2	2	I. C.—C., St. P., M. & O.	6-21-28
Libertyville	Mech.	12	9	C., R. I. & P.—C., B. & Q.	4-25-30
Linby	Mech.	16	14	C., M., St. P. & P.—C., B. & Q.	10-27-03
Lohrville	Mech.	28	16	C. G. W.—C. & N. W.—C., M., St. P. & P.	4-14-32
Luverne	Auto.	0	0	M. & St. L.—C. & N. W.	7-17-30
Lyons	Auto.	0	0	C., M., St. P. & P.—C. & N. W.	12-17-30
Manly	Mech.	48	37	C. G. W.—C., R. I. & P.—M. & St. L.	12-11-26
Manson	Mech.	24	12	I. C.—C., R. I. & P.	2- 5-32
Maple River	Elec.	28	26	C. & N. W.—Junction	6- 2-17
Marathon	Auto.	0	0	C., M., St. P. & P.—C. & N. W.	10-22-27
Marshalltown	Mech.	68	48	C. & N. W.—C. G. W.—M. & St. L.	5- 3-28
Mason City	Mech.	20	17	C. & N. W.—C., M., St. P. & P.—C. G. W.—C., R. I. & P.	5-14-25
Mason City	Mech.	24	19	C. G. W.—C. & N. W.	12-11-26
Mason City	Mech.	12	11	C. & N. W.—M. C. & C. L.	11-30-17
Mason City	Auto.	0	0	C. & N. W.—M. & St. L.	12-29-26
Maxon	Mech.	45	38	C., B. & Q.—M. & St. L.	11-17-32
Moorland	Elec.	20	16	C. G. W.—M. & St. L.	3-20-30
Moravia	Mech.	16	14	Wabash—C., M., St. P. & P.	7-31-19
Morning Sun	Auto.	0	0	C., R. I. & P.—M. & St. L.	11- 9-28
Nahant	Mech.	4	4	C., R. I. & P.—C., M., St. P. & P.	6-13-18
Neola	Mech.	28	11	C., R. I. & P.—C., M., St. P. & P.	11-17-32
New Hampton	Mech.	24	17	C. G. W.—C., M., St. P. & P.	2-18-31
Nora Junction	Auto.	0	0	C., M., St. P. & P.—C., R. I. & P.	1-20-28
Oelwein	Mech.	16	16	C. G. W.—C., R. I. & P.	12-20-28
Ogden	Mech.	32	24	C. & N. W.—M. & St. L.	11-10-32
Onawa	Auto.	0	0	C. & N. W.—I. C.	10-16-26
Oneida	Mech.	24	16	C. G. W.—C., M., St. P. & P.—M. & O.	3-19-21
Otis	Mech.	28	19	C. & N. W.—Junction	5- 1-26
Ottumwa	Elec.	6	6	C., B. & Q.—C., M., St. P. & P.—Wabash	5- 1-30
Paralta	Mech.	24	15	C., M., St. P. & P.—Junction	3-22-28
Red Oak	Dispatcher's Control	0	0	C., B. & Q.—End of double track	1- 9-30
Rinard	Mech.	20	17	Ft. D., D. M. & S.—C. G. W.	5-26-31
Rockwell City	Mech.	40	36	I. C.—C., M., St. P. & P.—Ft. D., D. M. & S.	4-21-09
Rodney	Auto.	0	0	C., M., St. P. & P.—I. C.	7-31-26
Rolfe	Auto.	0	0	M. & St. L.—C. & N. W.	7-31-30
Rowan	Mech.	24	22	C. G. W.—C., R. I. & P.	5- 2-23
Sabula	Elec.	24	21	C., M., St. P. & P.—Drawbridge	8-10-28
Sargents Bluff	Auto.	0	0	C. & N. W.—C., M., St. P. & P.	1-22-27
Seymour	Mech.	20	19	C., R. I. & P.—C., M., St. P. & P.	1- 6-22

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
Shannon	Remote Control	4	4	C., B. & Q.—End of double track	12-23-25
Shopton "A"	Mech.	20	20	A., T. & S. F.—Yard	1-27-26
Shopton "B"	Mech.	24	23	A., T. & S. F.—Yard	1-27-26
Sibley	Mech.	24	11	C., St. P., M. & O.—C., R. I. & P.	11-25-27
Sioux City	Special Intl'd Prot.	2	2	C. & N. W.—I. C.—C., St. P. M. & O.	10- 3-27
Slater	Mech.	16	16	C., M., St. P. & P.—C. & N. W.	8-23-29
Somers	Elec.	28	25	C. G. W.—C., R. I. & P.	10-20-17
Spencer	Mech.	40	35	C., M., St. P. & P.—M. & St. L.	9-17-32
Tama	Mech.	69	42	C. & N. W.—C., M., St. P. & P.	7-16-27
Tracy	Mech.	4	4	C., B. & Q.—Wabash	7-28-26
Ute	Mech.	12	12	C. & N. W.—C., M., St. P. & P.	10-19-18
Washington	Auto.	0	0	C., M., St. P. & P.—C., R. I. & P.	3-18-27
Waterloo "East"	Mech.	21	20	I. C.—W., C. F. & N.	10- 8-26
Waterloo "West"	Mech.	24	24	I. C.—W., C. F. & N.	10-12-26
Waterloo	Mech.	4	4	C., R. I. & P.—W., C. F. & N.	6-28-32
Waverly	Auto.	0	0	C. G. W.—I. C.	11-17-27
Webb	Mech.	16	8	C., R. I. & P.—C., M., St. P. & P.	6-11-18
Webster City	Mech.	24	21	I. C.—C. & N. W.	6-12-31
Waterloo "East"	Elec.	4	4	C. G. W.—I. C.	6- 3-31
Waterloo "West"	Elec.	7	7	C. G. W.—C., R. I. & P.	6- 3-31
Wheatland	Mech.	20	20	C. & N. W.—C., M., St. P. & P.	5- 7-27
Wood	Mech.	40	33	C., B. & Q.—Jct. and yard	1-19-27
Wright	Auto.	0	0	C. & N. W.—M. & St. L.	11-17-28

The following crossings have been approved for protection:

Location	Kind	Participating Companies
Lake Mills	Automatic	C. & N. W.—M. & St. L.
Mason City	Automatic	C. & N. W.—M. C. & C. L.
Sheldon	Special Protection	C., M., St. P. & P.—I. C.—C., St. P., M. & O.

A number of railroad grade crossings have been protected by crossing gates. Inspections were made by this department before these installations were authorized, in order to determine the safety of such devices at the particular locations. One railroad is required to bring all trains on its line to a full stop before crossing the tracks of the conflicting line, while trains on the other railroad may proceed over such crossing without stopping, but at a speed of not to exceed ten miles per hour, all movements being dependent on the position of the gate. The gate is provided with light indications. These crossings are particularly beneficial at points where minor tracks cross lines of more importance. Crossings so protected are as follows:

Location	Participating Companies	Date of Certificate
Cedar Falls	C., R. I. & P.—C. G. W.	9-18-25
Clinton	C., R. I. & P.—D., R. I. & N. W.	6- 9-28
Columbus Junction	C., R. I. & P.—C., R. I. & P.	3- 6-25
Council Bluffs	C. G. W.—C., B. & Q.	7- 7-31
Des Moines—E. 4th St.	C., R. I. & P.—C. & N. W.	8-11-26
Des Moines—W. 11th St.	C., R. I. & P.—D. M. U. Ry.	5-21-28
Des Moines (South)	C., B. & Q.—D. M. U. Ry.	6-26-26
Des Moines (S. E. 18th and Scott)	D. M. U.—C., R. I. & P.	1-10-31
Dixon	C., R. I. & P.—C., M., St. P. & P.	11-18-27
Eldon	C., R. I. & P.—C., R. I. & P.	3-30-27
Estherville	C., R. I. & P.—M. & St. L.	6- 3-26
Givin	C., R. I. & P.—M. & St. L.	3-14-28
Greenville	C., R. I. & P.—M. & St. L.	6- 5-26
Grinnell	C., R. I. & P.—M. & St. L.	12- 2-27
Leeds	G. N.—I. C.	8-21-25
McCallsburg	C., R. I. & P.—M. & St. L.	7-13-25
Nichols	C., R. I. & P.—C., R. I. & P.	8-22-25
Oskaloosa	M. & St. L.—Junction	6- 3-26
Plymouth Jct.	C., R. I. & P.—C., M., St. P. & P.	2-15-27
Ruthven	C., M., St. P. & P.—M. & St. L.	12- 5-28
Webster	C., R. I. & P.—C., M., St. P. & P.	2-18-27
West Liberty	C., R. I. & P.—Junction	2- 2-25

The following crossings have been approved for protection by crossing gates:

Location	Participating Companies
Ossian	C., M., St. P. & P.—C., R. I. & P.
Garner	C., M., St. P. & P.—C., R. I. & P.

There are 149 authorized interlocking plants now in operation; 86 are manually operated mechanical plants; 22 are manually controlled and electrically operated; 27 are automatic signal protection for a railroad grade crossing; 5 are special protection; 6 are remote controlled and electrically operated and 3 are dispatcher controlled protection. The mechanical plants have a machine frame capacity of 2,044 levers with 1,642 working levers. The manually controlled and electrically operated have a machine frame capacity of 637 levers with 566 working levers. The remote controlled and electrically operated have a machine frame capacity of 30 levers with 25 working levers.

The mechanical interlocking protection at the I. C.—C., R. I. & P. crossing at Cedar Falls was replaced by automatic signal protection.

The new type of protection known as the Centralized Traffic Control System, the first installations of which were made in this state during 1929, has proven to be a very efficient and economical form of protection.

No further installations were made during the past year. This was undoubtedly due to the program of rigid economy followed by every railroad in the state.

The C., M., St. P. & P. R. R. Co. abandoned one of its main line tracks through certain districts in the state, retaining single track operation through those districts. This is regarded as a temporary measure brought about by unfavorable economic conditions. The track equipment is left in place but is disconnected from the sections of track remaining in use. Considerable reconstruction of automatic signal system and interlocking plants was necessitated by this change in operation.

There were a total of 12 derailments at interlocking plants, 8 of which were ascribed to disregarding danger signals, and 4 were attributed to other omissions than that named above; viz., improper use of hand signals, etc. This is a slight improvement over the previous year, when a total of 15 derailments occurred at interlocking plants. More careful signal observance and more rigid inspection of equipment are undoubtedly contributing factors to this improvement.

In addition to the inspections set forth above, this department is frequently called upon to investigate and make reports on train collisions, clearances, train operation, railway bridges, track inspections, condition of equipment, highway grade crossing protection signals and devices and overhead and underground wire crossing construction where wires cross over and under the tracks of steam and electrified railroads. There were a total of 15 such cases opened during the fiscal year. A total of 41 cases were satisfactorily concluded.

Rules for the Reporting of Railway Accidents in the State of Iowa

Under date of October 10, 1932, the following rules were adopted by the Board:

Under the provisions of Chapter 368, Section 7905, Code of Iowa, 1931, and in the exercise of the powers therein conferred,

IT IS HEREBY ORDERED that the Rules and Regulations annexed to this order, entitled:

"RULES FOR THE REPORTING OF RAILWAY ACCIDENTS IN THE STATE OF IOWA" be and the same are hereby adopted effective November 1, 1932.

Section 1. Monthly Reports. The monthly reports of railway accidents (including rail failures causing train accidents) should be made on forms provided by this Commission or on forms identical therewith in arrangement, size, color and weight of paper. The forms provided, which are of four kinds, are designated as Forms V, T, R and F. This Commission has adopted "Rules Governing Monthly Reports of Railway Accidents," 1922 Revision, issued by the Interstate Commerce Commission, Bureau of Standards, and such rules shall govern in the monthly reports of railway accidents to this body.

Section 2. Immediate Report. Chapter 368, Section 7905, Code of Iowa, 1931, reads as follows:

> "Upon the occurrence of any serious accident upon any railroad within this state, which shall result in personal injury, or loss of life, the corporation operating the road upon which the accident occurred shall give immediate notice thereof to the Board of Railroad Commissioners whose duty it shall be, if they deem it necessary, to investigate the same, and promptly report to the governor the extent of the personal injuries, or loss of life, and whether the same was the result of mismanagement or neglect of the corporation on whose line the injury or loss of life occurred; but such report shall not be evidence or referred to in any case in any court."

The form provided for the purposes of immediate report is Form "C" which is furnished by this Commission. Upon the occurrence of any train or train service accident involving serious injury or loss of life, except to trespassers, this form should be filled out and immediately returned. The completed form "C" report will be returned regardless of the fact that telegraphic report has been made as outlined in Section 3 below.

Section 3. Telegraphic Report. In addition to the provisions of Section 2 above, immediate report by telegraph or other equal facility should be made as directed for the following classes of accidents:

(A) Collisions
(B) Derailments
(C) Locomotive boiler accidents
(D) 1. Accidents to persons on moving cars or locomotives resulting from coming in contact with any structure or fixture above or at the side of track.
(D) 2. Accidents to employees in train service due to defective equipment, parts or appurtenances.

(a) Collisions. A collision is a violent impact of a train, locomotive,

or car with some other train, locomotive, or car while both are on rails. Accidents, however, in which cars, not in suitable condition to withstand common train usage, that, when coupled in trains, may be damaged through ordinary train movements, should be classified as miscellaneous train accidents, and not as collisions. Rear-end, head-on, side or raking and railroad grade crossing collisions should be reported by telegraph in all cases where death or serious injury results, except to trespassers, also in cases where damage to railway property amounts to more than $150.00 including the cost of clearing wreck. Collisions involving yard service need only be reported where death or serious injury results.

(b) Derailments. Derailments of all classes should be reported where reportable casualties result, excepting to trespassers. Other derailments than those involving yard service should be reported where the damage to railway property exceeds $300.00, including the cost of clearing wreck. Particularly such derailments as those involving defects in tracks, bridges, switches, signals or other defects in roadway, or such as are the result of malicious intent or tampering, should be reported.

(c) Locomotive boiler accidents. All locomotive boiler accidents are reportable by telegraph, which involve serious injury or loss of life, except to trespassers.

(d) Telegraphic report will be made where death or serious injury results from the causes set out in D, except to trespassers.

Section 4. Serious injury. The interpretation of serious injury shall mean:

(a) Injury to an employee sufficient to incapacitate him from performing his ordinary duties for more than three days in the aggregate during the ten days immediately following the accident. This rule applies to employees on duty, and others classed as not on duty, but does not apply to employees classed as passengers or trespassers.

(b) Injury to a person other than an employee if the injury is sufficient, in the opinion of the reporting officer, to incapacitate the injured person from following his customary vocation or mode of life for a period of more than one day. This rule applies also to employees classed as passengers or trespassers.

Section 5. General Application. There may be from time to time, accidents which result from causes other than those listed above and which the Commission may desire to investigate. The reporting of such accidents must necessarily be left to the judgment of the reporting officer and if he feels that the accident is such as this body would wish to investigate, he will immediately report by telegraph or other equal facility. The desire is to have reported all accidents, whether or not they involve injuries or death, which are due to causes that are worthy of investigation.

Pipe Lines

No. P-3—1931. Continental Construction Corporation, Chicago, Illinois. Pipe Line in Mills, Montgomery, Adams, Adair, Madison, Warren, Marion, Mahaska, Keokuk, Washington, Louisa and Muscatine Counties. Under date of June 3, 1932, the Board issued an amendment to Permanent Permit No. 5 in the above entitled case, as follows:

This Commission, under date of August 27, 1931, issued Permanent Permit No. 5 to the Continental Construction Corporation, Chicago, Illinois (now the Natural Gas Pipeline Company of America, Chicago, Illinois), granting authority for the construction, operation and maintenance of a 24-inch natural gas pipe line across the state of Iowa in the several counties designated in the caption hereof and on a route more particularly described in said Permanent Permit No. 5. and

It now appearing that the maximum operating pressure of said line should be specified;

It is hereby ordered that the Continental Construction Corporation (Natural Gas Pipeline Company of America) not operate the said line or lines covered by Permanent Permit No. 5 at a pressure to exceed eight hundred pounds (800 lbs.) per square inch.

This Commission reserves the right to make examination into the physical condition of the line at such times and places as it shall deem advisable and to make such further orders or regulations as are found necessary.

Dated at Des Moines, Iowa, this 3d day of June, 1932.

No. P-7—1931. Northern Gas and Pipe Line Company, Omaha, Nebraska. Pipe Line in Cass County—Marne Branch. Under date of July 27, 1932, the Board issued an order cancelling Temporary Permit No. 5 in the above entitled case, as follows:

Whereas, on the 14th day of July, 1931, this Board granted Temporary Permit No. 5, Docket P-7 to the Missouri Valley Pipe Line Company, Omaha, Nebraska, to construct, operate and maintain a natural gas lateral line for the transmitting or transportation of natural gas as provided for by law in Cass County, and

Whereas, order issued by the Commission under date of December 28, 1931, provided that unless application was made for an extension of time after the one year period provided for in said temporary permit that the said temporary permit would be cancelled, and

Whereas, letter of July 20, 1932, from the Northern Gas and Pipe Line Company (formerly Missouri Valley Pipe Line Company) states that as there is little probability of the line being constructed, they do not care to ask for renewal,

It is ordered that Temporary Permit No. 5, Docket P-7 be forfeited and same is hereby cancelled and revoked.

No. P-26—1931. Northern Gas and Pipe Line Company, Omaha, Nebraska. Pipe Line in Harrison County—Missouri Valley and Logan Lateral. Under date of October 28, 1932, the Board issued an order cancelling Temporary Permit No. 16 in the above entitled case, as follows:

Whereas, on the 16th day of October, 1931, this Board granted Temporary Permit No. 16, Docket P-26, to the Missouri Valley Pipe Line Company, Omaha, Nebraska, to construct, operate and maintain a natural gas lateral line for the transmitting or transportation of natural gas as provided for by law in Harrison County, and

Whereas, order issued by the Commission under date of December 28, 1931, provided that unless application was made for an extension of time after the one year period provided for in said temporary permit that the said temporary permit would be cancelled, and

Whereas, letter of October 26, 1932, from the Northern Gas and Pipe Line Company (formerly Missouri Valley Pipe Line Company) states that it is not the desire of that company at the present time to renew Temporary Permit for this lateral,

It is ordered that Temporary Permit No. 16, Docket P-26, be forfeited and same is hereby cancelled and revoked.

No. P-34—1931. Northern Gas and Pipe Line Company, Omaha, Nebraska. Pipe Line in Greene County—Jefferson and Grand Junction Laterals. Under date of November 4, 1932, the Board issued an order cancelling a portion of Temporary Permit No. 19 in the above entitled case, as follows:

Whereas, on the 18th day of November, 1931, this Board granted Temporary Permit No. 19, Docket P-34, to the Missouri Valley Pipe Line Company, Omaha, Nebraska, to construct, operate and maintain a natural gas lateral line for the transmitting or transportation of natural gas in Greene County as provided by law, and

Whereas, order issued by this Commission under date of December 28, 1931, provided that unless application was made for an extension of time after the one year period provided for in said Temporary Permit, the said temporary permit would be cancelled, and

Whereas, letter of November 2, 1932, from the Northern Gas and Pipe Line Company (formerly Missouri Valley Pipe Line Company) states that it is not the desire of that company at the present time to renew Temporary Permit for the Grand Junction portion of the lateral more particularly described in file P-34,

It is, therefore, ordered that the portion of Temporary Permit No. 19 relating to lateral line to Grand Junction be forfeited and same is hereby cancelled and revoked.

No. P-43—1932. Iowa Railway & Light Corporation, Cedar Rapids. Pipe Line in Boone and Story Counties. Under date of March 30, 1932, the applicant in this case requested permission to increase the operating pressure from sixty pounds per square inch to two hundred fifty pounds per square inch, which was heard on April 26, 1932, and on June 28, 1932, the following decision was rendered:

For the Applicant—John M. Drabelle, Engr., Cedar Rapids, Iowa; Walter R. Dyer, Atty., Boone, Iowa.

For the Chicago & North Western Railway Company—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by George E. Hise; M. E. Thomas, Engr., Boone, Iowa.

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

This case originally came on for hearing on January 26, 1932, and the applicant, by its representatives, agreed to substantially the wording of a proviso as follows:

> "This permit is issued with the proviso that the line pressure will not be increased to more than sixty (60) pounds per square inch or that natural gas will not be placed in said line until this Commission has been notified and have approved said change or changes."

The proviso was made for the reason that the two crossings under railroads outside cities and towns were uncased and it was felt that

further consideration should be given the matter of these crossings before permitting a blanket increase of pressure on the entire line in question.

The applicant under date of March 30, 1932, requested that an operating pressure of 250 lbs. per square inch be permitted for the transmitting of carbureted water gas, mixed and reformed natural gas or straight natural gas. The case was then set down for rehearing on April 26, 1932.

This line is constructed of open hearth copperoid steel made to American Petroleum Institute specifications by the Youngstown Sheet & Tube Company. It is 4.5 inches outside diameter and 4.026 inches inside diameter, having wall thickness of .237 inch, weight 10.79 lbs. per foot, tensile strength 45,000 to 50,000 lbs. per square inch. Test pressure at the mill was 1,600 lbs. per square inch hydrostatic on single lengths and as single lengths were welded into double lengths, it was again subject to 1,600 lbs. and vibrated with air hammer for five minutes. Safe continuous working pressure is rated according to American Petroleum Institute specifications as 1,316 lbs. with a safety factor of four. The line was constructed in 1926.

The principal claims of the applicant in hearing were:

(1) That the pipe is of sufficient strength without the necessity of casing as now required by specifications for such construction under railroads and primary highways; (2) that the specifications are too severe for such construction; (3) that the pipe used is not subject to corrosion or deterioration with use; (4) that said rules should not be retroactive.

For answer, it is stated:

(1) That this pipe is acknowledged to be of high grade and standard and permits a wide margin between proposed pressure of 250 lbs. and 1,316 lbs. rated safe working pressure, and that the line is constructed according to recognized safe practices, except for possibly the railroad crossings. The necessity for a casing pipe has been generally recognized throughout the industry and has been consistently installed by large pipe line companies operating lines of near character and construction to that involved in this case. The purpose of the casing pipe is to relieve the loading and impact from the carrying pipe; to carry gas or oil to the right of way limit in case of breakage of the carrying pipe or pull apart; and to permit ease of replacement of carrying pipe in case of necessity. Considerable reference was made at the hearing to the Santa Fe railroad specifications and that construction should be permitted in accordance therewith and that our specifications should be altered to permit construction as contained therein. This specification provides, according to plan 5101-1, April, 1928, Exhibit B, in paragraph 2: "Casing pipe is required for installations of all sizes of carrying pipes when pressure of carrying pipe exceeds 100 lbs. per square inch (see 3-C), and must be installed as shown in above sketch." 3-C provides: "Pipe tested for pressure of 1,500 lbs. per square inch (river pipe) may be used for carrying pipe and casing pipe omitted when desired by licensee."

There are no specifications covering "river pipe" but the general trend is to accept it as being a little heavier and having thicker walls than the ordinary pipe of the same diameter. The pipe used in this line is the ordinary pipe used in the line construction and was subjected to test of 1,600 lbs. per square inch.

(2) We disagree with the thought that the specifications are too severe. These specifications were the result of conferences attended by interested parties. The committee was chosen by the various groups and was presumed to be representative. Final specifications were the results of the discussion of the entire group. The Commission retains the right to make certain exceptions in cases where deemed advisable.

(3) Results of study show that all pipe is subjected to some corrosion, this differing with soil composition, etc. Test samples were recently unearthed in Des Moines by the Department of Commerce, Washington,

D. C., and all samples showed considerable corrosion after eight (8) years' burial. Reference to information already available on this subject discloses average rates of deterioration in this particular grade pipe.

(4) It is the opinion of our Commerce Counsel that these specifications and rules are retroactive; that the applicant by No. 9 of petition form subscribed to this fact; that the applicant accepted permit as provided in Sec. 8338-d21 and is thereby subjected to said rules; also citing case Ross v. Board of Supervisors of Wright County, et al., 104 N. W. 506, 508.

The report of Mr. Franklin indicates after physical examination of pipe at these crossings that there has been no appreciable deterioration after six (6) years' burial. There is a wide variance in soils and conditions affecting the corrosion factors and the best test yet known is the actual physical condition after a given period of burial in the particular soil. The pipe is at such a depth at each crossing as to practically eliminate impact or stress loading.

There is no inclination on the part of this body to require unnecessary construction. If safety is involved and the construction is shown to be unsafe or dangerous or likely to develop such a condition, then there is an obligation to require entirely adequate construction. The condition of pipe in this case does not indicate that an unsafe or dangerous condition will develop for at least a number of years.

In view of the facts hereinbefore stated and for the reasons contained therein, it is our opinion that the Iowa Railway and Light Corporation should be permitted to increase the pressure of this line from 60 lbs. per sq. inch to not more than 250 lbs. per sq. inch for the transmitting of carbureted water gas, mixed and reformed natural gas or natural gas without the necessity of encasing crossings, it being specifically understood that such deviation from specifications adopted March 8, 1932, is only applicable to this line, or to such other lines as this Commission may designate after full hearing and consideration, and does not interfere or conflict with adopted specifications as applied to new construction or reconstruction, and that the right is reserved to make such further orders in this matter as may be deemed necessary.

Therefore, be it so ordered.

No. P-50—1932. Natural Gas Pipeline Co. of America, Chicago, Illinois. Pipe Line in Mahaska, Poweshiek, Tama and Black Hawk Counties—Waterloo Lateral. Hearing was held on July 26, 1932, and under date of August 12, 1932, the following decision was rendered:

For the Applicant—George P. Garver, Atty., 20 N. Wacker Drive, Chicago, Ill.

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

For the Illinois Central Railroad Company, Objector—R. P. DeCamp, Gen. Commerce Agt., Chicago, Ill.; J. M. Ferrin, Special Engr., Chicago, Ill.

For the Iowa Lines, Objectors—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by Geo. R. Hise; C. L. Taylor, Asst. Gen. Solicitor, C., M., St. P. & P. R. R. Co., Chicago, Ill.

For the Iowa Coal Institute—Hugh W. Lundy, Secretary, Albia, Iowa.

No written objections on file at time of hearing.

The Natural Gas Pipeline Company of America, Chicago, Illinois, filed under date of June 30, 1932, a petition for a permit to construct, operate and maintain a natural gas eight inch (8") pipe line under, along, over and across any public highways, grounds, waters or streams of this state, or the lands of any person, company or corporation and to acquire the necessary interests in real estate for such purposes in Mahaska, Poweshiek, Tama and Black Hawk Counties from a connection with the main line

of said company near Evans, Iowa, to the south city limit of Waterloo, Iowa, said line being approximately eighty-eight and sixty-seven hundredths (88.67) miles in length and proposing to operate at a maximum pressure of eight hundred pounds (800 lbs.) per square inch, having a maximum capacity of twelve million (12,000,000) cubic feet per day.

The petition was assigned for hearing and was heard in the office of this Commission at Des Moines, Iowa, on the 26th day of July, 1932, at ten (10) o'clock A. M. There were no written objections on file. Representatives appeared in behalf of and objecting to the granting of a permit, as shown in the list of appearances herein. The objectors were given five days in which to file written brief and argument and the applicant was given five days in which to reply thereto. The case was taken under advisement. No brief or argument was filed by the railroad companies. The Iowa Coal Institute, by Mr. Hugh W. Lundy, Secretary, filed a brief of resistance in the allotted five-day period. In resistance to the petition of applicant, it is alleged:

1. That loss of employment to miners will result on account of the entry of natural gas into the fuel field and the consequent loss of revenue to the coal industry, and particularly to labor payrolls, all of which will be reflected into the welfare of the state through additional unemployment and the inability of miners to buy, as well as the distribution of this possible revenue through many other channels affected by such inability to purchase.

2. That in a general way discriminatory rates are charged by the pipe line companies;

3. That a smaller movement of coal would particularly affect the railroad industry and result in lessened ability to pay taxes, which amount to very large sums annually;

4. That the inability to dispose of Iowa coal is likely to lessen the ability of the coal industry to pay taxes;

5. That taxes paid by pipe lines will not offset loss in labor payrolls and loss to state in taxes paid by all agencies affected in the coal movement;

6. That the laws of Iowa have not clearly defined how natural gas should be regulated and do not delegate to this Commission proper authority to determine need;

7. That petition should be denied until such time as the Legislature establishes by law proper regulatory measures under which such companies may be permitted to operate.

Petitioner in its reply contends:

1. That the brief of intervener fails to set forth "any objections which are in the least material or relevant to the application";

2. That the prayer of intervener is "not that the petition of this company be denied on any of the grounds set forth in Chapter 383-D1 of the 1931 Code of Iowa, but that the granting of this application be delayed until such time as the Iowa Coal Institute or the Railroads might be able to obtain legislation which would so burden natural gas pipe line companies that it would be impossible for said companies to carry on their legitimate business in Iowa on any profitable basis";

3. That this prayer is not entitled to any consideration from this Commission;

4. That the Board of Railroad Commissioners has only such authority as has been delegated to it by the Legislature and in the absence of specific delegation of such power cannot consider convenience, expediency nor necessity in its determination of the approval of the application of petitioner;

5. That the law gives the Commission no jurisdiction over rates; and

6. That the law confers upon the Board jurisdiction over pipe line companies in order that there may be "safe and proper construction, operation and maintenance of the pipe lines to be laid in this state."

The opinion of Hon. J. H. Henderson, Commerce Counsel of Iowa, was requested on two particular questions. The quoted portion below states the questions, as well as the reply thereto:

> "In your letter of August 2nd in reference to pipe line, you ask two questions, requesting answer thereto:
>
> 1. "Is it mandatory upon the Board of Railroad Commissioners to issue a permit for the construction of a pipe line when an applicant for such permit has complied with the requirements of the statute?"
>
> It is the duty of the Board of Railroad Commissioners to issue the permit, when the applicant for the permit has complied with the requirements of the statute in reference thereto, and no reason or proof given why it should not be granted. The statute requires no showing of convenience and necessity—simply provides that the Board may grant the permit in whole or in part upon such terms, conditions and restrictions as to location and route as may be determined by it to be just and proper; therefore, unless there appears in the record sufficient facts as to convince the Board of Railroad Commissioners that the petition should not be granted, the permit should issue. Primarily the statute provides for the public safety.
>
> 2. "Is it necessary under the law for an applicant for a permit to satisfy the Commission that the construction of the pipe line for which permit is sought, will promote the public convenience and necessity?"
>
> The statute makes no requirements therefor, and hence it is not necessary. The Commission is not without power to consider any reasonable facts affecting the public interests or as to the solvency of the applicant, or for any other good and sufficient reason may deny the permit: but under the facts in these two inquiries, I would state that it is the duty of the Commission to issue the permit."

A preview of Chapter 383-D1, together with the thoughts expressed above, leads this Commission to believe that no power is conferred in the matter of rates or public convenience and necessity.

> Section 8338-d2 states as follows: "No pipe line company shall construct, maintain or operate any pipe line or lines outside of cities and towns, under, along, over or across any public highway, grounds, waters or streams of this state without procuring from the board of railroad commissioners a permit granting permission so to do."
>
> Section 8338-d9 states in part as follows: "* * * At said hearing the said board of railroad commissioners shall consider said petition and any objections filed thereto and may in its discretion hear such testimony as may aid it in determining the propriety of granting such permit."

The relation between these two sections will be noted. In the first quoted section, permission is granted by the permit, that is, for crossing public highways, grounds, waters or streams and therefore the relation of the second quoted section certainly alludes to the propriety of granting right-of-way over such locations.

> Section 8338-d10 states: "It may grant such permit in whole or in part upon such terms, conditions and restrictions as to location and route as may be determined by it to be just and proper."

The words "location and route" should be particularly noted in connection with the granting of the permit in whole or in part. The entire chapter appears to have particular reference to location and route of lines, as well as to safety requirements, the right of eminent domain, etc. Since there is no indication that convenience and necessity should be considered, the arguments presented by intervener are not relevant or material in this case. We do not question the truth of the arguments advanced but since the Legislature did not see fit to delegate power to this Commission .to the extent of determining rates and public convenience and necessity, we consider such determination without our province.

We find that due notice of hearing of such petition was made as provided by law; that the applicant company is a pipe line company as defined in Section 8338-d1, Code of Iowa, 1931; that the location of said line or lines as petitioned for lies wholly within this state, and that no objections were raised as to the route and location of pipe line or to the other requirements of the law as designated in Chapter 383-D1 or to the adopted rules of this Board.

It is, therefore, our opinion that permit should be issued to the petitioner and it is ordered that Temporary Permit No. 25 be issued as follows:

STATE OF IOWA
Office of the
BOARD OF RAILROAD COMMISSIONERS

In the Matter of the Petition of
NATURAL GAS PIPELINE COMPANY OF AMERICA,
CHICAGO, ILLINOIS
For a Permit to Construct, Operate and Maintain a Pipe Line

TEMPORARY PERMIT NO. 25
WATERLOO LATERAL

The above company, authorized to transact business in this state, filed petition with the Board of Railroad Commissioners on the 30th day of June, 1932, for a permit to construct, maintain and operate an 8-inch natural gas pipe line as provided in and under the conditions and requirements of Chapter 191, Laws of the Forty-fourth General Assembly and upon due and requisite notice and hearing thereof, in accordance with the provisions of the said statute, said Board has found that the said application should be granted and permit be issued to said company.

Pursuant to the order of this Board and pursuant to the provisions of said Chapter 191, Laws of the Forty-fourth General Assembly, this permit is issued and permission and authority thereunder are hereby granted unto the said company to construct, maintain and operate a pipe line outside cities and towns for the transmitting or transportation of natural gas and for such purpose to construct, reconstruct, repair or locate its pipes, pumps, pressure apparatus or other stations, devices or equipment used in and upon such line which are necessary for the transmitting or transportation of the above product over, along and across the public highways, grounds, waters and streams of this state or the lands of any person, company or corporation and to acquire the necessary interests in real estate for such purposes, on and along the route particularly described, to-wit:

> Beginning at a point in the southwest quarter of section eight (8), township seventy-five (75) north, range sixteen (16) west of the Fifth P. M. at an intersection with the trunk line of the Natural Gas Pipeline Company of America and continuing north either on private property or on public highway in the west half of section

eight (8) and the west half of section five (5), last named township and range;

Thence continuing north on public highway or private right-of-way through the west half of section thirty-two (32), the west half of section twenty-nine (29) and the west half of section twenty (20) to the approximate southwest corner of the northwest quarter of the northwest quarter of said section twenty (20); thence north on private right-of-way along or near the west line of the northwest quarter of section twenty (20), and sections seventeen (17) and eight (8), and on public highway or private right-of-way along or near the west line of section five (5), township seventy-six (76) north, range sixteen (16) west of the Fifth P. M.

Thence continuing north in public highway or private right-of-way along the west line of sections thirty-two (32), twenty-nine (29), twenty (20), seventeen (17), eight (8), and five (5), to the approximate east and west center section line of section five (5); thence continuing north on private right-of-way along the west line of the northwest quarter of said section five (5), township seventy-seven (77) north (N), range sixteen (16) west of the Fifth P. M. all in Mahaska County, Iowa.

Beginning at a point approximately forty (40) feet east of the southwest corner of section thirty-two (32), township seventy-eight (78) north (N), range sixteen (16) west of the Fifth P. M. Poweshiek County, Iowa; thence north on private right-of-way to a point approximately forty (40) feet east of the northwest corner of said section thirty-two (32); thence in a northwesterly direction on private right-of-way or public highway to a point approximately forty (40) feet east of the southeast corner of the southwest quarter of the northeast quarter of section nineteen (19), said township and range; thence north on or near the north and south center section line of sections nineteen (19), eighteen (18), seven (7) and six (6), last named township and range; also the right of an alternate route in public highway beginning at or near the east and west center section line of section seven (7) at the southeast corner of the northwest quarter of said section seven (7); thence west a distance of approximately one-half (½) mile; thence north along the west line of the northwest quarter of section seven (7) and the west line of section six (6) in highway as located; thence east along the north line of section six (6), a distance of approximately one-half (½) mile, township seventy-eight (78) north, range sixteen (16) west of the Fifth P. M.

Thence continuing north on public highway or private right-of-way along or near the west section line of sections thirty-two (32), twenty-nine (29), twenty (20), seventeen (17), eight (8) and five (5), township seventy-nine (79) north, range sixteen (16) west of the Fifth P. M.

Thence continuing north on public highway or private right-of-way along or near the west line of sections thirty-two (32), twenty-nine (29), twenty (20), seventeen (17), eight (8) and five (5), township eighty (80) north, range sixteen (16) west of the Fifth P. M.; thence continuing north on public highway or private right-of-way along or near the west line of sections thirty-two (32), twenty-nine (29), twenty (20), seventeen (17), eight (8) and five (5), township eighty-one (81) north, range sixteen (16) west of the Fifth P. M. all in Poweshiek County, Iowa.

Beginning at a point approximately forty (40) feet east of the southwest corner of section thirty-two (32) township eighty-two (82) north, range sixteen (16) west of the Fifth P. M. Tama County, Iowa; and extending north on private right-of-way along or near the west section line of sections thirty-two (32), twenty-nine (29), twenty (20), seventeen (17) and eight (8) to the northwest corner of said

section eight (8); thence on public highway or private right-of-way along or near the west line of the southwest quarter of section five (5); thence on private right-of-way along the west line of the northwest quarter of said section five (5), township eighty-two (82) north, range sixteen (16) west of the Fifth P. M.

Thence continuing north on private right-of-way along or near the west section line of sections thirty-two (32), twenty-nine (29) and twenty (20) to the approximate southwest corner of the northwest quarter of the northwest quarter of section twenty (20), township eighty-three (83) north, range sixteen (16) west; thence approximately north thirty-one (31) degrees east on private right-of-way through the northwest quarter of section twenty (20), the southwest, northwest and northeast quarters of section seventeen (17), the southeast and northeast quarters of section eight (8), the southeast quarter of section five (5), the southwest and northwest quarters of section four (4), township eighty-three (83) north, range sixteen (16) west of the Fifth P. M.

Thence continuing in a northeasterly direction on public highway or private right-of-way through the southwest, southeast and northeast quarters of section thirty-three (33), the southeast and northeast quarters of section twenty-eight (28), the southeast quarter of section twenty-one (21), the southwest and northwest quarters of section twenty-two (22), the southwest, southeast and northeast quarters of section fifteen (15), the southeast and northeast quarters of section ten (10), the southwest and northwest quarters of section two (2), township eighty-four (84) north, range sixteen (16) west.

Thence continuing in a northeasterly direction on private right-of-way through the southwest, southeast, northwest and northeast quarters of section thirty-five (35), the southeast and northeast quarters of section twenty-six (26), the northwest quarter of section twenty-five (25), the southwest, southeast and northeast quarters of section twenty-four (24), the southeast quarter of section thirteen (13), township eighty-five (85) north, range (16) west.

Thence continuing in a northeasterly direction on private right-of-way through the southwest, northwest and northeast quarters of section eighteen (18), the southeast quarter of section seven (7), the southwest and northwest quarters of section eight (8), the southeast and northeast quarters of section five (5) and the northwest quarter of section four (4), township eighty-five (85) north, range fifteen (15) west.

Thence continuing in a northeasterly direction on private right-of-way through the southwest, southeast and northeast quarters of section thirty-three (33), the southeast quarter of section twenty-eight (28), the southwest, northwest and northeast quarters of section twenty-seven (27), the southeast and northeast quarters of section twenty-two (22), the northwest quarter of section twenty-three (23), the southwest, southeast and northeast quarters of section fourteen (14), the southeast quarter of section eleven (11), the southwest, northwest and northeast quarters of section twelve (12) and the southeast and northeast quarters of section one (1), township eighty-six (86) north, range fifteen (15) west.

Thence continuing on private right-of-way through the northwest quarter of section six (6), township eighty-six (86) north, range fourteen (14) west.

Also an alternate route on public highway beginning at a point on the west line of section eight (8), township eighty-five (85) north, range fifteen (15) west near the east and west center section line of said section eight (8); thence north along the west line of the northwest quarter of said section eight (8) and all of section five (5), township eighty-five (85) north, range fifteen (15) west; thence

continuing north along the west line of sections thirty-two (32) and twenty-nine (29) to the northwest corner of said section twenty-nine (29); thence east along the north line of said section twenty-nine (29) and sections twenty-eight (28) and twenty-seven (27) to the approximate north and south center section line of section twenty-seven (27), township eighty-six (86) north, range fifteen (15) west.

Beginning at a point in the southwest quarter of section thirty-one (31), township eighty-seven (87) north, range fourteen (14) west and extending in a northeasterly direction on private right-of-way through the southwest, southeast and northeast quarters of section thirty-one (31), the northwest quarter of section thirty-two (32), the southeast and northeast quarters of section twenty-nine (29), the northwest quarter of section twenty-eight (28), the southwest, southeast and northeast quarters of section twenty-one (21), the northwest quarter of section twenty-two (22), the southwest, northwest and northeast quarters of section fifteen (15), the southeast quarter of section ten (10), the southwest, northwest and northeast quarters of section eleven (11), the southeast quarter of section two (2), the southwest, northwest and northeast quarters of section one (1), township eighty-seven (87) north, range fourteen (14) west of the Fifth P. M.

Thence continuing northeasterly on private right-of-way through the southeast quarter of section thirty-six (36), township eighty-eight (88) north, range fourteen (14) west of the Fifth P. M.

Thence continuing northeasterly on private right-of-way through the southwest and northwest quarters of section thirty-one (31) the southeast and northeast quarters of section thirty (30), the northwest quarter of section twenty-nine (29), the southwest, southeast and northeast quarters of section twenty (20), the southeast quarter of section seventeen (17), the southwest, northwest and northeast quarters of section sixteen (16), the southeast quarter of section nine (9), the southwest and northwest quarters of section ten (10), the southwest, southeast and northeast quarters of section three (3) and the northwest quarter of section two (2) to the north line of section two (2), township eighty-eight (88) north, range thirteen (13) west, same being the south city limits of the city of Waterloo, Black Hawk County.

Also an alternate route on public highway beginning at the northwest corner of the southwest quarter of section thirty-one (31), township eighty-eight (88) north, range thirteen (13) west of the Fifth P. M. and extending north on the west line of the northwest quarter of said section thirty-one (31) and the west line of section thirty (30) to the northwest corner of said section thirty (30); thence east along the north line of said section thirty (30) and the northwest quarter of section twenty-nine (29), said township and range.

A deviation will be permitted of as much as one (1) mile on either side of the above route.

This permit is granted and issued for a period of one (1) year from and after the date hereof unless sooner revoked, modified or terminated as provided by law, and it is expressly stated herein that this permit shall be subject to and governed by all the provisions, conditions and requirements of Chapter 191, Laws of the Forty-fourth General Assembly, and by any subsequent enactments of the Legislature of Iowa in relation thereto, and by all of the provisions, rules and regulations of the Board of Railroad Commissioners of the State of Iowa as now exist or may be hereafter ordered or required by the said Board of Railroad Commissioners, insofar as the same may be applicable.

During the period of time this permit is in force the said company is vested with the right of eminent domain to such extent as may be neces-

sary and as prescribed and approved by the said Board of Railroad Commissioners, not exceeding seventy-five (75) feet in width for right-of-way and not exceeding one (1) acre in any one location in addition to the right-of-way, for the location of pumps, or other stations, pressure apparatus or equipment to carry out the purposes of said permit; and in the exercise of such right of eminent domain the same proceeding shall be taken as provided for taking private property for works of internal improvements.

Provided, however, that no pipe line shall be constructed longitudinally on, over or under any public highway or railroad right-of-way without the consent of the proper public authority, or the railway company's consent, nor shall it be considered that any provision of Chapter 191, Laws of the Forty-fourth General Assembly or of this permit shall give the right of condemnation or eminent domain for such purposes.

It is further provided and as a condition of this permit that the said board of railroad commissioners retains jurisdiction and may at any time hereafter and during the period of this permit make such further orders and regulations as may be necessary, and as said Board may be authorized by law.

This permit is a Temporary Permit and is issued under and by virtue of the provisions of the Rules and Regulations Relating to Pipe Lines, as issued by the Board of Railroad Commissioners of the State of Iowa; and as soon as the deviations are ascertained and the exact route of the pipe line is determined, the said company shall file with the Board of Railroad Commissioners, upon completion of the pipe line, a corrected map showing exact route and exact mileage of the pipe line as finally constructed. The construction shall follow the specifications of the pipe line company as set out in the application as a minimum of construction efficiency. Also where the construction of the pipe line involves longitudinal occupancy of railroad or highway rights of way, where such longitudinal occupancy is to be under terms of a "consent" agreement, reserving to the grantor thereof the right to supervise, design, or approve the mode or design of construction to be installed, evidence of acknowledgment by the grantor of such "consent with reservation," that such construction has been accomplished in accordance with such reservations, must be supplied to the Commission; then a Permanent Permit will issue.

Under date of May 13, 1931, the Board adopted the following Rules and Regulations relating to Pipe Lines, effective May 13, 1931:

RULES AND REGULATIONS RELATING TO PIPE LINES

Issued by

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA

Special attention is directed to Section 2, Chapter 191, Acts of the 44th General Assembly which declares it unlawful for any pipe line company to construct, maintain or operate any pipe line or lines outside cities and towns without procuring a Permit from the Board of Railroad Commissioners.

RULE NO. 1. **Unlawful to operate without permit.** No pipe line company shall start the construction of any pipe line or lines without first having obtained from this Board a Permit so to do.

Every pipe line company having a pipe line constructed or in the process of construction prior to the adoption of these rules shall file a petition with this Board for the purpose of obtaining a Permit to operate all lines now constructed or under construction in this state.

RULE NO. 2. **Amendments to rules and regulations.** Any amendment to these rules and regulations, unless otherwise provided herein, shall apply in the same manner to companies holding Permits at the time the

amendment becomes effective as it applies to companies thereafter issued Permits under Chapter 191, Acts of the 44th General Assembly of Iowa.

RULE NO. 3. **Rules and regulations** (General Application). These rules and regulations are subject to such changes and modifications as the Board from time to time may deem advisable and to such exceptions as may be considered just and reasonable in individual cases.

Any party or parties desiring to make any departure from these rules and regulations or believing them unreasonable or inadequate may file a written petition with the Commission, whereupon the Commission will take such action as may seem to it proper.

RULE NO. 4. **Definitions.** Terms not defined will be understood to have their usual meanings.

(1) "Permit" as used in these rules shall refer to the operating certificate issued for the construction of a pipe line or lines.

(2) "Consent" as used in these rules shall mean the agreement for longitudinal construction of a pipe line on railroad right-of-way or public highway or the agreement between the owner of dwellings or other buildings for the construction of a line nearer than two hundred (200) feet from such buildings.

(3) The phrase as used in Section 13, Chapter 191, Acts of the 44th General Assembly, and in these rules and regulations—"longitudinally on, over or under" shall be interpreted as meaning in a lengthwise direction of the public highway or railroad right-of-way.

RULE NO. 5. **Routing—general application.** Due to the fact that petition for a Permit will at times be made prior to the specific determination of the most practical details of location, the route of pipe line as finally constructed may be subject to some deviations from the contemplated route of the petition. In order to make allowances for reasonable deviation, this Commission will insert in the publication notice a statement to the effect that deviation will be permitted of one (1) mile on either side of the route as published. Should it be necessary, in the construction of the pipe line, to deviate more than one (1) mile on either side of the route line as petitioned for and published, the pipe line company shall cease work at that point and not again proceed until petition has been made to this Board, route published, hearing held and Permit issued to cover the alternate route, which shall be all that part outside of the one (1) mile deviation zone.

However, if there is no question relative to the exact route to be taken by the pipe line, or if the line has been placed prior to the adoption of these rules, then statement to that effect should be made at the time of filing for petition.

Where necessary, a TEMPORARY PERMIT will be issued after hearing on the route as published, subject to deviation, and PERMANENT PERMIT will be issued after a resurvey of the line as constructed. A resurvey shall be made by the pipe line company as soon as construction has been completed at which time the exact route of the line will be submitted to the Board together with the exact mileage of the line to a hundredth of a mile.

The Permit and annual license fee will be collected on the basis of the approximate mileage listed in the petition. After the resurvey has been completed and submitted to this Board, fees will then be collected or refunded on the adjusted mileage, as the case may require.

RULE NO. 6. **Crossings—highway—railroad.** Until such time as this Board has adopted standard specifications covering the crossing of a pipe line over or under a public highway or a railroad track, the pipe line company will follow the specifications of the highway authority or railroad company involved.

Should the pipe line company feel that such specifications are unjust or unreasonable, application may be made to this Board for final determination.

The pipe line company will advise the proper authority having control over a public highway or a railroad of its intention to cross with a line. Such notification will be given not less than forty-eight (48) hours before the crossing is to be made.

RULE NO. 7. **Petition for permit.** Petition for a Permit to operate a pipe line or lines shall be made to the Board of Railroad Commissioners of the State of Iowa, Des Moines, Iowa, upon the forms prescribed for that purpose, which will be furnished upon request. Insofar as possible, all such petitions must be typewritten.

The petition for a Permit to construct, operate and maintain pipe line or lines requires the filing of Exhibits "A", "B", "C", "D" and "E".

Paragraph 2—Exhibit "A". This exhibit shall contain a typewritten description of the route over which the pipe line proposes to pass. A description in most instances will necessarily be more or less generalized but should include a legal description of preferably each quarter section of land crossed, the township and range, the general directions of the proposed route of pipe line through same, whether on private or public property, public highway or railroad right-of-way and such other matter as is deemed pertinent.

EXAMPLE OF DESCRIPTION

Thence in a general southwesterly (SWLY) direction on private property through the northwest (NW) quarter of section two (2); the southeast (SE) quarter of section three (3); the northeast (NE) quarter, the southeast (SE) quarter and the southwest (SW) quarter of section ten (10); the northwest (NW) quarter and the southwest (SW) quarter of section fifteen (15); the southeast (SE) quarter of section sixteen (16); the northeast (NE) quarter and the southeast (SE) quarter of section twenty-one (21); thence in a southerly (SLY) direction through the northeast (NE) quarter and the southeast (SE) quarter of section twenty-eight (28); the northeast (NE) quarter and the southeast (SE) quarter of section thirty-three (33); all in Township ....., Range....., ...County, Iowa. A deviation will be permitted of as much as one (1) mile on either side of the above route.

Paragraph 3—Exhibit "B". The routing of the pipe line shall be indicated as accurately as is consistently possible on the County maps of Iowa, which have a scale of not less than three-fourths inch to one mile. Three copies of such map shall be filed for each County.

Paragraph 4—Exhibit "C". Until such time as a prescribed form has been issued covering specific information desired in the way of engineering specifications, such exhibit will give the various materials used in the construction of the line; strength of materials; catalog reference number; name of manufacturer, etc., together with general manner of construction. In lieu thereof, blue print copies may be filed showing standard specifications of materials used or standard construction plans.

Exhibit "C" shall also state the manner of construction over or under railway tracks; the standard manner of construction over or under public highways; special construction used in crossing any river or stream; special construction used at any other point, and the name and address of each railroad. Blue print copies of this information will be acceptable.

These specifications shall also include the approximate mileage of each run of the different diameters of pipe.

Paragraph 5—Exhibit "D". Either a schedule must be filed showing

property within the State of Iowa, *other than pipe lines*, subject to execution of a value in excess of Fifty Thousand Dollars ($50,000.00) *or* the applicant must file a surety bond in the penal sum of Fifty Thousand Dollars ($50,000.00) with surety approved by the Board conditioned that the applicant will pay any and all damages legally recovered against it growing out of the operation of its said pipe line or lines in the State of Iowa.

Paragraph 6—Exhibit "E". This exhibit shall contain consents of public highway authority or railroad company where the pipe line is placed longitudinally on, over or under such property or from the owner of dwellings or other buildings where the pipe line is constructed nearer than two hundred (200) feet from such buildings, except where said pipe line passes along a public highway or is located alongside or parallel with the right-of-way of any railway company.

Should the exact and specific route be uncertain at the time of making petition, then a statement should be made by the pipe line company to the effect that all such consents will be obtained prior to construction and will be furnished this Board prior to the issuance of Permanent Permit.

Hereafter all consents for the construction of a pipe line longitudinally on, over or under a public highway, railroad right-of-way or from the owner of buildings shall be obtained in duplicate and one copy filed with the petition to this Board.

A petition filed for a Permit covering lines now constructed or in the process of construction will be accompanied by a duplicate of the original consent obtained, such duplicate bearing an affidavit that same is a true and correct copy of the original. In case an additional copy of the original can be obtained from the public highway authority or the railroad company, the filing of same will be acceptable.

RULE NO. 8. **Publication of notice of hearing.** When a petition for a Permit is received, accompanied by proper deposit for expenses, it will be placed on the docket for hearing and the applicant will be advised of the time and place for hearing. The applicant will also be furnished with copies of the official notice of hearing which he will cause to be published once each week for two (2) consecutive weeks in some newspaper of general circulation in each county through or in which the proposed line or lines will pass. The last publication of said notice must be made NOT LESS THAN TEN (10) DAYS prior to the date of hearing. Failure to file such proofs may result in the cancellation of the hearing. The applicant shall pay the cost of such publication and shall file receipts from each newspaper showing that the cost of publication has been paid.

RULE NO. 9. **Deposit for expenses.** At the time of the filing of the petition for a Permit the applicant shall make a deposit of Fifty Dollars ($50.00) with the Board to secure the payment of all costs of the expenses of the hearing and necessary preliminary investigation in connection therewith. This amount shall be the minimum deposit and if not sufficient, the applicant will be required to deposit such additional amount as may be necessary.

Deposit shall be made by certified check, bank draft, express money order or postal money order payable to "Board of Railroad Commissioners." Any unused balance of a deposit will be refunded to the applicant.

RULE NO. 10. **Extensions.** A petition for a Permit for an extension of a pipe line or lines shall take the same form and procedure as that filed in an original petition.

RULE NO. 11. **Transfers.** If any pipe line or lines are sold, either voluntarily or by judicial sale, such transfer shall carry with it the Permit under which it is owned, maintained or operated. If a transfer of such Permit is made before the improvement for which it was issued

is constructed in whole or in part such transfer shall not be effective until the applicant company to whom it was issued shall file in the office of this Board a notice in writing stating the date of such transfer and the name and address of said transferee.

RULE NO. 12. **Permit fees.** After hearing has been held and before a Permit is granted the applicant company shall pay to this Board a permit fee of One Dollar ($1.00) per mile, or any fraction thereof, for each inch of diameter of such pipe line located in this state and covered by such Permit. A like sum of One Dollar ($1.00) per mile, or fraction thereof, for each inch of diameter of such pipe line shall be paid to this Board for any pipe lines thereafter constructed under Permit and by authority of this Board. The amount of such Permit fee will be certified to the applicant company after hearing and before Permit is issued and shall then be due and payable. (See Paragraphs 2 and 3, Rule 5.)

RULE NO. 13. **Annual fees.** Every pipe line company operating in this state shall for the privilege and right to use or cross any of the public properties referred to in Chapter 191, Acts of the 44th General Assembly, and for the right to operate in the State of Iowa pay an annual license fee in the sum of fifty cents ($.50) per mile of pipe line or fraction thereof, for each inch of diameter of such pipe located in the State of Iowa. The annual license fee is to be paid for the calendar year in advance and before January 1st of that year.

The annual license fee for the year 1931 will be collected on Permits granted during the year 1931. The license fee shall be due and payable upon certification to the applicant company after hearing had and before Permit is issued. (See Paragraphs 2 and 3, Rule 5.)

The same principle as outlined in the above paragraph shall apply for lines constructed during any year after the year 1931.

The annual license fee for all lines on which Permits have been issued will be certified yearly to the applicant company, its successors or assigns, starting with the year 1931.

Any lines constructed after the certification date and previous to January 1st of the next year and on which a Permit is granted by this Board will have annual license fees immediately certified to the applicant company for the current year and for the advance year.

The applicant company shall make all remittances by certified check, bank draft, postal money order or express money order payable to the "Iowa Board of Railroad Commissioners."

RULE NO. 14. **Accidents.** Immediate report shall be made of any accident arising from, or in connection with the operation of a pipe line or any device, apparatus, or equipment, which accident results in the injury of any person or the damage of any property. Such report shall give a full and complete detail of the accident; cause; party or parties responsible, if any; weather conditions; names and addresses of persons injured or killed and extent of injuries; time and place of accident; names and addresses of witnesses, if any; and any other pertinent information.

No report need be made of an accident which incapacitates an employee from performing his ordinary duties for less than three days in the aggregate during the ten days immediately following the accident; to any person other than an employee if incapacitated for a period of less than one day; or in property damage of less than One Hundred Dollars ($100.00) including the cost of repair.

The initial or immediate report shall be made by telegraph within twelve hours after accident, giving the outstanding characteristics of the accident. A complete detailed report by mail will be made as soon as all information is available.

RULE NO. 15. **Inspection and defects.** Chapter 191, Acts of the 44th

General Assembly provides that this Board shall have general supervision of all pipe lines and shall from time to time examine into the condition of such lines and any apparatus, device or equipment used in connection therewith to determine if same is unsafe or dangerous. A duly appointed representative of this Commission shall have authority, during reasonable hours of the day, to enter upon the premises of any pipe line company operating in this state for the purpose of making inspection and/or such tests as are deemed advisable. All tests shall be made in company with a representative of the pipe line company.

RULE NO. 16. **Construction, operation and maintenance.** Until such time as full and complete rules have been adopted by this Commission to govern the construction, operation and maintenance of pipe lines and all equipment used as a necessary part of the operation of such lines, such lines and equipment shall be constructed, operated and maintained in accordance with accepted good practice.

Under date of December 11, 1931, the Board adopted the following amendments to Rules 13 and 17 relating to Pipe Lines, effective December 28, 1931:

Under the provisions of Chapter 191, Laws of the 44th General Assembly of Iowa and in the exercise of the powers therein conferred,

IT IS HEREBY ORDERED that the Rules and Regulations Relating to Pipe Lines adopted effective May 13, 1931, be and the same is hereby amended by adding thereto Rule No. 17, reading as follows:

> "Pipe lines on which a permit has been granted and which have not been constructed within a period of one (1) year from the date of permit will be considered as having the permit revoked at the expiration of the one (1) year period if such lines are not constructed or in the process of construction with intent to complete. Application for an extension of time may be made to the Commission, setting forth all reasons for not having constructed the line within the one (1) year period and requesting additional time for a period to not exceed six (6) months."

Also by changing the last paragraph of Rule No. 13 by cancelling the words "Iowa Board of Railroad Commissioners" and inserting in lieu thereof "Treasurer of the State of Iowa."

Under date of March 7, 1932, the Board adopted the following order relative to minimum construction requirements for Pipe Lines crossing under railroad tracks, primary and secondary highways, effective March 8, 1932:

Under the provisions of Chapter 383-D1, Code of Iowa, 1931, and in the exercise of the powers therein conferred,

IT IS HEREBY ORDERED that (1) specification sheet showing minimum construction requirements for undergrade railway crossings of pipe lines dated as approved February 2, 1932, (2) specification sheet showing minimum construction requirements for undergrade primary road crossings of pipe lines dated as approved February 2, 1932, and (3) specification sheet showing minimum construction requirements for undergrade secondary road crossings of pipe lines dated as approved October 21, 1931, *all annexed to this order, be and the same are hereby adopted as minimum construction requirements, effective March 8, 1932.

*Blue prints which cannot be reproduced here.

PIPE LINES

P-2—1932. Northern Gas & Pipe Line Co., Omaha, Nebraska. Permanent Permit No. 32 dated March 10, 1932, covering 36.52 miles of 16"

natural gas pipe line from Ogden, Iowa, to Des Moines, Iowa, issued to supersede outstanding temporary permit.

P-4—1932. Northern Gas & Pipe Line Co., Omaha, Nebraska. Permanent Permit No. 39 dated March 10, 1932, issued to supersede Temporary Permit No. 11 covering 24.04 miles of 16" natural gas pipe line.

P-7—1932. Northern Gas & Pipe Line Co., Omaha, Nebraska. Temporary Permit No. 5 of July 14, 1932, cancelled by order of Commission dated July 27, 1932, covering 1.9 miles of 2" line on account of the one year limit having expired and the Northern Gas and Pipe Line Company not desiring to construct the line.

P-8—1932. Northern Gas & Pipe Line Co., Omaha, Nebraska. Permanent Permit No. 40 dated March 10, 1932, issued to supersede Temporary Permit No. 10 covering natural gas pipe line to the towns of Harcourt, Gowrie, Farnhamville, Lohrville, Lake City, Rockwell City and Manson.

P-9—1932. Northern Gas & Pipe Line Co., Omaha, Nebraska. Permanent Permit No. 33 dated March 10, 1932, issued to supersede Temporary Permit No. 6 covering 3.4 miles of 4" natural gas line to the town of Belmond, Iowa.

P-10—1932. Northern Gas & Pipe Line Co., Omaha, Nebraska. Permanent Permit No. 34 dated March 10, 1932, issued to supersede Temporary Permit No. 7 covering 2.85 miles of 6" and 1.4 miles of 2" natural gas pipe line to the town of Garner.

P-20—1932. Northern Gas & Pipe Line Co., Omaha, Nebraska. Permanent Permit No. 35 dated March 10, 1932, issued to supersede Temporary Permit No. 14 covering 4.05 miles of 6", 6.34 miles of 4", 1.37 miles of 2" natural gas pipe line to the town of Britt.

P-24—1932. Northern Gas & Pipe Line Co., Omaha, Nebraska. Permanent Permit No. 36 dated March 10, 1932, issued to supersede Temporary Permit No. 15 covering 6.12 miles of 4", 2.5 miles of 2" natural gas pipe line to the town of Avoca.

P-26—1932. Northern Gas & Pipe Line Co., Omaha, Nebraska. Temporary Permit No. 16 of 10-16-31 cancelled by order dated November 8, 1932, on account of the one year right having expired under the temporary permit and the pipe line company not desiring to construct the line.

P-31—1932. Great Lakes Pipe Line Co., Kansas City, Missouri. Permanent Permit No. 42 dated July 19, 1932, issued to supersede Temporary Permit No. 18 covering 4,921 feet of 6" gasoline pipe line to the Coralville loading station.

P-32—1932. Northern Gas & Pipe Line Co., Omaha, Nebraska. Permanent Permit No. 37 dated March 10, 1932, issued to supersede Temporary Permit No. 17, 11.79 miles of 4" and .08 miles of 2" natural gas line to the towns of Audubon and Exira.

P-34—1932. Northern Gas & Pipe Line Co., Omaha, Nebraska. Permanent Permit No. 38 dated March 10, 1932, issued to supersede Temporary Permit No. 19 to cover line to Jefferson, Iowa, and order dated November 8, 1932, cancelled authority for Grand Junction lateral on account of the one year right having expired and the company not desiring to construct.

P-35—1932. Stanolind Pipe Line Co., Tulsa, Oklahoma. Proceedings instituted in the District Court of Lee County against the Stanolind Pipe Line Company to enforce the provisions of Chapter 383-D1, Code of Iowa, 1931, the defendant having failed to comply with said chapter by filing of petition and obtaining permit from this Commission. The case was heard in the District Court of Lee County and was decided by the Court

upon the pleadings, and evidence, denying the restraining and mandatory order and dismissed petition and refused to enter judgment for the permit and license fee. This case has since been appealed to the Supreme Court of Iowa but has not been heard.

P-36—1932. Natural Gas Pipeline Co. of America, Chicago, Illinois. Permanent Permit No. 24 dated December 7, 1931, issued to Natural Gas Pipeline Company of America, being a transfer of 2,225 feet of 2″ natural gas pipe line from the Iowa Power and Light Company. This is a portion of the Indianola line extending from the main line of said company to the meter station site.

P-37—1932. Natural Gas Pipeline Co. of America, Chicago, Illinois. Permanent Permit No. 25 dated December 12, 1931, issued to Natural Gas Pipeline Co. of America for 225 feet of 2″ line on a transfer from the Iowa Power and Light Company. This is a portion of the Winterset lateral extending from the main line of the Natural Gas Pipeline Company to the Winterset meter station site.

P-38—1932. Natural Gas Pipeline Co. of America, Chicago, Illinois. Permanent Permit No. 30 dated February 20, 1932, covering 148 feet of 2″ natural gas line to the Greenfield meter station site from the main line of the above company and same being on a transfer from the Central States Electric Co., Cedar Rapids, Iowa.

P-39—1932. Natural Gas Pipeline Co. of America, Chicago, Illinois. Permanent Permit No. 31 dated February 20, 1932, covering 296 feet of 2″ natural gas pipe line from the main line of the above company to the Knoxville meter station site, same being on a transfer from the Central States Electric Co., Cedar Rapids, Iowa.

P-40—1932. Natural Gas Pipeline Co. of America, Chicago, Illinois. Permanent Permit No. 26 dated December 22, 1931, for 90 feet of 2″ natural gas line, said line extending from the main line of the above company to the Milo meter station site.

P-41—1932. Natural Gas Pipeline Co. of America, Chicago, Illinois. Permanent Permit No. 27 dated December 22, 1931, for 545 feet of 3″ line from the main line of the above company to the Creston meter station site.

P-42—1932. Natural Gas Pipeline Co. of America, Chicago, Illinois. Permanent Permit No. 28 dated December 22, 1931, covering 90 feet of 4″ natural gas pipe line, said line being between a connection with the main line of the above company and the Muscatine meter station site.

P-43—1932. Iowa Electric Light & Power Co., Cedar Rapids, Iowa. Permanent Permit No. 29 dated January 26, 1932, for 19.25 miles of 4″ line transporting artificial gas between Boone, Ames and Nevada, Iowa, said permit being granted to the Iowa Railway & Light Corporation.

P-44—1932. Northern Gas & Pipe Line Co., Omaha, Nebraska. Temporary Permit No. 20 dated April 27, 1932, and Permanent Permit No. 43 dated August 8, 1932, covering 6.71 miles of 3″ natural gas pipe line from a connection with the main line of the above company to the town of Forest City, Iowa.

P-45—1932. Central States Electric Co., Cedar Rapids, Iowa. Permanent Permit No. 41 dated June 28, 1932, for 12 miles of 4″ line between Knoxville and Pella, said line transporting artificial and/or natural gas.

P-46—1932. Iowa-Nebraska Light & Power Co., Lincoln, Nebraska. Temporary Permit No. 21 dated June 1, 1932, covering approximately 26 miles of 4″ line and 1 mile of 6″ natural gas line from a connection with the main line of the Natural Gas Pipeline Co. of America to the towns of Red Oak and Shenandoah.

P-47—1932. Central States Electric Co., Cedar Rapids, Iowa. Temporary Permit No. 22 dated June 1, 1932, for 6.8 miles of 4" natural gas line to the town of Creston, Iowa.

P-48—1932. Northern Gas & Pipe Line Co., Omaha, Nebraska. Temporary Permit No. 23 dated June 21, 1932, and Permanent Permit No. 45 dated August 8, 1932, issued to cover 3.06 miles of 3" line to Clarion, Iowa.

P-49—1932. Northern Gas & Pipe Line Co., Omaha, Nebraska. Temporary Permit No. 24 dated June 21, 1932, and Permanent Permit No. 44 dated August 8, 1932, covering 0.6 miles of 3" line to the town of Eagle Grove.

P-50—1932. Natural Gas Pipeline Co. of America, Chicago, Illinois. Temporary Permit No. 25 dated August 12, 1932, issued to cover approximately 89 miles of 8" line between a connection with the main line of the Natural Gas Pipeline Co. of America near Evans, Iowa, and the city of Waterloo, Iowa, same being in Mahaska, Poweshiek, Tama and Black Hawk Counties.

P-51—1932. Natural Gas Pipeline Co. of America, Chicago, Illinois. Temporary Permit No. 26 dated August 9, 1932, issued to cover 4.79 miles of 6" natural gas line and 2,600 feet of 2" natural gas line between the Muscatine meter station site and the Heinz Co. and the Central States Electric Co. at Muscatine, also to the waterworks plant south of Muscatine.

P-52—1932. Peoples Gas & Elec. Co., Mason City, Iowa. Permanent Permit No. 46 dated September 7, 1932, issued to cover 1 mile of 12" natural gas pipe line to the North-West Portland Cement Company plant in Mason City, Iowa.

P-53—1932. Northern Gas & Pipe Line Co., Omaha, Nebraska. Temporary Permit No. 27 dated September 7, 1932, and Permanent Permit No. 49 dated November 4, 1932, issued to cover .908 miles of 12" natural gas line between a connection with the main line of the above company and the main line of Natural Gas Pipeline Co. of America near Pacific Junction in Mills County, Iowa, for the purpose of a by-pass between main lines.

P-54—1932. Northern Gas & Pipe Line Co., Omaha, Nebraska. Temporary Permit No. 28 dated September 7, 1932, and Permanent Permit No. 48 dated November 4, 1932, issued to cover 3.48 miles of 4" natural gas line between a connection with the main line of the above named company and the town of Atlantic, Iowa.

P-55—1932. Natural Gas Pipeline Co. of America, Chicago, Illinois. Permanent Permit No. 47 dated October 12, 1932, issued to cover 451 feet of 2" line, same being between a connection with the main line of the above company and the Red Oak meter station site in Montgomery County.

Total pipe line mileage constructed and in operation:

369.80	miles—24″
84.73	miles—20″
75.76	miles—16″
2.38	miles—12″
19.89	miles—10″
83.38	miles— 8″
342.91	miles— 6″
263.20	miles— 4″
28.29	miles— 3″
36.45	miles— 2″
Total 1,306.69	

Total pipe line mileage proposed and applied for:

40.00	miles—10″
88.67	miles— 8″
74.05	miles— 6″
66.55	miles— 4″
104.50	miles— 3″
10.57	miles— 2″
Total 384.34	

Total fees collected:

Permit	$ 16,775.00
1932 Annual	7,919.50
1932 Annual	8,349.50
Total	$ 33,044.00

Report of the Commerce Counsel

The office of Commerce Counsel was created primarily and as expressed in the statute, to investigate the legality of all rates, charges, tariffs, rules, regulations and practices of all the common carriers and persons under the jurisdiction of the Board, and also to investigate the rates, tariffs and charges on interstate transportation, and for the other duties as indicated and designated in the statute creating the office of Commerce Counsel. During the past year the office has been constantly engaged in performing such duties.

There have been, during the year, the reopening of the large cases known as Docket 17,000, Part 2, which refers to Class Rates, Part 7 to Grain, Part 9 Live Stock. There are cases as to salt, hay, etc., but the other three were the largest and principal cases. These have all been heard and heretofore reported, but have been reopened and there is now pending thereon a decision of the Interstate Commerce Commission on Docket 17,000, Part 2, Class Rates. In *Docket 17,000, Part 7, Grain and Grain Products* additional testimony is being taken and will be subsequently argued and then finally determined by the Commission. These cases have been on the docket and have been heretofore reported, but were reopened and rehearings had. Docket 17,000, Part 9, is the Live Stock case which was reopened and referred to in our last report. That case has been determined by the Commission with slight changes from the former opinion. The rates went into effect January 25, 1932.

There has been a continuation of the usual number of complaints and hearings as to the abandonment of stations, of station agency, questions as to farm crossings, highway crossings, the removal of train service or complaints in reference to the train service, a number of controversies as to elevator sites and the rentals to be charged therefor, and many like matters which arise in reference to transportation. There are these matters of detail that require close attention.

Of the list of cases known as Dockets 17,000 there has been rehearings had and there are now undetermined as follows:

17,000, Part 2, referring to class rates. The 17,000, Part 7, Grain and Grain Products rates now pending, testimony being taken and arguments yet to follow.

There was heard and disposed during the year Exparte 103, Emergency Rates. The original claim of 15 per cent increase was denied. Surcharge was permitted on certain commodities which will expire March 1, 1933.

Finance Docket 3334, Class Rates from Chicago, Ill., to Milwaukee, Wis., St. Louis, Mo., and Related Territory to the Missouri River Crossings.

