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State of Iowa
1933

Fifty-sixth Annual Report

OF THE BOARD OF

Railroad Commissioners

FOR THE

Year Ending December 1, 1933

FRED P. WOODRUFF, *Chairman*
CHARLES WEBSTER, *Commissioner*
M. P. CONWAY, *Commissioner*

GEO. L. McCAUGHAN, *Executive Secretary*

Published by
THE STATE OF IOWA
Des Moines

STATE LIBRARY COMMISSION OF IOWA
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DES MOINES, IOWA 50319

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1933

LETTER OF TRANSMITTAL

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

In accordance with the provisions of Sections 253 and 7912, Code of Iowa, 1931, we herewith submit to you the Fifty-sixth Annual Report of this Commission for the year ended December 1, 1933.

Respectfully submitted,

FRED P. WOODRUFF, *Chairman,*

CHARLES WEBSTER, *Commissioner,*

M. P. CONWAY, *Commissioner.*

December 1, 1933.

STATE LIBRARY COMMISSION OF IOWA
DES MOINES, IOWA 50319

ROSTER

FRED P. WOODRUFF, *Chairman*
CHARLES WEBSTER, *Commissioner*
M. P. CONWAY, *Commissioner*
GEORGE L. McCAUGHAN, *Executive Secretary*

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HARRY C. HOPKINSReporter
J. C. HENDRICKSON.....Assistant Reporter
HENRY R. ASHLEY.....Clerk
ORRIN FARLEYFile Clerk
JEANNE SIGNSStenographer

ENGINEERING DIVISION

GEORGE CHARLESWORTHElectrical Engineer
HAROLD C. MARCUSEN.....Assistant Electrical Engineer
H. A. FRANKLIN.....Engineer
RAY C. JOHNSONAssistant Engineer

MOTOR TRANSPORTATION DIVISION

L. C. DONOHUESuperintendent
L. B. HIBBSAssistant Superintendent
DEWEY CHIZEKAssistant Superintendent
GEORGE MCKIMTax Auditor
MABEL WATTClerk
LOUIS G. LASHER.....Examiner
JOHN F. BERG.....Examiner
W. B. BLAKE.....Examiner
E. A. WILCOX.....Examiner
O. E. BOYD.....Examiner
B. C. DRURY.....Special Investigator
DOROTHY FLYNNPermit Clerk
DWIGHT SMITHClerk
J. W. GRIFFIN.....Chief Inspector
BEN B. BAUGHInspector
L. T. BOWEN.....Inspector
L. E. CHARLTON.....Inspector
F. A. DOOLITTLE.....Inspector
A. E. GRIFFIN.....Inspector
CHARLES W. KJARInspector
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 SIELEMANInspector
JOHN M. WILSON.....Inspector
FRED W. WOOLSEY.....Inspector
CYNTHIA TAYLORChief Stenographer
TWILA BAIEStenographer
CHERYL LAMBERTStenographer
BERYL REHLANDERStenographer
ALICE STERZINGStenographer
HELEN WILLIAMSStenographer

RATE DIVISION

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 CARL A. HANSENClerk
 P. J. O'LEARY.....Assistant Rate Clerk
 M. L. PARKS.....Examiner

STATISTICAL DIVISION

C. BAILIE ELLIS.....Statistician
 C. S. KEVEExaminer

VALUATION DIVISION

J. E. EUBANK.....Engineer
 E. L. GARDNER.....Valuation Agent

COMMERCE COUNSEL

J. H. HENDERSONChief Counsel
 WALTER CONDRANAssistant Counsel
 STEPHEN ROBINSONAssistant Counsel
 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, 2,194 cases, distributed as follows:

Involving Emergency Orders	3
Involving Railroad Companies	288
Involving Railway Express Agency, Inc.....	3
Involving Condemnation Cases	1
Involving Electric Transmission Lines	198
Involving Motor Carriers	444
Involving Truck Operator Permits.....	1,216
*Involving Signal Engineering Department.....	41

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

ORGANIZATION OF THE BOARD

On January 10, 1933, the Board organized and elected Commissioner Woodruff Chairman for the year 1933, and Geo. L. McCaughan, Secretary.

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

Year Ending June 30	Mileage— Excluding Trackage Rights	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
1878.....	4,157.15	\$ 20,714,496.07	\$ 12,565,950.23	\$ 8,148,545.84	\$ 1,960.12
1879.....	4,936.04	21,340,709.44	12,904,420.92	8,436,288.52	1,925.88
1880.....	4,977.01	24,837,545.35	13,982,653.77	10,854,891.58	2,181.00
1881.....	5,425.98	28,452,181.91	16,788,404.39	11,663,777.52	2,149.63
1882.....	6,337.43	32,023,966.03	20,512,393.65	11,511,572.38	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	23,250,916.63	12,484,355.22	1,654.45
1885.....	7,478.43	36,123,587.45	23,063,581.04	13,060,006.41	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	24,152,950.71	13,376,779.91	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	41,318,133.09	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	29,659,090.54	14,082,589.98	1,675.02
1893.....	8,401.76	45,003,680.51	32,622,504.43	12,381,086.09	1,474.81
1894.....	8,489.88	46,699,679.92	28,020,531.03	12,679,148.89	1,493.56
1895.....	8,486.36	35,835,910.47	24,726,072.45	11,109,838.02	1,309.25
1896.....	8,495.07	41,841,292.55	28,735,652.59	13,105,639.96	1,542.85
1897.....	8,478.63	38,269,503.04	25,336,714.38	12,932,788.66	1,513.54
1898.....	8,484.16	45,914,596.00	29,813,081.67	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	1,739.55
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
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

RAILROAD COMMISSIONERS' REPORT

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

*Operating deficit.

There is a decrease in mileage of steam railways in Iowa, of single track owned, of 60.03 miles made up as follows:

Chicago, Burlington & Quincy R. R. shows net decrease of 40.04 miles. 40.04 miles abandoned line between Keokuk and Mt. Pleasant, Iowa. Chicago Great Western R. R. shows net decrease of 12.15 miles abandonment, Gypsum to Lehigh, Iowa.

Chicago, Mil., St. Paul & Pac. R. R. shows net increase of .48 miles, west wye at Sabula Jct., .47, remeasurement, Beulah to Elkader, .01 miles.

Chicago, Rock Island & Pac. Ry. shows net decrease of 8.32 miles, 7.89 miles abandoned Shaffton to Chaney, Iowa, .43 mile, Dows to Lakota, Iowa, remeasurement.

TERMINAL COMPANIES—ALL IN IOWA

Year Ended June 30	Mileage—All Tracks	Gross Earnings	Operating Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding—Stocks	Amount Outstanding—Debt
1908.....	50.27	\$503,062.16	\$335,440.58	\$ 167,621.58	\$ 3,334.42	\$2,800,050.00	\$ 721,500.00
1909.....	58.98	457,946.93	292,909.63	165,037.30	2,798.19	2,866,150.00	671,000.00
1910.....	60.24	359,760.88	76,070.62	283,690.26	4,709.00	2,866,150.00	671,000.00
1911.....	46.90	328,843.91	107,847.09	220,996.82	4,712.09	1,040,500.00	671,000.00

RAILROAD COMMISSIONERS' REPORT

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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
1912.....	48.63	327,949.04	110,960.55	216,988.49	4,462.03	918,200.00	671,000.00
1913.....	49.67	348,005.14	106,837.89	241,167.25	4,855.39	918,200.00	671,000.00
1914.....	49.25	355,222.28	110,820.74	244,401.54	4,962.47	934,800.00	671,000.00
1915.....	51.32	362,678.66	111,857.23	250,821.43	4,887.40	949,300.00	671,000.00
1916.....	51.43	435,407.50	160,786.92	274,620.58	5,339.70	956,500.00	671,000.00
1916—							
Dec. 31....	51.61	474,112.48	191,728.99	282,383.49	5,471.49	867,500.00	671,000.00
1917—							
Dec. 31....	53.17	527,785.30	223,659.02	304,126.28	5,719.88	1,056,500.00	671,000.00
1918—							
Dec. 31....	55.23	515,342.42	304,047.94	211,294.48	3,825.72	1,432,000.00	671,000.00
1919—							
Dec. 31....	59.69	718,497.59	375,809.07	342,688.52	5,741.13	1,118,500.00	671,000.00
1920—							
Dec. 31....	61.88	891,439.19	470,353.11	421,086.08	6,804.88	1,118,500.00	671,000.00
1921—							
Dec. 31....	64.19	913,818.14	290,800.55	623,017.59	9,705.83	1,118,500.00	671,000.00
1922—							
Dec. 31....	64.68	493,904.42	212,694.02	281,210.40	4,347.72	1,250,500.00	450,086.65
1923—							
Dec. 31....	68.90	434,626.47	245,784.22	188,842.25	2,740.81	1,258,500.00	450,086.65
1924—							
Dec. 31....	72.27	624,780.36	248,532.41	376,247.95	5,206.14	1,259,500.00	618,862.76
1925—							
Dec. 31....	72.30	472,600.68	240,533.58	232,067.10	3,209.78	1,358,500.00	651,792.44
1926—							
Dec. 31....	73.01	519,394.39	292,364.47	227,029.92	3,109.57	1,358,500.00	946,470.32
1927—							
Dec. 31....	84.10	521,954.44	330,162.62	191,791.82	2,280.52	1,358,500.00	894,694.78
1928—							
Dec. 31....	85.16	537,323.83	338,884.12	198,439.71	2,330.19	1,358,500.00	827,878.00
1929—							
Dec. 31....	212.57	580,251.51	334,420.18	245,831.33	1,104.18	4,418,500.00	1,818,492.68
1930—							
Dec. 31....	211.67	607,321.30	331,638.75	275,682.55	1,302.41	4,458,500.00	1,781,444.14
1931—							
Dec. 31....	211.78	576,442.89	296,702.62	279,740.27	1,320.90	4,458,500.00	1,826,561.17
1932—							
Dec. 31....	211.82	503,335.20	247,499.02	255,836.18	1,207.80	4,458,500.00	1,858,932.60

The mileage of terminal companies shows net increase of .04 mile, all tracks, which is accounted for as follows: Increase of .04 mile in Des Moines Union 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

RAILROAD COMMISSIONERS' REPORT

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
1918—							
Dec. 31...	39.91	635,292.93	21,288.42	614,004.51	15,384.73	9,875,800.00	1,688,301.61
1919—							
Dec. 31...	43.19	750,871.94	25,528.00	725,343.94	16,794.25	9,875,800.00	1,713,184.84
1920—							
Dec. 31...	43.27	434,370.78	34,867.67	399,503.11	9,232.79	9,875,800.00	1,712,604.06
1921—							
Dec. 31...	36.40	351,176.86	39,551.98	311,624.88	8,561.12	7,945,800.00	1,730,793.80
1922—							
Dec. 31...	36.50	337,960.66	43,802.85	294,157.81	8,050.11	7,945,800.00	1,762,947.95
1923—							
Dec. 31...	36.50	347,306.27	62,614.08	284,692.19	7,799.79	7,945,800.00	1,783,565.04
1924—							
Dec. 31...	36.87	314,988.92	61,244.76	253,744.16	6,882.02	7,945,800.00	1,802,436.74
1925—							
Dec. 31...	36.63	369,124.91	61,861.16	307,263.75	8,388.30	7,945,800.00	1,817,946.29
1926—							
Dec. 31...	36.72	340,017.59	57,209.62	282,807.97	7,701.70	7,945,800.00	1,826,631.60
1927—							
Dec. 31...	36.72	479,317.71	111,302.25	368,015.46	10,022.20	7,945,800.00	1,948,021.43
1928—							
Dec. 31...	38.06	414,177.67	121,859.39	292,318.08	7,680.45	7,945,800.00	2,215,149.65
1929—							
Dec. 31...	38.31	417,257.88	127,530.74	289,727.14	7,562.70	7,945,800.00	2,620,358.31
1930—							
Dec. 31...	39.78	423,327.95	128,706.00	294,621.95	7,406.28	7,945,800.00	3,630,363.52
1931—							
Dec. 31...	38.31	395,318.68	100,871.31	294,447.37	7,685.91	7,945,800.00	3,882,953.88
1932—							
Dec. 31...	38.70	373,474.89	56,011.94	317,462.95	8,202.18	7,945,800.00	3,863,590.49

ELECTRIC INTERURBAN COMPANIES—COMPARATIVE STATISTICS

Year Ended June 30	Mileage—Single Track	Gross Earnings From Operations	Operating Expenses	Net Earnings From Operation	Net Earnings Per Mile
1903.....	98.27	\$ 228,444.55	\$ 132,620.87	\$ 95,823.68	\$ 975.10
1904.....	102.41	342,559.44	217,320.41	125,239.03	1,222.91
1905.....	151.41	497,644.96	316,795.05	180,849.91	1,194.43
1906.....	183.30	629,576.31	394,486.54	235,089.77	1,282.54
1907.....	184.51	770,338.35	476,755.34	293,583.01	1,591.15
1908.....	245.18	942,780.60	601,746.11	341,034.49	1,390.95
1909.....	361.91	1,258,279.22	734,586.61	523,692.61	1,447.02
1910.....	373.92	1,450,136.37	951,893.73	498,242.64	1,332.48
1911.....	343.25	1,695,991.39	1,100,354.31	595,637.08	1,735.29
1912.....	342.74	1,823,191.65	1,272,340.09	550,851.56	1,607.79
1913.....	394.23	2,330,385.21	1,453,624.17	876,761.04	2,223.98
1914.....	427.73	2,682,102.34	1,722,072.17	960,030.17	2,244.48
1915.....	472.48	2,923,032.97	1,895,925.36	1,027,107.61	2,173.86
1916.....	483.31	3,120,004.10	1,967,476.15	1,152,527.95	2,384.66
1916—Dec. 31.....	491.10	3,563,520.20	2,134,591.58	1,428,928.62	2,909.65
1917—Dec. 31.....	510.69	4,096,597.00	2,707,527.32	1,389,069.68	2,746.34
1918—Dec. 31.....	512.13	5,408,175.00	4,102,622.31	1,305,552.69	2,549.26
1919—Dec. 31.....	515.96	5,243,538.50	4,347,826.98	895,711.52	1,736.01
1920—Dec. 31.....	514.51	6,794,885.42	4,943,737.98	1,851,147.44	3,597.88
1921—Dec. 31.....	512.26	5,336,216.64	4,245,053.76	1,091,162.88	2,130.00
1922—Dec. 31.....	522.82	5,129,540.38	3,771,274.08	1,378,266.30	2,597.96
1923—Dec. 31.....	520.88	4,985,593.02	4,205,246.09	780,346.93	1,498.13
1924—Dec. 31.....	526.55	4,830,195.84	4,090,959.49	739,236.35	1,403.92
1925—Dec. 31.....	521.05	4,510,026.24	3,884,903.15	631,123.09	1,211.25
1926—Dec. 31.....	508.76	4,474,964.35	3,796,156.86	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
1932—Dec. 31.....	496.52	2,199,646.97	2,482,088.72	*282,441.75	*568.84

*Deficit.

ELECTRIC INTERURBAN COMPANIES—Continued

Years Ended	Stock			Debt		
	Mileage Owned—Single Track	Amount Outstanding	Amount Per Mile	Mileage	Amount Outstanding	Amount Per Mile
June 30, 1908	192.57	\$ 6,700,200.00	\$ 35,359.60	188.47	\$ 3,912,000.00	\$ 20,756.61
" " 1909	379.85	13,785,319.32	37,172.22	364.45	9,934,700.00	27,259.43
" " 1910	395.99	14,773,681.11	37,308.22	388.59	11,268,900.00	28,999.46
" " 1911	389.84	14,995,987.40	38,467.03	386.54	12,112,900.00	31,336.73
" " 1912	401.20	16,225,904.66	40,443.40	397.90	13,272,544.00	33,356.48
" " 1913	462.87	18,437,328.00	39,832.63	423.02	16,215,000.00	38,333.65
" " 1914	626.17	19,722,724.00	31,018.29	585.45	23,908,205.30	40,362.47
" " 1915	469.68	13,324,762.67	28,391.17	442.55	18,810,000.00	42,503.67
" " 1916	480.51	15,483,052.53	32,222.12	476.64	19,647,000.00	41,219.79
Dec. 31, 1916	491.10	16,830,178.73	34,270.37	484.43	20,769,500.00	42,778.91
" " 1917	507.89	16,424,320.05	32,838.34	504.02	21,510,866.67	42,678.60
" " 1918	509.33	17,172,744.76	33,716.34	505.46	22,201,825.00	43,924.00
" " 1919	509.67	17,349,541.97	34,040.74	505.80	22,866,925.00	45,209.42
" " 1920	510.12	17,552,611.94	34,408.79	510.12	23,149,525.01	45,380.55
" " 1921	509.96	18,381,250.47	36,044.49	509.96	25,867,352.65	50,724.28
" " 1922	518.34	18,654,505.69	35,988.93	518.34	26,603,545.64	51,324.51
" " 1923	518.70	18,906,572.20	36,449.91	518.70	29,029,328.45	56,100.49
" " 1924	524.37	19,169,449.64	36,557.11	524.37	29,505,590.13	56,268.64
" " 1925	518.87	28,737,861.04	55,385.47	518.87	38,558,090.44	74,311.66
" " 1926	506.58	31,224,547.23	61,637.94	506.58	41,047,973.00	81,029.59
" " 1927	506.58	28,814,824.00	56,881.00	506.58	44,394,709.74	87,636.13
" " 1928	488.40	33,850,466.49	69,308.90	488.40	43,756,637.46	89,591.80
" " 1929	480.23	35,613,517.91	74,159.29	480.23	45,195,382.22	94,111.95
" " 1930	479.31	37,012,460.14	77,220.29	479.31	48,556,048.70	101,304.66
" " 1931	478.52	38,385,569.24	80,217.27	478.52	49,177,446.18	102,769.88
" " 1932	478.60	36,080,746.84	75,388.10	478.60	48,321,796.54	100,964.89

During the bank holiday, the following emergency orders were issued:

EMERGENCY ORDER No. 1

It Appearing, That by the Proclamation issued Saturday, March 4, 1933, by the Governor of the State of Iowa requiring bank holiday within the State of Iowa, an emergency exists;

It Further Appearing, That shipments transported by rail and arriving at destination during holiday period will be subject to demurrage and storage charges in accordance with published tariffs on file with this Commission;

It Is Therefore Ordered, That the bank holiday period shall be treated the same as Sundays or legal holidays in the assessment of demurrage and storage charges, on all Iowa intrastate shipments subject thereto as shown in published tariffs on file with this Commission, unless further ordered by this Commission.

(Commissioner Conway not participating.)

Dated at Des Moines, Iowa, March 6, 1933.

EMERGENCY ORDER No. 2

It Appearing, That by the Proclamation issued Saturday, March 4, 1933, by the Governor of the State of Iowa, requiring bank holiday within the State of Iowa, an emergency exists;

It Further Appearing, That because of the bank holiday motor carriers will be unable to comply with the provisions of the motor carrier law and the rules and regulations of this Board adopted under the provisions thereof relating to the payment of taxes;

It Is Therefore Ordered, That the bank holiday period shall be treated

the same as Sundays or legal holidays and that the date on which the motor carrier tax is due shall be extended over a period equal to the time the bank holiday is effective.

Dated at Des Moines, Iowa, March 9, 1933.

Concurring opinion by Commissioner Conway:

I concur with the majority in Emergency Order No. 2, declaring "that the bank holiday period shall be treated the same as Sundays or legal holidays and that the date on which the motor carrier tax is due shall be extended over a period equal to the time the bank holiday is effective."

Dated at Des Moines, Iowa, March 13, 1933.

EMERGENCY ORDER No. 3

It Appearing, That by executive order issued Saturday, March 11, 1933, by the Governor of the State of Iowa, modifying proclamation requiring temporary bank holiday to permit state banks to reopen under certain restrictions, and like action had by the general government as to national banks, the emergency has in part been relieved, yet there remains an emergency which warrants some relief:

It Is Therefore Ordered, in accordance with Emergency Order No. 2, and supplementary thereto, that taxes incurred under the provisions of the motor carrier law on operations during the month of January, 1933, must be paid in the usual manner on or before Tuesday, March 28, 1933, and if so paid the penalty of twenty-five (25) per cent fixed by law is remitted, otherwise the penalty must be collected.

(Commissioner Webster not participating.)

Dated at Des Moines, Iowa, March 16, 1933.

General Cases Involving Railroads

No. A-4516—1933. Citizens of Lost Nation, by F. W. Dickman, v. C., M., St. P. & P. R. R. Co. The City Council desired wig-wag or flashing light signals installed, which the railroad company refused to do. The latter did place in service louder bells that appear to furnish satisfactory protection, and the file was closed.

Filed June 4, 1931. Closed March 13, 1933.

No. A-4528—1932.

CITIZENS OF HAMLIN, *Complainants,*

v.

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

Decided March 31, 1933

STATION FACILITIES AND SERVICE—CLOSING OF STATION.

Held, upon hearing, station earnings not sufficient to justify retention of agent and authorizing the employment of a custodian instead.

For the Citizens of Hamlin, Iowa—None.

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

For the Order of Railroad Telegraphers—F. F. Cowley, Vice-President, Chicago, Illinois.

On August 20, 1931, a petition was filed with this Board by the citizens of Hamlin, Iowa, requesting that the Chicago, Rock Island & Pacific Railway Company be required to continue their regular agent at Hamlin in lieu of a custodian as contemplated.

The case was set for hearing at Atlantic, Iowa, on November 10, 1931, and was at that time fully heard.

The following persons, residents of Hamlin, Iowa, and vicinity appeared as witnesses for the town of Hamlin and introduced evidence in support of their protest, claiming both inconvenience and added loss of business if the substitution of a custodian was permitted.

S. M. Peterson, grain and coal dealer.

Victor Olsen, garage operator.

Julius Rasmussen, grocer.

Chris Peterson, hardware dealer.

The railway company filed statement showing the following figures creditable to Hamlin for the year 1930, and ten months of 1931:

	Annual Receipts	Average Monthly Receipts	Annual Expenses	Average Monthly Expense
1930	\$22,174.31	\$1,847.46	\$1,440.00	\$120.00
1931, 10 months....	14,274.54	1,427.45	1,200.00	120.00

On December 7, 1931, the Board issued a decision and order stating therein that in its opinion the receipts at Hamlin justified the continued maintenance of an agent at that point and so ordered.

On January 18, 1933, the railway company filed an application with this Board asking the reopening of this case, which application, after consideration, was granted and hearing named for February 9, 1933, which hearing was later postponed to February 21, 1933, at the office of the Board, Des Moines, Iowa, and was at that time fully heard.

In the reopened case, Mr. F. F. Cowley, Vice President of the Order of Railroad Telegraphers, entered his appearance on behalf of that organization. No appearances were entered on behalf of the town of Hamlin. A letter was received by the Board from Mr. S. M. Peterson, Hamlin, Iowa, asking that objections to the removal of agency be eliminated so far as

the business men of Hamlin were concerned at that time, stating further that when conditions improved, effort would be made to re-establish the agency.

The railway company filed a statement showing the following figures credited to Hamlin for the year 1932:

	Annual Receipts	Average Monthly Receipts	Annual Expenses	Average Monthly Expense
1932	\$ 8,177.61	\$ 681.47	\$1,271.07	\$106.00

At the time of decision requiring the maintenance of an agency, this Commission had hopes that economic conditions might improve to such an extent as would justify the retention of an agency. However, evidence is to the contrary. In view of the continued diminution of revenue, together with the elimination of objections to such action by the business men of Hamlin, the Board feels it unjustifiable to order the continuation of the agency. However, when conditions improve to any appreciable extent, such as would justify a full-time agency at Hamlin, this Commission will gladly entertain such a petition.

Permission is granted the Chicago, Rock Island & Pacific Railway Company to change Hamlin from a full-time agency to a custodian.

It is so ordered.

No. A-4536—1933.

SHELBY COUNTY FARM BUREAU SERVICE COMPANY, *Complainants*,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, *Defendants*.
Decided April 5, 1933

SITE, RENTAL FOR.

Held, upon hearing, (Commissioner Conway not participating) that a rental charge of over \$12.00 per year would be considered unreasonable and exorbitant.

For the Petitioner—Hon. J. H. Henderson, Commerce Counsel, Des Moines, Iowa; M. M. Allender, Mgr., Shelby County Farm Bureau Service Company, Harlan, Iowa.

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

On November 12, 1931, the Shelby County Farm Bureau Service Company, by the Commerce Counsel, filed a petition for order fixing the rental on a storage site on the right-of-way of the Chicago, Rock Island & Pacific Railway Company at the town of Shelby.

The petitioners stated that they were in business of handling, selling and distributing gasoline and other petroleum products and have a plant at the town of Shelby on the Rock Island right-of-way; that they have a contract with the Rock Island covering the property in question, leasing said property, but that lease-hold right expired on the first day of February, 1932; that disagreement had now arisen between the petitioners and the railway company for the rental to be charged for the property they describe in the petition and that the rental had been twelve dollars per year, but it was now sought to exact twenty-one dollars per year.

The respondent, the Rock Island Railway Company, contended that the Railroad Commission is without jurisdiction to make any order fixing the rental for said premises. The matter was set down for hearing at Des Moines on April 13, 1932. There is slightly in excess of one-tenth of an acre in the land which has been leased to the service company. From the record, it figures out that the value is roughly around \$150.00. On the basis of 6%, the rate would be about nine dollars per annum. The petitioners operate what is called a bulk station. They ship in by tank carloads the petroleum products which are then distributed from this location to various places where the products are used.

We are of the opinion that Section 8169, Code of Iowa, 1931, gives jurisdiction to the Commission of this matter. This section provides that when a disagreement arises between the railway company and the owner of any building used for receiving, storing or manufacturing any article of commerce transported or to be transported, situated on the right-of-way of any land owned or controlled by the railway company, as to the terms and conditions thereof, written application may be made to the Commission which shall hear and determine such controversy.

The question here is whether a just and reasonable rental shall be twenty-one dollars per year as sought to be exacted by the respondent or a minimum of twelve dollars a year heretofore paid.

The complainant states as follows:

"There is absolutely no dispute as to the facts in this case. The Chicago, Rock Island & Pacific Railway Company has recognized the complainant, in that it has given the rental for the property so occupied by the complainant as its bulk station for petroleum products, and the application of the complainant is that it is alleged that the rental which has been fixed is excessive, and should be reduced.

"Following the general rule beginning with the Stacyville case, the rental value of property of the railroad used by industries is 6 per cent of the fair value of the land. The fair value of the land in controversy was estimated by the complainant at one hundred dollars, and there is no testimony to the contrary; but the complainant testified that while 6 per cent interest on that amount would be six dollars, they felt the minimum charge asked by the railway company would be a reasonable one, and was therefore willing to pay the annual rental charge of twelve dollars.

"The sole defense is one of jurisdiction of the Board of Railroad Commissioners to pass upon this question. This is not a service station, but it is what is called a bulk station: they ship in by tank lots the petroleum products which are distributed from this location to the various places where the products are used. It is not a service station where they engage in the filling of cars of motorists passing, but is more in the nature of a station for the wholesaling of the products.

"The complainant has occupied this place for one year and desires to continue, and there does not seem to be any objection thereto. There is no controversy that the twelve dollars minimum is not an adequate compensation, other than the demand is made for the rental charge of twenty-one dollars.

"The complainant is a voluntary organization and has several stations similar to the one located at Shelby, and the rental charges are quite an item. They agree to the general rule that 6 per cent upon the fair value would be a fair rental charge per year, and believe that anything more would be an unreasonable charge. The authority for the complainant's claim is found in Section 8169, Code 1931, and from a reading of that section and the proof as to the position of the complainant, it is shown that this case clearly comes within the purview of the section, and this Commission is not going to hold that the statute of the state may not be enforced by it; and it would not hold in any way that the section is unconstitutional. The section especially provides that when a disagreement arises between the railway company and the owner or any building used for receiving, storing or manufacturing any article of commerce transported or to be transported, situated on the right-of-way of any land owned or controlled by the railway company, as to the terms and conditions thereof—and which applies equally where the possession is to be established anew—written application may be made to the Board of Railroad Commissioners and such board shall hear and determine such controversy. In this case possession was established and desired to be continued upon the ground of the railway company, and as heretofore said the question is whether the rental shall be twenty-one dollars per year or a minimum of twelve dollars, when, under the proof, a 6 per cent interest rate would be only six dollars. It is useless to set out herein the section

referred to, which in all particulars applies to the case now pending before this board.

"It will be noticed that the complainant ships in the petroleum products in carloads or tank loads, which is there stored in the tanks of the complainant, and from there distributed to those purchasing and using same. It is not the conduct of a business: it is not the establishment of a store; it is not a place for exchange, because there must be some place upon which to unload and handle and dispose of these tank lots of the products that are shipped in, and it is analogous to the handling of grain or like commodities where facilities of storage and transfer for the benefit of the railroad company, as well as the general public, requires the use of so much of the land as is necessary to hold the buildings, storage tanks, or otherwise handle the business.

"In *Ferguson v. Illinois Central Railroad Company*, decided by the Supreme Court of Iowa, reported in 210 N. W., 604, it is said that the order of the Board of Railroad Commissioners, if it deprives the railroad company of private property for other than public use, violates the constitution. That case referred to the handling of only a few carloads of coal, all for the benefit of the owner: he had the cars unloaded in a small shed, and then it was by him used and sold. It was not a general business. It was not a case like this at bar, where there of necessity must be the transportation by railroad and the storage near to or on the right-of-way. It was not possessed of any of the characteristics of the public use, no more than as stated in the opinion, providing a place to do business, such as for the sale of groceries and the like. The case is so clearly distinguished from the case at bar that it is not an authority and it does not take away from or hold that the business of the complainant is not charged with a public use. On the face of the statement there is the public use just the same as in the handling of grain or other commodities, of which there is no dispute by counsel or in the courts as to the rights to have the lands of the railroad company charged with the additional public use, as asked in this case. By reading this case you will notice the difference between what was done in the Ferguson case and what was sought to be done and is done in the case at bar: but under the plain provision of the statute cited, it is urged that there is no question but that the carriers having recognized the right to the use of their ground, the only question we have here is as to the value of that rental, and that the authority of the Board is ample and complete: and the railroad company cannot be heard now to object to this Board fixing the rental when a disagreement has arisen as to what that rental should be. The case is submitted, therefore, with this memoranda brief."

There is a vast difference between a merchant handling merchandise at retail from those storing commodities in bulk in cooperation with the railroads and in the public interest. During the war thousands of tons of coal were stored by coal dealers during the summer months in order to enable the dealers to function properly during the winter months. This was also true of elevator companies and what is true then is true now in a measure. They received and stored grain to enable the railroads to handle properly. The Ferguson case is an entirely different proposition as stated by the complainant. In other words, coal companies, elevator companies and those dealing in oil in bulk which prevents the tying up of equipment to be used in case of necessity is in the public interest.

It is the opinion of the Board that we have jurisdiction in this case and the charge of over twelve dollars per year will be considered unreasonable and exorbitant.

It is so ordered.

(Commissioner Conway not participating.)

(Case now pending on appeal to the District Court of Polk County.)

No. A-4565—1933. J. A. Cummings, Bunch, v. C., R. I. & P. Ry. Co. Stockyard facilities at Paris station. The railroad company declined to construct a stock pen at Paris Station, claiming there was not enough business there to justify it, and the case was set down for hearing on February 8, 1932. It was not heard at that time upon request of the complainant, but continued to a later date, being withdrawn under date of February 2, 1933.

Filed November 7, 1931. Closed February 2, 1933.

No. A-4573—1932.

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

v.

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

Decided March 31, 1933

STATION FACILITIES AND SERVICE—REMOVAL OF AGENT.

Held, upon hearing, earnings were now insufficient to justify retention of the agent, and authorized the employment of a custodian in lieu thereof.

For F. D. Denburger, et al., Protestors—H. S. Life, Attorney, Oskaloosa, Iowa.

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

For the Order of Railroad Telegraphers—F. F. Cowley, Vice President, Chicago, Illinois.

On March 22, 1932, Mr. 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 & Pacific Railway Company of its agent at Leighton station.

This matter was set for hearing at the office of the Board, Des Moines, Iowa, on April 13, 1932, and was at that time fully heard.

At the hearing a statement was filed by the railway company setting out the following revenue and expenses creditable to Leighton station for the years 1927, 1928, 1929, 1930 and 1931:

	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

On August 19, 1932, a decision and order was issued stating therein that in the opinion of this Board the revenue attributable to Leighton was, while showing a diminution, sufficient to warrant the respondent in continuing the agency service to the shipping public at Leighton for a period of at least one year and so ordered.

On January 18, 1933, the railway company filed with this Board an application for reopening of this case and for modification of the order therein, which application was, after consideration, granted and the case was set for hearing on February 9, 1933; was later postponed to February 21, 1933, at the office of the Board, Des Moines, Iowa, and at that time was fully heard.

In the reopened case the following persons, residents of Leighton and territory adjacent thereto, appeared on behalf of the town of Leighton and offered testimony in support of the retention of the agency:

J. C. DeBruin, farmer, feeder and stock raiser.

F. D. Denburger, owner and operator of lumber yard and hardware business.

Con De Pringle, owner Leighton Auto Company and General Garage.

H. Kuperus, merchant, operator of general store.

Mr. F. F. Cowley, Vice President of the Order of Railroad Telegraphers entered his appearances on behalf of that organization.

The following witnesses were sworn in and testified on behalf of the railway company:

J. J. Breheny, General Supt., C., R. I. & P. Ry. Co.

J. A. Sullivan, Train Master, C., R. I. & P. Ry. Co.

In its decision requiring the railway company to continue the services at Leighton for a period of at least one year, it was the hope of this Commission that economic conditions might improve to such an extent as would justify the retention of the agency. The evidence introduced in the reopened case was, however, contrary to this anticipation as shown by the following statement introduced by the railway company credited to Leighton for the year 1932:

	Revenue	Expenses
1932.....	\$ 5,589.00	\$1,332.00

This evidence shows greatly reduced revenue for the year 1932 as compared to 1931 and prospects for any sudden recovery trend otherwise.

This Board fully appreciates the inconvenience, undoubtedly, caused to shippers by reason of the removal of an agent, nevertheless, these are extraordinary times in which all walks of life have had to alter their regular procedure to best combat the seriousness of the times. When improvement is such as to again justify a full-time agency at Leighton, this Commission will gladly entertain such a petition.

Permission is, therefore, hereby granted the Chicago, Rock Island & Pacific Railway Company to change Leighton from a full-time agency to a custodian.

It is so ordered.

No. A-4585—1933.

MERRILL COMMUNITY CLUB, BY L. E. STRIBLEY, SECRETARY, *Complainant*,

v.

CHICAGO & NORTH WESTERN RAILWAY COMPANY, *Defendant*.

Decided February 11, 1933

STATION FACILITIES AND SERVICE—REMOVAL OF AGENT.

Found, upon hearing, the present receipts were not sufficient to warrant the continuance of a station agent, and authorizing the substitution of a custodian therefor.

For the Merrill Community Club—None.

For the C. & N. W. Railway Co.—Davis, McLaughlin & Hise, Attorneys, Des Moines, Iowa, by George E. Hise; M. J. Golden, D. F. & P. A., Des Moines, Iowa.

For the Order of Railroad Telegraphers—F. F. Cowley, Chicago, Illinois.