Tariffs were filed increasing rates, suspended by the Interstate Commerce Commission under the above docket number, afterwards were voluntarily suspended by the respondents and the case dismissed on June 13, 1932.

I. & S. Docket 3614, Building Material from, to, and between southern points. The rates proposed in this case particularly affected the lumber manufacturers on the Mississippi River. Upon protest the suspension was had. Hearing was held thereon, and the opinion of the Commission issued December 23, 1931. Reported 179 I. C. C. 785.

I. C. C. Docket 22455 referred to Reciprocity, purchasing and routing. The complaint made to this office was as to the routing of freight by the shippers. Appearance had and brief filed claiming for the shipper the right to make his own routing which was approved and confirmed by the Interstate Commerce Commission in its order.

There were a number of other cases that were taken care of during the year and also there were a number of Finance cases as to the abandonment of certain portions of the railroad. Further particulars as to these cases believed not necessary in this report.

Constant attention has been given to the questions which would arise as to the advisability of filing complaints or as to complaints filed by others and generally keeping in touch with all the cases before the Interstate Commerce Commission affecting the shippers of Iowa.

The business of this Department during the entire year has grown considerably in reference to the bus and truck operations, to the various applications for Certificates of Convenience and Necessity and to policing, with reference to rates, the required insurance and the other requirements of the law. While the immediate policing is done by the Motor Transportation Division of the Railroad Commission, yet there has been constant reference of many of these matters to this Department which has required considerable care and attention, and largely in going out through the state to the various points in an effort to settle and adjust. This has taken practically all the time of one of the assistants in this office. This work is growing rather than decreasing. We have been required in many instances to file information under the statute for violations of the law and the rules and regulations, hearings before Justices of the Peace, the imposition and collection of fines. In other instances it has been necessary to secure injunctions temporary at first and permanent injunctions at the close of the hearing. Very many of these cases are settled and adjusted so all of the matters referred to this Department do not go to the courts, and to properly present these matters to the courts, it is necessary that one have access to the files and particular and special knowledge of the requirements of the methods or the want of methods so that the work can be efficiently done. It is believed that this statement is sufficient without reporting the details in each of the large number of cases.

One case under the Pipe Line Law was instituted by the Stanolind Pipe Line Company against the Board of Railroad Commissioners in the Lee County District Court in which the constitutionality of the Pipe Line Law was attacked. The Law was held, by the District Court of Lee County, unconstitutional, as applying to interstate commerce. The case is now pending on appeal to the Supreme Court of Iowa.

Officers and Directors of Companies

For the year ended December 31, 1931

OF STEAM RAILWAY COMPANIES

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

Directors: James G. Harbord, New York; S. T. Bledsoe, New York; Warren E. Brown, Wichita, Kansas; Edward J. Berwind, New York; William C. Potter, New York; Andrew C. Jobes, Merriam, Kansas; Joseph E. Otis, Chicago; William B. Storey, Chicago; Myron C. Taylor, New York; Clarence M. Wooley, New York; Charles Steele, New York; Henry S. Pritchett, New York; Carroll B. Merriam, Topeka, Kansas; Myer Hurley, New York; Edward J. Engel, Chicago.

General Officers: President, W. B. Storey, Chicago; Vice Presidents, E. J. Engel, F. B. Houghton and A. G. Wells, all of Chicago; Secretary and Treasurer, E. L. Copeland, Topeka, Kansas; General Counsel, S. T. Bledsoe, New York; General Solicitor, E. E. McInnis, Chicago; Comptroller, L. C. Deming, New York; General Auditor, J. E. Baxter, Chicago; General Mgrs., J. R. Hitchcock, Amarillo, Texas, F. A. Lehman, Topeka, Kansas, and W. K. Etter, Los Angeles, California; Chief Engineer, G. W. Harris, Chicago.

ATLANTIC NORTHERN RAILWAY COMPANY

Directors: John Liestad, Elk Horn, Iowa; Bertel Christensen, Kimballton, Iowa; S. C. Pederson, Kimballton, Iowa; L. H. Lauritzen, Kimballton, Iowa; Niels A. Hansen, Kimballton, Iowa; Andrew Kroman, Elk Horn, Iowa; Thomas Christiansen, Elk Horn, Iowa.

General Officers: President, John Liestad, Elk Horn, Iowa; Vice President, S. C. Pederson, Kimballton, Iowa; Secretary, P. C. Clemmensen, Atlantic, Iowa; Treasurer, Bertel Christensen, Kimballton, Iowa; General Manager, P. C. Clemmensen, Atlantic, Iowa.

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY

Directors: Steven Birch, New York; Edward P. Bracken, Chicago; Charles F. Glore, Chicago; Ralph Budd, St. Paul, Minn.; Frederick E. Williamson, Chicago; Charles Donnelly, St. Paul, Minn.; Walker D. Hines, New York; Granville Kane, New York; Charles O. Jenks, St. Paul, Minn.; Wallace C. Winter, Chicago; Arthur Curtiss James, New York; Geo. T. Slade, New York; Frederick H. Rawson, Chicago; Bruce Scott, Chicago; Charles I. Sturgis, Chicago; Alexander Legge, Hinsdale, Illinois; Hinkley G. Atwood, Chicago.

General Officers: President, Frederick E. Williamson; Exective Vice President, Edward P. Bracken; Vice President, Horace H. Holcomb; Vice President and General Counsel, Bruce Scott; Vice President, Secretary and Treasurer, Charles I. Sturgis; Assistant to the President, Thomas J. Thomas; Assistant General Counsel, Edward M. Shelton;

General Solicitor, James Charles James; Comptroller, Herbert W. Johnson; General Auditor, Harry D. Foster; General Manager, Wm. F. Thiehoff, all of Chicago; General Manager, James H. Aydelatt, Omaha, Neb.; Chief Engineer, Albert W. Newton, Chicago.

CHICAGO GREAT WESTERN RAILROAD COMPANY

Directors: E. C. Finkbine, Des Moines, Iowa; H. M. Dawes, Chicago; Milton Tootle, Jr., St. Joseph, Mo.; A. W. Cutten, Chicago; C. A. McCullough, Chicago; E. F. Swinney, Kansas City, Mo.; E. A. Cudahy, Chicago; B. E. Sunny, Chicago; P. H. Joyce, Chicago; G. H. Prince, St. Paul, Minn.; E. N. Hurley, Chicago; J. E. Davidson, Omaha, Neb.; J. W. O'Leary, Chicago; S. L. Avery, Chicago; P. de C. Ball, St. Louis, Mo.

General Officers: Chairman, B. E. Sunny; Vice Chairman, J. W. O'Leary; President, P. H. Joyce; Vice President and Secretary, W. G. Lerch; Treasurer, C. A. Cook; General Counsel, Ralph M. Shaw; General Solicitor, W. H. Jacobs; General Auditor, W. H. Sievers; Vice President, Oscar Townsend; Chief Engineer, C. G. Delo, all of Chicago; Superintendent, J. M. Baths, Chicago.

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

Directors: Mortimer N. Buckner, Harry E. Byram, Walter P. Chrysler, Walter W. Colpitts, Frederick H. Ecker, Samuel H. Fisher, Howland S. Davis, Fairman R. Dick, Donald G. Geddes, Mark W. Potter, and Robert T. Swaine, all of New York; H. A. Scandrett and W. W. K. Sparrow of Chicago, Joshua Green of Seattle, Washington, and W. D. Van Dyke of Milwaukee, Wis.

General Officers: Chairman of Board, H. E. Byram, New York; President, H. A. Scandrett, Chicago; Vice Presidents, W. W. K. Sparrow, J. T. Gillick, H. E. Pierpont, all of Chicago, H. B. Earling, Seattle, Wash., R. J. Maroney, New York; Executive Assistants, R. M. Calkins, F. H. Johnson, all of Chicago; Special Counsel, H. H. Field, Chicago; General Counsel, O. W. Dynes, Chicago; General Solicitor, C. S. Jefferson, Chicago; Counsel for Board of Directors, Robert T. Swaine, Frederick H. Wood, Donald C. Swatland, all of New York; Comptroller, Walter V. Wilson, Chicago; Treasurer, John Dickie, Chicago; Secretary, T. W. Burtness, Chicago; General Managers, O. N. Harstad (East), Chicago; and C. H. Buford (West), Seattle, Wash.; Chief Engineer, C. F. Loweth, Chicago.

CHICAGO AND NORTH WESTERN RAILWAY COMPANY

Directors: Frederick W. Vanderbilt, Harold S. Vanderbilt, Arthur S. Pierce, W. Seward Webb, Jr., Marshall Field, Samuel A. Lynde, all of New York City; W. Rufus Abbott, Walter W. Head, John Stuart, Fred W. Sargent, Ray N. Van Doren, Albert A. Sprague, John D. Caldwell, all of Chicago; Gordon Abbott of Boston, Mass.; Henry C. McEldowney, Pittsburgh, Pa.; Charles W. Nash, Kenosha, Wis.; Edson S. Woodworth, Minneapolis, Minn.

General Officers: President, Fred W. Sargent, Chicago; Vice President, Arthur S. Pierce, New York; Vice President in charge of Opera-

tions and Maintenance, Frank Walters, Chicago; Vice President in charge of Traffic, Henry W. Beyers, Chicago; Vice President and General Counsel, Ray N. Van Doren, Chicago; Vice President in charge of Personnel, William Walliser, Chicago; Vice President and Secretary, John D. Caldwell, Chicago; Treasurer, Harry W. Rush, New York; General Solicitor, Samuel H. Cady, Chicago; Comptroller, Charles Jensch, Chicago; General Auditor, Charles D. Brandriff, Chicago; General Manager, Geo. B. Vilas, Chicago; Vice President in charge of Rates and Divisions, Augustus F. Cleveland, Chicago; General Superintendents, Bert E. Terpning, Chicago; Harry E. Dickinson, Omaha, and Edred B. Hall Chicago.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY. CO.

Directors: Walter W. Head, Chicago; Henry C. McEldowney, Pittsburgh; Harold S. Vanderbilt, New York; Edson S. Woodworth, Minneapolis, Minn.; Fred W. Sargent, Chicago; Marshall Field, New York, N. Y.; Albert A. Sprague, Chicago; Gordon Abbott, Boston, Mass.; Frederick W. Vanderbilt, New York; W. Seward Webb, New York; Samuel A. Lynde, New York; Ray N. Van Doren, Chicago; Charles W. Nash, Keonosha, Wis.

General Officers: President, Fred W. Sargent, Chicago; Vice President and Assistant Secretary, Arthur S. Pierce, New York; Vice President, Albion M. Fenton, St. Paul; Vice President and General Counsel, Ray N. Van Doren, Chicago; Secretary, John D. Caldwell, Chicago; Treasurer and Assistant Secretary, Harry W. Rush, New York; General Solicitor, William T. Faricy, St. Paul, Minn.; Vice President and General Manager, Carl R. Gray, Jr., St. Paul, Minn.; Comptroller, Charles Jensch, Chicago, Ill.; Local Treasurer, Charles P. Nash, St. Paul, Minn.; General Auditor, A. R. Seder, St. Paul.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY CO

Directors: N. L. Amster, Boston, Mass.; M. L. Bell, New York; E. N. Brown, New York Alfred A. Cook, New York; G. Watson French, Davenport, Iowa; J. E. Gorman, Chicago; Charles Hayden, New York; Jesse Hirschman, New York; A. C. Rearick, New York; Wm. Z. Ripley, Newton Centre, Mass.; F. W. Scott, Richmond, Virginia; P. G. Ten Eyck, Albany; J. M. Kurn, St. Louis, Mo.; Charles S. McCain, and Archibald B. Roosevelt of New York.

General Officers: President, J. E. Gorman, Chicago; Vice President, H. G. Clark, Chicago; Vice President and General Counsel, M. L. Bell, New York; General Solicitor, W. F. Dickinson, Chicago; Assistant General Counsel, W. F. Peter, Chicago; Vice President, Secretary and Treasurer, Carl Nyquist, Chicago; Vice President and General Auditor, W. H. Burns, Chicago; Vice President and Purchasing Agent, F. D. Reed, Chicago; Vice President-Operations, L. C. Fritch, Chicago; Vice President and Passenger Traffic Manager, L. M. Allen, Chicago; General Manager, H. L. Reed, Des Moines, Iowa; General Manager, A. B. Warner, El Reno, Okla,; Chief Engineer, W. H. Peterson, Chicago; Vice President and Freight Traffic Manager, Arthur Mackenzie, Chicago; General Superintendent Motive Power, L. A. Richardson, Chicago.

ST. PAUL AND KANSAS CITY SHORT LINE RAILROAD

Directors: J. E. Gorman, Chicago; M. L. Bell, New York; L. C. Fritch, Chicago; Carl Nyquist, Chicago; W. H. Burns, Chicago.

General Officers: President, J. E. Gorman, Chicago; Vice President, M. L. Bell, New York; Vice President, Treasurer and Assistant Secretary, Carl Nyquist, Chicago; Secretary and Assistant Treasurer, Wm. La Venture, Davenport, Iowa; Assistant Secretary and Assistant Treasurer, W. Vanderpool, Chicago; General Auditor, W. H. Burns, Chicago; Assistant Secretary, J. C. Compton, New York.

DAVENPORT, ROCK ISLAND AND NORTH WESTERN RAILWAY

Directors: E. F. Rummel, J. T. Gillick, O. N. Harsted, F. E. Williamson, C. E. Spens, E. P. Bracken, all of Chicago; J. R. Lane, Davenport, Iowa.

General Officers: President, F. E. Williamson, Chicago; Vice President, J. T. Gillick, Chicago; Secretary and Treasurer, P. L. Hinrichs, Davenport, Iowa; Assistant Secretary, A. T. Williams, Chicago; Auditor and Assistant Treasurer, J. P. Harrison, Davenport, Iowa; General Manager, F. S. Weisbrook, Davenport, Iowa.

GREAT NORTHERN RAILWAY COMPANY

Directors: Ralph Budd, St. Paul, Minn.; E. T. Nichols, New York; W. P. Kenney, St. Paul, Minn.; E. E. Loomis, New York; A. C. Loring, Minneapolis, Minn.; Stephen Baker, New York; L. W. Hill, St. Paul, Minn.; F. E. Weyerhaeuser, St. Paul, Minn.; Arthur Curtis James, New York; Vincent Astor, New York; Thomas A. Marlow, Helena, Mont.; Joseph Chapman, Minneapolis, Minn.

General Officers: President, Ralph Budd, St. Paul, Minn.; Vice President, G. R. Martin, Minneapolis, Minn.; Vice President, L. C. Gilman, Seattle, Wash.; Vice President, E. T. Nichols, New York; Vice President, F. G. Dorety, St. Paul, Minn.; Vice President, W. P. Kenney, St. Paul, Minn.; Vice President, C. O. Jenks, St. Paul, Minn.; Secretary and Treasurer, F. L. Paetzold, St. Paul, Minn.; Comptroller, Geo. H. Hess, Jr., St. Paul, Minn.; General Auditor, V. P. Turnburke, St. Paul, Minn.; General Manager, F. J. Gavin, Lines East, St. Paul, Minn.; General Manager, J. H. O'Neil, Lines West, Seattle, Wash.; Chief Engineer, J. R. W. Davis, St. Paul, Minn.

ILLINOIS CENTRAL RAILROAD COMPANY

Directors: Louis L. Emmerson, Springfield, Ill.; Stanley Field, Chicago; James P. Warburg, New York; Robert Walton Goelet, Newport, R. I.; Charles A. Munroe, Chicago, Ill.; Lawrence A. Downs, Chicago, Ill.; William Averill Harriman, New York; John W. Auchincloss, New York; Robert S. Lovett, New York; Vincent Astor, New York; Cornelius Vanderbilt, New York; Henry W. DeForest, New York; John D. Peabody, New York.

General Officers: President, L. A. Downs, Chicago; Vice Presidents, G. E. Patterson, J. L. Beven, G. J. Bunting, A. C. Mann, C. C. Cameron and F. L. Thompson, all of Chicago; Secretary, D. R. Burbank, New York, Treasurer, R. E. Connolly, New York; General Counsel, R. V.

Fletcher, Chicago; General Solicitors, E. C. Craig, Chicago, and C. N. Burch, Memphis, Tenn.; Comptroller, W. B. McKinstry, Chicago; General Manager, W. Atwill, Chicago; Chief Engineer, A. F. Blaess, Chicago.

DUBUQUE AND SIOUX CITY RAILROAD COMPANY

Directors: John W. Auchincloss, D. R. Burbank, Henry W. DeForest, R. W. Goelet, W. A. Harriman, C. E. Kuck, R. E. Connolly, R. S. Lovett, J. P. Warburg, H. M. Riseley, Cornelius Vanderbilt, C. A. Monroe, all of New York; John L. Adams, Dubuque, Iowa; J. L. Bevens, Chicago; L. A. Downs, Chicago.

General Officers: President, L. A. Downs; Vice Presidents, J. L. Beven, G. J. Bunting, A. C. Mann, F. L. Thompson, G. E. Patterson, all of Chicago; Secretary, F. E. Couch (Miss), Dubuque, Iowa; Assistant Secretaries, D. R. Burbank, New York, and Burt A. Beck, Chicago; Treasurer, R. E. Connolly, New York; Assistant Treasurer, F. E. Couch (Miss), Dubuque; General Counsel, R. V. Fletcher, Chicago, Ill.

MANCHESTER AND ONEIDA RAILWAY COMPANY

Directors: G. H. Dunham, T. J. Mathews, Hubert Carr, Jos. Hutchinson, C. J. Hockaday, F. B. Wilson, A. B. Hutchinson, D. A. Preussner, Chas. McCormick, Chas. Seeds, E. M. Carr Geo. W. Dunham of Manchester, Iowa, and W. H. Hutchinson, Winter Haven, Florida.

General Officers: President, Jos. Hutchinson; Vice President, Hubert Carr; Secretary, Chas. McCormick; Treasurer, F. B. Wilson; Auditor, Chas. J. Seeds; Attorney or General Counsel, Geo. W. Dunham; Traffic Manager, C. J. Boardway; Superintendent, C. J. Hockaday; General Freight Agent, A. B. Hutchinson; General Passenger Agent, Hubert Carr; Chairman General Managing Board, E. M. Carr, all of Manchester, Iowa.

MINNEAUOLIS AND ST. LOUIS RAILROAD

Directors: W. H. Bremner, F. A. Chamberlain, F. E. Kenaston, E. E. Nash, all of Minneapolis, Minn.; P. V. Davis, W. B. Davids, W. L. McKenna, W. P. Hawley, W. S. Crandell, C. K. Seymour, F. M. Tompkins, all of New York City; S. B. November, Baltimore, Md.

General Officers: Receiver, W. H. Bremner, Minneapolis; Agent for Receiver, W. B. Davids, New York; Counsel for Receiver, M. M. Joyce, Comptroller, A. E. Smith, Treasurer for Receiver, H. Johns, Chief Operating and Traffic Officer, E. E. Nash, Traffic Manager, J. A. Lucey, Supt. Motive Power, H. W. Johnson, Purchasing Agent, E. C. Hoffman, Chief Engineer, R. G. Kenly, all of Minneapolis.

TABOR AND NORTHERN RAILWAY COMPANY

Directors: C. O. Laird, W. W. Glynn, R. F. Weatherhead, A. S. Bloedel, E. V. Stopper, all of Tabor, Iowa.

General Officers: President, A. S. Bloedel; Vice President, R. F. Weatherhead; Secretary, C. O. Laird; Treasurer, Dayre Williams; Comptroller or Auditor and General Manager, E. V. Stopper, all of Tabor, Iowa.

UNION PACIFIC RAILROAD COMPANY

Directors: F. W. Charske, New York; Newcomb Carlton, New York; Robert W. Goelet, New York; Heber J. Grant, Salt Lake City, Utah; Carl R. Gray, Omaha, Neb.; E. Roland Harriman, New York; W. A. Harriman, New York; Robert A. Lovett, New York; R. S. Lovett, New York; David K. E. Bruce, New York; C. B. Seger, New York; Charles A. Stone, New York; James H. Perkins, New York; Paul M. Warburg, New York.

General Officers: Chairman Board of Directors, Robert S. Lovett; Chairman Finance Committee, C. B. Seger; Vice Chairman Finance Committee, F. W. Charske; Vice President and General Counsel, Henry W. Clark; Secretary, Thomas Price; Treasurer, E. G. Smith, Comptroller, L. J. Tracy, all of New York City; President, Carl R. Gray; Vice President in Charge of Operations, W. M. Jeffers; Vice President in Charge of Traffic, F. W. Robinson; Valuation and Commerce Counsel, J. M. Souby; Freight Traffic Manager, R. R. Mitchell; Passenger Traffic Manager, W. S. Basinger; General Auditor, G. E. Bissonnet; Chief Engineer, H. C. Mann; General Manager, N. A. Williams; General Solicitor, N. H. Loomis; Auditor, H. A. Toland; Land Commissioner, J. M. Shively; all of Omaha, Nebraska.

WABASH RAILWAY COMPANY

Directors: Winslow S. Pierce, New York; Geo. W. Davison, New York; Robert Goelet, New York; E. D. Stair, Detroit, Mich.; A. E. Staley, Decatur, Ill.; J. Leonard Replogle, New York; John N. Willys, New York; Henry Rogers Winthrop, New York, Clinton G. Edgar, Detroit, Mich.; Walter S. Franklin, St. Louis, Mo.; T. E. Wilson, Chicago; J. S. Crutchfield, Pittsburgh, Pa.; Melvin W. Ellis, Chicago; Allen P. Green, Mexico, Mo.

General Officers: President, W. S. Franklin, St. Louis, Mo.; Vice President, H. R. Winthrop, New York; Vice President, W. C. Maxwell, St. Louis, Mo.; Vice President, Secretary and Treasurer, A. K. Atkinson, New York; Vice President and General Solicitor, N. S. Brown, St. Louis, Mo.; Vice President, S. E. Cotter, St. Louis, Mo.; General Auditor, G. E. Bramon, St. Louis, Mo.; General Counsel, W. S. Pierce, New York; Vice President, J. W. Newell, St. Louis, Mo.; General Manager, G. H. Sido, St. Louis, Mo.; Chief Engineer, E. L. Crugar, St. Louis, Mo.

OF RAILWAY TERMINAL COMPANIES

BURLINGTON, MUSCATINE & NORTH WESTERN RAILWAY CO.

Directors. E. L. Tobie, John M. Kemble, all of Muscatine, Iowa; Frank H. Collins, David O. True, Elmer A. Webber, all of Chicago.

General Officers: President, E. L. Tobie, Muscatine, Iowa; Vice President, Frank H. Collins, Chicago; Secretary, J. M. Kemble, Muscatine, Iowa; Treasurer, Frank H. Collins, Chicago.

DES MOINES TERMINAL COMPANY

Directors: F. C. Hubbell, G. C. Hubbell, J. W. Hubbell, O. P. Thompson, F. O. Thompson, all of Des Moines, Iowa.

General Officers: President, F. C. Hubbell; Vice President, J. W. Hubbell; Secretary and Treasurer, F. O. Thompson; Auditor, B. F. Flenniken; Assistant Secretary-Treasurer, O. P. Thompson, all of Des Moines.

DES MOINES UNION RAILWAY COMPANY

Directors: W. S. Franklin, St. Louis, Mo.; N. S. Brown, St. Louis, Mo.; S. E. Cotter, St. Louis, Mo.; J. W. Howell, Des Moines, Iowa; A. C. Pearsall, Des Moines, Iowa; J. T. Gillick, Chicago; J. N. Hughes, Des Moines, Iowa; B. F. Van Vliet, Des Moines, Iowa.

General Officers: President, J. T. Gillick, Chicago, Ill.; Vice President, W. S. Franklin, St. Louis, Mo.; Secretary, T. S. Ford, Des Moines, Iowa; Treasurer, W. A. Hahnen, Des Moines, Iowa; General Attorney, J. N. Hughes, Des Moines, Iowa; Auditor, T. S. Ford, Des Moines, Iowa; General Manager, J. A. Wagner, Des Moines, Iowa; Master Mechanic, R. H. Kautzky, Des Moines, Iowa; Chief Engineer, A. L. Morgan, Des Moines, Iowa.

DES MOINES WESTERN RAILWAY COMPANY

Directors: F. C. Hubbell, G. C. Hubbell, F. O. Thompson, O. P. Thompson, J. W. Hubbell, all of Des Moines, Iowa.

General Officers: President, F. C. Hubbell, Vice President, J. W. Hubbell; Secretary-Treasurer, F. O. Thompson; Auditor, B. F. Flenniken, all of Des Moines, Iowa.

IOWA TRANSFER RAILWAY COMPANY

Directors: H. L. Reed, F. C. Hubbell, J. A. Wagner, J. G. Gamble, all of Des Moines, Iowa; W. A. Card, Burlington, Iowa; W. G. Lesch, Chicago.

General Officers: President, F. C. Hubbell, Des Moines, Iowa; Vice President, W. A. Card, Burlington, Iowa; Secretary, Treasurer and General Manager, J. A. Wagner, Des Moines, Iowa; General Counsel, J. G. Gamble, Des Moines, Iowa; Auditor, T. S. Ford, Des Moines, Iowa.

SIOUX CITY TERMINAL RAILWAY COMPANY

Directors: P. D. Armour, Chicago, Ill.; L. F. Swift, Chicago; William Milchrist, Sioux City, Iowa; G. F. Silknitter, Sioux City, Iowa; J. A. Shoemaker, Denver, Colorado.

General Officers: President, G. F. Silknitter, Sioux City, Iowa; Vice President, William Milchrist, Sioux City, Iowa; Secretary, H. C. Anderson, Sioux City, Iowa; Treasurer, A. G. Sam, Sioux City, Iowa; General Superintendent, H. H. Burdick, Sioux City, Iowa; Traffic Manager, R. M. Harben, Sioux City, Iowa.

OF RAILWAY BRIDGE COMPANIES

DUNLEITH AND DUBUQUE BRIDGE COMPANY

Directors: G. J. Bunting, R. V. Fletcher, J. L. Beven, L. A. Downs, B. A. Beck, all of Chicago.

General Officers: President, L. A. Downs; Vice Presidents, J. L. Beven, G. E. Patterson, G. J. Bunting, all of Chicago; Treasurer, Otto

F. Nau, Chicago; Secretary, F. E. Couch, Dubuque, Iowa; Assistant Secretary, B. A. Beck, Chicago; Assistant Secretary, D. R. Burbank, New York; Vice President and General Counsel, R. V. Fletcher, Chicago, Illinois.

KEOKUK AND HAMILTON BRIDGE COMPANY

Directors: Royal W. Edsell, New York; James Bertram, New York; Edwin F. Gailey, Philadelphia, Pa.; Theodore Gilman, Jr., New York; Samuel S. Hall, Jr., New York; W. Heyward Myers, Jr., Philadelphia, Pa.; John C. Wallace, Philadelphia, Pa.; Mathias Nicoll, Jr., White Plains, New York.

General Officers: President, Royal D. Edsell; Vice President, Samuel S. Hall, Jr.; Secretary and Treasurer, Theodore Gilman, Jr., all of New York.

OMAHA BRIDGE AND TERMINAL RAILWAY COMPANY

Directors: L. A. Downs, G. J. Bunting, G. E. Patterson, J. L. Beven, R. V. Fletcher, Burt A. Beck, F. L. Thompson, all of Chicago, Illinois.

General Officers: President, L. A. Downs, Chicago; Vice Presidents, G. E. Patterson, J. L. Beven, G. J. Bunting, R. V. Fletcher, all of Chicago; Secretary, John R. Webster, Omaha, Neb.; Treasurer, Otto F. Nau, Chicago; Assistant Secretary, Burt A. Beck, Chicago.

SIOUX CITY BRIDGE COMPANY

Directors: Ray N. Van Doren, George W. Hand, Fred W. Sargent, Charles Jensch, Bradford W. Carlton, John D. Caldwell, Barret Conway, all of Chicago.

General Officers: President, Fred W. Sargent; Vice President, Charles Jensch; Secretary, John D. Caldwell; Assistant Secretary, Barret Conway; Treasurer, Arthur B. Jones; Assistant Treasurer, Frederick Mates; General Counsel, Ray N. Van Doren; Comptroller, Charles Jensch, all of Chicago; Vice President, Carl R. Gray, Jr., St. Paul, Minn.

OF ELECTRIC INTERURBAN RAILWAY COMPANIES

CEDAR RAPIDS AND MARION CITY RAILWAY

Directors: Glen M. Averill, Cedar Rapids, Iowa; William Chamberlain, Chicago; Richard Schaddelee, Chicago; B. J. Denman, Chicago; Dan Barnes, Cedar Rapids, Iowa; Beldin Hill, Cedar Rapids, Iowa; E. C. Allen, Cedar Rapids, Iowa.

General Officers: President, Glenn M. Averill, Cedar Rapids, Iowa; Vice President, Richard Schaddelee, Chicago; Vice President, B. J. Denman, Chicago; Vice President, William Chamberlain, Chicago; Vice President and General Counsel, Dan Barnes, Cedar Rapids, Iowa; Treasurer, L. H. Heinke, Chicago; Auditor, C. Fred Meyer, Cedar Rapids, Iowa; General Manager and Secretary, E. C. Allen, Cedar Rapids, Iowa; Master Mechanic, Fred M. Ford, Cedar Rapids, Iowa; Transportation Superintendent, Robert Leith, Cedar Rapids, Iowa.

CHARLES CITY WESTERN RAILWAY COMPANY

Directors: C. D. Ellis, W. H. Fairbanks, C. Sivright, J. F. Christain-

sen, E. L. Walleser, M. W. Ellis, all of Charles City, Iowa; Frank Brunner, Colwell, Iowa.

General Officers: President, M. W. Ellis, Charles City, Iowa; Vice President, C. D. Ellis, Charles City, Iowa; Secretary, W. H. Fairbanks, Charles City, Iowa; Treasurer, C. Sivright, Charles City, Iowa; Vice President and General Manager, J. F. Christiansen, Charles City, Iowa.

CLINTON, DAVENPORT AND MUSCATINE RAILWAY CO.

Directors: B. J. Denman, Chicago, Illinois; J. G. Huntoon, Davenport, Iowa; H. E. Littig, Davenport, Iowa; R. B. MacDonald, Moline, Illinois; R. J. Smith, Davenport, Iowa.

General Officers: President, B. J. Denman, Chicago, Ill.; Vice Presidents, J. G. Huntoon, Davenport, Iowa, R. B. MacDonald, Moline, Ill., R. J. Smith, Davenport, Iowa; Secretary, H. E. Littig, Davenport, Iowa; Treasurer, H. E. Weeks, Davenport, Iowa; General Manager, R. J. Smith, Davenport, Iowa.

COLFAX SPRINGS RAILWAY COMPANY

Directors: James P. Donahue, E. S. H. Donahue, Washington, D. C.; Dick R. Lane, Davenport, Iowa.

General Officers: President, James P. Donahue, Vice President, E. S. H. Donahue, Secretary, E. S. H. Donahue, Treasurer, James P. Donahue, all of 1424 16th St. N. W., Washington, D. C.

DES MOINES AND CENTRAL IOWA RAILROAD

Directors: Walter J. Cummings, Chicago; C. G. Adsit, Des Moines, Iowa; C. N. Hebner, Chicago; H. A. Benjamin, Des Moines, Iowa; C. W. Gifford, Des Moines, Iowa.

Officers: President, W. J. Cummings, Chicago; Vice Presidents, H. A. Benjamin, C. W. Gifford of Des Moines, Iowa, and C. G. Adsit, Des Moines, Iowa; Secretary and Treasurer, C. N. Hebner, Chicago; Auditor, E. B. Bieghler, Des Moines, Iowa; Chief Engineer, W. L. Wilson, Des Moines, Iowa; Attorney, C. R. Bennett, Des Moines, Iowa; Chief Dispatcher, C. H. McMurray, Des Moines, Iowa.

FORT DODGE, DES MOINES & SOUTHERN R. R. CO.

Directors: C. Sidney Shepard, New Haven, N. Y.; Homer Loring, Boston, Mass.; J. J. Bodell, Providence, R. I.; C. H. Crooks, Boone, Iowa.

General Officers: Receiver, C. H. Crooks; Secretary-Treasurer, Auditor for Receiver, F. M. Johnston; General Counsel for Receiver, W. R. Dyer; Chief Engineer for Receiver, R. L. Cooper; Master Mechanic for Receiver, John Duncan; Superintendent for Receiver, C. M. Kelley; all of Boone, Iowa.

IOWA RAILWAY AND LIGHT CORPORATION

Directors: Isaac B. Smith, John A. Reed, C. S. Woodward, Eugene M. Pinney, Lumir Severa, R. S. Cook, Dr. W. J. Morrison, Sutherland Dows, Dr. John Hamilton, Charles H. Fay, Geo. T. Wilhelm, and Robert I. Safely, all of Cedar Rapids, Iowa; and William Thaw, Pittsburgh, Pa.

General Officers: President, Isaac B. Smith; Vice President, Sutherland Dows; Vice President, John A. Reed; Treasurer and Secretary, C. S. Woodward, all of Cedar Rapids, Iowa.

IOWA SOUTHERN UTILITIES COMPANY OF DELAWARE

Directors: Geo. M. Bechtel, Davenport, Iowa; J. Ross Lee, Davenport, Iowa; E. F. Bulmahn, Centerville, Iowa; H. R. Bechtel, Davenport, Iowa; Ray Nyemaster, Davenport, Iowa; Frank S. Payne, Centerville, Iowa.

General Officers: President, Geo. M. Bechtel, Davenport, Iowa; Vice President, J. Ross Lee, Davenport, Iowa; Vice President, Frank S. Payne, Centerville, Iowa; Vice President, E. F. Bulmahn, Centerville, Iowa; Secretary, H. R. Bechtel, Davenport, Iowa; Treasurer and General Manager, E. F. Bulmahn, Centerville, Iowa; General Auditor, Edward L. Shutts, Centerville, Iowa; General Superintendent, H. W. Deininger, Centerville, Iowa; Traffic Manager, H. O. Kelley, Centerville, Iowa.

MASON CITY AND CLEAR LAKE RAILROAD CO.

Directors: W. E. Brice, Mason City, Iowa; F. J. Hanlon, Mason City, Iowa; L. H. Heinke, Chicago; R. Schaddelee, Chicago; B. J. Olson, Chicago; F. F. Kelley, Chicago; Wm. Chamberlain, Chicago.

General Officers: President, Wm. Chamberlain, Chicago; Vice President, W. E. Brice, Mason City, Iowa; Secretary, F. J. Hanlon, Mason City, Iowa; Treasurer, L. H. Heinke, Chicago; Assistant Treasurer, F. F. Kelley, Chicago; Auditor, F. E. Wells, Mason City, Iowa.

TAMA AND TOLEDO RAILROAD COMPANY

Directors: Isaac B. Smith, Cedar Rapids, Iowa; Sutherland Dows, Cedar Rapids, Iowa; John A. Reed, Cedar Rapids, Iowa; J. P. Walters, Toledo, Iowa; G. H. Struble, Toledo, Iowa; F. L. Whitford, Toledo, Iowa.

General Officers: President, Isaac B. Smith, Cedar Rapids, Iowa; Vice President, Sutherland Dows, Cedar Rapids, Iowa; Secretary-Treasurer, C. S. Woodward, Cedar Rapids, Iowa; General Auditor, Carl B. Myers, Cedar Rapids, Iowa; General Manager, J. P. Walter, Toledo, Iowa.

WATERLOO, CEDAR FALLS AND NORTHERN RY.

Directors: C. M. Cheney, Waterloo, Iowa; C. D. Cass, Waterloo, Iowa; J. B. Knowles, Waterloo, Iowa; R. E. Wilsey, Chicago; G. E. Hise, Des Moines, Iowa; E. V. Kane, Philadelphia, Pa.

General Officers: President and General Manager, C. M. Cheney, Waterloo, Iowa; Vice President, C. D. Cass, Waterloo, Iowa; Vice President, R. E. Wilsey, Chicago; Secretary-Treasurer and Auditor, J. B. Knowles, Waterloo, Iowa; General Counsel, B. F. Swisher, Waterloo, Iowa; Chief Engineer, T. E. Rust, Waterloo, Iowa; Superintendent, E. R. Bitterly, Waterloo, Iowa; Purchasing Agent, F. McDonald, Waterloo, Iowa; Traffic Manager, S. W. Hansen, Waterloo, Iowa.

RAILWAY EXPRESS AGENCY, INCORPORATED

Directors: Edward G. Buckland, New Haven, Conn.; Charles R. Capps, Norfolk, Va.; Ralph Budd, Chicago, Ill; Patrick E. Crowley, New York; Lyman Delano, New York, N. Y.; Charles E. Denney, Cleveland, Ohio; Samuel T. Bledsoe, New York, N. Y.; Lawrence A. Downs, Chicago; Carl R. Gray, Omaha, Neb.; Hale Holden, New York; Elisha Lee, Philadelphia; Leon O. Head, New York, N. Y.; George M. Shriver, Baltimore, Md.; Charles T. O'Neal, Chicago; Thomas M. Schumacher, New York.

Officers: President, L. O. Head, New York; Executive Vice President, W. A. Benson, New York; Vice Presidents in Charge of Operations, C. W. Robie, New York; C. D. Summy, Chicago, Ill.; W. W. Owens, Atlanta, Ga., and C. R. Graham, San Francisco, Cal.; Vice President in Charge of Traffic, Geo. S. Lee, New York; Vice President in Charge of Accounts, Charles A. Lutz, New York; Vice President in Charge of Personnel, L. R. Gwyn, New York; Secretary, E. R. Merry, Jr., New York; Vice President and Treasurer, W. B. Clark, New York; Vice President and General Counsel, H. S. Marx, New York; General Auditors, J. F. Brizzie, Chattanooga, Tenn.; S. M. Baker, Chicago; and H. D. Freeman, New York.

OFFICERS OF BUS COMPANIES

BURLINGTON TRANSPORTATION COMPANY

President, F. E. Williamson; Vice President, W. E. Fuller; Secretary-Treasurer, C. I. Sturgis; General Attorney, E. M. Shelton; Auditor, H. W. Johnson, all of Chicago, Ill.

CLINTON, DAVENPORT AND MUSCATINE RAILWAY COMPANY

President, B. J. Denman, Chicago; Vice President and General Manager, R. J. Smith; Secretary, H. E. Littig; Treasurer, H. E. Weeks, all of Davenport, Iowa.

CRANDIC STAGES, INC.

President, Isaac B. Smith; Vice President, Sutherland Dows; Secretary and Treasurer, C. S. Woodward, all of Cedar Rapids, Iowa.

INTERSTATE TRANSIT LINES

President, R. J. Walsh; Vice President, G. E. Bissonnet; Secretary, C. B. Matthai; Treasurer, C. T. Cullen; Auditor, W. A. Hall, all of Omaha, Neb.

JEFFERSON TRANSPORTATION COMPANY

President, Edgar F. Zelle; Vice President, John I. Reichert; Treasurer, C. A. Zelle; Secretary, W. W. Quaintance, all of Minneapolis, Minn.

NORTHLAND TRANSPORTATION COMPANY

Chairman of Board and President, C. E. Wickman, Chicago, Ill.; Vice President, Secretary and Treasurer, Geo. H. Hess, Jr., St. Paul, Minn.; General Counsel, A. L. Janes St. Paul; Assistant Secretary and Assistant Treasurer and General Manager, W. J. Koy, Minneapolis; Auditor, H. G. Krueger, Minneapolis.

PICKWICK GREYHOUND LINES, INC.

President, O. S. Caesar, Chicago, Ill.; Vice President and General Manager, H. H. Morgan, Kansas City, Mo.; Secretary, C. A. Steen, Chicago, Ill.; Comptroller, A. P. Sledz, Kansas City, Mo.

WATERLOO, CEDAR FALLS AND NORTHERN RAILWAY CO.

President, C. M. Cheney; Vice President, C. D. Cass; Secretary, Treasurer and Auditor, J. B. Knowles; General Manager, C. M. Cheney; all of Waterloo, Iowa, and Vice President, R. E. Wilsey, Chicago.

THE CENTRAL TRANSPORTATION COMPANY

President, L. A. Downs; Vice Presidents, J. L. Beven, G. E. Patterson and G. J. Bunting; Treasurer, Otto F. Nau, all of Chicago; Secretary, F. E. Couch (Miss), Dubuque, Iowa; Vice President and General Counsel, R. V. Fletcher, Chicago.

STATISTICS

OF

Steam Railway Companies

For the Year Ended December 31, 1931

NOTE: In the following tables all names indented are lesser companies, with the exception of the Chicago, St. Paul, Minneapolis and Omaha Railway Company which is controlled by the Chicago and North Western Railway Company through ownership of 93.66 per cent of the capital stock.

TABLE 1—CAPITAL STOCK—ENTIRE LINE, 1931

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 Year		Total Par Value Nominally Issued and Nominally Outstanding at Close of Year				Total Par Value Actually Outstanding at Close of Year	
						In Treasury		In Sinking and Other Funds			
		Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred
1	A., T. & S. F. Ry.	$ 282,875,800	$ 124,199,530	$ 242,759,500	$124,199,500	$ 53,500.00	$ 26,700			$ 242,706,000.00	$124,172,800
2	Atlantic Northern Ry.	150,000		111,325						111,325.00	
3	C., B. & Q. R. R.	170,839,100		170,839,100						170,839,100.00	
4	C. G. W. R. R.	46,000,000	50,000,000	45,246,913	47,192,052	37,300.00	121,250			45,209,613.00	47,070,802
5	C., M., St. P. & P. R. R.		211,282,700		119,293,900						119,293,900
6	C. & N. W. Ry.	229,302,450	22,395,000	158,439,400	22,395,000					158,439,400.00	22,395,000
7	C., St. P., M. & O. Ry.	18,559,000	11,259,900	18,556,700	11,259,300					18,556,700.00	11,259,300
8	C., R. I. & P. Ry.	105,000,000	65,000,000	74,877,200	54,549,489	517,477.50				74,359,722.50	54,549,489
9	S. P. & K. C. S. L. R. R.	50,000		50,000						50,000.00	
10	Great Northern Ry.		250,000,000		249,748,350		877,000				249,871,350
11	Illinois Central R. R.	154,445,480	34,144,880	135,798,200	18,645,300	208.33				135,790,491.67	18,645,700
12	D. & S. C. R. R.	15,000,000		11,759,500						11,759,500.00	
13	Manchester & Oneida Ry.	100,000		62,745						62,745.00	
14	M. & St. L. R. R.	26,000,000		25,792,600		559,792.80				25,232,807.20	
15	Tabor & Northern Ry.	120,000		32,200						32,200.00	
16	Union Pacific R. R.	296,178,700	200,000,000	222,291,000	99,543,100					222,291,000.00	99,543,100
17	Wabash Railway	70,469,350	72,990,650	66,744,075	71,748,892	115,661.00	256,607			66,628,414.00	71,492,285
	Total	$1,415,089,880	$1,041,272,660	$1,173,360,458	$818,574,883	$ 1,283,939.63	$1,281,557			$1,172 078,018.37	$818,993,726

TABLE 1—CAPITAL STOCK—ENTIRE LINE, 1931—Continued

PART 2—STOCK REACQUIRED AND DIVIDENDS DECLARED

Number	Railway Companies	Par Value of Amount Nominally But Not Actually Issued to Close of Year		Par Value of Total Amount Reacquired After Actual Issue and Held Alive		Dividends					
						Rate Per Cent of Dividends Declared During Year		Par Value of Amount on Which Dividends Was Declared		Distribution of Charges	
		Common	Preferred	Common	Preferred	Common Regular	Preferred Regular	Common	Preferred	To Income	To Profit and Loss
1	Atchison, Topeka & Santa Fe Ry	$ 53,500.00	$26,700.00			9	5	$ 242,704,000	$ 3,104,320	$23,053,155.40	$ 4,997,349.82
2	Atlantic Northern Railway										
3	Chicago, Bur. & Quincy R. R.					10		170,838,700		8,541,935.00	
4	Chicago Great Western R. R.	36,400.00	38,000.00	$ 900.00	$ 83,250		2		47,110,802		942,216.00
5	Chicago, Mil., St. Paul & P. R. R.										
6	Chicago & North Western Ry					1	3.5	158,439,350	22,395,000	3,952,612.00	
7	Chicago, St. Paul, M. & O. Ry										
8	Chicago, Rock Island & Pacific Ry			517,477.50		2.25	3.5 & 3	74,358,000	51,549,400		3,456,647.50
9	St. Paul & Kan. City S. L. R. R.										
10	Great Northern Railway		1,100.00		879,900		2.5		248,935,500		6,222,716.50
11	Illinois Central R. R.			208.33		2	3	135,799,700	18,645,700		3,275,357.50
12	Dubuque & Sioux City R. R.										
13	Manchester & Oneida Ry										
14	Minneapolis & St. Louis R. R.	559,792.80									
15	Tabor & Northern Railway										
16	Union Pacific R. R.					9	4	222,291,600	99,543,100	26,210,824.00	
17	Wabash Railway			115,661.00	256,607						
	Total	$ 649,692.80	$65,800.00	$ 634,246.83	$1,219,757			$1,004,431,350	$494,283,822	$61,758,526.40	$18,894,287.32

TABLE 1—CAPITAL STOCK—ENTIRE LINE, 1931—Continued

PART 3—PURPOSE OF ISSUE AND CONSIDERATION RECEIVED FOR STOCK ISSUED DURING YEAR

Number	Railway Companies	Par Value		Cash Received as Consideration for Issue		Cash Value of other Property Acquired or Services Received as Consideration for Issue		Net Total Discounts (in Black) or Premiums (in Red)	
		Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred
1	Atchison, Topeka & Santa Fe Ry	$ 539,100.00				$ 898,500.00		$[a]349,400.00	
2	Atlantic Northern Railway								
3	Chicago, Bur. & Quincy R. R.								
4	Chicago Great Western R. R.		$ 16,200.00				$ 16,200.00		
5	Chicago, Mil., St. Paul & P. R. R.		13,800.00				13,800.00		
6	Chicago & North Western Ry								
7	Chicago, St. Paul, M. & O. Ry								
8	Chicago, Rock Island & Pacific Ry								
9	St. Paul & Kan. City S. L. R. R.								
10	Great Northern Railway								
11	Illinois Central R. R.								
12	Dubuque & Sioux City R. R.								
13	Manchester & Oneida Ry								
14	Minneapolis & St. Louis R. R.	735.00				500.00	1,750.00		
15	Tabor & Northern Railway								
16	Union Pacific R. R.								
17	Wabash Railway	10,000.00	10,000.00			10,000.00	10,000.00		
	Total	$ 549,835.00	$ 40,000.00			$ 909,000.00	$ 41,750.00	$[a]349,400.00	

[a]Cr. (Premium).

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE, 1931

PART 1—TOTAL UNMATURED FUNDED DEBT

Number	Railway Companies	Total value of extent of indebtedness authorized	Total par value outstanding at close of year	Total Par Value Nominally Issued and Nominally Outstanding at Close of Year		Total par value actually outstanding at close of year	Amount of interest accrued during year charged to income	Amount of interest paid during year	Total par value nominally but not actually issued	Total par value reacquired after actual issue and held alive at close of year
				In treasury	Pledged as collateral					
1	A., T. & S. F. Ry.	$ 441,883,500	$ 314,103,182	$ 4,405,000	----------	$ 309,698,182	$ 12,809,454.30	$ 12,812,590.04	$ 4,390,000	$ 15,000.00
2	Atlantic Northern Ry.	----------	----------	----------	----------	----------	----------	----------	----------	----------
3	C., B. & Q. R. R.	248,414,000	248,414,000	10,448,000	18,294,000	219,672,000	9,084,635.00	9,099,277.50	28,167,000	575,000.00
4	C. G. W. R. R.	83,903,844	70,736,283	27,297,250	----------	43,439,033	1,549,709.91	1,550,436.50	27,058,500	238,750.00
5	C., M., St. P. & P. R. R.	507,734,289	490,420,046	11,524,000	58,000	478,838,046	22,882,289.78	13,840,106.19	11,270,000	312,000.00
6	C. & N. W. Ry.	426,302,600	426,302,600	39,391,000	38,686,000	348 225,600	16,093,762.67	16,100,584.75	78,071,000	6,000.00
7	C., St. P., M. & O. Ry.	51,118,000	48,291,200	----------	45,186,000	3,105,200	155,839.84	166,073.50	45,186,000	----------
8	C., R. I. & P. Ry.	393,060,250	345,895,000	1,770,000	56,582,000	287,543,000	12,466,594.43	12,378,035.00	58,239,000	113,000.00
9	S. P. & K. C. S. L. R. R.	30,000,000	16,521,265	----------	----------	16,521,265	449,173.45	449,161.63	----------	----------
10	Great Northern Ry.	1,003,529,989	405,451,909	5,000	51,145,394	354,301,515	18,992,021.85	19,017,360.64	47,860,000	3,290,394.00
11	Illinois Central R. R.	549,909,700	388,070,629	4,802,000	[a]17,388,500	365,900,129	15,741,178.65	15,835,905.52	16,847,000	9,000.00
12	D. & S. C. R. R.	9,798,075	8,023,075	----------	----------	8,023,075	----------	----------	----------	----------
13	Manchester & Oneida Ry.	128,480	65,000	----------	----------	65,000	3,900.00	3,900.00	----------	----------
14	M. & St. L. R. R.	130,753,837	32,584,087	1,103,044	3,877,000	27,604,043	1,213,036.34	178,769.90	4,980,000	44.12
15	Tabor & Northern Ry.	----------	----------	----------	----------	----------	----------	----------	----------	----------
16	Union Pacific R. R.	372,322,000	259,647,475	14,098,000	----------	245,549,475	10,361,711.19	10,394,150.61	14,098,000	----------
17	Wabash Railway	189,837,428	139,616,988	28,138	1,545,924	138,042,926	6,787,348.25	6,670,679.25	508,938	1,065,124.00
	Total	$4,438,695,992	$3,194,042,739	$114,871,432	$232,742,818	$2,846,528,489	$ 128,590,655.66	$ 118,497,031.03	$336,675,438	$ 5,624,312.12

[a]Includes $5,314,500 in sinking or other funds.

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE, 1931—Continued

PART 2—ACTUAL OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Railway Companies	Unmatured Funded Debt at Close of Year									
		Amount Bearing Interest Rate Per Annum of									Amount on which no interest rate is given
		3%	3½%	4%	4¼%	4½%	4¾%	5%	5½%	5¾%	
1	Atchison, Topeka & Santa Fe Ry.			$ 237,326,500		$ 61,286,682		$ 11,085,000			
2	Atlantic Northern Railway										
3	Chicago, Bur. & Quincy R. R.		$ 50,449,000	99,223,000		30,000,000		40,000,000			
4	Chicago Great Western R. R.		500,000	35,537,000		2,393,700			$ 4,834,733		
5	Chicago, Mil., St. Paul & P. R. R.		8,950,000	48,241,000		86,477,000	$ 15,000,000	309,070,789	6,261,000		
6	Chicago & North Western Ry.		45,994,000	45,554,000		59,026,000	95,998,000	74,010,000			
7	Chicago, St. Paul, M. & O. Ry.						2,478,000				
8	Chicago, Rock Island & Pacific Ry.			166,051,000		103,499,000		15,833,000			
9	St. Paul & Kan. City S. L. R. R.					16,521,265					
10	Great Northern Railway			56,085,515	35,668,000	80,466,000		26,650,000	30,000,000		
11	Illinois Central R. R.	$ 14,846,000	56,686,500	100,798,700		71,068,000	35,000,000	70,958,265	1,302,000		
12	Dubuque & Sioux City R. R.			4,093,075				3,930,000			
13	Manchester & Oneida Ry.										
14	Minneapolis & St. Louis R. R.			20,400,000				4,004,956		$1,368,212	$477,675
15	Tabor & Northern Railway										
16	Union Pacific R. R.			185,868,475		32,635,000		23,710,000			
17	Wabash Railway		3,173,000	8,355,000		25,228,000		84,627,000	13,438,000		
	Total	$ 14,846,000	$165,752,500	$1,007,533,265	$ 35,668,000	$568,600,647	$148,476,000	$663,879,010	$ 55,835,733	$1,368,212	$477,675

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE, 1931—Continued

PART 3—ACTUAL OUTSTANDING AT CLOSE OF YEAR, RATE PER ANNUM, AVERAGE FUNDED DEBT AND STOCKS PER MILE OF ROAD OWNED

Number	Railway Companies	Unmatured Funded Debt at Close of Year: Amount Bearing Interest Rate of 6%	6½%	7%	Total unmatured funded debt at close of year	Miles of road owned—single track	Average funded debt per mile of road owned—single track	Total par value of common and preferred stock actually outstanding at close of year	Average value of common and preferred stock per mile of road owned—single track	Amount of receivers' certificates actually outstanding at close of year	Actually outstanding obligations matured and unpaid at close of year
1	Atchison, Topeka & Santa Fe Ry				$ 309,698,182	$ 7,103.06	$ 43,601	$ 366,878,800	$ 51,651		
2	Atlantic Northern Railway					17.07		111,325	6,522		
3	Chicago, Bur. & Quincy R. R.				219,672,000	8,945.97	24,555	170,839,100	19,097		
4	Chicago Great Western R. R.	$ 173,600			43,439,033	1,034.11	42,006	92,280,415	89,236		
5	Chicago, Mil., St. Paul & P. R. R.	$ 4,838,257			478,838,046	10,210.05	46,899	119,293,900	11,068		
6	Chicago & North Western Ry.	10,378,600	$ 17,265,000		348,225,600	8,368.62	41,611	180,834,400	21,609		$ [a]1,000
7	Chicago, St. Paul, M. & O. Ry.	627,200			3,105,200	1,664.38	1,866	29,816,000	17,914		
8	Chicago, Rock Island & Pacific Ry.	2,160,000			287,543,000	5,351.77	53,729	128,909,211	24,087		[a]4,000
9	St. Paul & Kan. City S. L. R. R.				16,521,265	418.72	39,456	50,000	119		
10	Great Northern Railway	19,573,000		$105,859,000	354,301,515	7,624.37	46,469	249,871,350	32,773		[a]284,000
11	Illinois Central R. R.	2,672,664	9,620,000	2,948,000	365,900,129	2,256.17	162,178	154,445,192	68,454		[a]4,000
12	Dubuque & Sioux City R. R.				8,023,075	760.89	10,544	11,759,500	15,455		
13	Manchester & Oneida Ry.	65,000			65,000	8.03	8,095	62,745	7,814		
14	Minneapolis & St. Louis R. R.	1,353,200			27,604,043	1,514.99	30,109	25,232,807	16,655	1,200,000	[a]18,011,095
15	Tabor & Northern Railway					8.79		32,200	3,663		[b]43,000
16	Union Pacific R. R.			3,336,000	245,549,475	3,756.91	65,359	321,834,100	85,665		[a]3,000
17	Wabash Railway	3,221,926			138,042,926	2,032.43	67,920	138,120,699	67,958		[a]616,000
	Total	$ 45,063,447	$ 26,885,000	$112,143,000	$2,846,528,489	$61,076.33	$ 46,626	$1,990,371,744	$ 32,588	$1,200,000	$ 18,966,095

[a]Equipment obligations matured unpaid.
[b]Funded debt matured unpaid.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE, 1931

PART 1—TOTAL EXPENDITURES DURING YEAR AND TOTAL INVESTMENT AT CLOSE OF YEAR

Number	Railway Companies	Expenditures During Year for			Total Expenditures During Year	Total Investment in Road and Equipment at Close of Year			Road Owned—Single Track	
		Road	Equipment	General		Leased Lines	Owned Lines	Total Investment	Miles	Average Investment Per Mile of Road Exclusive of Improvements on Leased Lines
1	A., T. & S. F. Ry.	$ 6,789,474.48	$ 3,028,760.96	$ [a]671.74	$ 9,817,563.70	$ 2,354,479.54	$ 914,343,537.34	$ 916,698,016.88	7,103.06	$ 128,725.30
2	Atlantic Northern Ry.	382.58			382.58		158,015.62	158,015.62	17.07	9,256.92
3	C., B. & Q. R. R.	3,179,502.00	[a]4,238,362.94	75,220.54	[a]983,640.40	14,703.19	611,772,458.93	611,787,162.12	8,945.97	68,385.26
4	C. G. W. R. R.	312,430.90	1,450,334.41		1,762,765.31	61,516.28	130,415,873.30	130,477,389.58	1,031.11	126,114.12
5	M. C. & Ft. D. Ry.	83,835.01	[a]79,301.30		4,533.71		44,889,938.20	44,889,938.20	375.23	119,633.12
6	C., M., S. P. & P. R. R.	3,411,759.37	[a]24,979.37	113,345.40	3,500,125.40	417,378.65	723,876,983.49	724,294,362.14	10,210.05	70,898.48
7	C. & N. W. Ry.	3,036,110.57	[a]13,179,944.04	116,299.09	[a]10,027,534.38	215,611.30	563,772,606.04	563,988,217.34	8,338.62	67,367.45
8	C., S. P., M. & O. Ry.	231,679.16	[a]2,529,445.11		[a]2,297,765.95	50,442.13	91,086,692.38	91,137,134.51	1,664.38	54,727.10
9	C., R. I. & P. Ry.	2,813,100.33	[a]1,096,236.60	13,683.01	1,730,546.74	16,250,001.44	383,223,181.53	399,473,185.97	5,351.77	71,606.81
10	S. P. & K. C. S. L. R. R.	2,846,408.34	122,456.23	21,000.53	2,989,865.10	115,131.98	27,728,225.50	27,843,357.48	418.72	66,221.40
11	Great Northern Ry.	8,004,020.34	[a]165,844.87	70,791.38	7,908,966.85	225,001.51	535,080,940.41	535,305,941.92	7,624.37	70,180.35
12	Illinois Central R. R.	78,995.39	[a]117,012.72	[a]123,796.69	[a]161,814.02		388,308,388.39	388,308,388.39	2,256.17	172,109.54
13	D. & S. C. R. R.	47,703.52		486.28	48,189.80		40,197,074.58	40,197,074.58	760.89	52,829.02
14	Manchester & Oneida Ry.						139,747.06	139,747.06	8.03	17,340.02
15	M. & St. L. R. R.	76,916.27	[a]1,091,690.65		[a]1,014,774.38	29,748.55	29,748.55	67,023,937.91	1,514.99	44,240.52
16	Tabor & Northern Ry.		[a]375.00		[a]375.00		95,993.60	95,993.60	8.79	10,920.77
17	Union Pacific R. R.	3,130,414.80	721,380.33		3,851,795.13		446,957,921.09	446,957,921.09	3,756.91	118,969.56
18	Wabash Railway	1,847,852.31	[a]3,474,327.16		[a]1,626,474.85		298,766,529.21	298,766,529.21	2,032.43	146,999.67
	Total	$35,890,585.37	$[a]20,674,587.83	$286,357.80	$15,502,355.34	$19,734,017.57	$5,267,838,044.58	$5,287,572,062.15	61,076.33	$ 86,250.07

[a]Credit.

TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA—1931

PART 1—EXPENDITURES DURING YEAR—IOWA

Number	Railway Companies	Expenditures During Year				Road Owned Within the State of Iowa	
		Road	Equipment	General	Total	Miles—Single Track	Average Expenditures During Year Per Mile of Road Owned—Single Track
1	Atchison, Topeka & Santa Fe Ry.	$ 54,383.44			$ 54,383.44	19.99	$ 2,720.53
2	Atlantic Northern Ry.	382.58			382.58	17.07	32.41
3	Chicago, Burlington & Quincy R. R.	260,255.39		$ [a]233.80	260,021.59	1,371.37	189.61
4	Chicago Great Western R. R.	159,389.78			159,389.78	[b]770.59	206.84
5	Mason City & Fort Dodge R. R.						
6	Chicago, Milwaukee, St. Paul and Pacific R. R.	320,728.61		9,986.11	330,714.72	1,841.61	179.57
7	Chicago & North Western Ry.	183,493.43		6,932.01	190,425.44	1,610.69	118.22
8	Chicago, St. Paul, Minneapolis & Omaha Ry.	8,633.91	$ [a]134,060.60		[a]125,426.69	74.26	[a]1,689.02
9	Chicago, Rock Island & Pac. Ry.	47,041.21			47,041.21	1,824.83	25.77
10	St. Paul & Kansas City Short Line R. R.	[a]12,150.02	122,456.23	[a]150.15	110,156.06	345.27	319.04
11	Great Northern Railway	54,694.16			54,694.16	78.02	701.02
12	Illinois Central R. R.						
13	Dubuque & Sioux City R. R.	51,131.45		486.28	51,617.73	760.89	67.83
14	Manchester & Oneida Ry.						
15	Minneapolis & St. Louis R. R.	48,001.42	[a]567,024.12		[a]519,022.70	790.34	[a]656.70
16	Tabor & Northern Ry.		[a]375.00		[a]375.00	8.79	[a]42.66
17	Union Pacific R. R.	16,108.53			16,108.53	2.48	6,495.37
18	Wabash Railway	47,862.61			47,862.61	203.31	235.41
	Total	$ 1,239,956.50	$ [a]579,003.49	$ 17,020.45	$ 677,973.46	9,719.51	$ 69.75

[a]Credit.
[b]Includes mileage of Mason City & Ft. Dodge R. R.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE, 1931

PART 1—OPERATING INCOME

Number	Railway Companies	Railway Operating		Net revenue from railway operations	Railway tax accruals	Uncollectible railway revenues	Railway operating income	Miscellaneous operating income	Total operating income
		Revenues	Expenses						
1	Atchison, Topeka & Santa Fe Ry.	$ 150,073,624.52	$ 109,299,247.76	$ 40,7.4,376.76	$13,088,461.17	$ 41,789.44	$ 27,644,126.15	----------	$ 27,644,126.15
2	Atlantic Northern Railway	33,990.67	30,806.99	3,183.68	2,566.24	3.78	613.66	----------	613.66
3	Chicago, Bur. & Quincy R. R.	111,218,959.65	77,465,969.24	33,752,990.41	9,955,502.20	23,738.97	23,773,749.24	----------	23,773,749.24
4	Chicago Great Western R. R.	20,107,787.11	14,183,465.11	5,924,322.00	931,940.43	4,746.97	4,987,634.60	----------	4,987,634.60
5	Chicago, Mil., St. Paul & P. R. R.	111,423,771.71	89,269,445.97	22,154,325.74	8,723,000.00	20,321.84	13,411,003.90	----------	13,411,003.90
6	Chicago & North Western Ry.	102,270,338.92	85,162,947.95	17,107,390.97	7,688,011.80	26,575.67	9,392,803.50	----------	9,392,803.50
7	Chicago, St. Paul, M. & O. Ry.	18,586,905.33	16,385,094.14	2,201,811.19	1,147,613.12	2,895.23	1,051,302.84	----------	1,051,302.84
8	Chicago, Rock Island & Pacific Ry.	93,050,288.08	70,947,698.40	22,102,589.68	6,262,741.56	21,354.60	15,818,493.52	----------	15,818,493.52
9	St. Paul & Kan. City S. L. R. R.	----------	----------	----------	----------	----------	----------	----------	----------
10	Great Northern Railway	77,087,454.70	55,285,953.44	21,801,501.26	7,179,028.28	9,894.13	14,612,578.85	----------	14,612,578.85
11	Illinois Central R. R.	99,095,976.56	80,579,955.12	18,516,021.44	5,946,805.41	23,930.66	12,545,285.37	----------	12,545,285.37
12	Dubuque & Sioux City R. R.	----------	----------	----------	----------	----------	----------	----------	----------
13	Manchester & Oneida Ry.	31,120.87	20,233.12	10,887.75	1,108.18	423.94	9,355.63	----------	9,355.63
14	Minneapolis & St. Louis R. R.	10,294,963.13	9,297,809.92	997,153.21	534,618.75	3,187.01	459,347.45	----------	459,347.45
15	Tabor & Northern Railway	16,073.37	14,222.07	1,851.30	975.52	----------	875.78	----------	875.78
16	Union Pacific R. R.	89,253,104.00	60,255,553.29	28,997,550.71	5,475 019.12	4,816.69	23,517,714.90	$ [a]39,433.49	23,478,281.41
17	Wabash Railway	49,163,325.73	42,024,254.70	7,139,071.03	2,631,175.83	22,375.04	4,485,520.16	----------	4,485,520.16
	Total	$ 931,707,684.35	$ 710,222,657.22	$ 221,485,027.13	$69,568,567.61	$ 206,053.97	$ 151,710,405.55	$ [a]39,433.49	$ 151,670,972.06

[a]Deficit.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE, 1931—Continued

PART 2—NON-OPERATING, GROSS AND NET INCOME AND NET RAILWAY OPERATING INCOME

Number	Railway Companies	Total non-operating income	Gross income	Total deductions from gross income	Net income	Total appropriations of income	Income transferred to profit and loss account	Net railway operating income
1	Atchison, Topeka & Santa Fe Ry	$13,108,248.33	$ 40,752,374.48	$ 16,900,787.72	$ 23,851,586.76	$ 23,078,980.99	$ 772,605.77	$ 28,253,449.03
2	Atlantic Northern Railway	186.40	800.06	48.77	751.29		751.29	585.39
3	Chicago, Bur. & Quincy R. R.	3,299,934.53	27,073,683.77	13,753,948.66	13,319,735.11	8,541,935.00	4,777,800.11	20,506,917.91
4	Chicago Great Western R. R.	272,719.33	5,260,353.93	4,359,469.45	900,884.48		900,884.48	2,571,093.61
5	Chicago, Mil., St. Paul & P. R. R.	2,710,158.31	16,121,162.21	29,933,921.23	[a]13,812,759.02	9,977.50	[a]13,822,736.52	8,334,406.19
6	Chicago & North Western Ry	5,078,410.04	14,471,213.54	20,505,338.24	[a]6,034,124.70	3,952,612.00	[a]9,986,736.70	6,272,136.53
7	Chicago, St. Paul, M. & O. Ry	402,731.98	1,454,034.82	4,195,475.36	[a]2,741,440.54		[a]2,741,440.54	123,971.78
8	Chicago, Rock Island & Pacific Ry	3,633,140.84	19,451,634.36	20,355,412.06	[a]903,777.70		[a]903,777.70	11,106,337.84
9	St. Paul & Kan. City S. L. R. R.	449,173.45	449,173.45	449,173.45				
10	Great Northern Railway	13,382,851.12	27,995,429.97	22,669,523.24	5,325,906.73	14,665.32	5,311,241.41	12,669,420.16
11	Illinois Central R. R.	7,179,154.41	19,724,439.78	21,203,007.65	[a]1,478,567.87		[a]1,478,567.87	11,421,468.97
12	Dubuque & Sioux City R. R.							
13	Manchester & Oneida Ry	1,091.44	10,447.07	5,893.99	4,553.08		4,553.08	8,889.76
14	Minneapolis & St. Louis R. R.	231,291.46	690,638.91	3,653,869.85	[a]2,963,230.94		[a]2,963,230.94	111,705.80
15	Tabor & Northern Railway	67.00	942.78	2,890.40	[a]1,947.62		[a]1,947.62	311.28
16	Union Pacific R. R.	25,042,991.11	48,521,272.52	16,678,961.12	31,842,311.40	26,210,824.00	5,631,487.40	19,760,955.70
17	Wabash Railway	1,656,013.52	6,141,533.68	13,192,279.80	[a]7,050,746.12		[a]7,050,746.12	[a]366,994.94
	Total	$76,448,163.27	$ 228,119,135.33	$ 187,860,000.99	$ 40,259,134.34	$ 61,808,994.81	$ [a]21,549,860.47	$ 120,774,655.01

[a]Deficit.

TABLE 4½—TAXES ON RAILWAY PROPERTY—ENTIRE LINE AND IOWA, 1931

PART 1—TOTAL TAXES AND TAXES PER MILE OF ROAD OWNED 1930 AND 1931

Number	Railway Companies	Amount Charged to "Railway Tax Accruals" in Income			Railway tax accruals excluding U. S. government taxes—Iowa	Miles of Road Owned—Single Track		Taxes per mile of road owned—single track, excluding U. S. government taxes		Taxes per mile of road owned—single track, including U. S. government taxes	
		Other than U. S. government taxes	U. S. government taxes	Total taxes		Iowa	Entire line	Iowa		Entire Line	
								1930	1931	1930	1931
1	Atchison, Topeka & Santa Fe Ry	$11,782,599.88	$ 1,305,861.29	$13,088,461.17	$ 92,238.17	19.99	7,103.06	$ 4,425.75	$ 4,614.21	$ 2,229.29	$ 1,842.65
2	Atlantic Northern Railway	2,566.24		2,566.24	2,566.24	17.07	17.07	145.27	150.33	145.47	150.33
3	Chicago, Bur. & Quincy R. R.	8,444,501.72	1,511,000.48	9,955,502.20	1,124,903.77	1,371.37	8,945.97	883.83	820.27	1,250.00	1,112.84
4	Chicago Great Western R. R.	968,873.30	[a]36,932.87	931,940.43	512,000.00	770.59	1,409.34	737.50	664.43	769.86	612.60
5	Chicago, Mil., St. Paul & P. R. R.	8,721,920.82	1,079.18	8,723,000.00	1,229,374.53	1,841.61	10,210.05	807.19	667.55	935.42	854.31
6	Chicago & North Western Ry	8,043,044.45	[a]355,032.65	7,688,011.80	1,525,905.26	1,610.69	8,368.62	1,039.98	947.36	1,001.47	918.67
7	Chicago, St. Paul, M. & O. Ry	1,147,613.12		1,147,613.12	70,716.55	74.26	1,664.38	1,028.90	952.28	764.30	689.51
8	Chicago, Rock Island & Pacific Ry	6,300,712.64	[a]37,971.08	6,262,741.56	1,469,564.80	1,824.83	5,351.77	752.82	677.19	1,211.80	1,085.49
9	St. Paul & Kan. City S. L. R. R.					345.27	418.72				
10	Great Northern Railway	7,413,050.31	[a]234,022.03	7,179,028.28	42,026.20	78.02	7,624.37	596.78	538.65	1,162.19	941.58
11	Illinois Central R. R.	6,042,291.74	[a]95,486.33	5,946,805.41	520,000.00		2,256.17			2,408.51	1,971.05
12	Dubuque & Sioux City R. R.					760.89	760.89	838.24	683.41		
13	Manchester & Oneida Ry	1,108.18		1,108.18	1,108.18	8.03	8.03	344.76	138.00	344.76	138.00
14	Minneapolis & St. Louis R. R.	550,056.02	[a]15,437.27	534,618.75	240,092.48	790.34	1,514.99	522.85	303.78	496.54	352.88
15	Tabor & Northern Railway	975.52		975.52	975.52	8.79	8.79	149.17	110.98	149.17	110.98
16	Union Pacific R. R.	4,785,404.13	689,614.99	5,475,019.12	88,181.63	2.48	3,756.91	37,524.33	35,557.10	2,046.40	1,457.31
17	Wabash Railway	2,554,451.97	76,723.86	2,631,175.83	109,564.78	203.31	2,032.43	603.85	538.90	1,296.85	1,294.59
	Total	$66,759,170.04	$ 2,809,397.57	$69,568,567.61	$ 7,020,618.11	9,727.54	61,076.33	$ 828.61	$ 722.65	$ 1,339.60	$ 1,139.04

[a]Credit.