This hearing was upon application of the Merrill Community Club protesting against the discontinuance of an agency station at Merrill and the substitution of a caretaker. Merrill is a town of about 650 people, located in Plymouth county and is served by three railroads, the Chicago & North Western, Chicago, St. Paul, Minneapolis & Omaha and the Illinois Central.

Protest was made against this change by the Merrill Community Club, which was afterwards withdrawn. Objections were also made by Mr. F. F. Cowley, for the Order of Railroad Telegraphers. The case was heard at 10:00 A. M. in the office of the Commission on February 7th.

The total earnings of that station for 1930, both in and out, were \$5,573.76, in 1931, \$6,177.10, for ten months in 1932 the earnings were \$3,157.97 or an average of \$315.79 per month. The earnings for the month of January, 1933, were almost at the vanishing point, being \$50.41, with expenses of \$126.37. With such meagre earnings, the Board would not be warranted in ordering the Railroad Company to keep a full agency at that station, therefore the Board will allow discontinuance of the agency station and the substitution of a caretaker.

It is so ordered.

No. A-4586—1933.

CITIZENS OF HARTFORD, *Complainants,*

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, *Defendant.**Decided March 31, 1933*

STATION FACILITIES AND SERVICE—CLOSING OF STATION.

Held, upon hearing, that earnings do not justify the retention of an agent, and authorize the installation of a custodian in lieu thereof.

For the Citizens of Hartford, Iowa—Hon. J. H. Henderson, Commerce Counsel, Des Moines, Iowa.

For the C., R. I. & P. Railway Company—J. G. Gamble, Attorney for Iowa, Des Moines, Iowa, by R. L. Read, Assistant Attorney; H. J. Sewell, Division Supt., Trenton, Mo.

For the Order of Railroad Telegraphers—F. F. Cowley, Chicago, Illinois.

On November 29, 1932, petition was filed with this Board by Hon. J. H. Henderson, Commerce Counsel, on behalf of the citizens of Hartford, Iowa, objecting to the substitution of a custodian for the regular agency at Hartford station on the lines of the Chicago, Rock Island & Pacific Railway Company.

After substantiating the fact that the railway company contemplated this substitution, the matter was set for hearing on February 7, 1933, at the office of the Board, Des Moines, Iowa, and was at that time fully heard.

Hon. J. H. Henderson represented the town of Hartford at the hearing.

The following persons, residents of Hartford and vicinity appeared as witnesses and offered testimony in support of the retention of the regular agency, claiming both inconvenience and added loss of business if the substitution of a custodian was permitted:

Fred Canaday, stock feeder.

J. A. Pendry, elevator operator, farmer and feeder.

G. D. Schooler, cashier, Hartford Savings Bank.

J. L. Helsing, Des Moines, Iowa, coal operator, also appeared in support of the petition of the town of Hartford.

Mr. H. J. Sewell, Division Superintendent of the Chicago, Rock Island & Pacific Railway Company, testified for the company in support of the substitution of a custodian.

At the hearing the following statement was introduced as evidence by the railway company which statement shows the revenues and expenses creditable to Hartford for the years 1928, 1929, 1930, 1931 and 1932:

	Annual Revenues	Annual Expenses	Average Monthly Revenues	Average Monthly Expenses
1928	\$21,592.00	\$1,618.00	\$1,799.00	\$135.00
1929	37,800.00	1,663.00	3,150.00	139.00
1930	44,274.00	1,695.00	3,689.00	141.00
1931	12,228.00	1,568.00	1,019.00	131.00
1932	3,810.00	1,184.00	346.00	99.00

The revenue from this station as shown by the railway company's exhibits for the years 1928 to 1932, inclusive, shows a decline of a very serious nature—a ratio of expense exceeding 31%. Declined revenues, however, are nation wide with all businesses and from the unemployment reports, it is apparent that drastic curtailment has taken place.

This Board is fully aware of the inconvenience which will be caused by reason of not having a full-time agent at Hartford, nevertheless, we do not feel that the receipts credited to Hartford justify ordering a continuation of the required expense. When conditions improve commensurate with an open agency, this Board would willingly docket the case for hearing upon petition. We find ample grounds to grant the railway company's petition to discontinue the full-time agency at Hartford and to place in lieu thereof a custodian.

It is so ordered.

No. A-4587—1933.

CITIZENS OF PELLA, ET AL, *Complainants,*

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, *Defendant.**Decided December 22, 1932*

TRAIN SERVICE—DISCONTINUANCE OF TRAINS 472 AND 473 BETWEEN DES MOINES AND KEOKUK.

Held, upon hearing, that the expense involved would not warrant the continued operation of Trains 472 and 473, and authorizing the revised schedules to be placed in effect.

For the C., R. I. & P. Ry. Co.—J. G. Gamble, Attorney for Iowa, by A. B. Howland, Assistant Attorney, Des Moines, Iowa; C. C. Gardner, Asst. G. P. A., Des Moines, Iowa; J. J. Breheny, Gen. Supt., Kansas City, Mo.

For the Commerce Counsel of Iowa—Walter Condran, Assistant Counsel, Des Moines, Iowa.

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

For the Chamber of Commerce, Oskaloosa, Iowa—C. A. Stoddard, Oskaloosa, Iowa.

For the Citizens of Douds, Iowa—A. C. Doud, Attorney, Douds, Iowa; H. C. Pedrick, Douds, Iowa; H. E. Millen, Douds, Iowa.

For the Citizens of Keosauqua, Iowa—J. S. Stong, Mayor, Keosauqua, Iowa; C. M. Reeve, Keosauqua, Iowa; Jas. W. Harwood, Attorney, Keosauqua, Iowa.

For the Citizens of Bonaparte, Iowa—John H. Trumbo, Mayor, Bonaparte, Iowa.

For the Chamber of Commerce, Keokuk, Iowa—John C. Fry, Sec'y, Keokuk, Iowa.

On November 26, 1932, the Chicago, Rock Island & Pacific Railway Company notified the Commission that they proposed, effective Sunday, December 4, 1932, to discontinue two motor passenger trains, Nos. 472 and 473, operating between Des Moines and Keokuk and would readjust the present schedules of trains Nos. 474 and 475.

Protest was filed by the Rolscreen Company of Pella; also the Chambers of Commerce of Ottumwa, Keokuk and Oskaloosa protested. Objection was also filed by persons of Douds, Bonaparte and Keosauqua. Pending hearing the railway company was requested to maintain the old schedules. Pursuant to notice to the parties, the Commission heard this matter at Ottumwa, Iowa, December 13, 1932.

The gist of all complaints was protesting the changed mail schedules. The trains sought to be eliminated are No. 472 operating daily except Sunday, leaving Des Moines 11:45 A. M., Ottumwa 3:05 P. M., and arriving at Keokuk 6:15 P. M. In return direction No. 473 leaves Keokuk 9:45 A. M., Ottumwa 1:10 P. M. and arrives Des Moines 4:20 P. M. There is also a motor train except Sunday leaving Des Moines 6:10 P. M., arriving Ottumwa 9:20 P. M., and a motor leaving Ottumwa 7:00 A. M., arriving Des Moines 9:50 A. M. There is a mixed train operating, except Sunday, leaving Ottumwa 7:30 A. M., arriving Keokuk 1:30 P. M., and in the return direction leaving Keokuk 3:00 A. M., arriving Ottumwa 9:55 P. M. The service that the Rock Island proposes in lieu of that just described is a train leaving Des Moines 7:45 A. M., arriving Ottumwa 10:55 A. M., and there will then be a service out of Ottumwa by another train leaving at 7:30 A. M., arriving Keokuk 1:30 P. M.; returning leaves Keokuk 3:00 P. M., arrives Ottumwa 9:55 P. M., and then by another train a service leaving Ottumwa 4:45 P. M., for Des Moines, arriving there at 7:30 P. M.

Because of a particular objection by Morrell Packing Company and others in Ottumwa, the train it was proposed to schedule out of Ottumwa at 7:30 A. M., for Keokuk will be changed according to advices from the General Passenger Agent's Office to 8:00 A. M.

The Ottumwa Daily Courier, a newspaper published in Ottumwa, objected to the changed service alleging that the proposed train service on the Keokuk line would not permit them to serve that territory with their papers because of trains leaving prior to their going to press.

Trains Nos. 472 and 473 for the last six months' period show a loss of over 5c per train mile, which does not include allowances for taxes, depreciation and interest upon investment. The cost per train mile runs about 38½c, whereas the total revenues per train mile is a little less than 34c; strictly passenger revenue comprising only about 11c of this and the mail 14½c. The passenger traffic from this line is very little. Passenger train revenues for the system have been steadily declining. This is likewise true of all carriers in the United States. The diminution of passenger traffic has been more pronounced on the branch lines than on the main lines. The railroad company contends that they will fall short over nine and one-half million dollars after paying the fixed charges for the year 1932. The railroad company hopes to save over six thousand dollars annually by the readjustment of the train service on this line.

The Commerce Counsel, appearing on behalf of these complainants, requested that the railroad company furnish the freight and passenger earnings at all stations on the Des Moines-Keokuk line for the years 1925 to 1931, inclusive. This request was strenuously objected to by the railroad company. After submitting this motion made by the Commerce Counsel to the Commission it overrules the motion.

The Burlington Transportation Company operates two motor bus services daily between Des Moines and Ottumwa and the Interstate Transit Lines operate three such services. The Chicago, Burlington & Quincy Railroad Company operate passenger train service each way daily between Des Moines and Ottumwa, via Albia.

After very carefully considering this matter, the Commission feels its duty is to support the railroad company in attempting to effect savings, such as these where at all possible, and yet leaving a reasonable service for the communities. It appears to us that, faced with these staggering losses in the passenger earnings which have been going on for several years, the railroad company be allowed to curtail the service where it is shown that economies to the extent here alleged would occur.

Authority is hereby given to the Chicago, Rock Island & Pacific Railway Company to readjust their train schedules on the Des Moines-Keokuk line in conformity with their revised schedules.

No. A-4590—1933. Citizens of Andover, et al, v. C. & N. W. Railway Co. Discontinuance of motor car service between Clinton and Anamosa. After the motor car had been removed by the railroad company, the postal service over the star route proved satisfactory, and the petitioners withdrew their complaints.

Filed December 7, 1932. Closed January 9, 1933.

No. A-4591—1933.

BROTHERHOOD OF RAILROAD TRAINMEN, IOWA LEGISLATIVE BOARD, ONAWA,
Complainant,

v.

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

Decided March 14, 1933

TRAIN SERVICE—OPERATION OF MIXED TRAINS BETWEEN VALLEY JUNCTION, GOWRIE AND SIBLEY.

Found, upon hearing, present operation of trains not inconsistent with the safety of the public or employees, and dismissed the petition.

For the Brotherhood of Railroad Trainmen, Order of Railway Conductors, Brotherhood of Locomotive Engineers—Doran & Doran, Attys., Boone, Iowa, by Hon. L. H. Doran.

For the Chicago, Rock Island & Pacific Railway Company—J. G. Gamble, Attorney for Iowa, Des Moines, Iowa.

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

The Legislative Board of Iowa, Brotherhood of Railroad Trainmen, stated in a letter dated November 19, 1932, that complaint had been made to that body alleging that the Chicago, Rock Island & Pacific Railway Company was operating trains between Valley Junction and Gowrie and between Gowrie and Sibley with a lesser number of trainmen than was consistent with the safety of the employees and the public. After consideration, the matter was set down for hearing on February 28, 1933, at 10 o'clock A. M. at the office of this Commission.

The train operation in this territory consists of a mixed train each direction each day. Leaving Valley Junction the train operates as an extra over M. & St. L. trackage to Gowrie, Iowa, a distance of 62 miles and does no local work to Gowrie, then is scheduled as a local mixed train from Gowrie to Sibley, a distance of 110 miles. The return trip is scheduled in the same manner, doing local work to Gowrie and running extra from Gowrie to Valley Junction. Between Valley Junction and Gowrie the trains are operated over M. & St. L. trackage and are operated under orders and rules of the M. & St. L. Railroad Company. The record shows that each of these trains at this time is manned by a crew composed of engineer, fireman, conductor and one brakeman. Baggage, express and passengers are handled and the local work consists of the usual routine of loading and unloading merchandise, switching, setting out and picking up cars at stations. The passenger traffic averaged $1\frac{3}{4}$ persons per day for the six months ended December 31, 1932. The average cars and tonnage handled daily February 1 to February 20, 1933, shows as follows:

Out of Sibley.....	2.4 cars	124 tons
Out of Gowrie.....	10 cars	438 tons
Into Valley Junction.....	10 cars	445 tons
Out of Valley Junction.....	9 cars	340 tons
Out of Gowrie.....	9 cars	342 cars
Into Sibley	4 cars	179 tons

For the month of January, 1933, Exhibit "F" of complainant shows Sibley to Valley Junction average cars handled daily $13\frac{1}{2}$ and average tons 454, with a maximum of 27 cars, 818 tons and for the reverse direction average of 11 cars, 363 tons and maximum cars 25, 731 tons. For December, 1932, the showing is Valley Junction to Sibley 18 cars, 577 tons, maximum 33 cars, 909 tons and Sibley to Valley Junction average cars $16\frac{1}{2}$, 577 tons, maximum cars 26, tons 1,286.

Economic conditions influence this traffic and it is acknowledged as being light at this time as shown more particularly by the average above.

The chief contentions appear to be that the duties of trainmen are of such number that those most important for the protection of life and property cannot be properly handled with the alleged inadequate force of four men of train crew. The testimony presented set up in many instances hypothetical cases where it was alleged proper protection could not be given a train and consequently would not protect lives and property. The hypothetical cases are within the realm of possibility in train operation and some, if not all of them, have occurred in time past. However, we believe it is reasonably accurate to say that the occurrence of such accidents is not frequent and that they are of the unusual rather than the ordinary. The fact is that in such cases as have in times past occurred, as many as five or more trainmen were on duty. We do not intend to commit ourselves to the statement or intimate that due to the fact that these accidents are unusual or not of the ordinary character, that there should be no attempt to avert them or that full protection should not be had when they do occur. The evidence and testimony presented does not appear to conclusively show that any dangerous or hazardous

situation exists in the operation of these trains with four men and we believe that in all cases it was brought out that by a proper distribution of duties in emergency the rules could be fully complied with and lives and property fully protected. There was very little testimony presented to show that the ordinary schedule of operation of these trains was likely to be hazardous on account of a less crew than five men, except the attempted showing at Pocahontas. No specific facts were established to show particularly hazardous operation at this location in so far as the ability of the present train crew to properly protect is concerned.

The operating rules and regulations are of long standing and have been tried by the experience of time and practical operation and it is presumed that no accidents will occur if all rules are complied with; that is, no accidents of an avoidable nature and over which trainmen may have control. According to the evidence there has been no accident in which these trains have been involved in the period of at least the last year, except that at Manson, for which no trainmen were responsible. The execution of the rules under varying circumstances is left, as a matter of course, to the good judgment of the members of the crew and it is expected that each of the crew will not hesitate to do all in his power to give protection, even though it be not a part of his ordinary duties.

The Chicago, Rock Island and Pacific Railway Company makes the statement in the testimony that at such time as business on this line will warrant, another brakeman will be placed in service.

We do not believe that the showing is sufficient to warrant this Commission to require the railway company at this time to employ one additional brakeman and we do not think that sufficient evidence has been presented to show that the operation is now hazardous or dangerous to the lives of employees, to the public or to the property on account of the use of four trainmen on each of these trains on this line.

Considerable evidence was submitted concerning crossing at grade in the town of Pocahontas, this crossing being the intersection at right angles of two streets, one carrying the traffic of Primary Road No. 10, with the railway tracks of the Chicago, Rock Island and Pacific Railway Company. The testimony for the most part touched upon the proper protection of said crossing. The general assembly of Iowa has recognized the necessity for authority to correct conditions at dangerous crossings by the enactment of section 5972, which provides that cities and towns may compel railroads to install suitable mechanical signal devices, gates or to place flagmen under such regulations as may be made from time to time by the council and if the council and the railroad company are unable to agree as to the necessity for such protection, then the matter shall be determined by this Commission. It is therefore our opinion that if the city of Pocahontas is of the belief that the crossing in question is a serious hazard to life, it should proceed in accordance with the provisions of said section.

The Chicago, Rock Island and Pacific Railway Company filed an answer on February 28th asking dismissal of this case on the following grounds:

1. That this Commission is without jurisdiction to hear and consider the subject matter of this complaint.
2. That the complaint involves merely the number of employees used by the defendant in the operation of a mixed train, the determination of the number of such employees being purely a managerial matter not controlled by statute and not within the scope of the power of this Board.
3. Denying that the operation of said mixed train with four employees is dangerous in any degree to either the public or to the employees or that such operation is violative of any rules or regulations of this Commission or of the Chicago, Rock Island and Pacific Railway or the Minneapolis and St. Louis Railroad.

This Commission has no jurisdiction in the management and operation of the trains of a railroad, until and unless there shall be such operation as will not promote the security, convenience and accommodation of the public. The specific complaint in this case is that there is not a suffi-

cient number of men in the operation of this mixed train and same creates a hazardous and unsafe condition for the public as well as for the employees. Section 7874, Code of Iowa, 1931, invests this Commission with broad power, giving general supervision of all railroads and any common carriers engaged in the transportation of passengers and freight by railroads, except street railways, and permits an investigation of any alleged neglect or violation of law. It is further provided in section 7877, Code of 1931, in part:

"* * * or change in the mode of operating its road or conducting its business, is reasonable and expedient in order to promote the security, convenience and accommodation of the public, the board may make an order prescribing such improvements and changes as it finds to be proper and shall serve a notice upon such corporation, * * *"

The allegation in this case is that the operation of these trains is unsafe. We hold that we have the right to hear and determine whether or not the operation of the trains referred to is hazardous and dangerous to the public and to the employees and therefore to that extent we have the jurisdiction and may make such orders as may seem just and right.

We find that the application of the Chicago, Rock Island and Pacific Railway Company for dismissal of this case on the grounds stated should be denied.

It is therefore ordered that the application of the Chicago, Rock Island and Pacific Railway Company for dismissal be and the same is denied.

After a full review of the testimony and evidence presented this Commission does not feel warranted in finding for the plaintiff, the Brotherhood of Railroad Trainmen, and the petition is therefore denied.

No. A-4594—1933.

WAVERLY COMMUNITY CLUB, ET AL., *Complainants,*

v.

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

Decided May 3, 1933.

TRAIN SERVICE—DISCONTINUANCE OF TRAINS 66 AND 67 BETWEEN WAVERLY AND BURLINGTON.

Found, upon hearing, that the earnings did not warrant the continued operating of Trains 66 and 67.

For the Waverly Community Club—G. O. Van Derveer, Waverly, Iowa.

For the Citizens of Vinton—M. P. Kruse, Vinton, Iowa.

For the Chicago, Rock Island & Pacific Ry. Co.—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa.

On March 18, 1933, protest was registered with this Commission by the Waverly Community Club against the discontinuance by the Chicago, Rock Island & Pacific Railway Company of its trains Nos. 66 and 67, operating between Waverly and Burlington, Iowa, which change was to become effective March 19, 1933.

After verifying the intention of the railway company to suspend the operation of these trains, this Board requested the railway company to postpone the change until after a hearing might be had. The railway company complied with the request insofar as the service between Cedar Rapids and Waverly was concerned, no protest having been received by this Department covering the territory between Cedar Rapids and Burlington.

Hearing was held at the Bremer county court house, Waverly, Iowa, April 25, 1933. Mr. G. O. Van Derveer appeared on behalf of the Waverly Community Club, Mr. M. P. Kruse also entered his appearance on behalf of the citizens of Vinton and although considerable protest was received by this office from West Branch to the change proposed, West Branch was not represented at the hearing.

The respondent railway company introduced evidence to the effect that the company proposed a change in the service now being rendered by trains Nos. 66 and 67. Under the existing schedule train 67 leaves Cedar

Rapids at 5:10 P. M., arriving at Waverly 8:10 P. M. Train 66 leaves Waverly at 10:10 A. M., and arrives at Cedar Rapids 1:15 P. M. The railway company proposed to change this service by providing for train No. 83 leaving Cedar Rapids at 6:30 A. M., arriving Waverly 11:00 A. M., and leaving Waverly 11:30 A. M., arriving at Manly, 4:00 P. M., train No. 83 being a freight train.

A statement was filed by the company to the effect that the combined mail, express and passenger earnings of trains 66 and 67 amounted to 23 cents per mile, while the cost of operating these trains amounted to 45 cents per mile; resulting in a deficit to the company of 22 cents per mile.

Considerable testimony was offered by Mr. J. J. Breheny, general superintendent of the C., R. I. & P. Railway Company and Mr. A. L. Haldeman, superintendent of the Cedar Rapids-Dakota Division, relative to the serious financial condition of the company during the past few years and more particularly to the ever increasing deficit confronting the railway company especially from the operation of branch line passenger service and of the necessity for the elimination of all service that is not self supporting.

This case is similar to others that have been before this Commission. It is true that trains Nos. 66 and 67 have been in operation a number of years and this Commission is not unmindful of the inconvenience which, undoubtedly, will be caused the community served by these trains in event they are discontinued. Insofar as Waverly is concerned, this town is fortunate in being served by three other roads, the Illinois Central, Chicago Great Western and the Waterloo, Cedar Falls & Northern Railway Companies.

Due to the general business depression and financial condition of the rail carrier, it is the judgment of this Commission that the earnings creditable to these trains as shown by the evidence introduced does not warrant this Board in ordering their continuation.

It is so held.

No. A-4595—1933.

CITIZENS OF NODAWAY, *Complainants,*

v.

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

Decided October 26, 1933.

STATION FACILITIES AND SERVICE—CLOSING OF STATION.

Ordered, upon hearing, that the railroad company be permitted to discontinue the station agent at Nodaway.

For the Citizens of Nodaway—Stephen Robinson, Asst. Commerce Counsel, Des Moines, Iowa.

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

For the Order of Railroad Telegraphers—E. M. Mosler, Gen. Chairman, 36 West Randolph Street, Chicago, Illinois.

On April 25, 1933, a petition was filed with this Board, signed by a number of citizens of the town of Nodaway, Iowa, and vicinity, objecting therein to the contemplated closing by the Chicago, Burlington and Quincy Railroad Company of its station at Nodaway.

After verifying the intention of the company to close the station, the Board requested that this action be deferred until after the matter may be heard and determined by action of this Board. The company complied with this request and the case was named for hearing for July 12, 1933, at the office of the Montgomery county auditor, Red Oak, Iowa, and was at that time fully heard.

At the hearing the following persons appeared on behalf of the town of Nodaway and offered testimony in support of the retention of the station:

Mr. C. M. Gile, produce merchant, Nodaway, Iowa.

Mr. W. G. Jarman, lumber, Nodaway, Iowa.

Mr. H. D. Vaughn, merchant, Nodaway, Iowa.

Mr. Homer Hauck, supervisor.

Mr. L. F. Bowers, Nodaway, Iowa.

Mr. Wayne Emory, Nodaway, Iowa.

Mr. H. G. Everett, Nodaway, Iowa.

Mr. Bert Kernan, Nodaway, Iowa.

Mr. Jack McKee, Nodaway, Iowa.

Mr. T. F. Northup, Nodaway, Iowa.

Mr. J. W. Roberts, Nodaway, Iowa.

The following person entered his appearance and testified on behalf of the Order of Railroad Telegraphers:

Mr. E. M. Mosier, general chairman.

The following persons appeared and testified on behalf of the Chicago, Burlington and Quincy Railroad Company:

Mr. I. E. Appleton, division freight agent, Chicago, Burlington and Quincy Railroad Company, Burlington, Iowa.

Mr. F. E. Haynes, assistant superintendent, Chicago, Burlington and Quincy Railroad Company, Creston, Iowa.

The following statement was filed by the Chicago, Burlington and Quincy Railroad Company showing the earnings creditable to Nodaway for the years 1928, 1929, 1930, 1931, 1932, and 1933, from January to June, inclusive:

Year	Amount
1928	\$ 18,005.00
1929	32,310.00*
1930	15,187.36
1931	5,867.36
1932	4,152.53
1933 (six months).....	1,463.03

(*Paving material estimated.)

As may be seen from the evidence before us in this case, with the exception of the year 1929 during which period considerable paving and construction material was handled, the earnings at Nodaway have shown a very definite decline since 1928. It is true, as stated by the persons appearing on behalf of the town, that in event the station is closed they will suffer considerable inconvenience and this fact is fully appreciated by this Board. On the other hand, the necessity for curtailment by the railroad companies of expenses wherever practical without jeopardizing the safety of the public is likewise apparent to this Board. The wisdom of such a move by the Chicago, Burlington and Quincy Railroad Company in this particular instance is reflected in the statement of earnings at Nodaway as shown above. It is the sincere hope of this Board that such conditions improve to such an extent as to again warrant not only the maintenance of stations in Iowa such as Nodaway but the reopening of many other stations which have necessarily been closed. We do feel, however, that from the evidence before us in this case an Order requiring the Chicago, Burlington and Quincy Railroad Company to maintain the station agency at Nodaway would be unjustified and unwarranted.

It is therefore ordered that the Chicago, Burlington and Quincy Railroad Company be permitted to discontinue the station agency at Nodaway.

No. A-4596—1933. City of Keokuk, by John Newkirk, City Solicitor, v. C., B. & Q. R. R., and C., R. I. & P. Ry. Co. Speed of trains. Ordinance No. 680 approved August 15, 1933.

Filed March 6, 1933. Closed August 15, 1933.

No. A-4597—1933.

CITIZENS OF BARNES CITY, BY ED WYMORE, *Complainants*,

v.

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

Decided July 10, 1933.

STATION FACILITIES AND SERVICE—CLOSING OF STATION.

Held, upon hearing, earnings insufficient to justify full time agency, and authorizing the installation of a custodian.

For the Citizens of Barnes City, Iowa—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, Asst. Atty.

For the Order of Railroad Telegraphers—V. O. Gardner, Gen. Chairman, 605 Gumbel Building, Kansas City, Mo.

On May 19, 1933, a petition was filed with this Board by the Hon. J. H. Henderson, Commerce Counsel, protesting the discontinuance proposed by the Chicago, Rock Island and Pacific Railway Company of its full time agency and for the substitution of a custodian at Barnes City, Iowa.

After verifying the intention of the railway company in respect to this matter, the case was set for hearing at the office of the county auditor, Iowa City, Iowa, for June 20, and was at that time fully heard.

The following persons appeared on behalf of the town of Barnes City and offered testimony in support of the retention of the agency:

Mr. Ray Lockard, shipper and representative of the Farmers Union Co-operative Assn.

Mr. Ed. McClure, member of the board, Farmers Elevator Company.

Mr. Ed. Wymore, general merchandise and live stock shipper.

Mr. Ed. Konecny, Barnes City, Iowa.

Mr. M. A. Palmer, Barnes City, Iowa.

Mr. H. S. Musser, Barnes City, Iowa.

Mr. V. O. Gardner, general chairman of the Order of Railroad Telegraphers, entered his appearance and testified on behalf of the organization he represents.

The following person testified in behalf of the railway company:

Mr. C. T. McHugh, acting superintendent, Cedar Rapids-Dakota Division, Chicago, Rock Island and Pacific Railway Company.

A statement was filed by the railway company, showing the following revenue and expenses credited to Barnes City station for the years 1930, 1931, 1932, and 1933 from January to June 20, inclusive:

Year	Revenue	Expenses
1930	\$ 21,587.58	\$ 1,567.81
1931	10,592.75	1,464.87
1932	6,751.13	975.98
1933 (to June 20 only)	2,017.75	597.18

The evidence before us in this case shows the revenue for Barnes City has rapidly declined from 1930 to 1933, and while it is the opinion and hope of this Commission that the severe economic depression which has confronted this nation has reached its ebb and that we are on the return to normalcy, there are apparently no prospects for any sudden recovery.

This Board fully appreciates the inconvenience undoubtedly caused to shippers by reason of the removal of an agent as proposed in this case. Nevertheless, we must not disregard the extreme loss of revenue undergone by the railway companies in these extraordinary times and for the necessity on the part of the companies to eliminate unnecessary expenses where the safety of the public is not jeopardized.

When conditions improve such as to justify a full time agency at Barnes City, this Commission will gladly entertain such a petition. We do not believe, however, that an order requiring the retention of the full time agency at Barnes City is warranted from the evidence before us.

It is therefore ordered that the railway company be permitted to make the substitution which they contemplate.

No. A-4598—1933.

CITIZENS OF ATALISSA, BY FRED COLLISON, MAYOR, *Complainants*,
v.

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

Decided July 10, 1933.

STATION FACILITIES AND SERVICE—CLOSING OF STATION.

Held, upon hearing, that on return to normalcy the earnings at Atalissa would be sufficient to justify the retention of a full time agent, and denied the request of the railroad company to install a custodian.

For the Citizens of Atalissa, Iowa—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, Asst. Atty.

For the Order of Railroad Telegraphers—V. O. Gardner, Gen. Chairman, 605 Gumbel Building, Kansas City, Mo.

On May 18, 1933, a petition was filed with this Board, signed by Mr. Fred Collison, Mayor, and Councilmen Markman, Stiles, Chapman, Hines, and Sterner, of Atalissa, Iowa, protesting the discontinuance by the Chicago, Rock Island and Pacific Railway Company of its agent-telegrapher at Atalissa, Iowa, which change was to become effective May 31, 1933.

After verifying the intention of the railway company in this respect, the matter was set for hearing at the office of the County Auditor, Iowa City, Iowa, for June 20 and was at that time fully heard.

At the hearing the following persons appeared on behalf of the town of Atalissa and offered testimony in support of the retention of the agency:

Mr. L. M. Agnew, Farmer, Shipper, and Secretary, Atalissa Shippers Association.

Mr. D. W. Arnold, Oil dealer.

Mr. Ray Baldrige, Operator, Davenport Elevator Company, Atalissa, Iowa.

Mr. J. H. De Mean, Atalissa, Iowa.

Mr. William Hines, Atalissa, Iowa.

Mr. Ed Oepping, Atalissa, Iowa.

Mr. V. O. Gardner, General Chairman of the Order of Railroad Telegraphers, entered his appearance on behalf of the organization he represents.

The following witness was sworn in and testified on behalf of the railway company:

Mr. F. A. Bogue, Superintendent, Iowa-Minnesota Division, Chicago, Rock Island and Pacific Railway Company.

Statement was filed by the railway company, setting out the following revenue and expenses credited to Atalissa station for the years 1930, 1931, 1932, and five months of 1933, January to May; inclusive:

Year	Revenue	Expenses
1930	\$ 53,430.47	\$ 1,617.83
1931	14,908.17	1,542.66
1932	9,589.94	1,374.61
1933 (five months only)	3,341.17	555.90

It is true as shown by the evidence before us in this case that the revenue at Atalissa station has greatly decreased from 1930 to 1933. Nevertheless, we must not be unmindful of the fact that this nation has been suffering from severe economic conditions and these conditions are reflected in the statement of earnings shown for Atalissa. This Board is fully aware of the reduction in revenue caused the railway companies thereby and for the necessity for the curtailment by the companies of

unnecessary expenditures. The earnings of Atalissa throughout what might be termed "normal years" would justify the retention of full time agent, and it is the opinion of this Board that the ebb has been reached in the present crisis today confronting us and that we are now on the return to normalcy, and that with the return of business the earnings at the station of Atalissa will show considerable improvement.

In view of these facts, we do not feel that it would be justifiable to permit the substitution by the railway company of a custodian for the full time agent at Atalissa.

Therefore, it is ordered that the agent at Atalissa be retained.

No. A-4599—1933. *Citizens of Herring v. C. & N. W. Ry. Co. Station Facilities and Service—Closing of Station.* This case was heard at Denison, Iowa, on September 13, 1933, and the file was held open for thirty days to see if a mutual agreement could not be reached between the parties hereto. The result was that a six-hour per day agency would be established by the railroad company on condition that future business will shown an increase.

Filed July 3, 1933. Closed October 30, 1933.

No. A-4600-1933.

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

v.

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

Decided October 28, 1933.

STATION FACILITIES AND SERVICE—CLOSING OF STATION.

Held, upon hearing, that earnings were not sufficient to justify the retention of the agent, and authorized the employment of a custodian in lieu thereof.

For the Citizens of Givin, Iowa—Hon. J. H. Henderson, Commerce Counsel, Des Moines, Iowa; Roy C. Ellis, Givin, Iowa.

For the C., R. I. & P. Railway Company—J. G. Gamble, Attorney for Iowa, Des Moines, Iowa, by R. L. Read, Asst. Atty.; C. W. Lafler, T. M., Iowa City, Iowa.

For the M. & St. L. Railroad Company—J. L. Devitt, Atty., Oskaloosa, Iowa; F. O. Coleman, Supt., Oskaloosa, Iowa.

On August 1, 1933, a petition was filed with this Board by Hon. J. H. Henderson, Commerce Counsel of Iowa, on behalf of a committee representing the patrons of the town of Givin, Iowa. A petition was likewise filed signed by numerous citizens of Givin and vicinity; both petitions protesting the contemplated closing by the Chicago, Rock Island and Pacific Railway and the Minneapolis and St. Louis Railroad Companies of the Givin, Iowa Station.

After verifying the fact that it was the intention of the two roads concerned to abandon the station agency at that point and substitute a custodianship therefor, this Board requested that the railway companies retain the agency until after such time as a hearing may be held and this Board permitted to make its determination therein. The railway companies complied with the Board's request and the hearing was named for September 6, 1933, at the Mahaska County Auditor's office, Oskaloosa, Iowa, and was at that time fully heard.

At the hearing the following persons appeared on behalf of the town and offered testimony in support of the retention of the agency:

Mr. D. L. Davis.....	Farmer	Givin, Iowa
Mr. R. C. Ellis	Coal Dealer	Givin, Iowa
Mr. Clinton Evans.....	Miner	Givin, Iowa
Mr. G. B. Hughes.....	Miner	Givin, Iowa
Mr. W. T. Roberts.....	Coal Operator	Givin, Iowa
Mr. S. J. Walthal.....	Farmer	Givin, Iowa
Mr. R. G. Whitsell.....	Farmer	Givin, Iowa

RAILROAD COMMISSIONERS' REPORT

The following persons testified on behalf of the Chicago, Rock Island and Pacific Railway and the Minneapolis and St. Louis Railroad Companies:

Mr. F. O. Coleman, Spt. East Div., M. & St. L. R. R. Co.

Mr. C. W. Lafler, Train Master, C., R. I. & P. Ry. Co.

Statements were filed by the Chicago, Rock Island and Pacific Railway and the Minneapolis and St. Louis Railroad Companies setting out the following revenue and expenses credited to Givin Station for the years—

C., R. I. & P. Ry. Co.

Year	Revenue	Expense
1928	\$ 4,069.35	\$ 819.78
1929	3,803.44	821.24
1930	2,969.05	814.75
1931	2,057.28	821.32
1932	1,166.17	740.84
1933 (8 months)	154.51	481.53

M. & St. L. R. R. Co.

Year	Revenue	Expense
1928	\$ 4,009.00	\$ 876.32
1929	3,965.00	814.78
1930	3,094.00	872.73
1931	1,988.00	835.58
1932	1,263.00	761.46
1933 (8 months)	717.00	489.41

The Chicago, Rock Island and Pacific Railway and the Minneapolis and St. Louis Railroad Companies have joint facilities at Givin and under their contract arrangement the Chicago, Rock Island and Pacific Railway Company's employee is the Agent, the expenses of maintaining the agency being approximately divided between the two participating roads.