TABLE 5—PROFIT AND LOSS ACCOUNT—ENTIRE LINE, 1931

PART 1—CREDITS

Number	Railway Companies	Credit balance at beginning of year	Credit balance transferred from income account	Profit on road and equipment sold	Delayed income credits	Unrefundable overcharges	Donations	Miscellaneous credits	Debit balance carried to balance sheet	Total
1	A., T. & S. F. Ry.	$ 318,205,956.67	$ 772,605.77	$ 77,779.52		$ 5,879.26	$ 11,470.07	$ 388,394.24		$ 319,462,085.53
2	Atlantic Northern Ry.		751.29				30.00		$ 10,922.08	11,703.37
3	C., B. & Q. R. R.	178,135,143.05	4,777,800.11	30,768.62	$ *83,635.53	697.28	4,641.86	52,962.55		182,918,377.94
4	C. G. W. R. R.	9,447,896.08	900,884.48	453.17		6,178.24	1,790.09	63,331.56		10,420,533.62
5	C., M., St. P. & P. R. R.	7,685,656.79		127,998.26		7,008.35	77,451.26	42,576.36	8,010,733.41	15,951,424.43
6	C. & N. W. Ry.	75,113,855.53		272,185.17		39,520.50	132,991.00	26,086.70		75,584,638.90
7	C., St. P., M. & O. Ry.	1,597,662.11		508.17		3,007.52	5,068.70	6,889.74	2,979,132.08	4,592,268.32
8	C., R. I. & P. Ry.	28,278,341.63		303,703.29		2,541.45	118,214.01	128,962.77		28,831,763.15
9	S. P. & K. C. S. L. R. R.						4,971.92		197,783.29	202,755.21
10	Great Northern Ry.	125,744,603.19	5,311,241.41	7,110.89		75,925.72	36,611.53	555,609.02		131,731,101.76
11	Illinois Central R. R.	76,114,149.50		12,616.02			32,059.59	827,720.39		76,986,545.50
12	D. & S. C. R. R.						458.57		379,552.50	380,011.07
13	Manchester & Oneida Ry.	18,290.87	4,553.08							22,843.95
14	M. & St. L. R. R.			864.64		2,889.93	7,731.83	135,903.59	22,300,680.82	22,448,070.81
15	Tabor & Northern Ry.	11,528.47								11,528.47
16	Union Pacific R. R.	219,102,158.63	5,631,487.40	105,560.89		2,976.49	7,443.40	216,899.09		225,066,525.90
17	Wabash Railway	43,034,573.56		61,341.27			16,107.32	8,429.25		43,120,451.40
	Total	$ 1,082,489,816.08	$17,399,323.54	$ 1,000,889.91	$ *83,635.53	$146,624.74	$457,041.15	$2,453,765.26	$33,878,804.18	$1,137,742,629.33

*Debit.

TABLE 5—PROFIT AND LOSS ACCOUNT—ENTIRE LINE, 1931—Continued

PART 2—DEBITS

Number	Railway Companies	Debit balance at beginning of year	Debit balance transferred from income account	Dividends appropriations of surplus	Surplus appropriated for investment in physical property	Debt discount extinguished through surplus	Loss on retired road and equipment	Delayed income debits and miscellaneous debits	Credit balance carried to balance sheet	Total
1	A., T. & S. F. Ry.			$ 4,997,349.82	$ 11,470.07		$ 94,131.50	$ 370,837.40	$ 313,988,296.74	$ 319,462,085.53
2	Atlantic Northern Ry.	$ 11,694.55						8.82		11,703.37
3	C., B. & Q. R. R.			8,541,935.00	4,641.86		1,178,050.36	258,803.68	172,934,947.04	182,918,377.94
4	C. G. W. R. R.			942,216.00	1,790.09	$ 28,179.65	1,813,120.38	2,679,079.74	4,956,147.76	10,420,533.62
5	C., M., St. P. & P. R. R.		$13,822,736.52		70,854.82	[a]44.03	1,952,202.04	105,675.08		15,951,424.43
6	C. & N. W. Ry.		9,986,736.70		130,288.98	33,998.59	1,685,666.16	6,874,837.34	56,873,111.13	75,584,638.90
7	C., St. P., M. & O. Ry.		2,741,440.54		5,068.70	29,757.89	105,178.74	1,710,822.45		4,592,268.32
8	C., R. I. & P. Ry.		903,777.70	3,456,647.50	118,214.01	92,759.82	533,516.88	121,328.43	23,605,518.81	28,831,763.15
9	S. P. & K. C. S. L. R. R.	176,531.06			4,971.92		21,252.23			202,755.21
10	Great Northern Ry.			6,222,716.50	115,506.05	[b]4,150,895.00	339,532.68	351,132.17	120,551,319.36	131,731,101.76
11	Illinois Central R. R.		1,478,567.87	[c]3,508,980.84	32,059.59		636,306.88	941,754.93	70,388,875.39	76,986,545.50
12	D. & S. C. R. R.	379,552.50			458.57					380,011.07
13	Manchester & Oneida Ry.			[d]2,500.00					20,343.95	22,843.95
14	M. & St. L. R. R.	16,058,118.14	2,963,230.94		7,731.83		27,370.86	3,391,619.04		22,448,070.81
15	Tabor & Northern Ry.		1,947.62					800.38	8,780.47	11,528.47
16	Union Pacific R. R.				7,443.40		11,401.94	9,025,631.16	216,022,049.40	225,066,525.90
17	Wabash Railway		7,050,746.12		16,107.32	7,718.13	87,477.53	3,210,809.99	32,747,592.31	43,120,451.40
	Total	$16,625,896.25	$38,949,184.01	$27,672,345.66	$526,607.21	$4,343,265.05	$8,485,208.18	$29,043,140.61	$1,012,096,982.36	$1,137,742,629.33

[a]Credit.
[b]Miscellaneous appropriation of surplus.
[c]Includes $233,623.34 of surplus applied to sinking and other reserve funds.
[d]Surplus applied to sinking and other reserve funds.

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE, 1931

PART 1—TOTAL OPERATING REVENUES

Number	Railway Companies	Freight revenue	Passenger revenue	Other rail line revenues	Total rail line transportation revenue	Total incidental operating revenues	Joint facility operating revenues —net	Total railway operating revenues
1	Atchison, Topeka & Santa Fe Ry	$ 116,158,078.41	$ 20,828,693.85	$ 11,217,812.04	$ 148,204,584.30	$ 1,350,387.49	$ 518,652.73	$ 150,073,624.52
2	Atlantic Northern Ry	30,278.27	349.80	2,686.21	33,314.28	676.39	----------	33,990.67
3	Chicago, Bur. & Quincy R. R.	88,237,563.56	11,205,062.03	9,631,539.77	109,074,165.36	1,577,194.66	567,599.63	111,218,959.65
4	Chicago Great Western R. R.	17,437,811.45	1,261,794.07	1,149,410.53	19,849,016.05	132,747.22	126,023.84	20,107,787.11
5	Chi., Mil., St. Paul & Pac. R. R.	91,392,069.62	8,952,421.30	9,327,127.42	109,671,618.34	1,296,347.11	455,806.26	111,423,771.71
6	Chicago & North Western Ry	75,993,897.17	14,749,010.39	9,657,253.41	100,400,160.97	1,855,874.28	14,303.67	102,270,338.92
7	C., St. P., M. & O. Ry	14,547,733.09	2,397,900.64	1,395,738.04	18,341,371.77	171,779.10	73,754.46	18,586,905.33
8	Chicago, Rock. Isl. & Pac. Ry	74,041,508.71	10,182,262.71	6,142,743.89	90,366,515.31	1,617,260.46	1,066,512.31	93,050,288.08
9	Great Northern Ry	63,344,821.03	6,042,610.46	5,569,372.31	74,956,803.80	2,140,799.56	[a]10,148.66	77,087,454.70
10	Illinois Central R. R.	78,264,606.19	12,294,634.82	6,654,595.62	97,213,836.63	1,273,129.07	609,010.86	99,095,976.56
11	Manchester & Oneida Ry	28,605.15	222.58	2,181.16	31,008.89	111.98	----------	31,120.87
12	Minneapolis & St. Louis R. R.	9,251,738.97	378,334.51	619,884.10	10,249,957.58	36,658.71	8,346.84	10,294,963.13
13	Tabor & Northern Ry	12,504.85	----------	3,285.82	15,790.67	282.70	----------	16,073.37
14	Union Pacific R. R.	71,641,390.63	9,351,597.31	6,356,676.92	87,349,664.86	1,788,310.63	115,128.51	89,253,104.00
15	Wabash Railway	41,525,531.34	3,984,708.40	2,895,477.54	48,405,717.28	534,290.25	223,318.20	49,163,325.73
	Total	$ 741,908,138.44	$ 101,629,602.87	$ 70,625,784.78	$ 914,163,526.09	$ 13,775,849.61	$ 3,768,308.65	$ 931,707,684.35

[a]Debit.

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE, 1931

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.	$ 767,205.55	$ 173,440.33	$ 1,876.72	----------	$ 345.39	$ 44,905.21	$ 29,631.18	$ 5,197.60	$ 3,371.35
2	Atlantic Northern Ry.	30,278.27	349.80	.60	----------	----------	1,912.50	557.03	----------	210.23
3	Chicago, Bur. & Quincy R. R.	9,269,990.02	1,333,608.84	10,388.92	----------	1.00	1,040,154.79	422,261.64	28,999.74	73,378.40
4	Chicago Great Western R. R.	9,214,214.25	687,680.78	5,297.01	----------	2,427.00	258,136.02	174,746.08	14,148.44	16,253.38
5	Chi., Mil., St. Paul & Pac. R. R.	20,612,057.85	1,000,273.53	6,910.42	$ 54,186.84	152.51	414,530.62	379,819.33	5,737.46	36,802.96
6	Chicago & North Western Ry.	18,611,923.27	3,129,031.20	28,554.70	----------	8,688.02	861,917.91	872,018.75	56,587.66	29,184.67
7	C., St. P., M. & O. Ry.	1,415,549.10	189,062.66	1,579.30	----------	918.69	46,546.55	27,243.52	1,226.47	6,880.28
8	Chicago, Rock. Isl. & Pac. Ry.	16,671,987.41	2,258,992.66	21,907.79	----------	9,928.56	692,179.00	424,509.97	19,659.76	43,738.17
9	Great Northern Ry.	742,436.21	8,800.15	71.78	----------	----------	21,569.32	3,951.36	45.59	1,799.05
10	Illinois Central R. R.	6,100,645.37	547,713.32	2,579.74	----------	1,059.37	205,928.40	201,396.73	6,541.12	7,066.05
11	Manchester & Oneida Ry.	28,605.15	222.58	1.49	----------	----------	1,293.11	646.56	----------	----------
12	Minneapolis & St. Louis R. R.	4,561,750.06	178,087.88	1,211.66	----------	101.65	154,254.26	51,193.70	3,169.04	----------
13	Tabor & Northern Ry.	12,504.85	----------	----------	----------	----------	----------	374.69	----------	55.13
14	Union Pacific R. R.	92,918.73	2,567.36	85.60	----------	----------	4,683.06	1,682.44	85.52	6.89
15	Wabash Railway	891,914.08	111,604.56	699.94	----------	----------	66,978.66	18,867.66	3,332.86	7,674.54
	Total	$89,023,980.17	$ 9,621,435.65	$ 81,165.67	$ 54,186.84	$ 23,622.19	$ 3,814,989.41	$ 2,608,900.64	$ 144,731.26	$ 226,421.10

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE, 1931 —Continued

PART 2—RAIL LINE TRANSPORTATION REVENUE AND INCIDENTAL OPERATING REVENUE

Number	Railway Companies	Rail Line Transportation Revenue				Incidental Operating Revenue					
		Revenue from								Storage	
		Switching	Special service train	Other freight train	Total rail line transportation revenue	Dining and buffet	Hotel and restaurant	Station, train and boat privileges	Parcel room	Freight	Baggage
1	Atchison, Topeka & Santa Fe Ry.	$ 1,212.30	$ 109.51	$ 29.92	$ 1,027,325.06			$ *60.43	$ 81.00	$ 3.51	$ 43.08
2	Atlantic Northern Ry.	3.60		2.25	33,314.28					35.39	
3	Chicago, Bur. & Quincy R. R.	103,403.38	2,265.18	2.74	12,284,454.65	$ 76,888.82		7,196.09	296.65	4,364.08	484.47
4	Chicago Great Western R. R.	74,803.40	1,899.85	25.00	10,449,631.21	22,103.92		1,446.96	22.20	2,048.03	163.62
5	Chi., Mil., St. Paul & Pac. R. R.	108,979.16	2,887.88	1,128.79	22,623,467.35	30,428.60		8,764.38	38.80	6,837.80	171.76
6	Chicago & North Western Ry.	154,559.40	3,879.94	48,777.34	23,805,122.86	207,886.26		11,495.26	46.60	7,203.11	621.67
7	C., St. P., M. & O. Ry.	9,392.34	1,372.72	4,989.49	1,704,761.12	5,850.66		385.30		408.96	15.78
8	Chicago, Rock. Isl. & Pac. Ry.	119,090.97	6,075.91		20,268,070.20	104,532.65	$ 34,650.15	3,837.22	3,018.60	8,639.37	1,425.05
9	Great Northern Ry.	22,959.17			801,632.63			63.76	96.20	99.67	1.98
10	Illinois Central R. R.	105,961.55	864.00		7,179,755.65	26,189.38		4,860.93	29.10	3,111.95	101.02
11	Manchester & Oneida Ry.	240.00			31,008.89					23.98	
12	Minneapolis & St. Louis R. R.	48,504.31	3,234.65		5,001,507.21	2,337.58		528.36		1,388.57	20.45
13	Tabor & Northern Ry.	2,856.00			15,790.67					5.84	
14	Union Pacific R. R.	530.36			102,559.96	775.83	551.69	40.38	8.38	12.52	5.45
15	Wabash Railway	20,882.98		80.10	1,122,035.38	4,389.92		894.92	3.40	266.22	4.26
	Total	$ 773,378.92	$ 22,589.64	$ 55,035.63	$ 106,450,437.12	$ 481,383.62	$ 35,201.84	$39,453.13	$ 3,640.93	$34,449.00	$ 3,058.59

*Debit.

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE, 1931 —Continued

PART 3—INCIDENTAL OPERATING REVENUE, JOINT FACILITY REVENUE AND TOTAL RAILWAY OPERATING REVENUES

Number	Railway Companies	Incidental Operating Revenue						Joint Facility Revenue			Total railway operating revenue
		Demurrage	Telegraph and telephone	Stock yards	Rents of buildings and other property	Miscellaneous	Total incidental operating revenue	Credit	Debit	Total joint facility operating revenue	
1	Atchison, Topeka & Santa Fe Ry	$ 108.00	$ 337.68	----------	$ 391.98	$ 36,176.76	$ 37,081.58	----------	----------	----------	$ 1,064,406.64
2	Atlantic Northern Ry	641.00	----------	----------	----------	----------	676.39	----------	----------	----------	33,990.67
3	Chicago, Bur. & Quincy R. R.	24,670.92	24,143.43	----------	12,697.69	13,756.54	164,498.69	$23,302.31	$ 13,884.57	$ 9,417.74	12,458,371.08
4	Chicago Great Western R. R.	6,989.00	607.59	----------	1,353.68	9,909.01	44,644.01	70,821.98	4,684.67	66,137.31	10,560,412.53
5	Chi., Mil., St. Paul & Pac. R. R.	18,555.00	9,522.59	1,796.91	9,300.41	19,446.63	104,859.88	81,496.42	111.48	81,384.94	22,809,712.17
6	Chicago & North Western Ry.	14,419.06	----------	----------	34,566.52	51,315.95	327,554.43	6,307.27	12,445.40	*6,138.13	24,126,539.16
7	C., St. P., M. & O. Ry.	2,904.00	----------	----------	285.00	7,096.49	16,946.19	9,918.85	2,744.09	7,174.76	1,728,882.07
8	Chicago, Rock. Isl. & Pac. Ry.	30,198.59	5,807.82	8,605.11	18,453.14	67,427.56	286,595.26	3,048.90	3,427.15	*378.25	20,554,287.21
9	Great Northern Ry.	1,307.00	414.81	----------	5,276.30	679.23	7,938.95	----------	15,151.19	*15,151.19	794,420.39
10	Illinois Central R. R.	9,635.00	----------	----------	2,671.39	8,074.51	54,673.28	786.77	85.10	701.67	7,235,130.60
11	Manchester & Oneida Ry.	88.00	----------	----------	----------	----------	111.98	----------	----------	----------	31,120.87
12	Minneapolis & St. Louis R. R.	4,313.00	793.26	----------	197.00	3,502.71	13,080.93	42.07	24.50	17.57	5,014,605.71
13	Tabor & Northern Ry.	58.00	218.86	----------	----------	----------	282.70	----------	----------	----------	16,073.37
14	Union Pacific R. R.	95.02	117.90	[a]3.60	62.44	115.12	1,788.33	152.23	37.10	115.13	104,463.42
15	Wabash Railway	521.84	----------	----------	6.36	1,347.03	7,433.95	34,187.39	----------	34,187.39	1,163,656.72
	Total	$114,503.43	$41,963.94	$10,402.62	$85,261.91	$ 218,847.54	$ 1,068,166.55	$ 230,064.19	$52,595.25	$ 177,468.94	$107,696,072.61

*Debit.
[a]Power.

TABLE 7—RAILWAY OPERATING EXPENSES—ENTIRE LINE, 1931

Number	Railway Companies	Maintenance of: Way and structures	Maintenance of: Equipment	Traffic	Transportation rail line	Miscellaneous	General	Transportation for investment—credit	Grand total operating expenses	Operating ratio —per cent
1	Atchison, Topeka & Santa Fe Ry.	$ 19,530,745.68	$ 33,205,403.00	$ 4,761,761.39	$ 47,021,334.08	$ 206,724.28	$ 5,096,545.61	$ 523,266.28	$109,299,247.76	72.83
2	Atlantic Northern Ry.	12,118.48	3,938.66	367.82	12,886.85	----------	1,495.18	----------	30,806.99	90.63
3	Chicago, Bur. & Quincy R. R.	13,721,163.68	17,785,941.96	2,913,238.19	38,030,548.54	952,425.48	4,200,625.52	137,974.13	77,465,969.24	69.65
4	Chicago Great Western R. R.	2,790,871.08	2,277,687.32	962,689.03	7,424,339.87	62,731.34	701,158.81	36,012.34	14,183,465.11	70.54
5	Chi., Mil., St. Paul & Pac. R. R.	17,041,150.41	21,755,075.99	3,344,360.50	43,165,900.41	751,059.88	3,940,846.23	728,947.45	89,269,445.97	80.12
6	Chicago & North Western Ry.	15,997,934.89	20,584,486.19	2,336,935.86	41,356,049.10	766,893.27	4,348,399.27	227,750.63	85,162,947.95	83.27
7	C., St. P., M. & O. Ry.	2,787,736.75	3,523,591.13	461,864.18	8,508,647.59	141,831.89	979,299.57	17,876.97	16,385,094.14	88.15
8	Chicago, Rock. Isl. & Pac. Ry.	10,297,255.75	17,227,717.82	2,778,382.56	35,699,158.24	1,276,527.03	3,977,398.68	308,741.68	70,947,698.40	76.25
9	Great Northern Ry.	9,413,813.12	14,538,453.59	2,532,764.12	25,846,075.05	960,679.80	2,660,972.04	666,804.28	55,285,953.44	71.72
10	Illinois Central R. R.	11,778,252.54	21,508,136.05	2,822,763.24	39,455,747.24	783,256.82	4,300,976.18	69,176.95	80,579,955.12	81.32
11	Manchester & Oneida Ry.	4,666.55	3,484.30	1,218.56	9,092.15	----------	1,771.56	----------	20,233.12	65.01
12	Minneapolis & St. Louis R. R.	1,370,611.78	2,062,241.68	441,278.91	4,861,340.54	9,332.78	565,829.05	12,824.82	9,297,809.92	90.31
13	Tabor & Northern Ry.	3,068.72	2,704.68	479.72	7,267.70	----------	701.25	----------	14,222.07	88.48
14	Union Pacific R. R.	8,511,132.35	17,971,241.16	1,951,374.35	26,283,389.44	1,475,291.86	4,064,118.65	994.52	60,255,553.29	67.51
15	Wabash Railway	5,421,979.20	9,052,868.47	2,343,357.45	22,197,142.20	319,175.39	2,736,482.70	46,750.71	42,024,254.70	85.48
	Total	$118,682,500.98	$181,502,972.00	$27,652,835.88	$339,878,919.00	$7,705,929.82	$37,576,620.30	$2,777,120.76	$710,222,657.22	76.23

TABLE 7-A—RAILWAY OPERATING EXPENSES AND OPERATING RATIO—WITHIN THE STATE, 1931

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.	$ 124,207.46	$ 282,114.95	$ 38,433.53	$ 575,558.59	----------	$ 50,766.18	$ 3,414.71	$ 1,067,666.00	100.31
2	Atlantic Northern Ry.	12,118.48	3,938.66	367.82	12,886.85	----------	1,495.18	----------	30,806.99	90.63
3	Chicago, Bur. & Quincy R. R.	2,103,327.53	2,243,118.00	426,861.65	4,840,769.20	$ 108,597.38	596,792.51	20,475.36	10,298,990.91	82.67
4	Chicago Great Western R. R.	1,464,649.15	1,195,330.30	505,219.20	3,896,293.56	32,921.41	367,968.14	18,899.27	7,443,482.49	70.48
5	Chi., Mil., St. Paul & Pac. R. R.	2,980,796.73	4,587,124.05	638,964.23	7,673,080.97	47,813.95	750,476.85	133,486.68	16,544,770.10	72.53
6	Chicago & North Western Ry.	3,348,269.92	5,324,239.58	599,675.81	8,595,695.60	289,779.47	979,578.57	61,543.22	19,075,695.73	79.07
7	C., St. P., M. & O. Ry.	144,864.00	284,979.21	31,200.62	683,075.01	5,978.45	67,922.56	1,250.18	1,216,769.67	70.38
8	Chicago, Rock. Isl. & Pac. Ry.	2,415,429.44	4,228,507.00	718,207.61	8,562,027.96	232,507.04	1,020,477.60	48,811.82	17,128,344.83	83.33
9	Great Northern Ry.	81,860.29	149,748.34	31,559.02	298,885.77	11.73	32,827.37	1,521.15	593,371.37	74.69
10	Illinois Central R. R.	1,322,661.02	1,969,460.15	287,901.67	3,469,210.55	50,705.95	444,391.53	1,596.60	7,542,734.27	104.25
11	Manchester & Oneida Ry.	4,666.55	3,484.30	1,218.56	9,092.15	----------	1,771.56	----------	20,233.12	65.01
12	Minneapolis & St. Louis R. R.	703,766.95	1,065,322.84	224,127.36	2,305,272.74	3,478.69	264,727.71	5,554.20	4,561,142.09	90.96
13	Tabor & Northern Ry.	3,068.72	2,704.68	479.72	7,267.70	----------	701.25	----------	14,222.07	88.48
14	Union Pacific R. R.	27,729.27	58,550.30	6,357.58	85,631.28	4,806.50	13,240.90	3.24	196,312.59	187.92
15	Wabash Railway	275,961.35	320,302.66	99,401.37	899,066.70	7,305.87	134,705.90	2,057.48	1,734,686.37	149.07
	Total	$15,013,376.86	$21,718,925.02	$ 3,609,975.75	$41,913,814.63	$ 783,906.44	$ 4,727,843.81	$ 298,613.91	$87,469,228.60	81.22

TABLE 8—SECURITIES HELD AS INVESTMENTS—ENTIRE LINE, 1931

PART 1—SECURITIES OF NON-CARRIER AND CARRIER COMPANIES WITH RESPONDENT

Number	Railway Companies	Non-Carrier Companies				Carrier Companies			
		Pledged		Unpledged		Pledged		Unpledged	
		Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year
1	Atchison, Topeka & Santa Fe Ry.	$ 3,998,700.00		$ 2,460,209.69	$ 1,413,009.69	$ 85,145,600.00	$ 80,810,205.45	$ 162,866,057.49	$ 145,723,514.11
2	Atlantic Northern Ry.								
3	Chicago, Bur. & Quincy R. R.			4,405,017.39	4,672,302.97	37,139,466.66	23,670,824.26	12,291,414.62	9,925,548.87
4	Chicago Great Western R. R.	48,700.00	$ 160,001.00	720,600.00	860,000.00	12,588,133.00	12,269,823.00	407,343.00	462,644.00
5	Chi., Mil., St. Paul & Pac. R. R.			10,795,000.00	10,564,550.00	13,050,424.01	6,170,307.78	658,698.99	659,246.79
6	Chicago & North Western Ry.			4,360,000.00	260,000.00			77,628,390.00	71,693,674.76
7	C., St. P., M. & O. Ry.							1,147,900.00	628,450.00
8	Chicago, Rock. Isl. & Pac. Ry.	442,838.08	392,839.08	1,416,473.34	1,137,477.34	43,913,198.48	44,873,011.81	21,785,451.87	12,454,678.25
9	Great Northern Ry.			5,673,500.00	5,703,539.59	112,751,900.00	138,287,826.82	67,744,606.00	56,578,257.29
10	Illinois Central R. R.			15,947,675.00	16,680,802.00	42,682,000.00	34,698,402.48	69,348,942.12	62,180,115.06
11	Manchester & Oneida Ry.								
12	Minneapolis & St. Louis R. R.	700.00	.01	40,000.00	74,080.61	306,500.00	.02	103,600.00	103,800.00
13	Tabor & Northern Ry.								
14	Union Pacific R. R.			6,958,621.86	1,684,065.86			157,542,283.19	215,024,387.93
15	Wabash Railway		1,865,344.00		240,256.00	13,587,433.00	8,369,076.00	3,358,766.00	841,610.00
	Total	$ 4,490,938.08	$ 2,418,184.09	$52,777,097.28	$43,290,084.06	$ 361,164,655.15	$ 349,149,477.62	$ 574,883,353.28	$ 576,275,927.06

TABLE 8—SECURITIES HELD AS INVESTMENTS—ENTIRE LINE, 1931—Continued

PART 2—SECURITIES OF NON-AFFILIATED COMPANIES AND INVESTMENTS MADE DURING YEAR

Number	Railway Companies	Non-Affiliated Companies				Investments in Securities Made During Year		
		Pledged		Unpledged				
		Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of securities acquired	Book value at close of year	Cost
1	Atchison, Topeka & Santa Fe Ry.	$ 3,204.90	$ 1,001.00	$ 23,882,781.17	$ 23,806,763.23	$ 54,559,400.00	$ 54,618,627.31	$ 54,618,627.31
2	Atlantic Northern Ry.							
3	Chicago, Bur. & Quincy R. R.			8,229,333.61	4,988,762.35	4,604,336.35	3,691,658.09	3,691,652.09
4	Chicago Great Western R. R.	10,462,500.00	3,475,201.00	1,194,476.00	1,219,949.00	10,634,000.00	3,659,000.00	3,603,000.00
5	Chi., Mil., St. Paul & Pac. R. R.	367,418.35	367,418.35	134,909.17	133,375.78	1,369,800.86	1,360,658.86	1,352,432.95
6	Chicago & North Western Ry.	4,170,000.00	3,909,169.75	181,500.00	169,271.17	566,480.00	548,778.92	548,753.92
7	C., St. P., M. & O. Ry.			3,600.00	3,600.00	54,000.00	52,950.00	52,950.00
8	Chicago, Rock. Isl. & Pac. Ry.			1,004,717.98	615,169.98	352,000.00	243,750.00	*
9	Great Northern Ry.	2,096,000.00	2,109,639.69	5,557,795.06	6,328,064.68	3,222,598.00	3,450,029.58	3,453,268.63
10	Illinois Central R. R.			559,007.58	561,809.75	313,149.69	405,945.86	405,945.86
11	Manchester & Oneida Ry.							
12	Minneapolis & St. Louis R. R.							
13	Tabor & Northern Ry.							
14	Union Pacific R. R.			152,506,850.93	153,327,295.01	33,241,990.00	26,584,006.92	26,584,006.92
15	Wabash Railway	12,946,450.00	24,726,199.00	421,347.00	413,309.00	912,560.00	979,125.00	979,125.00
	Total	$ 30,045,573.25	$ 34,588,628.79	$ 193,676,318.50	$ 191,567,369.95	$ 109,830,314.90	$ 95,594,530.54	$ 95,289,762.68

*Exchanged for first mortgage 6's 1922.

TABLE 8—SECURITIES HELD AS INVESTMENTS—ENTIRE LINE, 1931—Continued

PART 3—SECURITIES DISPOSED OF AND SECURITIES OWNED OR CONTROLLED AND LONG TERM DEBT CANCELLED

Number	Railway Companies	Securities Disposed of During Year			Securities and Other Intangibles Owned or Controlled			Stocks and Long Term Debt Retired or Cancelled During Year	
		Par value	Book value	Selling price	Par value of amount held or controlled at close of year	Actual money cost to respondent or subsidiary	Amount at which carried on respondent's or subsidiary's books at close of year	Date acquired	Par value
1	Atchison, Topeka & Santa Fe Ry	$11,295,839.00	$11,100,673.56	$11,142,886.88				Various	$ 928,500.00
2	Atlantic Northern Ry								
3	Chicago, Bur. & Quincy R. R.	5,866,105.57	5,872,813.98	5,897,297.94					
4	Chicago Great Western R. R.	150,537.96	149,931.11	153,287.96	$ 1,100,000.00	$ 349,062.50	$ 349,062.50	Various	6,556,122.63
5	Chi., Mil., St. Paul & Pac. R. R.	143,109.26	143,030.63	123,244.11	888,614.43	888,614.43	888,614.43	Various	5,480,430.97
6	Chicago & North Western Ry	62,000.00	62,100.91	42,500.00				Various	4,215,410.00
7	C., St. P., M. & O. Ry							Various	600,800.00
8	Chicago, Rock. Isl. & Pac. Ry	144,878.90	144,878.90	144,878.90	10,000.00	10,000.00	10,000.00	Various	4,076,000.00
9	Great Northern Ry	1,122,156.09	1,122,437.34	1,102,556.09				Various	1,263,500.00
10	Illinois Central R. R.	628,565.65	633,585.38	615,826.63				Various	7,740,154.06
11	Manchester & Oneida Ry								
12	Minneapolis & St. Louis R. R.							Various	355,500.62
13	Tabor & Northern Ry								
14	Union Pacific R. R.	25,800,055.13	34,786,064.26	26,046,811.38	8,705,150.00	15,080,701.25	10,270,590.54	Various	2,560,760.00
15	Wabash Railway							Various	1,632,400.00
	Total	$45,213,247.56	$54,015,516.07	$45,269,289.89	$ 10,703,764.43	$ 16,328,378.18	$11,518,267.47		$35,409,578.28

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE, 1931

PART 1—INVESTMENTS, CURRENT AND DEFERRED ASSETS

Number	Railway Companies	Total Investments			Total Current Assets			Total deferred assets December 31, 1931
		December 31, 1931	December 31, 1930	Increase or decrease, 1931	December 31, 1931	December 31, 1930	Increase or decrease, 1931	
1	Atchison, Topeka & Santa Fe Ry	$ 1,215,233,202.90	$ 1,196,598,964.93	$ 18,634,237.97	$ 47,452,980.21	$ 67,908,867.98	$ *20,455,887.77	$ 295,331.72
2	Atlantic Northern Ry.	158,015.62	157,633.04	382.58	11,664.01	12,488.03	*824.02	----------
3	Chicago, Burlington & Quincy R. R.	661,366,140.44	665,372,366.17	*4,006,225.73	26,395,503.43	30,246,549.97	*3,851,046.54	321,031.48
4	Chicago Great Western R. R.	149,478,344.84	144,288,317.53	5,190,027.31	2,754,389.21	4,754,153.81	*1,999,764.60	25,341.11
5	Mason City & Ft. Dodge R. R.	45,282,880.06	45,276,179.06	6,701.00	10,059.66	11,351.60	*1,291.94	----------
6	Chicago, Mil., St. P. & Pac. R. R.	753,122,187.76	750,700,988.11	2,421,199.65	34,539,986.10	45,312,991.61	*10,773,005.51	2,525,369.40
7	Chicago & North Western Ry	641,210,990.81	650,701,791.45	*9,490,800.64	26,482,594.46	31,610,016.82	*5,127,422.36	40,659.04
8	Chicago, St. P., Minn. & O. Ry	92,136,571.08	94,374,315.78	*2,237,744.70	1,931,154.03	3,384,077.68	*1,452,923.65	7,353.11
9	Chicago, Rock Island & Pac. Ry	498,492,547.61	493,208,695.74	5,283,851.87	17,257,187.98	19,866,797.05	*2,609,609.07	337,669.12
10	St. P. & Kan. C. Short L. R. R.	27,843,357.48	24,853,492.38	2,989,865.10	187,143.29	187,134.74	8.55	----------
11	Great Northern Railway	793,076,991.78	776,928,423.78	16,148,568.00	47,426,209.08	66,761,170.10	*19,334,961.02	18,594,884.69
12	Illinois Central R. R.	682,676,740.88	682,188,479.57	488,261.31	34,177,578.16	31,639,396.09	2,538,182.07	314,528.58
13	Dubuque & Sioux City R. R.	42,829,029.46	47,186,876.28	*4,357,846.82	243.82	243.82	----------	----------
14	Manchester & Oneida Ry	139,747.06	139,747.06	----------	32,154.07	30,664.99	1,489.08	----------
15	Minneapolis & St. Louis R. R.	67,642,563.36	68,544,402.17	*901,838.81	2,291,264.65	2,815,035.67	*523,771.02	16,390.19
16	Tabor & Northern Ry	95,993.60	96,368.60	*375.00	6,415.78	10,066.02	*3,650.24	----------
17	Union Pacific R. R.	895,886,269.92	895,106,717.89	779,552.03	29,864,466.12	34,947,498.90	*5,083,032.78	718,902.52
18	Wabash Railway	338,590,142.09	339,228,021.82	*637,879.73	13,783,609.31	15,689,514.61	*1,905,905.30	256,949.24
	Total	$ 6,905,261,716.75	$ 6,874,951,781.36	$ 30,309,935.39	$ 284,604,603.37	$ 355,188,019.49	$ *70,583,416.12	$23,454,410.20

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE, 1931—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, 1930	Increase or decrease, 1931	December 31, 1931	December 31, 1930	Increase or decrease, 1931	December 31, 1931	December 31, 1930	Increase or decrease, 1931
1	Atchison, Topeka & Santa Fe Ry.	$ 289,549.29	$ 5,782.43	$ 1,130,554.77	$ 1,297,346.16	$ *166,791.39	$1,264,112,069.60	$1,266,094,728.36	$ *1,982,658.76
2	Atlantic Northern Ry.			44.52	35.37	9.15	169,724.15	170,156.44	*432.29
3	Chicago, Burlington & Quincy R. R.	117,147.20	203,884.28	7,436,703.00	8,155,399.43	*718,696.43	695,519,378.35	703,891,462.77	*8,372,084.42
4	Chicago Great Western R. R.	24,315.97	1,025.14	3,282,348.02	2,765,562.05	516,785.97	155,540,423.18	151,832,349.36	3,708,073.82
5	Mason City & Ft. Dodge R. R.			1,591,202.01	1,417,670.35	173,531.66	46,884,141.73	46,705,201.01	178,940.72
6	Chicago, Mil., St. P. & Pac. R. R.	2,625,448.48	*100,079.08	3,394,639.22	3,596,465.54	*201,826.32	793,582,182.48	802,235,893.74	*8,653,711.26
7	Chicago & North Western Ry.	164,593.62	*123,934.58	2,147,533.72	2,457,813.43	*310,279.71	669,881,778.03	684,934,215.32	*15,052,437.29
8	Chicago, St. P., Minn. & O. Ry.	5,746.74	1,606.37	443,484.16	384,086.89	59,397.27	94,518,562.38	98,148,227.09	*3,629,664.71
9	Chicago, Rock Island & Pac. Ry.	281,792.11	55,877.01	1,308,080.53	1,437,883.41	*129,802.88	517,395,485.24	514,795,168.31	2,600,316.93
10	St. P. & Kan. C. Short L. R. R.						28,030,500.77	25,040,627.12	2,989,873.65
11	Great Northern Railway	17,798,077.07	796,807.62	13,313,114.92	17,138,556.52	*3,825,441.60	872,411,200.47	878,626,227.47	*6,215,027.00
12	Illinois Central R. R.	244,202.99	70,325.59	7,575,866.88	8,307,982.11	*732,115.23	724,744,714.50	722,380,060.76	2,364,653.74
13	Dubuque & Sioux City R. R.						42,829,273.28	47,187,120.10	*4,357,846.82
14	Manchester & Oneida Ry.						171,901.13	170,412.05	1,489.08
15	Minneapolis & St. Louis R. R.	25,045.82	*8,655.63	11,210,889.15	10,506,068.45	704,820.70	81,161,107.35	81,890,552.11	*729,444.76
16	Tabor & Northern Ry.			2,909.17	2,909.17		105,318.55	109,343.79	*4,025.24
17	Union Pacific R. R.	342,529.08	376,373.44	2,179,813.94	2,196,211.37	*16,397.43	928,649,452.50	932,592,957.24	*3,943,504.74
18	Wabash Railway	234,982.40	21,966.84	1,030,032.14	1,019,136.50	10,895.64	353,660,732.78	356,171,655.33	*2,510,922.55
	Total	$22,153,430.77	$ 1,300,979.43	$56,047,216.15	$30,683,125.75	$*4,635,910.60	$7,269,367,946.47	$7,312,976,358.37	$*43,608,411.90

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE, 1931—Continued

PART 3—CAPITAL STOCK, GOVERNMENT GRANTS AND LONG TERM DEBT

Number	Railway Companies	Total Capital Stock			Total Governmental Grants			Total Long Term Debt	
		December 31, 1931	December 31, 1930	Increase or decrease, 1931	December 31, 1931	December 31, 1930	Increase or decrease, 1931	December 31, 1931	December 31, 1930
1	Atchison, Topeka & Santa Fe Ry.	$ 367,596,600.00	$ 366,698,100.00	$ 898,500.00				$ 309,698,181.90	$ 310,626,334.80
2	Atlantic Northern Ry.	111,325.00	111,325.00						
3	Chicago, Burlington & Quincy R. R.	170,839,100.00	170,839,000.00					219,672,000.00	219,672,000.00
4	Chicago Great Western R. R.	92,280,415.00	92,344,215.00	*63,800.00				43,489,755.51	40,953,122.02
5	Mason City & Ft. Dodge R. R.	32,841,152.00	32,841,152.00					12,007,191.39	12,007,191.39
6	Chicago, Mil., St. P. & Pac. R. R.	256,267,293.23	255,929,894.62	337,398.61	78,693.29	$ 24,745.93	$ 53,947.36	478,838,046.30	484,399,977.27
7	Chicago & North Western Ry.	180,869,503.00	180,869,513.00	*10.00				348,225,600.00	352,197,500.00
8	Chicago, St. P., Minn. & O. Ry.	29,818,945.78	29,818,945.78		1,500.00	1,500.00		48,291,200.00	48,624,000.00
9	Chicago, Rock Island & Pac. Ry.	128,909,211.50	128,909,211.50		437,867.55	287,797.53	150,070.02	293,631,030.77	297,247,256.22
10	St. P. & Kan. C. Short L. R. R.	50,000.00	50,000.00		2,727.04	2,727.04		27,968,248.57	24,962,103.16
11	Great Northern Railway	248,952,618.44	249,019,718.44	*67,100.00	338,771.79	340,942.57	*2,170.78	355,355,042.40	356,315,841.70
12	Illinois Central R. R.	154,583,946.20	154,583,946.20		13,993.16	7,604.64	6,388.52	365,900,128.87	358,827,837.93
13	Dubuque & Sioux City R. R.	11,759,500.00	11,759,500.00		2,471.14	2,471.14		30,529,209.87	30,479,888.29
14	Manchester & Oneida Ry.	62,745.00	62,745.00					65,000.00	65,000.00
15	Minneapolis & St. Louis R. R.	25,792,600.00	25,792,600.00		4,185.24	4,094.16	91.08	28,804,043.12	46,309,031.29
16	Tabor & Northern Ry.	32,200.00	32,200.00						
17	Union Pacific R. R.	321,834,100.00	321,834,700.00	*600.00	603,642.52	595,646.89	7,995.63	245,549,475.00	247,780,635.00
18	Wabash Railway	138,120,699.51	138,120,699.51					138,042,926.00	140,231,326.00
	Total	$2,160,721,954.66	$2,159,617,566.05	$1,104,388.61	$1,483,851.73	$1,267,529.90	$216,321.83	$2,946,067,079.70	$2,970,699,045.07

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE, 1931—Continued

PART 4—LONG TERM DEBT, CURRENT AND DEFERRED LIABILITIES

Number	Railway Companies	Long Term Debt	Total Current Liabilities			Total Deferred Liabilities			Total Unadjusted Credits	
		Increase or decrease, 1931	December 31, 1931	December 31, 1930	Increase or decrease, 1931	December 31, 1931	December 31, 1930	Increase or decrease, 1931	December 31, 1931	December 31, 1930
1	A., T. & S. F. Ry.	$ *928,152.90	$ 21,674,906.13	$ 28,417,385.94	$*6,742,479.81	$ 2,801,202.14	$ 2,859,363.76	$ *58,161.62	$161,164,450.65	$152,159,160.84
2	Atlantic Northern Ry.		2,859.80	5,013.85	*2,154.05	16.63	16.23	.40	7,717.58	6,768.69
3	C., B. & Q. R. R.		9,831,551.33	11,449,341.61	*1,617,790.28	51,243.58	189,595.21	*138,351.63	77,526,762.89	78,947,151.25
4	C. G. W. R. R.	2,536,633.49	6,191,541.32	3,089,974.16	3,101,567.16	35,228.23	42,831.33	*7,603.10	8,490,432.56	5,859,198.06
5	M. C. & Ft. D. R. R.			8,500.00	*8,500.00				1,822,452.90	1,655,720.24
6	C., M., S. P. & P. R. R.	*5,561,930.97	15,206,165.78	17,725,368.16	*2,519,202.38	15,854,652.80	7,272,103.12	8,582,549.68	34,919,361.58	28,848,893.39
7	C. & N. W. Ry.	*3,971,900.00	20,687,698.40	12,391,979.03	8,295,719.37	51,478.47	132,437.59	*80,959.12	59,995,882.76	61,180,714.88
8	C., S. P., M. & O. Ry.	*332,800.00	9,353,925.48	8,019,152.25	1,334,773.23	3,348.26	3,933.31	*585.05	8,817,707.41	8,877,034.81
9	C., R. I. & P. Ry.	*3,616,225.45	19,718,455.98	12,548,400.50	7,170,055.48	638,893.88	776,085.64	*137,191.76	49,263,077.49	45,645,423.49
10	S. P. & K. C. S. L. R. R.	3,006,145.41	187,143.29	187,134.74	8.55					
11	Great Northern Railway	*960,799.30	23,890,983.32	28,350,680.83	*4,459,697.51	18,728,715.57	17,705,321.32	1,023,394.25	61,166,905.46	61,988,526.34
12	Illinois Central R. R.	7,072,290.94	17,110,238.27	25,011,758.82	*7,901,520.55	525,457.56	453,204.21	72,253.35	102,457,756.11	99,098,784.45
13	D. & S. C. R. R.	49,321.58	610,371.39	610,371.39						
14	Manchester & Oneida Ry.		13,266.56	16,696.43	*3,429.87				5,198.22	4,832.35
15	M. & St. L. R. R.	*17,504,988.17	39,874,363.99	16,527,380.31	23,346,983.68	2,446,865.45	2,437,943.06	8,922.39	6,443,047.51	6,788,670.40
16	Tabor & Northern Ry.		53,660.23	55,932.98	*2,272.75				10,677.85	9,682.34
17	Union Pacific R. R.	*2,231,160.00	37,486,803.85	38,977,099.26	*1,490 295.41	541,995.66	583,760.62	*41,764.96	66,296,010.56	63,411,024.73
18	Wabash Railway	*2,188,400.00	23,354,115.55	10,116,849.88	13,237,265.67	1,092,593.26	4,517,445.81	*3,424,852.55	19,659,975.51	18,900,812.48
	Total	$*27,638,110.78	$245,248,050.67	$213,509,020.14	$31,739,030.53	$42,771,691.49	$36,974,041.21	$5,797,650.28	$658,047,417.04	$633,382,398.74

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE, 1931—Continued

PART 5—UNADJUSTED CREDITS, CORPORATE SURPLUS AND GRAND TOTAL LIABILITIES

Number	Railway Companies	Unadjusted Credits	Total Corporate Surplus			Grand Total Liabilities		
		Increase or decrease, 1931	December 31, 1931	December 31, 1930	Increase or 1931	December 31, 1931	December 31, 1930	Increase or decrease, 1931
1	Atchison, Topeka & Santa Fe Ry.	$ 9,005,289.81	$ 401,176,728.78	$ 405,334,383.02	$ *4,157,654.24	$ 1,264,112,069.60	$ 1,266,094,728.36	$ *1,982,658.76
2	Atlantic Northern Ry.	948.89	47,805.14	47,032.67	772.47	169,724.15	170,156.44	*432.29
3	Chicago, Burlington & Quincy R. R.	*1,420,388.36	217,598,720.55	222,794,274.70	*5,195,554.15	695,519,378.35	703,891,462.77	*8,372,084.42
4	Chicago Great Western R. R.	2,631,234.50	5,053,050.56	9,543,008.79	*4,489,958.23	155,540,423.18	151,832,349.36	3,708,073.82
5	Mason City & Ft. Dodge R. R.	166,732.66	213,345.44	192,637.38	20,708.06	46,884,141.73	46,705,201.01	178,940.72
6	Chicago, Mil., St. P. & Pac. R. R.	6,070,468.19	[b]7,582,030.50	8,034,911.25	[a]15,616,941.75	793,582,182.48	802,235,893.74	*8,653,711.26
7	Chicago & North Western Ry.	*1,184,832.12	60,051,615.40	78,162,070.82	*18,110,455.42	669,881,778.03	684,934,215.32	*15,052,437.29
8	Chicago, St. P., Minn. & O. Ry.	*59,327.40	[b]1,768,064.55	2,803,660.94	[a]4,571,725.49	94,518,562.38	98,148,227.09	*3,629,664.71
9	Chicago, Rock Island & Pac. Ry.	3,617,654.00	24,796,948.07	29,380,993.43	*4,584,045.36	517,395,485.24	514,795,168.31	2,600,316.93
10	St. P. & Kan. C. Short L. R. R.		[b]177,618.13	[b]161,337.82	[a]16,280.31	28,030,500.77	25,040,627.12	2,989,873.65
11	Great Northern Railway	*821,620.88	163,978,163.49	164,905,126.27	*927,032.78	872,411,200.47	878,626,227.47	*6,215,027.00
12	Illinois Central R. R.	3,358,971.66	84,153,194.33	84,396,924.51	*243,730.18	724,744,714.50	722,380,060.76	2,364,653.74
13	Dubuque & Sioux City R. R.		[b]72,279.12	4,334,889.28	*4,407,168.40	42,829,273.28	47,187,120.10	*4,357,846.82
14	Manchester & Oneida Ry.	365.87	25,691.35	21,138.27	4,553.08	171,901.13	170,412.05	1,489.08
15	Minneapolis & St. Louis R. R.	*345,622.89	[b]22,203,997.96	[b]15,969,167.11	[a]6,234,830.85	81,161,107.35	81,890,552.11	*729,444.76
16	Tabor & Northern Ry.	995.51	8,780.47	11,528.47	*2,748.00	105,318.55	109,343.79	*4,025.24
17	Union Pacific R. R.	2,884,985.83	256,337,424.91	259,410,090.74	*3,072,665.83	928,649,452.50	932,592,957.24	*3,943,504.74
18	Wabash Railway	759,163.03	33,390,422.95	44,284,521.65	*10,894,098.70	353,660,732.78	356,171,655.33	*2,510,922.55
	Total	$24,665,018.30	$ 1,215,027,901.18	$ 1,297,526,757.26	$ *82,498,856.08	$ 7,269,367,946.47	$ 7,312,976,358.37	$ *43,608,411.90

*Decrease.
[a]Increase in red.
[b]Deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1931

PART 1—AVERAGE MILES OF ROAD OPERATED AND TRAIN MILES

Number	Railway Companies	Average miles of road operated	Train Miles								
			Freight				Mixed Train				
			Ordinary	Light	Total	Passenger	Freight	Passenger	Special	Total transportation service	Work service
1	Atchison, Topeka & Santa Fe Ry.	9,675.95	13,665,173	72,082	13,737,255	18,078,140	2,475,572	322,009	8,934	34,621,910	350,446
2	Chicago, Burlington & Quincy R. R.	9,312.69	13,067,017	58,474	13,125,491	15,980,660	532,187	170,129	9,424	29,817,891	239,594
3	Chicago Great Western R. R.	1,495.27	2,768,576	3,355	2,771,931	2,281,471	60,262	6,446	1,159	5,121,269	50,364
4	Chicago, Mil., St. Paul & Pac. R. R.	11,303.94	14,380,689	37,905	14,418,594	12,655,599	1,386,505	304,841	7,376	28,772,915	533,024
5	Chicago & North Western Ry.	8,457.20	12,368,330	47,911	12,416,241	15,504,651	666,409	91,391	7,097	28,685,789	207,615
6	Chicago, St. Paul, M. & O. Ry.	1,736.94	2,438,549	16,987	2,455,536	2,893,500	359,553	74,847	3,059	5,786,495	30,893
7	Chicago, Rock Island & Pacific Ry.	7,600.54	12,177,733	38,946	12,216,679	12,555,174	944,313	141,113	4,890	25,862,169	124,596
8	Great Northern Railway	8,357.32	7,108,035	50,969	7,159,004	8,845,150	825,083	375,561	10,426	17,215,224	166,432
9	Illinois Central R. R.	5,018.81	14,915,655	108,969	15,024,624	12,888,530	524,532	253,128	8,076	28,698,890	156,310
10	Minneapolis & St. Louis R. R.	1,627.80	2,151,379	11,687	2,163,066	1,600,720	182,790	57,663	1,307	4,005,546	10,654
11	Union Pacific R. R.	3,766.47	9,786,165	67,942	9,854,107	9,969,123	706,194	61,575	1,733	20,592,732	282,906
12	Wabash Railway	2,523.83	6,976,993	66,242	7,043,235	4,666,500	501,052	88,976	3,680	12,303,443	44,234
	Total	70,876.76	111,804,294	581,469	112,385,763	117,919,218	9,164,452	1,947,679	67,161	241,484,273	2,197,068

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1931—Continued

PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles									
		Freight				Passenger				Mixed Train	
		Principal	Helper	Light	Total	Principal	Helper	Light	Total	Principal	Helper
1	Atchison, Topeka & Santa Fe Ry.	13,739,318	1,292,352	794,424	15,826,094	16,190,180	433,171	397,177	17,020,528	2,797,581	6,393
2	Chicago, Burlington & Quincy R. R.	13,126,635	400,945	408,966	13,936,546	12,482,639	32,226	295,123	12,809,988	702,317	1,547
3	Chicago Great Western R. R.	2,772,055	2,461	210,455	2,984,971	1,988,264	225	27,943	2,016,432	66,708	----------
4	Chicago, Mil., St. Paul & Pac. R. R.	14,424,461	943,159	804,282	16,171,902	11,635,251	189,459	172,972	11,997,682	1,692,349	9,272
5	Chicago & North Western Ry.	12,419,686	638,311	324,390	13,382,387	13,429,745	111,979	169,642	13,711,366	757,815	3,970
6	Chicago, St. Paul, M. & O. Ry.	2,579,101	117,150	122,582	2,818,833	2,606,267	20,070	40,030	2,666,367	434,908	69
7	Chicago, Rock Island & Pacific Ry.	12,214,745	419,941	71,405	12,706,091	10,193,724	42,945	139,178	10,375,847	1,011,965	11,423
8	Great Northern Railway	7,159,004	85,194	229,716	7,473,914	7,014,427	4,215	144,200	7,162,842	797,078	22
9	Illinois Central R. R.	15,024,624	158,657	287,354	15,470,635	10,345,704	38,652	141,229	10,525,585	777,660	----------
10	Minneapolis & St. Louis R. R.	2,163,066	157,228	84,153	2,404,447	623,547	112	7,620	631,279	240,453	----------
11	Union Pacific R. R.	9,855,627	228,930	427,645	10,512,202	8,654,405	70,138	186,797	8,911,340	767,774	1,050
12	Wabash Railway	7,043,235	345,010	128,520	7,516,765	4,523,323	64,219	87,113	4,674,655	590,028	4,047
	Total	112,521,557	4,789,338	3,893,892	121,204,787	99,687,476	1,007,411	1,809,024	102,503,911	10,636,636	37,793

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1931—Continued

PART 3—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles									
		Mixed Train		Special Train					Yard Switching		
		Light	Total	Principal	Helper	Light	Total	Train switching	Freight	Passenger	Total
1	Atchison, Topeka & Santa Fe Ry	33,337	2,837,311	8,971	824	638	10,433	933,514	5,649,673	596,960	6,246,633
2	Chicago, Burlington & Quincy R. R.	7,862	711,726	9,424	396	388	10,208	1,318,723	5,236,428	598,678	5,835,106
3	Chicago Great Western R. R.	160	66,868	1,159	49	49	1,257	180,996	982,574	75,770	1,058,344
4	Chicago, Mil., St. Paul & Pac. R. R.	27,027	1,728,648	7,376	429	326	8,131	1,964,815	7,084,578	562,340	7,646,918
5	Chicago & North Western Ry	2,734	764,519	7,097	830	152	8,079	1,348,421	5,953,643	622,620	6,576,263
6	Chicago, St. Paul, M. & O. Ry	12,713	447,690	3,151	321	411	3,883	264,388	1,233,718	147,984	1,381,702
7	Chicago, Rock Island & Pacific Ry	16,272	1,039,660	4,890	474	----------	5,364	968,657	4,742,996	491,385	5,234,381
8	Great Northern Railway	28,981	826,081	10,426	336	796	11,558	919,818	2,707,529	203,647	2,911,176
9	Illinois Central R. R.	4,458	782,118	8,076	----------	----------	8,076	1,076,864	5,307,078	654,781	5,961,859
10	Minneapolis & St. Louis R. R.	6,558	247,011	1,307	103	207	1,617	269,701	630,149	11,773	641,922
11	Union Pacific R. R.	7,821	776,645	1,733	----------	646	2,379	532,538	3,072,163	301,661	3,373,824
12	Wabash Railway	11,259	605,334	3,680	232	110	4,022	297,783	3,493,925	126,843	3,620,768
	Total	159,182	10,833,611	67,290	3,994	3,723	75,007	10,076,218	46,094,454	4,394,442	50,488,896

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1931—Continued

PART 4—LOCOMOTIVE MILES AND CAR MILES

Number	Railway Companies	Locomotive Miles		Car Miles					
				Freight Train					
		Total transportation service	Work service	Loaded	Empty	Sum of loaded and empty	Caboose	Exclusive work equipment	Total
1	Atchison, Topeka & Santa Fe Ry	42,874,513	403,922	457,480,862	274,534,832	732,015,694	14,328,109	1,257,820	747,601,623
2	Chicago, Burlington & Quincy R. R.	34,622,297	627,790	390,949,490	259,905,078	650,854,568	12,584,938	2,979,277	666,418,783
3	Chicago Great Western R. R.	6,308,868	67,980	90,756,408	62,364,479	153,120,887	3,011,630	248,700	156,381,217
4	Chicago, Mil., St. Paul & Pac. R. R.	39,518,096	961,627	413,411,366	270,911,307	684,322,673	15,328,446	143,754	699,794,873
5	Chicago & North Western Ry	35,791,035	558,908	323,477,479	203,060,223	526,537,702	13,424,167	312,492	540,274,361
6	Chicago, St. Paul, M. & O. Ry	7,582,863	35,822	57,136,442	31,920,077	89,056,519	2,494,157	230,029	91,780,705
7	Chicago, Rock Island & Pacific Ry.	30,330,000	373,864	311,859,836	209,576,478	521,436,314	12,391,399	604,830	534,432,543
8	Great Northern Railway	19,305,389	154,362	247,423,973	137,896,039	385,320,012	7,636,447	771,631	393,728,090
9	Illinois Central R. R.	33,825,137	414,324	373,708,000	255,477,000	629,185,000	15,889,000	884,000	645,958,000
10	Minneapolis & St. Louis R. R.	4,195,977	10,367	37,791,054	26,654,859	64,445,913	2,163,066	----------	66,608,979
11	Union Pacific R. R.	24,108,928	262,972	391,705,921	241,990,356	633,696,277	9,805,262	651,982	644,153,521
12	Wabash Railway	16,719,327	110,943	221,061,069	136,730,428	357,791,497	7,162,402	409,120	365,363,019
	Total	295,182,430	3,982,881	3,316,761,900	2,111,021,156	5,427,783,056	116,219,023	8,493,635	5,552,495,714

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1931—Continued

PART 5—CAR MILES

Number	Railway Companies	Car Miles									
		Passenger Train					Mixed Train				
		Passenger	Sleeping, parlor and observation	Dining	Other	Total	Freight loaded	Freight empty	Caboose	Exclusive work equipment	Passenger
1	Atchison, Topeka & Santa Fe Ry	25,700,430	70,910,108	6,504,831	42,405,600	145,520,969	23,867,919	15,495,970	57,110	269,778	2,796,727
2	Chicago, Burlington & Quincy R. R.	26,639,871	27,763,434	4,212,386	37,576,047	96,191,738	1,819,848	1,274,546	24,674	59,196	694,184
3	Chicago Great Western R. R.	3,305,478	3,800,006	74,061	4,426,554	11,606,099	417,978	297,271	38,360	----------	66,713
4	Chicago, Mil., St. Paul & Pac. R. R.	17,885,070	27,448,640	3,442,591	30,705,473	79,481,774	7,526,809	4,227,273	133,917	9,329	1,608,893
5	Chicago & North Western Ry	31,811,782	29,086,964	3,022,215	35,330,782	99,251,743	3,935,151	2,694,128	176,337	12,618	817,159
6	Chicago, St. Paul, M. & O. Ry	4,918,234	6,095,789	361,402	6,615,484	17,990,909	1,367,371	835,767	51,560	12,473	383,303
7	Chicago, Rock Island & Pacific Ry	21,848,803	26,915,329	3,845,828	24,011,658	76,621,618	5,367,710	3,635,742	161,378	41,901	941,475
8	Great Northern Railway	12,897,216	14,611,552	3,261,434	25,809,753	56,579,955	3,598,646	1,487,852	14,058	44,464	1,238,479
9	Illinois Central R. R.	28,939,440	20,597,473	3,538,296	31,578,872	84,654,081	3,244,666	1,770,086	227,307	37,367	841,508
10	Minneapolis & St. Louis R. R.	1,718,119	572,237	237	1,795,519	4,086,112	685,827	461,789	----------	----------	267,579
11	Union Pacific R. R.	13,088,759	34,380,744	5,602,250	30,134,254	83,206,007	5,726,718	4,213,152	108,914	85,043	699,842
12	Wabash Railway	10,043,932	9,969,866	1,837,656	8,263,526	30,114,980	3,123,210	2,529,552	135,468	62,968	570,185
	Total	198,797,134	272,152,142	35,703,187	278,653,522	785,305,985	60,681,853	38,923,128	1,129,083	635,137	10,926,047

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1931—Continued

PART 6—CAR MILES

Number	Railway Companies	Car Miles									
		Mixed Train				Special Train					
		Sleeping, parlor and observation	Dining	Other passenger train	Total	Freight loaded	Freight empty	Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation
1	Atchison, Topeka & Santa Fe Ry.	72,377	40	763,588	43,323,509	106,041	9,528	7,479	----------	38,395	1,124
2	Chicago, Burlington & Quincy R. R.	9,635	----------	156,239	4,038,322	133,049	88	9,424	----------	47,575	----------
3	Chicago Great Western R. R.	----------	----------	444	820,766	18,390	----------	1,159	----------	5,651	----------
4	Chicago, Mil., St. Paul & Pac. R. R.	13,593	56	985,039	14,504,909	114,064	90	7,761	----------	987	34,304
5	Chicago & North Western Ry.	2,738	----------	114,899	7,753,030	121,318	----------	5,861	----------	25,608	14,840
6	Chicago, St. Paul, M. & O. Ry.	----------	----------	88,669	2,739,143	50,606	----------	3,056	----------	5,223	12,347
7	Chicago, Rock Island & Pacific Ry.	----------	----------	258,630	10,406,836	85,436	----------	4,741	----------	26,236	----------
8	Great Northern Railway	28,518	745	1,054,165	7,466,927	150,664	96	10,236	----------	46,476	----------
9	Illinois Central R. R.	----------	----------	495,752	6,616,686	130,468	----------	8,067	----------	47,200	----------
10	Minneapolis & St. Louis R. R.	----------	----------	87,559	1,502,754	20,125	----------	1,299	----------	----------	5,544
11	Union Pacific R. R.	31	----------	183,420	11,017,120	28,590	788	2,037	----------	8,564	----------
12	Wabash Railway	17,479	282	440,300	6,879,444	53,763	----------	3,680	----------	16,730	----------
	Total	144,371	1,123	4,628,704	117,069,446	1,012,514	10,590	64,800	----------	268,645	68,159

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1931—Continued

PART 7—CAR MILES AND FREIGHT SERVICE

Number	Railway Companies	Car Miles					Freight Service		
		Special Train					Tons		
		Dining	Other passenger train	Total	Total transportation service car-miles	Work service	Revenue freight	Non-revenue freight	Total
1	Atchison, Topeka & Santa Fe Ry.	----------	1,900	164,467	936,610,568	3,531,210	30,606,986	6,670,280	37,277,266
2	Chicago, Burlington & Quincy R. R.	----------	----------	190,136	766,838,979	637,209	31,815,102	5,696,755	37,511,857
3	Chicago Great Western R. R.	----------	----------	25,200	168,833,282	334,734	6,142,543	1,128,601	7,271,144
4	Chicago, Mil., St. Paul & Pac. R. R.	1,199	275	158,680	793,940,236	4,692,493	33,592,297	4,665,381	38,257,678
5	Chicago & North Western Ry.	----------	1,332	168,959	647,448,093	1,669,834	35,650,901	4,159,464	39,810,365
6	Chicago, St. Paul, M. & O. Ry.	----------	248	71,480	112,582,237	136,575	8,051,025	749,135	8,800,160
7	Chicago, Rock Island & Pacific Ry.	----------	47	116,460	621,577,457	732,564	26,033,579	3,685,519	29,719,098
8	Great Northern Railway	----------	2,420	209,892	457,984,864	422,407	20,153,330	2,768,930	22,922,260
9	Illinois Central R. R.	----------	----------	185,735	737,414,502	1,384,840	36,224,388	5,484,230	41,708,618
10	Minneapolis & St. Louis R. R.	8	8	26,984	72,224,829	38,094	4,998,200	458,529	5,456,729
11	Union Pacific R. R.	----------	282	40,261	738,416,909	5,228,347	17,251,490	4,022,364	21,273,854
12	Wabash Railway	----------	----------	74,173	402,431,616	192,525	16,554,157	2,089,056	18,643,213
	Total	1,207	6,512	1,432,427	6,456,303,572	19,000,832	267,073,998	41,578,244	308,652,242

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1931—Continued

PART 8—FREIGHT AND PASSENGER SERVICE AND OPERATING REVENUES

Number	Railway Companies	Freight Service			Passenger Service		Revenues		
		Ton Miles							
		Revenue freight	Non-revenue freight	Total	Passengers carried revenue	Passenger miles —revenue	Freight revenue	Passenger revenue	Passenger service train revenue
1	Atchison, Topeka & Santa Fe Ry	9,538,523,119	940,244,389	10,478,767,508	1,949,133	734,581,490	$ 116,158,078.41	$ 20,828,693.85	$ 30,887,131.77
2	Chicago, Burlington & Quincy R. R.	8,888,693,958	1,350,885,242	10,239,579,200	9,856,396	472,741,806	88,237,563.56	11,205,062.03	18,930,294.01
3	Chicago Great Western R. R.	1,944,391,962	112,700,354	2,057,092,316	291,059	51,625,657	17,437,811.45	1,261,794.07	2,155,574.72
4	Chicago, Mil., St. Paul & Pac. R. R.	8,878,320,343	1,450,374,986	10,328,695,329	4,638,081	345,067,774	91,392,069.62	8,940,605.30	15,846,298.13
5	Chicago & North Western Ry	5,896,291,065	1,116,184,945	7,012,476,010	22,312,680	690,271,975	75,993,897.17	14,749,010.39	21,824,597.96
6	Chicago, St. Paul, M. & O. Ry	1,211,512,449	127,645,709	1,339,158,158	627,284	80,913,427	14,547,733.09	2,397,900.64	3,624,270.73
7	Chicago, Rock Island & Pacific Ry	6,725,024,449	560,528,919	7,285,553,368	9,305,779	409,417,749	74,041,508.71	10,182,262.71	15,213,392.54
8	Great Northern Railway	6,151,063,399	634,350,875	6,785,414,274	1,070,044	215,807,372	63,344,056.24	6,042,610.46	10,948,882.43
9	Illinois Central R. R.	8,603,757,350	1,176,630,650	9,780,388,000	31,205,859	575,341,594	78,264,606.19	12,294,634.82	17,638,686.29
10	Minneapolis & St. Louis R. R.	893,887,099	125,749,041	1,019,636,140	195,913	13,581,567	9,251,738.97	378,334.51	834,672.12
11	Union Pacific R. R.	6,676,521,124	1,355,496,839	8,032,017,963	965,657	354,691,162	71,641,390.63	9,351,597.31	14,924,390.40
12	Wabash Railway	4,180,439,536	264,545,924	4,444,985,460	1,173,049	157,015,443	41,525,531.34	3,984,708.40	5,872,532.11
	Total	69,588,425,853	9,215,337,873	78,803,763,726	83,590,934	4,101,057,016	$ 741,835,985.38	$ 101,617,214.49	$ 158,700,723.21

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1931—Continued

PART 9—OPERATING REVENUES AND EXPENSES AND NET OPERATING REVENUES AND AVERAGES PER MILE OF ROAD

Number	Railway Companies	Operating Revenues and Expenses			Averages Per Mile of Road										
		Operating revenues	Operating expenses	Net operating revenues	Freight train miles	Passenger train miles	Mixed train miles	Special train miles	Transportation service train miles	Work train miles	Locomotive miles—transportation	Freight service car miles	Passenger service car miles	Freight revenue	Passenger service train revenue
1	A., T. & S. F. Ry.	$ 150,073,624.52	$ 109,299,247.76	$ 40,774,376.76	1,420	1,868	289	1	3,578	36	4,431	81,379	15,419	$12,004.82	$ 3,192.15
2	C., B. & Q. R. R.	111,218,959.65	77,465,969.24	33,752,990.41	1,530	1,888	651	1	3,202	26	3,718	72,307	10,686	9,526.37	2,083.35
3	C. G. W. R. R.	20,107,787.11	14,183,465.11	5,924,322.00	1,900	1,555	45	1	3,425	34	4,219	107,708	7,958	11,951.24	1,468.78
4	C., M., St. P. & P. R. R.	111,401,712.19	89,216,494.96	22,185,217.23	1,278	1,321	177	1	2,545	47	3,496	63,071	8,573	8,097.86	1,654.12
5	C. & N. W. Ry.	102,270,338.92	85,162,947.95	17,107,390.97	1,468	1,833	90	1	3,392	25	4,232	64,705	11,851	8,985.70	2,580.59
6	C., St. P. & O. Ry.	18,586,905.33	16,385,094.14	2,201,811.19	1,413	1,666	250	2	3,331	18	4,366	54,177	10,640	8,375.50	2,086.58
7	C., R. I. & P. Ry.	93,050,288.08	70,947,698.40	22,102,589.68	1,607	1,652	143	1	3,403	16	3,991	71,538	10,242	9,741.61	2,001.62
8	Great Northern Ry.	77,083,851.75	55,269,105.67	21,814,746.08	975	1,411	540	1	2,060	20	2,310	47,908	7,546	7,605.04	1,401.58
9	Illinois Central R. R.	99,095,976.56	80,579,955.12	18,516,021.44	2,994	2,568	155	1	2,718	31	6,740	129,787	17,143	15,594.26	3,514.52
10	Minn. & St. Louis R. R.	10,294,963.13	9,297,809.92	997,153.21	1,329	1,023	148	1	2,461	7	2,578	41,638	2,843	5,683.58	533.67
11	Union Pacific R. R.	89,253,104.00	60,255,553.29	28,997,550.71	2,616	2,647	204	------	5,467	75	6,401	173,722	22,328	19,020.83	3,962.43
12	Wabash Railway	49,163,325.73	42,024,254.70	7,139,071.03	2,791	1,849	234	1	4,875	18	6,625	147,106	12,346	16,453.38	2,326.83
	Total	$ 931,600,836.97	$ 710,087,596.26	$ 221,513,240.71	1,586	1,664	157	1	3,407	31	4,165	79,786	11,306	$10,466.56	$ 2,239.11

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1931—Continued

PART 10—AVERAGES PER MILE OF ROAD AND PER TRAIN MILE

Number	Railway Companies	Averages Per Mile of Road							Averages Per Train Mile						
					Ton Miles				Loaded Freight Car —Miles		Empty Freight Car —Miles		Ton Miles		
		Operating revenues	Operating expenses	Net operating revenues	Revenue freight	Non-revenue freight	All freight	Passenger miles revenue	Freight trains	Mixed trains	Freight trains	Mixed trains	Revenue freight	Non-revenue freight	All freight
1	Atchison, Topeka & Santa Fe Ry	$15,509.96	$11,295.97	$ 4,213.99	985,797	------	1,082,970	75,218	33.30	8.53	19.98	5.54	588.33	------	646.33
2	Chicago, Burlington & Quincy R. R.	11,942.73	8,318.32	3,624.41	959,648	------	1,105,494	52,027	29.79	2.59	19.80	1.81	650.82	------	749.73
3	Chicago Great Western R. R.	13,447.59	9,485.55	3,962.04	1,332,615	------	1,409,856	35,177	32.74	6.27	22.50	4.46	686.53	------	726.32
4	Chicago, Mil., St. Paul & Pac. R. R.	9,855.12	7,892.51	1,962.61	786,669	------	915,181	36,020	28.67	4.45	18.79	2.50	561.74	------	653.50
5	Chicago & North Western Ry	12,092.69	10,069.87	2,022.82	697,192	------	829,172	81,619	26.05	5.19	16.35	3.56	450.70	------	536.01
6	Chicago, St. Paul, M. & O. Ry	10,700.95	9,433.31	1,267.64	697,498	------	770,987	46,584	23.27	3.15	13.00	1.92	340.36	------	475.71
7	Chicago, Rock Island & Pacific Ry	12,242.59	9,334.56	2,908.03	884,809	------	958,557	53,867	25.53	4.95	17.15	3.35	510.98	------	553.57
8	Great Northern Railway	9,223.51	6,613.25	2,610.26	738,492	------	814,652	27,626	34.56	3.00	19.26	1.24	770.42	------	849.87
9	Illinois Central R. R.	19,744.91	16,055.59	3,689.32	1,714,302	------	1,948,746	114,637	24.87	4.17	17.00	2.28	553.33	------	629.00
10	Minneapolis & St. Louis R. R.	6,324.46	5,711.88	612.58	549,138	------	626,389	8,684	17.47	2.85	12.32	1.92	381.05	------	434.65
11	Union Pacific R. R.	23,696.75	15,997.88	7,698.87	1,772,620	------	2,132,505	94,171	39.75	7.46	24.56	5.49	632.26	------	760.59
12	Wabash Railway	19,479.65	16,650.98	2,828.67	1,656,387	------	1,761,206	62,213	31.39	5.29	19.41	4.29	554.12	------	589.19
	Total	$13,143.95	$10,018.62	$ 3,125.33	980,440	------	1,111,842	57,862	29.51	5.46	18.78	3.50	572.51	------	648.32

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1931—Continued

PART 11—AVERAGES PER TRAIN MILE, PER LOCOMOTIVE MILE AND PER LOADED FREIGHT CAR MILE

Number	Railway Companies	Averages Per Train Mile								Averages Per Locomotive Mile								Averages Per Loaded Freight Car Mile		
		Passenger Train Car Miles					Operating											Ton Miles		
		Passenger trains	Mixed trains	Revenue passenger—miles	Freight revenue	Passenger service train revenue	Revenues	Expenses	Net operating revenues	Train miles freight trains	Car miles freight trains	Train miles passenger trains	Car miles passenger trains	Train miles mixed trains	Car miles mixed trains	Train miles special trains	Car miles special trains	Revenue freight	All freight	Freight revenue
1	Atchison, Topeka & Santa Fe Ry.	8.05	1.30	39.92	$ 7.16	$ 1.68	$ 4.34	$ 3.16	$ 1.18	.87	47.24	.95	8.37	.99	15.27	.86	15.76	------	21.70	$.24132
2	Chicago, Burlington & Quincy R. R.	6.02	1.22	29.27	6.46	1.17	3.73	2.60	1.13	.94	47.82	.97	7.08	.99	5.67	.92	18.63	------	26.07	.22465
3	Chicago Great Western R. R.	5.09	1.01	22.56	6.16	.94	3.93	2.77	1.16	.93	52.39	.99	5.48	1.00	12.27	.92	20.05	------	22.56	.19126
4	Chicago, Mil., St. Paul & Pac. R. R.	6.28	1.54	26.62	5.78	1.22	3.87	3.10	.77	.89	43.27	.97	6.47	.98	8.39	.91	19.52	------	24.54	.21712
5	Chicago & North Western Ry.	6.40	1.23	44.26	5.81	1.40	3.57	2.97	.60	.93	40.37	.98	6.95	.99	10.14	.88	20.91	------	21.42	.23210
6	Chicago, St. Paul, M. & O. Ry.	6.22	1.09	27.26	5.17	1.22	3.21	2.83	.38	.87	32.56	.98	6.51	.97	6.12	.79	18.41	------	22.89	.24866
7	Chicago, Rock Island & Pacific Ry.	6.10	1.11	32.25	5.63	1.20	3.60	2.75	.85	.96	42.06	.98	6.88	.97	9.64	.91	21.71	------	22.97	.23340
8	Great Northern Railway	6.40	1.93	23.40	7.93	1.19	4.48	3.21	1.27	.96	52.67	.98	7.38	.96	7.54	.90	18.16	------	26.94	.25234
9	Illinois Central R. R.	6.57	1.72	43.78	5.03	1.34	3.45	2.81	.64	.97	41.75	.98	7.17	.99	8.46	1.00	23.00	------	25.95	.20762
10	Minneapolis & St. Louis R. R.	2.55	1.48	8.19	3.94	.50	2.57	2.32	.25	.90	27.70	.99	3.46	.97	6.08	.81	16.69	------	26.50	.24045
11	Union Pacific R. R.	8.35	1.15	35.36	6.78	1.49	4.34	2.93	1.41	.94	61.28	.97	9.10	.99	14.19	.73	16.92	------	20.21	.18026
12	Wabash Railway	6.45	1.74	33.02	5.50	1.23	4.00	3.42	.58	.94	48.61	.97	6.38	.97	11.36	.91	18.44	------	19.83	.18523
	Total	6.66	1.41	34.21	$ 6.10	$ 1.32	$ 3.86	$ 2.94	$ .92	.98	45.81	1.15	7.66	1.03	10.81	.90	19.10	20.60	23.33	$.21964

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1931—Continued

PART 12—AVERAGES PER CAR MILE—PASSENGER AND MISCELLANEOUS AVERAGES

Number	Railway Companies	Averages Per Car Mile—Passenger		Miscellaneous Averages								
				Miles Hauled				Revenue Per				
		Passenger miles—revenue	Passenger revenue	Revenue freight	Non-revenue freight	All freight	Miles carried revenue passengers	Ton of freight	Ton-mile of freight	Passenger	Passenger mile	Operating ratio per cent
1	Atchison, Topeka & Santa Fe Ry.	7.38	$ .20938	311.65	140.96	281.10	376.88	$ 3.79515	$ .01218	$ 10.68613	$ .02835	72.83
2	Chicago, Burlington & Quincy R. R.	8.58	.20333	279.39	237.13	272.97	47.96	2.77345	.00993	1.13683	.02370	69.65
3	Chicago Great Western R. R.	7.20	.17593	316.55	99.86	282.91	177.37	2.83886	.00897	4.33518	.02444	70.54
4	Chicago, Mil., St. Paul & Pac. R. R.	7.35	.19040	264.30	310.88	269.98	74.40	2.72063	.01029	1.92765	.02591	80.09
5	Chicago & North Western Ry.	11.18	.23897	165.39	268.35	176.15	30.94	2.13161	.01289	.66101	.02137	83.27
6	Chicago, St. Paul, M. & O. Ry.	7.10	.21039	150.48	170.39	152.17	128.99	1.80694	.01201	3.82267	.02964	88.15
7	Chicago, Rock Island & Pacific Ry.	8.24	.20485	258.32	152.09	245.15	44.00	2.84408	.01101	1.09419	.02487	76.25
8	Great Northern Railway	7.50	.20999	305.21	229.10	296.02	201.68	3.14311	.01030	5.64707	.02800	71.70
9	Illinois Central R. R.	11.42	.24405	237.51	214.55	234.49	18.44	2.16055	.00910	.39398	.02137	81.32
10	Minneapolis & St. Louis R. R.	5.31	.14791	178.84	274.24	186.86	69.32	1.85101	.01035	1.93114	.02786	90.31
11	Union Pacific R. R.	7.36	.19414	387.01	336.99	377.55	367.31	4.15277	.01073	9.68418	.02637	67.51
12	Wabash Railway	7.62	.19342	252.53	126.63	238.42	133.85	2.50847	.00993	3.39688	.02538	85.48
	Total	8.51	$ .21082	260.56	221.64	255.32	49.06	$ 2.77764	$ .01066	$ 1.21565	$ .02478	76.22

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1931

PART 1—AVERAGE MILES OF ROAD OPERATED AND TRAIN MILES

Number	Railway Companies	Average miles of road operated	Train Miles								
			Freight				Mixed				
			Ordinary	Light	Total	Passenger	Freight	Passenger	Special	Total transportation service	Work service
1	Atchison, Topeka & Santa Fe Ry.	19.99	83,989	719	84,708	117,259	4,855	2,364	17	209,203	1,502
2	Chicago, Burlington & Quincy R. R.	1,445.13	1,713,488	5,041	1,718,529	2,526,413	99,972	33,724	816	4,379,454	56,080
3	Chicago Great Western R. R.	776.41	1,500,000	1,759	1,501,759	1,156,953	25,609	2,739	717	2,687,777	26,683
4	Chicago, Mil., St. Paul & Pac. R. R.	1,916.79	3,869,066	5,215	3,874,281	2,232,772	196,554	35,733	712	6,340,052	136,418
5	Chicago & North Western Ry.	1,630.65	3,399,492	6,594	3,406,086	3,669,768	135,879	18,617	1,079	7,231,429	34,269
6	Chicago, St. Paul, M. & O. Ry.	101.76	191,290	275	191,565	181,358	10,391	2,163	474	385,951	631
7	Chicago, Rock Island & Pacific Ry.	2,250.58	3,353,159	12,571	3,365,730	3,107,220	444,299	68,436	1,287	6,986,972	30,578
8	Great Northern Railway	78.02	101,967	458	102,425	107,289	----------	----------	----------	209,714	805
9	Illinois Central R. R.	718.04	1,895,754	5,803	1,901,557	868,391	93,824	16,916	198	2,880,886	17,939
10	Minneapolis & St. Louis R. R.	877.17	1,123,849	5,126	1,128,975	807,309	106,325	17,713	1,095	2,061,417	6,313
11	Union Pacific R. R.	2.48	17,804	29	17,833	9,450	----------	----------	----------	27,283	40,733
12	Wabash Railway	208.87	289,142	2,723	291,865	231,210	20,704	1,904	168	545,851	4,254
	Total	10,025.89	17,539,000	46,313	17,585,313	15,015,392	1,138,412	200,309	6,563	33,945,989	356,205

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1931—Continued

PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles									
		Freight				Passenger				Mixed Train	
		Principal	Helper	Light	Total	Principal	Helper	Light	Total	Principal	Helper
1	Atchison, Topeka & Santa Fe Ry	84,708	2,945	20,847	108,500	116,375	2,276	18,015	136,666	7,219	--------
2	Chicago, Burlington & Quincy R. R.	1,718,742	83,657	60,635	1,863,034	1,698,962	1,538	33,234	1,733,734	133,696	125
3	Chicago Great Western R. R.	1,501,820	1,295	124,808	1,627,923	1,014,465	41	11,988	1,026,494	28,348	--------
4	Chicago, Mil., St. Paul & Pac. R. R.	3,874,400	267,122	210,645	4,352,167	1,778,382	28,553	13,297	1,820,232	232,287	2,200
5	Chicago & North Western Ry	3,406,413	160,137	32,515	3,599,065	3,044,418	16,907	10,856	3,072,181	154,511	199
6	Chicago, St. Paul, M. & O. Ry	195,299	1,329	5,200	201,828	181,969	197	4,808	186,974	12,538	--------
7	Chicago, Rock Island & Pacific Ry	3,365,730	92,538	34,100	3,492,368	2,345,028	7,509	5,293	2,357,830	476,007	8,612
8	Great Northern Railway	102,425	----------	454	102,879	67,262	----------	2,635	69,897	----------	--------
9	Illinois Central R. R.	1,901,557	65,912	1,475	1,968,944	854,729	2,067	14,605	871,401	110,740	--------
10	Minneapolis & St. Louis R. R.	1,128,975	131,077	53,245	1,313,297	222,208	112	1,917	224,237	124,038	--------
11	Union Pacific R. R.	17,833	3,077	11,226	32,136	9,450	2	16,069	25,521	----------	--------
12	Wabash Railway	291,865	150,965	922	443,752	200,189	8,597	5,675	214,461	22,608	2,052
	Total	17,589,767	960,054	556,072	19,105,893	11,533,437	67,799	138,392	11,739,628	1,301,992	13,188

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1931—Continued

PART 3—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles									
		Mixed Train		Special Train					Yard Switching		
		Light	Total	Principal	Helper	Light	Total	Train switching	Freight	Passenger	Total
1	Atchison, Topeka & Santa Fe Ry	556	7,775	17		2	19		131,714	5,546	137,260
2	Chicago, Burlington & Quincy R. R.	31	133,852	816	21	50	887	221,218	535,776	88,834	624,610
3	Chicago Great Western R. R.	160	28,508	717	6	6	729	59,202	375,888	32,744	408,632
4	Chicago, Mil., St. Paul & Pac. R. R.	4,080	238,567	712	37	7	756	364,215	909,011	38,754	947,765
5	Chicago & North Western Ry	348	155,058	1,079	21		1,100	212,834	861,840	76,497	938,337
6	Chicago, St. Paul, M. & O. Ry	1,140	13,678	476	81	176	733	2,421	217,542	41,107	258,649
7	Chicago, Rock Island & Pacific Ry	12,142	496,761	1,287	229		1,516	410,220	1,038,234	108,366	1,146,600
8	Great Northern Railway							4,222	109,907	5,215	115,122
9	Illinois Central R. R.		110,740	198			198	109,985	430,327	30,602	460,929
10	Minneapolis & St. Louis R. R.	5,242	129,280	1,095	108	206	1,404	132,955	238,850	6,331	245,181
11	Union Pacific R. R.	3	3						338,795	52,169	390,964
12	Wabash Railway		24,660	168	96		264	23,192	46,523	1,298	47,821
	Total	23,702	1,338,882	6,565	594	447	7,606	1,540,464	5,234,407	487,463	5,721,870

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1931—Continued

PART 4—LOCOMOTIVE AND CAR MILES

Number	Railway Companies	Locomotive Miles		Car Miles					
				Freight Train					
		Total transportation service	Work service	Loaded	Empty	Sum of loaded and empty	Caboose	Exclusive work equipment	Total
1	Atchison, Topeka & Santa Fe Ry.	390,220	1,822	3,618,696	2,535,847	6,154,543	86,901	5,318	6,246,762
2	Chicago, Burlington & Quincy R. R.	4,577,335	65,471	42,880,509	28,202,242	71,082,751	1,565,725	453,794	73,102,270
3	Chicago Great Western R. R.	3,151,488	43,427	47,335,709	32,846,471	80,182,180	1,638,846	148,398	81,969,424
4	Chicago, Mil., St. Paul & Pac. R. R.	7,723,702	157,412	98,995,161	76,416,996	175,412,157	4,087,516	31,964	179,531,637
5	Chicago & North Western Ry.	7,978,575	79,527	97,397,322	64,193,607	161,590,929	3,772,769	79,801	165,443,499
6	Chicago, St. Paul, M. & O. Ry.	664,283	775	4,102,459	2,924,134	7,026,593	195,290	16,189	7,238,072
7	Chicago, Rock Island & Pacific Ry.	7,905,295	72,849	73,114,890	46,148,830	119,263,720	3,385,338	155,823	122,804,881
8	Great Northern Railway	292,120	805	2,741,572	2,346,679	5,088,251	103,425	----------	5,191,676
9	Illinois Central R. R.	3,522,197	38,379	34,406,000	26,306,000	60,712,000	1,993,000	115,000	62,820,000
10	Minneapolis & St. Louis R. R.	2,046,354	6,143	19,580,820	14,508,200	34,089,020	1,128,975	----------	35,217,995
11	Union Pacific R. R.	448,624	103	474,771	329,635	804,406	18,751	474	823,631
12	Wabash Railway	754,150	4,254	4,322,673	2,829,742	7,152,415	294,518	23,649	7,470,582
	Total	39,454,343	470,967	428,970,582	299,588,383	728,558,965	18,271,054	1,030,410	747,860,429

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1931—Continued

PART 5—CAR MILES

Number	Railway Companies	Car Miles									
		Passenger Train					Mixed Train				
		Passenger	Sleeping, parlor and observation	Dining	Other	Total	Freight loaded	Freight empty	Caboose	Exclusive work equipment	Passenger
1	Atchison, Topeka & Santa Fe Ry.	147,663	603,560	83,003	356,329	1,190,555	57,562	10,804	67	284	7,804
2	Chicago, Burlington & Quincy R. R.	3,577,410	3,847,684	611,013	7,005,694	15,041,801	334,732	161,256	13,506	8,815	134,723
3	Chicago Great Western R. R.	1,695,337	1,980,823	32,438	2,264,685	5,973,283	103,812	64,587	----------	----------	28,363
4	Chicago, Mil., St. Paul & Pac. R. R.	2,701,687	3,969,344	249,505	4,207,630	11,128,166	885,174	535,548	22,467	830	219,303
5	Chicago & North Western Ry.	4,661,009	11,567,037	1,306,954	9,990,524	27,525,524	893,690	582,517	15,937	3,214	154,671
6	Chicago, St. Paul, M. & O. Ry.	376,421	541,421	15,714	558,753	1,492,309	5,489	2,970	12	171	12,554
7	Chicago, Rock Island & Pacific Ry.	4,671,988	6,457,055	883,480	6,048,579	18,061,102	2,822,203	1,573,820	25,593	16,112	491,791
8	Great Northern Railway	106,308	78	----------	113,832	220,218	----------	----------	----------	----------	----------
9	Illinois Central R. R.	1,945,259	1,212,729	125,010	2,201,100	5,485,098	522,546	297,743	13,238	6,726	110,533
10	Minneapolis & St. Louis R. R.	820,203	237,309	237	768,399	1,826,148	399,121	318,508	----------	----------	119,516
11	Union Pacific R. R.	11,035	8,508	7,283	41,849	68,675	----------	----------	----------	----------	----------
12	Wabash Railway	345,929	330,424	10,242	379,369	1,065,964	154,270	94,017	----------	856	22,608
	Total	21,060,249	30,755,972	3,325,879	33,936,743	89,078,843	6,178,599	3,641,770	90,820	37,008	1,301,866

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1931—Continued

PART 6—CAR MILES

Number	Railway Companies	Car Miles									
		Mixed Train				Special Train					
		Sleeping, parlor and observation	Dining	Other passenger train	Total	Freight loaded	Freight empty	Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation
1	Atchison, Topeka & Santa Fe Ry.	----------	1	16,986	93,508	357	----------	17	----------	136	----------
2	Chicago, Burlington & Quincy R. R.	2,807	----------	31,825	687,664	7,085	----------	816	----------	2,286	----------
3	Chicago Great Western R. R.	----------	----------	----------	196,762	11,554	----------	717	----------	3,774	----------
4	Chicago, Mil., St. Paul & Pac. R. R.	32	----------	40,982	1,704,336	13,316	----------	745	----------	----------	3,738
5	Chicago & North Western Ry.	----------	----------	50,270	1,700,299	18,074	----------	663	----------	2,954	3,457
6	Chicago, St. Paul, M. & O. Ry.	----------	----------	----------	21,196	9,006	----------	474	----------	395	2,923
7	Chicago, Rock Island & Pacific Ry.	----------	----------	91,320	5,020,839	25,759	----------	1,285	----------	7,977	----------
8	Great Northern Railway	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------
9	Illinois Central R. R.	----------	----------	1,448	952,234	1,568	----------	198	----------	483	----------
10	Minneapolis & St. Louis R. R.	----------	----------	----------	837,145	15,798	----------	1,095	----------	----------	4,538
11	Union Pacific R. R.	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------
12	Wabash Railway	----------	----------	216	271,967	2,106	----------	168	----------	664	----------
	Total	2,839	1	233,047	11,485,950	104,623	----------	6,178	----------	18,669	14,656

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1931—Continued

PART 7—CAR MILES AND FREIGHT SERVICE

Number	Railway Companies	Car Miles					Freight Service		
		Special Train					Tons		
		Dining	Other passenger train	Total	Total transportation service	Work service	Revenue freight	Non-revenue freight	Total
1	Atchison, Topeka & Santa Fe Ry.			510	7,531,335	24,482	3,348,927	415,385	3,764,312
2	Chicago, Burlington & Quincy R. R.			10,187	88,841,922	150,904	7,272,126	1,337,201	8,609,327
3	Chicago Great Western R. R.			16,045	88,155,514	175,161	5,220,866	889,062	6,109,928
4	Chicago, Mil., St. Paul & Pac. R. R.	197		17,996	192,382,135	1,503,067	10,918,393	1,712,528	12,630,921
5	Chicago & North Western Ry.		173	25,321	194,694,643	386,121	8,505,080	1,173,298	9,678,378
6	Chicago, St. Paul, M. & O. Ry.		79	12,877	8,764,454	1,882	1,412,301	101,827	1,514,128
7	Chicago, Rock Island & Pacific Ry.			35,021	145,921,843	215,183	10,368,159	1,315,442	11,683,601
8	Great Northern Railway				5,411,894	814	785,462	44,448	829,910
9	Illinois Central R. R.			2,249	69,259,581	364,766	3,318,819	597,778	3,916,597
10	Minneapolis & St. Louis R. R.			21,431	37,902,719	22,103	3,112,812	392,049	3,504,861
11	Union Pacific R. R.				892,306	42,880	3,463,333	248,593	3,711,926
12	Wabash Railway			2,938	8,811,451	12,320	1,362,432	120,045	1,482,477
	Total	197	252	144,575	848,569,797	2,899,683	59,088,710	8,347,656	67,436,366

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1931—Continued

PART 8—FREIGHT AND PASSENGER SERVICE AND OPERATING REVENUES

Number	Railway Companies	Freight Service			Passenger Service		Revenues		
		Ton Miles							
		Revenue freight	Non-revenue freight	Total	Passengers carried —revenue	Passenger miles —revenue	Freight revenue	Passenger revenue	Passenger service train revenue
1	Atchison, Topeka & Santa Fe Ry.	66,937,015	4,458,970	71,395,985	302,527	5,916,087	$ 767,205.55	$ 173,440.33	$ 258,767.78
2	Chicago, Burlington & Quincy R. R.	765,706,921	200,434,379	966,141,300	515,055	45,578,721	9,269,900.02	1,333,608.84	2,908,793.33
3	Chicago Great Western R. R.	1,008,547,864	78,959,602	1,087,507,466	221,649	27,555,914	9,214,214.25	687,680.78	1,158,688.71
4	Chicago, Mil., St. Paul & Pac. R. R.	2,037,497,004	228,505,050	2,266,002,054	323,472	32,835,854	20,612,057.85	995,139.50	1,887,543.77
5	Chicago & North Western Ry.	1,639,449,523	205,417,999	1,844,867,522	533,18[illegible]	105,481,359	18,611,923.27	3,129,031.20	4,985,982.91
6	Chicago, St. Paul, M. & O. Ry.	116,473,091	7,118,052	123,591,143	103,474	6,474,981	1,415,549.10	189,062.66	273,457.47
7	Chicago, Rock Island & Pacific Ry.	1,455,566,157	129,015,107	1,584,581,264	735,558	78,357,645	16,671,987.41	2,258,932.66	3,470,915.91
8	Great Northern Railway	66,674,831	2,710,253	69,385,084	5,780	256,464	742,436.21	8,800.15	36,237.25
9	Illinois Central R. R.	651,574,698	75,493,341	727,068,039	206,876	19,553,005	6,100,645.37	547,713.32	972,284.73
10	Minneapolis & St. Louis R. R.	467,663,539	74,675,559	542,339,098	102,285	5,970,976	4,561,750.06	178,087.88	388,018.19
11	Union Pacific R. R.	7,658,997	564,428	8,223,425	52,710	115,945	92,918.73	2,567.36	9,110.87
12	Wabash Railway	91,026,628	4,441,473	95,468,101	66,535	4,152,236	891,914.08	111,604.56	209,158.22
	Total	8,374,776,268	1,011,794,213	9,386,570,481	3,169,104	332,249,187	$ 88,952,591.90	$ 9,615,72[illegible].24	$16,558,959.14

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1931—Continued

PART 9—OPERATING REVENUES AND EXPENSES AND NET OPERATING REVENUES AND AVERAGES PER MILE OF ROAD

Number	Railway Companies	Operating revenues	Operating expenses	Net operating revenues	Averages Per Mile of Road: Freight train miles	Passenger train miles	Mixed train miles	Special train miles	Transportation service train miles	Work train miles	Locomotive miles—transportation	Freight service car miles	Passenger service car miles	Freight revenue	Passenger service train revenue
1	A., T. & S. F. Ry.	$ 1,064,406.64	$ 1,067,666.00	$ *3,259.36	4,237	5,866	3[illegible]1	1	10,465	75	19,521	315,951	60,805	$38,379.47	$12,944.86
2	C., B. & Q. R. R.	12,458,371.08	10,298,990.91	2,159,380.17	1,284	1,926	611	1	3,030	39	3,167	51,055	10,527	6,427.90	2,012.82
3	C. G. W. R. R.	10,560,412.53	7,443,482.49	3,116,930.04	1,934	1,490	37	1	3,462	34	4,059	105,808	7,735	11,867.72	1,492.37
4	C., M., St. P. & P. R. R.	22,798,842.27	16,527,390.60	6,271,451.67	2,021	1,239	129	------	3,308	71	4,029	94,423	6,320	10,753.43	1,047.15
5	C. & N. W. Ry.	24,126,539.16	19,075,695.73	5,050,843.43	2,089	2,250	95	1	4,435	21	4,893	102,387	17,010	11,413.81	3,057.67
6	C., St. P. & O. Ry.	1,728,882.07	1,216,769.67	512,112.40	1,883	1,782	123	5	3,793	6	6,528	71,307	14,822	13,910.63	2,687.28
7	C., R. I. & P. Ry.	20,554,287.21	17,128,344.83	3,425,942.38	1,495	1,381	228	1	3,105	14	3,513	56,550	8,288	7,407.86	1,542.23
8	Great Northern Ry.	794,420.39	593,371.37	201,049.02	1,313	1,375	------	------	2,688	10	3,744	66,543	2,823	9,515.97	464.46
9	Illinois Central R. R.	7,235,130.60	7,542,734.27	*307,603.67	2,648	1,210	154	------	4,012	25	4,905	88,661	7,796	8,496.25	1,354.08
10	Minn. & St. Louis R. R.	5,014,605.71	4,561,142.09	453,463.62	1,287	993	141	1	2,350	7	2,333	40,987	2,398	5,200.53	477.03
11	Union Pacific R. R.	104,463.42	196,312.59	*91,849.17	7,191	3,810	------	------	11,001	16,425	180,897	332,109	27,692	37,487.23	3,673.74
12	Wabash Railway	1,163,656.72	1,734,686.37	*571,029.65	1,397	1,107	108	1	2,613	20	3,611	36,970	5,216	4,270.19	1,001.38
	Total	$ 107,604,017.80	$ 87,386,586.92	$20,217,430.88	1,754	1,498	134	1	3,386	36	3,935	75,596	9,042	$ 8,872.29	$ 1,651.62

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1931—Continued

PART 10—AVERAGES PER MILE OF ROAD AND PER TRAIN MILE

Number	Railway Companies	Averages Per Mile of Road							Averages Per Train Mile						
					Ton Miles				Loaded Freight Car Miles		Empty Freight Car Miles		Ton miles		
		Operating revenues	Operating expenses	Net operating revenues	Revenue freight	Non-revenue freight	All freight	Passenger miles—revenue	Freight trains	Mixed trains	Freight trains	Mixed trains	Revenue freight	Non-revenue freight	All freight
1	Atchison, Topeka & Santa Fe Ry.	$53,246.96	$53,410.01	$ *163.05	3,348,525	------	3,571,585	295,952	42.72	7.97	29.94	1.50	747.37	------	797.16
2	Chicago, Burlington & Quincy R. R.	8,620.93	7,126.69	1,494.24	530,948	------	669,931	31,540	24.95	2.50	16.41	1.21	421.06	------	531.28
3	Chicago Great Western R. R.	13,601.59	9,587.05	4,014.54	1,298,989	------	1,400,687	35,491	31.52	3.66	21.87	2.28	660.32	------	712.01
4	Chicago, Mil., St. Paul & Pac. R. R.	11,894.28	8,622.43	3,271.85	1,062,974	------	1,182,186	18,216	25.55	3.81	19.72	2.31	500.51	------	556.64
5	Chicago & North Western Ry.	14,795.66	11,698.22	3,097.44	1,005,396	------	1,131,369	64,687	28.60	5.78	18.85	3.77	474.93	------	520.86
6	Chicago, St. Paul, M. & O. Ry.	16,989.80	11,957.25	5,032.55	1,144,586	------	1,214,536	63,630	21.42	.44	15.26	.24	576.72	------	611.97
7	Chicago, Rock Island & Pacific Ry.	9,132.88	7,610.64	1,522.24	646,742	------	704,077	34,817	21.72	5.50	13.71	3.07	382.04	------	415.90
8	Great Northern Railway	10,182.27	7,605.38	2,576.89	854,586	------	889,324	3,287	26.77	------	22.91	------	650.96	------	677.42
9	Illinois Central R. R.	10,076.22	10,504.61	*428.39	907,435	------	1,012,573	27,231	18.09	4.72	13.83	2.69	326.54	------	364.38
10	Minneapolis & St. Louis R. R.	5,716.80	5,199.84	516.96	533,150	------	618,283	7,341	17.34	3.22	12.85	2.57	378.58	------	439.03
11	Union Pacific R. R.	42,122.35	79,158.30	*37,035.95	3,088,305	------	3,315,897	46,752	26.62	------	18.48	------	429.48	------	461.14
12	Wabash Railway	5,571.20	8,305.10	*2,733.90	435,805	------	457,069	19,880	14.81	6.82	9.70	4.16	291.22	------	305.43
	Total	$10,732.62	$ 8,716.09	$ 2,016.52	835,315	------	936,233	33,139	24.39	4.62	17.04	2.72	447.28	------	501.32

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1931—Continued

PART 11—AVERAGES PER TRAIN MILE, PER LOCOMOTIVE MILE AND PER LOADED FREIGHT CAR MILE

Number	Railway Companies	Averages Per Train Mile								Averages Per Locomotive Mile								Averages Per Loaded Freight Car Mile	
		Passenger Train Car Miles					Operating											Ton Miles	
		Passenger trains	Mixed trains	Revenue passenger miles	Freight revenue	Passenger service train revenue	Revenues	Expenses	Net operating revenues	Train miles freight trains	Car miles freight trains	Train miles passenger trains	Car miles passenger trains	Train miles mixed trains	Car miles mixed trains	Train miles special trains	Car miles special trains	Revenue freight	All freight
1	Atchison, Topeka & Santa Fe Ry.	10.15	3.43	49.46	$ 8.57	$ 2.16	$ 5.09	$ 5.10	$ *.01	.78	57.57	.85	8.70	.93	12.03	.89	26.84	------	19.39
2	Chicago, Burlington & Quincy R. R.	5.95	1.27	17.80	5.10	1.14	2.84	2.35	.49	.92	39.24	.98	7.81	1.00	5.14	.92	11.48	------	22.36
3	Chicago Great Western R. R.	5.16	1.00	23.76	6.03	1.00	3.93	2.77	1.16	.92	50.35	.99	5.55	.99	6.90	.98	22.01	------	22.92
4	Chicago, Mil., St. Paul & Pac. R. R.	4.98	1.12	14.47	5.06	.83	3.60	2.61	.99	.89	41.25	.98	5.60	.97	7.14	.94	23.80	------	22.69
5	Chicago & North Western Ry.	7.50	1.33	28.60	5.25	1.35	3.34	2.64	.70	.95	45.97	.99	8.58	1.00	10.97	.98	23.02	------	18.77
6	Chicago, St. Paul, M. & O. Ry.	8.23	1.00	35.28	7.01	1.49	4.48	3.15	1.33	.95	35.86	.97	7.98	.92	1.55	.65	17.57	------	30.09
7	Chicago, Rock Island & Pacific Ry.	5.81	1.14	24.67	4.38	1.09	2.94	2.45	.49	.96	35.16	.99	7.01	.96	9.83	.85	23.10	------	20.87
8	Great Northern Railway	2.05	------	2.39	7.25	.34	3.79	2.83	.96	1.00	50.46	.96	2.03	------	------	------	------	------	25.31
9	Illinois Central R. R.	6.32	1.01	22.09	3.06	1.10	2.51	2.62	*.11	.97	31.91	.98	6.28	1.00	8.60	1.00	11.36	------	20.82
10	Minneapolis & St. Louis R. R.	2.26	.96	7.24	3.69	.47	2.43	2.21	.22	.86	26.82	.99	3.21	.96	6.48	.78	15.26	------	27.14
11	Union Pacific R. R.	7.27	------	12.27	5.21	.96	3.83	7.20	*3.37	.55	25.63	.37	2.69	------	------	------	------	------	17.32
12	Wabash Railway	4.61	1.01	17.81	2.85	.90	2.13	3.18	1.05	.66	16.84	.93	4.68	.92	11.03	.64	11.13	------	21.32
	Total	5.93	1.15	21.84	$ 4.75	$ 1.09	$ 3.17	$ 2.57	$ .60	.92	39.14	1.28	7.59	1.00	8.58	.86	19.01	19.25	21.57

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1931—Continued

PART 12—AVERAGES PER LOADED FREIGHT CAR MILE AND PER CAR MILE—PASSENGER, AND MISCELLANEOUS AVERAGES AND OPERATING RATIO

Number	Railway Companies	Averages per loaded freight car mile—freight revenue	Averages Per Car Mile—Passenger		Miscellaneous Averages								Operating ratio per cent
					Miles Hauled				Revenue Per				
			Passenger miles—revenue	Passenger revenue	Revenue freight	Non-revenue freight	All freight	Miles carried revenue passengers	Ton of freight	Ton mile of freight	Passenger	Passenger mile	
1	Atchison, Topeka & Santa Fe Ry.	$ .20869	7.79	$ .22850	19.99	10.73	18.97	19.56	$ .22909	$ .01146	$ .57331	$ .02932	100.31
2	Chicago, Burlington & Quincy R. R.	.21451	6.03	.17634	105.29	149.89	112.22	88.49	1.27473	.01211	2.58926	.02926	82.67
3	Chicago Great Western R. R.	.19423	7.44	.18563	193.18	88.81	177.99	124.32	1.76488	.00914	3.10257	.02496	70.48
4	Chicago, Mil., St. Paul & Pac. R. R.	.20637	4.77	.14442	186.61	133.43	179.40	101.51	1.88783	.01012	3.07643	.03031	72.49
5	Chicago & North Western Ry.	.18936	6.44	.19160	192.76	175.06	190.62	197.83	2.18833	.01135	5.86859	.02966	79.07
6	Chicago, St. Paul, M. & O. Ry.	.34459	6.96	.20321	82.47	69.90	81.63	62.58	1.00230	.01215	1.82715	.02920	70.38
7	Chicago, Rock Island & Pacific Ry.	.21955	6.74	.19439	140.39	98.08	135.62	106.53	1.60800	.01145	3.07113	.02883	83.33
8	Great Northern Railway	.27081	2.41	.08272	84.89	60.98	83.61	44.37	.94522	.01114	1.52252	.03431	74.69
9	Illinois Central R. R.	.17466	5.98	.16757	196.33	126.29	185.64	94.52	1.83820	.00936	2.64754	.02801	104.25
10	Minneapolis & St. Louis R. R.	.22832	5.07	.15130	150.24	190.48	154.74	58.38	1.46548	.00975	1.74109	.02983	90.96
11	Union Pacific R. R.	.19571	5.93	.13137	2.21	2.27	2.22	2.20	.02683	.01213	.04871	.02214	187.92
12	Wabash Railway	.19922	5.94	.15967	66.81	37.00	64.40	62.41	.65465	.00980	1.67738	.02688	149.07
	Total	$ .20442	6.25	$ .18102	141.73	121.21	139.19	104.81	$ 1.50541	$ .01062	$ 3.03421	$ .02894	81.21

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE, 1931

PART 1—TOTAL PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 LBS. AND FREIGHT REVENUE

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers		Carloads	Tons	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons			
1	Atchison, Topeka & Santa Fe Ry.	132,734	4,847,536	119,278	2,835,540	39,907	1,075,485	14,537	287,283	306,456	9,045,844	$ 44,199,476
2	Chicago, Bur. & Quincy R. R.	100,812	3,998,308	52,051	1,573,713	47,387	1,204,414	30,158	578,883	230,408	7,355,318	20,160,245
3	Chicago Great Western R. R.	7,335	220,951	9,683	258,922	17,366	572,876	20,171	456,192	54,555	1,508,941	3,822,561
4	Chic., Mil., St. P. & Pac. R. R.	100,308	3,463,975	34,568	919,092	40,078	884,928	19,538	320,367	194,492	5,588,362	14,506,372
5	Chicago & North Western Ry.	57,357	1,919,725	33,718	965,033	76,579	2,092,341	36,137	675,913	203,791	5,653,012	11,469,091
6	Chic., St. P., Minn. & O. Ry.	10,904	369,638	26,808	831,574	19,198	560,119	11,306	245,762	68,216	2,007,093	2,847,821
7	Chicago, Rock Island & Pac. Ry.	79,285	2,951,393	64,682	1,796,932	48,930	1,297,555	57,469	1,020,269	250,336	7,063,149	21,942,830
8	Great Northern Railway	70,310	2,553,833	43,307	934,086	18,108	459,011	2,551	60,024	134,276	4,006,954	19,101,830
9	Illinois Central R. R.	70,298	1,838,378	67,791	1,338,208	55,006	1,170,804	55,622	964,734	248,717	5,312,124	19,509,499
10	Minneapolis & St. Louis R. R.	11,301	432,297	20,823	607,891	9,481	317,650	10,833	207,648	52,438	1,565,486	2,649,402
11	Union Pacific R. R.	66,737	3,039,728	37,498	1,095,695	18,882	379,915	130,307	2,129,745	253,424	6,645,083	29,231,274
12	Wabash Railway	26,183	917,771	18,608	484,127	50,422	971,124	61,008	1,002,804	156,221	3,375,826	9,853,163
	Total	733,564	26,553,533	528,815	13,640,813	441,344	10,986,222	449,637	7,949,624	2,153,360	59,130,192	$199,236,564

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE, 1931—Continued

PART 2—TOTAL ANIMALS AND PRODUCTS—CARLOADS AND TONS OF 2,000 LBS. AND FREIGHT REVENUE

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers		Carloads	Tons	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons			
1	Atchison, Topeka & Santa Fe Ry.	48,079	577,612	19,389	235,030	22,163	250,932	5,643	65,240	95,274	1,128,814	$ 7,919,536
2	Chicago, Bur. & Quincy R. R.	111,451	1,210,185	42,079	515,817	23,967	282,374	9,418	124,340	186,915	2,132,716	12,372,581
3	Chicago Great Western R. R.	18,712	228,281	29,517	403,584	3,584	49,763	4,021	58,436	55,834	740,064	4,107,385
4	Chic., Mil., St. P. & Pac. R. R.	128,377	1,438,629	47,643	624,877	13,905	178,877	10,405	132,934	200,330	2,375,317	14,574,215
5	Chicago & North Western Ry.	114,038	1,324,185	57,225	706,012	33,920	408,632	15,505	206,833	220,688	2,645,662	14,172,761
6	Chic., St. P., Minn. & O. Ry.	11,778	130,948	20,389	254,494	8,462	95,790	3,483	44,593	44,112	525,825	1,634,542
7	Chicago, Rock Island & Pac. Ry.	68,565	745,962	33,966	414,243	10,856	122,275	4,620	63,241	118,007	1,345,721	7,830,970
8	Great Northern Railway	26,710	289,651	12,800	172,681	1,923	23,030	380	6,602	41,813	491,964	4,390,231
9	Illinois Central R. R.	34,857	405,758	28,730	377,288	11,768	147,868	9,241	139,380	84,596	1,070,294	5,894,611
10	Minneapolis & St. Louis R. R.	11,006	114,952	15,134	184,837	1,345	16,447	304	5,293	27,789	321,529	1,115,998
11	Union Pacific R. R.	39,755	441,619	20,440	238,788	14,601	173,559	18,054	231,927	92,850	1,085,893	7,185,850
12	Wabash Railway	18,980	218,959	19,852	272,962	11,671	148,714	20,849	282,440	71,352	923,075	5,627,075
	Total	632,308	7,126,741	347,164	4,400,613	158,165	1,898,261	101,923	1,361,259	1,239,560	14,786,874	$ 86,825,555

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE, 1931—Continued

PART 3—TOTAL PRODUCTS OF MINES—CARLOADS AND TONS OF 2,000 LBS. AND FREIGHT REVENUE

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers		Carloads	Tons	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons			
1	Atchison, Topeka & Santa Fe Ry.	110,791	5,571,911	29,794	1,407,448	33,460	1,619,054	7,932	318,194	181,977	8,916,607	$ 9,112,598
2	Chicago, Bur. & Quincy R. R.	131,643	6,496,682	71,100	3,299,338	63,878	2,938,068	9,034	381,935	275,655	13,116,023	18,068,031
3	Chicago Great Western R. R.	6,496	336,990	515	24,980	15,805	724,293	6,238	285,540	29,054	1,371,803	1,830,120
4	Chic., Mil., St. P. & Pac. R. R.	113,983	5,798,045	43,742	2,159,044	92,366	4,484,704	4,392	197,835	254,483	12,639,628	15,768,537
5	Chicago & North Western Ry.	93,233	4,781,011	81,860	4,563,839	90,945	4,102,937	11,470	564,271	277,508	14,012,058	13,514,986
6	Chic., St. P., Minn. & O. Ry.	24,900	1,215,588	9,062	355,867	12,180	577,254	1,775	72,708	47,917	2,221,417	2,569,546
7	Chicago, Rock Island & Pac. Ry.	66,622	3,405,854	34,460	1,594,116	61,446	2,913,790	8,689	389,424	171,217	8,303,184	9,373,187
8	Great Northern Railway	26,542	1,119,658	107,979	6,802,178	53,708	2,092,162	8,702	323,887	196,931	10,337,885	10,860,541
9	Illinois Central R. R.	134,038	7,197,492	145,348	7,500,249	61,731	3,009,776	28,130	1,322,930	369,247	19,0[illegible]0,447	21,595,592
10	Minneapolis & St. Louis R. R.	13,156	683,872	4,159	217,928	13,014	564,842	3,531	132,734	33,860	1,599,376	1,644,842
11	Union Pacific R. R.	46,254	2,013,222	23,190	1,085,084	22,929	937,203	7,963	269,599	100,333	4,365,108	6,823,613
12	Wabash Railway	26,496	1,295,751	11,845	551,894	64,800	3,203,900	22,954	1,070,511	126,095	6,122,056	6,012,231
	Total	794,154	39,916,076	563,054	29,561,965	586,262	27,227,983	120,810	5,329,568	2,064,280	1[illegible]2,0[illegible]5 592	$117,173,824

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE, 1931—Continued

PART 4—TOTAL PRODUCTS OF FORESTS—CARLOADS AND TONS OF 2,000 LBS. AND FREIGHT REVENUE

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers		Carloads	Tons	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons			
1	Atchison, Topeka & Santa Fe Ry.	9,979	298,851	2,753	67,221	12,728	318,530	4,290	106,759	29,750	791,341	$ 2,336,762
2	Chicago, Bur. & Quincy R. R.	1,748	42,786	2,001	56,744	20,031	516,238	17,225	418,431	41,058	1,034,179	2,947,689
3	Chicago Great Western R. R.	120	2,622	104	2,585	3,508	91,843	5,728	142,336	9,460	239,386	452,868
4	Chic., Mil., St. P. & Pac. R. R.	49,524	1,759,877	17,870	494,758	27,168	747,104	7,565	192,497	102,127	3,194,236	8,730,930
5	Chicago & North Western Ry.	47,289	1,769,064	11,357	337,566	29,564	831,820	8,771	224,326	96,981	3,162,776	3,884,160
6	Chic., St. P., Minn. & O. Ry.	6,968	264,740	7,767	215,204	8,180	242,658	9,883	263,359	32,798	985,961	946,274
7	Chicago, Rock Island & Pac. Ry.	4,930	145,490	7,357	190,600	11,289	284,674	8,368	213,167	31,944	833,931	2,136,686
8	Great Northern Railway	28,165	1,015,719	19,855	502,802	5,899	165,698	8,438	228,515	62,357	1,912,734	7,095,482
9	Illinois Central R. R.	15,714	419,707	20,785	537,600	25,556	689,897	30,417	767,071	92,472	2,414,275	6,334,837
10	Minneapolis & St. Louis R. R.	111	2,033	54	1,252	2,184	52,947	4,972	120,983	7,321	177,215	265,514
11	Union Pacific R. R.	455	12,185	190	5,013	7,062	190,756	26,729	701,427	34,436	909,381	4,029,902
12	Wabash Railway	804	20,983	1,322	32,912	6,729	174,106	9,612	234,917	18,467	462,918	942,654
	Total	165,807	5,754,057	91,415	2,444,257	159,951	4,306,251	141,998	3,613,768	559,171	16,118,333	$ 40,1 3,758

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE, 1931—Continued

PART 5—TOTAL MANUFACTURERS AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 LBS. AND FREIGHT REVENUE

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers		Carloads	Tons	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons			
1	Atchison, Topeka & Santa Fe Ry.	118,243	3,351,077	130,695	3,762,450	66,311	1,664,8[illegible]8	48,103	1,287,754	363,352	10,066,109	$ 4[illegible],569,054
2	Chicago, Bur. & Quincy R. R.	68,698	1,745,742	67,562	1,696,468	98,551	2,538,[illegible]07	46,925	1,255,487	281,736	7 233,[illegible]04	28,075,835
3	Chicago Great Western R. R.	11,198	254,360	11,275	241,012	28,238	731,112	37,380	961,757	88,091	2,188,241	7,107,862
4	Chic., Mil., St. P. & Pac. R. R.	92,830	2,256,978	71,837	1,487,614	158,431	4,354,254	27,542	709,467	350,640	8,8[illegible]8,3[illegible]3	30,97[illegible],805
5	Chicago & North Western Ry.	83,167	2,143,023	93,787	1,993,783	141,531	3,862,088	35,489	877,745	353,974	8,876,639	24,458,997
6	Chic., St. P., Minn. & O. Ry.	7,815	190,634	14,886	337,555	39,720	963,512	19,920	514,964	82,341	2 003,605	4,55[illegible],[illegible]37
7	Chicago, Rock Island & Pac. Ry.	58,155	1,476,949	85,045	2,292,375	93,411	2,456,141	57,321	1,500,257	293,9[illegible]2	7,725,722	26,876,696
8	Great Northern Railway	31,879	881,512	18,639	597,850	52,995	1,377,273	6,755	174,940	1[illegible]0 268	3,0[illegible]1,575	16,453,[illegible]45
9	Illinois Central R. R.	53,945	1,453,200	62,029	1,573,289	98,146	2,512,447	70,054	1,714,966	284,174	7,253,902	20,798,408
10	Minneapolis & St. Louis R. R.	7,637	237,088	8,010	203,518	20,066	496,356	11,284	274,426	46,997	1,211 388	2,783,455
11	Union Pacific R. R.	18,048	540,252	17,373	515,554	42,194	1,099,893	68,247	1,753,961	1[illegible]5,862	3,909,060	[illegible]0,906,520
12	Wabash Railway	24,066	675,177	42,755	993,944	64,914	1,661,085	70,438	1,664,919	202,173	4,995,125	13,224,818
	Total	575,681	15,205,992	623,893	15,695,412	904,508	23,717,296	499,453	12,690,643	2 6[illegible]3,540	67,309,343	$238,[illegible]85,332

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE, 1931—Continued

PART 6—GRAND TOTAL CARLOAD TRAFFIC—CARLOADS AND TONS OF 2,000 LBS. AND FREIGHT REVENUE

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers				
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	
1	Atchison, Topeka & Santa Fe Ry.	419,826	14,646,987	301,909	8,307,689	174,569	4,928,829	80,505	2,065,210	976,809	29,948,715	$106,137,426
2	Chicago, Bur. & Quincy R. R.	414,352	13,493,703	234,793	7,142,080	253,867	7,479,381	112,760	2,759,076	1,015,772	30,874,240	81,624,181
3	Chicago Great Western R. R.	43,861	1,043,204	51,094	931,083	68,501	2,169,887	73,538	1,904,261	236,994	6,048,435	17,320,796
4	Chic., Mil., St. P. & Pac. R. R.	485,022	14,717,504	215,660	5,685,385	331,948	10,649,867	69,442	1,553,100	1,102,072	32,605,856	84,556,859
5	Chicago & North Western Ry.	395,084	11,937,008	277,947	8,566,233	372,539	11,297,818	107,372	2,549,088	1,152,942	34,350,147	67,499,995
6	Chic., St. P., Minn. & O. Ry.	62,365	2,171,548	78,912	1,994,694	87,740	2,439,333	46,367	1,141,386	275,384	7,746,961	12,551,520
7	Chicago, Rock Island & Pac. Ry.	277,557	8,725,648	225,510	6,288,266	225,932	7,074,435	136,437	3,186,358	865,466	25,274,707	68,100,369
8	Great Northern Railway	183,606	5,860,373	202,580	9,009,597	132,633	4,117,174	26,826	793,968	545,645	19,781,112	57,901,629
9	Illinois Central R. R.	308,852	11,314,535	324,683	11,326,634	252,207	7,530,792	193,464	4,909,081	1,079,206	35,081,042	74,132,947
10	Minneapolis & St. Louis R. R.	43,211	1,470,242	48,180	1,215,426	46,090	1,448,242	30,924	741,084	168,405	4,874,994	8,549,211
11	Union Pacific R. R.	171,249	6,047,006	98,691	2,940,134	105,668	2,841,326	251,300	5,086,659	626,908	16,915,125	68,177,159
12	Wabash Railway	96,529	3,128,641	94,382	2,335,839	198,536	6,158,929	184,861	4,255,591	574,308	15,879,000	35,662,941
	Total	2,901,514	94,556,399	2,154,341	65,743,060	2,250,230	68,136,013	1,313,876	30,944,862	8,619,911	259,380,334	$682,185,033

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE, 1931—Continued

PART 7—TOTAL L. C. L. FREIGHT (TONS OF 2,000 LBS.) AND GRAND TOTAL CARLOAD AND L. C. L. TRAFFIC, (TONS OF 2,000 LBS.)

Number	Railway Companies	Total L. C. L. Traffic (Tons)						Grand Total Carload and L. C. L. Traffic (Tons)					
		Revenue Freight Originating on Road		Revenue Freight Received from Connecting Carriers		Total L. C. L. freight carried	Freight revenue (dollars)	Revenue Freight Originating on Road		Revenue Freight Received from Connecting Carriers		Total revenue freight carried	Freight revenue (dollars)
		Terminating on line	Delivered to connecting carriers	Terminating on line	Delivered to connecting carriers			Terminating on line	Delivered to connecting carriers	Terminating on line	Delivered to connecting carriers		
1	A., T. & S. F. Ry.	361,202	116,604	150,509	29,956	658,271	$ 13,202,420	15,008,189	8,424,293	5,079,338	2,095,166	30,606,986	$ 119,339,846
2	C., B. & Q. R. R.	411,531	219,311	226,160	83,860	940,862	10,482,785	13,905,234	7,361,391	7,705,541	2,842,936	31,815,102	92,106,966
3	C. G. W. R. R.	69,528	31,480	32,011	6,449	139,468	1,274,082	1,112,732	962,563	2,201,898	1,910,710	6,187,903	18,594 878
4	C., M., St. P. & P. R. R.	595,598	187,345	187,540	15,958	986,441	10,936,696	15,313,102	5,872,730	10,837,407	1,569,058	33,592,297	95,513,555
5	C. & N. W. Ry.	500,070	352,948	333,409	114,327	1,300,754	11,092,940	12,437,078	8,919,181	11,631,227	2,663,415	35,650,901	78,592,935
6	C., S. P., M. & O. Ry.	81,201	94,371	99,500	28,992	304,064	2,196,682	2,252,749	2,089,065	2,538,833	1,170,378	8,051,025	14 7 8,202
7	C., R. I. & P. Ry.	393,640	158,001	165,136	42,095	758,872	8,918,565	9,119,288	6,146,267	7,239,571	3,228,453	26,0 3,579	77,0 8,934
8	Great Northern Ry.	277,639	30,471	60,702	3,406	372,218	5,442,427	6,138,012	9,040,068	4,177,876	797,374	20,153,330	63,344 056
9	Illinois Central R. R.	357,247	284,363	214,252	157,313	1,013,175	9,507,943	11,671,782	11,610,997	7,745,044	5,066,394	36,094,217	83,6 0,890
10	Minn. & St. Louis R. R.	60,742	20,030	32,460	9,974	123,206	850,194	1,530,984	1,235,456	1,480,702	751,058	4,998,200	9,309,405
11	Union Pacific R. R.	111,172	28,613	67,059	129,521	336,365	6,613,970	6,158,178	2,968,747	2,908,385	5,216,180	17,251,490	74,791,129
12	Wabash Railway	144,807	181,302	227,592	121,456	675,157	5,862,590	3,273,448	2,517,141	6,386,521	4,377,047	16 554,157	41,525 531
	Total	3,364,377	1,704,839	1,796,330	743,307	7,608,853	$ 86,381,294	97,920,776	67,447,890	69,932,343	31,688,169	266,989,187	$ 768,586,327

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR 1931—WITHIN THE STATE

PART 1—TOTAL PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,0000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road		All Other Revenue Freight Carried		Total Revenue Freight Carried		Total Revenue Freight Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	8	129	60,686	1,366,240	60,694	1,366,369	90	1,732
2	Chicago, Burlington & Quincy R. R.	11,051	373,888	44,894	1,104,467	55,945	1,478,355	13,745	381,061
3	Chicago Great Western R. R.	2,812	93,623	45,892	1,218,596	48,704	1,312,219	5,358	113,974
4	Chicago, Milwaukee, St. Paul & Pacific R. R.	25,077	811,329	60,653	1,445,361	85,730	2,256,690	17,511	567,016
5	Chicago & North Western Ry.	27,623	955,275	56,607	1,362,919	84,230	2,318,194	18,786	629,775
6	Chicago, St. Paul, Minn. & Omaha Ry.	812	25,155	12,969	314,298	13,781	339,453	2,181	40,174
7	Chicago, Rock Island & Pacific Ry.	25,432	786,110	67,134	1,678,535	92,566	2,464,645	23,356	680,608
8	Great Northern Railway	377	12,769	----------	----------	377	12,769	492	11,066
9	Illinois Central Railroad	7,696	238,565	33,738	602,122	41,434	840,687	8,098	203,529
10	Minneapolis & St. Louis R. R.	6,553	241,751	23,532	647,596	30,085	889,347	2,700	60,025
11	Union Pacific Railroad	315	11,195	----------	----------	315	11,195	3,145	149,761
12	Wabash Railway	2,028	68,932	13,756	327,052	15,784	395,984	1,608	27,472
	Total	109,784	3,618,721	419,861	10,067,186	529,645	13,685,907	97,070	2,866,193
13	Atlantic Northern Railway	----------	268	----------	339	----------	607	----------	----------
14	Manchester & Oneida Railway	----------	250	----------	1,673	----------	1,923	----------	----------
15	Tabor & Northern Railway	----------	5,185	----------	61	----------	5,246	----------	----------
	Total 13 to 15 (class 3 roads, tons only)	----------	5,703	----------	2,073	----------	7,776	----------	----------
	Grand total tons	----------	3,624,424	----------	10,069,259	----------	13,693,683	----------	----------

Note—The Great Western and Union Pacific do not distribute "all other revenue freight carried" and total carried, by commodities and classes.

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR 1931—WITHIN THE STATE—Continued

PART 2—TOTAL ANIMALS AND PRODUCTS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road		All Other Revenue Freight Carried		Total Revenue Freight Carried		Total Revenue Freight Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	281	3,256	18,071	219,374	18,352	222,630	34	452
2	Chicago, Burlington & Quincy R. R.	33,399	369,392	33,747	416,912	67,146	786,304	14,032	147,081
3	Chicago Great Western R. R.	12,655	142,849	38,975	547,411	51,630	690,260	3,561	37,827
4	Chicago, Milwaukee, St. Paul & Pacific R. R.	59,043	658,988	55,607	702,246	114,650	1,361,234	26,420	286,603
5	Chicago & North Western Ry.	61,717	711,523	61,601	751,471	123,318	1,462,994	22,472	250,807
6	Chicago, St. Paul, Minn. & Omaha Ry.	1,690	20,203	6,107	70,932	7,797	91,135	5,009	54,986
7	Chicago, Rock Island & Pacific Ry.	52,944	579,116	23,881	311,873	76,825	890,989	17,072	179,971
8	Great Northern Railway	1,013	10,310	----------	----------	1,013	10,310	1,451	14,593
9	Illinois Central Railroad	31,861	383,970	15,459	198,917	47,320	582,887	11,701	122,193
10	Minneapolis & St. Louis R. R.	14,359	163,479	2,791	38,316	17,150	201,795	4,160	41,302
11	Union Pacific Railroad	3	27	----------	----------	3	27	23	340
12	Wabash Railway	2,143	26,360	11,769	160,848	13,912	187,208	448	5,653
	Total	271,108	3,069,473	268,008	3,418,300	539,116	6,487,773	106,383	1,141,808
13	Atlantic Northern Railway	----------	4,438	----------	34	----------	4,472	----------	----------
14	Manchester & Oneida Railway	----------	2,210	----------	67	----------	2,277	----------	----------
15	Tabor & Northern Railway	----------	884	----------	11	----------	895	----------	----------
	Total 13 to 15 (class 3 roads, tons only)	----------	7,532	----------	112	----------	7,644	----------	----------
	Grand total tons	----------	3,077,005	----------	3,418,412	----------	6,495,417	----------	----------

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR 1931—WITHIN THE STATE—Continued

PART 3—TOTAL PRODUCTS OF MINES—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road		All Other Revenue Freight Carried		Total Revenue Freight Carried		Total Revenue Freight Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	2	103	6,364	249,786	6,366	249,889	554	25,636
2	Chicago, Burlington & Quincy R. R.	7,768	349,746	38,852	1,822,107	46,620	2,171,853	27,863	1,329,359
3	Chicago Great Western R. R.	2,907	162,914	16,447	750,502	19,354	913,416	9,383	456,656
4	Chicago, Milwaukee, St. Paul & Pacific R. R.	21,047	1,097,978	40,670	1,928,284	61,717	3,026,262	36,735	1,847,763
5	Chicago & North Western Ry.	14,009	779,799	24,662	1,126,670	38,671	1,906,469	22,581	1,118,417
6	Chicago, St. Paul, Minn. & Omaha Ry.	7	140	3,781	157,382	3,788	157,522	1,374	61,832
7	Chicago, Rock Island & Pacific Ry.	26,781	1,253,184	44,122	2,028,615	70,903	3,281,799	50,570	2,390,563
8	Great Northern Railway	178	10,785			178	10,785	400	18,455
9	Illinois Central Railroad	2,714	146,307	14,763	699,536	17,477	845,843	11,159	540,577
10	Minneapolis & St. Louis R. R.	9,663	485,891	10,148	464,398	19,811	950,289	12,591	601,096
11	Union Pacific Railroad	5	178			5	178	667	32,065
12	Wabash Railway	2,554	123,667	6,024	249,345	8,578	373,012	5,022	232,511
	Total	87,635	4,410,692	205,833	9,476,625	293,468	13,887,317	178,899	8,654,730
13	Atlantic Northern Railway				18,076		18,076		
14	Manchester & Oneida Railway				20,048		20,048		
15	Tabor & Northern Railway				1,874		1,874		
	Total 13 to 15 (class 3 roads, tons only)				39,998		39,998		
	Grand total tons		4,410,692		9,516,623		13,927,315		

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR 1931—WITHIN THE STATE—Continued

PART 4—TOTAL PRODUCTS OF FORESTS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road		All Other Revenue Freight Carried		Total Revenue Freight Carried		Total Revenue Freight Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	1	30	4,155	105,690	4,156	105,720	33	856
2	Chicago, Burlington & Quincy R. R.	440	11,021	7,083	172,804	7,523	183,825	3,575	87,888
3	Chicago Great Western R. R.	75	1,765	7,756	191,003	7,831	192,768	1,325	31,943
4	Chicago, Milwaukee, St. Paul & Pacific R. R.	407	10,064	16,790	414,980	17,197	425,044	5,004	127,387
5	Chicago & North Western Ry	172	4,188	10,103	255,564	10,275	259,752	3,045	74,171
6	Chicago, St. Paul, Minn. & Omaha Ry	11	214	3,154	80,775	3,165	80,989	331	7,991
7	Chicago, Rock Island & Pacific Ry	469	12,484	10,028	253,310	10,497	265,794	4,178	105,141
8	Great Northern Railway	----	----	----	----	----	----	287	7,216
9	Illinois Central Railroad	103	2,145	7,169	175,403	7,272	177,548	2,088	49,625
10	Minneapolis & St. Louis R. R.	30	635	3,701	89,666	3,731	90,301	1,168	27,731
11	Union Pacific Railroad	3	72	----	----	3	72	118	3,189
12	Wabash Railway	87	2,331	2,059	48,734	2,146	51,065	448	10,482
	Total	1,798	44,949	71,998	1,787,929	73,796	1,832,878	21,600	533,620
13	Atlantic Northern Railway	----	7	----	538	----	545	----	----
14	Manchester & Oneida Railway	----	----	----	1,397	----	1,397	----	----
15	Tabor & Northern Railway	----	----	----	195	----	195	----	----
	Total 13 to 15 (class 3 roads, tons only)	----	7	----	2,130	----	2,137	----	----
	Grand total tons	----	44,956	----	1,790,059	----	1,835,015	----	----

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR 1931—WITHIN THE STATE—Continued

PART 5—TOTAL MANUFACTURERS AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road		All Other Revenue Freight Carried		Total Revenue Freight Carried		Total Revenue Freight Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	201	3,660	50,524	1,203,781	50,725	1,207,441	568	14,108
2	Chicago, Burlington & Quincy R. R.	10,636	244,257	83,886	2,126,074	94,522	2,370,331	29,812	742,856
3	Chicago Great Western R. R.	8,763	216,936	71,835	1,799,565	80,598	2,016,501	12,641	308,302
4	Chicago, Milwaukee, St. Paul & Pacific R. R.	18,826	539,940	119,449	2,991,900	138,275	3,531,840	32,670	810,982
5	Chicago & North Western Ry.	14,592	421,542	73,658	1,779,151	88,250	2,200,693	23,178	563,214
6	Chicago, St. Paul, Minn. & Omaha Ry.	631	14,131	26,161	686,280	26,792	700,411	2,524	64,272
7	Chicago, Rock Island & Pacific Ry.	24,280	643,403	97,687	2,400,087	121,967	3,043,490	44,073	1,139,172
8	Great Northern Railway	150	3,206	----------	----------	150	3,206	966	23,305
9	Illinois Central Railroad	5,807	125,434	26,960	633,933	32,767	759,367	12,938	304,711
10	Minneapolis & St. Louis R. R.	9,777	301,057	25,135	614,971	34,912	916,028	11,687	290,226
11	Union Pacific Railroad	240	4,257	----------	----------	240	4,257	595	17,510
12	Wabash Railway	987	22,389	12,003	290,070	12,990	312,459	3,528	95,032
	Total	94,890	2,540,212	587,298	14,525,812	682,188	17,066,024	175,180	4,373,690
13	Atlantic Northern Railway	----------	196	----------	5,063	----------	5,259	----------	----------
14	Manchester & Oneida Railway	----------	575	----------	10,513	----------	11,088	----------	----------
15	Tabor & Northern Railway	----------	----------	----------	2,470	----------	2,470	----------	----------
	Total 13 to 15 (class 3 roads, tons only)	----------	771	----------	18,046	----------	18,817	----------	----------
	Grand total tons	----------	2,540,983	----------	14,543,858	----------	17,084,841	----------	----------

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR 1931—WITHIN THE STATE—Continued

PART 6—GRAND TOTAL CARLOAD TRAFFIC—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road		All Other Revenue Freight Carried		Total Revenue Freight Carried		Total Revenue Freight Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	430	7,170	339,800	3,144,871	340,230	3,152,040	1,279	42,294
2	Chicago, Burlington & Quincy R. R.	62,294	1,349,394	398,402	5,647,394	571,756	6,996,688	80,027	2,684,245
3	Chicago Great Western R. R.	27,222	618,087	180,395	4,507,077	208,117	5,125,164	32,398	948,395
4	Chicago, Milwaukee, St. Paul & Pacific R. R.	124,409	3,118,259	592,369	7,492,771	417,369	10,601,029	118,340	3,629,231
5	Chicago & North Western Ry	138,112	2,672,272	206,631	5,575,771	344,744	8,148,302	10,002	2,636,384
6	Chicago, St. Paul, Minn. & Omaha Ry	3,131	39,443	52,173	1,309,667	55,325	1,369,510	11,419	229,255
7	Chicago, Rock Island & Pacific Ry	159,906	3,324,297	212,832	6,622,420	372,738	9,946,717	139,789	4,495,455
8	Great Northern Railway	1,718	27,059	29,476	742,152	31,194	769,211	2,595	74,633
9	Illinois Central Railroad	49,191	996,473	96,089	2,309,911	145,279	3,306,322	45,964	1,229,615
10	Minneapolis & St. Louis R. R.	49,292	1,112,813	65,397	1,934,347	105,689	3,047,160	32,306	1,059,249
11	Union Pacific Railroad	506	15,729	105,731	3,446,028	106,317	3,461,757	4,248	305,465
12	Wabash Railway	7,799	241,629	43,611	1,098,049	51,410	1,339,728	11,004	271,170
	Total	565,215	13,084,047	1,748,755	45,405,053	2,313,449	57,149,080	379,132	17,579,241

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR 1931—WITHIN THE STATE—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 terminating on road within the state as of total tons carried—Class 1 roads
		Originating on road	All other carried	Total carried	Terminating on road	Originating on road	All other carried	Total carried	Terminating on road	
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	
1	Atchison, Topeka & Santa Fe Ry.	2,331	194,547	196,878	2,347	9,509	3,339,418	3,348,927	45,131	1.35
2	Chicago, Burlington & Quincy R. R.	71,481	209,977	281,458	132,725	1,419,785	5,852,341	7,272,126	2,820,970	38.79
3	Chicago Great Western R. R.	38,513	63,191	101,704	49,879	656,600	4,570,268	5,226,868	998,581	19.10
4	Chicago, Milwaukee, St. Paul & Pacific R. R.	129,098	188,225	317,323	157,202	3,247,397	7,670,996	10,918,393	3,797,053	34.77
5	Chicago & North Western Ry.	114,849	242,129	356,978	143,274	2,987,176	5,517,904	8,505,080	2,779,658	32.68
6	Chicago, St. Paul, Minn. & Omaha Ry.	14,926	27,865	42,791	7,469	74,769	1,337,532	1,412,301	236,724	16.76
7	Chicago, Rock Island & Pacific Ry.	162,421	259,021	421,442	217,085	3,436,718	6,931,441	10,368,159	4,712,540	45.45
8	Great Northern Railway	5,239	----------	5,239	2,951	42,309	743,153	785,462	77,586	9.88
9	Illinois Central Railroad	49,485	63,002	112,487	66,143	945,906	2,372,913	3,318,819	1,286,778	38.77
10	Minneapolis & St. Louis R. R.	32,557	32,495	65,052	38,461	1,225,370	1,887,442	3,112,812	1,058,841	34.01
11	Union Pacific Railroad	1,576	----------	1,576	452	17,305	3,446,028	3,463,333	203,317	5.87
12	Wabash Railway	7,892	34,812	42,704	10,210	251,571	1,110,861	1,362,432	381,360	27.99
	Total	630,368	1,315,264	1,945,632	828,298	14,314,415	44,780,297	59,094,712	18,398,539	31.13
13	Atlantic Northern Railway	478	557	1,035	----------	5,387	24,607	29,994	----------	----------
14	Manchester & Oneida Railway	315	811	1,126	----------	3,350	34,509	37,859	----------	----------
15	Tabor & Northern Railway	22	245	267	----------	6,091	4,856	10,947	----------	----------
	Total 13 to 15, Inc. (class 3 roads, tons only)	815	1,613	2,428	----------	14,828	63,972	78,800	----------	----------
	Grand total tons	631,183	1,316,877	1,948,060	----------	14,329,243	44,844,269	59,173,512	----------	----------

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT—ENTIRE LINE, 1931

PART 1—STEAM AND ELECTRIC LOCOMOTIVES, FREIGHT AND PASSENGER TRAIN CARS AND COMPANY SERVICE EQUIPMENT

Number	Railway Companies	Steam Locomotives				Electric Locomotives				Freight Train Cars				Passenger Train Cars							Company Service Equipment			
		Number of Units				Number of Units				Number of Units				Number of Units							Number of Units			
		Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year	Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year	Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year	Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year	Number of passenger carrying coaches	Total seating capacity	Average seating capacity	Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year
1	A., T. & S. F. Ry.	1,710	14	67	1,657	----	----	----	----	90,635	1,573	1,260	90,948	1,525	42	38	1,529	774	53,434	69.4	5,326	250	432	5,144
2	Atlantic Northern Ry.	2	----	----	2	----	----	----	----	2	----	----	2	1	----	----	1	----	----	----	1	----	----	1
3	C., B. & Q. R. R.	1,448	9	152	1,305	2	----	----	2	61,198	50	2,726	58,522	1,181	1	86	1,096	623	42,916	68.5	4,619	153	435	4,337
4	C. G. W. R. R.	221	10	22	209	1	----	----	1	6,343	1,550	1,476	6,417	167	----	50	117	71	4,027	56.7	497	103	187	413
5	C., M., S. P. & P.	1,709	12	20	1,701	105	----	----	105	75,291	1	1,900	73,392	1,306	28	50	1,284	725	42 871	59.1	3,269	231	485	3,015
6	C. & N. W. Ry.	1,805	----	123	1,682	----	----	----	----	68,869	56	11,988	56,937	2,105	4	155	1,954	1,196	78,785	65.9	3,947	61	276	3,732
7	C., S. P., M. & O.	321	----	6	315	----	----	----	----	9,812	----	2,287	7,525	244	2	3	243	150	8,189	54.6	571	29	60	540
8	C., R. I. & P. Ry.	1,454	4	4	1,454	----	----	----	----	47,584	30	160	47,454	1,125	2	7	1,120	665	48,053	72.3	3,631	10	11	3,630
9	Great Northern Ry.	1,137	39	88	1,088	18	----	----	18	48,228	542	567	48,203	936	4	12	898	324	21,937	67.7	2,731	71	56	2,746
10	Illinois Central R. R.	1,657	----	2	1,655	4	----	----	4	62,918	----	162	62,756	1,856	----	32	1,824	962	64,587	67.1	2,107	28	30	2,105
11	Man. & Oneida Ry.	2	----	----	2	----	----	----	----	----	----	----	----	2	----	----	2	----	----	----	----	----	----	----
12	M. & St. L. R. R.	213	----	20	193	----	----	----	----	6,996	100	1,554	5,542	127	11	45	93	54	2,950	54.6	301	3	36	268
13	Tabor & North'n Ry.	1	----	----	1	----	----	----	----	1	----	----	1	4	----	----	4	----	----	----	----	----	----	----
14	Union Pacific R. R.	823	29	31	821	----	----	----	----	33,003	188	447	32,744	775	42	55	762	308	17,212	55.8	2,240	89	188	2,141
15	Wabash Railway	701	9	96	614	----	----	----	----	26,498	5	3,610	22,893	411	1	36	376	221	13,182	59.6	889	1	212	678
	Total	13,204	126	631	12,699	130	----	----	130	537,378	4,095	28,137	513,336	11,735	137	569	11,303	6,076	398,143	65.5	30,129	1,029	2,408	28,750

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT—ENTIRE LINE, 1931—Continued

PART 2—ALL CLASSES OF CARS AND COMPANY SERVICE AND FLOATING EQUIPMENT AND NUMBER OF UNITS OF FREIGHT AND PASSENGER CARS—CLASSIFIED

Number	Railway Companies	All Classes of Cars and Company Service Equipment				Number of units floating equipment at close of year	Number of Units of Freight and Passenger Train Cars at Close of Year—Classified																
		Number of Units					Freight Train Cars								Passenger Train Cars								
		Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year		Box cars	Flat cars	Stock cars	Coal cars	Tank cars	Refrigerator cars	Caboose cars	Other freight train cars	Coaches	Combination cars	Other combination cars	Parlor cars	Sleeping cars	Dining cars	Baggage and express cars	Postal cars	Other passenger train cars
1	A., T. & S. F. Ry.	97,486	1,865	1,730	97,621	11	40,228	2,891	9,330	14 755	3,546	18,429	1,173	596	579	174	122	21	----	59	475	48	51
2	Atlantic Northern Ry.	4	----	----	4	----	----	1	----	----	----	----	1	----	1	----	----	----	----	----	----	----	----
3	C., B. & Q. R. R.	66,998	204	3,247	63,955	----	29,454	1,905	6,020	19,971	338	----	679	155	479	132	102	15	----	47	272	32	17
4	C. G. W. R. R.	7,097	1,653	1,713	6,947	----	5,218	185	325	558	----	----	131	----	47	11	15	13	----	2	27	2	----
5	C., M., S. P. & P.	79,866	260	2,435	77,691	7	40,188	5,207	4 3[illegible]0	18,502	----	2,493	993	1,709	492	82	121	20	131	45	351	12	30
6	C. & N. W. Ry.	74,921	121	12,419	62,623	----	25,949	4,205	4,657	14,093	1	901	1,013	6,118	966	156	119	74	----	37	314	34	254
7	C., S. P., M. & O.	10,627	31	2,350	8,308	----	4,327	488	573	1,861	----	99	177	----	106	34	12	10	----	7	68	6	----
8	C., R. I. & P. Ry.	52,340	42	178	52,204	----	31,438	2,145	3 211	8,494	----	1,507	659	----	541	106	106	18	----	48	270	31	----
9	Great Northern Ry.	51,865	617	635	51,847	----	27,548	3,600	3,468	3,633	----	30	529	9,395	247	50	119	20	7	40	396	14	5
10	Illinois Central R. R.	66,881	28	224	66,685	----	24,021	2,235	1,748	28,804	10	4,979	959	----	810	51	101	21	----	46	215	47	533
11	Man. & Oneida Ry.	2	----	----	2	6	----	----	----	----	----	----	----	----	1	1	----	----	----	----	----	----	----
12	M. & St. L. R. R.	7,424	114	1,635	5,903	----	3,094	126	600	1,490	----	96	113	23	39	15	7	----	----	----	30	2	----
13	Tabor & North'n Ry.	5	----	----	5	----	----	----	----	----	----	----	1	----	3	----	----	----	----	----	1	----	----
14	Union Pacific R. R.	36,018	319	690	35,647	----	16,776	2,498	2,732	6,263	901	----	571	3,003	257	50	32	1	----	74	249	49	50
15	Wabash Railway	27,798	7	3,858	23,947	6	15,935	175	1,187	5,15[illegible]	----	----	379	----	159	58	17	4	----	22	98	18	----
	Total	579,242	5,261	31,114	553,389	30	264,[illegible]36	25,[illegible]61	33,151	123,581	4,796	28,534	7 378	20,999	4 727	92[illegible]	873	217	1[illegible]8	427	2,768	295	940

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE, 1931

PART 1—MILEAGE OF ROAD OPERATED—SINGLE TRACK AND ALL TRACKS

Number	Railway Companies	Mileage Operated—Single Track							Mileage Operated—All Tracks								Changes during year all tracks
		Line Owned		Line of proprietary companies	Line Operated Under			Total mileage operated—single track	First main track	Second main track	Third main track	Fourth main track	All other main tracks	Industrial tracks	Yard tracks and sidings	Total mileage operated—all tracks	
		Main line	Branch lines		Lease	Contract	Trackage rights										
1	A., T. & S. F. Ry.	4,566.79	2,536.27	1,411.24	969.48	.....	262.32	9,746.10	9,746.10	1,739.71	45.69	9.80	.....	720.10	3,977.65	16,249.05	181.62
2	Atlantic Northern Ry.	17.07	.....	.....	.....	.....	.....	17.07	17.07	.....	.....	.....	.....	.....	1.96	19.03	.....
3	C., B. & Q. R. R.	4,669.96	4,276.01	.....	29.66	.....	331.35	9,306.98	9,306.98	1,225.81	57.70	18.32	.....	911.96	3,028.46	14,549.23	4.20
4	C. G. W. R. R.	939.19	104.92	375.23	.....	.....	85.93	1,495.27	1,495.27	106.23	11.80	11.80	.....	28.40	575.95	2,229.45	*1.33
5	C., M., S. P. & P.	6,196.04	3,975.99	.....	362.10	.....	739.65	11,273.78	11,273.78	1,317.84	30.52	27.71	.....	870.83	3,527.13	17,047.81	57.35
6	C. & N. W. Ry.	3,360.53	5,006.82	.....	.....	.....	75.26	8,442.61	8,442.61	969.23	98.42	91.83	.....	818.01	3,294.35	13,675.42	*14.40
7	C., S. P., M. & O.	1,664.38	.....	.....	.....	.....	72.56	1,736.94	1,736.94	193.69	16.64	12.77	.....	115.59	580.73	2,656.36	*3.49
8	C., R. I. & P. Ry.	3,289.91	2,040.11	34.92	1,823.56	.....	422.36	7,620.86	7,620.86	583.10	25.38	12.20	.....	447.32	2,545.19	11,234.05	99.09
9	Great Northern Ry.	3,740.66	3,729.27	359.96	.04	.....	508.94	8,338.87	8,338.87	658.71	15.19	12.77	.....	347.36	2,551.34	11,954.24	*11.30
10	Illinois Central R. R.	2,356.17	.....	1,016.10	1,530.62	.....	215.95	5,018.84	5,018.84	890.16	73.51	33.29	207.74	402.48	2,623.58	9,306.60	*12.54
11	Man. & Oneida Ry.	8.03	.....	.....	.....	.....	.12	8.15	8.15	.....	.....	.....	.....	.....	.75	8.90	.....
12	M. & St. L. R. R.	1,359.06	154.48	.....	.05	.....	114.21	1,627.80	1,627.80	28.24	.....	.....	.....	75.28	342.19	2,073.51	2.82
13	Tabor & North'n Ry.	8.79	.....	.....	.....	.....	1.96	10.75	10.75	.....	.....	.....	.....	.....	1.00	11.75	.....
14	Union Pacific R. R.	1,937.22	1,813.28	.....	.....	1.30	16.40	3,768.20	3,768.20	1,001.94	2.60	2.70	.....	386.93	1,377.79	6,632.25	40.49
15	Wabash Railway	1,919.73	105.87	8.72	72.65	.....	416.88	2,523.85	2,521.85	554.50	13.38	.....	.....	159.43	1,262.93	4,514.09	2.28
	Total, 1931	35,982.53	23,743.02	3,206.17	4,798.16	1.30	3,263.89	70,036.07	70,906.07	9,122.13	330.99	233.19	207.74	5,353.69	25,688.00	112,131.74	347.69
	Total, 1929	36,136.66	23,618.29	3,140.14	4,724.13	1.30	3,281.89	70,902.41	70,902.41	9,209.24	388.54	221.01	207.74	5,304.38	25,547.73	111,784.05	396.35
	Increase or decrease, 1931	*213.13	124.73	66.03	74.03	.....	*18.00	133.66	33.66	112.89	2.38	9.18	.....	49.31	140.27	347.69	.....