As may be seen from the evidence before us in this case, each of the roads concerned has undergone drastic reductions in their earnings at Givin since 1928, the earnings of the Chicago, Rock Island and Pacific Railway Company falling from \$4,069.35 in 1928 or an average monthly earning of \$339.00 to \$154.51 for the first eight months of 1933, or to an average monthly earning of \$19.31. The Minneapolis and St. Louis Railroad Company's earnings have likewise been reduced from \$4,009.00 in 1928 or a monthly average revenue of \$334.08 to \$717.00 earned during the first eight months of 1933 to an average monthly revenue of \$89.63.

It is true, as stated by the witnesses appearing on behalf of that town, that a custodianship will not, perhaps, be as convenient to the shippers and patrons of the station as an agent, and this Board is very hesitant in making an order which will deprive the community of the services of an agent to which services they have been accustomed. On the other hand, we must not be unmindful of the fact that this nation has been suffering from severe economic conditions and these conditions are reflected in the statements of earnings shown for Givin. Sharp reductions in revenue have made it necessary for all of the railway companies to curtail all the unnecessary expenditures. It does not appear to this Board that the earnings at Givin warrant the continuance of the expense necessary to maintain a regular agency. When conditions improve to the extent that the earnings of the roads would warrant, this Board will gladly entertain a petition from the residents of the town of Givin and vicinity for the reinstatement of their agent.

However, from the facts and evidence before us in this case, it is the opinion of this Board that the Chicago, Rock Island and Pacific Rail-

way and the Minneapolis and St. Louis Railroad Companies should be permitted to make the substitution proposed and to place the Givin Station under a custodian as contemplated.

It is so ordered.

No. A-4602—1933.

FRANK H. SCHROEDER, CORWITH, *Complainant*,

v.

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

Decided October 28, 1933.

UNDERGROUND CATTLE PASS.

Held, upon hearing, Commissioner Webster not participating, that applicant was not entitled to an underground passageway but should be allowed to use the present culvert.

For the Petitioner—The Commerce Counsel of Iowa—by Stephen Robinson, Asst. Counsel, Des Moines, Iowa.

For the Minneapolis & St. Louis Railroad Company—W. H. Bremner, Receiver. Price & Burnquist, Attys., Fort Dodge, Iowa, by B. B. Burnquist.

On June 27, 1933, this Board received from the applicant in this case, Mr. Frank H. Schroeder, a petition asking the Board to hear and determine his rights with respect to the construction of an underground crossing by the Minneapolis and St. Louis Railroad Company where the lines of that company pass through his farm near Corwith, Iowa, such application having been filed in accordance with Section 8012, Code of Iowa, 1931.

The matter was taken up with the Railroad Company and after refusal of the company to construct the crossing desired by the applicant, the case was set for hearing for September 27, 1933, at the Community Club Headquarters, Iowa Falls, Iowa, and was at that time fully heard.

The evidence in this case does not warrant the granting of the applicant's petition in full. The Board does, however, grant the applicant the right to use the passage-way through the culvert for such stock as can use same as now constructed and used, and finds further that it would not be reasonable and just to reconstruct such passage-way for cattle or other stock. It is further provided that this order of the Board does not prejudice the applicant from applying for grade crossing as provided in Section 8011 of the Code of Iowa, 1931.

It is so ordered.

No. A-4603. Citizens of Conover and Spillville v. C., M., St. P. & P. R. R. Co. Closing of Station at Conover. The railroad company advised that it was not the intention to close the station at this time, and the file was closed.

Filed August 17, 1933. Closed September 19, 1933.

No. A-4604—1933.

A. C. BIENFANG, IOWA FALLS, BY J. W. THOMPSON, ATTY., *Complainant*,

v.

CHICAGO & NORTH WESTERN RAILWAY COMPANY, *Defendant*.

Decided October 26, 1933.

PRIVATE GRADE CROSSING.

Held, upon hearing, that the Board is without jurisdiction and can not order the crossing constructed at the expense of the railroad company.

For the Petitioner—J. W. Thompson, Atty., Iowa Falls, Iowa; A. C. Bienfang, Iowa Falls, Iowa.

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

326122

This is an application brought before the Board under Section 8011, Code of 1931, for a double farm crossing.

Evidence shows petitioner purchased a tract of land, some fifteen acres more or less, about one and one-half (1½) miles west of Iowa Falls, Iowa. Said tract running parallel to the tracks of the Chicago and Northwestern Railway.

Evidence also shows said tract of land was purchased for the purpose of establishing an amusement park. Some timber has been cleared; two driveways made to the river; a building erected, now used as his home. He has moved on the premises a railway passenger coach and built a cement foundation one hundred feet by one hundred feet, being a foundation for a dance pavilion and skating rink.

Applicant states as his intention to keep one or two cows, sheep and chickens; that he is now pasturing some cattle, and that he will raise a garden.

At the completion of taking the evidence, the Commission proceeded to the premises and viewed same.

The construction by the Commission, placed upon the applicant's own testimony, that it is his purpose to establish an amusement park, and at the present time and under these conditions we must find that said tract of land is not a farm as defined by our Supreme Court in the case of C., M., St. P. & P. Ry. Co. v. Cross, as found in 234 Northwestern Reporter, beginning on page 569, with particular reference to paragraph 3, page 572, of said opinion, which describes what constitutes a farm crossing. It is true this case is not clearly parallel, yet it is distinguishable in that it is within the corporate limits of the town of New Hampton but not platted in blocks and lots.

IT IS THEREFORE HELD that this Commission is without jurisdiction and cannot grant the order.

No. A-4605—1933.

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

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, MINNEAPOLIS AND ST. LOUIS RAILROAD COMPANY, W. H. BREMNER, RECEIVER, *Defendants*.

Decided October 10, 1933

STATION FACILITIES AND SERVICE—CLOSING OF STATION.

Held, upon hearing, that present earnings were insufficient to justify the continuance of the non-telegraph agency, and authorizing the installation of a custodian in lieu thereof.

For the Citizens of Abbott, Iowa, and Vicinity—Stephen Robinson, Asst. Counsel, Des Moines, Iowa.

For the C., R. I. & P. Ry. Co.

For the M. & St. L. R. R. Co.—W. H. Bremner, Receiver—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa.

On August 31, 1933, a petition was filed with this Board by the citizens of the town of Abbott and surrounding territory protesting the changing of Abbott Crossing Station by the Chicago, Rock Island and Pacific Railway and the Minneapolis and St. Louis Railroad Companies which operate the station jointly, from an open station to a custodianship, such change being effective September 1, 1933.

After verifying the intention of the companies in respect to this matter, the Board requested them to defer the contemplated change until after such time as hearing might be held by this Commission. The companies complied with this request, and the case was set for hearing for September 27, 1933, at the Community Club Headquarters, Iowa Falls, Iowa, and was at that time fully heard.

At the hearing the following persons appeared on behalf of the town of Abbott Crossing, and offered testimony in support of the retention of the agency:

Mr. Thomas Kruse, Merchant, Abbott, Iowa.

Mr. Wm. Leverton, Farmer and live stock shipper, Abbott, Iowa.

Mr. Otto Oelmann, Farmer, Abbott Crossing.

The following person entered his appearance and testified in behalf of the Chicago, Rock Island and Pacific Railway Company:

Mr. Clyde F. Franklin, trainmaster, C., R. I. & P. Ry. Co., Cedar Rapids, Iowa.

The following statement was filed by the Chicago, Rock Island and Pacific Railway Company and the Minneapolis and St. Louis Railroad Company showing the revenue credited to Abbott Crossing Station for the years 1929, 1930, 1931, 1932, and eight months of 1933 from January to August inclusive:

Year	C., R. I. & P. Ry. Co.	Revenue
1929		\$ 3,718.91
1930		2,649.79
1931		3,356.23
1932		176.07
1933 (8 months)		15.00

Year	M. & St. L. R. R. Co.	Revenue
1929		\$12,663.33
1930		12,028.64
1931		6,937.39
1932		4,379.34
1933 (8 months)		2,482.53

As may be seen from the evidence before us in this case both the Chicago, Rock Island and Pacific Railway and the Minneapolis and St. Louis Railroad Companies have sustained a considerable loss of revenue at Abbott Crossing since 1929. The earnings of the Chicago, Rock Island and Pacific Railway Company declined from \$3,718.91 in 1929 to \$15.00 during the first eight months of the year 1933, while the revenue of the Minneapolis and St. Louis Railroad Company has likewise declined from \$12,663.33 in 1929 to \$2,482.53 during the first eight months of 1933.

It is true, as stated by testimony offered by the witnesses appearing on behalf of the town that considerable inconvenience would be caused them by removing their agent, and this Board fully appreciates this fact. On the other hand, the earnings at this point have declined so drastically since 1929 due, no doubt, in part at least to the economic depression which has confronted us, as well as competition, to the point where it can no longer be considered good practice for the railroad companies concerned in this case to continue the agency.

With due respect to the judgment of the citizens of the community that a custodianship of Abbott Crossing will not satisfactorily answer their needs, it is the opinion of this Board that from the facts before us in this case, the railroad companies are entirely justified in being permitted to make the substitution.

It is therefore ordered that the railroad companies be permitted to discontinue the non-telegraph agency at Abbott Crossing and place the station in charge of a custodian.

Rate Cases Closed During 1933

No. B-1513—1933. C. & N. W. Ry. Co., et al., by A. F. Cleveland, A. F. T. M. Application for change in commodity rates on hay, C. L. This case has been held up pending a decision by the Interstate Commerce Commission in Docket 17,000, Part 10, after which the petition herein was withdrawn without prejudice to such further action as may be thought proper.

Filed January 31, 1927. Closed November 27, 1933.

No. B-1593—1933. Fort Dodge Chamber of Commerce, by L. M. O'Leary, secretary-manager, Fort Dodge. Intrastate rates on coal. This case was originally set down for hearing on March 19, 1930, was postponed by request of the carriers to April 2, 1930, and was again postponed to May 6, 1930, at which time it was heard in conjunction with Docket No. B-1591, the hearing lasting through May 7th. The petitioner in Docket No. B-1591 wished to introduce additional testimony, and both cases were continued to July 26, 1932, at which time B-1593 was called and indefinitely postponed. The latter case was then set down for hearing on June 26, 1933, with Docket No. B-1656, and although no further testimony was introduced by the petitioner, the evidence already submitted was considered in the Board's Decision and Order of September 2, 1933. (For full text of Decision and Order, see Docket No. B-1656—1933.)

Filed March 1, 1930. Closed September 22, 1933.

No. B-1601—1933.

DUBUQUE TRAFFIC ASSOCIATION, DUBUQUE, BY S. G. CRESWICK,
COMMISSIONER, *Petitioners,*

v.

ILLINOIS CENTRAL RAILROAD Co., *Defendant.*
Decided December 5, 1932.

APPLICATION FOR RATE ON COKE, CARLOAD, FROM DUBUQUE TO POINTS IN IOWA.
Dismissed.

For the Petitioner—S. G. Creswick, Commissioner, Dubuque Traffic Assn., Dubuque, Iowa; George McLean, President, Key City Gas Company, Dubuque, Iowa.

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

This case covers petition filed by S. G. Creswick, Commissioner, Dubuque Traffic Association of Dubuque, Iowa, seeking reduced rates on coke, in carloads, from Dubuque, Iowa, to certain destinations on the Illinois Central R. R. in Iowa. The present rates are 120 per cent of soft coal lump rates.

The present rates and the rates sought are as follows:

FROM DUBUQUE, IOWA

To	Miles	Rates per Net Ton	
		Present	Proposed
Manchester, Iowa	45	131.5	94.5
Cedar Rapids, Iowa.....	90	183.5	94.5
Waterloo, Iowa	93	188.5	124.5
Charles City, Iowa	142	215.0	134.5

Complainant cites as reason for an adjustment of rates on coke from Dubuque to Iowa points, the competition of producers at Chicago, Illinois, and Milwaukee, Wisconsin, who are shipping into Iowa with an in and out transportation cost considerably less than the in and out cost of the Dubuque producer and cites the following illustration showing the desirability of the Dubuque producer to meet the competition of the Chicago producer at Waterloo, Iowa, and also the basis for the rates sought:

Freight on Coal, Mines to Chicago (566 miles).....	\$ 3.09
Freight on Coal, Mines to Dubuque (738 miles).....	4.30
Coal required per ton Merchantable Coke.....	1 45/100 tons
Freight on 1 45/100 Tons Coal, Mines to Chicago.....	\$ 4.48
Freight on 1 Ton Coke, Chicago to Waterloo.....	3.00

Total Freight, Mines to Waterloo, if Carbonized at Chicago	\$ 7.48
Freight on 1 45/100 Tons Coal, Mines to Dubuque.....	\$ 6.235
Freight on 1 Ton Coke, Dubuque to Waterloo.....	1.85

Total Freight, Mines to Waterloo, if Carbonized at Dubuque	\$ 8.085
Rate on Coke, Dubuque to Waterloo needed to equalize freight burden between Chicago and Dubuque Manufacturers, per ton.....	\$ 1.245

While this illustration indicates that the Iowa producer is somewhat at a disadvantage as compared with his Chicago competitor, it does not in our opinion prove that the existing maximum rates applicable within Iowa are unreasonable.

A comparison of the present Iowa Scale with the Western Trunk Line Scale and the Illinois Territory Scale recently fixed by the Interstate Commerce Commission in its Docket No. 16243 and related Cases, 155 I. C. C., 70 is shown below:

Miles	Present Iowa	Docket 16243 Scale W. T. L.	Illinois
10	85	100	90
20	98½	110	100
30	111½	120	110
40	125	130	120
50	138	140	130
60	151	150	135
70	164½	160	145
80	174	170	155
100	184	185	165
120	203	200	180
140	212½	215	195
160	222	230	210
180	231½	245	225
200	241	260	235
220	247	270	245
240	253	280	255
260	259	290	265
280	265	300	270
300	271	310	280
320	277	320	290
340	283	330	300

From these comparisons as well as with other comparisons with existing rates in surrounding states, we are of the opinion that the existing rates based on 120 per cent of the soft coal lump rates are not unreasonable.

The complaint is therefore dismissed.

No. B-1629—1933. In the matter of revision of rates on Live Stock, carloads, Iowa intrastate. This case was set down for hearing on September 23, 1931, was continued to December 16, 1931, and then continued to a date to be named later. Since that time, action taken by the carriers in cancelling tariffs under suspension in Dockets Nos. B-1637, B-1640 and B-1641 on October 16, 1933, eliminates the necessity for a hearing.

Filed August 26, 1931. Closed October 16, 1933.

No. B-1633—1933.

ROSEBROOK COAL JOBBING AGENCY, OSKALOOSA, *Petitioner,*

v.

ATLANTIC NORTHERN RY. CO., ET AL., *Defendants.*

Decided December 5, 1932

APPLICATION FOR READJUSTMENT OF THE RATE ON SOFT COAL, CARLOAD, WITHIN THE STATE OF IOWA.

Dismissed without prejudice.

For the Petitioner—A. J. Walsmith, Atty., Oskaloosa, Iowa; L. R. Rosebrook, Oskaloosa, Iowa.

For the Oskaloosa Chamber of Commerce—H. S. Life, Atty., Oskaloosa, Iowa.

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

For the C. & N. W. Ry. Co.—J. E. Flansburg, Asst. to the V. P., Chicago, Ill.

For the C., M., St. P. & P. R. R. Co.—C. L. Taylor, Asst. Gen. Solicitor, Chicago, Ill.; J. T. Averitt, C. T. M., Chicago, Ill.

For the C., R. I. & P. Ry. Co.—H. W. Schaffer, Commerce Asst., Chicago, Ill.; T. O. Jennings, G. C. A., Chicago, Ill.

For the C., B. & Q. R. R. Co.—R. B. Battey, Coal T. M., Chicago, Ill.

For the Wabash Railway Company—C. N. Richards, A. G. F. A., St. Louis, Mo.

For the Illinois Central Railroad Company—R. P. DeCamp, G. C. A., Chicago, Ill.

For the Mason City Brick & Tile Co., Intervener—Roy Youngerman, T. M., Mason City, Iowa.

For the Pershing Coal Company, Intervener—L. P. Love, Des Moines, Iowa.

Complaint attacking the present adjustment of all rates on soft coal, intrastate in Iowa, was filed November 20, 1931.

All carriers operating within the state of Iowa were made defendants and copy of complaint was served on each of said carriers.

On February 2, 1932, the complainant filed an application for continuance asking that hearing in this case be continued until some time after the 15th of June, 1932, for the reasons "that the season in which the coal from Iowa mines is most in demand is now late, and will soon be over; also, that the traffic in coal by the railroads is in such a condition of uncertainty that this complainant believes it wise and for the best interests of both the said carriers and consumers of Iowa coal."

On June 22, 1932, this Commission set the above matter for hearing for Tuesday, July 19, 1932, 10 o'clock A. M. at its office in Des Moines, Iowa, which was later postponed until Tuesday, July 26, 1932, at the same time and place and interested parties notified.

Pursuant to notice, the above petition was reached on July 27, 1932, fully heard and taken under advisement.

The carriers presented no evidence to support their side of the case, but made the following motion, which likewise was taken under advisement:

"At this time the representatives of the carriers move that the petition and complaint be dismissed, as there has been no evidence, competent evidence, offered here sustaining the allegations of the complaint. There hasn't been any evidence offered by the petitioner or complainant which would support any order of the Commission."

* * * * *

"The carriers, I might say frankly, feel there has been no case made, and we don't expect to offer any testimony. We feel that the complaint should be dismissed in view of the fact it appears of record here that the petitioner is not a producer or consumer of coal, and the producers of coal, as indicated by those who were called here, are not in favor of the

proposal. If there are any differences in rates they feel are out of line, they have indicated they feel that it can be worked out with the carriers."