*Decrease.

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE, 1931—Continued

PART 2—MILEAGE OF ROAD OWNED SOLELY—ALL TRACKS

Number	Railway Companies	Mileage of							Total mileage of road owned solely—all tracks	Changes during year —all tracks	Road owned but not operated by respondent—mileage all tracks
		First main track	Second main track	Third main track	Fourth main track	All other main tracks	Industrial tracks	Yard tracks and sidings			
1	Atchison, Topeka & Santa Fe Ry	7,091.19	1,370.78	30.52	9.18	--------	569.35	3,212.09	12,283.11	29.79	34.20
2	Atlantic Northern Ry	17.07	--------	--------	--------	--------	--------	1.96	19.03	--------	--------
3	Chicago, Burlington & Quincy R. R.	8,944.00	1,099.08	56.94	17.56	--------	754.78	2,724.65	13,597.01	2.78	4.15
4	Chicago Great Western R. R.	1,409.34	58.86	--------	--------	--------	28.40	509.08	2,005.68	.49	--------
5	Chicago, Milwaukee, St. Paul and Pacific R. R.	10,113.38	1,044.92	21.87	20.21	--------	629.86	2,822.88	14,653.12	*69.54	66.65
6	Chicago & North Western Ry	8,367.35	872.41	98.42	91.83	--------	778.23	3,192.34	13,400.58	*9.25	1.27
7	Chicago, St. Paul, Minneapolis & Omaha Ry	1,667.12	182.80	6.37	2.50	--------	115.33	569.59	2,543.71	*3.49	.26
8	Chicago, Rock Island & Pacific Ry	5,325.29	384.53	14.97	2.90	--------	220.74	1,710.58	7,659.01	*19.83	24.43
9	St. Paul & Kansas City Short Line R. R.	418.72	2.50	--------	--------	--------	21.08	87.74	530.04	96.92	530.04
10	Great Northern Railway	7,492.55	416.80	11.69	11.60	--------	311.36	2,224.81	10,468.81	18.56	177.33
11	Illinois Central R. R.	2,261.15	469.49	73.51	33.29	102.72	221.04	1,327.87	4,489.07	*10.96	--------
12	Dubuque & Sioux City R. R.	760.89	2.75	--------	5.17	--------	30.70	239.04	1,038.55	2.19	1,038.55
13	Manchester & Oneida Railway	8.03	--------	--------	--------	--------	--------	.75	8.78	--------	--------
14	Minneapolis & St. Louis R. R.	1,513.54	9.54	--------	--------	--------	75.28	306.78	1,905.14	2.82	1.45
15	Tabor & Northern Railway	8.79	--------	--------	--------	--------	--------	1.00	9.79	--------	--------
16	Union Pacific R. R.	3,748.93	1,089.60	2.69	2.70	--------	371.78	1,339.73	6,555.43	39.98	6.41
17	Wabash Railway	2,025.31	362.87	--------	--------	--------	145.92	925.57	3,459.67	1.28	9.05
	Total, 1931	61,172.65	7,366.93	316.98	196.94	102.72	4,273.85	21,196.46	94,626.53	81.74	1,893.79
	Total, 1930	61,193.16	7,366.55	319.25	193.32	102.72	4,245.65	21,124.14	94,544.79	477.78	1,615.59
	Increase or decrease, 1931	*20.51	.38	*2.27	3.62	--------	28.20	72.32	81.74	--------	--------

*Decrease.

TABLE 13A—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE, 1931

PART 1—MILEAGE OF ROAD OPERATED—SINGLE TRACK AND ALL TRACKS—MILEAGE OWNED SINGLE TRACK AND ALL TRACKS AND CHANGES DURING YEAR

Number	Railway Companies	Miles of Road Operated—Single Track						Total Mileage Owned Solely		Mileage Operated—All Tracks							Total Mileage Owned Solely	
		Lined Owned		Line Operated Under						Miles of								
		Main line	Branches and spurs	Lease	Contract, etc.	Trackage rights	Total mileage operated—single track	Single track	Changes during year	First main track	Second main track	All other main tracks	Industrial tracks	Yard tracks and sidings	Total mileage operated—all tracks	Changes during year	All tracks	Changes during year
1	A., T. & S. F. Ry.	19.99	------	------	------	------	19.99	19.99	------	19.99	19.99	------	1.33	42.85	84.16	.07	84.12	.07
2	A. N. Ry.	17.07	------	------	------	------	17.07	17.07	------	17.07	------	------	------	1.96	19.03	------	19.03	------
3	C., B. & Q. R. R.	373.46	997.91	------	------	73.76	1,445.13	1,371.37	------	1,445.13	249.99	------	81.75	236.42	2,113.29	*.08	1,982.60	*.22
4	C. G. W. R. R.	741.17	29.42	------	------	5.82	776.41	770.59	------	776.41	20.06	------	14.30	244.88	1,055.65	.07	1,035.78	.07
5	C., M., S. P. & P.	1,199.40	642.30	.03	------	68.61	1,910.34	1,841.64	*9.01	1,910.34	321.32	------	87.33	486.23	2,805.22	*10.31	2,652.44	*9.10
6	C. & N. W. Ry.	360.79	1,249.90	------	------	16.99	1,627.68	1,610.69	*3.25	1,627.68	361.31	------	70.06	493.82	2,552.87	*11.81	2,495.06	*7.54
7	C., S. P., M. & O.	74.26	------	------	------	27.50	101.76	74.26	------	101.76	------	------	4.44	48.81	155.01	.17	123.53	.17
8	C., R. I. & P. Ry.	997.52	829.03	335.75	------	88.28	2,250.58	1,826.03	*.52	2,250.58	109.59	------	107.33	559.79	3,027.29	1.82	2,449.33	*5.98
9	S. P. & K. C. S. L.	------	------	------	------	------	------	345.27	------	------	------	------	------	------	------	------	439.29	6.17
10	G. N. Ry.	78.02	------	------	------	------	78.02	78.02	.01	78.02	------	------	9.41	27.80	115.23	.07	112.85	.01
11	I. C. R. R.	------	------	------	716.36	1.68	718.04	------	------	718.04	2.75	7.21	28.54	237.98	994.52	2.19	------	------
12	D. & S. C. R. R.	------	------	------	------	------	------	716.36	.58	------	------	------	------	------	------	------	984.86	9.85
13	M. & O. Ry.	8.03	------	------	------	.12	8.15	8.03	------	8.15	------	------	------	.75	8.90	------	8.78	------
14	M. & St. L. R. R.	635.86	154.48	.05	------	86.78	877.17	790.34	------	877.17	4.75	------	40.78	154.21	1,076.91	1.87	979.26	1.87
15	Tabor & North'n Ry.	8.79	------	------	------	1.96	10.75	8.79	------	10.75	------	------	------	1.00	11.75	------	9.79	------
16	Union Pacific R. R.	2.48	------	------	------	------	2.48	2.48	------	2.48	2.25	------	10.02	56.98	71.73	------	71.73	------
17	Wabash Railway	203.31	------	------	------	5.56	208.87	203.31	------	208.87	2.20	------	9.50	63.21	283.78	.17	245.93	.17
	Total, 1931	4,720.15	3,903.04	335.83	716.36	377.06	10,052.44	9,684.24	*12.19	10,052.44	1,094.21	7.21	464.79	2,756.69	14,375.34	*15.77	13,694.38	*4.43
	Total, 1930	4,720.19	3,915.24	335.80	716.36	378.40	10,065.99	9,696.43	*0.35	10,065.99	1,094.23	7.21	450.66	2,773.02	14,391.11	*4.42	13,698.81	3.74
	Increase or decrease, 1931	*.04	*12.20	.03	------	*1.34	*13.55	*12.19	------	*13.55	*.02	------	14.13	*16.33	*15.77	------	*4.43	------

*Decrease.

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE, 1931

PART 1—RAILWAY WITH RAILWAY

Number	Railway Companies	Number at Beginning of Year									Number at End of Year									
		With interlocking devices	With derailing appliances	With automatic crossing signals	With hand operated signals	With gates and watchmen	With watchmen alone	Total protected	Total unprotected	Grand total	With interlocking devices	With derailing appliances	With automatic crossing signals	With hand operated signals	With gates and watchmen	With watchmen alone	Total protected	Total unprotected	Grand total	Increase or decrease
1	Atchison, Topeka & Santa Fe Ry	1						1		1	1						1		1	
2	Chicago, Burlington & Quincy R. R.	8		2	2	1		13	47	60	8		1	2	1		12	47	59	*1
3	Chicago Great Western R. R.	27		2		7		36	21	57	29		2	1	7		39	18	57	
4	Chic., Mil., St. Paul & Pac. R. R.	29	2	12	5	2	6	56	50	106	28	2	12	4	2	6	54	50	104	*2
5	Chicago & North Western Ry	29		13	2	1		45	37	82	31		15	6			52	43	95	13
6	Chic., St. Paul, Minn. & O. Ry.	1		1				2	35	37	1		1		1		3	37	40	3
7	Chicago, Rock Island & Pacific Ry	34	1	22	7	17		82	42	124	36	1	12	3	17		69	63	132	8
8	Great Northern Ry	1		1	1			3	6	9	1		1	1			3	6	9	
9	Illinois Central R. R.	17		3		1		21	55	76	16		4	1			21	55	76	
10	Minneapolis & St. Louis R. R.	16		9	1	8		34	18	52	16		9	1	6		32	20	52	
11	Union Pacific R. R.								10	10								10	10	
12	Wabash Railway	3	1		1		5	10	10	20	3	1		1		5	10	10	20	
	Total	166	4	66	19	37	11	303	331	634	170	4	57	20	34	11	296	359	655	21

*Decrease.

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE, 1931—Continued

PART 2—RAILWAY WITH HIGHWAY

Number	Railway Companies	Number at Beginning of Year											Number at End of Year											
		Gates, with or without other protection, operated 24 hours per day	Gates, with or without other protection, operated less than 24 hours per day	Watchmen, alone or with protection other than gates, on duty 24 hours per day	Watchmen, alone or with protection other than gates, on duty less than 24 hrs. per day	Both audible and visual signals, without other protection	Audible signals only	Visible signals only	Special fixed signs or barriers with or without fixed signs	Standard fixed signs only	Otherwise unprotected	Total	Gates, with or without other protection, operated 24 hours per day	Gates, with or without other protection, operated less than 24 hours per day	Watchmen, alone or with protection other than gates, on duty 24 hours per day	Watchmen, alone or with protection other than gates, on duty less than 24 hrs. per day	Both audible and visual signals, without other protection	Audible signals only	Visible signals only	Special fixed signs or barriers with or without fixed signs	Standard fixed signs only	Otherwise unprotected	Total	Increase or decrease
1	Atchison, Topeka & Santa Fe Ry.	----	----	----	----	1	3	----	----	7	----	11	----	----	----	----	1	3	----	----	7	----	11	----
2	Chicago, Burlington & Quincy R. R.	5	----	15	8	56	1	10	340	1,180	1	1,616	5	----	15	8	56	1	10	340	1,178	----	1,613	*3
3	Chicago Great Western R. R.	6	11	3	18	79	27	----	82	756	----	982	5	11	1	14	79	27	----	82	755	----	974	*8
4	Chic., Mil., St. Paul & Pac. R. R.	1	9	11	26	36	22	9	50	1,889	52	2,105	1	9	12	39	35	22	10	29	1,893	49	2,099	*6
5	Chicago & North Western Ry.	4	1	11	7	102	9	11	202	1,340	----	1,687	18	8	11	13	104	10	13	207	1,235	----	1,679	*8
6	Chic., St. Paul, Minn. & O. Ry.	----	----	----	7	----	3	1	----	90	----	101	----	----	----	7	2	2	1	----	89	----	101	----
7	Chicago, Rock Island & Pacific Ry.	6	5	8	48	80	35	5	57	2,360	17	2,621	6	5	7	46	86	35	5	60	2,348	17	2,615	*6
8	Great Northern Ry.	----	----	1	4	----	----	3	----	84	----	92	----	----	1	4	----	----	3	----	84	----	92	----
9	Illinois Central R. R.	----	2	1	14	26	12	4	----	827	----	886	----	2	----	12	32	12	4	----	824	----	886	----
10	Minneapolis & St. Louis R. R.	----	1	----	7	1	----	----	2	1,069	----	1,080	----	1	----	8	1	----	1	2	1,068	----	1,081	1
11	Union Pacific R. R.	----	----	----	----	----	----	----	----	25	----	25	----	----	----	----	----	----	----	----	25	----	25	----
12	Wabash Railway	----	----	----	----	1	4	----	----	244	----	249	----	----	----	----	1	4	----	----	244	----	249	----
	Total	22	29	50	139	382	116	43	733	9,871	70	11,455	35	36	47	151	397	116	47	720	9,810	66	11,425	*30

*Decrease.

TABLE 14¼—GAUGE OF TRACK AND WEIGHT OF RAIL PER YARD—WITHIN THE STATE, 1931

PART 1—STANDARD GAUGE OF TRACK 4 FEET AND 8½ INCHES—NARROW GAUGE OF TRACK 3 FEET

Weight of Rail Per Yard	A., T. & S. F. Ry.	C., B. & Q. R. R.	C. G. W. R. R.	C., Mil., St. P. & P. R. R.		C. & N. W. Ry.	C., St. P., M., & O. Ry.	C., R. I. & P. Ry.	Gt. Nor. Ry.	I. C. R. R.	M. & St. L. R. R.	U. P. R. R.	Wabash Ry.	Total Miles of Main Track
				Standard Gage	Narrow Gage									
Pounds	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	
130								.50						.50
110	28.14	129.73	10.37			226.66		179.72						574.62
100		207.29	60.91	343.27		527.18	.17	438.77			8.00	4.55	.03	1,590.17
90	11.84	369.51	131.96	847.65		402.82	55.99	221.36	.82	545.59	12.08	.18	.11	2,599.91
85		164.39	251.39	168.37				140.04		76.82	243.72		5.00	1,049.73
80		.10		1.67		168.50	.87	386.32	33.72		68.99		151.09	811.26
77.5			48.02											48.02
75		197.36	204.12	223.19				.13	43.42	53.73			10.38	732.33
72						417.75								417.75
70		8.94		44.77				237.27			287.33		1.88	580.19
67								7.81						7.81
66								38.09			19.08			57.17
O. P. 66		240.18												240.18
N. P. 66		63.57												63.57
65		41.02		272.28	1.00	226.69	.38	141.12					2.94	685.43
63													31.72	31.72
60		101.98	48.79	153.69	13.87		1.99	263.52	.06	50.18	122.96			757.04
56		88.42	15.03	33.93	18.68			189.23			28.23		.16	373.68
52		4.38						20.76						25.14
50				8.46	2.17		14.86							25.49
48														
Total	39.98	1,616.87	770.59	2,097.28	35.72	1,969.60	74.26	2,264.64	78.02	726.32	790.39	4.73	203.31	10,671.71

TABLE 14½—TELEGRAPH AND TELEPHONE LINES—WITHIN THE STATE, YEAR 1931

Items	A., T. & S. F. Ry.	C., B. & Q. Ry.	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.
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
Pole line owned		[a]1,113.95	258.80	49.64	369.91		65.00	76.95			
Telegraph wire owned	57.2	3,468.33	857.80	1,106.77			1,171.00	384.75	94.15	11.52	2.00
Telephone wire owned	126.6	1,469.74	939.00	1,913.45	841.26		2,379.00		1,690.46	25.46	11.54
Pole line used not owned				1,076.26	1,584.53	99.86	11.00		710.93	512.72	2.20
Telegraph wire used not owned				2,256.07	5,089.55	99.86	[b]4,168.00		1,598.16	2,158.18	
Telephone wire used not owned				1,786.60			317.00		488.50		
Pole line owned jointly	19.9						1,953.00			270.88	
Telegraph wire owned jointly	19.9									348.38	
Telegraph wire leased		29.25									347.00
Telephone wire leased		6.00									
Pole line used jointly				714.10			117.00				
Telegraph wire used jointly				71.10			188.00				
Total pole line used	19.9	1,395.73	773.80	1,837.30	1,954.44	99.86	2,146.00	76.95	710.93	783.60	2.20
Total telegraph wire used	77.1	4,447.36	1,804.80	3,433.94	5,089.55	99.86	5,527.00	384.75	1,692.31	2,518.08	349.00
Total telephone wire used	126.6	1,475.74	1,011.50	3,700.05	841.26		2,696.00		2,178.96	25.46	11.54
Telegraph wire owned not used				456.12							
Telegraph wire owned jointly											
Telephone wire, long distance	39.8	439.40	73.90				217.00		852.96		11.54

[a]41.65 miles owned, 72% by W. U. Tel. Co. and 28% by railroad company.
[b]Includes 193 miles owned by Western Union Telegraph Co. and used jointly.
Note—Information for Wabash Railway not available.

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE, 1931

PART 1—BITUMINOUS COAL AND FUEL OIL

Number	Railway Companies	Total Tons Bituminous Coal Consumed by						Gallons Fuel Oil Consumed by					
		Freight train	Passenger train	Total transportation	Work train	Grand total tons consumed	Average cost per ton including freight charges	Freight train	Passenger train	Total transportation	Work train	Grand total gallons consumed	Average cost per gallon including freight charges
1	Atchison, Topeka & Santa Fe Ry.	725,981	378,301	1,311,735	11,478	1,323,213	$ 2.93	144,502,324	83,785,360	284,004,920	2,149,473	286,154,393	$ .0181
2	Chicago, Bur. & Quincy R. R.	1,423,683	558,433	2,426,433	24,242	2,450,675	2.128	13,889,073	3,682,373	20,941,702	173,694	21,115,396	.0199
3	Chicago Great Western R. R.	397,706	92,866	576,383	6,571	582,954	2.669	94,460	27,776	150,166	2,180	152,346	.022
4	Chic., Mil., St. P. & Pac. R. R.	1,488,600	484,459	2,487,351	54,467	2,541,818	2.25	9,202,662	2,737,728	14,354,676	470,316	14,824,992	.0215
5	Chicago & North Western Ry.	1,210,214	735,419	2,428,610	35,500	2,464,110	1.839	25,554,056	6,522,556	35,753,415	674,653	36,428,068	.0199
6	Chi., St. Paul, Minn. & O. Ry.	224,549	105,619	431,468	2,190	433,658	3.80	32,064	15,152	68,017	347	68,364	.0320
7	Chicago, Rock Island & Pac. Ry.	1,177,896	404,450	1,984,691	39,541	2,024,232	2.43	45,470,037	18,269,351	74,435,343	1,252,667	75,688,010	.0146
8	Great Northern Railway	666,334	188,013	1,068,865	6,245	1,075,110	3.14	44,324,980	22,481,552	75,433,243	1,919,249	77,352,492	.0229
9	Illinois Central R. R.	1,908,094	645,515	3,048,672	29,135	3,077,807	1.743	209,435	78,571	453,524	234	453,758	.036
10	Minneapolis & St. Louis R. R.	228,857	19,116	296,561	2,288	298,849	2.147	----------	----------	----------	----------	----------	----------
11	Union Pacific R. R.	1,377,627	513,555	2,169,772	15,047	2,184,819	2.553	362,699	120,145	830,382	323	830,705	.0293
12	Wabash Railway	786,022	190,377	1,236,324	13,751	1,250,075	2.18	136,996	66,151	340,068	421	340,489	.02
	Total	11,615,563	4,316,123	19,466,865	240,455	19,707,320	--------	283,778,786	137,786,715	506,765,456	6,643,557	513,409,013	--------

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE, 1931—Continued

PART 2—TOTAL TONS FUEL CONSUMED AND GALLONS GASOLINE AND OIL CONSUMED BY MOTOR RAIL CARS

Number	Railway Companies	Total Fuel Tons Consumed by						*Gasoline and Oil Consumed by Motor Rail Cars in					
		Freight train	Passenger train	Total transportation	Work train	Total tons consumed	Average cost per ton including freight charges	Transportation	Work train	Grand total	Average cost per gallon plus freight charges	Gallons other fuel (distillate, kerosene, gasoline, etc.)	Average cost per gallon
1	Atchison, Topeka & Santa Fe Ry.	1,639,154	908,117	3,102,456	24,960	3,127,425	$ 2.90	1,408,790	--------	1,408,790	$ .0470	31,719	$ .0598
2	Chicago, Bur. & Quincy R. R.	1,533,958	587,678	2,592,713	25,621	2,618,334	2.152	2,344,301	4,650	2,348,951	.0457	--------	--------
3	Chicago Great Western R. R.	398,443	93,088	577,553	6,588	584,141	2.672	188,232	--------	188,232	.048	--------	--------
4	Chic., Mil., St. P. & Pac. R. R.	1,561,637	506,187	2,601,277	58,200	2,659,477	2.27	568,157	27,619	595,776	.095	94,960	.071
5	Chicago & North Western Ry.	1,402,293	804,151	2,717,360	40,513	2,757,873	1.916	1,673,744	--------	1,673,744	.077	--------	--------
6	Chi., St. Paul, Minn. & O. Ry.	224,846	105,759	432,087	2,193	434,280	3.801	238,090	--------	238,090	.086	--------	--------
7	Chicago, Rock Island & Pac. Ry.	1,449,090	573,431	2,429,210	46,997	2,476,207	2.44	376,946	--------	376,946	.0881	1,984,375	.0235
8	Great Northern Railway	1,009,393	366,023	1,651,651	20,048	1,671,699	3.08	1,658,107	15,760	1,673,867	.0726	46,341	.0363
9	Illinois Central R. R.	1,910,015	646,163	3,052,681	29,138	3,081,819	1.749	50,133	--------	50,133	.0109	--------	--------
10	Minneapolis & St. Louis R. R.	229,111	19,176	296,961	2,289	299,250	2.156	793,603	--------	793,603	.0536	--------	--------
11	Union Pacific R. R.	1,380,302	514,410	2,175,806	15,056	2,190,862	2.557	170,153	24,590	194,743	.0495	518,777	.04353
12	Wabash Railway	787,085	190,890	1,238,964	13,754	1,252,718	2.182	77,222	--------	77,222	.0947	--------	--------
	Total	13,525,327	5,315,073	22,868,719	285,366	23,154,085	--------	9,547,478	72,619	9,620,097	--------	2,676,172	--------

*Gasoline, oil-electric, etc.

TABLE 16—TIES AND RAILS LAID IN REPLACEMENT—WITHIN THE STATE, 1931

PART 1—TIES AND RAILS LAID DURING YEAR

Number	Railway Companies	Ties Laid in Replacement						Rails Laid in Replacement					
		Cross Ties			Switch and Bridge Ties			Rails Applied in Main Tracks			Rails Applied in Yard Tracks and Sidings		
		Total number of ties applied	Total cost of cross ties applied	Average cost per tie	Number of feet (board measure) applied	Total cost of bridge and switch ties laid during year	Average cost per thousand feet applied	Number of tons (2,240 lbs.) applied	Total cost of rails applied	Average cost per ton (2,240 lbs.)	Number of tons (2,240 lbs.) applied	Total cost of rails applied	Average cost per ton (2,240 lbs.)
1	Atchison, Topeka & Santa Fe Ry.	9,976	$ 13,532.77	$ 1.36	12,684	$ 801.26	$63.17	15	$ 357.65	$23.84	121	$ 2,430.00	$ 20.08
2	Chicago, Bur. & Quincy R. R.	267,804	340,767.68	1.27	613,006	25,920.57	42.26	4,585	167,095.59	36.44	962	25,749.16	26.76
3	Chicago Great Western R. R.	254,908	314,159.80	1.23	547,849	18 992.09	34.66	4,798	154,797.64	32.26	1,563	32,114.04	20.55
4	Chic., Mil., St. P. & Pac. R. R.	474,412	586,306.76	1.24	1,402,591	45,170.83	32.20	16,587	482,004.82	29.06	655	18,975.39	28.97
5	Chicago & North Western Ry.	374,054	454,751.94	1.21	1,419,630	55,693.71	39.23	5,771	243,538.77	42.20	968	33,770.63	34.88
6	Chi., St. Paul, Minn. & O. Ry.	61,998	69,438.33	1.12	62,594	3,101.80	49.39	120	3,084.82	25.70	120	2,019.37	16.82
7	Chicago, Rock Island & Pac. Ry.	230.844	257,012.77	1.11	873,622	38,412.15	43.97	1,346	38,785.58	28.81	1,100	22,490.06	20.44
8	Great Northern Railway	16,107	21,339.80	1.32	57,410	1,888.26	32.89	26	771.82	29.68	47	1,419.57	30.20
9	Illinois Central R. R.	179,798	201,068.47	1.12	638,545	33,322.05	52.18	2,437	93,471.25	38.35	486	11,748.68	24.18
10	Minneapolis & St. Louis R. R.	108,473	119,093.24	1.10	520,992	18,466.62	35.44	802	22,058.99	27.50	386	8,653.07	22.41
11	Union Pacific R. R.	9,429	12,808.31	1.36	65,637	3,015.64	45.94	48	2,131.00	44.39	194	3,812.12	19.65
12	Wabash Railway	24,142	30,452.66	1.26	195,970	10,610.80	54.14	141	3,626.93	25.72	136	3,486.02	25.63
	Total	2,011,945	$2,420,732.53	------	6,410,530	$ 255,395.78	------	36,676	$ 1,211,724.86	------	6,738	$ 166,668.11	------

TABLE 17—TIES AND RAILS LAID IN ADDITIONAL TRACKS AND NEW LINES AND EXTENSIONS—WITHIN THE STATE, 1931

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			Rails Applied in Main Tracks			Rails Applied in Yard Track and Sidings		
		Total number of cross ties laid	Total cost of cross ties laid	Average cost per tie	Number of feet (board measure) laid	Total cost of switch and bridge ties	Average cost per thousand feet	Number of tons (2,240 lbs.) applied	Total cost of rails applied	Average cost per ton (2,240 lbs.)	Number of tons (2,240 lbs.) applied	Total cost of rails applied	Average cost per ton (2,240 lbs.)
1	Atchison, Topeka & Santa Fe Ry.	74	$ 99.85	$ 1.35	2,347	$ 122.99	$ 52.40				8	$ 163.20	$ 20.40
2	Chicago, Bur. & Quincy R. R.	1,415	1,149.88	.81	3,178	107.81	33.92				72	1,803.95	25.05
3	Chicago Great Western R. R.	319	343.36	1.08							23	525.53	22.85
4	Chic., Mil., St. P. & Pac. R. R.	5,345	5,977.34	1.12	22,034	1,096.39	49.76				240	7,589.81	31.62
5	Chicago & North Western Ry.	5,485	7,069.98	1.29	120,090	6,426.39	53.51				236	8,421.87	35.69
6	Chi., St. Paul, Minn. & O. Ry.				4,000	204.65	51.16				22	708.03	32.18
7	Chicago, Rock Island & Pac. Ry.	12,923	9,120.49	.71	112,198	3,401.20	30.31				584	11,866.54	20.32
8	Great Northern Railway	256	441.27	1.72							19	568.04	29.90
9	Illinois Central R. R.	4,237	4,663.43	1.10	3,851	201.34	52.28				178	4,635.91	26.04
10	Minneapolis & St. Louis R. R.	2,639	1,090.45	.41	14,760	608.65	41.24				261	4,631.60	17.75
11	Union Pacific R. R.												
12	Wabash Railway	3,429	1,735.25	.51	35,119	2,129.67	60.64				45	1,158.02	25.73
	Total	36,122	$31,691.30		317,577	$14,299.09					1,688	$42,072.50	

TABLE 18—EMPLOYEES AND THEIR COMPENSATION—ENTIRE LINE, 1931

PART 1—AVERAGE NUMBER OF EMPLOYEES AND TOTAL COMPENSATION 1920 TO 1931, INCLUSIVE

Number	Railway Companies	Average Number of Employees		Total Compensation		Average Yearly Compensation		Average Monthly Compensation		Average Daily Compensation	
		1931	1930	1931	1930	1931	1930	1931	1930	1931	1930
1	Atchison, Topeka & Santa Fe Ry	39,718	47,773	$ 69,710,730	$ 83,675,277	$ 1,755.14	$ 1,751.10	$ 146.26	$ 145.92	$ 4.87	$ 4.86
2	Atlantic Northern Ry	16	19	16,237	23,988	1,014.81	1,262.58	84.57	105.21	2.82	3.50
3	Chicago, Burlington & Quincy R. R.	31,041	38,578	51,442,873	64,022,687	1,657.25	1,659.56	138.10	138.29	4.60	4.61
4	Chicago Great Western R. R.	4,868	5,753	8,515,333	10,141,543	1,749.24	1,762.83	145.77	146.90	4.86	4.89
5	Chicago, Milwaukee, St. Paul & Pac. R. R.	34,569	42,326	56,858,032	71,169,141	1,644.76	1,681.45	137.06	140.12	4.56	4.67
6	Chicago & North Western Ry	33,749	40,929	57,614,453	70,774,181	1,707.15	1,729.19	143.26	144.09	4.77	4.80
7	Chicago, St. Paul, Minn. & Omaha Ry	6,795	7,892	11,070,642	13,267,464	1,629.23	1,681.12	135.77	140.09	4.52	4.67
8	Chicago, Rock Island & Pacific Ry	25,892	30,686	45,651,895	54,631,620	1,763.16	1,780.34	146.93	148.36	4.89	4.94
9	Great Northern Ry	19,753	25,236	34,126,821	44,622,476	1,727.68	1,768.20	143.97	147.35	4.80	4.91
10	Illinois Central R. R.	32,173	37,882	53,054,047	62,460,166	1,649.02	1,648.80	137.42	137.40	4.58	4.58
11	Manchester & Oneida Ry	18	15	10,896	11,875	605.33	791.66	50.44	65.97	1.68	2.19
12	Minneapolis & St. Louis R. R.	4,089	4,497	6,334,199	7,236,358	1,549.08	1,609.14	129.09	134.09	4.30	4.47
13	Tabor & Northern Ry	4	6	6,505	9,509	1,626.25	1,584.83	135.52	132.07	4.51	4.40
14	Union Pacific R. R.	20,686	24,141	37,172,166	44,532,102	1,696.97	1,844.65	141.41	153.72	4.71	5.12
15	Wabash Railway	13,796	15,636	24,804,702	28,045,511	1,797.96	1,793.71	149.83	149.47	4.99	4.98
	Total 1931 and 1930	267,167	321,369	$ 456,389,531	$ 554,623,898	$ 1,708.25	$ 1,725.81	$ 142.19	$ 143.82	$ 4.74	$ 4.79
	1929		367,067		639,793,816		1,742.96		145.24		4.83
	1928		366,964		624,255,837		1,701.14		141.76		4.72
	1927		376,296		623,633,728		1,657.30		138.11		4.60
	1926		380,890		622,845,351		1,635.24		136.27		4.53
	1925		376,829		612,064,782		1,624.25		135.35		4.51
	1924		388,651		619,597,991		1,594.23		132.85		4.33
	1923		418,818		661,426,155		1,579.27		131.60		4.38
	1922		361,959		602,112,658		1,663.48		138.62		4.62
	1921		371,836		625,513,676		1,682.23		140.18		4.67
	1920		457,529		822,173,311		1,796.98		149.74		4.99

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE, YEAR 1931

PART 1—COLLISIONS AND DERAILMENTS AND TRAIN SERVICE ACCIDENTS

Number	Steam Railway Companies	Collisions and Derailments								Train Service Accidents							
		Passengers		Employees		Other Persons		Total		Passengers		Employees		Other Persons		Total	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1	Atchison, Topeka & Santa Fe Ry.										1		3	1	1	1	5
2	Chicago, Burlington & Quincy R. R.		3				1		4		1		23	6	16	6	40
3	Chicago Great Western R. R.				1				1		1	1	30	3	7	4	38
4	Chicago, Milwaukee, St. Paul & Pacific R. R.		3						3		3	3	13	6	17	9	33
5	Chicago & North Western Ry.										6		17	13	13	13	36
6	Chicago, St. Paul, Minneapolis & Omaha Ry.												2	1		1	2
7	Chicago, Rock Island & Pacific Ry.										6	1	39	14	13	15	58
8	Great Northern Railway													1	3	1	3
9	Illinois Central R. R.				1				1		4		33	7	6	7	43
10	Minneapolis & St. Louis R. R.		1						1		1		19	1	3	1	23
11	Union Pacific R. R.												1		2		3
12	Wabash Railway											1	1	3	2	4	3
	Total Steam Railways		7		2		1		10		23	6	181	56	83	62	287
	ELECTRIC INTERURBAN RAILWAYS																
1	Clinton, Davenport & Muscatine Ry.																
2	Des Moines & Central Iowa R. R.												2				2
3	Ft. Dodge, Des Moines & Southern R. R.												3				3
4	Mason City & Clear Lake R. R.																
5	Waterloo, Cedar Falls & Northern Ry.												2				2
6	Des Moines Union Ry.[a]												1				1
7	Sioux City Terminal Ry.[a]												1				1
	Total Electric Interurban Railways												9				9
	Grand Total Accidents 1931		7		2		1		10		23	6	190	56	83	62	296
	Grand Total Accidents 1930		33		1		1		35		31	16	300	59	66	75	397
	Grand Total Accidents 1929		55	2	16	1	7	3	78		38	22	490	53	68	75	596
	Grand Total Accidents 1928	2	55	1	8	1	5	4	68	2	47	27	587	53	70	82	704
	Grand Total Accidents 1927		21	1	18	2	11	3	50	1	40	16	578	69	71	86	689
	Grand Total Accidents 1926		47	3	21	1	9	4	77	1	53	21	657	79	79	101	789
	Grand Total Accidents 1925		10	1	23	1	5	2	38		45	23	611	69	96	92	752
	Grand Total Accidents 1924		33	5	38		20	5	91	2	47	30	726	70	97	102	870
	Grand Total Accidents 1923		77	3	27		12	3	116	4	52	21	917	68	119	93	1,088
	Grand Total Accidents 1922		128	2	32	2	22	4	182		66	14	814	68	85	82	965
	Grand Total Accidents 1921		50	10	50	1	4	11	104	1	64	23	754	90	102	114	920
	Grand Total Accidents 1920	9	198	9	70	3	3	21	271	2	74	53	962	54	122	109	1,158

[a]Terminal railway.

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE, YEAR 1931—Continued

PART 2—AT HIGHWAY CROSSINGS AND TOTAL

Number	Steam Railway Companies	At Highway Crossings				Total						Grand Total	
		Automobiles		Other Vehicles									
		Other Persons Total		Other Persons Total		Passengers		Employees		Other Persons			
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1	Atchison, Topeka & Santa Fe Ry.		2				1		3	1	3	1	7
2	Chicago, Burlington & Quincy R. R.	12	16				4		23	18	33	18	60
3	Chicago Great Western R. R.	3	12				1	1	31	6	19	7	51
4	Chicago, Milwaukee, St. Paul & Pacific R. R.	5	37				6	3	13	11	54	14	73
5	Chicago & North Western Ry.	13	28				6		17	26	41	26	64
6	Chicago, St. Paul, Minneapolis & Omaha Ry.								2	1		1	2
7	Chicago, Rock Island & Pacific Ry.	17	32				6	1	39	31	45	32	90
8	Great Northern Railway		3							1	6	1	6
9	Illinois Central R. R.	5	14				4		34	12	20	12	58
10	Minneapolis & St. Louis R. R.	3	15				2		19	4	18	4	39
11	Union Pacific R. R.								1		2		3
12	Wabash Railway	2	1					1	1	5	3	6	4
	Total Steam Railways	60	160				30	6	183	116	244	122	457
	ELECTRIC INTERURBAN RAILWAYS												
1	Clinton, Davenport & Muscatine Ry.		1								1		1
2	Des Moines & Central Iowa R. R.	1	3						2	1	3	1	5
3	Ft. Dodge, Des Moines & Southern R. R.								3				3
4	Mason City & Clear Lake R. R.			1						1		1	
5	Waterloo, Cedar Falls & Northern Ry.	1	3						2	1	3	1	5
6	Des Moines Union Ry.[a]								1				1
7	Sioux City Terminal Ry.[a]								1				1
	Total Electric Interurban Railways	2	7	1					9	3	7	3	16
	Grand Total Accidents 1931	62	167	1			30	6	192	119	251	125	473
	Grand Total Accidents 1930	62	187				64	16	301	121	254	137	619
	Grand Total Accidents 1929	79	156	1	1		93	24	506	134	232	158	831
	Grand Total Accidents 1928	69	167	4	3	4	102	28	595	127	245	159	942
	Grand Total Accidents 1927	31	155		6	1	61	17	596	105	243	123	900
	Grand Total Accidents 1926	61	148	1	4	1	100	24	678	142	240	167	1,018
	Grand Total Accidents 1925	44	130	1	3		55	24	634	115	234	139	923
	Grand Total Accidents 1924	46	155	5	5	2	80	35	764	121	277	158	1,121
	Grand Total Accidents 1923	58	172	2	12	4	129	24	944	128	315	156	1,388
	Grand Total Accidents 1922	65	191	6	12		194	16	846	141	310	157	1,350
	Grand Total Accidents 1921	66	177	5	7	1	114	33	805	162	290	196	1,209
	Grand Total Accidents 1920	50	190	6	19	10	272	62	1,032	111	336	183	1,640

[a]Terminal railways.

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE, YEAR 1931—Continued

PART 3—NON-TRAIN ACCIDENTS

Number	Railway Companies	Total persons in non-train accidents		Class of Accidents: Shop machinery		Portable machinery		Transmission and power apparatus		Use of hand tools, apparatus, etc.		Flying particles		Explosives and chemicals		Electric currents		Collapse or fall of objects	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1	Atchison, Topeka & Santa Fe Ry.		20		1		1				7				1				2
2	Atlantic Northern Railway		2																
3	Chicago, Burlington & Quincy R. R.		20								3		1						1
4	Chicago Great Western R. R.	1	53		2				1		5		2	1	3				6
5	Chicago, Mil., St. Paul & Pac. R. R.	1	10				1								1				2
6	Chicago & North Western Ry.		7																1
7	Chi., St. Paul, Minn. & O. Ry.		4																
8	Chicago, Rock Island & Pacific Ry.	1	34								4		6						1
9	Great Northern Railway		4								3		1						
10	Illinois Central R. R.		59				1				7		3		4				11
11	Minneapolis & St. Louis R. R.		22		1						1		1						3
12	Union Pacific R. R.		1																
13	Wabash Railway		2																
14	Davenport, Rock Island & N. W. Ry.		4																
15	Des Moines & Central Iowa R. R.		1																
16	Ft. Dodge, Des Moines & So. R. R.		6																2
17	Mason City & Clear Lake R. R.		1																
18	Waterloo, Cedar Falls & No. Ry.		5		1														
19	Des Moines Union Ry.		2																1
	Total 1931	3	257		5		3		1		30		14	1	9				30
	Total 1930	3	361		11		3		2		36		16		8	1	1		43
	Total 1929	7	779		14	1	9		4	1	103		44	1	14	1	2		81

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE, YEAR 1931—Continued

PART 2—NON-TRAIN ACCIDENTS—Continued

Number	Railway Companies	Class of Accidents													
		Handling Rails, Ties, Timbers, Etc.		Maintenance of Way and Structures				Handling Freight or Supplies		Miscellaneous		Total Accidents to Employees		Other Persons	
				Hand Cars		Motor Cars									
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1	Atchison, Topeka & Santa Fe Ry								5		3		20		
2	Atlantic Northern Railway										2		2		
3	Chicago, Burlington & Quincy R. R.		4						5		2		19		1
4	Chicago Great Western R. R.		9		1		5		8		10	1	53		1
5	Chicago, Mil., St. Paul & Pac. R. R.						1		1		1		7	1	3
6	Chicago & North Western Ry						1		3				5		2
7	Chi., St. Paul, Minn. & O. Ry						1		1		2		4		
8	Chicago, Rock Island & Pacific Ry						1		10		8		30	1	4
9	Great Northern Railway												4		
10	Illinois Central R. R.		5		2		3		9		11		58		1
11	Minneapolis & St. Louis R. R.		3				1		3		8		21		1
12	Union Pacific R. R.										1		1		
13	Wabash Railway												1		1
14	Davenport, Rock Island & N. W. Ry		1				2		1				4		
15	Des Moines & Central Iowa R. R.										1		1		
16	Ft. Dodge, Des Moines & So. R. R.								3		1		6		
17	Mason City & Clear Lake R. R.		1										1		
18	Waterloo, Cedar Falls & No. Ry		2				1				1		5		
19	Des Moines Union Ry								1				2		
	Total 1931		25		3		16		50		58	1	243	2	14
	Total 1930		43		2		20		87		71	1	338	2	23
*	Total 1929		86		3		37	1	180	1	170	6	792	1	37

TABLE 20—COST OF COLLISIONS AND DERAILMENTS, YEAR 1931

PART 1—WITHIN THE STATE AND NUMBER OF STATIONS WITHIN THE STATE

Number	Railway Companies	Average miles of road operated—single track	Damage to		Clearing track	Total cost	Average Cost Per Mile of Road Operated —Single Track		Number of Freight or Passenger Stations on Road Owned or Operated, Within the State				Number acres of land originally granted the respondent by the United States or this state in construction of its road	Number of acres of such land grants remaining unsold December 31, 1931
									Where an Agent Is Employed		Where No Agent Is Employed			
			Equipment	Way and structures			1931	1930	1931	1930	1931	1930		
1	Atchison, Topeka & Santa Fe Ry.	19.99	$ 1,176	$ 265	$ 161	$ 1,602	$ 80.14	$ 232.06	2	2	2	2	16,366,385	3,601,976
2	Chicago, Bur. & Quincy R. R.	1,445.13	7,728	553	1,101	9,382	6.49	11.35	162	173	101	84	359,724	None
3	Chicago Great Western R. R.	776.41	32,850	8,786	4,469	46,105	59.38	58.31	86	95	57	47	None	----------
4	Chicago, Mil., St. Paul & Pac. R. R.	1,910.34	57,292	25,230	7,806	90,328	47.28	23.95	251	263	101	98	486,222	None
5	Chicago & North Western Ry.	1,627.68	40,032	8,011	3,494	51,537	31.66	17.05	208	217	69	60	1,201,326	56,955
6	Chic., St. Paul, Minn. & Pac. Ry.	101.76	873	276	550	1,699	16.69	94.87	12	14	2	----------	None	----------
7	Chicago, Rock Island & Pac. Ry.	2,250.58	20,430	2,728	2,459	25,617	11.38	30.10	284	301	95	78	644,747	None
8	Great Northern Railway	78.02	250	200	126	576	7.38	17.73	9	11	3	1	3,301,012	115,778
9	Illinois Central R. R.	718.04	3,426	1,064	986	5,476	7.62	50.99	117	122	52	50	1,122,266	None
10	Minneapolis & St. Louis R. R.	877.17	13,310	1,188	2,522	17,020	19.40	24.21	130	131	30	20	475,930	421
11	Union Pacific R. R.	2.48	1,325	310	50	1,685	679.43	288.30	----------	----------	----------	----------	18,560,901	935,365
12	Wabash Railway	----------	----------	----------	----------	----------	----------	23.30	37	36	24	23	None	----------
	Total 1931	9,807.60	$178,692	$ 48,611	$ 23,724	$251,027	----------	----------	1,298	1,365	536	463	----------	----------
	Total 1930	10,061.51	218,598	31,387	32,821	282,806	----------	----------	----------	----------	----------	----------	----------	----------
	Total 1929	10,042.33	362,841	60,473	50,364	473,678	----------	----------	----------	----------	----------	----------	----------	----------
	ELECTRIC AND TERMINAL COMPANIES													
1	Waterloo, Cedar Rapids & No. Ry.	112.08	$ 376	$ 225	----------	$ 601	$ 5.36	$ 3.87	----------	----------	----------	----------	----------	----------
2	Davenport, Rock Isl. & N. W. Ry.	6.14	4,972	222	$ 670	5,864	955.05	----------	----------	----------	----------	----------	----------	----------
3	Des Moines Union Railway	7.12	548	140	46	734	103.09	110.22	----------	----------	----------	----------	----------	----------
	Total	125.34	5,896	$ 587	$ 716	$ 7,199	----------	----------	----------	----------	----------	----------	----------	----------

STATISTICS

of

Electric Interurban Railway Companies

For the Year Ended December 31, 1931

TABLE 1—ROAD OPERATED AT CLOSE OF YEAR—1931—WITHIN THE STATE

PART 1—MILEAGE OPERATED SINGLE TRACK AND ALL TRACKS AND MILEAGE OWNED ALL TRACKS AND CHANGES DURING YEAR

Number	Electric Interurban Railway Companies	Miles of Road Operated—Single Track							Miles of Road Operated—All Tracks						Miles of Road Owned—All Tracks						
		Line Owned		Line Operated Under											First Track						
		Main line	Branches and spurs	Lease	Contract	Trackage rights	Total miles operated single track	Changes during year—single track	First main track	Second main track	Sidings and turnouts	Tracks in car houses, shops, etc.	Total miles operated—all tracks	Changes during year—all tracks	Main line	Branches and spurs	Second main track	Sidings and turnouts	Tracks in car houses, shops, etc.	Total miles owned—all tracks	Changes during year—all tracks
1	C. R. & M. C. Ry.	2.80	------	------	------	------	2.80	------	2.80	------	------	------	2.80	------	2.80	------	------	------	------	2.80	------
2	Charles City West'n Ry.	21.32	------	.23	------	------	21.55	------	21.55	------	5.45	------	27.00	------	21.32	------	------	5.45	------	26.77	------
3	C., Dav. & M. Ry.	58.32	------	------	------	6.71	65.03	------	65.03	3.77	8.37	.74	77.91	------	58.32	------	------	8.37	.74	67.43	------
4	Colfax Springs Ry.	------	------	------	------	------	------	------	------	------	------	------	------	------	1.00	------	------	------	------	1.00	------
5	D. M. & C. I. R. R.	59.72	------	------	------	7.92	67.64	------	67.64	7.68	24.84	.04	100.20	*.27	59.72	------	3.24	22.33	------	85.29	------
6	Ft. D., D. M. & S. R. R.	143.47	4.90	1.37	------	.84	150.58	------	150.58	------	43.60	.04	194.22	.19	143.47	4.90	------	40.86	.04	189.27	.19
7	I. R. & L. Corp'n.	27.30	------	------	------	------	27.30	------	27.30	------	16.10	.06	43.46	.55	27.30	------	------	16.10	.06	43.46	.55
8	Iowa So. Util. Co.	29.62	------	------	.81	------	30.43	------	30.43	------	3.45	.13	34.01	.12	29.62	------	------	3.45	.13	33.20	.12
9	M. C. & C. L. R. R.	15.53	------	------	------	------	15.53	------	15.53	------	5.23	.31	21.07	------	15.53	------	------	5.23	.31	21.07	------
10	Tama & Toledo R. R.	3.50	------	------	------	------	3.50	------	3.50	------	.45	------	3.95	------	3.50	------	------	.45	------	3.95	------
11	W., C. F. & N. Ry.	106.86	4.18	------	------	1.04	112.08	*.79	112.08	5.10	25.47	.34	142.99	*.70	106.86	4.18	5.10	24.60	.34	141.08	*.70
	Total Year 1931	468.44	9.08	1.60	.81	16.51	496.44	*.79	496.44	16.55	132.96	1.66	647.61	*.11	469.44	9.08	8.34	126.84	1.62	615.32	.16
	Total Year 1930	469.23	9.08	1.37	.81	16.74	497.23	------	497.23	16.94	131.89	1.66	647.72	------	470.23	9.08	8.73	125.50	1.62	615.16	------
	Increase or Decrease, 1931	*.79	------	.23	------	*.23	*.79	------	*.79	*.39	1.07	------	*.11	------	*.79	------	*.39	1.34	------	.16	------

*Decrease.

TABLE 2—CAPITAL STOCK, YEAR 1931

PART 1—WITH PAR VALUE

Number	Electric Interurban Railway Companies	A—With Par Value							Total par value nominally issued and nominally outstanding at close of year—preferred—in treasury
		Par Value of Amount Authorized			Total Par Value Outstanding at Close of Year				
		Common	Preferred	Total	Common	Preferred	Receipts outstanding for installments paid—preferred	Total	
1	Cedar Rapids & Marion City Ry								
2	Charles City Western Ry	$ 300,000		$ 300,000	$ 290,400			$ 290,400.00	
3	Clinton, Davenport & Muscatine Ry	2,000,000		2,000,000	2,000,000			2,000,000.00	$ 1,353,300.00
4	Colfax Springs Railway	25,000		25,000	25,000			25,000.00	
5	Des Moines & Central Iowa R. R.	1,200,000		1,200,000	1,160,000			1,160,000.00	
6	Ft. Dodge, Des Moines & So. R. R.	3,500,000	$ 2,000,000	5,500,000	2,634,000	$ 1,363,100.00		3,997,100.00	
7	Iowa Railway & Light Corporation	20,000,000	15,000,000	35,000,000	8,500,000	11,204,331.57	$ 96,676.93	19,801,008.60	
8	Iowa Southern Utilities Co.		15,000,000	15,000,000		8,300,000.00	3,710.64	8,303,710.64	258,700.00
9	Mason City & Clear Lake R. R.	1,000,000		1,000,000	400,000			400,000.00	
10	Tama & Toledo R. R.	100,000		100,000	23,300			23,300.00	
11	Waterloo, Cedar Falls & No. Ry	3,335,000	1,665,000	5,000,000	2,333,050	664,000.00		2,997,050.00	
	Total	$ 31,460,000	$ 33,665,000	$ 65,125,000	$ 17,365,750	$21,531,431.67	$ 100,387.57	$38,997,569.24	$ 1,612,000.00

TABLE 2—CAPITAL STOCK, YEAR 1931—Continued

PART 2—A—WITH PAR VALUE, B—WITHOUT PAR VALUE AND STOCK ISSUED DURING YEAR

Number	Electric Interurban Railway Companies	A—With Par Value					B—Without Par Value		Stocks Issued During Year	
		Total Par Value Actually Outstanding at Close of Year								
		Common	Preferred	Receipts outstanding for installments paid—preferred	Total	Par value of amount nominally but not actually issued to close of year—common	Number of shares outstanding at close of year—common	Cash value of consideration received for stocks actually outstanding—common	Par value—preferred	Cash received as consideration for issue—preferred
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.	$ 290,400.00			$ 290,400.00					
3	Clinton, Davenport & Muscatine Ry.	646,700.00			646,700.00	$ 1,353,300				
4	Colfax Springs Railway	25,000.00			25,000.00				$ 25,000.00	$ 25,000.00
5	Des Moines & Central Iowa R. R.	1,160,000.00			1,160,000.00					
6	Ft. Dodge, Des Moines & So. R. R.	2,634,000.00	$ 1,363,100.00		3,997,100.00					
7	Iowa Railway & Light Corporation	8,500,000.00	11,204,331.67	$ 96,676.93	19,801,008.60				1,822,925.95	1,822,925.95
8	Iowa Southern Utilities Co.		8,041,300.00	3,710.64	8,045,010.64		100,000	$ 1,000,000	887,100.00	887,100.00
9	Mason City & Clear Lake R. R.	400,000.00			400,000.00					
10	Tama & Toledo R. R.	23,300.00			23,300.00					
11	Waterloo, Cedar Falls & No. Ry.	2,333,050.00	664,000.00		2,997,050.00					
	Total	$16,012,450.00	$21,272,731.67	$ 100,387.57	$37,385,569.24	$ 1,353,300	100,000	$ 1,000,000	$ 2,735,025.95	$ 2,735,025.95

TABLE 3—UNMATURED FUNDED DEBT, YEAR 1931

PART 1—INDEBTEDNESS AUTHORIZED AND ACTUALLY OUTSTANDING AT CLOSE OF YEAR

Number	Electric Interurban Railway Companies	Par Value of Extent of Indebtedness Authorized				Total Par Value Actually Outstanding at Close of Year					
		Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Total	Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Total	Amount of interest accrued during year charged to income	Amount of interest paid during year
1	Cedar Rapids & Marion City Ry.										
2	Charles City Western Ry.	$ 350,000			$ 350,000	$ 119,200	$ 140,000		$ 259,200.00	$ 15,426.00	$ 15,426.00
3	Clinton, Davenport & Muscatine Ry.										
4	Colfax Springs Railway										
5	Des Moines & Central Iowa R. R.	2,500,000	$ 633,500		3,133,500	633,500	633,500		1,267,000.00	85,522.50	4,172.71
6	Ft. Dodge, Des Moines & So. R. R.	6,550,000	200,000	$ 579,604	7,329,604	5,250,000	200,000	$ 346,541.25	5,796,541.25	298,721.58	2,512.00
7	Iowa Railway & Light Corporation	Unlimited		Unlimit'd	Unlimited	15,669,000		698,929.93	16,367,929.93	880,086.93	877,989.33
8	Iowa Southern Utilities Co.	12,940,700		4,949,800	17,890,500	12,261,100		4,151,800.00	16,412,900.00	941,474.99	954,612.00
9	Mason City & Clear Lake R. R.	2,500,000			2,500,000	316,000			316,000.00	18,960.00	18,960.00
10	Tama & Toledo R. R.	150,000			150,000	25,000			25,000.00	1,500.00	
11	Waterloo, Cedar Falls & No. Ry.	21,000,000	1,260,000		22,260,000	5,773,000	1,260,000		7,033,000.00	364,250.00	
	Total	$ 45,990,700	$2,093,500	$5,529,404	$53,613,604	$40,046,800	$2,233,500	$ 5,197,271.18	$47,477,571.18	$2,605,942.00	$1,873,672.13

TABLE 3—UNMATURED FUNDED DEBT, YEAR 1931—Continued

PART 2—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Electric Interurban Railway Companies	Amount Bearing Interest Rate Per Annum of								
		5%	5½%	5¾%	6%	7%	7½%	8%	Grand total unmatured funded debt	Funded debt matured unpaid
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.				$ 259,200				$ 259,200.00	
3	Clinton, Davenport & Muscatine Ry.									$ 1,063,000
4	Colfax Springs Railway									
5	Des Moines & Central Iowa R. R.				633,500		$ 633,500		1,267,000.00	350,000
6	Ft. Dodge, Des Moines & So. R. R.	$ 5,250,000			230,850	$ 315,691.25			5,796,541.25	
7	Iowa Railway & Light Corporation	10,172,000	$ 4,002,500		689,359	506,070.93		$ 998,000	16,367,929.93	
8	Iowa Southern Utilities Co.	1,480,500	6,999,400	$ 11,000	6,393,500	1,528,500.00			16,412,900.00	
9	Mason City & Clear Lake R. R.				316,000				316,000.00	
10	Tama & Toledo R. R				25,000				25,000.00	
11	Waterloo, Cedar Falls & No. Ry.	5,773,000			1,260,000				7,033,000.00	*286,875
	Total	$ 22,675,500	$ 11,001,900	$ 11,000	$ 9,807,409	$ 2,350,262.18	$ 633,500	$ 998,000	$47,477,571.18	$ 1,699,875

*Scrip certificates.

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT, YEAR 1931

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 expenditures during year	To December 31, 1908	From December 31, 1908, to June 30, 1914	Since June 30, 1914	Total investment in road and equipment at close of year	Miles of road owned —single track	Average investment per mile of road owned
1	C. R. & M. C. Ry.	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------
2	C. C. W. Ry.	$ [a]587.00	$ 212.00	----------	----------	$ [a]375.00	----------	$ 426,174.95	$ 274,335.33	$ 700,510.28	21.32	$ 32,856.99
3	C., Dav. & M. Ry.	3,149.36	[a]2,084.17	$ [a]9,041.60	$ 13,370.57	5,394.16	$1,363,394.91	1,038,659.36	581,661.55	2,983,715.82	58.32	51,161.11
4	Colfax Springs Ry.	25.00	----------	----------	12.00	37.00	26,566.82	186.70	----------	26,753.52	1.00	26,753.52
5	D. M. & C. I. R. R.	[a]290.86	[a]6,260.00	----------	----------	[a]6,550.86	2,460,382.92	346,516.30	595,387.61	3,402,286.83	59.72	56,970.64
6	Ft. D., D. M. & S.	36,704.12	[a]90,631.75	33,115.24	[a]90.50	[a]20,902.89	----------	7,327,458.01	2,756,261.12	10,083,719.13	148.37	67,963.33
7	I. R. & L. Corp'n.	17,527.97	[a]10,388.24	877,214.39	262,587.88	1,146,942.00	----------	----------	30,961,278.79	30,961,278.79	27.30	1,134,112.78
8	Iowa So. Util. Co.	2,593.50	[a]7,344.42	----------	----------	[a]4,750.92	----------	289,148.70	888,063.51	1,177,212.21	29.62	39,743.83
9	M. C. & C. L. R. R.	42,287.10	19.00	512.54	7,413.36	50,232.00	----------	764,338.84	391,480.57	1,155,819.41	15.53	74,424.95
10	Tama & Toledo R. R.	556.50	----------	----------	----------	556.50	----------	----------	143,068.81	143,068.81	3.50	40,876.80
11	W., C. F. & N. Ry.	19,995.34	[a]1,504.20	6,502.36	----------	24,993.50	2,441,886.86	4,653,505.83	2,772,870.56	9,868,263.25	111.04	88,871.24
	Total	$121,961.03	$[a]117,981.78	$908,302.93	$283,293.31	$1,195,575.49	$6,292,231.51	$14,845,988.69	$39,364,407.85	$60,502,628.05	475.72	----------

[a]Credit.

TABLE 5—INCOME STATEMENT FOR THE YEAR 1931

PART 1—OPERATING, NON-OPERATING AND GROSS INCOME

Number	Electric Interurban Railway Companies	Operating		Net Revenue from		Net operating revenue	Taxes assigned to railway operations	Operating income	Total non-operating income	Gross income
		Revenues	Expenses	Railway operations	Auxiliary operations (net)					
1	Cedar Rapids & Marion City Ry.	$ 29,603.03	$ 27,425.82	$ 2,177.21	----------	$ 2,177.21	$ 1,785.73	$ 391.48	----------	$ 391.48
2	Charles City Western Ry.	100,343.05	78,655.24	21,687.81	----------	21,687.81	5,293.90	16,393.91	----------	16,393.91
3	Clinton, Davenport & Muscatine Ry.	304,205.56	297,116.43	7,089.13	34,544.59	41,633.72	17,398.76	24,234.96	$ 2,295.70	26,530.66
4	Colfax Springs Railway	----------	37.00	[b]37.00	----------	[b]37.00	48.62	[b]85.62	----------	[b]85.62
5	Des Moines & Central Iowa R. R.	302,643.28	364,602.40	[b]61,959.12	----------	[b]61,959.12	27,024.56	[b]88,983.68	1,297.25	[b]87,686.43
6	Ft. Dodge, Des Moines & So. R. R.	628,874.59	823,551.84	[b]194,677.25	117,336.53	[b]77,340.72	52,302.15	[b]129,642.87	214,527.18	84,884.31
7	Iowa Railway & Light Corporation	382,279.04	339,187.70	43,091.34	2,592,741.78	2,635,833.12	14,653.17	2,621,179.95	80,798.00	2,701,977.95
8	Iowa Southern Utilities Co.	136,714.02	127,115.91	9,598.11	----------	9,598.11	6,751.50	2,846.61	1,772,905.15	1,775,751.76
9	Mason City & Clear Lake R. R.	151,758.72	119,070.85	32,687.87	----------	32,687.87	4,917.90	27,769.97	2,536.08	30,306.05
10	Tama & Toledo R. R.	12,726.50	11,124.20	1,602.30	----------	1,602.30	651.17	951.13	748.12	1,699.25
11	Waterloo, Cedar Falls & No. Ry.	784,151.09	748,899.86	35,251.23	----------	35,251.23	33,155.33	2,095.90	7,130.17	9,226.07
	Total	$2,833,298.88	$2,936,787.25	$[b]103,488.37	$2,744,622.90	$2,641,134.53	$ 163,982.79	$ 2,477,151.74	$ 2,082,237.65	$ 4,559,389.39

[b]Deficit.

TABLE 5—INCOME STATEMENT FOR THE YEAR 1931—Continued

PART 2—DEDUCTIONS FROM GROSS INCOME AND INCOME TRANSFERRED TO PROFIT AND LOSS

Number	Electric Interurban Railway Companies	Rent for leased road	Miscellaneous		Interest on		Amortization of discount on funded debt	Miscellaneous debits	Total deductions from gross income	Income balance transferred to profit and loss
			Rents	Taxes	Funded debt	Unfunded debt				
1	Cedar Rapids & Marion City Ry									$ 391.48
2	Charles City Western Ry		$ 12.00		$ 15,426.00	$ 85.09	$ 347.64		$ 15,870.73	523.18
3	Clinton, Davenport & Muscatine Ry				[a]374.94	19,717.90	2,322.52		21,665.48	4,865.18
4	Colfax Springs Railway									[b]85.62
5	Des Moines & Central Iowa R. R.				103,614.22	21,150.00	2,089.68	$ 1,175.40	128,029.30	[b]215,715.73
6	Ft. Dodge, Des Moines & So. R. R.	$ 8,375.43	4,999.92		298,721.58	751.30	11,257.44	782.28	324,887.95	[b]240,003.64
7	Iowa Railway & Light Corporation			$ 235,172.28	880,186.93	8,288.78	85,111.25		1,208,759.24	1,493,218.71
8	Iowa Southern Utilities Co.				941,474.99	5,094.72	95,133.62	7,649.01	1,049,352.34	726,399.42
9	Mason City & Clear Lake R. R.				38,913.93				38,913.93	[b]8,607.88
10	Tama & Toledo R. R.				1,500.00				1,500.00	199.25
11	Waterloo, Cedar Falls & No. Ry.		90.00		364,250.00	47,361.02	50,094.36	161.99	461,957.37	[b]452,731.30
	Total	$ 8,375.43	$ 5,101.92	$ 235,172.28	$ 2,643,712.71	$ 102,448.81	$ 246,356.51	$ 9,768.68	$ 3,250,936.34	$ 1,308,453.05

[a]Credit.
[b]Deficit.