Complainant herein proposed a grouping of the Iowa intrastate rates on soft coal and cites the grouping of the existing interstate rates on soft coal from the Inner and Outer Crescent mines in Eastern Kentucky and Virginia.

Complainant also in attempting to show that the Iowa intrastate rates are unreasonably high made certain comparisons of the local rates within Iowa with the spread in the rates from Eastern Kentucky fields. For example, the following comparison was made:

Eastern Kentucky—Virginia to Des Moines, Iowa....	490 cts. per net ton
(Inner Crescent Mines)	
Eastern Kentucky—Virginia to Ferguson, Mo.....	401 cts. per net ton
Difference	89 cts. per net ton
Distance Ferguson, Missouri, to Des Moines, Iowa—328 miles.	

This 89 cents difference was compared with the local Iowa distance rate for 328 miles which is 233.5 cents.

Eastern Kentucky—Virginia to Des Moines, Iowa....	490 cts. per net ton
(Inner Crescent Mines)	
Eastern Kentucky—Virginia to St. Louis, Mo.....	297 cts. per net ton
Difference	193 cts. per net ton

This difference of 193 cents per net ton was compared with the local Iowa distance rate for 338 miles, which is the distance from St. Louis, Mo., to Des Moines, Iowa, the Iowa distance maximum rate on lump coal for that distance being 236 cents per net ton. Local rate St. Louis or Ferguson to Des Moines is 275 cents per net ton via Wabash and 286 cents per net ton via C., B. & Q.

Such comparisons are improper to prove the unreasonableness of the Iowa local rates for the reason that no consideration is given in such spread in rate to the terminal charges involved at origin and destination on an intrastate shipment. Furthermore, under section 8076 of the Code of Iowa, "the share of any railway company of any joint through rate shall not be construed to fix the charge that it may make for transportation for a similar distance over any of its line for any single rate shipment or the share of any joint rate."

The existing Iowa maximum scale on soft coal was originally fixed by this Commission in Docket B-1029 decided January 23, 1922, rates became effective March 1, 1922.

Voluntary reductions in the rates for hauls 70 miles and under have since been made by certain of the carriers, upon whose lines operating mines are located.

It further developed at the hearing that certain mine operators, while they felt that a reduction in the rates should be made, disagree with the proposal insofar as complainant proposed group rates, and furthermore believed that such adjustments as necessary in the present rates could be worked out in conferences with the carriers.

The Iowa Coal Operators' Association and the Iowa Coal Institute did not join in this complaint. The secretary of the Iowa Coal Institute, a subpoenaed witness, testified that one preliminary conference between the carriers and producers had already been had prior to the date of this hearing and that additional conferences have been arranged for the future wherein it was hoped that some amicable adjustments of the intrastate coal rates might be made.

We are of the opinion that there is insufficient evidence before us to warrant a readjustment of the present rates and in view of the pending conferences between the carriers and the coal operators, we are of the opinion that this complaint should be dismissed without prejudice to complainant or to any other party filing a new complaint in the future. It is so ordered.

No. B-1634—1933.

BUILDERS MATERIAL COMPANY, CEDAR RAPIDS, *Complainant*,

v.

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY,
WATERLOO, CEDAR FALLS & NORTHERN RAILWAY COMPANY, *Defendants*.
Decided April 14, 1933.

UNREASONABLENESS OF RATES CHARGED ON CRUSHED STONE, CARLOAD, GLORY TO AMANA, IOWA.

Dismissed, Commissioner Conway not participating.

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

For J. P. Abramson Co., Intervenor—Walter Huncke, Traffic Manager, 402 Valley National Bank Building, Des Moines, Iowa.

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

For the W., C. F. & N. Ry. Co.—S. W. Hansen, Traffic Manager, Waterloo, Iowa.

Complaint filed November 24, 1931.

Hearing held July 26, 1932.

DECISION

Decided April 14, 1933.

Complainant, the Builders Material Company, filed with the Board, complaint against the Chicago, Milwaukee, St. Paul and Pacific Railroad Company and the Waterloo, Cedar Falls and Northern Railway Company, alleging that:

"The Builders Material Company is a corporation engaged in the sale of building materials, including crushed stone for highway construction and that during the months of May, June and July, 1931, said company shipped from Glory, Iowa, about 275 carloads of crushed stone to Amana, Iowa, consigned to the Harrison Engineering and Construction Company, said cars being transported over the Waterloo, Cedar Falls and Northern Railway Company to Cedar Rapids and thence the Chicago, Milwaukee, St. Paul and Pacific Railroad Company to destination.

"That the above named complainant paid and bore the freight charges on said traffic at a rate of 85 cents per ton of 2,000 pounds.

"That said rate is alleged to be unreasonable to the extent that it exceeds the sum of individual lines factors as published in tariffs as follows:

Glory, Iowa, to Cedar Rapids, Iowa.....	43.6 cents per ton
W., C. F. & N. Ry. Tariff 303-B	
Cedar Rapids, Iowa, to Amana, Iowa.....	40 cents per ton
Iowa Lines Tariff 160-H	
Item 2190 for 19.3 miles	

83.6 cents

"The rate of 43.6 cents published by the W., C. F. & N. Ry. is for application on traffic destined to points on other railroads beyond Cedar Rapids and is the maximum amount that the W., C. F. & N. Ry. requires or desires to be paid on such through traffic. The rate is equal to 80 per cent of the full rate of 54.5 cents for 25 miles, which is authorized on local traffic from Glory to Cedar Rapids, Iowa.

"The 40-cent rate, Cedar Rapids to Amana, is 80 per cent of the full local rate between those stations applicable on joint haul traffic.

"The charged rate of 85 cents per ton includes a penalty of 1.4 cents per ton based on continuous mileage rate from Glory to Amana using distance of 38.2 miles from Glory to Cedar Rapids, whereas the specific

rate from Glory to Cedar Rapids on crushed stone is predicated on a haul of 25 miles. The continuous mileage rate for the rate making mileage is 72 cents per ton, which is less than the actual combination.

"Complainant alleges that the assessment and payment of 1.4 cents per ton penalty is unreasonable and that neither the W., C. F. & N. Ry. or the C., M., St. P. & P. R. R. are lawfully entitled to receive it. That the W., C. F. & N. Ry. does not demand the penalty for any service performed by said railway and that the retention of the penalty freight charge by the C., M., St. P. & P. R. R. is unlawful because it does not represent compensation for service performed by said railroad.

"Wherefore, this complainant respectfully asks that the Board of Railroad Commissioners of Iowa investigate the charges herein and determine what is a reasonable and just rate on the traffic involved and to require the defendant carriers to refund to complainant, all charges collected in excess of the amount found reasonable."

The complaint was submitted to the railway companies on November 27, 1931. On December 8, 1931, the Chicago, Milwaukee, St. Paul and Pacific Railroad Company filed its answer as follows:

"Defendant admits it is a common carrier and that it is subject to the laws of the state of Iowa, insofar as they do not conflict with the laws of the United States.

"Defendant denies that anything done or omitted to be done by it with respect to the subject matter of said complaint is in violation of the law, and denies that defendant should be subjected to any adverse order; and denies that complainant is entitled to the relief prayed for, or any relief.

"Defendant refers to the applicable tariffs for a correct statement of the provisions and charges referred to or complained of herein.

"Each and every allegation in said complaint not hereinbefore admitted is hereby specifically denied.

"Wherefore, having fully answered defendant prays that the complaint be dismissed."

The Waterloo, Cedar Falls and Northern Railway Company filed its answer at the hearing July 26, 1932, as follows:

"Comes now the Waterloo, Cedar Falls & Northern Railway Company and makes answer to the above complaint.

"It is admitted that the Waterloo, Cedar Falls and Northern Railway is shown as a participating carrier in E. B. Boyd's Freight Tariff Series-160, in which is published the following rule in effect at the time shipments moved.

"Joint commodity rates between points in Iowa, except as shown on pages 42 and 44, incl., for hauls over two or more connecting railroads forming a continuous through route will be the sum of rates provided on pages 39 to 41, incl., for the distance each railroad, other than the switching line, hauls the freight, except where a specific rate lower than provided is published to or from the junction point in other tariffs, such rate plus the factor shown on pages 39 to 44, incl., for the actual distance to or from the junction point will be used, subject as a minimum to the continuous single line rate for the distance from origin point to destination shown on pages 33 to 36, incl."

"It further admits that at the time shipments in question moved that it had in effect a proportional rate of 43.6 cents per ton, published in its Tariff No. 303-B, applying as a proportional rate between Glory, Iowa, and Cedar Rapids, Iowa, on shipments destined beyond, and that this particular tariff was subject to the rule as shown above, published in section 4 of E. B. Boyd's Tariff Series-160.

"It further admits that in its current Tariff No. G. F. D. 332, that it has published a rule intended to restrict the application of the rule referred to. The rule published in G. F. D. No. 332 is as follows:

"In no instance shall these rates be used, if rates named in E. B. Boyd's Freight Tariff No. 160-L. I. C. C. A-2255 are less. Neither are these rates subject as a minimum to the continuous single line rate for

the distance from origin point to destination as shown in section 4 to E. B. Boyd's 160-I, I. C. C. A-2255.'

"It is the position of the Waterloo, Cedar Falls & Northern Railway Company that, at the time shipments moved, the rates assessed and the charges collected were on the proper basis, in the absence of a rule properly published restricting the application of the continuous mileage rate as a minimum."

On November 8, 1932, there was filed by the Commerce Counsel of Iowa, at the request of the complainant memorandum brief as follows:

"Leave is asked to file this Memorandum Brief in the above entitled cause after its submission on the testimony. I was not present nor asked to appear at the time of the hearing in this case before the Board. I have recently been requested by Mr. Sundberg, of Cedar Rapids, representing the complainant, to file this Memorandum Brief.

"This is a question of the proper rates to be charged in the shipment of crushed stone from Glory, Iowa, through Cedar Rapids to Amana, and it is stated that the proportional rate to apply on shipments beyond Cedar Rapids from Glory through Cedar Rapids, over the Waterloo, Cedar Falls & Northern Railway, is 43.6 cents per ton, and that from Cedar Rapids to Amana it is 40 cents per ton, making a total of 83.6 cents, while the defendants charged and collected 85 cents per ton, which creates a penalty of 1.4 cents per ton based on the continuous mileage rate from Glory to Amana; and that therefore a charge has been made of 1.4 cents in excess of the legal rate to be charged therefor. The shipments were made in May, June and July, 1931. The tariff then in force by the Waterloo, Cedar Falls & Northern Railway Company was No. 303-B, and which tariff had no limitations or restrictions whatever thereon, and prescribed the absolute rate of 43.6 cents per ton. The tariff gives the local rate 54.5 cents per ton of 2,000 pounds, and a proportional rate of 43.6 cents per ton, which applies only on shipments destined to points on other lines within the state of Iowa, and that it is not subject to Agent Jones' Freight Tariff No. 228. No other limitations or restrictions whatever are shown by this tariff, and hence no more than 43.6 cents can be charged and collected for the shipments involved. It is not limited in E. B. Boyd's Series-160 giving rates for Iowa Lines. The 40 cents of the charge from Cedar Rapids to Amana over the Chicago, Milwaukee, St. Paul & Pacific Railroad Company is the legal rate therefor, being 80 per cent of that haul. By the tariff issued the only legal charge that could be made is the 43.6 cents from Glory to Cedar Rapids and 40 cents from Cedar Rapids to Amana, making a total of 83.6 cents. It is claimed that the through line mileage would be 85 cents, but the provisions of these tariffs are definite and specific, and no limitations or restrictions are made, and therefore the sum of these two items would constitute the through rate.

"This case is further settled and determined by the express provision of our statute. It is provided in section 8049, being the long and short haul section of our statute. This section has only been amended, so far as any legislative action has been had, just once during the long period we have had the long and short haul clause. The original long and short haul provision was found in the Code of 1897, and for years prior thereto. The session of the legislature in 1923 repealed the old section and enacted a new section 8049 of the Code, which was approved April 21, 1923, and became effective July 4, 1923, and this section has therein the following clause—after providing that no common carrier shall charge more for the transportation of persons and property for shorter than for longer distances—to wit:

"* * or charge any greater compensation as a through rate than the aggregate of the intermediate rates; * *"

"So here is a specific statutory provision that they cannot charge more than the intermediates. The intermediates were 43.6 cents from Glory to Cedar Rapids and 40 cents from Cedar Rapids to Amana. Therefore the railroads were not entitled to charge 85 cents, which is 1.4 cents in excess of the specific provision of this statute.

"Our Commission, even before the change in this statute, held in the *Northern Gravel Case*, Iowa Railroad Commission Report 1915, page 5:

"that the delivering carrier is entitled to no more than 80 per cent of its local rate, through the initiating carrier charge less than the local maximum rate for its portion of the joint haul."

"In *Flint Crushed Gravel Company v. A., T. & S. F. Ry. Co.*, decided October 28, 1924, which was after the amended provision that the through rates shall not be more than the intermediate local rates, reported in Iowa Railroad Commission Report 1924, page 39, the Commission holds to the same effect and finds specifically, p. 43:

"It is our opinion and we so find that defendants' Tariff No. 160-Series of Iowa Lines was and is unlawful in claiming to publish the rates between points and upon traffic covering which other contemporaneously effective issues published and publish lower local rates, joint rates and proportional rates or joint rate factors, and in claiming to apply as a minimum the maximum schedule for the continuous mileage to a through charge made up in part of proportional rates or joint rate factors lower than eighty per cent of the maximum schedule for Class A roads."

"It would seem from this statement of facts and the prior decisions of this Board and the statute in its specific terms, that the finding in this case should be that the 83.6 cents was the legal rate, and not the 85 cents which was charged, collected, and received."

"In addition to the facts heretofore stated it is shown that under the 80 per cent rule applied to the locals, the rate prescribed by the Waterloo, Cedar Falls & Northern is less than 80 per cent of the local maximum rate from Glory to Cedar Rapids, distance 38.2 miles. The rate, Glory to Cedar Rapids, is based on a 25-mile haul, 54.5 cents, and section 8049, hereinbefore referred to, was enacted long after the 80 per cent rule was ordered, there being no limitations whatever then in force; and being less than 80 per cent of the local rate, and published as a specific rate to be applied upon these shipments, no more can be charged."

"It would seem from all of these facts, as stated, that 43.6 cents per ton from Glory to Cedar Rapids, and 40 cents per ton from Cedar Rapids to Amana, are the legal rates, and no more can be charged and collected than the sum of these intermediate rates."

The following answer was filed by the Chicago, Milwaukee, St. Paul and Pacific R. R. Company on November 16, 1932:

"I have just received a letter from Judge Henderson, enclosing a copy of a brief which he has filed in the above proceeding in behalf of the complainant."

"This matter was heard by the Commission last July and we did not understand that either party asked permission to file briefs. We understood that the position of both the complainant and the defendants was fully presented at the hearing."

"Judge Henderson calls attention to the section of the Iowa statutes which contains the long-and-short-haul clause, it being section 8049 of the Code of 1931. I wish to call attention to the fact that the charge assessed and collected as the through rate did not exceed the aggregate of the intermediate rates. The local rate as published by the Waterloo, Cedar Falls & Northern Ry. Co. from Glory to Cedar Rapids was 54½ cents per ton, and the local rate from Cedar Rapids to Amana was 50 cents, and the aggregate of the intermediate rates would be \$1.04½ per ton, while that collected was 85 cents per ton."

"The rate assessed, we believe, was clearly not in violation of the statute and was the only rate which could lawfully be assessed under the tariffs as published."

Memorandum Reply Brief was filed by the Commerce Counsel of Iowa on December 20, 1932, as follows:

"Defendant Chicago, Milwaukee, St. Paul & Pacific Railroad Company by letter to the Board dated November 15th suggests that the aggregate-of-intermediate clause referred to by complainant in memorandum brief dated November 7, 1932, is to be tested by the sum of the intermediate local rates."

"Complainant, believing this position to be incorrect, respectfully asks permission to file this memorandum reply brief.

"The Board has held that a proportional published *not subject* to the continuous mileage clause, is to be used in testing whether the charge collected for the two-line haul is reasonable, sections 8070 and 8081. Since the enactment of 1923, copying the aggregate-of-intermediate provision of the interstate commerce act, section 8049, the Board has required the application of the sum of the intermediate proportionals, as the through rate, where, as here, the controversy arises in connection with a proportional that is not restricted or limited so as to make it subject to the continuous mileage clause. *Northern Gravel Co. v. C., B. & Q. R. R. Co.*, 38 Annual Rep. (1915), 5; *Flint Crushed Gravel Co. v. A., T. & S. F. Ry. Co., et al.*, 47 Annual Rep., (1924), 39; *Supervisors of Woodbury County v. C. & N. W. Ry. Co.*, 47 Annual Rep. (1924), 44; *Western Asphalt Paving Co. v. C. & N. W. Ry. Co.*, 47 Annual Rep. (1924), 49.

"The initial line might have published its specific independent, separately-published proportional rate as subject to Tariff 160-H and the continuous mileage provision thereof. It did not do so, but instead held itself out to carry crushed stone from Glory to Cedar Rapids, on through shipments destined beyond, at 43.6 cents per ton, and no more, and nowhere in G. F. D. 303-B is there any authorization for applying the continuous mileage clause back over the initial line.

"The Board in dealing with this kind of controversy has applied the test; what would be applicable in the absence of a joint through rate? The Board has heretofore answered that question by aggregating the intermediate proportional rates, and not the locals. To limit the aggregate-of-intermediates to the sum of the locals would, on shipments consigned through, as these were, from Glory to Amana, compensate the carriers for four terminal services, when but two are performed, one at Glory and the other at Amana.

"The Board, in holding heretofore that the reasonableness of a through charge, alleged to strike down the unrestricted, unlimited proportional rate (such as was published by the initial line in G. F. D. 303-B) is to be tested by the sum of the applicable intermediate proportionals, and that the same test is to be applied since its enactment to the Iowa aggregate-of-intermediates clause, is strongly supported by decisions of the interstate commerce commission in cases arising under the similar provisions of the interstate commerce act.

"Proportional rates that would be effective in the absence of joint through rates are intermediate rates within the meaning of section 4 of the interstate commerce act. *N. A. Williams Co. v. Pennsylvania Company, et al.*, 50 I. C. C., 531.

"Proportional rates, unrestricted in their application are intermediate rates within the meaning of the aggregate-of-intermediate clause. *Windsor Turned Goods Co. v. Chesapeake & O. Ry. Co.*, 18 I. C. C. 162; *Isaac Joseph Iron Co. v. Morgan's Louisiana & T. R. & S. S. Co.*, 37 I. C. C., 591, 40 I. C. C., 525; *Borden Co. v. Ann Arbor R. R. Co.*, 100 I. C. C., 153; *Hulsey-Bessent Co. v. Seaboard Air Line Ry. Co.*, 109 I. C. C., 389; *Waite Carpet Co. v. Chicago & N. W. Ry. Co.*, 146 I. C. C., 775.

"This section is violated whenever a combination of rates governed by like rule and regulations is lower than the through rate, and may also be violated in cases where the regulations or commodity descriptions in two classifications vary. *Memphis Freight Bureau v. St. Louis, I. M. & S. Ry. Co.*, 39 I. C. C., 224. Interstate Commerce Acts, Annotated, P. 1306.

"When a carrier has not filed an application for relief from the aggregate-of-intermediates clause, a through rate which exceeds the aggregate of the intermediate rates is a violation thereof, even if conditions are shown which would have justified the rate as against a charge of unreasonableness under Section 1 of this title. *Patterson v. Louisville & N. R. Co.*, 269 U. S., 1, 70 L. ed. 131, 46 Sup. Ct. Rep., 8, affirming 2 Fed. (2d) 592, refusing to enforce order, *Hudson Mule Co. v. Louisville & N. R. Co.*, 63 I. C. C. 6, Live Stock To, From, and Between Points in Southeast, 74 I. C. C., 419.

"Departures when not protected by application on file with the commission or authorized by it are unlawful. *Jacob E. Decker & Sons v. Chicago, R. I. & P. Ry. Co.*, 109 I. C. C., 261.' Interstate Commerce Acts, Annotated, P. 1304.

"There was not, as we understand it, any application filed by the Chicago, Milwaukee, St. Paul & Pacific Railroad, or in behalf of the carrying lines, for permission to depart from the aggregate-of-intermediate proportional rates by charging 85 cents, instead of 83.6 cents, the sum of the applicable proportional rates.

"In *Flint Crushed Gravel Co.* case, supra, the Board in 1924 directed all the Iowa railroads to so revise their tariffs as to obviate this class of controversy arising. Sec. 8088 empowers the Board to prescribe form of schedules, and that such prescription shall conform as nearly as may be to the form of schedule prescribed by the interstate commerce commission. That this class of controversy is arising seven years later is ample proof that the simple rules laid down in *Flinto Crushed Gravel* case have not been observed in tariff schedules.

"The Board having heretofore uniformly held that the sum of separately established proportionals shall be the through rate, free of the continuous mileage clause unless such proportional is specifically published as subject thereof, complainant respectfully represents it should be granted the relief prayed."

Answer thereto was filed January 10, 1933, by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company as follows:

"This complaint was heard by the Commission at Des Moines on July 26, 1932. At that time witnesses appeared for the complainant and defendants, and we understood that the matter was fully submitted to the Commission. However, at the instigation of the complainant, the Commerce Counsel of Iowa has seen fit to file two separate briefs. It is clear that the Commerce Counsel has a different conception of the law than do we, and we ask leave to file this brief statement to supplement our statement presented at the hearing.

The Facts

"The complainants made certain carload shipments of crushed stone from Glory, Iowa, through Cedar Rapids to Amana, Iowa. The movement from Glory to Cedar Rapids was via the Waterloo, Cedar Falls & Northern Railway. That railway publishes a local rate on the commodity from Glory to Cedar Rapids of 54.5 cents per ton of two thousand pounds. It also publishes a rate from Glory to Cedar Rapids for destinations beyond on other lines of 43.6 cents per ton. The local rate from Cedar Rapids to Amana is 50 cents per ton. In Iowa Lines' tariff E. B. Boyd's 160-I, is also published a list of rates for application when the commodity is to be moved over two or more lines. The rate found in this tariff in connection with a joint haul from Cedar Rapids to Amana is 40 cents per ton. These rates, however, are published with the express limitation which reads in part as follows: 'Joint commodity rates between points in Iowa * * * for hauls over two or more connecting railroads forming a continuous through route will be the sum of rates provided on pages 42 to 44 inclusive, for the distance each railroad other than the switching line hauls the freight. Except where a specific rate lower than provided is published to or from the junction point in other tariffs, such rates plus the factors shown on pages 42 to 48, inclusive, for the actual distance to and from the junction point will be used, subject to a minimum of the continuous single line rate for the distance from origin point to destination shown on pages 35 to 39, inclusive.' (Exhibit 2, page 2.)

"The rate assessed for the transportation was 85 cents per ton which is the rate applicable on the commodity for the single line mileage.

Argument

"It is contended by the complainant that the applicable rate for the movement of the commodity was 43.6 cents per ton from Glory to Cedar

Rapids and 40 cents per ton from Cedar Rapids to Amana, making a total charge of 83.6 cents per ton. It is insisted by the Commerce Counsel that the assessment of a charge in excess of 83.6 cents is in violation of Section 8049 of the Code of Iowa which prohibits the carrier from charging or receiving a greater compensation as a through rate for the transportation of a like kind of property than the aggregate of the intermediate rates. Unless there is a violation of this statute, the lawful charge was that assessed by the carriers of 85 cents per ton for that was strictly in accordance with the clause in the tariff which provides that on hauls over two or more railroads the minimum charge will be that applicable for a continuous single line rate for the distance.

"We believe that no proper construction of the statute will require the use of the 40 cents rate from Cedar Rapids to Amana as one of the intermediate rates. The statute is practically identical with that found in the Interstate Commerce Act, and the Commerce Council relies on the construction placed on that act by the Interstate Commerce Commission to support the contention that the intermediate rates are those of 43.6 cents from Glory to Cedar Rapids and 40 cents from Cedar Rapids to Amana. He cites in support of the contention a number of Interstate Commerce decisions wherein they have considered proportional rates as being intermediate rates within the meaning of the Fourth Section of the Interstate Commerce Act.

"We may concede that the Interstate Commerce Commission has in more than one case held that proportional rates, unrestricted in their application, are intermediate rates within the meaning of the aggregate of the intermediate's clause. We can for the purpose of this argument admit that we should consider the unrestricted rate published by the Waterloo, Cedar Falls & Northern Railway for the movement of commodity from Glory to Cedar Rapids and beyond on other railroads as a proportional rate which should be considered as one of the intermediate rates. However, for the movement from Cedar Rapids to Amana, the local rate was 50 cents. The only other authority for another or lower rate is that contained in Iowa Lines' Tariff E. B. Boyd's 160-I, which carries a specific limitation. The lower rates therein set out applicable for traffic over two or more lines are applicable only in cases where the use of those rates will not result in a lower rate than the minimum for a continuous single line haul for the same distance. The published 80 per cent rates for application on joint line traffic carry the specific restriction and are not applicable and cannot be considered as intermediate rates except and in those cases where the use of the different factors equal or exceed the amount of the single line rate for the distance.

"The Interstate Commerce Commission said in *Crowell Lumber & Grain Co. v. Director General*, 96 I. C. C. 259, 'The aggregate of the intermediate rates within the meaning of the Fourth Section was the sum of the two separate rates and not the sum of those rates subjected to the combination rule.' Similar expressions are found in *Caddo Central Oil & Refining Corp. v. Director General*, 83 I. C. C. 734; *McCloud v. Texas & Pacific Railroad Company*, 120 I. C. C. 550; *Walrath & Sherwood Lumber Company v. C. & N. W. Ry. Co.*, 126 I. C. C. 97, and in many other cases. The use of the 40 cent rate from Amana to Cedar Rapids published as it was with the definite limitation and restriction cannot be considered as one of the intermediate rates within the meaning of Section 8049, and the use of such a rate is contrary to the intent of the statute and the purpose for which the statute was enacted.

"It is not and could not be contended by anyone that the law does require the carriers to transport property over two lines for a rate less than that prescribed by the Commission for a single line haul. The tariffs in question definitely fix the minimum single line rate for the distance as the minimum rate which should be assessed. The tariffs are not in conflict with the statute and the proper and lawful rate was assessed.

"We respectfully submit that the complaint should be dismissed."

Our opinion is that the situation has changed somewhat since the prior

decision of this Commission in 1924 in the Flint Crushed Gravel Company and related or similar cases, in that the Tariff-160 Series was amended effective July 29, 1925, as to the basis for figuring joint commodity rates over two or more railroads.

The 40 cent rate factor published in Iowa Lines' Tariff 160-Series, from Cedar Rapids to Amana, Iowa, carries a specific limitation in that it is applicable only in cases where the use of said rate does not result in a lower rate than the minimum rate for a single-line haul for the combined distance, and we therefore are of the opinion that the rate charged is not in violation of Section 8049 of the Code of Iowa prohibiting the carrier from charging or receiving greater compensation as a through rate for the transportation of a like kind of property than the aggregate of intermediate rates.

The record indicates that the rate charged is not unreasonable in that the rate charged is less than rates were applicable for the same or similar joint hauls in surrounding states as well as for similar interstate hauls. (See Appendix.)

We find that the rate charged is not unreasonable, not in violation of the aggregate or intermediate rates nor otherwise unlawful; however, this finding does not necessarily approve in all cases, the applicability of the maximum single-line rate as a minimum for hauls over two or more railroads.

The complaint is therefore dismissed.

(Commissioner Conway not participating.)

APPENDIX

Comparison of joint rates on crushed stone, in carloads, applicable from Glory to Amana, Iowa, with joint rates applicable in surrounding states and interstate rates fixed by the Interstate Commerce Commission for similar hauls.

From	To	To Jct.	Distance From Jct.	Through	Rate per ton of 2,000 lbs.
Glory, Ia.	Amana, Ia.	38.2	19.3	57.5	85
Illinois					100
Wisconsin					94
Minnesota					102
North Dakota					100
South Dakota					95
Missouri					95
Nebraska					100
Michigan (North Peninsula)					92
Indiana					90
Watertown & Yahota, S. D., to Minnesota				88 I. C. C., 1	100
Minnesota to Fargo, N. D.				98 I. C. C., 361	100
Penn. to Ohio, W. Va. and N. Y.				104 I. C. C. 717	100
Ohio and W. Va. to Penn. and W. Va.				139 I. C. C., 339	100
Southern Territory				122 I. C. C., 133-140 I. C. C., 85	95
Southwestern Territory				155 I. C. C., 247-177 I. C. C., 621	95

No. B-1637—1933. Investigation and suspension of increased rates on live stock, in carloads, intrastate in Iowa. The tariffs under suspension in this case were further suspended to October 17, 1933, and under date of October 16, 1933, were withdrawn and cancelled. The file was, therefore, closed. (See Page 38, 1932 Report).

Filed March 5, 1932. Closed October 16, 1933.

No. B-1639—1933.

DUBUQUE TRAFFIC ASSOCIATION, BY S. G. CRESWICK, *Petitioner*,

v.

IOWA LINES, *Defendants*.

Decided December 5, 1932.

APPLICATION FOR EXCEPTIONS TO CLASSIFICATION ON CULVERTS, IRON OR STEEL, PLATE OR SHEET, 16 GAUGE OR OVER IN THICKNESS, L. C. L., 2D CLASS.
Held, upon hearing, that petition should be granted.

For the petitioner—S. G. Creswick, Commr., Dubuque Traffic Assn., Dubuque, Iowa.

For the C., M., St. P. & P. R. R. Co.—O. H. Timm, Commerce Asst., Chicago, Illinois; C. L. Taylor, Asst. Gen. Solicitor, Chicago, Illinois.

For the Illinois Central Railroad Company—R. P. DeCamp, G. C. A., Chicago, Ill.

For the C., B. & Q. R. R. Co.—Harry Christianson, Commerce Asst., Chicago, Ill.

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

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

This case covers petition filed March 11, 1932, by S. G. Creswick, Commissioner, Dubuque Traffic Association of Dubuque, Iowa, seeking an exception to the Western Classification to apply 2nd class rating on Culverts, Iron or Steel, Plate or Sheet, 16 Gauge or over in thickness, in less than carloads.

The proposed rating is applicable in Nebraska, North Dakota, Montana, California, Nevada and Minnesota on state traffic and further is applied on interstate traffic between points in Minnesota over interstate routes as well as between points in Minnesota on the one hand and border points in North Dakota and Wisconsin on the other hand.

It developed at the hearing that the iron and steel rates, namely 40 per cent of 1st class, are applicable on this commodity between points in official territory on both state and interstate traffic.

We are of the opinion that this petition should be granted.

IT IS THEREFORE ORDERED, That the Column 85 rates named in Boyd's Tariff No. 253 of Iowa Lines shall be applied as a maximum on Iowa intrastate traffic on and after January 1, 1933.

No. B-1640—1933. Investigation and suspension of increased rates on live stock, carloads, intrastate in Iowa, published by C., B. & Q. R. R. Company. The tariffs herein were further suspended from taking effect to October 17, 1933, and under date of October 16, 1933, were withdrawn and cancelled. The file was, therefore, closed. (See Page 39 of 1932 Report).

Filed March 17, 1932. Closed October 16, 1933.

No. B-1641—1933. Investigation and suspension of increased rates on live stock, in carloads, intrastate in Iowa, published by the Illinois Central Railroad Company. The tariffs herein were further suspended from taking effect until October 17, 1933, and under date of October 16, 1933, were withdrawn and cancelled. The file was, therefore, closed. (See Page 40, 1932 Report.)

Filed March 21, 1932. Closed October 16, 1933.

No. B-1643—1933. Chamber of Commerce, Des Moines, by C. C. Crouse, Mgr., Traffic Bureau, v. Iowa Lines. Application for basis of 40% of 1st class on iron and steel articles in less than carloads, intrastate in Iowa. This case was heard on July 26, 1932, and January 24, 1933, decision being rendered under date of February 3, 1933. For text of decision, see Docket No. B-1651—1933.

Filed May 17, 1932. Closed February 3, 1933.

No. B-1644—1933. Protest and petition for suspension and investigation of Agent Boyd's Supplement 101 to W.T.L. Circular 1-T, Items 2118-A and 725-J, also Supplement 8 to Boyd's Tariff 253 Iowa Lines, Item 300½, applicable on cooperage, in carloads. The tariff in this case continued under suspension until a compromise adjustment was effected between the parties concerned, which is shown in Supplement 26-A to Iowa Lines Tariff 160-I, effective November 1, 1933.

Filed June 9, 1932. Closed November 1, 1933.

No. B-1651—1933. Investigation and suspension of increased rates on iron and steel articles, in carloads and less carloads. Under date of January 25, 1933, the Board issued an order suspending the rates and charges in the above entitled case for 30 days until February 27, 1933, as follows: (See Page 46, 1932 Report.)

IT IS HEREBY ORDERED, That tariffs under suspension until the 28th day of January, 1933, by virtue of order of this Commission dated September 27, 1932, be further suspended until the 27th day of February, 1933.

This petition was fully heard on January 24, 1933, and under date of February 3, 1933, decision was rendered as follows:

EASTERN INTERIOR IOWA INDUSTRIAL ASSN., BY H. F. SUNDBERG,
PRESIDENT, *Petitioner*,

v.

IOWA LINES, *Defendants*.

Decided February 3, 1933.

APPLICATION FOR INVESTIGATION AND SUSPENSION OF INCREASED RATES ON IRON AND STEEL ARTICLES, IN CARLOADS AND LESS THAN CARLOADS.

Found, upon hearing, that rates on iron and steel articles, in less than carloads, as described in Item 302½-F of Iowa Lines' Tariff No. 253, shall not be in excess of 45 per cent of the first class rates prescribed by this Board in Docket B-1281. The carriers withdrew their proposal of Column 32½ of Western Trunk Line Zone 1 interstate scale on iron and steel articles in carloads, for application intrastate in Iowa, retaining the old Fifth Class rates.

On May 17, 1932, application was filed by petitioner in Docket B-1643 seeking the establishment of a basis of 40 per cent of first class rates to apply on iron and steel articles, in less than carloads, intrastate in Iowa.

Prior to May 5, 1932, articles of iron and steel manufacture, in less than carload quantities, moving within Western Trunk Line Territory east of the Missouri River were subject to the full classification basis of rates. Articles rated in the classification as taking first, second, third and fourth class rates were subject to those specific class rates as shown in the applicable tariffs.

Effective May 5, 1932 a basis of 45 per cent of Zone I Interstate Scale 17000—Part 2 was voluntarily established by the carriers for interstate application within Zone I of Western Trunk Line Territory.

Effective June 1, 1932 a basis of 40 per cent of first class prescribed by the Interstate Commerce Commission in Docket 15879 was voluntarily established on Illinois intrastate traffic having previously become effective on interstate traffic throughout Official Classification Territory on May 2, 1932.

Docket B-1643 was set for hearing on July 26, 1932 at which time it developed that tariff had been filed reducing the rates on iron and steel articles, in less than carloads, intrastate in Iowa, to Column 46 rates published to become effective on September 1, 1932. This Column 46 represents approximately 46 per cent of first class rates prescribed by this Commission in Docket B-1281.