TABLE 6—PROFIT AND LOSS STATEMENT, YEAR 1931

PART 1—DEBITS

Number	Electric Interurban Railway Companies	Debit Balance		Appropriations of surplus to sinking fund and other reserves	Dividend appropriations of surplus	Appropriations of surplus for investment in physical property	Stock discount extinguished through surplus	Miscellaneous appropriations of surplus	Loss on road and equipment retired	Miscellaneous debits
		At beginning of year	Transferred from income account							
1	Cedar Rapids & Marion City Ry									
2	Charles City Western Ry	$ 26,874.24								$ 77.46
3	Clinton, Davenport & Muscatine Ry	1,346,066.87								5,262.12
4	Colfax Springs Railway	5,926.68	$ 85.62							
5	Des Moines & Central Iowa R. R.	1,215,143.10	215,715.73						$ 112.00	
6	Ft. Dodge, Des Moines & So. R. R.	906,441.63	240,003.64						545.09	90,110.38
7	Iowa Railway & Light Corporation			$ 235,266.06	$ 1,124,240.19					35,614.98
8	Iowa Southern Utilities Co.				635,811.37	$ 717.12	$ 4,186.08	$ 4,380.05		13,205.09
9	Mason City & Clear Lake R. R.		8,607.88					300.00		500.70
10	Tama & Toledo R. R.	147,773.90								28.25
11	Waterloo, Cedar Falls & No. Ry	4,259,405.34	452,731.30						5,899.83	290.60
	Total	$ 7,907,631.76	$ 917,144.17	$ 235,266.06	$ 1,760,051.56	$ 717.12	$ 4,186.08	$ 4,680.05	$ 6,556.92	$ 145,089.58

TABLE 6—PROFIT AND LOSS STATEMENT, YEAR 1931—Continued

PART 2—DEBITS AND CREDITS

Number	Electric Interurban Railway Companies	Debits		Credits							
				Credit Balance							
		Credit balance carried forward to balance sheet	Total debits	At beginning of year	Transferred from income account	Profit on road and equipment sold	Delayed income credits	Donations	Miscellaneous credits	Debit balance carried forward to balance sheet	Total credits
1	Cedar Rapids & Marion City Ry.	$ 391.48	$ 391.48		$ 391.48						$ 391.48
2	Charles City Western Ry.		26,951.70		523.18				$ 249.99	$ 26,178.53	26,951.70
3	Clinton, Davenport & Muscatine Ry.		1,351,328.99		4,865.18				396.94	1,346,066.87	1,351,328.99
4	Colfax Springs Railway		6,012.30							6,012.30	6,012.30
5	Des Moines & Central Iowa R. R.		1,430,970.83							1,430,970.83	1,430,970.83
6	Ft. Dodge, Des Moines & So. R. R.		1,237,100.74			$ 501.96			2,988.42	1,233,610.36	1,237,100.74
7	Iowa Railway & Light Corporation	219,956.03	1,615,077.26	$ 117,844.79	1,493,218.71				4,013.76		1,615,077.26
8	Iowa Southern Utilities Co.	763,624.07	1,421,923.78	694,807.24	726,399.42			$ 717.12			1,421,923.78
9	Mason City & Clear Lake R. R.		9,408.58	2,264.10			$ 1,295.50		2,084.54	3,764.44	9,408.58
10	Tama & Toledo R. R.		147,802.15		199.25					147,602.90	147,802.15
11	Waterloo, Cedar Falls & No. Ry.		4,718,327.07						.10	4,718,326.97	4,718,327.07
	Total	$ 983,971.58	$11,965,294.88	$ 814,916.13	$ 2,225,597.22	$ 501.96	$ 1,295.50	$ 717.12	$ 9,733.75	$ 8,912,533.20	$11,965,294.88

TABLE 7—RAILWAY OPERATING REVENUES, YEAR 1931

PART 1—OPERATING REVENUES

Number	Electric Interurban Railway Companies	Revenue from Transportation							Total revenue from other railway operations	Grand total operating revenues
		Passenger	Mail	Express	Freight	Switching	All other transportation revenue	Total transportation revenue		
1	Cedar Rapids & Marion City Ry.	$ 25,862.49	----------	$ 3,497.00	----------	----------	----------	$ 29,359.49	$ 243.54	$ 29,603.03
2	Charles City Western Ry.	652.51	$ 975.79	----------	$ 93,027.39	$ 54.00	$ 81.46	94,791.15	5,551.90	100,343.05
3	Clinton, Davenport & Muscatine Ry.	54,461.66	4,215.87	----------	232,082.94	836.10	7,066.22	298,660.79	5,544.77	304,205.56
4	Colfax Springs Railway	----------	----------	----------	----------	----------	----------	----------	----------	----------
5	Des Moines & Central Iowa R. R.	25,940.74	1,342.67	2,498.49	196,753.20	11,309.88	2,292.26	240,137.24	62,506.04	302,643.28
6	Ft. Dodge, Des Moines & So. R. R.	12,619.32	1,907.22	1,456.43	572,185.43	22,870.53	155.14	611,194.07	17,680.52	628,874.59
7	Iowa Railway & Light Corporation	78,428.83	2,460.08	2,361.00	278,499.09	11,025.52	1,433.85	374,208.37	8,070.67	382,279.04
8	Iowa Southern Utilities Co.	12,870.69	2,409.65	2,445.00	109,224.39	6,646.62	1,171.48	134,767.83	1,946.19	136,714.02
9	Mason City & Clear Lake R. R.	39,889.41	369.30	----------	95,831.07	10,428.65	28.79	146,547.22	5,211.50	151,758.72
10	Tama & Toledo R. R.	----------	----------	1,438.39	10,896.11	----------	----------	12,334.50	392.00	12,726.50
11	Waterloo, Cedar Falls & No. Ry.	233,728.53	7,200.00	3,835.06	486,869.77	13,156.00	829.91	745,619.27	38,531.82	784,151.09
	Total	$ 484,454.18	$ 20,878.58	$ 17,531.37	$ 2,075,369.39	$ 76,327.30	$ 13,059.11	$ 2,687,619.93	$ 145,678.95	$ 2,833,298.88

TABLE 8—RAILWAY OPERATING EXPENSES, YEAR 1931

PART 1—RECAPITULATION OF OPERATING EXPENSES

Number	Electric Interurban Railway Companies	Total Expense						Grand total operating expenses	Operating ratio per cent
		Way and structures	Equipment	Power	Conducting transportation	Traffic	General and miscellaneous		
1	Cedar Rapids & Marion City Ry	$ 6,248.51	$ 3,766.99	$ 3,372.66	$ 9,805.08	$ 52.40	$ 4,180.18	$ 27,425.82	92.65
2	Charles City Western Ry	23,373.49	5,899.87	4,765.65	13,847.62	3,037.60	27,731.01	78,655.24	78.38
3	Clinton, Davenport & Muscatine Ry	70,098.39	34,469.08	39,201.44	78,111.18	6,010.13	69,226.21	297,116.43	97.67
4	Colfax Springs Railway	25.00					12.00	37.00	
5	Des Moines & Central Iowa R. R.	79,570.54	33,270.14	55,746.48	94,700.22	9,930.83	91,384.19	364,602.40	120.47
6	Ft. Dodge, Des Moines & So. R. R.	145,423.54	136,974.75	135,346.05	220,796.09	30,000.99	155,010.42	823,551.84	130.96
7	Iowa Railway & Light Corporation	65,247.43	43,102.80	33,539.15	107,171.19	14,024.81	76,102.32	339,187.70	88.73
8	Iowa Southern Utilities Co.	31,667.94	14,841.30	13,303.38	31,060.04	2,717.28	33,525.97	127,115.91	91.45
9	Mason City & Clear Lake R. R.	16,695.15	16,663.82	14,395.08	39,144.92	739.94	31,431.94	119,070.85	78.46
10	Tama & Toledo R. R.	2,688.93	1,917.64	602.26	3,676.31	111.65	2,127.41	11,124.20	87.41
11	Waterloo, Cedar Falls & No. Ry	108,364.76	107,239.73	93,413.87	228,987.35	28,712.09	182,182.06	748,899.86	95.50
	Total	$ 549,403.68	$ 398,146.12	$ 393,686.02	$ 827,300.00	$ 95,337.72	$ 672,913.71	$ 2,936,787.25	103.65

TABLE 9—TAXES ASSIGNABLE TO RAILWAY OPERATIONS, YEAR 1931

PART 1—TAXES AND COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

Number	Electric Interurban Railway Companies	Taxes					Comparative General Balance Sheet —Asset Side		
							Table 10—Part 1—Total Investments		
		Other than U. S. government taxes	U. S. government taxes	Total taxes	Miles of road owned—single track	Average tax per mile of road owned	December 31, 1931	December 31, 1930	Increase or decrease 1931
1	Cedar Rapids & Marion City Ry	$ 1,785.73		$ 1,785.73	$ 2.80	$ 637.76			
2	Charles City Western Ry	5,293.90		5,293.90	21.32	248.30	$ 700,510.28	$ 700,885.28	$ [a]375.00
3	Clinton, Davenport & Muscatine Ry	17,398.76		17,398.76	58.32	307.59	3,218,285.32	3,212,891.16	5,394.16
4	Colfax Springs Railway	48.62		48.62	1.00	48.62	26,753.52	26,753.52	
5	Des Moines & Central Iowa R. R.	27,024.56		27,024.56	59.72	452.52	3,404,739.00	3,411,289.86	[a]6,550.86
6	Ft. Dodge, Des Moines & So. R. R.	51,849.56	$ 452.59	52,302.15	148.37	352.51	10,261,661.00	10,461,356.25	[a]199,695.25
7	Iowa Railway & Light Corporation	14,653.17		14,653.17	27.30	536.74	34,647,118.67	33,359,514.14	1,287,604.53
8	Iowa Southern Utilities Co.	6,751.50		6,751.50	29.62	227.93	26,157,440.05	24,833,331.37	1,324,108.68
9	Mason City & Clear Lake R. R.	4,917.90		4,917.90	15.53	316.67	1,161,887.99	1,111,716.49	50,171.50
10	Tama & Toledo R. R.	651.17		651.17	3.50	186.05	143,068.81	142,512.31	556.50
11	Waterloo, Cedar Falls & No. Ry	33,155.33		33,155.33	111.04	298.59	10,027,541.10	9,847,459.75	180,081.35
	Total Year 1931	$ 163,530.20	$ 452.59	$ 163,982.79	$ 478.52	342.68	$89,749,005.74	$87,107,710.13	$ 2,641,295.61
	Total Year 1930	194,156.31	4,454.87	198,611.18	479.31	414.36			

[a]Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE, YEAR 1931

PART 2—CURRENT AND DEFERRED ASSETS AND UNADJUSTED DEBITS

Number	Electric Interurban Railway Companies	Total Current Assets			Total Deferred Assets			Total Unadjusted Debits		
		December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.	$ 15,799.59	$ 67,035.81	$ [a]51,236.22				$ 7,174.84	$ 505.09	$ 6,669.75
3	Clinton, Davenport & Muscatine Ry.	168,737.80	118,093.76	50,644.04				22,861.82	28,318.24	[a]5,456.42
4	Colfax Springs Railway	550.00	550.00							
5	Des Moines & Central Iowa R. R.	106,874.05	146,448.80	[a]39,574.75				165,672.32	165,041.57	630.75
6	Ft. Dodge, Des Moines & So. R. R.	525,278.38	397,051.16	128,227.22	$ 219,857.37	$49,900.34	$ 169,957.03	98,687.68	106,417.34	[a]7,729.66
7	Iowa Railway & Light Corporation	1,345,191.19	1,544,357.09	[a]199,165.90				1,789,782.30	1,837,280.05	[a]47,497.75
8	Iowa Southern Utilities Co.	1,316,368.28	1,874,142.84	[a]557,774.56	11,677.58	10,770.00	907.58	1,098,772.16	1,050,183.13	48,589.03
9	Mason City & Clear Lake R. R.	69,729.74	119,043.53	[a]49,313.79				3,651.66	5,427.71	[a]1,776.05
10	Tama & Toledo R. R.	4,025.66	3,326.52	699.14				150.10	217.50	[a]67.40
11	Waterloo, Cedar Falls & No. Ry.	372,309.04	617,374.56	[a]245,065.52				409,020.46	460,339.26	[a]51,318.80
	Total	$ 3,924,863.73	$ 4,887,424.07	$[a]962,560.34	$ 231,534.95	$60,670.34	$ 170,864.61	$ 3,595,773.34	$ 3,653,729.89	$ [a]57,956.55

[a]Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE, YEAR 1931—Continued

PART 3—GRAND TOTAL ASSETS, CAPITAL STOCK AND GOVERNMENTAL GRANTS, LIABILITY SIDE

Number	Electric Interurban Railway Companies	Grand Total Assets			Total Capital Stock			Total Governmental Grants		
		December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931
1	Cedar Rapids & Marion City Ry									
2	Charles City Western Ry	$ 723,484.71	$ 768,426.18	$ [a]44,941.47	$ 290,400.00	$ 290,400.00		$ 126,107.75	$ 126,107.75	
3	Clinton, Davenport & Muscatine Ry.	3,409,884.94	3,359,303.16	50,581.78	646,700.00	646,700.00				
4	Colfax Springs Railway	27,303.52	27,303.52		25,000.00	25,000.00				
5	Des Moines & Central Iowa R. R.	3,677,285.37	3,722,780.23	[a]45,494.86	1,160 000.00	1,160,000.00				
6	Ft. Dodge, Des Moines & So. R. R.	11,105,484.43	11,014,725.09	90,759.34	3,997,100.00	3 997,100.00				
7	Iowa Railway & Light Corporation	37,782,092.16	36,741,151.28	1,040,940.88	19,801,008.60	18,8[illegible]6,769.93	$ 934,238.67			
8	Iowa Southern Utilities Co.	28,584,258.07	27,768,427.34	815,830.73	9,045 010.64	8,606,140.21	438,870.43			
9	Mason City & Clear Lake R. R.	1,235,269.39	1,236,187.73	[a]918.34	400,000.00	400,000.00				
10	Tama & Toledo R. R.	147,244.57	146,056.33	1,188.24	23,3[illegible]0.00	23,300.00				
11	Waterloo, Cedar Falls & No. Ry.	10,808,870.60	10,925,173.57	[a]116,302.97	2,997,050.00	2,997,050.00				
	Total	$97,501,177.76	$95,709,534.43	$ 1,791,643.33	$38,385,569.24	$37,012,460.14	$ 1,373,109.10	$ 126,107.75	$ 126,107.75	

[a]Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE, YEAR 1931—Continued

PART 4—LONG TERM DEBT, CURRENT AND DEFERRED LIABILITIES

Number	Electric Interurban Railway Companies	Total Long Term Debt			Total Current Liabilities			Total Deferred Liabilities		
		December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931
1	Cedar Rapids & Marion City Ry.	----------	----------	----------	----------	----------	----------	----------	----------	----------
2	Charles City Western Ry.	$ 259,200.00	$ 255,382.33	$ 3,817.67	$ 26,411.83	$ 77,227.52	$ [a]50,815.69	$ 253.08	$ 155.69	$ 97.39
3	Clinton, Davenport & Muscatine Ry.	229,753.82	229,753.82	----------	3,831,354.08	3,800,869.73	30,484.35	300.36	1,531.54	[a]1,231.18
4	Colfax Springs Railway	----------	----------	----------	8,315.82	8,230.20	85.62	----------	----------	----------
5	Des Moines & Central Iowa R. R.	1,542,723.31	1,542,723.31	----------	1,331,551.72	1,210,625.49	120,926.23	3,566.73	3,641.73	[a]75.00
6	Ft. Dodge, Des Moines & So. R. R.	5,796,541.25	5,803,691.25	[a]7,150.00	881 667.48	655,229.05	226,438.43	260,238.00	101,926.43	158,311.57
7	Iowa Railway & Light Corporation	16,367,929.93	16,103,300.12	264,629.81	666,553.95	812,207.08	[a]145,653.13	93,741.27	90,263.94	3,477.33
8	Iowa Southern Utilities Co.	16,412,900.00	16,052,800.00	360,100.00	970 301.40	646,803.96	323,497.44	114,394.31	161,023.26	[a]46,628.95
9	Mason City & Clear Lake R. R.	673,520.00	616,000.00	57,520.00	42,940.83	97,160.72	[a]54,219.89	----------	----------	----------
10	Tama & Toledo R. R.	25,000.00	25,000.00	----------	244,676.33	244,148.38	527.95	----------	----------	----------
11	Waterloo, Cedar Falls & No. Ry.	7,033,000.00	7,033,000.00	----------	5,234,218.30	4,903,925.10	330,293.20	----------	----------	----------
	Total	$48,340,568.31	$47,661,650.83	$ 678,917.48	$13,237,991.74	$12,456,427.23	$ 781,564.51	$ 472,493.75	$ 358,542.59	$ 113,951.16

[a]Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE, YEAR 1931—Continued

PART 5—UNADJUSTED CREDITS, CORPORATE SURPLUS AND GRAND TOTAL LIABILITIES

Number	Electric Interurban Railway Companies	Total Unadjusted Credits			Total Corporate Surplus			Grand Total Liabilities		
		December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931
1	Cedar Rapids & Marion City Ry.	----------	----------	----------	----------	----------	----------	----------	----------	----------
2	Charles City Western Ry.	$ 47,290.58	$ 46,027.13	$ 1,263.45	$ *26,178.53	$ *26,874.24	$ [d]695.71	$ 723,484.71	$ 768,426.18	$ [a]44,941.47
3	Clinton, Davenport & Muscatine R.	47,843.55	26,514.94	21,328.61	*1,346,066.87	*1,346,066.87	----------	3,409,884.94	3,359,303.16	50,581.78
4	Colfax Springs Railway	----------	----------	----------	*6,012.30	*5,926.68	[b]85.62	27,303.52	27,303.52	----------
5	Des Moines & Central Iowa R. R.	1,070,414.44	1,020,932.80	49,481.64	*1,430,970.83	*1,215,143.10	[b]215,827.73	3,677,285.37	3,722,780.23	[a]45,494.86
6	Ft. Dodge, Des Moines & So. R. R.	1,303,548.06	1,263,219.99	40,328.07	*1,133,610.36	*806,441.63	[b]327,168.73	11,105,484.43	11,014,725.09	90,759.34
7	Iowa Railway & Light Corporation	621,668.90	739,531.94	[a]117,863.04	231,189.51	129,078.27	[c]102,111.24	37,782,092.16	36,741,151.28	1,040,940.88
8	Iowa Southern Utilities Co.	1,129,170.07	1,460,372.06	[a]331,201.99	912,481.65	841,287.85	[c]71,193.80	28,584,258.07	27,768,427.34	815,830.73
9	Mason City & Clear Lake R. R.	112,573.00	110,762.91	1,810.09	6,235.56	12,264.10	[b]6,028.54	1,235,269.39	1,236,187.73	[a]918.34
10	Tama & Toledo R. R.	1,871.14	1,381.85	489.29	*147,602.90	*147,773.90	[d]171.00	147,244.57	146,056.33	1,188.24
11	Waterloo, Cedar Falls & No. Ry.	262,929.27	250,603.81	12,325.46	*4,718,326.97	*4,259,405.34	[b]458,921.63	10,808,870.60	10,925,173.57	[a]116,302.97
	Total	$4,597,309.01	$4,919,347.43	$ [a]322,038.42	$*7,658,862.04	$*6,825,001.54	$[b]833,860.50	$97,501,177.76	$95,709,534.43	$1,791,643.33

*Deficit.
[a]Decrease.
[b]Increase in corporate surplus deficit 1931 over 1930.
[c]Increase in corporate surplus 1931 over 1930.
[d]Decrease in corporate surplus deficit 1931 over 1930.

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS, YEAR 1931

PART 1—MISCELLANEOUS STATISTICS

Number	Electric Interurban Railway Companies	Total		Total						Average Fare		
		Car mileage	Car hours	Regular fare passengers carried	Revenue transfer passengers carried	Free transfer passengers carried	Grand total passengers carried	Employees and others carried free	Passenger revenue	Revenue passengers	All passengers	Total revenue from transportation
1	Cedar Rapids & Marion City Ry	212,712	22,024	183,999			183,999		$ 25,862.49	$ .14056	$ .14056	$ 29,359.49
2	Charles City Western Ry	51,066	5,531	1,819			1,819	74	652.51	.35872	.35872	94,791.15
3	Clinton, Davenport & Muscatine Ry	821,036	28,627	49,830			49,830	15,536	32,918.14	.66061	.66061	273,366.46
4	Colfax Springs Railway											
5	Des Moines & Central Iowa R. R.	399,741	19,028	61,682		2,086	63,768	18,695	25,940.74	.42056	.40680	240,137.24
6	Ft. Dodge, Des Moines & So. R. R.	1,872,273	561,003	13,935			13,935	27,712	12,619.32	.90558	.90558	611,194.07
7	Iowa Railway & Light Corporation	733,099		352,418	5,215		357,633	31,412	78,428.83	.21930	.21930	374,208.37
8	Iowa Southern Utilities Co.	352,753	13,268	50,990			50,990	7,754	12,870.69	.25241	.25241	134,767.83
9	Mason City & Clear Lake R. R.	397,577	42,131	457,159		16,822	473,981	40,781	39,889.41	.08726	.08158	146,547.22
10	Tama & Toledo R. R.	15,357										12,334.50
11	Waterloo, Cedar Falls & No. Ry.	2,499,157	271,248	1,428,916		190,407	1,619,323		183,449.50	.12838	.11329	694,730.60
	Total Year 1931	7,354,771	962,860	2,600,748	5,215	209,315	2,815,278	141,964	$ 412,631.63	$ .16007	$ .14698	$ 2,611,436.93
	Total Year 1930	8,609,569	1,188,778	3,549,313	4,967	302,314	3,856,594	171,125	607,419.48	.17089	.15750	3,642,418.84
	Decrease 1931	1,254,798	225,918	948,565	*248	92,999	1,041,316	29,161	$ 194,787.85	$ .01082	$ .01052	$ 1,030,981.91

*Increase.

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS, YEAR 1931—Continued

PART 2—MISCELLANEOUS STATISTICS

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.	$ .13802	$ 1.33307	$ 243.54	$ .00114	$ .01106	$ 29,603.03	$ .13917	$ 1.34412	$ 27,425.82	$ .12893	$ 1.24527
2	Charles City Western Ry.	1.85624	17.13815	5,551.90	.10872	1.00359	100,743.05	1.94538	18.14193	78,655.24	1.54026	14.22079
3	Clinton, Davenport & Muscatine Ry.	.33295	9.54925	5,544.77	.06675	.19339	278,911.23	.33971	9.74294	267,405.30	.32568	9.34102
4	Colfax Springs Railway	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------
5	Des Moines & Central Iowa R. R.	.60073	12.62020	62,506.04	.15637	3.28495	302,643.23	.75710	15.90515	364,602.40	.91210	19.16136
6	Ft. Dodge, Des Moines & So. R. R.	.32640	1.08946	17,680.52	.00944	.02152	628,874.59	.33589	1.12098	823,551.84	.43987	1.46799
7	Iowa Railway & Light Corporation	.51045	----------	8,070.67	.01101	----------	382,279.01	.52146	----------	339,187.70	.46268	----------
8	Iowa Southern Utilities Co.	.38205	----------	1,946.19	.00552	----------	136,714.02	.38756	----------	125,025.41	.35443	----------
9	Mason City & Clear Lake R. R.	.36860	3.47837	5,211.50	.01311	.12370	151,758.72	.38171	3.60207	119,070.85	.29949	2.82621
10	Tama & Toledo R. R.	.80318	----------	392.00	.02553	----------	12,726.50	.82871	----------	11,124.20	.72437	----------
11	Waterloo, Cedar Falls & No. Ry.	.27799	2.56124	38,429.62	.01538	.14168	733,160.22	.29336	2.70290	704,612.81	.28194	2.59767
	Total	$ .35507	$ 2.71216	$ 145,576.75	$ .01965	$ .14234	$ 2,757,013.68	$ .37486	$ 2.34342	$ 2,860,661.57	$ .38895	$ 2.51194

TABLE 12—ACCIDENTS TO PERSONS AND EMPLOYEES, NUMBER OF EMPLOYEES AND AGGREGATE SALARIES AND WAGES PAID DURING YEAR 1931

Number	Electric Interurban Railway Companies	Accidents								General Administration		Maintenance of Way and Structures		Maintenance of Equipment		Power		Transportation		Total employees	Aggregate salaries and wages paid during year
		Killed				Injured															
		Passengers	Employees	Other persons	Total	Passengers	Employees	Other persons	Total	General officers	General 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.	---	---	---	---	---	2	---	2	5	1	1	12	1	---	---	---	1	6	27	$ 51,968.97
3	Clinton, Davenport & Muscatine Ry.	---	---	---	---	2	7	1	10	4	14	2	28	---	---	---	---	3	49	100	140,296.20
4	Colfax Springs Railway	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
5	Des Moines & Central Iowa R. R.	---	---	1	1	---	11	4	15	3	7	2	28	2	7	1	1	2	48	101	149,917.76
6	Ft. Dodge, Des Moines & So. R. R.	---	---	---	---	---	41	5	46	4	12	2	40	1	22	2	13	2	170	268	499,742.53
7	Iowa Railway & Light Corporation	---	---	---	---	1	12	1	14	6	117	3	25	1	22	3	33	---	769	979	1,534,591.12
8	Iowa Southern Utilities Co.	---	---	---	---	---	---	---	---	8	2	1	10	1	6	---	---	1	13	42	57,696.17
9	Mason City & Clear Lake R. R.	---	---	1	1	---	2	---	2	3	3	---	5	1	5	---	2	---	16	35	79,064.16
10	Tama & Toledo R. R.	---	---	---	---	---	---	---	---	5	---	---	---	---	---	---	---	1	3	9	4,636.79
11	Waterloo, Cedar Falls & No. Ry.	---	---	1	1	8	31	13	52	8	27	6	59	1	56	1	8	6	129	301	435,385.72
	Total Year 1931	---	---	3	3	11	106	24	141	46	183	17	207	8	118	7	57	16	1,203	1,862	$2,953,269.42
	Total Year 1930	---	2	1	3	68	133	16	220	45	178	19	220	8	154	7	68	18	1,364	2,081	3,254,760.12

TABLE 13—DESCRIPTION OF EQUIPMENT, YEAR 1931

Number	Electric Interurban Railway Companies	Passenger Cars: Closed		Passenger Cars: Open		Passenger Cars: Combination cars, closed and open		Passenger Cars: Total		All Other Equipment: Freight cars		All Other Equipment: Express cars		All Other Equipment: Mail and baggage cars		All Other Equipment: Work cars		All Other Equipment: Snow plows		All Other Equipment: Sweepers		All Other Equipment: Miscellaneous		All Other Equipment: Locomotives		Total equipment all classes		Passenger Cars: Aggregate seating capacity	Passenger Cars: Average seating capacity per car
		A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B		
1	C. R. & M. C. Ry.	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
2	Charles City West'n Ry.	5	----	----	----	----	----	5	----	----	----	----	----	----	----	----	2	----	----	1	----	----	----	----	3	----	9	2	150	30
3	C., Dav. & M. Ry.	6	----	----	[c]3	----	----	6	3	----	13	6	1	----	----	----	----	----	----	----	----	----	----	[d]2	2	----	14	19	283	34
4	Colfax Springs Ry.	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
5	D. M. & C. I. R. R.	10	----	----	----	----	----	10	----	----	153	2	2	----	----	3	12	----	2	----	----	----	5	7	----	22	174	560	56
6	F. D., D. M. & S. R. R.	9	3	----	----	----	----	9	3	----	604	----	----	----	----	1	27	----	2	----	----	----	----	13	----	22	636	508	42
7	I. R. & L. Corp'n	18	2	----	----	----	----	18	2	----	16	1	----	----	5	1	----	2	----	1	----	----	8	4	----	27	31	820	41
8	Iowa So. Util. Co.	5	----	----	----	----	----	5	----	----	8	----	----	----	----	----	4	----	1	----	----	----	2	3	----	8	15	186	37
9	M. C. & C. L. R. R.	12	9	----	6	----	----	12	15	4	1	----	----	----	----	1	2	----	----	1	----	----	----	----	----	18	19	1,176	44
10	Tama & Toledo R. R.	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	[e]2	----	[f]1	----	3	----	----
11	W., C. F. & N. Ry.	38	2	----	[c]11	----	----	38	13	----	118	----	----	3	3	2	----	----	1	3	----	3	26	7	----	56	161	1,542	39
	Total	103	16	----	20	----	----	103	36	4	913	9	3	3	8	8	48	2	6	5	----	3	45	39	1	176	1,060	5,225	37

[a]With electric equipment.
[b]Without electric equipment.
[c]Busses.
[d]Freight trucks.
[e]Chevrolet ton truck and Ford track car
[f]Gasoline power.

STATISTICS

of

Railway Bridge

and

Terminal Railway Companies

For the Year Ended December 31, 1931

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—1931—ENTIRE LINE

PART 1—MILEAGE OPERATED SINGLE TRACK AND ALL TRACKS

Number	Railway Bridge and Terminal Railway Companies	Miles Operated—Single Track: Mileage Owned—Single Track: Iowa	Illinois	Nebraska	Operated Under Trackage Rights: Iowa	Other states	Total mileage operated—single track	Total Mileage Owned Solely: Single track	Changes during year	Mileage Operated—All Tracks: Miles of: First Main Track: Iowa	Illinois	Nebraska	All other main tracks	Yard Tracks, Sidings, Etc.: Iowa	Illinois	Nebraska	Total miles operated—all tracks	Changes during year—all tracks	Mileage Operated But Not Owned: Main line	Yard tracks and sidings, etc.	Total Mileage Owned Solely: All tracks	Changes during year
1	Dun. & Dub. Br. Co.	1.18	.12	------	------	------	1.30	1.30	------	1.18	.12	------	------	.99	------	------	2.29	------	------	----	2.29	----
2	Keo. & Ham. Br. Co.	.34	.32	------	------	------	.66	.66	------	.34	.32	------	------	------	------	------	.66	------	------	----	.66	----
3	Om. Br. & Ter. Ry.	.58	------	1.45	------	[a]7.89	9.92	2.03	------	.58	------	1.45	[a]12.56	------	------	25.26	39.85	.39	------	----	30.05	.39
4	Sioux City Br. Co.	1.74	------	2.14	------	------	3.88	3.88	------	1.74	------	2.14	------	1.17	------	.65	5.70	------	------	----	5.70	----
5	B., M. & N. W. Ry.	5.50	------	------	------	------	5.50	47.77	------	5.50	------	------	------	5.60	------	------	11.10	------	42.27	2.00	55.37	----
6	D., R. I. & N. W. Ry.	5.35	11.61	------	.79	[a]2.36	20.11	48.76	.72	5.35	11.61	------	3.15	22.58	16.32	------	59.01	[d]31.80	31.80	----	86.75	----
7	D. M. Terminal Co.	.98	------	------	------	------	.98	.98	------	.98	------	------	------	8.36	------	------	9.34	------	------	3.74	13.08	----
8	D. M. Union Ry.	6.15	------	------	.97	------	7.12	6.15	------	7.12	------	------	------	27.08	------	------	34.20	.10	------	----	29.49	.10
9	D. M. Western Ry.*	1.47	------	------	------	------	1.47	1.47	------	1.47	------	------	------	3.73	------	------	5.20	------	1.47	3.73	5.20	----
10	Iowa Transfer Ry.	.24	------	------	------	------	.24	.24	------	.24	------	------	------	3.88	------	------	4.12	------	------	----	4.12	----
11	Sioux City Ter. Ry.	2.62	------	------	------	------	2.62	2.62	------	2.62	------	------	------	15.15	------	------	17.77	.01	------	----	17.77	.01
	Total Year 1931	26.15	12.05	3.59	1.76	10.25	53.80	115.86	.72	27.12	12.05	3.59	15.71	88.54	16.32	25.91	189.24	[d]31.30	75.54	9.47	250.48	.50
	Total Year 1930	57.38	11.90	3.59	1.76	11.16	85.79	115.14	------	60.40	11.90	7.89	10.27	88.63	15.93	25.52	220.54	------	42.27	5.74	249.98	----
	Increase or Decrease, 1931	[d]31.23	.15	------	------	[d].91	[d]31.99	.72	------	[d]33.25	.15	[d]4.30	5.44	[d].09	.39	.39	[d]31.30	------	33.27	3.63	.50	----

NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

[a]In Nebraska.

[b]In Iowa.

[c]In Illinois.

[d]Decrease.

*Operated by Fort Dodge, Des Moines & Southern R. R.

TABLE 2—CAPITAL STOCK AND INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR 1931

PART 1—CAPITAL STOCK AND TOTAL 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									Length of road owned —single track	Average investment per mile of road owned
				Investment to June 30, 1907		Investment from July 1, 1907 to June 30, 1914			Investment Since June 30, 1914			Total investment in road and equipment		
		Par value of amount authorized —common	Total par value actually outstanding at close of year—common	Road	Equipment	Road	Equipment	General expenditures	Road	Equipment	General expenditures			
1	Dun. & Dub. Br. Co.	$ 1,000,000	$ 1,000,000	$ 1,016,863	--------	$ 33,142	--------	--------	$ 28,818	--------	--------	$ 1,078,823	1.30	$ 829,864
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	2,560	$[a]18,785	--------	932,604	--------	11,066	7,684,621	2.03	3,785,528
4	Sioux City Br. Co.	945,800	945,800	945,800	--------	915	--------	--------	26,392	--------	--------	973,107	3.88	250,801
5	B., M. & N. W. Ry.	100,000	100,000	--------	--------	--------	--------	--------	124,985	36,665	13,463	175,113	5.50	31,839
6	D., R. I. & N. W. Ry.	3,000,000	3,000,000	3,139,766	144,049	188,032	19,368	[a]79,188	480,407	--------	3,681	3,896,175	48.76	79,905
7	D. M. Terminal Co.	500,000	327,000	85,099	--------	66,972	--------	--------	60,058	--------	--------	212,129	.98	216,458
8	D. M. Union Ry.	400,000	400,000	1,180,949	43,196	68,349	23,050	235	194,420	94,512	1,305	1,606,016	6.15	260,837
9	D. M. Western Ry.	300,000	151,000	185,131	--------	[a]86,918	--------	--------	23,907	--------	--------	122,120	1.47	83,075
10	Iowa Transfer Ry.	80,500	80,500	30,862	--------	2,860	--------	--------	53,412	--------	--------	87,134	.24	363,059
11	Sioux City Ter. Ry.	400,000	400,000	--------	--------	100,030	34,919	--------	356,686	40,175	9,888	541,698	2.62	206,755
	Total	$ 15,226,300	$ 12,404,300	$ 15,322,861	$206,030	$376,002	$ 58,552	$[a]78,953	$2,281,689	$171,352	$402,982	$ 18,740,515	73.59	--------

NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.
[a]Credit.

TABLE 3—INCOME ACCOUNT, YEAR 1931

PART 1—OPERATING REVENUES AND EXPENSES AND INCOME TRANSFERRED TO PROFIT AND LOSS

Number	Railway Bridge and Terminal Railway Companies	Railway Operating: Revenues	Railway Operating: Expenses	Net from railway operations	Railway tax accruals	Uncollected railway revenues	Total operating income	Total non-operating income	Gross income	Total deductions from gross income	Net income	Total appropriations of income	Income balance transferred to profit and loss
1	Dun. & Dub. Br. Co.	------	------	------	$ 32,050.00	------	$ b32,050.00	$127,754.11	$ 95,704.11	------	$ 95,704.11	$ 95,704.11	------
2	Keo. & Ham. Br. Co.	$ 96,593.25	$100,320.88	$b3,727.63	15,135.80	------	b18,863.43	58,170.24	39,306.81	80,012.50	b40,705.69	------	b40,705.69
3	Om. Br. & Ter. Ry.	------	------	------	------	------	------	------	------	------	------	------	------
4	Sioux City Br. Co.	------	550.43	b550.43	39,462.22	------	b40,012.65	112,801.08	72,788.43	409.68	72,378.75	56,748.00	15,630.75
5	B., M. & N. W. Ry.	27,643.41	46,631.17	b18,987.76	2,000.00	------	b20,987.76	------	b20,987.76	4,184.38	b25,172.14	------	b25,172.14
6	D., R. I. & N. W. Ry.	------	------	------	65,384.71	------	b65,384.71	83,594.84	18,210.13	17,628.72	581.41	------	581.41
7	D. M. Terminal Co.	------	------	------	12.56	------	b12.56	21,816.40	21,803.84	18,043.56	3,760.28	------	3,760.28
8	D. M. Union Ry.	------	------	------	76,777.08	------	b76,777.08	101,154.89	24,377.81	23,632.60	745.21	------	745.21
9	D. M. Western Ry.	------	------	------	------	------	------	11,488.44	11,488.44	2,403.99	9,084.45	------	9,084.45
10	Iowa Transfer Ry.	76,833.66	70,389.76	6,443.90	2,085.24	------	4,358.66	471.58	4,830.24	------	4,830.24	------	4,830.24
11	Sioux City Ter. Ry.	253,130.07	179,681.69	73,448.38	9,637.18	------	63,811.20	309.60	64,120.80	46,070.34	18,050.46	------	18,050.46
	Total	$454,200.39	$397,573.93	$56,626.46	$242,544.79	------	$b185,918.33	$517,561.18	$331,642.85	$192,385.77	$139,257.08	$152,452.11	$b13,195.03

NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.
bDeficit.

TABLE 4—PROFIT AND LOSS ACCOUNT, YEAR 1931

PART 1—DEBITS AND CREDITS

Number	Railway Bridge and Terminal Railway Companies	Debits					Credits				
		Debit Balance					Credit Balance				
		At beginning of year	Transferred from income	Miscellaneous debits	Credit balance carried to balance sheet	Total	At beginning of year	Transferred from income	Miscellaneous credits	Debit balance carried to balance sheet	Total
1	Dun. & Dub. Br. Co.				$ 32,202.01	$ 32,202.01	$ 32,202.01				$ 32,202.01
2	Keo. & Ham. Br. Co.	$ 1,952,115.04	$ 40,705.69	$ 12,255.00	67,604.28	2,072,680.01			$ 2,072,680.01		2,072,680.01
3	Om. Br. & Ter. Ry.			767.38	47,695.62	48,463.00	47,695.62		767.38		48,463.00
4	Sioux City Br. Co.				200,071.18	200,071.18	184,440.43	$15,630.75			200,071.18
5	B., M. & N. W. Ry.	49,891.10	25,172.14			75,063.24			2,500.00	$ 72,563.24	75,063.24
6	D., R. I. & N. W. Ry.	35,199.72		744.24		35,943.96		581.41	3,698.02	31,664.53	35,943.96
7	D. M. Terminal Co.				72,838.24	72,838.24	69,077.96	3,760.28			72,838.24
8	D. M. Union Ry.			2,242.47		2,242.47		745.21	1,497.26		2,242.47
9	D. M. Western Ry.			12,080.00	27,705.10	39,785.10	30,700.65	9,084.45			39,785.10
10	Iowa Transfer Ry.			5,735.52	19,261.90	24,997.42	20,167.18	4,830.24			24,997.42
11	Sioux City Ter. Ry.			20,966.70	91,455.59	112,422.2	94,366.20	18,050.46	5.63		112,422.29
	Total	$ 2,037,205.86	$ 65,877.83	$ 54,791.31	$ 558,8[illegible]3.92	$ 2,716,708.92	$ 478,650.05	$52,682.80	$ 2,081,148.30	$ 104,227.77	$ 2,716,708.92

NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 5—RAILWAY OPERATING REVENUES AND EXPENSES, YEAR 1931

PART 1—REVENUES AND EXPENSES

Number	Railway Bridge and Terminal Railway Companies	Operating Revenues				Maintenance of		Operating Expenses					Operating ratio per cent
		Total rail-line transportation revenue	Total incidental operating revenue	Total joint facility operating revenue—debit	Total railway operating revenues	Way and structures	Equipment	Transportation rail line	Miscellaneous operations	General	Joint facility —credit	Total operating expenses	
1	Dun. & Dub. Br. Co.	----------	$ 768.00	$ 768.00	----------	$ 19,355.24	----------	$ 18,209.74	----------	$ 3,423.16	$ 40,988.14	----------	------
2	Keo. & Ham. Br. Co.	----------	96,593.25	----------	$ 96,593.25	12,010.05	----------	5,200.00	$ 7,920.00	65,190.83	----------	$100,320.88	103.10
3	Om. Br. & Ter. Ry.	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	------
4	Sioux City Br. Co.	----------	----------	----------	----------	25,728.58	----------	7,543.21	----------	731.53	33,452.89	550.43	------
5	B., M. & N. W. Ry.	$ 22,361.59	5,281.82	----------	27,643.41	7 625.29	$ 9,110.01	14,355.43	----------	15,540.42	----------	46,631.17	168.68
6	D., R. I. & N. W. Ry.	72,017.39	4,739.55	76,756.94	----------	141,708.99	26,440.86	212,605.91	----------	9,534.63	390,290.39	----------	------
7	D. M. Terminal Co.	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	------
8	D. M. Union Ry.	61,015.47	13,572.31	74,587.78	----------	57,2[illegible]2.87	42,758.42	346,833.77	----------	36,603.52	483,488.58	----------	------
9	D. M. Western Ry.	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	------
10	Iowa Transfer Ry.	----------	76,833.66	----------	76,833.66	7,421.00	2,000.88	42,110.50	11,592.51	7,264.78	----------	70,389.76	91.61
11	Sioux City Ter. Ry.	249,382.81	3,747.26	----------	253,130.07	21,8[illegible]5.13	23,591.5[illegible]	113,048.43	2,084.31	19,122.23	----------	179,681.69	70.98
	Total	$404,777.26	$201,5[illegible]5.85	$152 112.72	$454,200.39	$[illegible]02,977.15	$1[illegible]3,901.78	$759,907.08	$21,596.82	$157,411.10	$948,220.00	$397,573.93	------

NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 6—TAXES ON RAILWAY PROPERTY AND COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—YEAR 1931

PART 1—TAXES AND INVESTMENTS

Number	Railway Bridge and Terminal Railway Companies	Taxes on Railway Property			Mileage of road owned—single track	Taxes per mile of road owned	Comparative General Balance Sheet Asset Side—Total Investments		
		Other than U. S. government taxes	U. S. government taxes	Total taxes			December 31, 1931	December 31, 1930	Increase or decrease 1931
1	Dunleith & Dubuque Bridge Co.	$ 19,000.00	$ 13,050.00	$ 32,050.00	1.30	$ 24,653.84	$ 1,078,824.03	$ 1,078,850.07	$ *26.04
2	Keokuk & Hamilton Bridge Co.	14,075.36	1,060.44	15,135.80	.66	22,933.03	2,373,630.15	2,160,115.00	213,515.15
3	Omaha Bridge & Terminal Railway	----------	----------	----------	2.03	----------	7,684,621.27	7,682,263.54	2,357.73
4	Sioux City Bridge Co.	28,099.36	11,362.86	39,462.22	3.88	10,170.67	973,106.82	972,711.02	395.80
5	Burlington, Muscatine & Northwestern Ry.	2,000.00	----------	2,000.00	47.77	41.87	186,814.76	188,314.76	*1,500.00
6	Davenport, Rock Island & Northwestern Ry.	65,384.71	----------	65,384.71	47.20	1,385.27	3,898,050.59	3,845,144.40	52,906.19
7	Des Moines Terminal Co.	----------	12.56	12.56	.98	12.81	402,421.53	402,387.19	34.34
8	Des Moines Union Railway	76,777.08	----------	76,777.08	6.15	12,484.08	1,682,506.00	1,668,803.99	13,702.01
9	Des Moines Western Railway	----------	----------	----------	1.47	----------	218,811.66	217,042.59	1,769.07
10	Iowa Transfer Railway	1,871.35	213.89	2,085.24	.24	8,688.50	87,134.18	87,134.18	----------
11	Sioux City Terminal Railway	7,174.98	2,462.20	9,637.18	2.62	3,678.31	542,535.64	542,063.38	472.26
	Total	$ 214,382.84	$ 28,161.95	$ 242,544.79	114.30	----------	$19,128,456.63	$18,844,830.12	$ 283,626.51

*Decrease.

NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET, YEAR 1931—Continued

PART 2—CURRENT AND DEFERRED ASSETS AND UNADJUSTED DEBITS

Number	Railway Bridge and Terminal Railway Companies	Total Current Assets			Total Deferred Assets			Total Unadjusted Debits		
		December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931
1	Dunleith & Dubuque Bridge Co.	$ 24,860.82	$ 47,691.72	$ *22,830.90						
2	Keokuk & Hamilton Bridge Co.	38,251.70	4,787.57	33,464.13	$ 1,525.00	$ 1,525.00		$ 6,585.29	$ 4,172.68	$ 2,412.61
3	Omaha Bridge & Terminal Railway									
4	Sioux City Bridge Co.	499,246.75	445,733.46	53,513.29				12,000.00	12,000.00	
5	Burlington, Muscatine & Northwestern Ry.	2,446.11	2,714.10	*267.99						
6	Davenport, Rock Island & Northwestern Ry.	166,294.86	196,843.95	*30,549.09	139,113.57	112,940.18	$26,173.39	43.01	2,160.94	*2,117.93
7	Des Moines Terminal Co.	6,384.43	6,927.44	*543.01				2,717.70	2,649.14	68.56
8	Des Moines Union Railway	277,763.11	307,540.83	*29,777.72	144,667.15	137,087.76	7,579.39	2,421.24	14,572.41	*12,151.17
9	Des Moines Western Railway	4,574.65	6,805.93	*2,231.28				3,867.45	3,867.45	
10	Iowa Transfer Railway	26,774.56	28,002.36	*1,227.80	7,936.86	7,031.34	905.52	97.60	150.93	*53.33
11	Sioux City Terminal Railway	44,275.71	39,287.50	4,988.21	5,359.60	5,359.60		6,126.90	468.76	5,658.14
	Total	$ 1,090,872.70	$ 1,086,334.86	$ 4,537.84	$ 298,602.18	$ 263,943.88	$34,658.30	$33,859.19	$40,042.31	$*6,183.12

*Decrease.

NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET, YEAR 1931—Continued

PART 3—GRAND TOTAL ASSETS AND CAPITAL STOCK, LONG TERM DEBT—LIABILITY SIDE

Number	Railway Bridge and Terminal Railway Companies	Grand Total Assets			Total Capital Stock			Total Long Term Debt		
		December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931
1	Dunleith & Dubuque Bridge Co.	$ 1,103,684.85	$ 1,126,541.79	$ *22,856.94	$ 1,000,000	$ 1,000,000				
2	Keokuk & Hamilton Bridge Co.	2,419,992.14	2,170,600.25	249,391.89	1,000,000	1,000,000		$1,251,000.00		$1,251,000.00
3	Omaha Bridge & Terminal Railway	7,684,621.27	7,682,263.54	2,357.73	5,000,000	5,000,000		2,631,953.88	$2,630,363.53	1,590.35
4	Sioux City Bridge Co.	1,484,353.57	1,430,444.48	53,909.09	945,800	945,800				
5	Burlington, Muscatine & Northwest'n Ry.	189,260.87	191,028.86	*1,767.99	100,000	100,000				
6	Davenport, Rock Island & Northw'n Ry.	4,203,502.03	4,157,089.47	46,412.56	3,000,000	3,000,000		1,102,481.61	1,030,655.91	71,825.70
7	Des Moines Terminal Co.	411,523.66	411,963.77	*440.11	327,000	327,000				
8	Des Moines Union Railway	2,107,357.50	2,128,004.99	*20,647.49	400,000	400,000		724,079.56	750,788.23	*26,708.67
9	Des Moines Western Railway	227,253.76	227,715.97	*462.21	151,000	151,000				
10	Iowa Transfer Railway	121,943.20	122,318.81	*375.61	80,500	80,500				
11	Sioux City Terminal Railway	598,297.85	587,179.24	11,118.61	400,000	400,000				
	Total	$20,551,790.70	$20,235,151.17	$ 316,639.53	$ 12,404,300	$ 12,404,300		$5,709,515.05	$4,411,807.67	$1,297,707.38

*Decrease.

NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET, YEAR 1931—Continued

PART 4—TOTAL CURRENT AND DEFERRED LIABILITIES AND UNADJUSTED CREDITS

Number	Railway Bridge and Terminal Railway Companies	Total Current Liabilities			Total Deferred Liabilities			Total Unadjusted Credits		
		December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931
1	Dunleith & Dubuque Bridge Co.	$ 551.07	$ 10,824.47	$ *10,273.40				$ 50,395.73	$ 62,979.27	$ *12,583.54
2	Keokuk & Hamilton Bridge Co.	12,512.50	3,050,812.34	*3,038,299.84				88,875.36	71,902.95	16,972.41
3	Omaha Bridge & Terminal Railway									
4	Sioux City Bridge Co.	68,522.08	37,743.74	30,778.34				267,434.63	259,934.63	7,500.00
5	Burlington, Muscatine & Northwestern Ry.	112,108.10	100,053.47	12,054.63				49,716.01	40,866.49	8,849.52
6	Davenport, Rock Island & Northwestern Ry.	33,290.05	46,633.67	*13,343.62	$ 1,473.03	$ 1,964.12	$ *491.09	92,051.66	109,159.85	*17,108.19
7	Des Moines Terminal Co.	2,000.00	5,000.00	*3,000.00				3,345.61	4,546.00	*1,200.39
8	Des Moines Union Railway	722,978.32	732,997.78	*10,019.46	141.09	435.00	*293.91	233,582.53	218,675.98	14,906.55
9	Des Moines Western Railway	706.72	375.80	330.92				45,320.44	43,118.02	2,202.42
10	Iowa Transfer Railway	4,267.58	5,587.62	*1,320.04				9,976.86	9,032.67	944.19
11	Sioux City Terminal Railway	15,937.71	16,034.17	*96.46				85,554.95	71,429.27	14,125.68
	Total	$ 972,874.13	$ 4,006,063.06	$*3,033,188.93	$ 1,614.12	$ 2,399.12	$ *785.00	$ 926,253.78	$ 891,645.13	$ 34,608.65

*Decrease.

NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET, YEAR 1931—Continued

PART 5—TOTAL CORPORATE SURPLUS AND GRAND TOTAL LIABILITIES

Number	Railway Bridge and Terminal Railway Companies	Total Corporate Surplus			Grand Total Liabilities		
		December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931
1	Dunleith & Dubuque Bridge Co.	$ 52,738.05	$ 52,738.05		$ 1,103,684.85	$ 1,126,541.79	$ *22,856.94
2	Keokuk & Hamilton Bridge Co.	67,604.28	[a]1,952,115.04	$ 2,019,719.32	2,419,992.14	2,170,600.25	249,391.89
3	Omaha Bridge & Terminal Railway	52,667.39	51,900.01	767.38	7,684,621.27	7,682,263.54	2,357.73
4	Sioux City Bridge Co.	202,596.86	186,966.11	15,630.75	1,484,353.57	1,430,444.48	53,909.09
5	Burlington, Muscatine & Northwestern Ry.	[a]72,563.24	[a]49,891.10	*22,672.14	189,260.87	191,028.86	*1,767.99
6	Davenport, Rock Island & Northwestern Ry.	[a]25,794.32	[a]31,324.08	5,529.76	4,203,502.03	4,157,089.47	46,412.56
7	Des Moines Terminal Co.	79,178.05	75,417.77	3,760.28	411,523.66	411,963.77	*440.11
8	Des Moines Union Railway	26,576.00	25,108.00	1,468.00	2,107,357.50	2,128,004.99	*20,647.49
9	Des Moines Western Railway	30,226.60	33,222.15	*2,995.55	227,253.76	227,715.97	*462.21
10	Iowa Transfer Railway	27,198.76	27,198.52	.24	121,943.20	122,318.81	*375.61
11	Sioux City Terminal Railway	96,805.19	99,715.80	*2,910.61	598,297.85	587,179.24	11,118.61
	Total	$ 537,233.62	$ [a]1,481,063.81	$ 2,018,297.43	$ 20,551,790.70	$ 20,235,151.17	$ 316,639.53

*Decrease.

[a]Deficit.

NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 7—EMPLOYEES AND COMPENSATION, DIVIDEND APPROPRIATIONS AND SWITCHING, TERMINAL, TRAFFIC AND CAR STATISTICS, YEAR 1931

Number	Railway Bridge and Terminal Railway Companies	Average number of employees	Total compensation during year	Dividend Appropriations				Switching and Terminal Traffic and Car Statistics										Total Number of Cars Handled	
						Distribution of Charge		Freight Traffic						Traffic Passenger					
								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					
								Earning Revenue		Not Earning Revenue		Terminal Operations		Operations Terminal					
				Rate per cent—regular	Par value of amount on which dividend was declared—common	Income	Profit and loss	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Work service	In revenue service	In work service
1	Dun. & Dub. Br. Co.	7	$ 7,464.59	9.57	$1,000,000.00	$ 95,704.11						[a]489,388		[a]30,217			519,605	
2	Keo. & Ham. Br. Co.	13	24,174.16															
3	Om. Br. & Ter. Ry.																	
4	Sioux City Br. Co.			6.00	945,800.00	56,748.00												
5	B., M. & N. W. Ry.	18	26,083.20					4,915		16	4,942						9,873	16
6	D., R. I. & N. W. Ry.	169	243,548.91					25,836				7,210					33,046	
7	D. M. Terminal Co.	2	6,540.00															
8	D. M. Union Ry.	282	480,736.18					13,442	13,442			52,500	32,005		12,077		123,466	
9	D. M. Western Ry.	1	2,400.00	8.00	151,000.00		$12,080.00											
10	Iowa Transfer Ry.	26	47,633.36	6.00	80,500.00		4,830.00											
11	Sioux City Ter. Ry.	65	118,292.31	5.00	400,000.00		20,000.00	77,630	1,393		74,043						153,066	
	Total	583	$956,872.71		$2,577,300.00	$151,452.11	$36,910.00	121,823	14,835	16	78,985	549,098	32,005	30,217	12,077		839,056	16

[a]Not separated between loaded and empty.

NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 8—TIES AND RAILS LAID IN REPLACEMENT AND IN NEW LINES AND EXTENSIONS, YEAR 1931

PART 1—TIES AND RAILS LAID DURING YEAR

Number	Railway Bridge and Terminal Railway Companies	Ties Laid in Replacement and New Lines and Extensions						Rails Laid in Replacement and New Lines and Extensions					
		Cross Ties			Switch and Bridge Ties			Rails Applied in Main Tracks			Rails Applied in Yard Tracks and Sidings		
		Total number of ties applied	Total cost of cross ties laid	Average cost per tie	Number of feet (board measure) applied	Total cost of switch and bridge ties laid	Average cost per thousand feet applied	Number of tons (2,240 lbs.) applied	Total cost of rails applied	Average cost per ton (2,240 lbs.) applied	Number of tons (2,240 lbs.) applied	Total cost of rails applied	Average cost per ton (2,240 lbs.) applied
1	Dunleith & Dubuque Bridge Co.	------	------	------	7,629	$ 423.51	$ 55.51	73	$ 3,465.35	$ 47.32	------	------	------
2	Keokuk & Hamilton Bridge Co.	------	------	------	------	------	------	------	------	------	------	------	------
3	Omaha Bridge & Terminal Railway	------	------	------	------	------	------	------	------	------	------	------	------
4	Sioux City Bridge Co.	------	------	------	------	------	------	------	------	------	------	------	------
5	Burlington, Muscatine & Northwest'n Ry.	104	$ 119.60	$ 1.15	------	------	------	------	------	------	------	------	------
6	Davenport, Rock Island & Northw'n Ry.	15,235	26,052.44	1.71	53,977	2,581.04	47.80	722	22,907.52	$ 32.73	35	$ 910.00	$ 26.00
7	Des Moines Terminal Co.	------	------	------	------	------	------	------	------	------	------	------	------
8	Des Moines Union Railway	3,586	4,499.63	1.25	65,116	3,554.84	54.59	30	1,063.17	35.44	64	2,620.76	40.95
9	Des Moines Western Railway	------	------	------	------	------	------	------	------	------	------	------	------
10	Iowa Transfer Railway	------	------	------	------	------	------	------	------	------	------	------	------
11	Sioux City Terminal Railway	1,292	1,444.64	1.12	25,990	1,011.71	38.92	------	------	------	42	1,012.24	24.05
	Total	20,217	$32,116.31	------	152,712	$ 7,571.10	------	825	$27,436.04	------	141	$ 4,543.00	------

NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

STATISTICS

of

Railway Express Agency, Inc.

For the Year Ended December 31, 1931

STATISTICS OF RAILWAY EXPRESS AGENCY, INC., FOR YEAR ENDED DECEMBER 31, 1931

Items Reported	Amount Year 1931
MILEAGE COVERED—ENTIRE LINE IN UNITED STATES	
Steam roads	$ 218,713.12
Electric lines	2,535.57
Steamboat lines	25,971.25
Stage lines	3,600.85
Ferries	35.50
Aircraft lines	10,443.00
Gas motors—rail lines	275.22
Total	$ 261,574.51
MILEAGE COVERED—IOWA	
Steam roads	$ 9,880.49
Electric lines	212.02
Aircraft lines	371.00
Stage lines	11.40
Miscellaneous	
Total	$ 10,474.91
CAPITAL STOCK	
Number of shares authorized	$ 1,000.00
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	32,800,000.00
Total par value held by respondent	
Total par value not held by respondent	32,800,000.00
Interest: Amount accrued during year	1,681,333.33
Amount paid during year	1,678,975.00
COST OF REAL PROPERTY AND EQUIPMENT	
Land	$ 8,044,102.90
Buildings:	
Buildings and appurtenances on land owned	$ 7,970,583.27
Buildings and appurtenances on land not owned	3,710,816.20
Improvements to buildings not owned	65,549.40
Total buildings	$ 11,746,948.87
Equipment:	
Cars	$ 959,491.71
Horses	25,759.21
Automobiles	22,353,865.83
Wagons and sleighs	202,957.30
Harness equipment	31,326.56
Office furniture and equipment	3,100,471.22
Office safes	490,082.93
Trucks	2,904,627.90
Stable equipment	6,490.60
Garage equipment	682,770.62
Line equipment	538,112.62
Shop equipment	231,340.71
Miscellaneous equipment	5,439.78
Total equipment	$ 31,532,736.96
Total real property and equipment	$ 51,323,788.76

STATISTICS OF RAILWAY EXPRESS AGENCY, INC., FOR YEAR ENDED DECEMBER 31, 1931—Continued

Items Reported	Amount Year 1931
DEPRECIATION—BUILDINGS AND EQUIPMENT	
Buildings:	
Buildings and appurtenances on land owned	$ 2,573,708.21
Buildings and appurtenances on land not owned	1,166,609.48
Improvements to buildings not owned	18,102.65
Total buildings	$ 3,758,420.34
Equipment:	
Cars	$ 759,856.58
Horses	20,317.75
Automobiles	13,613,680.39
Wagons and sleighs	148,712.71
Harness equipment	25,357.75
Office furniture and equipment	1,924,340.67
Office safes	328,390.84
Trucks	1,944,086.02
Stable equipment	3,973.88
Garage equipment	367,935.72
Line equipment	344,845.50
Shop equipment	143,344.24
Miscellaneous equipment	2,825.42
Total equipment	$ 19,627,667.47
Total real property and equipment	$ 23,386,087.81
INCOME ACCOUNT	
Operating Income:	
Charges for transportation	$ 192,043,949.24
Express privileges—Dr.	81,220,724.97
Revenue from transportation	$ 110,823,224.27
Revenue from operations other than transportation	3,173,458.71
Total operating revenues	$ 113,993,692.98
Operating expenses	111,180,940.04
Net operating revenue	$ 2,815,742.94
Uncollectible revenue from transportation	15,617.95
Express taxes	1,343,434.95
Operating income	$ 1,456,690.04
Other Income:	
Rent from real property and equipment used jointly	$ 178.44
Miscellaneous rent income	151,829.67
Income from funded securities	10,995.58
Income from unfunded securities and accounts	137,043.20
Contributions from other companies	1,523.61
Total other income	$ 301,570.50
Gross income	$ 1,758,260.54
Deductions from gross income:	
Rent for real property and equipment used jointly	$ 1,037.14
Miscellaneous rents	482.71
Interest on funded debt	1,681,333.33
Interest on unfunded debt	1,713.12
Amortization of discount on funded debt	68,375.34
Separately operated properties—loss	1,523.61
Miscellaneous income debits	271.06
Total deductions from gross income	$ 1,754,736.31
Net income	$ 3,524.23
Disposition of net income:	
Total appropriations of income	$ 2,690.82
Income balance transferred to profit and loss	$ 833.41

STATISTICS OF RAILWAY EXPRESS AGENCY, INC., FOR YEAR ENDED DECEMBER 31, 1931—Continued

Items Reported	Amount Year 1931
PROFIT AND LOSS ACCOUNT	
Debit Items:	
Debit balance at beginning of year	None
Loss on land sold	$ 4,250.11
Miscellaneous debits	9,440.71
Balance carried to balance sheet	None
Total	$ 13,690.82
Credit Items:	
Credit balance at beginning of year	None
Credit balance transferred from income	$ 833.41
Profit on real property and equipment sold	491.39
Unrefundable overcharges	1,446.01
Miscellaneous credits	10,920.01
Total	$ 13,690.82
OPERATING REVENUES	
Transportation:	
Express, domestic	$ 191,976,078.00
Miscellaneous	67,871.24
Total transportation	$ 192,043,949.24
Contract Payments:	
Express privileges—Dr.	$ 81,220,724.97
Revenue from transportation	$ 110,823,224.27
Operations Other Than Transportation:	
Customers brokerage fees	$ 165,689.38
Order and commission	5,279.33
Rents of buildings and other property	103,557.79
C. O. D. checks	1,819,682.41
Profit on exchange and other financial revenue	37.98
Miscellaneous	1,079,211.82
Total other than transportation	$ 3,173,458.71
Total operating revenues	$ 113,996,682.98
OPERATING EXPENSES	
Maintenance	$ 7,516,885.61
Traffic	403,433.88
Transportation	96,582,231.30
General	6,678,389.25
Total operating expenses	$ 111,180,940.04
Ratio of operating expenses to operating revenues, per cent	97.53
TAXES AND ASSESSMENTS	
Total tax—entire line	$ 1,343,434.95
Total tax—Iowa	10,137.24
COMPARATIVE GENERAL BALANCE SHEET —ASSET SIDE	
Investments:	
December 31, 1931	$ 51,515,254.94
December 31, 1930	52,135,571.38
Decrease, 1931	$ 620,316.44
Current Assets:	
December 31, 1931	$ 21,527,395.68
December 31, 1930	24,155,504.56
Decrease, 1931	2,628,108.88

STATISTICS OF RAILWAY EXPRESS AGENCY, INC., FOR YEAR ENDED DECEMBER 31, 1931—Continued

Items Reported	Amount Year 1931
Deferred Assets:	
December 31, 1931	$ 34,269.25
December 31, 1930	140,107.10
Decrease, 1931	$ 105,837.85
Unadjusted debits:	
December 31, 1931	$ 1,181,191.48
December 31, 1930	1,289,786.53
Decrease, 1931	$ 108,595.05
Grand Total Asset Side:	
December 31, 1931	$ 74,258,111.35
December 31, 1930	77,720,969.57
Decrease, 1931	$ 3,462,858.22
COMPARATIVE GENERAL BALANCE SHEET —LIABILITY SIDE	
Total Stock Liabilities:	
December 31, 1931	$ 100,000.00
December 31, 1930	100,000.00
No change	
Long Term Debt:	
December 31, 1931	$ 32,800,000.00
December 31, 1930	32,800,000.00
No change	
Current Liabilities:	
December 31, 1931	$ 15,711,098.69
December 31, 1930	20,127,799.58
Decrease, 1931	$ 4,416,700.89
Deferred Liabilities:	
December 31, 1931	$ 34,269.25
December 31, 1930	140,940.35
Decrease, 1931	$ 106,671.10
Unadjusted Credits:	
December 31, 1931	$ 25,612,743.41
December 31, 1930	24,552,229.64
Increase, 1931	$ 1,060,513.77
Corporate Surplus:	
December 31, 1931	None
December 31, 1930	None
No change	
Grand Total Liability Side:	
December 31, 1931	$ 74,258,111.35
December 31, 1930	77,720,969.57
Decrease, 1931	$ 3,462,858.22

STATISTICS OF RAILWAY EXPRESS AGENCY, INC., FOR YEAR ENDED DECEMBER 31, 1931—Continued

EQUIPMENT OWNED

Items Reported	Number	Value
Cars	217	$ 199,635.13
Horses	135	5,441.46
Automobiles:		
Gasoline	7,963	6,011,880.51
Electric	1,596	1,352,692.39
Trailers	471	326,569.62
Batteries	1,892	1,049,042.92
Wagons and Sleighs:		
Wagons, double	300	53,257.14
Wagons, single	37	882.42
Sleighs	17	84.87
Buggies	1	20.16
Harness equipment		5,968.81
Office furniture and equipment		1,176,130.55
Office safes	17,227	161,692.09
Trucks:		
Trucks	62,924	891,500.27
Truck batteries, electric power	614	69,041.61
Stable equipment		2,516.72
Garage equipment		314,834.90
Line Equipment:		
Safes, car	2,423	74,491.24
Safes, messengers'	7,035	15,426.63
Trunks, packing	8,264	45,720.71
Other line equipment		57,628.54
Ship equipment		87,996.47
Miscellaneous equipment		2,614.36
Total		$ 11,905,069.52

Railway Express Agency does not issue financial paper.	
Number of express offices in the United States at close of year ended December 31, 1931:	
Joint with railroads	19,534
All others	3,341
Number of offices in the 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	135,371,691

EMPLOYEES, SERVICE AND COMPENSATION

	1930	1931
Number of employees in service	49,456	42,524
Total compensation during year	$ 92,095,984.94	$ 80,888,304.47
Average yearly compensation	1,862.18	1,902.18
Average monthly compensation	155.18	158.51
Average daily compensation	5.17	5.28
Distribution:		
Maintenance	2,297,891.65	2,091,682.16
Per cent of total	2.50	2.59
Traffic	251,219.22	231,452.18
Per cent of total	.27	.29
Transportation	84,626,780.42	74,032,412.60
Per cent of total	91.89	91.52
General	4,920,093.65	4,532,757.53
Per cent of total	5.34	.560
Total Compensation	$ 92,095,984.94	$ 80,888,304.47

STATISTICS

of

Passenger and Freight Motor Carriers

For the Year Ended December 31, 1931

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.

STATISTICS

of

Class 1 and 2 Passenger Motor

For the Year Ended December 31, 1931

TABLE 10—CLASS 1 PASSENGER CARRIERS—COMPARATIVE GENERAL BALANCE SHEET, 1931

PART 1—ASSET SIDE

Number	Companies Reporting	Total Investments			Total Current Assets			Total Deferred Assets		
		December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931
1	Burlington Transportation Co.	$ 399,662.72	$ 392,441.90	$ 7,220.82	$ 62,146.63	$ 48,857.89	$ 13,288.74	$ 600.00	$ 800.00	$ *200.00
2	Clinton, Davenport & Muscatine Ry.[b]	----------	----------	----------	----------	----------	----------	----------	----------	----------
3	Crandic Stages, Inc.	676,675.44	539,786.56	136,888.88	23,624.50	20,833.83	2,790.67	1,390.00	840.00	550.00
4	Ft. Dodge, Des M. & So. Transp. Co.[a]	----------	267,009.49	*267,009.49	----------	32,853.31	*32,853.31	----------	49.23	*49.23
5	Interstate Transit Lines	2,957,165.59	2,377,966.75	579,198.84	534,156.75	390,361.35	143,795.40	760,805.21	405,276.45	355,528.76
6	Jefferson Transportation Co.	788,940.93	731,113.60	57,827.33	80,097.19	115,660.38	*35,563.19	10,286.57	8,964.64	1,321.93
7	Northland Transportation Co.	4,325,367.08	4,364,630.29	*39,263.21	393,940.15	439,762.19	*45,822.04	1,120.00	1,030.00	90.00
8	Pickwick Greyhound Lines, Inc.	330,861.64	416,922.75	*86,061.11	4,916.48	9,315.69	*4,399.21	----------	----------	----------
9	Waterloo, Cedar Falls & Northern Ry.	102,153.66	102,153.66	----------	2,882.66	----------	2,882.66	----------	----------	----------
	Total	$9,580,827.06	$9,192,025.00	$ 388,802.06	$1,101,764.36	$1,057,644.64	$ 44,119.72	$ 774,201.78	$ 416,960.32	$ 357,241.46

[a]Jan. 1 to July 28, inclusive.
[b]Included in parent company.
*Decrease.

TABLE 10—CLASS 1 PASSENGER CARRIERS—COMPARATIVE GENERAL BALANCE SHEET, 1931—Continued

PART 2—ASSET SIDE—Concluded—AND LIABILITY SIDE

Number	Companies Reporting	Total Unadjusted Debits			Grand Total Assets			Liability Side		
								Total Capital Stock		
		December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931
1	Burlington Transportation Co.	$ 19,051.70	$ 8,095.85	$10,955.85	$ 481,461.05	$ 450,195.64	$ 31,265.41	$ 500,000.00	$ 500,000.00	
2	Clinton, Davenport & Muscatine Ry.									
3	Crandic Stages, Inc.	14,795.42	8,368.13	6,427.29	716,485.36	569,828.52	146,656.84	540,000.00	315,000.00	225,000.00
4	Ft. Dodge, Des M. & So. Transp. Co.		4,607.18	*4,607.18		304,519.21	*304,519.21		50,000.00	*50,000.00
5	Interstate Transit Lines	69,381.27	44,998.62	24 382.65	4,321,508.82	3,218,603.17	1,102,905.65	2,622,830.00	2,158,360.00	464,470.00
6	Jefferson Transportation Co.	9,132.21	1,303.49	7,828.72	888,456.90	857,042.11	31,414.79	236,584.44	236,584.44	
7	Northland Transportation Co.	31,738.27	38,896.06	*7,157.79	4,752,165.50	4,844,318.54	*92,153.04	3,000,000.00	3,000,000.00	
8	Pickwick Greyhound Lines, Inc.	1,384.20	1,768.88	*384.68	337,162.32	428,007.32	*90,845.00	74,901.29	74,901.29	
9	Waterloo, Cedar Falls & Northern Ry.				105,036.32	102,153.66	2,882.66			
	Total	$ 145,483.07	$ 108,038.21	$37,444.86	$11,602,276.27	$10,774,668.17	$ 827,608.10	$6,974,315.73	$6,334,845.73	$ 639,470.00

*Decrease.

TABLE 10—CLASS 1 PASSENGER CARRIERS—COMPARATIVE GENERAL BALANCE SHEET, 1931—Continued

PART 3—LIABILITY SIDE—Continued

Number	Companies Reporting	Total Long Term Debt			Total Current Liabilities			Total Deferred Liabilities		
		December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931
1	Burlington Transportation Co.				$ 24,608.43	$ 28,752.72	$ *4,144.29			
2	Clinton, Davenport & Muscatine Ry.									
3	Crandic Stages, Inc.	$ 175,990.71	$ 231,679.04	$ *55,688.33	54,173.85	38,103.44	16,070.41			
4	Ft. Dodge, Des M. & So. Transp. Co.					22,999.33	*22,999.30		$ 48,206.50	$ *48,206.50
5	Interstate Transit Lines				405,276.38	304,720.26	100,556.12			
6	Jefferson Transportation Co.	103,475.78	133,991.00	*30,515.22	107,295.49	156,086.93	*48,791.44			
7	Northland Transportation Co.				203,048.33	169,001.25	34,047.08			
8	Pickwick Greyhound Lines, Inc.	198,398.84	282,907.08	*84,508.24	2,449.95	2,160.28	289.67			
9	Waterloo, Cedar Falls & Northern Ry.					4,495.24	*4,495.24			
	Total	$ 477,865.33	$ 648,577.12	$ *170,711.79	$ 796,852.43	$ 726,319.45	$ 70,532.98		$ 48,206.50	$ *48,206.50

*Decrease.

TABLE 10—CLASS 1 PASSENGER CARRIERS—COMPARATIVE GENERAL BALANCE SHEET, 1931—Concluded

PART 4—LIABILITY SIDE—Concluded

Number	Companies Reporting	Total Unadjusted Credits			Total Corporate Surplus			Grand Total Liabilities		
		December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931	December 31, 1931	December 31, 1930	Increase or decrease 1931
1	Burlington Transportation Co.	$ 144,024.38	$ 87,445.94	$ 56,578.44	$c187,171.76	$c166,003.02	$ *21,168.74	$ 481,461.05	$ 450,195.64	$ 31,265.41
2	Clinton, Davenport & Muscatine Ry.	----------	----------	----------	----------	----------	----------	----------	----------	----------
3	Crandic Stages, Inc.	96,086.76	50,264.07	45,822.69	c149,765.96	65,218.03	*84,547.93	716,485.36	569,828.52	146,656.84
4	Ft. Dodge, Des M. & So. Transp. Co.	----------	138,651.34	*138,651.34	----------	44,662.04	*44,662.04	----------	304,519.21	*304,519.21
5	Interstate Transit Lines	1,401,407.85	863,528.32	537,879.53	c108,005.41	c108,005.41	----------	4,321,508.82	3,218,603.17	1,102,905.65
6	Jefferson Transportation Co.	293,889.27	195,077.31	98,811.96	147,211.92	135,302.43	11,909.49	888,456.90	857,042.11	31,414.79
7	Northland Transportation Co.	1,118,767.01	1,348,285.97	*229,518.96	430,350.16	327,031.32	103,318.84	4,752,165.50	4,844,318.54	*92,153.04
8	Pickwick Greyhound Lines, Inc.	51,070.97	79,666.39	*28,595.42	10,341.27	c11,627.72	21,968.99	337,162.32	428,007.32	*90,845.00
9	Waterloo, Cedar Falls & Northern Ry.	74,394.79	68,055.38	6,339.41	30,641.53	29,603.04	1,038.49	105,036.32	102,153.66	2,882.66
	Total	$3,179,641.03	$2,830,974.72	$ 348,666.31	$ 173,601.75	$ 185,744.65	$ *12,142.90	$11,602,276.27	$10,774,668.17	$ 827,608.10

cDeficit.
*Decrease.

TABLE 20—CLASS 1 PASSENGER CARRIERS—INCOME ACCOUNT, 1931

PART 1—INCOME ACCOUNT

Number	Companies Reporting	Operating Revenues, Expenses and Net			Taxes and uncollectible revenues	Total operating income	Total non-operating income	Gross income	Total deductions from gross income	Net income	Total appropriations of net income	Income transferred to profit and loss
		Operating revenues	Operating expenses	Net from operations								
1	Burlington Transp. Co.	$ 284,799.98	$ 323,141.63	$[c]38,341.65	$ 21,291.47	$ [c]59,633.12	$ 38,457.30	$[c]21,175.82	----------	$[c]21,175.82	----------	$[c]21,175.82
2	Clinton, Dav. & Musc. Ry.	24,523.63	33,279.88	[c]8,756.25	----------	[c]8,756.25	----------	[c]8,756.25	----------	[c]8,756.25	----------	[c]8,756.25
3	Crandic Stages, Inc.	289,447.15	434,334.22	[c]144,887.07	----------	[c]144,887.07	61,193.52	[c]83,693.55	1,855.47	[c]85,549.02	----------	[c]85,549.02
4	F. D., D. M. & S. Tr. Co.	55,408.96	37,444.44	17,964.52	5,020.86	12,943.66	----------	12,943.66	[d]1,508.05	14,451.71	----------	14,451.71
5	Interstate Transit Lines	2,633,527.93	2,740,827.92	[c]107,299.99	263,801.37	[c]371,101.36	359,301.40	[c]11,799.96	----------	[c]11,799.96	----------	[c]11,799.96
6	Jefferson Transportation Co.	786,364.56	668,116.84	118,247.72	65,310.90	52,936.82	----------	52,936.82	9,002.92	43,933.90	$8,836.03	35,097.87
7	Northland Transp. Co.	1,978,319.09	1,624,031.98	354,287.11	193,984.25	160,302.86	82,267.64	242,570.50	842.88	241,727.62	----------	241,727.62
8	Pick. Greyh. Lines, Inc.	495,081.30	464,214.64	30,866.66	----------	30,866.66	----------	30,866.66	8,897.67	21,968.99	----------	21,968.99
9	Wat., Ced. F. & No. Ry.	50,990.87	44,287.05	6,703.82	5,665.33	1,038.49	----------	1,038.49	----------	1,038.49	----------	1,038.49
	Total	$6,598,463.47	$6,369,678.60	$228,784.87	$555,074.18	$[c]326,289.31	$541,219.86	$214,930.55	$19,090.89	$195,839.66	$8,836.03	$187,003.63

[c]Deficit.
[d]Credit.

TABLE 20—CLASS 1 PASSENGER CARRIERS—PROFIT AND LOSS STATEMENT, 1931

PART 2—CREDITS

Number	Companies Reporting	Credit Balance		Profit on property and equipment sold	Delayed income credits	Miscellaneous credits	Debit balance carried to balance sheet	Total
		At beginning of year	Transferred from income					
1	Burlington Transportation Co.					$ 7.08	$ 187,171.76	$ 187,178.84
2	Clinton, Davenport & Muscatine Ry.							
3	Crandic Stages, Inc.					1,053.87	149,765.96	150,819.83
4	Ft. Dodge, Des M. & So. Transp. Co.	$ 44,662.04	$ 14,451.71	$ 154,235.79		420.71		213,770.25
5	Interstate Transit Lines					11,799.96	108,005.41	119,805.37
6	Jefferson Transportation Co.	135,302.43	35,097.87			139.21		170,539.51
7	Northland Transportation Co.	327,031.32	241,727.62	4,175.63	$ 152,629.59	191.69		725,755.85
8	Pickwick Greyhound Lines, Inc.		21,968.99				29,658.73	51,627.72
9	Waterloo, Cedar Falls & Northern Ry.	29,603.04	1,038.49					30,641.53
	Total	$ 536,598.83	$ 314,284.68	$ 158,411.42	$ 152,629.59	$ 13,612.52	$ 474,601.86	$ 1,650,138.90

TABLE 20—CLASS 1 PASSENGER CARRIERS—PROFIT AND LOSS STATEMENT, 1931—Concluded

PART 3—DEBITS

Number	Companies Reporting	Debit Balance		Dividend appropriations of surplus	Loss on equipment sold or retired	Miscellaneous debits	Credit balance carried to balance sheet	Total
		At beginning of year	Transferred from income					
1	Burlington Transportation Co.	$ 166,003.02	$ 21,175.82					$ 187,178.84
2	Clinton, Davenport & Muscatine Ry.							
3	Crandic Stages, Inc.	65,218.03	85,549.02			$ 52.78		150,819.83
4	Ft. Dodge, Des M. & So. Transp. Co.			$ 209,096.41		4,673.84		213,770.25
5	Interstate Transit Lines	108,005.41	11,799.96					119,805.37
6	Jefferson Transportation Co.			23,000.00		827.59	$ 146,711.92	170,539.51
7	Northland Transportation Co.			264,000.00	$ 2,122.93	29,282.76	430,350.16	725,755.85
8	Pickwick Greyhound Lines, Inc.	51,627.72						51,627.72
9	Waterloo, Cedar Falls & Northern Ry.						30,641.53	30,641.53
	Total	$ 390,854.18	$ 118,524.80	$ 496,096.41	$ 2,122.93	$ 34,836.97	$ 607,703.61	$ 1,650,138.90

TABLE 30—CLASS 1 PASSENGER CARRIERS—OPERATING REVENUES, 1931

PART 1—REVENUES FROM TRANSPORTATION

Number	Companies Reporting	Passenger Revenue—Regular Fare			Passenger Revenue—Charter Fare			Total Passenger Revenue		
		Within the state	Without the state	Total	Within the state	Without the state	Total	Within the state	Without the state	Total
1	Burlington Transportation Co.	$ 94,955.29	$ 160,482.63	$ 255,437.92	$ 3,481.10	$ 9,375.96	$ 12,857.06	$ 98,436.39	$ 169,858.59	$ 268,294.98
2	Clinton, Davenport & Muscatine Ry.	21,543.52	----------	21,543.52	----------	----------	----------	21,543.52	----------	21,543.52
	Clinton, Dav. & Musc. —Freight Line	769.45	----------	769.45	----------	----------	----------	769.45	----------	769.45
3	Crandic Stages, Inc.	263,540.61	----------	263,540.61	8,201.32	----------	8,201.32	271,741.93	----------	271,741.93
4	Ft. Dodge, Des M. & So. Transp. Co.	52,786.41	----------	52,786.41	1,947.05	----------	1,947.05	54,733.46	----------	54,733.46
5	Interstate Transit Lines	552,053.36	1,886,415.01	2,438,468.37	16,310.25	29,291.82	45,602.07	568,363.61	1,915,706.83	2,484,070.44
6	Jefferson Transportation Co.	287,578.07	469,206.32	756,784.39	4,408.76	7,193.23	11,601.99	291,986.83	476,399.55	768,386.38
7	Northland Transportation Co.	20,257.36	1,800,358.36	1,820,615.72	302.67	44,807.73	45,110.40	20,560.03	1,845,166.09	1,865,726.12
8	Pickwick Greyhound Lines, Inc.	288,211.99	191,452.07	479,664.06	3,772.03	1,016.28	4,788.31	291,984.02	192,468.35	484,452.37
9	Waterloo, Cedar Falls & Northern Ry.	47,669.28	----------	47,669.28	2,609.75	----------	2,609.75	50,279.03	----------	50,279.03
	Total	$1,629,365.34	$4,507,914.39	$6,137,279.73	$41,032.93	$91,685.02	$ 132,717.95	$1,670,398.27	$4,599,599.41	$6,269,997.68

TABLE 30—CLASS 1 PASSENGER CARRIERS—OPERATING REVENUES, 1931
—Concluded

PART 1—REVENUES FROM TRANSPORTATION

Number	Companies Reporting	Other Transportation Revenues			Total Revenue from Transportation			Revenue from Other Operations		
		Within the state	Without the state	Total	Within the state	Without the state	Total	Within the state	Without the state	Total
1	Burlington Transportation Co.	$ 10,641.77	$ 5,834.69	$ 16,476.46	$ 109,078.16	$ 175,693.28	$ 284,771.44	----------	$ 28.54	$ 28.54
2	Clinton, Davenport & Muscatine Ry.	2,210.66	----------	2,210.66	24,523.63	----------	24,523.63	----------	----------	----------
3	Crandic Stages, Inc.	16,200.03	----------	16,200.03	287,941.96	----------	287,941.96	$ 1,505.19	----------	1,505.19
4	Ft. Dodge, Des M. & So. Transp. Co.	675.50	----------	675.50	55,408.96	----------	55,408.96	----------	----------	----------
5	Interstate Transit Lines	31,990.72	96,177.23	128,167.95	600,354.33	2,011,884.06	2,612,238.39	5,313.87	15,975.67	21,289.54
6	Jefferson Transportation Co.	5,629.44	9,184.85	14,814.29	297,616.27	485,584.40	783,200.67	1,202.28	1,961.61	3,163.89
7	Northland Transportation Co.	886.30	82,221.53	83,107.83	21,446.33	1,927,387.62	1,948,833.95	337.89	29,147.25	29,485.14
8	Pickwick Greyhound Lines, Inc.	3,818.85	2,102.90	5,921.75	295,802.87	194,571.25	490,374.12	3,038.49	1,668.69	4,707.18
9	Waterloo, Cedar Falls & Northern Ry.	711.84	----------	711.84	50,990.87	----------	50,990.87	----------	----------	----------
	Total	$ 72,765.11	$ 195,521.20	$ 268,286.31	$ 1,743,163.38	$ 4,795,120.61	$ 6,538,283.99	$ 11,397.72	$ 48,781.76	$ 60,179.48

TABLE 30—CLASS 1 PASSENGER CARRIERS—OPERATING REVENUES—Concluded —AND OPERATING EXPENSES, 1931

PART 3—TOTAL OPERATING REVENUES AND OPERATING EXPENSES

Number	Companies Reporting	Grand Total Operating Revenues			Operating Expenses					
					Total Maintenance			Total Transportation		
		Within the state	Without the state	Total	Within the state	Without the state	Total	Within the state	Without the state	Total
1	Burlington Transportation Co.	$ 109,078.16	$ 175,721.82	$ 284,799.98	$ 47,244.02	$ 83,030.95	$ 130,274.97	$ 71,625.18	$ 108,539.73	$ 180,164.91
2	Clinton, Davenport & Muscatine Ry.	24,523.63	----------	24,523.63	9,647.81	----------	9,647.81	16,816.30	----------	16,816.30
3	Crandic Stages, Inc.	289,447.15	----------	289,447.15	138,607.49	----------	138,607.49	261,653.20	----------	261,653.20
4	Ft. Dodge, Des M. & So. Transp. Co.	55,408.96	----------	55,408.96	10,275.83	----------	10,275.83	29,659.05	----------	29,659.05
5	Interstate Transit Lines	605,668.20	2,027,859.73	2,633,527.93	288,821.24	868,315.12	1,157,136.36	439,407.85	1,284,666.92	1,724,074.77
6	Jefferson Transportation Co.	298,818.55	487,546.01	786,364.56	85,490.80	139,484.93	224,975.73	194,486.18	266,682.00	461,168.18
7	Northland Transportation Co.	21,784.22	1,956,534.87	1,978,319.09	15,023.47	618,506.82	633,530.29	26,900.06	1,043,442.13	1,070,432.19
8	Pickwick Greyhound Lines, Inc.	298,841.36	196,239.94	495,081.30	91,957.38	50,501.77	142,459.15	197,259.74	97,323.54	294,583.28
9	Waterloo, Cedar Falls & Northern Ry.	50,990.87	----------	50,990.87	19,460.63	----------	19,460.63	28,251.91	----------	28,251.91
	Total	$1,754,561.10	$4,843,902.37	$6,598,463.47	$706,528.67	$1,759,839.59	$2,466,368.26	$1,266,149.47	$2,800,654.32	$4,066,803.79

TABLE 30—CLASS 1 PASSENGER CARRIERS—OPERATING EXPENSES, 1931
—Concluded

PART 4—OPERATING EXPENSES AND NET FROM OPERATIONS

Number	Companies Reporting	Total General Expenses			Grand Total Operating Expenses			Net from Operations		
		Within the state	Without the state	Total	Within the state	Without the state	Total	Within the state	Without the state	Total
1	Burlington Transportation Co.	$ 10,392.96	$ 23,600.26	$ 33,993.22	$ 129,262.16	$ 215,170.94	$ 344,433.10	$ c20,184.00	$c39,449.12	$ c59,633.12
2	Clinton, Davenport & Muscatine Ry.	6,815.77	----------	6,815.77	33,279.88	----------	33,279.88	c8,756.25	----------	c8,756.25
3	Crandic Stages, Inc.	34,073.53	----------	34,073.53	434,334.22	----------	434,334.22	c144,887.07	----------	c144,887.07
4	Ft. Dodge, Des M. & So. Transp. Co.	2,530.42	----------	2,530.42	42,465.30	----------	42,465.30	12,943.66	----------	12,943.66
5	Interstate Transit Lines	30,321.30	91,158.25	121,479.55	758,550.39	2,244,140.29	3,002,690.68	c152,882.19	c216,280.56	c369,162.75
6	Jefferson Transportation Co.	17,967.85	29,315.98	47,283.83	297,944.83	435,482.91	733,427.74	873.72	52,063.10	52,936.82
7	Northland Transportation Co.	1,671.36	68,238.99	69,910.35	43,684.89	1,730,187.94	1,773,872.83	c21,900.67	226,346.93	204,446.26
8	Pickwick Greyhound Lines, Inc.	17,539.67	9,632.54	27,172.21	306,756.79	157,457.85	464,214.64	c7,915.43	38,782.09	30,866.66
9	Waterloo, Cedar Falls & Northern Ry.	2,239.84	----------	2,239.84	49,952.38	----------	49,952.38	1,038.49	----------	1,038.49
	Total	$ 123,552.70	$ 221,946.02	$ 345,498.72	$ 2,096,230.81	$ 4,782,439.93	$ 6,878,670.77	$ c341,669.74	$ 61,462.44	$c280,207.30

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TABLE 40—CLASS 1 PASSENGER CARRIERS, 1931

PART 1—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Companies Reporting	Passenger Motor Miles			Revenue Passengers Carried			Total non-revenue passengers carried—system	Total passengers carried	Average fare revenue passengers—system	Average fare all passengers—system
		Within the state	Without the state	Total	Within the state	Without the state	Total				
1	Burlington Transportation Co.	653,027	1,133,255	1,786,282	90,300	150,960	241,260	9,064	250,324	$ 1.16248	$ 1.11855
2	Clinton, Davenport & Muscatine Ry.	205,747	----------	205,747	38,801	----------	38,801	4,332	43,133	.55520	.49950
3	Crandic Stages, Inc.	1,780,384	----------	1,780,384	271,365	----------	271,365	2,812	274,177	1.00139	.99112
4	Ft. Dodge, Des M. & So. Transp. Co.	278,764	----------	278,764	136,411	----------	136,411	----------	136,411	.40127	.40127
5	Interstate Transit Lines	2,633,301	7,917,366	10,550,667	672,604	540,162	1,212,766	----------	1,212,766	2.04835	2.04826
6	Jefferson Transportation Co.	1,821,984	1,717,932	3,539,916	179,363	292,585	471,948	148	472,096	1.60353	1.60303
7	Northland Transportation Co.	202,960	8,391,855	8,594,815	6,616	2,211,492	2,218,108	28,141	2,246,249	.84113	.83059
8	Pickwick Greyhound Lines, Inc.	1,072,751	608,337	1,681,088	100,432	72,969	173,401	1,771	175,172	2.79382	2.76558
9	Waterloo, Cedar Falls & Northern Ry.	303,106	----------	303,106	202,302	----------	202,302	40,158	242,460	.24853	.20737
	Total	8,952,024	19,768,745	28,720,769	1,698,194	3,268,168	4,966,362	86,426	5,052,788	$ 1.26249	$ 1.24089

TABLE 40—CLASS 1 PASSENGER CARRIERS, 1931—Concluded

PART 2—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Companies Reporting	Revenue from Transportation		Total Operating Revenues		Motor passenger miles —revenue—system	Revenue per motor passenger mile	Average miles carried revenue passengers —system	Operating Expenses		Ton miles operated —Iowa
		Transportation revenue —system	Per motor mile	Revenues —system	Per motor mile				Total expenses —system	Per motor mile	
1	Burlington Transportation Co.	$ 284,771.44	$ .15942	$ 284,799.98	$ .15944	9,342,344	$ .02872	40.480	$ 244,433.10	$ .19282	4,483,290
2	Clinton, Davenport & Muscatine Ry.	24,523.63	.11920	24,523.63	.11920	598,389	.03600	15.422	33,279.88	.16180	1,297,217
3	Crandic Stages, Inc.	287,941.96	.16173	289,447.15	.16258	12,037,751	.04430	44.360	434,334.22	.24396	14,516,088
4	Ft. Dodge, Des M. & So. Transp. Co.	55,408.96	.19877	55,408.96	.19877	1,520,982	.03599	11.146	42,465.30	.15233	1,707,805
5	Interstate Transit Lines	2,612,238.39	.25277	2,633,527.92	.25483	82,801,598	.03000	68.275	3,002,690.68	.29055	21,820,575
6	Jefferson Transportation Co.	783,200.67	.22124	786,364.56	.22214	30,473,268	.02585	64.500	733,427.74	.20719	15,327,347
7	Northland Transportation Co.	1,948,833.95	.22674	1,978,319.09	.23017	71,755,947	.02600	32.350	1,773,872.83	.20638	1,967,170
8	Pickwick Greyhound Lines, Inc.	490,374.12	.29170	495,081.30	.29450	19,420,192	.02525	112.000	464,214.64	.27614	11,604,230
9	Waterloo, Cedar Falls & Northern Ry.	50,990.87	.16823	50,990.87	.16823	1,396,640	.03600	6.903	49,952.38	.15391	1,918,532
	Total	$ 6,538,283.99	--------	$ 6,598,463.47	$ .23149	229,347,111	$ .02738	46.20	$ 6,878,670.77	$ .24132	74,642,254

TABLE 51—CLASS 1 PASSENGER CARRIERS—1931

PART 1—STATISTICS—SELECTED ITEMS—YEAR 1931

Number	Companies Reporting	Gallons gasoline consumed Iowa	Operating revenues —Iowa	Taxes and Licenses—Iowa					Motor Miles Per Gallon—Iowa		Units of Equipment	
				Gas tax 3 cents per gallon	Ton mile tax	Licenses on motor vehicles	Total taxes	Ratio per cent taxes to operating revenue	Gasoline	Oil	Buses	Other[a]
1	Burlington Transportation Co.	102,516	$ 109,078.16	$ 3,075.48	$ 11,211.37	$ 1,733.50	$ 16,020.35	14.68	6.37	252.32	[b]34	[b]6
2	Clinton, Davenport & Muscatine Ry.	27,696	24,523.63	830.88	3,242.95	325.80	4,399.63	17.94	7.40	286.20	4	2
3	Crandic Stages, Inc.	272,257	289,447.15	8,167.71	36,290.22	7,322.00	51,779.93	17.89	6.54	122.57	46	17
4	Ft. Dodge, Des M. & So. Transp. Co.	38,898	55,408.96	1,166.94	4,269.51	593.50	6,029.95	10.88	7.16	179.96	----	----
5	Interstate Transit Lines	413,131	605,668.20	12,393.93	54,551.21	7,494.60	74,439.74	12.29	6.37	----	[c]59	[c]5
6	Jefferson Transportation Co.	267,154	298,818.55	7,811.53	38,318.41	5,742.00	51,871.94	17.36	6.82	258.65	[b]44	----
7	Northland Transportation Co.	13,807	21,784.22	24.80	4,674.71	382.25	5,081.76	23.33	4.63	182.84	6	----
8	Pickwick Greyhound Lines, Inc.	241,117	298,841.36	5,863.79	26,682.48	1,568.65	34,114.92	11.42	4.45	140.40	[b]24	----
9	Waterloo, Cedar Falls & Northern Ry.	51,848	50,990.87	1,555.44	4,796.33	869.00	7,220.77	14.16	5.85	113.64	11	----
	(9 Carriers) Total, year 1931	1,458,424	$ 1,754,561.10	$40,890.50	$ 184,037.19	$26,031.30	$ 250,958.99	14.30	6.14	----	228	30
	(11 Carriers) Total, year 1930	1,444,139	1,821,023.06	43,324.17	159,384.83	29,286.18	231,995.18	12.74	----	----	----	----
	Increase, year 1931	14,285	----	----	$ 24,652.36	----	$ 18,963.81	1.56	----	----	----	----
	Decrease, year 1931	----	$ 66,461.96	$ 2,433.67	----	$ 3,254.88	----	----	----	----	----	----

[a]Trucks and service cars.
[b]System.
[c]Equipment used or held for use in Iowa.

TABLE 51—CLASS 1 PASSENGER CARRIERS, 1931—Concluded

PART 2—STATISTICS—SELECTED ITEMS AND ACCIDENTS WITHIN AND WITHOUT

Number	Companies Reporting	Miles of route one way —Iowa	Average number of employees—system	Aggregate compensation—system	Accidents Within the State								Accidents Without the State							
					Passengers		Employees		Other Persons		Total		Passengers		Employees		Other Persons		Total	
					Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1	Burlington Transportation Co.	513.50	66	$ 123,741.29	-----	-----	-----	1	-----	-----	-----	1	-----	1	-----	13	-----	4	-----	18
2	Clinton, Davenport & Muscatine Ry.	66.74	5	6,501.37	-----	2	-----	-----	-----	-----	-----	2	-----	-----	-----	-----	-----	-----	-----	-----
3	Crandic Stages, Inc.	1,969.10	86	120,484.15	1	10	-----	-----	1	5	2	15	-----	-----	-----	-----	-----	-----	-----	-----
4	Ft. Dodge, Des M. & So. Transp. Co.	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
5	Interstate Transit Lines	1,513.58	531	927,855.81	-----	44	-----	9	1	13	1	66	1	250	1	124	2	59	4	433
6	Jefferson Transportation Co.	950.86	120	238,595.52	-----	3	-----	-----	-----	4	-----	7	-----	5	-----	-----	1	6	1	11
7	Northland Transportation Co.	417.63	403	755,038.56	-----	-----	-----	-----	-----	-----	-----	-----	-----	88	1	72	5	70	6	230
8	Pickwick Greyhound Lines, Inc.	1,040.00	63	61,072.59	-----	15	-----	1	-----	-----	-----	16	-----	-----	-----	-----	-----	-----	-----	-----
9	Waterloo, Cedar Falls & Northern Ry.	99.33	13	19,512.61	-----	-----	-----	-----	-----	2	-----	2	-----	-----	-----	-----	-----	-----	-----	-----
	Total	6,570.74	1,287	$2,252,801.90	1	74	-----	11	2	24	3	109	1	344	2	209	8	139	11	692

TABLE 60—CLASS 2 PASSENGER CARRIERS, 1931

PART 1—GENERAL BALANCE SHEET—ASSET SIDE

Number	Companies Reporting	Motor equipment	Shop machinery and tools	Cash	Accounts receivable	Real estate and buildings	Franchises	Other debits	Total asset side
1	Blazevic, Nick	$ 850.00						$ 40.00	$ 890.00
2	Canon, Bert	2,600.00		$ 50.00	$ 20.00			32.00	2,702.00
3	Central Transportation Co.	$ 23,406.96		2,720.06	847.66			287.02	27,261.70
4	Chicago, Mil., St. P. & Pac. R. R. Co.								
5	Des Moines & Winterset Bus Co.	14,986.72	$ 381.40	137.51	481.49			224.36	16,211.48
6	Davis, P. R.	10,650.00		600.00				723.00	11,973.00
7	Davison, John W.	500.00						29.73	529.73
8	Hannah, Thomas W.	1,210.00						80.00	1,290.00
9	Jackson, Otto and Stanley	7,300.00		3,000.00	11,400.00			253.00	21,953.00
10	Livezey, Wm.	760.00		65.00				16.00	841.00
11	Smith, F. W. (Rapid Transit Lines)	3,400.00		600.00					4,000.00
12	Manchester & Oneida Ry. Co.								
13	Sevier, H. G.	1,800.00	100.00	800.00	700.00	$ 13,400.00	$ 2,910.00	51.00	19,761.00
14	St. Louis, Han., Quincy & Keo. Bus Line	43,210.80	1,790.95	3,458.68		8,000.00		276.35	56,736.78
15	Trenton, Lineville & Leon Stages	1,200.00		125.30					1,325.30
16	Walrod, Ward D.	5,565.00		100.00				56.00	5,721.00
17	Whitney, J. A.	1,000.00						25.00	1,025.00
	Total	$ 118,439.48	$ 2,272.35	$ 11,656.55	$ 13,449.15	$ 21,400.00	$ 2,910.00	$ 2,093.46	$ 172,220.99

TABLE 60—CLASS 2 PASSENGER CARRIERS, 1931—Concluded

PART 2—GENERAL BALANCE SHEET—LIABILITY SIDE

Number	Companies Reporting	Capital stock	Deferred liabilities	Notes and accounts payable	Depreciation reserves	Other credit items	Total liabilities	Corporate surplus	Total liability side
1	Blazevic, Nick				$ 340.00		$ 340.00	$ 550.00	$ 890.00
2	Canon, Bert			$ 800.00	874.45		1,674.45	1,027.55	2,702.00
3	Central Transportation Co.	$ 10,000.00		9,321.85	6,358.72	$ 1,581.13	27,261.70		27,261.70
4	Chicago, Mil., St. P. & Pac. R. R. Co.								
5	Des Moines & Winterset Bus Co.			931.01	10,748.28		11,679.29	4,532.19	16,211.48
6	Davis, P. R.		$ 3,200.00	1,550.00	2,302.06		7,052.06	4,920.94	11,973.00
7	Davison, John W.				33.33		33.33	496.40	529.73
8	Hannah, Thomas W.				1,112.22		1,112.22	177.78	1,290.00
9	Jackson, Otto and Stanley				2,112.50		2,112.50	19,840.50	21,953.00
10	Livezey, Wm.				506.70		506.70	334.30	841.00
11	Smith, F. W. (Rapid Transit Lines)			1,425.00	1,000.00		2,425.00	1,575.00	4,000.00
12	Manchester & Oneida Ry. Co.								
13	Sevier, H. G.			4,200.00	300.00		4,500.00	15,261.00	19,761.00
14	St. Louis, Han., Quincy & Keo. Bus Line	27,080.98		11,673.00	19,696.16		58,450.14	*1,713.36	56,736.78
15	Trenton, Lineville & Leon Stages			367.56	300.00		667.56	657.74	1,325.30
16	Walrod, Ward D.				4,565.00		4,565.00	1,156.00	5,721.00
17	Whitney, J. A.				800.00		800.00	225.00	1,025.00
	Total	$ 37,080.98	$ 3,200.00	$ 30,268.42	$ 51,049.42	$ 1,581.13	$ 123,179.95	$ 49,041.04	$ 172,220.99

*Deficit.

TABLE 70—CLASS 2 PASSENGER CARRIERS, 1931

PART 1—OPERATING REVENUES AND EXPENSES

Number	Companies Reporting	Operating Revenues						Operating Expenses			
		Passenger revenue	Express revenue	Transportating newspapers	Mail	Miscellaneous	Total operating revenues	Salary, officers, clerks, agents and other employees	Drivers' wages	Gasoline	Oil and lubricants
1	Blazevic, Nick	$ 685.00					$ 685.00			$ 150.00	$ 15.00
2	Canon, Bert	3,700.00	$ 350.00	$ 505.00			4,555.00			449.80	40.05
3	Central Transportation Co.	22,855.91	180.00	62.54	$ 662.46		23,760.91	$ 298.32	$ 3,652.92	3,939.00	746.64
4	Chicago, Mil., St. P. & Pac. R. R. Co.	5,134.03	913.25		4,709.44	$ 113.18	10,869.90		5,175.00	2,088.93	367.11
5	Des Moines & Winterset Bus Co.	8,856.76	2,047.24	638.84	1,586.60		13,129.44	915.13	3,085.07	1,633.88	216.00
6	Davis, P. R.	7,500.00	600.00	60.00		360.00	8,520.00		300.00	1,947.00	364.65
7	Davison, John W.	222.00				200.00	422.00			60.00	7.00
8	Hannah, Thomas W.	2,600.52	437.54			50.00	3,088.06		1,134.00	807.33	135.20
9	Jackson, Otto and Stanley	8,593.57		475.00		120.00	9,188.57		1,800.00	1,777.00	472.00
10	Livezey, Wm.	447.75		1,393.50		335.55	2,176.80			171.36	38.00
11	Smith, F. W. (Rapid Transit Lines)	29,097.77					29,097.77	1,050.00	8,500.00	7,024.52	918.28
12	Manchester & Oneida Ry. Co.	222.58	646.56			1,294.60	2,163.74		570.00	228.93	15.63
13	Sevier, H. G.	955.60	292.45	45.00		108.00	1,401.05		360.00	220.50	19.50
14	St. Louis, Han., Quincy & Keo. Bus Line	60,378.39		685.62		445.58	61,509.59	10,636.36	8,834.65	8,796.25	2,121.18
15	Trenton, Lineville & Leon Stages	3,508.98					3,508.98	42.05	812.15	1,115.29	219.57
16	Walrod, Ward D.	3,624.62		100.00		417.25	4,141.87			494.67	81.60
17	Whitney, J. A.	1,089.85					1,089.85			111.69	27.08
	Total	$ 159,473.33	$ 5,467.04	$ 3,965.50	$ 6,958.50	$ 3,444.16	$ 179,308.53	$ 12,941.86	$ 34,223.79	$ 31,015.95	$ 5,804.49

TABLE 70—CLASS 2 PASSENGER CARRIERS, 1931—Concluded

PART 2—OPERATING EXPENSES—Concluded

Number	Companies Reporting	Tires, tubes and repairs	Repairs, motor trucks and service equipment	Insurance	Ton mile tax	Licenses	Depreciation	Rent, equipment and other property	Miscellaneous	Total operating expenses	Surplus from operations
1	Blazevic, Nick	$ 82.00	$ 50.00	$ 85.00	$ 9.78	$ 40.00	$ 340.00	----------	----------	$ 771.78	$ *86.78
2	Canon, Bert	15.00	20.00	198.00	218.22	32.00	674.45	----------	----------	1,647.52	2,907.48
3	Central Transportation Co.	810.95	3,161.47	1,242.85	3,776.63	455.25	3,561.70	2,857.70	$ 4,553.81	29,057.24	*5,296.33
4	Chicago, Mil., St. P. & Pac. R. R. Co.	679.35	1,965.88	----------	2,149.09	266.00	3,557.86	2,243.09	[a]1,956.07	20,448.38	*9,578.48
5	Des Moines & Winterset Bus Co.	749.29	884.47	716.94	1,496.08	275.25	3,873.81	1,049.53	584.16	15,479.41	*2,349.97
6	Davis, P. R.	250.00	360.00	650.00	956.89	73.00	2,130.00	----------	5.40	7,036.94	1,483.06
7	Davison, John W.	22.00	126.86	59.50	5.27	----------	33.33	----------	35.00	348.96	73.04
8	Hannah, Thomas W.	79.82	148.17	389.24	359.65	20.00	62.22	----------	25.00	3,160.63	*72.57
9	Jackson, Otto and Stanley	750.00	972.00	620.00	1,191.59	253.00	2,306.25	525.00	1,052.85	11,719.69	*2,531.12
10	Livezey, Wm.	----------	90.00	130.00	80.60	16.00	190.00	45.00	----------	760.96	1,415.84
11	Smith, F. W. (Rapid Transit Lines)	1,167.32	1,849.59	2,150.00	2,126.57	375.60	1,000.00	360.00	400.00	26,921.88	2,175.89
12	Manchester & Oneida Ry. Co.	----------	288.22	189.00	105.99	25.00	150.00	----------	----------	1,572.77	590.97
13	Sevier, H. G.	90.00	16.09	115.44	145.66	1.00	300.00	----------	----------	1,268.19	132.86
14	St. Louis, Han., Quincy & Keo. Bus Line	2,340.00	5,517.75	4,192.28	132.87	24.41	13,965.57	440.00	6,378.91	63,380.23	*1,870.64
15	Trenton, Lineville & Leon Stages	43.80	257.04	316.50	235.89	110.50	300.00	30.00	91.55	3,574.34	*65.36
16	Walrod, Ward D.	67.95	54.70	438.67	248.74	56.00	500.00	50.00	29.40	2,021.73	2,120.14
17	Whitney, J. A.	34.25	142.25	85.11	44.32	25.00	400.00	----------	----------	869.70	220.15
	Total	$ 7,181.73	$ 15,904.49	$ 11,578.53	$ 13,283.84	$ 2,048.01	$33,345.19	$ 7,600.32	$ 15,112.15	$ 190,040.35	$ *10,731.82

*Deficit.
[a]Includes $653.79 gasoline tax.

TABLE 80—CLASS 2 PASSENGER CARRIERS, 1931

PART 1—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS, 1931

Number	Companies Reporting	Motor miles traveled	Passengers Carried			Passenger revenue	Average Fare		Operating Revenues		Operating Expenses		Motor passenger miles —revenue	Revenue per motor passenger mile	Average miles carried revenue passengers
			Revenue	Non-revenue	Total		Revenue passengers	All passengers	Revenues	Per motor mile	Expenses	Per motor mile			
1	Blazevic, Nick	6,776	2,740	-----	2,740	$ 685.00	$ .25000	$ .25000	$ 685.00	$.10109	$ 771.78	$.11390	16,714	$.04098	6.10
2	Canon, Bert	33,653	2,740	-----	2,740	3,700.00	1.35000	1.35000	4,555.00	.13535	1,647.52	.04986	82,200	.04501	30.00
3	Central Transportation Co.	151,226	15,895	-----	15,895	22,855.91	1.43793	1.43793	23,760.91	.15712	29,057.24	.19214	690,181	.03312	43.42
4	Chgo., Mil., St. P. & Pac. R. R. Co.	113,782	8,397	2,328	10,725	5,134.03	.61141	.47870	10,869.90	.09553	20,448.38	.17952	189,266	.02713	22.54
5	Des Moines & Winterset Bus Co.	83,424	7,951	-----	7,951	8,656.76	1.11392	1.11392	13,129.44	.15738	15,479.41	.18555	246,0[illegible]4	.03[illegible]00	30.94
6	Davis, P. R.	98,694	5,536	-----	5,536	7,500.00	1.35480	1.35480	8,520.00	.08633	7,036.91	.07130	250,005	.02939	45.16
7	Davison, John W.	639	600	-----	600	222.00	.37000	.37000	422.00	.19953	348.96	.16499	13,080	.01697	21.80
8	Hannah, Thomas W.	62,471	2,042	-----	2,042	2,600.52	1.27352	1.27352	3,088.06	.04943	3,160.63	.05059	55,304	.04702	27.00
9	Jackson, Otto and Stanley	180,659	15,325	-----	15,325	8,218.57	.53629	.53629	9,188.57	.05086	11,719.69	.06487	234,779	.03507	15.32
10	Livezey, Wm.	18,455	503	-----	503	447.25	.88917	.88917	2,176.80	.11795	760.96	.04123	9,316	.04801	18.52
11	Smith, F. W. (Rapid Transit Lines)	447,658	7,902	134	8,036	29,097.77	4.95619	4.90770	29,097.77	.06500	26,921.88	.06014	979,137	.02972	123.91
12	Manchester & Oneida Ry. Co.	16,157	573	92	665	222.58	.38844	.33470	2,163.74	.13392	1,573.67	.09739	4,956	.04490	8.65
13	Sevier, H. G.	22,299	1,276	47	1,323	955.60	.74890	.72230	1,401.05	.06283	1,268.19	.05687	45,569	.02097	35.70
14	St. L., Han., Quincy & Keo. Bus L.	465,519	47,822	100	47,922	60,378.39	1.26250	1.26120	61,509.59	.13213	63,380.23	.13615	1,985,574	.03040	41.50
15	Trenton, Lineville & Leon Stages	111,533	2,645	-----	2,645	3,508.98	1.32664	1.32664	3,508.98	.03146	3,411.84	.03059	100,245	.03500	37.90
16	Walrod, Ward D.	39,953	5,942	-----	5,942	3,624.62	.61000	.61000	4,141.87	.10367	2,021.73	.05060	90,615	.04000	15.25
17	Whitney, J. A.	3,437	2,995	-----	2,995	1,089.85	.36389	.36389	1,089.85	.31709	869.70	.25304	61,959	.01759	20.70
	Total	1,856,335	130,884	2,701	133,585	$158,897.83	$1.21403	$1.18948	$179,308.53	-------	$189,878.75	-------	5,054,90[illegible]	$.03143	38.62

TABLE 80—CLASS 2 PASSENGER CARRIERS, 1931—Concluded

PART 2—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—Concluded

Number	Companies Reporting	Gasoline		Lubricating Oil		Ton-miles operated—Iowa	Equipment		Miles of route one way—Iowa	Employees		Accidents—Iowa					
												Passengers		Employees		Other Persons	
		Gallons consumed	Miles per gallon	Gallons consumed	Miles per gallon		Buses	Other		Average number	Aggregate compensation	Killed	Injured	Killed	Injured	Killed	Injured
1	Blazevic, Nick	968	7.0	15	452.00	3,909	1	------	6.10	*	----------	------	------	------	------	----	----
2	Canon, Bert	3,460	9.7	89	378.00	87,733	2	------	46.10	*	----------	------	------	------	------	----	----
3	Central Transportation Co.	28,269	5.35	1,054	136.01	1,510,652	2	------	209.20	2	$ 3,629.38	------	------	------	------	----	----
4	Chicago, Mil., St. P. & Pac. R. R. Co.	21,793	5.27	572	200.63	859,618	2	------	125.20	3	5,895.00	------	------	------	------	----	----
5	Des Moines & Winterset Bus Co.	10,526	7.9	432	193.00	598,459	3	------	35.20	3	4,000.20	------	------	------	------	----	----
6	Davis, P. R.	12,986	7.6	429	230.00	382,775	3	------	57.00	1	300.00	------	------	------	------	----	----
7	Davison, John W.	360	5.9	5	423.00	2,107	1	------	12.30	*	----------	------	------	------	------	----	----
8	Hannah, Thomas W.	5,472	11.42	208	300.00	143,865	1	------	52.44	1	1,134.00	------	------	------	------	----	----
9	Jackson, Otto and Stanley	17,846	10.12	542	333.00	582,084	5	------	159.15	2	1,800.00	------	------	------	------	----	----
10	Livezey, Wm.	1,023	18.00	60	308.00	32,955	1	------	26.75	*	----------	------	------	------	------	----	----
11	Smith, F. W. (Rapid Transit Lines)	46,520	9.00	1,670	268.00	681,950	4	------	319.43	11	9,550.00	------	------	------	------	----	----
12	Manchester & Oneida Ry. Co.	1,608	10.04	20	807.80	42,412	1	------	8.65	1	570.00	------	------	------	------	----	----
13	Sevier, H. G.	1,422	15.70	39	572.00	58,265	2	------	51.15	1	360.00	------	------	------	------	----	----
14	St. Louis, Han., Quincy & Keo. Bus Line.	72,231	6.45	2,121	219.48	53,146	10	------	257.00	13	13,865.48	------	------	------	------	----	----
15	Trenton, Lineville & Leon Stages	10,139	11.0	548	204.00	94,227	1	------	117.21	3	854.20	------	------	------	------	----	----
16	Walrod, Ward D.	3,794	10.0	85	470.00	95,061	2	------	36.91	*	----------	------	------	------	------	----	----
17	Whitney, J. A.	735	4.7	35	98.20	17,728	1	------	9.95	*	----------	------	------	------	------	----	----
	Total	239,152	7.76	7,924	234.27	5,246,946	42	------	1,529.74	41	$41,958.26	------	------	------	------	----	----

*Operated by owners.

TABLE 81—CLASS 2 PASSENGER CARRIERS, 1931

PART 1—MISCELLANEOUS STATISTICS—SELECTED ITEMS—YEAR 1931

Number	Companies Reporting	Gallons gasoline consumed—Iowa	Total operating revenues—Iowa	Total Taxes and Licenses and Ratio to Revenues—Within the State of Iowa					Revenue Passengers Carried		
				Gas tax 3 cents per gallon	Ton-mile tax	Licenses on motor vehicles	Total taxes	Ratio per cent total taxes operating revenues	Within the state	Without the state	Total
1	Blazevic, Nick	968	$ 685.00	$ 29.04	$ 9.78	$ 40.00	$ 78.82	11.51	2,740	----------	2,740
2	Canon, Bert	3,460	4,555.00	103.80	218.22	32.00	354.02	7.77	2,740	----------	2,740
3	Central Transportation Co.	28,269	23,760.91	848.07	3,776.63	455.25	5,079.95	21.38	15,895	----------	15,895
4	Chicago, Mil., St. P. & Pac. R. R. Co.	21,793	10,869.90	653.79	2,149.09	266.00	3,068.88	28.23	8,397	----------	8,397
5	Des Moines & Winterset Bus Co.	10,526	13,129.44	315.78	1,496.08	275.25	2,087.11	15.89	7,951	----------	7,951
6	Davis, P. R.	12,986	8,520.00	389.58	956.89	73.00	1,419.47	16.66	5,536	----------	5,536
7	Davison, John W.	360	422.00	10.80	5.27	----------	16.07	3.81	600	----------	600
8	Hannah, Thomas W.	5,472	3,088.06	164.16	359.65	20.00	543.81	17.61	2,042	----------	2,042
9	Jackson, Otto and Stanley	17,846	9,188.57	535.38	1,313.19	253.00	2,101.57	22.87	15,325	----------	15,325
10	Livezey, Wm.	1,023	2,176.80	30.69	80.60	16.00	127.29	5.85	503	----------	503
11	Smith, F. W. (Rapid Transit Lines)	23,080	14,112.42	692.40	1,704.87	375.60	2,772.87	19.65	5,871	2,031	7,902
12	Manchester & Oneida Ry. Co.	1,608	2,163.74	48.24	105.99	25.00	179.23	8.28	573	----------	573
13	Sevier, H. G.	1,422	1,401.05	42.66	145.66	1.00	189.32	13.51	1,276	----------	1,276
14	St. Louis, Han., Quincy & Keo. Bus Line	1,134	951.19	34.02	132.87	24.41	191.30	20.11	640	47,182	47,822
15	Trenton, Lineville & Leon Stages	3,256	1,093.84	97.68	235.89	35.48	369.05	33.74	2,645	----------	2,645
16	Walrod, Ward D.	3,794	4,141.87	113.82	248.74	56.00	418.56	10.10	5,942	----------	5,942
17	Whitney, J. A.	735	1,089.85	22.05	44.32	25.00	91.37	8.38	2,995	----------	2,995
	Total	137,732	$ 101,349.64	$ 4,131.96	$ 12,983.74	$ 1,972.99	$ 19,088.69	18.83	81,671	49,213	130,884

TABLE 10—CLASS 2 FREIGHT CARRIERS, 1931

PART 1—BALANCE SHEET

Number	Carriers Reporting	Asset Side					Liability Side				
		Investments									
		Motor Equipment	Garage and Shop Equipment, Buildings and Other Property	Current Assets	Other Deferred Assets	Total Assets	Current Liabilities	Depreciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
1	Cox, Alvin (5-15 to 12-31-31)			$ 2,200.00		$ 2,200.00				$ 2,200.00	$ 2,200.00
2	Akron Truck Company	$ 817.00			$ 112.50	929.50		$ 204.25		725.25	929.50
3	Allen, James C.	2,075.00	$ 357.50	635.00	75.00	3,142.50		309.37	$ 324.30	2,508.83	3,142.50
4	Amburn, L. L.	1,000.00	1,000.00		40.00	2,040.00		145.81		1,894.19	2,040.00
5	Ausenhus, Adolph H.	2,475.00		342.33	95.00	2,912.33	$ 575.00	1,340.62		996.71	2,912.33
6	Baldwin, Ray S.	4,421.00		700.00	246.00	5,367.00		2,417.91	1,006.00	1,943.09	5,367.00
7	Barnes, J. C.	794.34			111.00	905.34		199.03		706.31	905.34
8	Barta, J. E.	778.00		1,075.00	99.00	1,952.00	50.00	567.31	71.50	1,263.19	1,952.00
9	Bekins Van & Storage Co., Inc.	4,664.50				4,664.50	4,664.50				4,664.50
10	Beckjordon & Co.	6,978.69	525.00	2,000.00	400.00	9,903.69		3,188.33		6,715.36	9,903.69
11	Bingaman, Lee A.	1,360.00			101.70	1,461.70		122.00		1,339.70	1,461.70
12	Blue Line Stor. Co. (2-1 to 12-31-31)	19,763.77	28,924.11	26,376.59	5,649.26	80,713.73	34,347.42	36,216.08	18,484.13	*8,333.90	80,713.73
13	Bos, Joe	28,010.18	942.70	3,494.69	914.23	33,361.80	1,242.05	6,079.81	4,355.78	21,684.16	33,361.80
14	Brown, Carl	14,629.00	4,750.00	1,708.81	711.00	21,798.81	1,547.83	9,690.94		10,560.04	21,798.81
15	Buechele, Alvin C.	2,050.00		700.00	155.00	2,905.00		1,150.04		1,754.96	2,905.00
16	Bullock, Orval W. (4-1 to 12-31-31)	1,096.00			172.00	1,268.00		274.00	165.00	829.00	1,268.00
17	Butterworth, M. E.	2,875.00	1,000.00	200.00	242.50	4,317.50		1,634.75		2,682.75	4,317.50
18	Cahill, Jas. A.	715.00	15.00			730.00		244.21	2,265.00	*1,779.21	730.00
19	Caldwell, W. D.	25,075.40	5,696.53	674.00	958.00	32,403.93	79.24	8,563.58	6,838.71	16,922.40	32,403.93
20	Campbell, Don	902.00				902.00		120.26		781.74	902.00
21	Campbell, William H.	971.00			34.00	1,005.00		121.37	656.00	227.63	1,005.00
22	Campbell's Motor Express	3,472.50		680.00	97.00	4,249.50	125.00	3,307.48		817.02	4,249.50
23	Cass Transportation Line	5,460.00	1,700.00	58.60	429.58	7,648.18		2,544.00		5,104.18	7,648.18
24	Conard, R. L.	19,700.00	250.00	506.42	129.00	20,585.42	500.00	19,700.00		385.42	20,585.42
25	Carrow, Clayton Nelson	790.00	50.00	600.00	135.00	1,575.00		328.92		1,246.08	1,575.00
26	Croghan, C. B.	1,315.00			73.00	1,388.00		1,315.00		73.00	1,388.00
27	Cross, W. D.	20,154.11	800.00	550.00	545.00	22,049.11	300.00	11,852.58	3,500.00	6,396.53	22,049.11
28	Cross, C. D.	500.00		300.00	165.00	965.00	456.00	83.34		425.66	965.00
29	DeVries, Stephen	3,671.00	200.00	625.00	256.00	4,752.00		989.15	150.00	3,612.85	4,752.00
30	Dennis, J. A. (Ind. Transf. Co.)	4,200.00		849.71	300.00	5,349.71	568.50	1,200.00		3,581.21	5,349.71
31	DeWinter, Andrew (11-17 to 12-31-31)	2,763.00		300.00	96.60	3,159.60		47.50		3,112.10	3,159.60
32	Doyle, H. F.	1,025.00	362.00	100.00	65.00	1,552.00	75.00	281.25		1,195.75	1,552.00
33	Drake, Margaret	1,000.00		150.00	82.00	1,232.00		250.00		982.00	1,232.00
34	Dragoun, C. E.	6,350.00	4,980.02	5,325.51	677.56	17,333.09	800.00	2,222.35		14,310.74	17,333.09
35	Eldridge, J. E.	22,286.60	15,100.00	545.06	470.00	38,401.66	3,934.54	16,901.08	1,018.25	16,547.79	38,401.66
36	England, J. R.	1,410.00			143.00	1,553.00		396.20		1,156.80	1,553.00
37	Fearing, R. B. (8-17 to 12-31-31)	2,600.00	6,100.00	350.00	227.86	9,277.86		205.00	425.00	8,647.86	9,277.86
	Total Part 1	$218,148.09	$ 72,752.86	$ 51,046.72	$14,007.79	$ 355,955.46	$ 49,265.08	$134,213.52	$ 39,259.67	$133,217.19	$ 355,955.46

*Deficit.

TABLE 10—CLASS 2 FREIGHT CARRIERS, 1931

PART 2—BALANCE SHEET—Continued

Number	Carriers Reporting	Asset Side					Liability Side				
		Investments									
		Motor Equipment	Garage and Shop Equipment, Buildings and Other Property	Current Assets	Other Deferred Assets	Total Assets	Current Liabilities	Depreciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
38	Frank & Morton Transfer	$ 12,096.00	$ 350.00	$ 650.00	$ 552.00	$ 13,648.00	$ 150.00	$ 8,589.86		$ 4,908.14	$ 13,648.00
39	Fredericksen & Son, J. H.	2,460.00		710.00	77.50	3,247.50		102.50		3,145.00	3,247.50
40	Furness, Bert H.	300.00	1,000.00		30.00	1,630.00	250.00	252.78		1,127.22	1,630.00
41	Gateway City Transf. & Storage Co.	21,540.10	4,686.12	7,684.65	12,294.82	46,205.69	5,442.80	13,905.57	$ 28,700.00	*1,842.68	46,205.69
42	Gerdes, Tony	3,211.52	2,268.80	670.32	70.94	6,221.58		2,358.61		3,862.97	6,221.58
43	Gordon Storage Warehouses, Inc.	53,072.71	44,684.12	155,027.80	11,078.25	263,862.88	20,420.68	60,052.33	154,090.18	29,299.69	263,862.88
44	Graham, Clyde O. (2-10 to 12-31-31)	500.00	50.00		25.00	575.00		167.66		407.34	575.00
45	Grothaus, C. E. (Kingsley Mot. Exp.)	5,300.00	127.00	450.00	275.00	6,152.00		5,300.00	30.00	822.00	6,152.00
46	Graybill, H. H. (4-14 to 12-31-31)	350.00			40.00	390.00		87.50		302.50	390.00
47	Green, H. B.	12,286.60	2,775.00	925.00	930.00	16,916.60	1,271.00	7,871.24		7,774.36	16,916.60
48	Guinn, Fred A.	1,833.25	2,000.00	242.00	168.20	4,243.45	1,163.00	892.99		2,187.46	4,243.45
49	H. and W. Motor Express Co.	14,008.49	5,950.56	2,316.53	955.25	23,230.83	1,217.45	5,783.49		16,229.89	23,230.83
50	Hall, O. S.	1,120.00		850.00	18.75	1,988.75		233.38	28.93	1,726.44	1,988.75
51	Harper, Thomas	752.00			40.00	792.00		225.60		566.40	792.00
52	Hartzell, C. L. (1-1 to 5-14-31)			1,750.00		1,750.00	100.00			1,650.00	1,750.00
53	Harless Bros.	1,200.00	200.00	150.00	190.80	1,740.80	485.00	766.67		489.13	1,740.80
54	Headrick & Marshall	2,100.00	2,335.00		7.80	4,442.80		1,443.75		2,999.05	4,442.80
55	Heimindinger, Geo. L.	2,410.00	4,143.00	750.00	305.00	7,608.00		493.11	850.00	6,264.89	7,608.00
56	Herbst, John	1,000.00	25.00		152.00	1,177.00		360.83		816.17	1,177.00
57	Hess, Harry	1,500.00		527.34	150.00	2,177.34	278.56	450.00		1,448.78	2,177.34
58	Hiatt, D. N.	3,840.00		1,125.00	106.93	5,071.93		3,392.06		1,679.87	5,071.93
59	Hill Transportation Co.	12,204.03	845.00	210.39	336.33	13,595.75	1,868.00	5,399.40	3,663.00	2,665.35	13,595.75
60	Hosmer, H. Ray (Vas & Cruzen)†	5,100.00	5,200.00	315.67	430.00	11,045.67	1,115.00	360.07	1,462.00	8,108.60	11,045.67
61	Holdcraft, Max	2,100.00		200.00	52.75	2,352.75		1,225.00		1,127.75	2,352.75
62	Hrnicek, Charlie	1,665.00	300.00		80.00	2,045.00		789.87		1,255.13	2,045.00
63	Haye, Claire	1,600.00	4,375.00	509.00	220.00	6,704.00	214.00	83.33		6,406.67	6,704.00
64	Inland Film Express (7-1 to 12-31-31)	1,140.00		500.00	15.00	1,655.00		390.00	98.00	1,167.00	1,655.00
65	Ia. Cen. Motor Expr. (H. W. Post)	2,000.00	4,750.00	2,846.50	142.68	9,739.18		1,625.00	4,750.00	3,364.18	9,739.18
66	Iowa Film Delivery (7-23 to 12-31-31)	1,500.00	12,600.00	1,529.70	175.00	15,804.70	1,950.00	375.00	10,500.00	2,979.70	15,804.70
67	Kier, Walter H.	2,692.30	500.00	130.99	66.00	3,389.29	45.30	2,020.00		1,323.99	3,389.29
68	Kasische, Gust	450.00		500.00		950.00		120.00		830.00	950.00
69	Kirkpatrick, Geo. F.	766.00		1,325.00	75.00	2,166.00		631.95		1,534.05	2,166.00
70	King, Geo. A. (8-7 to 12-31-31)	1,575.00	325.00	400.00	315.00	2,615.00		50.00	578.52	1,986.48	2,615.00
71	Kirkwood, Will M. (7-20 to 12-31-31)	700.00		100.00	91.25	891.25		145.00		746.25	891.25
72	Kibler, Charles E.	3,575.00	2,050.00	150.00	268.60	6,043.60	750.00	1,183.86		4,109.74	6,043.60
73	Koss, George	735.00			25.00	760.00		12.25		747.75	760.00
74	Kristensen, Harold	1,060.00		84.37	105.25	1,249.62		331.25		918.37	1,249.62
	Total Part 2	$180,043.00	$ 101,539.60	$182,630.26	$29,866.10	$ 494,078.96	$ 36,720.79	$127,471.91	$204,750.63	$125,135.63	$ 494,078.96

*Deficit. †10-14 to 12-31-31.

TABLE 10—CLASS 2 FREIGHT CARRIERS, 1931
PART 3—BALANCE SHEET—Continued

Number	Carriers Reporting	Asset Side: Investments: Motor Equipment	Asset Side: Investments: Garage and Shop Equipment, Buildings and Other Property	Asset Side: Current Assets	Asset Side: Other Deferred Assets	Asset Side: Total Assets	Liability Side: Current Liabilities	Liability Side: Depreciation Reserves	Liability Side: Other Deferred Liabilities	Liability Side: Corporate Surplus	Liability Side: Total Liabilities
75	Kroeger, Ray	$ 1,060.00			$ 40.00	$ 1,100.00		$ 662.50		$ 437.50	$ 1,100.00
76	LaTour, R. R.	1,950.00	$ 650.00	$ 250.00	150.25	3,000.25	$ 1,200.00	1,097.90		702.35	3,000.25
77	Lau, C. E. (8-6 to 12-31-31)	425.00		225.00	65.00	715.00		53.13		661.87	715.00
78	Lau, L. W. (1-1 to 8-6-31)	525.00	360.00	467.00		1,352.00		525.00		827.00	1,352.00
79	LeMars Associated Retailers	3,345.00	50.00	175.86	345.03	3,915.89		2,742.27	$ 2,325.00	*1,151.38	3,915.89
80	Lee Motor Carrier (Theodore Lee)	1,735.00	447.00	1,101.35	204.00	3,487.25	200.00	469.90		2,817.35	3,487.25
81	Loomis, L. L. (1-9 to 12-31-31)	780.00	300.00		25.00	1,105.00		260.00		845.00	1,105.00
82	Martin, C. V.	1,000.00		50.00	40.00	1,090.00		216.67		873.33	1,090.00
83	Markusen, Oscar	1,400.00			111.25	1,511.25		262.50		1,248.75	1,511.25
84	Mason, F. Claire (10-15 to 12-31-31)	4,500.00	300.00	1,000.00	85.83	5,885.83	1,930.68	269.72	569.32	3,116.11	5,885.83
85	Maxwell & Son, J. P.	3,679.00	75.00	405.67	80.00	4,239.67	474.33	2,970.94		794.40	4,239.67
86	McCabe, F. (Washta Mot. Serv.)	1,600.00	75.00	233.00	20.00	1,928.00		600.00		1,328.00	1,928.00
87	McCullough Trsfr. (6-15 to 12-31-31)	1,500.00			100.00	1,600.00		312.45	500.00	787.55	1,600.00
88	McIntire, Fred	2,060.00			40.00	2,100.00		987.09		1,112.91	2,100.00
89	McIntire, Robert L.	2,185.00	59.00	167.57	135.20	2,546.77	168.20	1,365.62		1,012.95	2,546.77
90	McIntire, W. H. (6-1 to 12-31-31)	3,000.00	175.00	300.00	64.00	3,539.00		875.00	980.87	1,683.13	3,539.00
91	McLeod, C. L. (1-1 to 6-7-31)			205.00		205.00				205.00	205.00
92	Mercer Transfer Co.	3,000.00	1,500.00		84.00	4,584.00		1,785.96		2,798.04	4,584.00
93	Miller, A. C.	7,565.00	750.00	260.22	268.38	8,843.60		1,852.65	1,728.00	5,262.95	8,843.60
94	Moore, Guy	859.00			122.00	981.00		71.58	421.00	488.42	981.00
95	Moyer, William	1,047.00	779.00	208.66	65.00	2,099.66	629.90	408.46		1,061.30	2,099.66
96	Musick, Cole	785.00			25.00	810.00		343.44		466.56	810.00
97	Neth, Earl	401.00		200.00	45.00	646.00		401.00		245.00	646.00
98	Nichols, R. C.	695.00	100.00	100.00	53.50	948.50		321.40		627.10	948.50
99	Nothohm, H. G. (3-18 to 12-31-31)	1,735.00	50.00	850.00	185.00	2,820.00		434.00		2,386.00	2,820.00
100	Omaha Motor Transfer Co.	8,500.00	85.00	1,015.86	291.00	9,891.86	3,900.00	2,135.43	100.00	3,756.43	9,891.86
101	Osceola Transfer Co.	9,961.80	567.25	100.00	183.80	10,812.85	348.00	2,348.47	4,215.00	3,901.38	10,812.85
102	Otis, Ray (Hampton Truck Line)	954.00	2,190.00	195.32	229.69	3,569.01		353.13		3,215.88	3,569.01
103	Otto Freight Line (12-14 to 12-31-31)	350.00	2,200.00			2,550.00	2,550.00	11.00		*11.00	2,550.00
104	Otis, Carol	3,955.00	1,800.00	700.00	225.00	6,680.00		1,335.00		5,345.00	6,680.00
105	Peterson, J. A.	3,657.25	50.00	30.00	240.00	3,977.25		1,062.69	539.00	2,375.56	3,977.25
106	Phippen Trucks	4,161.00	400.00	200.00	120.00	4,881.00	200.00	2,112.94		2,568.06	4,881.00
107	Pittman Motor Express	1,500.00	80.00		93.60	1,673.60		500.00		1,173.60	1,673.60
108	Plagge, Edgar	3,565.00	30.00	125.00	290.00	4,010.00		1,524.81	725.00	1,760.19	4,010.00
109	Potts, Dewey	1,745.00			25.00	1,770.00		1,308.75		461.25	1,770.00
110	Quade, H. F.	4,025.25			40.00	4,065.25		4,025.25		40.00	4,065.25
	Total Part 3	$ 89,205.30	$ 13,072.25	$ 8,565.41	$ 4,091.53	$ 114,934.49	$ 11,601.11	$ 36,006.65	$ 12 103.19	$ 55,223.54	$ 114,934.49

*Deficit.

TABLE 10—CLASS 2 FREIGHT CARRIERS, 1931

PART 4—BALANCE SHEET—Continued

Number	Carriers Reporting	Asset Side: Investments: Motor Equipment	Asset Side: Investments: Garage and Shop Equipment, Buildings and Other Property	Asset Side: Current Assets	Asset Side: Other Deferred Assets	Asset Side: Total Assets	Liability Side: Current Liabilities	Liability Side: Depreciation Reserves	Liability Side: Other Deferred Liabilities	Liability Side: Corporate Surplus	Liability Side: Total Liabilities
111											
112	Reed, Clarence (West'n Frt. Lines)	$ 2,360.00	$ 3,500.00	$ 300.00	$ 213.00	$ 6,373.00		$ 1,485.63	$ 260.00	$ 4,627.37	$ 6,373.00
113	Reuter, Carl	798.00		167.60	51.40	1,017.00	$ 31.48	742.59		242.93	1,017.00
114	Rihner Bro's (7-1 to 12-31-31)	3,000.00			520.00	3,520.00		450.00		3,070.00	3,520.00
115	Robbins, Robt. F. (11-23 to 12-31-31)	600.00		200.00	80.00	880.00	40.00	16.66		823.34	880.00
116	Roberts, H. G. (11-2 to 1-31-32)	1,020.00			29.00	1,049.00		42.50		1,006.50	1,049.00
117	Roddy, Lynn	709.00	300.00	500.00	25.00	1,534.00		199.41		1,334.59	1,534.00
118	Ruse, Olony	2,800.00		85.00	100.00	2,985.00		933.32		2,051.68	2,985.00
119	Sahl, Elmer	4,500.00		2,200.00		6,700.00	225.00	3,125.00	1,230.00	2,120.00	6,700.00
120	Schaefer, Anton (7-28 to 12-31-31)	3,200.00			371.04	3,571.04	1,500.00	320.00		1,751.04	3,571.04
121	Scherer, F. C.	12,624.06	3,500.00	800.00	314.00	17,238.06	8,235.00	4,074.34	3,239.20	1,689.52	17,238.06
122	Schlick, M. F.	8,847.50	3,070.00	363.46	340.12	12,621.08	1,600.00	4,869.12	300.00	5,851.96	12,621.08
123	Schonewe, A. M.	1,120.00	175.00	300.00	78.65	1,673.65		298.66		1,374.99	1,673.65
124	Seaton, Ray	8,100.00		200.00	96.32	8,396.32	1,300.00	2,504.00		4,592.32	8,396.32
125	Seaton, R. O.	5,755.00	2,000.00	1,000.00	200.00	8,955.00		2,158.11		6,796.89	8,955.00
126	Sievers, A. H.	1,700.00				1,700.00		1,097.94	274.00	328.06	1,700.00
127	Smith, Esther M.†	1,825.00		2,200.00	30.00	4,055.00		62.00	970.00	3,023.00	4,055.00
128	Smith, J. D. (Bell Transfer)	12,845.00	150.00	1,000.00	725.00	14,720.00	892.00	1,000.00	5,000.00	7,828.00	14,720.00
129	Smith, R. L.	23,415.00	10,000.00	775.00	96.00	34,286.00	1,222.00	22,920.03	4,000.00	6,143.97	34,286.00
130	Sonnichsen, W. E. (6-1 to 12-31-31)	6,300.00		1,699.99	921.49	8,921.48		918.75	2,122.84	5,879.89	8,921.48
131	Stanley, L. B.	3,700.00		1,645.00	140.00	5,485.00		2,766.66		2,718.34	5,485.00
132	Stevens, R. K.	500.00	25.00		25.00	550.00		166.66		383.34	550.00
133	Strait, Paul	6,260.00			80.00	6,340.00		3,634.66		2,705.34	6,340.00
134	Trindle, Elbert H.	897.00			80.68	977.68		144.84	208.00	624.84	977.68
135	Thein, Arthur E.	300.00	200.00		50.50	550.50		125.94		424.56	550.50
136	Thiel, Jorgen	1,050.00			82.00	1,132.00		65.63	320.00	746.37	1,132.00
137	Throssel, Wesley	1,000.00	600.00		59.82	1,659.82		437.50		1,222.32	1,659.82
138	Van der Kooi & Kuiper‡	3,000.00		175.00	310.00	3,485.00	600.00	533.33		2,351.67	3,485.00
139	Vetter, Clarence M.	777.00		100.00	66.00	943.00	511.00	349.65	231.00	*148.65	943.00
140	Vos & Cruzen (1-1 to 10-14-31)	3,700.00	4,050.00	1,050.00		8,800.00	2,750.00	1,800.00		4,250.00	8,800.00
141	Waite, N. M. (6-22 to 12-31-31)	960.00		702.35	67.33	1,729.68	65.00	114.54		1,550.14	1,729.68
142	Wahrer Truck Lines	1,594.00	265.00	2,100.00	230.00	4,189.00	250.00	460.55		3,478.45	4,189.00
143	Weldon, Fred	2,500.00		1,300.00	215.00	4,015.00		500.00		3,515.00	4,015.00
144	Wenzel, Gus H. (6-15 to 12-31-31)	1,150.00	500.00	50.00		1,700.00	300.00	159.26		1,240.74	1,700.00
145	Wells, Arthur E.	2,500.00	125.00	203.25	598.95	3,427.20	700.00	625.00		2,102.20	3,427.20
146	Wells, Vilas D.	6,239.54			380.00	6,619.54		6,239.54		380.00	6,619.54
	Total Part 4	$137,646.10	$ 28,460.00	$ 19,116.65	$ 6,576.30	$ 191,799.05	$ 20,221.48	$ 65,341.82	$ 18,155.04	$ 88,080.71	$ 191,799.05

*Deficit. †(Film Transp. Co., 7-1 to 12-31-31). ‡(7-1 to 12-31-31).

TABLE 10—CLASS 2 FREIGHT CARRIERS AND CLASS 1 FREIGHT CARRIERS, 1931

PART 5—BALANCE SHEET—Concluded

Number	Companies Reporting	Asset Side					Liability Side				
		Investments									
		Motor Equipment	Garage and Shop Equipment, Buildings and Other Property	Current Assets	Deferred Assets	Total Assets	Current Liabilities	Depreciation Reserves	Deferred Liabilities	Corporate Surplus	Total Liabilities
147	West, William	$ 1,204.50	----------	$ 163.67	$ 33.00	$ 1,401.17	$ 42.50	$ 552.10	----------	$ 806.57	$ 1,401.17
148	Wilson, R. A.	2,373.00	----------	----------	105.00	2,478.00	----------	1,680.85	----------	797.15	2,478.00
149	Young, Robert (8-17 to 12-31-31)	755.00	----------	----------	62.50	817.50	----------	157.29	$ 104.00	556.21	817.50
	Total Part 5—Nos. 147 to 149, Inc.	$ 4,332.50	----------	$ 163.67	$ 200.50	$ 4,696.67	$ 42.50	$ 2,390.24	$ 104.00	$ 2,159.93	$ 4,696.67
	Total Part 1—Nos. 1 to 37, Inc.	218,148.09	72,752.86	51,046.72	14,007.79	355,955.46	49,265.08	134,213.52	39,259.67	133,217.19	355,955.46
	Total Part 2—Nos. 38 to 74, Inc.	180,043.00	101,539.60	182,630.26	29,866.10	494,078.96	36,720.79	127,471.91	204,750.63	125,135.63	494,078.96
	Total Part 3—Nos. 75 to 110, Inc.	89,205.30	13,072.25	8,565.41	4,091.53	114,934.49	11,601.11	36,006.65	12,103.19	55,223.54	114,934.49
	Total Part 4—Nos. 111 to 146, Inc.	137,646.10	28,460.00	19,116.65	6,576.30	191,799.05	26,221.48	65,341.82	18,155.04	88,080.71	191,799.05
	Grand Total Class 2 Frt. Carriers	$629,374.99	$ 215,824.71	$261,522.71	$54,742.22	$1,161,464.63	$117,850.96	$365,424.14	$274,372.53	$403,817.00	$1,161,464.63

CLASS 1 FREIGHT CARRIERS—SYSTEM FIGURES, 1931

Number	Carriers Reporting —Interstate—	Balance Sheet—Asset Side					Balance Sheet—Liability Side					
		Investments	Current Assets	Deferred Assets	Unadjusted Debits	Total Assets	Capital Stock	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Corporate Surplus	Total Liabilities
1	Anderson Motor Service	$ 292,164	$ 11,561	$ 14,647	$ 46,787	$ 335,150	$ 162,350	$ 23,711		$ 146,841	$ 2,257	$ 335,150
2	National Freight Lines (C. T. Durand)	28,009	3,000			31,009		1,800	$ 17,365	5,085	6,859	31,009
3	Murphy Freight Lines, Inc	742,788	26,419		1,459	770,666	700,000	34,824		31,856	1,986	770,666
4	Union Transfer Co. (Henry Orgram)	57,494	25,682			83,176		23,389	15,190	15,284	29,313	83,176
5	Stoneburner & Co	20,013	557		364	20,934		421	4,607	5,631	10,275	20,934
6	Watson Bro's Transfer Co	80,663	21,310			101,973	20,000	54,838		27,135		101,973
7	White Line Motor Freight Co	48,031	8,212	1,417		57,660	14,400	13,946	22,060	18,424	*11,170	57,660
	Total	$1,239,162	$ 96,741	$ 16,064	$ 48,610	$1,400,577	$ 896,750	$ 152,929	$ 59,122	$ 250,256	$ 30,520	$1,400,577

OPERATING REVENUES AND OPERATING EXPENSES, 1931

Number	Carriers Reporting —Interstate—	Revenue from			Total Revenues	Operating Expenses				Net from Operations
		Freight	Other Transportation	Other Operations		Maintenance	Transportation	General	Total	
1	Anderson Motor Service[b]	$ 420,186.97			$ 420,186.97	$ 96,146.42	$ 202,725.38	$ 107,477.07	$ 406,348.87	$13,838.10
2	National Freight Lines, (C. T. Durand)[a]	52,415.91			52,415.91	8,399.06	23,614.93	6,754.49	38,768.48	13,647.43
3	Murphy Freight Lines, Inc.[b]	349,397.63		$ 3,974.20	353,371.83	50,717.34	237,961.02	43,000.56	331,678.92	21,692.91
4	Union Transfer Co., (Henry Orgram)[b]	201,193.84		6,072.51	207,266.35	30,474.36	93,760.10	85,906.95	210,141.41	*2,875.06
5	Stoneburner & Co.[a]	16,598.04	$ 15,604.12	254.59	32,456.75	9,034.71	16,940.48	3,734.24	29,709.43	2,747.32
6	Watson Bro's Transfer Co.[b]	182,135.00			182,135.00	36,507.00	78,273.00	25,512.00	140,292.00	41,843.00
7	White Line Motor Freight Co.[a]	69,582.95		138.89	69,721.84	13,169.78	49,488.06	13,358.83	76,092.36	*6,370.52
	Total	$ 1,291,510.34	$ 15,604.12	$10,440.19	$ 1,317,554.65	$ 244,448.67	$ 702,762.97	$ 285,744.14	$ 1,233,031.47	$84,523.18

*Deficit.
[a]Within the state.
[b]System figures—within and without the state.

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT CARRIERS, 1931

PART 1—OPERATING REVENUES AND EXPENSES

Number	Freight Companies Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Oils and Lubricants	Tires and Tubes	Repairs	Rent
1	Air Line Motor Express	$ 17,826.38		$ 17,826.38		$ 616.00	$ 588.00	$ 84.00	$ 70.00	$ 394.00	$ 35.00
2	Akron Truck Company	2,498.97		2,498.97		1,040.00	250.88	44.80	30.00	50.00	
3	Allen, James C.	10,084.06		10,084.06		2,000.00	1,714.50	182.00	356.25	400.00	60.00
4	Amburn, L. L.	4,000.00		4,000.00			510.00	32.50	30.00	65.00	52.00
5	Ausenhus, Adolph H.	3,103.20		3,103.20		360.00	622.60	150.00	245.00	56.45	84.00
6	Baldwin, Ray S.	2,137.30	$ 5,202.70	7,340.00		1,870.00	852.32	76.00	162.00	158.00	132.00
7	Barnes, J. C.	1,698.60		1,698.60	$ 50.00	257.50	186.52	30.00	100.00	180.00	20.00
8	Barta, J. E.	1,100.00	710.00	1,810.00			437.00	45.00	27.50		
9	Bekins Van & Storage[a]	7,320.01		7,320.01	1,014.64	2,002.25	1,641.78		876.74	1,789.17	
10	Beckjorden & Co.	8,580.66	5,206.58	13,787.24	1,560.00	1,569.64	2,072.88	229.99	297.94	952.82	480.00
11	Bingaman, Lee A.	166.70		166.70		210.00	86.80	22.80	75.40	34.65	
12	Blue Line Storage Co.	1,981.23		1,981.23	523.60	906.40	438.00	120.00	100.00	50.00	
13	Bos, Joe	6,183.19	1,764.08	7,947.27	332.75	2,017.29	821.10	85.00	174.29	773.44	152.00
14	Brown, Carl	14,996.71	3,455.10	18,451.81	1,386.00	5,280.00	1,941.49	100.00	907.93	1,344.67	422.43
15	Buechele, Alvin C.	1,200.00		1,200.00			79.20	15.00	125.00	50.00	36.00
16	Bullock, Orval W.	2,124.00	100.00	2,224.00		200.00	177.00	50.00	134.00	100.00	
17	Butterworth, M. E.	2,787.13		2,787.13		490.00	400.71	126.00	110.00	73.25	
18	Cahill, Jas. A.	1,675.00		1,675.00		170.00	203.00	18.00	6.50	26.00	
19	Caldwell, W. D.	1,337.03		1,337.03	13.88	409.38	167.42	26.57	129.90	69.87	9.34
20	Campbell, Don	480.00	632.00	1,112.00			279.84	44.10		5.00	
21	Campbell, William H.	1,052.00		1,052.00		540.00	153.00	6.00		3.00	22.50
22	Campbell's Motor Express	905.57	2,554.55	3,460.12			300.00	73.00	128.10	189.82	61.20
23	Cass Transportation Line	9,720.36		9,720.36	400.09	2,575.00	807.31	177.10	79.35	415.96	270.00
24	Conard, R. L.	5,157.00		5,157.00		1,065.00	294.60	29.02	287.00	220.00	100.00
25	Corrow, Clayton Nelson	3,250.00		3,250.00			141.61	20.80	70.00	75.00	
26	Croghan, C. B.	1,461.85		1,461.85			118.25	28.15	62.05	182.40	36.00
27	Cross, W. D.	12,698.73	5,566.77	18,265.50		4,910.69	2,388.73	270.73	155.57	616.01	955.96
28	Cross, C. D.	1,058.97	3,978.47	5,037.44		420.00	711.75	130.00	225.00	400.00	
29	DeVries, Stephen	3,536.09	1,825.00	5,361.09		665.00	791.85	64.30	225.50	684.00	
30	Dennis, J. A.	8,003.01		8,003.01		1,300.00	752.00	114.37		404.35	
31	DeWinter, Andrew	358.36	108.00	466.36		72.35	89.82	12.00	62.00	3.25	14.00
32	Doyle, H. F.	796.23	1,872.25	2,668.48	60.00	100.00	286.01	53.00	63.00	28.24	
	Total Part 1	$ 139,278.34	$ 32,975.50	$ 172,253.84	$ 5,340.96	$ 31,046.50	$20,305.97	$ 2,460.23	$ 5,316.02	$ 9,794.35	$ 2,942.43

[a] Within Iowa.

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT CARRIERS, 1931
PART 2—OPERATING REVENUES AND EXPENSES—Continued

Number	Freight Companies Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Oils and Lubricants	Tires and Tubes	Repairs	Rent
33	Drake, W. H.	$ 1,160.50		$ 1,160.50		$ 150.00	$ 136.20	$ 28.50	$ 60.00	$ 92.00	
34	Dragoun, C. E.	7,463.64		7,463.64	$ 1,761.55	1,840.00	414.12	82.82		518.67	$ 120.83
35	Eldridge, J. E.	15,800.14	$ 10,350.00	26,150.14	1,232.46	6,760.75	2,747.56	484.23	1,173.84	4,761.11	1,219.81
36	England, J. R.	5,130.64		5,130.64		1,276.17	454.30	36.94	372.50	47.87	129.00
37	Fearing, R. B.	3,355.25	442.00	3,797.25	461.00	1,140.00	1,020.26	224.65	100.50	292.00	65.00
38	Frank & Morton Transfer	8,225.00	5,275.00	13,500.00		3,120.00	780.00	231.00	266.00	1,100.00	360.00
39	Fredericksen & Son, J. H.	3,160.40	398.60	3,559.00		1,123.00	408.60	61.60	128.40	63.30	
40	Furness, Bert H.	1,010.30		1,010.30		480.00	66.00	17.85	42.00	20.00	
41	Gateway City Transf. & Storage Co.	5,806.25		5,806.25	232.54	1,571.14	346.89	101.28	675.00	694.23	
42	Gerdes, Tony	6,862.38		6,862.38		1,512.00	346.48	49.54	102.31	254.09	
43	Gordon Storage Warehouses, Inc.	3,505.90		3,505.90	424.01	981.95	511.75	101.68		19.72	
44	Graham, Clyde O.	2,000.00		2,000.00	50.00		250.00	65.00	65.00	50.00	40.00
45	Grothaus, C. E.	3,731.11	425.00	4,156.11	420.00	1,200.00	685.00	108.25	340.00		60.00
46	Graybill, H. H.	385.00		385.00			81.00	13.00	160.00		
47	Green, H. B.	9,572.55	6,704.65	16,277.20		5,340.00	2,056.00	489.60	766.43	622.66	175.00
48	Guinn, Fred A.	5,841.67	964.10	6,805.77	892.10	1,189.75	472.63	73.21	126.50	310.20	200.95
49	H. and W. Motor Express Co	25,105.83		25,105.83	3,306.56	3,541.00	3,278.50	929.76	1,401.74	2,959.44	1,748.15
50	Hall, O. S.	643.27		643.27			96.10	34.96	76.80	25.60	45.00
51	Harper, Thomas	2,332.15		2,332.15		50.00	286.55	78.65	95.00	50.15	
52	Hartzell, C. L.	720.00	50.00	770.00		306.00	123.12	18.72		20.00	
53	Harless Bros.	687.36	2,048.82	2,736.18	150.00	420.00	720.00	60.75	227.82	125.00	120.00
54	Headrick & Marshall	3,025.29		3,025.29			330.20	52.65	9.10	28.58	36.00
55	Heimindinger, Geo. L.	2,840.16	1,450.70	4,290.86		1,000.00	410.00	33.00	84.00	85.00	120.00
56	Herbst, John	2,113.70		2,113.70		600.00	306.24	45.45	100.00	179.09	
57	Hess, Harry	11,085.13		11,085.13	2,211.09	2,000.00	929.25	90.00	457.00	627.00	300.00
58	Hiatt, D. N.	5,032.11	195.49	5,227.60	450.86	1,145.37	518.28	124.95	26.50	274.16	90.00
59	Hill, H. G.	8,402.90	300.00	8,702.90	500.00	2,251.11	1,364.78	108.50	204.48	500.00	222.00
60	Hosmer, H. Ray	1,828.35		1,828.35	930.00	550.00	675.00	37.50	50.00	175.00	
61	Holdcraft, Max	1,595.15	1,494.50	3,089.65		520.00	160.05	39.00	36.18	37.50	
62	Hrnicek, Charlie	466.10		466.10			135.00	13.50	55.00	22.50	
63	Haye, Claire	857.33		857.33		253.72	215.35	44.22	47.30		
64	Inland Film Express	4,178.01		4,178.01	52.00	650.00	432.00	81.16	34.55	70.70	
65	Iowa Central Motor Express	7,771.70		7,771.70		1,515.00	725.90	86.00	390.75	217.30	120.00
66	Iowa Film Delivery	7,245.00		7,245.00	1,000.00	1,190.00	611.60	111.20	100.00	200.00	200.00
67	Kier, Walter H.	3,865.16		3,865.16	1,749.99		600.57	174.67		182.74	
68	Kasischke, Gust	588.80		588.80			49.92	25.00	32.00	25.00	
	Total Part 2	$ 173,394.23	$ 30,098.86	$ 203,493.09	$ 15,824.16	$ 43,676.96	$22,745.20	$ 4,358.79	$ 7,806.70	$14,650.61	$ 5,371.74

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT CARRIERS, 1931

PART 3—OPERATING REVENUES AND EXPENSES—Continued

Number	Freight Companies Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Oils and Lubricants	Tires and Tubes	Repairs	Rent
69	Kirkpatrick, Geo. F.	$ 968.36		$ 968.36			$ 55.33	$ 8.00	$ 6.00	$ 57.70	
70	King, Geo. A.	595.19	$ 542.01	1,137.20			131.07	60.00	60.00	86.76	
71	Kirkwood, Will M.	657.09	62.98	720.07		$ 301.23	63.86	21.00	71.60	134.75	
72	Kibler, Charles E.	6,277.50		6,277.50		1,040.00	1,263.75	127.50	301.56	205.30	160.00
73	Koss, George	518.85		518.85			34.86	8.15	14.00	32.05	
74	Kristensen, Harold	1,900.00	82.90	1,982.90			101.60	56.10		180.57	
75	Kroeger, Ray	400.00		400.00			34.00	9.80	16.50		
76	LaTour, R. R.	3,452.80		3,452.80		325.50	365.80	37.25	172.15	137.03	185.41
77	Lau, C. E.	783.90		783.90			68.19	14.60	21.50	18.35	
78	Lau, L. W.	987.25		987.25		425.00	73.47	16.25	18.80	23.60	
79	LeMars Associated Retailers	6,294.91		6,294.91	100.00	3,732.15	620.96	74.25	91.84	284.68	149.70
80	Lee Motor Carrier	3,832.00	1,477.90	5,309.90	1,288.00	1,040.00	389.40	127.85	97.00	140.00	360.00
81	Loomis, L. L.	2,788.53		2,788.53		40.00	362.55	75.00	173.12	107.80	
82	Martin, C. V.	2,144.00		2,144.00		312.00	352.69	24.95	70.00	100.00	
83	Markusen, Oscar	2,289.82		2,289.82			374.40	21.00	78.00	20.00	
84	Mason, F. Claire	1,288.46		1,288.46	50.00	241.00	311.63	15.50	56.00	12.35	
85	Maxwell & Son, J. P.	5,653.91		5,653.91	1,200.00	1,200.00	675.00	160.00	143.40	328.00	
86	McCabe, Francis	1,157.45		1,157.45		312.00	150.80	25.00			
87	McCullough Transfer	1,330.00		1,330.00	31.00	232.50	97.50	34.32	30.00		13.00
88	McIntire, Fred	2,650.00		2,650.00		780.00	468.00	23.10	80.00	50.00	
89	McIntire, Robert L.	5,041.57		5,041.57		582.40	156.00	170.00	742.38		84.00
90	McIntire, W. H.	3,843.00		3,843.00	192.00	728.00	840.00	56.80	298.40	228.80	
91	McLeod, C. L.	5,400.00		5,400.00	450.00	1,885.00	840.00	66.65		430.00	180.00
92	Mercer Transfer Co.	6,828.99		6,828.99	1,000.00	1,527.97	781.62	279.00	277.30	798.40	
93	Miller, A. C.	3,220.00		3,220.00	1,500.00	600.00	371.00	56.00	10.00	45.75	300.00
94	Moore, Guy	2,100.00	150.00	2,250.00		500.00	260.00	25.00	127.00	35.00	
95	Moyer, William	3,429.54		3,429.54		480.00	646.50	83.00	100.00	59.00	
96	Musick, Cole	159.63		159.63			57.60	9.00	21.75	6.29	
97	Neth, Earl	1,000.00		1,000.00			180.01	55.00	95.00	60.00	25.00
98	Nichols, R. C.	1,680.00		1,680.00			311.59	43.00	170.00	15.00	36.00
99	Notbohm, H. G.	2,460.00		2,460.00		820.00	130.20	25.00	46.00	28.00	
100	Omaha Motor Transfer Co.	12,666.67		12,666.67	1,440.00	2,400.00	826.48	72.00	716.00	92.20	300.00
101	Osceola Transfer Co.	8,233.34	222.25	8,455.59		2,310.41	794.76	153.46		410.77	240.00
102	Otis, Ray	4,658.88	429.20	5,088.08	389.38		594.96	122.85	185.60	169.95	252.00
103	Otto Freight Line	124.67		124.67		36.00	19.73	1.87		10.05	5.00
	Total Part 3	$ 106,816.31	$ 2,967.24	$ 109,783.55	$ 7,640.38	$ 21,851.16	$12,805.31	$ 2,158.25	$ 4,290.90	$ 4,308.25	$ 2,290.11

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT CARRIERS, 1931

PART 4—OPERATING REVENUES AND EXPENSES—Continued

Number	Freight Companies Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Oils and Lubricants	Tires and Tubes	Repairs	Rent
104	Otis, Carol	$ 4,429.69	$ 515.50	$ 4,945.19		$ 1,080.00	$ 486.45	$ 85.00	$ 440.00	$ 800.00	
105	Peterson, J. A.	540.00	797.00	1,337.00		480.00	774.00	100.00	137.37	130.00	$ 36.00
106	Phippen Trucks	3,120.00	5,400.00	8,520.00	$ 1,200.00	2,200.00	1,150.00	105.00	150.00	300.00	120.00
107	Pittman Motor Express	960.00		960.00		960.00	250.00	40.00			
108	Plagge, Edgar	6,795.33	2,900.52	9,695.85		2,040.00	817.46	301.50	300.00	380.05	304.00
109	Potts, Dewey	600.00	1,040.00	1,640.00		50.00	289.00	25.00		100.00	
110	Quade, H. F.	3,689.92		3,689.92		647.00	546.51	71.22	115.60	57.16	60.00
111	Redman, Dave	5,884.57		5,884.57	151.00	2,860.00	437.50	58.06	288.00	438.67	115.00
112	Reed, Clarence (West'n Frt. Lines)	4,300.00		4,300.00		40.00	959.80	54.00	250.00	200.00	50.00
113	Reuter, Carl	2,826.74		2 826.74	68.40		443.70	72.00	70.90	106.22	
114	Rihner Bro's	300.00	4,900.00	5,200.00		1,384.00	1,200.00	200.00	800.00	600.00	
115	Robbins, Robert F.	175.00		175.00			17.00	4.25			
116	Roberts, H. G.	1,190.00		1,190.00			158.40	13.20		25.00	
117	Roddy, Lynn	3,981.35		3,981.35		990.76	560.54	108.64	124.25	392.47	133.50
118	Ruse, Olony	139.45		139.45		115.00	37.50	5.70	18.36	8.16	6.80
119	Sahl, Elmer	1,983.42	3,082.52	5,065.94	572.50	1,200.00	704.00	90.48	540.00	220.00	100.00
120	Schaefer, Anton	861.21		861.21	272.50	115.00	98.53	18.40	86.00	36.00	25.00
121	Scherer, F. C.	15,970.92	2,803.86	18,774.78	276.00	2,530.00	2,902.00	364.00	829.07	997.00	570.00
122	Schlick, M. F.	16 601.68		16 601.68		4,596.88	1,716.32	78.00	306.35	1,532.91	139.00
123	Schonewe, A. M.	960.00	1,630.00	2,590.00		1,200.00	146.50	24.00	82.40	28.50	36.00
124	Seaton, Ray	7,656.00		7,656.00			1,356.00	180.00	1,000.00	500.00	
125	Seaton, R. O.	7,817.97		7,817.97		2,400.00	425.92	40.00	12.25	65.25	
126	Sievers, A. H.	600.00	400.00	1,000.00		105.00	214.38	57.00	125.00	40.00	
127	Smith, Esther M.	5,783.10		5,783.10	462.00	1,052.00	1,348.65	700.30	87.90	213.00	150.00
128	Smith, J. D.	19,588.00	992.00	20 580.00	5,440.00	4,320.00	3,100.00	778.00	495.00	428.28	720.00
129	Smith, R. L.	6,736.69	6,260.42	12,997.11		3,940.00	1,160.76	309.40	555.24	217.63	
130	Sonnichsen, W. E.	732.00	8,178.15	8,910.15	592.38	1,458.42	1,466.95	425.75	621.11	1,495.53	
131	Stanley, L. B.	3,316.34		3,316.34		10.50	358.95	61.90	88.75	232.00	
132	Stevens, R. K.	352.50	40.50	393.00			68.34	7.16	20.33	3.00	
133	Strait, Paul	9,000.00		9,000.00	200.00	3,900.00	1,346.30	112.00	100.00	99.75	105.00
134	Trindle, Elbert H.	1,471.77	787.00	2,258.77			242.00	91.65	55.11	25.10	24.00
135	Thein, Arthur E.	1,430.00		1,430.00			59.20	20.00	45.00	75.00	
136	Thiel, Jorgen	1 943.33		1,943.33		705.20	320.00	20.20			20.00
137	Throssel, Wesley	2,226.50		2,226.50			207.36	25.70	58.00	76.01	100.00
138	Van der Kooi & Kuiper	4,800.00		4,800.00	2,400.00	180.00	720.00	100.00	250.00	150.00	60.00
	Total Part 4	$ 148,763.48	$ 39,727.47	$ 188,490.95	$ 11,634.78	$ 40,559.76	$26,090.02	$ 4,747.51	$ 8,051.99	$ 9,972.69	$ 2,874.30

TABLE 20—OPERATING REVENUES AND EXPENSES—Concluded—CLASS 2 FREIGHT CARRIERS, 1931

PART 5—OPERATING REVENUES—Concluded—AND OPERATING EXPENSES—Continued

Number	Freight Companies Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Oils and Lubricants	Tires and Tubes	Repairs	Rent
139	Vetter, Clarence M.	$ 3,086.51	----------	$ 3,086.51	----------	----------	$ 188.40	$ 16.80	$ 34.50	$ 18.00	$ 30.00
140	Vos & Cruzen	5,400.00	$ 2,500.00	7,900.00	$ 200.00	$ 1,800.00	490.10	120.00	100.00	51.20	125.00
141	Waite, N. M.	564.89	----------	564.89	----------	----------	76.32	15.00	27.50	6.85	----------
142	Wahrer Truck Lines	7,647.70	----------	7,647.70	1,200.00	2,080.00	775.00	150.00	438.00	215.00	260.00
143	Weldon, Fred	200.00	2,575.00	2,775.00	----------	480.00	595.00	50.00	270.00	200.00	360.00
144	Wenzel, Gus H.	1,690.00	75.00	1,765.00	210.00	----------	287.58	31.00	135.50	97.00	----------
145	Wells, Arthur E.	2,221.90	2,292.44	4,514.34	----------	10.75	547.01	88.85	265.25	122.00	----------
146	Wells, Vilas D.	990.00	3,338.00	4,328.00	49.00	135.50	240.00	68.00	61.00	34.00	116.00
147	West, William	2,276.57	458.97	2,735.54	----------	1,250.00	316.32	29.80	125.35	75.00	----------
148	Wilson, R. A.	267.45	----------	267.45	----------	----------	93.08	25.00	----------	35.80	----------
149	Young, Robert	1,350.00	----------	1,350.00	----------	----------	196.18	24.52	98.00	14.00	----------
	Total Part 5	$ 25,695.02	$ 11,239.41	$ 36,934.43	$ 1,659.00	$ 5,756.25	$ 3,804.99	$ 618.97	$ 1,555.10	$ 868.85	$ 891.00
	Total Part 1	139,278.34	32,975.50	172,253.84	5,340.96	31,046.50	20,305.97	2,460.23	5,316.02	9,794.35	2,942.43
	Total Part 2	173,394.23	30,098.86	203,493.09	15,824.16	43,676.96	22,745.20	4,358.79	7,806.70	14,650.61	5,371.74
	Total Part 3	106,816.31	2,967.24	109,783.55	7,640.38	21,851.16	12,805.31	2,158.25	4,290.90	4,308.25	2,290.11
	Total Part 4	148,763.48	39,727.47	188,490.95	11,634.78	40,559.76	26,090.02	4,747.51	8,051.99	9,972.69	2,874.30
	Total Parts 1 to 5, Inclusive	$ 593,947.38	$ 117,008.48	$ 710,955.86	$ 42,099.28	$ 142,890.63	$85,751.49	$ 14,343.75	$27,020.71	$39,594.75	$14,369.58

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT CARRIERS, 1931

PART 6—OPERATING EXPENSES—Concluded—AND SURPLUS FROM OPERATIONS

Number	Freight Companies Reporting	Operatin Expenses—Concluded								Surplus from Operations
		Insurance	Ton-Mile Tax	Licenses	Interest	Depreciation	Loss on Equipment Retired	Miscellaneous	Total Operating Expenses	
1	Air Line Motor Express	$ 469.00	$ 967.48	$ 170.00	$ [a]1,050.00	$ 2,350.00	$ [b]13,369.79	$ 32.00	$ 20,195.27	$ *2,368.89
2	Akron Truck Company	47.50	67.55	65.00	----------	204.25	----------	----------	1,799.98	698.99
3	Allen, James C.	146.00	821.48	120.00	----------	390.80	665.16	858.00	7,714.19	2,369.87
4	Amburn, L. L.	60.00	294.35	25.00	----------	485.81	----------	167.40	1,722.06	2,277.94
5	Ausenhus, Adolph H.	55.00	230.45	40.00	24.00	825.00	----------	25.00	2,717.50	385.70
6	Baldwin, Ray S.	232.00	97.04	130.00	----------	986.50	----------	95.00	4,790.86	2,549.14
7	Barnes, J. C.	71.00	92.11	40.00	----------	199.03	----------	----------	1,226.16	472.44
8	Barta, J. E.	54.00	63.67	45.00	----------	194.50	----------	----------	866.67	943.33
9	Bekins Van & Storage Co., Inc.	181.55	1,022.31	162.50	----------	2,332.25	----------	266.40	11,289.59	*3,969.58
10	Beckjorden & Co.	303.85	411.08	250.00	----------	1,823.42	385.11	760.00	11,096.73	2,690.51
11	Bingaman, Lee A.	56.70	52.42	45.00	----------	122.00	----------	41.40	747.17	*580.47
12	Blue Line Storage Co.	50.40	366.70	23.00	----------	167.00	----------	----------	2,745.10	*763.87
13	Bos, Joe	143.09	316.91	120.00	----------	1,321.02	899.11	75.79	7,231.79	715.48
14	Brown, Carl	484.13	604.16	637.00	60.00	1,963.03	----------	96.13	15,226.97	3,224.84
15	Buechele, Alvin C.	70.00	67.25	65.00	----------	225.00	----------	----------	732.45	467.55
16	Bullock, Orval W.	72.00	61.45	100.00	----------	274.00	----------	----------	1,168.45	1,055.55
17	Butterworth, M. E.	120.00	288.87	122.50	----------	687.50	----------	----------	2,418.83	368.30
18	Cahill, Jas. A.	57.55	80.72	----------	114.25	134.10	----------	----------	810.12	864.88
19	Caldwell, W. D.	39.48	191.98	28.00	18.95	186.32	----------	11.90	1,302.99	34.04
20	Campbell, Don	43.00	11.92	95.00	20.00	380.26	----------	35.00	914.12	197.88
21	Campbell, William H.	32.00	58.74	18.00	----------	121.37	----------	----------	954.61	97.39
22	Campbell's Motor Express	102.00	46.55	130.00	----------	344.43	----------	----------	1,375.10	2,085.02
23	Cass Transportation Line	108.00	664.21	200.00	----------	994.00	----------	282.15	6,973.17	2,747.19
24	Conard, R. L.	130.00	233.77	140.00	27.00	1,446.66	----------	----------	3,973.05	1,183.95
25	Corrow, Clayton Nelson	85.00	112.06	40.00	----------	197.25	----------	----------	741.72	2,508.28
26	Croghan, C. B.	48.00	74.47	25.00	----------	----------	----------	----------	574.32	887.53
27	Cross, W. D.	600.00	1,091.83	345.00	----------	4,514.57	----------	2,915.54	18,764.63	*499.13
28	Cross, C. D.	120.00	110.80	80.00	530.59	----------	606.78	----------	3,334.92	1,702.52
29	DeVries, Stephen	131.00	283.44	100.00	----------	636.70	----------	50.00	3,631.79	1,729.30
30	Dennis, J. A.	160.00	514.58	300.00	320.00	1,200.00	----------	383.83	5,449.13	2,553.88
31	DeWinter, Andrew	116.00	8.75	153.00	----------	47.50	----------	----------	578.67	*112.31
32	Doyle, H. F.	70.00	77.29	40.00	----------	281.25	----------	104.60	1,163.39	1,505.09
	Total Part 6	$ 4,458.25	$ 9,386.39	$ 3,854.00	$ 2,164.79	$ 25,035.52	$ 15,925.95	$ 6,200.14	$ 144,231.50	$ 28,022.34

*Deficit. [a]Telephone. [b]Hire of trucks.

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT CARRIERS, 1931

PART 7—OPERATING EXPENSES—Concluded—AND SURPLUS FROM OPERATIONS

Number	Freight Companies Reporting	Operating Expenses—Concluded								
		Insurance	Ton-Mile Tax	Licenses	Interest	Depreciation	Loss on Equipment Retired	Miscellaneous	Total Operating Expenses	Surplus from Operations
33	Drake, W. H.	$ 42.00	$ 82.43	$ 40.00		$ 250.00			$ 881.13	$ 279.37
34	Dragoun, C. E.	159.91	385.26	600.00	$ 55.20	775.00		$ 630.06	7,043.42	420.22
35	Eldridge, J. E.	843.25	271.65	370.00		2,733.85		2,248.50	24,847.01	1,303.13
36	England, J. R.	100.00	582.26	115.00		227.50			3,341.54	1,789.10
37	Fearing, R. B.	413.60	299.95	90.00		205.00			4,311.96	*514.71
38	Frank & Morton Transfer	528.00	459.95	325.00		3,023.50			10,193.45	3,306.55
39	Fredericksen & Son, J. H.	44.50	178.61	40.00		492.00			2,540.01	1,018.99
40	Furness, Bert H.	42.00	37.57	30.00	24.00	100.00			859.42	150.88
41	Gateway City Transf. & Storage Co.	100.00	277.00	100.00		1,379.81			5,477.89	328.36
42	Gerdes, Tony	188.00	301.05	220.00		802.92		263.29	4,039.68	2,822.70
43	Gordon Storage Warehouses, Inc.	50.00	166.11	50.00	77.93	600.00		295.31	3,278.46	227.44
44	Graham, Clyde O.	41.90	85.33	25.00		167.66			839.89	1,160.11
45	Grothaus, C. E.	145.00	384.40	130.00		618.33			4,090.98	65.13
46	Graybill, H. H.	53.00	25.14	40.00		87.50			459.64	*74.64
47	Green, H. B.	558.50	401.67	546.00	136.00	3,071.65		694.00	14,857.51	1,419.69
48	Guinn, Fred A.	109.00	237.74	157.00	157.82	888.86	$ 400.00	84.15	5,299.91	1,505.86
49	H. and W. Motor Express Co.	976.75	617.70	499.25		2,809.33		2,058.09	24,126.27	979.56
50	Hall, O. S.		58.75			70.00			407.21	236.06
51	Harper, Thomas	63.00	151.05	40.00		150.40			964.80	1,367.35
52	Hartzell, C. L.	17.30	60.17			168.75			714.06	55.94
53	Harless Bros.	125.80	118.44	65.00		633.33			2,766.14	*29.96
54	Headrick & Marshall	47.00	200.07	40.00		541.25	10.31	59.43	1,354.59	1,670.70
55	Heimindinger, Geo. L.	107.00	234.00	160.00		574.36			2,807.36	1,483.50
56	Herbst, John	102.00	96.23	50.00		343.33			1,822.34	291.36
57	Hess, Harry	225.00	373.22	175.00		300.00		175.00	7,862.56	3,222.57
58	Hiatt, D. N.	141.41	264.85	65.00		927.78		136.27	4,165.43	1,062.17
59	Hill Transportation Co.	398.03	787.71	318.25		1,833.42			8,488.28	214.62
60	Hosmer, H. Ray	187.00	65.90	280.00	34.40	360.07			3,344.87	*1,516.52
61	Holdcraft, Max	50.91	70.96	40.00		525.00			1,479.60	1,610.05
62	Hrnicek, Charlie	55.00	58.05	25.00		333.00			697.05	*230.95
63	Haye, Claire	47.50	75.47	30.83		83.33			797.72	59.61
64	Inland Film Express	82.70	250.08	7.50		390.00		40.50	2,091.19	2,086.82
65	Iowa Central Motor Express	254.00	466.13	100.00	200.00	500.00		264.50	4,839.58	2,932.12
66	Iowa Film Delivery	200.00	422.85	14.00		375.00		100.00	4,524.65	2,720.35
67	Kier, Walter H.	78.38	297.43	40.00		540.00		255.87	3,919.65	*54.49
68	Kasischke, Gust	47.00	24.16	25.00		90.00			318.08	270.72
	Total Part 7	$ 6,624.44	$ 8,869.34	$ 4,552.83	$ 685.35	$ 26,971.93	$ 410.31	$ 7,304.97	$ 169,853.33	$ 33,639.76

*Deficit.

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT CARRIERS, 1931

PART 8—OPERATING EXPENSES—Concluded—AND SURPLUS FROM OPERATIONS

Number	Freight Companies Reporting	Operating Expenses—Concluded								Surplus from Operations
		Insurance	Ton-Mile Tax	Licenses	Interest	Depreciation	Loss on Equipment Retired	Miscellaneous	Total Operating Expenses	
69	Kirkpatrick, Geo. F.	$ 50.00	$ 30.77	$ 25.00		$ 76.60		$ 10.65	$ 320.05	$ 648.31
70	King, Geo. A.		51.43	65.00		50.00		111.14	615.40	521.80
71	Kirkwood, Will M.	45.00	40.68	65.00		145.00		12.00	900.12	*180.05
72	Kibler, Charles E.	143.60	863.23	125.00		1,183.86			5,413.80	863.70
73	Koss, George	50.00	11.20	32.00		53.95			236.21	282.64
74	Kristensen, Harold	60.00	56.95	45.00		265.00			765.22	1,217.68
75	Kroeger, Ray	25.00	13.49	10.00		156.62		20.00	285.41	114.59
76	LaTour, R. R.	122.60	277.00	80.00	$ 96.00	775.00			2,573.74	879.06
77	Lau, C. E.	50.00	38.21	40.00		53.13		7.75	311.73	472.17
78	Lau, L. W.		46.26					7.00	610.38	376.87
79	LeMars Associated Retailers	145.03	301.39	200.00		836.25		139.80	6,676.05	*381.14
80	Lee Motor Carrier	124.00	191.67	80.00		703.75		354.00	4,895.67	414.23
81	Loomis, L. L.	73.00	152.50	50.00		260.00		590.08	1,884.05	904.48
82	Martin, C. V.	75.00	397.73	40.00		216.67		150.00	1,739.04	404.96
83	Markusen, Oscar	45.00	115.96	100.00		331.88	$ 209.37		1,295.61	994.21
84	Mason, F. Claire	103.00	226.15	68.00		269.72			1,353.35	*64.89
85	Maxwell & Son, J. P.	152.00	188.91	80.00	17.39	289.62	181.03	134.65	4,750.00	903.91
86	McCabe, Francis		62.04	20.00		400.00			969.84	187.61
87	McCullough Transfer		133.26	50.00		156.23		312.00	1,089.81	240.19
88	McIntire, Fred	53.00	212.36	40.00		515.00			2,221.46	428.54
89	McIntire, Robert L.	70.40	343.82	100.00		546.25		72.00	2,867.25	2,174.32
90	McIntire, W. H.	123.00	759.52	190.00		875.00			4,291.62	*448.62
91	McLeod, C. L.		292.15		287.00	419.31		181.72	5,031.83	368.17
92	Mercer Transfer Co.	240.08	601.83			830.00			6,336.20	492.79
93	Miller, A. C.	225.50	324.65	140.00		1,919.12			5,492.02	*2,272.02
94	Moore, Guy	57.00	179.78	100.00		309.58		480.00	2,073.36	176.64
95	Moyer, William	53.76	357.38	65.00		408.46			2,253.10	1,176.44
96	Musick, Cole	21.50	36.98	12.50		98.13		5.00	268.75	*109.12
97	Neth, Earl	33.00	37.80	15.00					500.81	499.19
98	Nichols, R. C.	40.00	150.43	25.00		208.50			999.52	680.48
99	Nothohm, H. G.	120.00	97.48	40.00		215.00			1,521.68	938.32
100	Omaha Motor Transfer Co.	248.00	287.13	43.00		2,135.43		350.00	8,910.24	3,756.43
101	Osceola Transfer Co.	315.25	729.16	330.00		1,555.35			6,839.16	1,616.43
102	Otis, Ray	72.75	88.94	68.00	40.00	334.48		75.35	2,394.26	2,693.82
103	Otto Freight Line		10.36			11.00			94.01	30.66
	Total Part 8	$ 2,936.47	$ 7,708.60	$ 2,343.50	$ 440.39	$ 16,603.89	$ 390.40	$ 3,013.14	$ 88,780.75	$ 21,002.80

*Deficit.

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT CARRIERS, 1931

PART 9—OPERATING EXPENSES—Concluded—AND SURPLUS FROM OPERATIONS

Number	Freight Companies Reporting	Operating Expenses—Concluded								Surplus from Operations
		Insurance	Ton-Mile Tax	Licenses	Interest	Depreciation	Loss on Equipment Retired	Miscellaneous	Total Operating Expenses	
104	Otis, Carol	$ 400.00	$ 244.40	$ 25.00		$ 713.00	$ 237.00		$ 4,510.85	$ 434.34
105	Peterson, J. A.	123.00	52.80	130.00	$ 180.00	892.69	99.95		3,135.81	*1,798.81
106	Phippen Trucks	195.00	373.92	120.00	20.00	1,387.00		$ 133.00	7,453.92	1,066.08
107	Pittman Motor Express	80.00	70.00	40.00		500.00			1,940.00	*980.00
108	Plagge, Edgar	132.93	283.85	240.00		1,472.03			6,271.82	3,424.03
109	Potts, Dewey	50.00	117.02	25.00		523.50		13.50	1,193.02	446.98
110	Quade, H. F.	74.00	138.89	40.00		586.99		14.30	2,351.67	1,338.25
111	Redman, Dave	65.00	555.96	80.00		600.00			5,649.19	235.38
112	Reed, Clarence (West'n Frt. Lines)	126.00	349.84	57.75		436.00		100.00	2,623.39	1,676.61
113	Reuter, Carl	52.80	328.72	25.00		290.08			1,457.82	1,368.92
114	Rihner Bro's	300.00	13.67	370.00		450.00			5,317.67	*117.67
115	Robbins, Robert F.	60.00	11.44	25.00		16.66			134.35	40.65
116	Roberts, H. G.	35.00	105.22	51.00		42.50	371.25		801.57	388.43
117	Roddy, Lynn	125.00	193.83	25.00		246.25		110.34	3,010.58	970.77
118	Ruse, Olony	11.05	42.70	17.00		95.20			357.47	*218.02
119	Sahl, Elmer	70.00	174.03	162.00		2,250.00			6,083.01	*1,017.07
120	Schaefer, Anton	25.00	64.98	41.70		100.00		80.50	963.61	*102.40
121	Scherer, F. C.	314.00	844.58			3,238.23			12,864.88	5,909.90
122	Schlick, M. F.	314.50	811.88	301.75	201.65	1,762.53	174.01	472.24	12,408.02	4,193.66
123	Schonewe, A. M.	77.30	28.96	40.00		224.00			1,887.66	702.34
124	Seaton, Ray	222.00	730.35	225.00	250.00	1,620.00		50.00	6,133.35	1,522.65
125	Seaton, R. O.	264.85	460.77	200.00		1,438.74			5,307.78	2,510.19
126	Sievers, A. H.	50.00	141.87			425.00			1,158.25	*158.25
127	Smith, Esther M	340.00	609.90	45.00		645.00			5,653.75	129.35
128	Smith, J. D.	992.00	474.62	120.00	350.00	1,000.00	1,000.00		19,217.90	1,362.10
129	Smith, R. L.	154.13	406.02	400.00	60.00	2,961.27	152.08	47.50	10,364.03	2,633.08
130	Sonnichsen, W. E.	219.92	108.39	810.00		918.75		609.14	8,726.34	183.81
131	Stanley, L. B.	142.40	251.11	65.00		400.00		43.45	1,654.06	1,662.28
132	Stevens, R. K.	17.33	50.55	8.33		55.55			230.59	162.41
133	Strait, Paul	162.00	576.14	195.00		1,457.25			8,253.44	746.56
134	Trindle, Elbert H.	50.00	78.15	111.00		257.72			934.73	1,324.04
135	Thein, Arthur E.	51.00	31.19	25.00		111.72			418.11	1,011.89
136	Thiel, Jorgen	57.50	231.36	25.00		222.20			1,601.46	341.87
137	Throssel, Wesley	59.00	146.57	40.00		250.00			962.64	1,263.86
138	Van der Kooi & Kuiper	120.00	56.63	100.00		200.00			4,336.63	463.37
	Total Part 9	$ 5,532.71	$ 9,160.31	$ 4,185.53	$ 1,061.65	$ 27,789.86	$ 2,034.29	$ 1,673.97	$ 155,369.37	$ 33,121.58

*Deficit.

TABLE 20—OPERATING REVENUES AND EXPENSES—Concluded—CLASS 2 FREIGHT CARRIERS, 1931

PART 10—OPERATING EXPENSES—Concluded—AND SURPLUS FROM OPERATIONS

Number	Freight Companies Reporting	Operating Expenses—Concluded								Surplus from Operations
		Insurance	Ton-Mile Tax	Licenses	Interest	Depreciation	Loss on Equipment Retired	Miscellaneous	Total Operating Expenses	
139	Vetter, Clarence M.	$ 41.00	$ 111.08	$ 29.50		$ 233.10			$ 702.38	$ 2,384.13
140	Vos & Cruzen	188.32	807.94	390.00		4,000.00			$ 8,272.56	$ *372.56
141	Waite, N. M.	27.00	64.54	32.00		114.54			363.75	201.14
142	Wahrer Truck Lines	200.00	221.00	263.00		349.55			6,151.55	1,496.15
143	Weldon, Fred	69.00	17.75	165.00		500.00			2,706.75	68.25
144	Wenzel, Gus H.	35.70	146.21		$ 14.00	159.26		$ 17.00	1,133.25	631.75
145	Wells, Arthur E.	153.95	172.92	445.00	56.00	625.00			2,486.73	2,027.61
146	Wells, Vilas D.	120.00	110.70	260.00		73.34			1,267.54	3,060.46
147	West, William	42.00	187.79	25.00		301.12		65.55	2,417.93	317.61
148	Wilson, R. A.	60.00	31.01	40.00		474.60			759.49	*492.04
149	Young, Robert	50.00	117.57	25.00		157.29			682.56	667.44
	Total Part 10	$ 986.97	$ 1,988.51	$ 1,674.50	$ 70.00	$ 6,987.80		$ 82.55	$ 26,944.49	$ 9,989.94
	Total Part 6	4,458.25	9,386.39	3,854.00	2,164.79	25,035.52	15,925.95	6,200.14	144,231.50	28,022.34
	Total Part 7	6,624.44	8,869.34	4,552.83	685.35	26,971.93	410.31	7,304.97	169,853.33	33,639.76
	Total Part 8	2,936.47	7,708.60	2,343.50	440.39	16,603.89	390.40	3,013.14	88,780.75	21,002.80
	Total Part 9	5,532.71	9,160.31	4,185.53	1,061.65	27,789.86	2,034.29	1,673.97	155,369.37	33,121.58
	Totals Parts 6 to 10, Inclusive	$ 20,538.84	$ 37,113.15	$ 16,610.36	$ 4,422.18	$ 103,389.00	$ 18,760.95	$ 18,274.77	$ 585,179.44	$ 125,776.42

*Deficit.

TABLE 30—MILEAGE, TRAFFIC AND MISCELLANEOUS

PART 1—NUMBERS

Number	Freight Companies Reporting	Freight Motor Truck and Trailer Miles		Total Operating Revenues		Total Op Expen
		Iowa	System	Revenues	Revenue per mile system	Expenses
1	Air Line Motor Express	41,051	78,651	$ 17,826.38	$.22665	$ 20,195.27
2	Akron Truck Company	13,080	13,080	2,498.97	.38211	1,799.98
3	Allen, James C.	75,944	75,944	10,084.06	.13278	7,714.19
4	Amburn, L. L.	32,328	32,328	4,000.00	.12373	1,722.06
5	Ausenhus, Adolph H.	14,616	19,926	3,103.20	.21232	2,717.50
6	Baldwin, Ray S.	10,499	54,800	7,340.00	.13394	4,790.86
7	Barnes, J. C.	11,384	11,384	1,698.60	.14921	1,226.16
8	Barta, J. E.	7,554	7,554	1,810.00	.22768	866.67
9	Bekins Van & Storage Co., Inc.	63,899	63,899	7,320.01	.11456	11,289.59
10	Beckjorden & Co.	95,670	95,670	13,787.24	.14411	11,096.73
11	Bingaman, Lee A.	5,380	5,380	166.70	.03098	747.17
12	Blue Line Storage Co.	35,587	35,587	1,981.23	.05567	2,745.10
13	Bos, Joe	31,700	31,700	7,947.27	.25071	7,231.79
14	Brown, Carl	76,421	77,658	18,451.81	.23760	15,226.97
15	Buechele, Alvin C.	6,362	6,362	1,200.00	.18863	732.45
16	Bullock, Orval W.	4,095	4,095	2,224.00	.54310	1,168.45
17	Butterworth, M. E.	20,683	20,683	2,787.13	.13475	2,418.83
18	Cahill, Jas. A. (1-1 to 9-15-31)	8,120	8,120	1,675.00	.20628	810.12
19	Caldwell, W. D. (1-1 to 5-31-31)	9,316	9,316	1,337.03	.14352	1,302.99
20	Campbell, Don (5-1 to 12-31-31)	16,896	25,200	1,112.00	.04413	914.12
21	Campbell, Wm. H. (6-1 to 12-31-31)	6,954	6,954	1,052.00	.15128	954.61
22	Campbell's Motor Express	20,000	20,000	3,460.12	.17301	1,375.10
23	Cass Transportation Line	42,599	42,599	9,720.36	.22818	6,973.17
24	Conard, R. L.	15,820	15,820	5,157.00	.32599	3,973.05
25	Corrow, Clayton Nelson	9,948	9,948	3,250.00	.32670	741.72
26	Croghan, C. B.	8,894	8,894	1,461.85	.16438	574.32
27	Cross, W. D.	81,650	81,650	18,265.50	.22370	18,764.63
28	Cross, C. D.	42,004	44,975	5,037.44	.11201	3,334.92
29	DeVries, Stephen	24,924	24,924	5,361.09	.21510	3,631.79
30	Dennis, J. A.	22,626	22,626	8,003.01	.35371	5,449.13
31	DeWinter, Andrew (11-17 to 12-31-31)	5,866	5,866	466.36	.07950	578.67
32	Doyle, H. F.	15,459	16,043	2,668.48	.16633	1,163.39
	Total Part 1	877,329	978,633	$ 172,253.84	-------	$ 144,231.50

STATISTICS — CLASS 2 FREIGHT CARRIERS — 1931

1 TO 32, INCLUSIVE

erating ses	Gasoline		Oil					Av. No. of Employees			
Expense per mile system	Total gallons	Miles per gallon	Total gallons	Miles per gallon	Ton-miles operated —Iowa	Number of trucks	Total miles of routes one way—Iowa	Drivers	Other employees	Pounds hauled	Ton-mile tax—Iowa
$ .25677	------	------	------	------	386,987	2	179.26	2	------	3,961,418	$ 967.48
.27523	1,792	7.3	56	234	26,343	1	28.44	1	------	1,145,485	67.55
.10158	11,430	6.6	350	217	322,056	4	158.97	2	------	2,828,000	821.48
.05327	3,000	10.8	50	646	117,739	1	58.13	------	------	936,000	294.35
.18590	4,151	4.8	150	133	90,321	1	27.93	1	------	142,000	225.77
.08742	6,088	9.0	152	361	38,834	3	82.43	2	------	971,500	97.04
.10771	1,448	7.9	30	379	36,856	1	58.85	------	------	------	92.11
.11472	2,913	2.6	45	168	25,468	1	10.68	------	------	------	63.67
.17667	9,328	6.8	------	------	408,936	30	104.07	1	1	2,248,468	1,022.31
.11599	15,945	6.0	383	250	164,422	7	122.55	2	2	3,813,333	411.08
.13887	480	11.2	19	283	23,240	1	32.85	------	------	------	52.42
.07714	3,369	10.5	218	163	161,011	8	89.16	1	1	------	366.70
.22814	4,830	6.6	116	272	126,766	10	77.90	6	4	------	316.91
.19607	11,983	6.5	175	443	234,809	5	35.26	4	1	4,768,946	604.16
.11514	528	12	20	318	27,293	2	20.13	------	------	643,000	67.25
.28534	1,180	3.5	59	69	24,564	1	34.70	------	------	708,000	61.45
.11692	2,585	8.0	194	107	115,551	2	124.64	1	------	1,212,000	288.87
.09977	1,100	7.4	18	451	32,290	1	9.6	------	------	416,000	80.72
.13987	1,405	6.6	24	388	57,947	1	101.45	5	------	626,618	191.98
.03627	2,291	11.0	63	397	4,770	1	30.6	------	------	------	11.92
.13727	900	7.7	15	464	23,504	1	38.85	1	------	180,000	58.74
.06876	2,000	10.0	140	143	17,597	2	13.5	------	------	266,000	46.55
.16369	5,792	7.3	307	139	287,542	2	70.31	2	------	2,777,982	664.21
.25114	2,455	6.4	56	283	92,928	3	22.75	1	------	------	233.77
.07456	833	12.0	40	249	44,835	1	125.67	------	------	400,000	112.06
.06458	848	10.5	32	282	29,794	1	20.4	------	------	267,600	74.47
.22982	18,184	4.5	400	204	436,720	7	142.25	5	------	4,296,430	1,091.83
.07415	4,745	9.5	168	268	40,862	2	36.18	------	------	369,840	110.80
.14571	6,200	4.2	115	217	98,943	2	60.96	------	------	------	289.38
.24083	4,700	4.8	72	314	240,421	1	36.97	1	------	3,777,932	514.50
.09865	553	10.6	12	489	3,500	1	11.5	2	------	135,000	8.75
.07252	1,546	4.9	53	146	30,914	1	87.77	1	------	398,000	77.29
------	134,602	------	3,532	------	3,773,763	107	2,054.71	41	9	37,289,552	$ 9,388.65

TABLE 30—MILEAGE, TRAFFIC AND MISCELLANEOUS

PART 2—NUMBERS

Number	Freight Companies Reporting	Motor-Miles Operated		Total Operating Revenues		Total Op Expen
		Iowa	System	Revenues	Revenue per mile system	Expenses
33	Drake, W. H.	9,401	9,401	$ 1,160.50	$.12344	$ 881.13
34	Dragoun, C. E.	44,637	44,637	7,463.64	.35931	7,043.42
35	Eldridge, J. E.	146,514	146,514	26,150.14	.17848	24,847.01
36	England, J. R.	48,676	48,676	5,130.64	.10540	3,341.54
37	Fearing, R. B. (8-17 to 12-31-31)	30,060	30,060	3,797.25	.12632	4,311.96
38	Frank & Morton Transfer	43,680	[a]43,680	13,500.00	.30907	10,193.45
39	Fredericksen & Son, J. H.	15,073	15,073	3,559.00	.23612	2,540.01
40	Furness, Bert H.	5,526	5,526	1,010.30	.18283	859.42
41	Gateway City Transf. & Storage Co.	13,514	13,514	5,806.25	.42965	5,477.89
42	Gerdes, Tony	23,026	23,026	6,862.38	.29803	4,039.68
43	Gordon Storage Warehouses, Inc.	22,203	22,203	3,505.90	.15790	3,278.46
44	Graham, Clyde O.	11,893	11,893	2,000.00	.16817	839.89
45	Grothaus, C. E.	20,964	20,964	4,156.11	.19825	4,090.98
46	Graybill, H. H.	3,187	3,187	385.00	.12080	459.64
47	Green, H. B.	44,625	143,532	16,277.20	.11340	14,857.51
48	Guinn, Fred A.	24,828	24,828	6,805.77	.27412	5,299.91
49	H. and W. Motor Express Co.	42,461	144,382	25,105.83	.17388	24,126.27
50	Hall, O. S. (1-1 to 4-11-31)	6,343	6,343	643.27	.10141	407.21
51	Harper, Thomas	15,518	15,518	2,332.15	.15029	964.80
52	Hartzell, C. L. (1-1 to 5-14-31)	7,524	7,524	770.00	.10234	714.06
53	Harless Bros.	30,000	30,000	2,736.18	.11401	2,766.14
54	Headrick & Marshall	15,999	15,999	3,025.29	.18919	1,354.59
55	Heimindinger, Geo. L.	32,900	32,900	4,290.86	.13042	2,807.33
56	Herbst, John	11,322	11,322	2,113.70	.18669	1,822.34
57	Hess, Harry	28,310	40,569	11,085.13	.27324	7,862.56
58	Hiatt, D. N.	23,449	23,449	5,227.60	.22293	4,165.43
59	Hill Transportation Co.	62,302	62,302	8,702.90	.13969	8,488.28
60	Hosmer, H. Roy (10-14 to 12-31-31)	11,972	11,972	1,828.35	.15272	3,344.87
61	Holdcraft, Max	14,198	14,198	3,089.65	.21761	1,479.60
62	Hrnicek, Charlie	6,275	6,275	466.10	.07428	697.05
63	Haye, Claire	4,184	4,184	857.33	.20491	797.72
64	Inland Film Express (7-1 to 12-31-31)	39,880	39,880	4,178.01	.10476	2,091.19
65	Iowa Central Motor Express	33,900	33,900	7,771.70	.22925	4,839.58
66	Iowa Film Delivery (7-23 to 12-31-31)	60,154	60,154	7,245.00	.13193	4,524.65
67	Kier, Walter H.	27,000	27,000	3,865.16	.14315	3,919.65
68	Kasischke, Gust	2,952	2,952	588.80	.19946	318.08
	Total Part 2	984,450	1,197,537	$ 203,493.09	-------	$ 169,853.33

[a]Approximate.
[b]Circuitous route.

STATISTICS — CLASS 2 FREIGHT CARRIERS — 1931

33 TO 68, INCLUSIVE

erating ses	Gasoline		Oil					Av. No. of Employees			
Expense per mile system	Total gallons	Miles per gallon	Total gallons	Miles per gallon	Ton-miles operated —Iowa	Number of trucks	Total miles of routes one way—Iowa	Drivers	Other employees	Pounds hauled	Ton-mile tax—Iowa
$ .09373	908	10.3	38	247	31,747	1	25.69	1	------	640,000	$ 82.43
.33908	2,670	7.8	90	231	151,459	5	31.99	1	2	2,417,424	385.26
.16959	18,317	8	807	182	108,664	10	105.22	5	5	5,414,000	271.65
.06865	3,245	15	115	423	232,892	2	105.53	2	------	1,523,783	582.26
.14345	7,849	3.8	379	79	119,342	3	181.47	1	2	923,715	299.95
.23337	[a]6,240	7.0	[a]421	104	183,984	4	111.30	3	------	----------	459.95
.16851	2,400	6.2	114	132	71,450	6	50.10	1	------	1,248,000	178.61
.15552	440	12.6	21	263	14,900	1	11.18	------	------	290,521	37.26
.40535	1,916	7.0	248	57	110,822	1	48.60	1	------	----------	277.00
.17544	2,485	9.3	70	329	114,389	3	25.36	1	------	1,946,000	301.05
.14766	1,567	14.0	45	117	95,004	2	93.29	1	------	----------	166.11
.07062	1,785	6.7	25	476	34,139	1	30.50	------	------	1,000,000	85.33
.19514	4,568	4.6	171	123	153,767	1	30.63	1	1	1,664,886	384.40
.14422	540	6.0	13	245	9,876	1	33.79	1	1	192,500	25.14
.10351	16,476	8.7	650	221	160,672	4	42.82	5	------	3,829,020	401.67
.21347	2,669	9.3	88	281	95,108	2	26.70	1	2	1,722,579	237.74
.16710	20,626	7.0	1,203	120	242,861	7	75.02	3	4	6,973,844	617.70
.06420	620	10.0	69	92	23,500	1	74.63	------	------	----------	58.75
.06217	1,592	9.7	120	129	60,413	1	32.00	1	------	867,995	151.05
.09490	684	11.0	26	289	24,067	1	69.12	------	1	152,000	60.17
.11526	4,800	6.2	95	316	47,389	2	46.00	1	1	208,000	118.44
.08467	2,540	6.3	65	246	80,043	1	34.63	------	------	1,270,000	200.07
.08533	3,154	10.0	61	539	91,397	4	34.70	1	------	1,400,000	234.00
.16096	2,042	5.5	75	151	38,491	2	25.50	1	------	611,800	96.23
.19381	6,195	6.5	180	225	149,336	1	95.65	2	------	2,000,000	373.22
.17764	3,211	7.3	210	112	105,318	2	33.21	1	1	2,179,038	264.85
.13624	9,986	6.2	185	337	315,078	5	131.83	3	------	3,213,270	787.71
.27939	4,500	2.7	38	319	86,097	4	93.24	3	3	----------	215.24
.10421	1,067	13.4	65	218	28,396	1	21.00	1	------	915,000	70.96
.11108	784	8.0	14	448	21,732	1	12.00	------	------	233,050	58.05
.19066	1,435	2.9	71	59	30,189	2	74.52	------	------	----------	75.47
.05244	3,240	12.3	101	395	100,398	1	[b]492.46	1	------	----------	250.08
.14276	4,270	8.0	125	271	186,447	1	52.50	1	------	2,590,566	466.13
.08395	5,560	10.8	140	429	169,141	2	[b]202.00	3	2	----------	422.85
.14517	3,979	6.8	190	142	118,179	1	38.51	1	------	1,700,000	297.43
.10775	312	9.5	20	148	9,592	1	14.34	------	------	294,400	24.16
---------	154,672	------	6,348	------	3,616,279	88	2,607.03	48	25	47,421,388	$ 9,018.37

TABLE 30—MILEAGE, TRAFFIC AND MISCELLANEOUS

PART 3—NUMBERS

Number	Freight Companies Reporting	Motor-Miles Operated		Total Operating Revenues		Total Op Expen
		Iowa	System	Revenues	Revenue per mile system	Expenses
69	Kirkpatrick, Geo. F.	3,909	3,909	$ 968.36	$.24773	$ 320.05
70	King, Geo. (8-7 to 12-31-31)	9,252	9,252	1,137.20	.12291	615.40
71	Kirkwood, Will M. (7-20 to 12-31-31)	3,602	3,602	720.07	.19991	900.12
72	Kibler, Charles E.	69,727	69,727	6,277.50	.09003	5,413.80
73	Koss, George	1,842	1,842	518.85	.28168	236.21
74	Kristensen, Harold	5,407	5,407	1,982.90	.36673	765.22
75	Kroeger, Ray	2,712	2,712	400.00	.14749	285.41
76	LaTour, R. R.	13,515	13,515	3,452.80	.23788	2,573.74
77	Lau, C. E. (8-6 to 12-31-31)	3,819	3,819	783.90	.20526	311.73
78	Lau, L. W.	5,698	5,698	987.25	.17326	610.38
79	LeMars Associated Retailers	20,697	20,697	6,294.91	.30415	6,676.05
80	Lee Motor Carrier	22,400	22,400	5,309.90	.23705	4,895.67
81	Loomis, L. L.	30,000	30,000	2,788.53	.09295	1,884.05
82	Martin, C. V.	27,130	27,130	2,144.00	.07903	1,739.04
83	Markusen, Oscar	16,948	16,948	2,289.82	.13511	1,295.61
84	Mason, F. Claire	8,131	15,020	1,288.46	.08578	1,353.35
85	Maxwell & Son, J. P.	19,501	19,501	5,653.91	.28993	4,750.00
86	McCabe, Francis	4,514	4,514	1,157.45	.25644	969.84
87	McCullough Transfer	9,698	9,698	1,330.00	.13714	1,089.81
88	McIntyre, Fred	18,612	18,612	2,650.00	.14238	2,221.46
89	McIntyre, Robert L.	22,976	22,976	5,041.57	.21943	2,867.25
90	McIntyre, W. H. (6-1 to 12-31-31)	27,351	51,333	3,843.00	.14051	4,291.62
91	McLeod, C. L.	36,000	36,000	5,400.00	.15000	5,031.83
92	Mercer Transfer Co.	42,966	42,966	6,828.99	.15894	6,336.20
93	Miller, A. C.	21,987	21,987	3,220.00	.14645	5,492.02
94	Moore, Guy	18,850	18,850	2,250.00	.11936	2,073.36
95	Moyer, William	40,846	40,846	3,429.54	.08396	2,253.10
96	Musick, Cole	4,223	4,223	159.63	.03780	268.75
97	Neth, Earl	6,178	6,178	1,000.00	.16186	500.81
98	Nichols, R. C.	17,313	17,313	1,680.00	.09704	999.52
99	Notbohm, H. G.	8,686	8,686	2,460.00	.28321	1,521.68
100	Omaha Motor Transfer Co.	33,142	36,000	12,666.67	.35185	8,910.54
101	Osceola Transfer Co.	51,829	51,829	8,455.59	.16314	6,839.16
102	Otis, Ray	[a]9,890	[a]9,890	5,088.08	.51447	2,394.26
103	Otto Freight Line	1,036	1,036	124.67	.12034	94.01
	Total Part 3	640,387	674,116	$ 109,783.55	-------	$ 88,780.75

[a]Approximate.

STATISTICS — CLASS 2 FREIGHT CARRIERS — 1931

69 TO 103, INCLUSIVE

erating ses	Gasoline		Oil					Av. No. of Employees			
Expense per mile system	Total gallons	Miles per gallon	Total gallons	Miles per gallon	Ton-miles operated —Iowa	Number of trucks	Total miles of routes one way—Iowa	Drivers	Other employees	Pounds hauled	Ton-mile tax—Iowa
$ .08188	357	11.0	10	391	12,307	1	8.21	------	------	645,573	$ 30.77
.06652	771	12.0	60	154	20,573	1	38.10	------	------	297,000	51.43
.24989	412	8.7	21	172	16,270	1	30.68	1	------	211,968	40.68
.07764	8,425	8.3	170	410	329,293	2	204.14	------	------	1,395,000	863.23
.12824	240	7.7	15	123	4,467	1	9.80	------	------	345 900	11.20
.14151	635	8.5	40	135	20,807	1	9.80	------	------	777,000	56.95
.10524	200	13.6	10	271	5,391	1	27.50	------	------	160,600	13.49
.19044	2,438	5.5	70	193	110,826	2	34.57	1	------	987,964	277.00
.08163	441	8.7	11	364	15,277	1	15.40	------	------	392,000	38.21
.10712	474	12.0	23	248	18,514	1	15.40	------	------	493,625	46.26
.32257	4,435	4.7	98	211	120,647	2	25.24	2	1	3,147,450	301.39
.21856	3,240	6.9	300	745	76,687	2	31.30	1	1	950,000	191.67
.06280	2,749	7.0	75	256	60,996	1	44.60	1	------	600,000	152.50
.06410	2,713	10.0	52	522	159,087	1	101.10	1	------	468,000	397.73
.07645	2,080	8.1	30	565	46,398	1	33.50	------	------	911,930	115.96
.09010	2,710	5.5	20	751	90,459	2	156.34	1	------	260,000	226.15
.24358	5,000	3.9	80	244	79,439	3	38.41	1	1	2,178,280	188.91
.21487	1,040	4.3	30	150	24,825	1	43.40	1	------	----------	62.04
.11237	900	10.8	52	186	53,313	1	28.85	1	1	380,000	133.26
.11774	3,120	6.0	39	483	72,927	1	25.83	1	------	900,000	212.36
.12479	3,640	6.3	156	147	137,532	1	31.40	------	------	1,809 340	343.82
.15691	6,720	7.6	69	741	303,817	1	156.27	1	1	1,512,000	759.52
.13977	6,000	6.0	111	324	116,861	4	171.87	3	1	1,571,100	292.15
.14747	5,583	7.7	279	154	237,528	2	99.07	1	1	2,640,200	601.83
.24978	2,650	8.3	75	293	130,191	4	91.42	1	2	936,000	324.65
.10999	1,480	12.0	35	539	71,928	1	61.60	1	------	500,000	179.78
.05516	4,171	9.8	131	312	143,426	1	133.05	1	------	462,000	357.38
.06364	384	11.0	10	422	14,780	1	16.37	------	------	90,000	36.98
.08106	927	6.7	35	177	15,096	1	10.00	------	------	154,500	37.80
.05773	1,731	10.0	43	400	60,166	1	37.97	------	------	929,000	150.43
.17519	870	10.0	40	217	39,000	2	17.80	1	------	930,000	97.48
.24752	5,700	6.3	144	250	114,852	3	103.57	2	2	----------	287.13
.13196	6,600	7.9	295	176	291.672	4	157.40	1	1	2,594,100	729.16
.24209	3,921	2.5	166	55	32,717	1	18.34	------	------	----------	88.94
.09074	126	8.2	2	572	4,144	1	34.50	------	------	62.335	10.36
---------	92,883	------	2,797	------	3,052,213	55	2,072.40	24	12	29,692,865	$ 7,708.60

TABLE 30—MILEAGE, TRAFFIC AND MISCELLANEOUS

PART 4—NUMBERS

Number	Freight Companies Reporting	Motor-Miles Operated		Total Operating Revenues		Total Op Expen
		Iowa	System	Revenues	Revenue per mile system	Expenses
104	Otis, Carol	32,427	32,427	$ 4,945.19	$.15250	$ 4,510.85
105	Peterson, J. A.	36,490	36,490	1,337.00	.03664	3,135.81
106	Phippen Trucks	76,660	76,660	8,520.00	.11114	7,453.92
107	Pittman Motor Express	19,146	19,146	960.00	.05014	1,940.00
108	Plagge, Edgar	20,203	46,713	9,695.85	.33635	6,271.82
109	Potts, Dewey	15,603	15,603	1,640.00	.06408	1,193.02
110	Quade, H. F.	11,114	11,114	3,689.92	.33201	2,351.67
111	Redman, Dave	47,302	47,302	5,884.57	.12440	5,649.19
112	Reed, Clarence	28,739	28,739	4,300.00	.14962	2,623.39
113	Reuter, Carl	38,947	38,947	2,826.74	.07258	1,457.82
114	Rihner Bros. (7-1 to 12-31-31)	964	83,699	5,200.00	.06213	5,317.67
115	Robbins, Robt. F. (11-23 to 12-31-31)	1,116	1,116	175.00	.15681	134.35
116	Roberts, H. G.	9,902	9,902	1,190.00	.12018	801.57
117	Roddy, Lynn	20,672	20,672	3,981.35	.12260	3,010.58
118	Ruse, Olony	2,625	2,625	139.45	.05312	357.47
119	Sahl, Elmer	31,000	31,000	5,065.94	.16342	6,083.01
120	Schaefer, Anton	3,478	3,478	861.21	.24761	963.61
121	Scherer, F. C.	[a]107,480	107,480	18,774.78	.17468	12,864.88
122	Schlick, M. F.	62,415	62,415	16,601.68	.26599	12,408.02
123	Schonewe, A. M.	16,500	16,500	2,590.00	.15697	1,887.66
124	Seaton, Ray	39,957	39,957	7,656.00	.19161	6,133.35
125	Seaton, R. O.	30,484	30,484	7,817.97	.25646	5,307.78
126	Sievers, A. H.	11,351	11,351	1,000.00	.08810	1,158.25
127	Smith, Esther M.	83,507	83,507	5,783.10	.06925	5,653.75
128	Smith, J. D.	39,808	112,322	20,580.00	.51698	19,217.90
129	Smith, R. L.	[a]36,748	[a]36,748	12,997.11	.35368	10,364.03
130	Sonnichsen, W. E.	50,778	50,778	8,910.15	.17547	8,726.34
131	Stanley, L. B.	20,687	20,687	3,316.34	.16031	1,654.06
132	Stevens, R. K.	6,024	6,024	393.00	.06524	230.59
133	Strait, Paul	44,908	44,908	9,000.00	.20041	8,253.44
134	Trindle, Elbert H.	17,160	17,160	2,258.77	.13163	934.73
135	Thein, Arthur E.	3,724	3,724	1,430.00	.38400	418.11
136	Thiel, Jorgen	26,278	26,278	1,943.33	.07395	1,601.46
137	Throssel, Wesley	13,912	13,502	2,226.50	.16004	962.64
138	Van der Kooi & Kuiper	48,731	48,734	4,800.00	09849	4,336.63
	Total Part 4	1,056,843	1,238,192	$$ 188,490.95	.....	$ 155,369.37

[a]Approximate.
[b]Circuitous route.

STATISTICS — CLASS 2 FREIGHT CARRIERS — 1931

104 TO 138, INCLUSIVE

erating ses	Gasoline		Oil					Av. No. of Employees			
Expense per mile system	Total gallons	Miles per gallon	Total gallons	Miles per gallon	Ton-miles operated —Iowa	Number of trucks	Total miles of routes one way—Iowa	Drivers	Other employees	Pounds hauled	Ton-mile tax—Iowa
$ .13911	3,243	10.0	90	360	97,760	3	60.00	1	------	1,477,089	$ 224.40
.08593	4,560	8.0	100	365	20,383	2	36.48	1	------	270,000	52.80
.09723	7,666	10.0	131	585	153,991	3	105.00	2	1	----------	373.92
.10133	2,272	8.4	160	120	82,038	1	139.00	1	------	250,000	205.09
.13426	5,839	8.0	450	104	113,534	4	32.47	2	------	3,000,000	283.85
.07646	1,700	9.2	50	312	4,681	1	30.50	------	------	300,000	117.02
.21150	3,779	2.9	113	92	54,058	1	42.69	1	------	1,028,000	138.89
.11943	3,500	13.5	97	488	218,789	2	76.80	2	------	2,468,335	555.96
.09128	5,640	5.1	120	239	139,947	2	90.47	1	------	1,412,000	349.84
.03743	3,060	12.7	72	541	131,508	1	63.20	------	------	585,200	328.72
.06353	[a]8,000	10.5	[a]333	251	5,371	4	34.42	2	------	20,000	13.67
.12039	113	10.0	4	263	4,578	1	32.00	------	------	51,000	11.44
.08095	990	10.0	17	600	41,589	1	80.00	------	------	300,000	105.22
.14564	3,712	5.6	161	129	77,520	1	34.00	1	------	800,000	193.83
.13618	375	7.0	19	140	17,063	1	35.00	1	------	54,000	42.70
.19623	4,400	7.1	156	199	68,622	1	53.75	1	2	1,376,700	174.03
.27706	644	5.7	23	160	25,996	3	64.88	1	2	140,000	64.98
.11970	[a]21,496	5.0	[a]520	207	337,857	4	58.93	4	1	3,268,371	844.58
.19880	10,402	6.0	156	400	324,750	5	88.95	4	------	5,565,000	811.88
.11440	1,120	13.0	45	366	12,089	1	11.00	1	------	320,000	28.96
.15350	9,040	4.4	133	300	292,078	3	134.98	------	------	[a]2,550,000	730.35
.17412	3,155	9.6	80	381	181,902	2	120.89	2	------	2,220,000	454.77
.10204	1,261	9.0	57	200	56,753	1	60.83	1	------	214,000	141.87
.06770	8,991	9.3	910	92	243,953	2	[b]295.00	2	1	----------	609.90
.48276	--------	------	------	------	190,260	6	86.35	------	------	3,325,000	474.62
.28203	11,342	3.2	475	77	160,907	7	60.52	4	------	----------	406.02
.17185	11,284	4.5	339	150	43,353	5	73.78	3	2	366,000	108.39
.07996	2,279	9.0	30	700	100,415	2	25.98	------	------	493,699	251.11
.03828	402	15.0	10	602	19,879	1	46.70	------	------	156,000	50.55
.18379	8,982	5.0	224	200	230,453	3	153.08	3	1	2,000,000	576.14
.05447	1,866	9.2	56	306	31,247	1	21.40	------	------	----------	78.15
.11227	370	10.0	15	248	12,475	1	7.00	------	------	715,000	31.19
.06094	2,060	12.8	34	773	91,975	1	[b]84.77	1	------	883,300	231.36
.06919	1,330	10.0	40	347	61,904	1	26.30	------	------	783,000	154.75
.08898	5,538	8.8	143	341	22,649	2	54.00	2	------	1,600,000	56.63
---------	160,411	------	5,363	------	3,672,327	80	2,421.12	44	10	37,991,694	$ 9,277.58

TABLE 30—MILEAGE, TRAFFIC AND MISCELLANEOUS

PART 5—NUMBERS 139 TO 149, INCLUSIVE, AND GRAND TOTAL AND CARRIERS AND GRAND TOTAL

Number	Freight Companies Reporting	Motor-Miles Operated		Total Operating Revenues		Total Op Expen
		Iowa	System	Revenues	Revenue per mile system	Expenses
139	Vetter, Clarence M.	$ 14,815	$ 14,815	$ 3,086.51	$.20834	$ 702.38
140	Vos & Cruzen (1-12 to 12-31-31)	43,636	43,636	7,900.00	.18104	8,272.56
141	Waite, N. M. (6-22 to 12-31-31)	5,738	5,738	564.89	.09845	363.75
142	Wahrer Truck Lines	49,506	49,506	7,647.70	.25919	6,151.55
143	Weldon, Fred	14,000	14,000	2,775.00	.19821	2,706.75
144	Wenzel, Gus (5-15 to 12-31-31)	13,434	13,434	1,765.00	.13148	1,133.25
145	Wells, Arthur E.	35,477	35,477	4,514.34	.12724	2,486.73
146	Wells, Vilas D.	[a]11,296	[a]11,296	4,328.00	.38314	1,267.54
147	West, William	28,655	28 655	2,735.54	.09546	2,417.93
148	Wilson, R. A.	2,567	2,567	267.45	.10419	759.49
149	Young, Robt. (8-17 to 12-31-31)	13,086	13,086	1,350.00	.10316	682.56
	Total Part 5	232,210	232,210	$ 36,934.43	-------	$ 26,944.49
	Total Part 1	877,329	978,633	172,253.84	-------	144,231.50
	Total Part 2	984,450	1,197,537	203,493.09	-------	169,853.33
	Total Part 3	640,387	674,116	109,783.55	-------	88,780.75
	Total Part 4	1,056,843	1,238,192	188,490.95	-------	155,369.37
	Grand Total (Class 2)	3,791,219	4,320.688	$ 710,955.86	-------	$ 585,179.44

CLASS 1—MOTOR

1	Anderson Motor Service (12-1 to 12-31-31)	4,490	1,160,937	$ 420,186.97	-------	$ 406,348.87
2	National Freight Lines (C. T. Durand)	292,638	292,638	52,415.91	-------	38,768.48
3	Murphy Motor Freight Lines	19,564	942,220	353,371.83	-------	331 678.92
4	Union Transfer Co. (Henry Orgram)	48,050	[a]875,150	207,266.35	-------	210,141.41
5	Stoneburner & Co.	65,806	212,646	32,456.75	-------	29,709.43
6	Watson Bro's Transfer Co.	12,498	671,875	182,135.00	-------	140,292.00
7	White Line Transfer Co.	110,616	110,616	69,721.84	-------	76,092.36
	Total (Class 1)	553,662	4,156,466	$1,317,554.65	-------	$1,233,031.47
156	Grand Total Class 1 and 2 Freight Carriers	4,344,881	8,477,154	$2,028,510.51	-------	$1,818,210.91

[a]Approximate.
[b]Estimated (Iowa).

STATISTICS — CLASS 2 FREIGHT CARRIERS — 1931

GRAND AVERAGES PARTS 1 TO 5, INCLUSIVE—AND CLASS 1 FREIGHT ALL FREIGHT CARRIERS

erating ses	Gasoline		Oil					Av. No. of Employees			
Expense per mile system	Total gallons	Miles per gallon	Total gallons	Miles per gallon	Ton-miles operated —Iowa	Number of trucks	Total miles of routes one way—Iowa	Drivers	Other employees	Pounds hauled	Ton-mile tax—Iowa
$ .04741	1,570	9.4	31	478	44,445	1	30.61	------	------	780,000	$ 111.08
.18958	3,500	12.5	190	230	323,179	2	90.68	1	1	2,324,300	807.94
.06339	477	12.0	15	383	25,819	1	69.13	------	------	249,000	64.54
.20848	5,944	8.3	202	245	88,525	4	69.01	2	1	2,400,000	221.30
.19334	3,500	4.0	75	187	6,938	2	42.65	1	------	100,000	17.75
.08441	1,917	7.0	78	172	58.483	1	33.00	1	------	520,000	146.21
.07009	4,956	7.2	161	223	69,194	3	88.85	1	------	800,000	172.92
.11221	1,412	8.0	97	116	44,470	2	33.66	1	------	495,000	110.70
.08438	1,977	14.5	41	699	75,134	1	51.85	1	------	----------	187.79
.29587	716	3.6	25	103	12,395	1	15.30	------	------	----------	31.01
.05216	1,189	11.0	24	545	51,620	1	57.39	------	------	345,000	117.57
--------	27,158	------	929	------	800,202	19	582.13	8	2	8,013,300	$ 1,988.81
--------	134,602	------	3,532	------	3,773,763	107	2,054.71	41	9	37,289,552	9,388.65
--------	154,672	------	6,348	------	3,616,279	88	2,607.03	48	25	47,421,388	9,018.37
--------	92,883	------	2,797	------	3,052,213	55	2,072.40	24	12	29,692,865	7,708.60
--------	160,411	------	5,363	------	3,672,327	80	2,421.12	44	10	37,991,694	9,277.58
--------	569,726	------	18,969	------	14,914,784	349	9,737.39	165	58	160,408,799	$37,381.01

CARRIERS—FREIGHT

--------	[b]748	6.0	------	------	71,844	2	86.35	2	1	----------	$ 179.61
--------	39,642	7.4	700	418	1,907,157	9	440.40	9	1	15,274,858	4,767.84
--------	[b]5,704	3.43	------	------	154,587	18	27.55	18	9	81,952,202	390.62
--------	[b]9,610	5.0	5,400	162	389,686	18	246.56	30	6	[a]1,280,000	1,040.86
--------	[b]9,972	6.6	768	278	425,212	8	101.97	7	------	----------	1,063.01
--------	[b]1,562	8.0	------	------	98,834	24	94.85	15	3	----------	266.28
--------	[b]18,436	6.0	------	------	852,413	7	324.27	14	------	----------	2,130.99
--------	85,674	------	6,868	------	3,899,733	86	1,321.95	95	20	98,507,060	$ 9,839.21
--------	655,400	------	25,837	------	18,814,517	435	11,059.34	260	78	258,915,859	$47,220.22

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