Tariff was filed effective October 1, 1932 proposing 45 per cent of

Zone I Interstate Scale, subject as a maximum to the class rates fixed in Docket B-1281 to apply in lieu of Column 46 rates established September 1, 1932. The proposed basis was suspended in Docket B-1651 for a period of 120 days pending hearing and decision thereon by the Commission. This matter was set for hearing on January 24, 1933 and the Commission not yet having rendered a decision in Docket B-1643, which case was fully heard July 26, 1932, reopened said case for further hearing in connection with Docket B-1651. Decision in Docket B-1643 was withheld pending action of the carriers in "Emergency Proposal 25-4 in the Matter of Revised Class Rates to Meet Motor Truck Competition by Western Trunk Lines," which matter was later withdrawn and no action taken by the carriers.

At the hearing of January 24, 1933 carriers withdrew their proposal of Column 32½ of Western Trunk Line Zone I interstate scale on iron and steel articles, in carloads, for application intrastate in Iowa, thereby retaining the old fifth class rates existing prior to February 8, 1932 which rates were retained by agreement reached between carriers and shippers representatives at the hearing in Docket B-1281, leaving only the matter of the less than carload rates before us at this time.

Evidence offered by the carriers in justification of the proposal herein under suspension was that the Column 46 rates were established in error and contrary to the instruction of the executive officers, and that they had intended to have established 45 per cent of Zone 1 interstate first class rates, or the basis herein proposed by the carriers.

The voluntary reductions in less than carloads in both Official Classification and Western Trunk Line Territories are made on a basis of 140 per cent of the existing carload rates in the respective territories. The carload rates in Official Classification Territory are on a somewhat lower level than existing carload rates in Western Trunk Line Territory having been fixed by the Interstate Commerce Commission in Docket 17000—Part 6 involving a general investigation of the iron and steel rates in Official Classification Territory, whereas in Western Trunk Line Territory the Commission prescribed Column 32½ rates or 32½ per cent of the first class rates fixed in Docket 17000—Part 2.

Much evidence is in the record as to the competitive situation at Iowa jobbing centers based upon the carload rate from Chicago, Illinois to the jobbing centers, plus the less than carload rates out to points in what is termed "the natural trade territory" compared with the local less than carload rates from Chicago to the same destinations indicating the necessity for the Iowa jobber to absorb the difference in transportation charges in order to compete with the Chicago distribution.

Prior to May 5, 1932, under the Class Rate Adjustment it was shown that the reverse was true in that the combination over the Iowa jobbing point, carloads in and less carloads out, was generally less than the local less carload rate from Chicago to the same destination. At that time iron and steel articles rated fourth class in less than carloads were approximately 70 per cent of the carload rates. The reduction to 140 per cent of the carload rates, effective May 5, 1932, is the cause of this reversed situation, also the addition of the emergency charge of 2 cents per 100 pounds which necessarily is added to the carload rate into the jobbing point as well as to the less than carload rate out, whereas the Chicago distributor shipping direct would be subject to but one emergency charge. The emergency charge while of a temporary nature is to expire with March 31, 1933 unless action of the carriers now pending before the Interstate Commerce Commission results in an extension of this expiration date.

While this situation indicates that the jobbing points in Iowa are somewhat at a disadvantage as compared with the Chicago distributor this Commission has jurisdiction only of the intrastate factor and is unable to remedy the situation insofar as the interstate rates are concerned. Under the carriers proposal a reduction in the fourth class

rates provided by Section 5111 would only affect the direct basis of the sales and under whatever the tariff class rates would apply as a maximum on articles of iron and steel manufactured within tariff class in the classification for which in excess of fifty value. His aim of the opinion that such reduction should extend throughout the scale and he therefore felt that a scale of value made 41 per cent of the first class rates provided by the Commission in Section 5111 under existing circumstances will accord a reasonable rate on articles of iron and steel manufactured in iron than outside, irrespective of laws.

He further felt that the proposal of the carriers in Section 5111 has not been justified and that tariffs under proposed changes should be cancelled.

IT IS THEREFORE ORDERED, That the rail carriers operating within the State of Iowa shall on or before February 21, 1911 comply with the findings herein by establishing, on iron and steel articles, in iron than outside, as described in Item 107, F of Iowa Laws 1908 No. 211 rates not in excess of 41 per cent of the first class rates provided by the Commission in Section 5111.

IT IS FURTHER ORDERED, That the tariffs under proposed changes in Section 5111 be withdrawn and cancelled.

No. 5113-1911.

La Crosse Limestone Company, John F. Alvarado Construction Company, Defendants.

v.

Worcester & St. Louis Limestone Company, W. H. Swanson, Plaintiff.

Decided August 1, 1911.

Present on Supreme Court are Justices and Justices.

For the plaintiff—Worcester & Swanson, Attorneys, Iowa City, Iowa by D. C. Swanson.

For the W. & St. L. L. Co., W. H. Swanson, Plaintiff; C. W. Cook, Swanson & Cook, Attorneys, Des Moines, Iowa by John S. Johnson.

Complaint was filed December 1, 1911 in the Limestone Limestone Company and John F. Alvarado Construction Company in the above case as follows:

"Comes now the above named plaintiff and he state cause of action as follows:

"That the Limestone Limestone Company is a corporation engaged in the manufacturing and selling of crushed rock and limestone and operates a quarry at Limestone, Iowa. That the John F. Alvarado Construction Company is a contracting company principally engaged in the building of gravel roads, streets and highways.

"That on or about the month day of September, 1911 an agreement was entered into by and between the defendant and the plaintiff company herein, whereby the defendant agreed to haul four thousand (4,000) tons of crushed rock to a point near its junction with the Chicago, Northwestern Railway Company from Limestone, Iowa to New Sharon, Iowa. The defendant to haul said rock on the railroad from Marshalltown, Iowa to New Sharon, Iowa. That it was agreed to by and between the plaintiff herein and the defendant that the defendant would haul said freight on a flat bed from Marshalltown, Iowa to New Sharon, Iowa at the rate of fifty cents (50c) per ton with an emergency rate of two cents (2c) per

ton, making a total rate of fifty-five (55c) cents. That it was further agreed by and between the parties aforesaid that the defendant would secure the approval of the Iowa Board of Railroad Commissioners upon this special rate and would establish said rate as an operating rate between Marshalltown, Iowa and New Sharon, Iowa for similar kinds of freight to be hauled by him.

"That pursuant to and in consideration of the quoted and agreed rate made by the defendant, that the plaintiffs herein entered into certain contracts as follows: that the LeGrande Limestone Company entered into and contracted with the J. P. Abramson Construction Company wherein it would deliver and lay down in New Sharon, freight prepaid, fourteen thousand (14,000) tons of crushed rock at a stipulated and agreed price and that further pursuant to and in consideration of the quoted price on the crushed rock to be laid down and delivered in New Sharon, Iowa and relying upon the assurance by the authorized representative of the Traffic Department of the M. & St. L. Railway, the John P. Abramson Construction Company of Des Moines, Iowa, immediately entered into contracts for the purchasing of reinforcing steel and expansion joint materials required in conjunction with stone, sand and gravel required for the performance and completion of a contract entered into by it with the Iowa State Highway Commission of Iowa for the building and construction of a paved highway in the proximity of New Sharon, Iowa.

"That at the time that the plaintiffs were ready and required the delivering and hauling of said crushed rock by the defendant, that the defendant refused to carry out and perform said contract and establish said special rate. That it was necessary for the plaintiff companies to perform their contracts and have proceeded to perform them. That the crushed rock to be hauled from LeGrande to New Sharon, Iowa via the Chicago and Northwestern and Minneapolis and St. Louis Railway Company in the approximate tonnage of fourteen thousand (14,000) tons has been about ninety (90) per cent performed to date and that the plaintiffs herein have paid the rate as established by the defendant company's regular tariff but that said rate has been paid under protest.

"That the defendant has entered into similar contracts for the hauling of similar freight for like purposes over equal distances as it entered into with the plaintiffs in other localities in the State of Iowa and established special rate with plaintiffs herein that it has unlawfully and willfully discriminated against them.

"WHEREFORE, plaintiffs herein respectfully pray that the Commission order and direct the defendant to establish a rate for the hauling of crushed rock from Marshalltown, Iowa to New Sharon, Iowa, over his railroad at the rate of fifty cents (50c) per ton plus five cents (5c) per ton emergency charge and that said rate be ordered and directed to be established as of the day of September 10, 1932 and that the defendant be ordered and directed to refund and make reparation to the plaintiffs herein in the amount over and above the special rate as entered into by the defendant and the plaintiffs and the amount that the plaintiffs have paid to the defendant and for such other and further relief as may be just and equitable in the premises. Plaintiffs further pray that a time and place for a hearing upon this application be determined and set by the Commission and adequate and appropriate notice thereof be given to the defendant."

Paragraphs 4 and 5 of the complaint were amended at the hearing to read as follows:

“ That the crushed rock to be hauled from LeGrande to New Sharon, Iowa, via the Chicago Northwestern and Minneapolis and St. Louis Railway Company in the approximate tonnage of 15,510.5 tons has been one hundred (100) per cent performed to date and that the plaintiffs herein have paid the rate as established by the defendant company's regular tariff but that said rate has been paid under protest.

“That the defendant has entered into similar *rates* for the hauling of similar freight for like purposes over equal distances as entered into with the plaintiffs in other localities in the state of Iowa and established special rates therefor and that by its refusal to carry out the special rate with the plaintiffs herein that it has unlawfully and willfully discriminated against them.”

On January 20, 1933, answer to the complaint was filed by the defendant as follows:

“Comes now W. H. Bremner, receiver of the Minneapolis & St. Louis Railroad Company, and in answer to the complaint of the above named complainants states:

“That the Board of Railroad Commissioners has no jurisdiction, authority nor power to hear and determine a complaint of this nature and establish a rate in conformity with the prayer thereof.

“That the Board of Railroad Commissioners has no jurisdiction, authority nor power to establish the special rate for which application is made to take effect retroactively.

“That the remedy, if any, of the complainants before the Board of Railroad Commissioners is confined to the establishment of a rate to be thereafter promulgated by the Commission, and having failed to avail itself of that remedy, there is no jurisdiction nor authority to now determine a rate which shall become effective retroactively and award reparation to the complainants predicated thereon.

“That the Board lacks jurisdiction or authority to award reparation on rates which it has initiated.

“That the proposed special rate does not inure to the benefit of the public, nor any public body, and is not a rate on material to be used by the public authorities in the construction or maintenance of a public highway within the purview of Section 8066 of the 1931 Code of Iowa and there is no authority other than that conferred by said section for establishing the special rate which the complainants are asking.

“That complainants' action is predicated upon an alleged contract for the establishment of a special rate and damages alleged to have been caused by a breach thereof and such action is properly one for the courts of this state to determine and is not a matter which the Board of Railroad Commissioners of this state has jurisdiction or authority to determine.

“That the defendant denies that he or any of his agents or representatives in his behalf entered into an agreement, as alleged in said complaint, on or about the 10th day of September, 1932, and denies that he agreed to secure the approval of the Iowa Board of Railroad Commissioners of the alleged special rate, and denies that he agreed that he would establish the said rate as an operating rate between Marshalltown, Iowa and New Sharon, Iowa, for similar kinds of freight to be hauled by the defendant railroad.

“That the defendant has no knowledge nor information sufficient to form a belief as to the alleged fact that the complainants entered into certain contracts described in the first full paragraph on page 2 of said complaint, and therefore denies the same and demands strict proof thereof.

"That defendant specifically denies that he entered into contracts similar to the contract alleged in the complaint for the hauling of similar freight for like purposes over equal distances, in other localities in the State of Iowa and denies that he has established special rates therefor.

"That defendant denies each and every allegation, matter and thing contained in said complaint, except such as are herein specifically admitted.

"That defendant denies that he has unlawfully and willfully discriminated against the complainants and avers that the rate charged and collected for the transportation of the crushed stone was in accordance with the tariff schedules and Commissioner's schedules of rates promulgated by the Board of Railroad Commissioners then in effect and that said rate was the only lawful rate in effect during the period in which said shipments moved.

"That defendant states that any alleged promise, arrangement or assurance to reduce the rates contained in said tariff schedules, or to accord a special freight rate, is unlawful and unenforceable.

"That defendant further states that the enforcement and collection of the rates contained in said tariff schedules, which constitute the only lawful rates, is mandatory upon the defendant until said rates have been changed by order of the Board of Railroad Commissioners and supplemental tariff schedules prepared and promulgated, and that any alleged arrangement, agreement, promise, assurance or understanding for a reduction of said rate, or the transportation of any property over the defendant's line of railroad at any rate, other than the legal rate, is unlawful and unenforceable and contrary to the laws of the State of Iowa.

"That the alleged contract is not in writing and no evidence of the same is competent or admissible under the laws of the State of Iowa.

"WHEREFORE, defendant prays that the complaint be dismissed."

Pursuant to our notice of December 19, 1932, the above petition having been set for hearing for January 24, 1933, case extended through January 25, 1933 and was fully heard. Briefs and arguments were filed.

Upon further application of the defendant at the hearing for dismissal of the complaint alleging that it was not within the jurisdiction of this Commission to hear and determine the issues herein, the Commission refrained from making any ruling as to its jurisdiction but required that evidence be introduced by the parties hereto and case fully submitted.

On or about August 25, 1932, contract for paving of approximately 6.61 miles in Mahaska County was entered into by the John P. Abramson Construction Company with the Highway Commission of the State of Iowa. The contractor furnished all the materials except the cement which was furnished by the Highway Commission. The specifications of the contract called for certain proportion of sand and gravel, or in the coarse aggregates, either gravel or stone aggregate, and the contractor had the right to use either gravel or a stone in the mixture as per specifications of the contract.

Prices of materials were submitted to the contractor by various producers, among which was the LeGrande Limestone Company whose quarry is located at the Chicago & North Western Railway near LeGrande, Iowa, about 6 miles west of Marshalltown, Iowa. A delivered price F. O. B. New Sharon, Iowa, was made by the LeGrande Limestone Company.

The record indicates that the complainants went to Minneapolis on September 10, 1932, and conferred with traffic representatives of the Minneapolis & St. Louis Railroad Company with the idea of securing a reduced rate on crushed stone from Marshalltown to New Sharon, alleging that it was feasible to truck this material, and therefore if a reduc-

tion was not made transportation thereof would be lost by the rail carrier. Complainants were advised by the representatives of the Minneapolis & St. Louis Railroad that a rate of 55 cents per net ton would be established subject to the approval of this Commission for the transportation of crushed stone from Marshalltown to New Sharon, Iowa, but due to later developments, representatives of the Minneapolis & St. Louis Railroad informed complainants on Monday, September 12, 1932, that the agreement entered into on Saturday, September 10, 1932, establishing of the 55 cent rate subject to the approval of this Commission had been withdrawn.

It has been customary during the past two or three years for the carriers operating within the state of Iowa to make reduced rates on crushed stone, sand and gravel when it has been determined that unless such reduction is made materials would move by truck: Generally it has been necessary for the carriers to seek authority from this Commission to establish such rates on less than 30 days' notice due to the desire to commence movements within less than 30 days from the date carriers have been informed of the necessity of making such reductions. Such rates are generally made for a certain movement, carrying an expiration date and a provision that such rates are published to meet truck competition. Such rates are therefore of a temporary nature and are not necessarily reasonable maximum rates.

Reference was made by complainants to certain reduced rates established by the Minneapolis & St. Louis Railroad Company between other points on its line of railroad which are indicated as follows:

From	To	Miles	Rate per Net Ton
Humboldt, Iowa.....	Dayton, Iowa	38.2	40c
Humboldt, Iowa.....	Ft. Dodge, Iowa.....	18.5	40c
Humboldt, Iowa.....	Kalo, Iowa	24.3	40c
Humboldt, Iowa.....	Otho, Iowa	26.3	40c
Humboldt, Iowa.....	Pilot Mound, Iowa	45.9	40c
Humboldt, Iowa.....	Ogden, Iowa	54.4	55c
Eddyville, Iowa.....	Lynnville, Iowa	36.6	55c

All the above reduced rates were established on less than statutory notice by special permission of this Commission and representations in the applications of the carriers to the Commission indicate that establishment of these rates were necessary to meet truck competition. These rates are of a temporary nature in that they carry an expiration date.

The present maximum scale of rates on crushed stone, sand and gravel was established by this Commission after hearing and became effective April 15, 1922. These maximum rates, generally have applied as minima as well as maxima except for the past two or three years during which as heretofore stated the carriers have made voluntary reductions to meet competitive conditions.

On September 14, 1932, the Chicago & North Western Railway applied to this Commission for authority to establish on one day's notice reduction in its rate from the LeGrande Quarry to Marshalltown, when destined beyond, to meet truck competition. Authority was granted and the Chicago & North Western Railway established a rate of 24.6 cents per net ton, plus emergency charge, effective September 17, 1932, in lieu of the rate under the maximum scale which was 32.8 cents per net ton, plus emergency charge for a 10-mile haul. Said special rate expired with December 31, 1932.

The evidence shows that 6 cars moved from LeGrand on September 15, 1932, on which charges were collected on a rate of 96.4 cents per net ton, being made up of 32.8 cents from LeGrande Quarry to Marshalltown, 57.6 cents from Marshalltown to New Sharon, plus 6 cents emergency charge. The evidence further shows that 238 cars were moved between the period of September 17th, to November 7, 1932, both inclusive, on which charges were collected on a rate of 88.2 cents per net ton, made up

of 24.6 cents from LeGrande Quarry to Marshalltown, 57.6 cents from Marshalltown to New Sharon, plus 6 cents emergency charge.

As hereinbefore stated the shipper contended that it was feasible to move this material by truck, but notwithstanding the fact that he had been informed prior to the commencement of the movement by the Minneapolis & St. Louis Railroad that the reduction verbally agreed upon would not be made, he still elected to move the material by rail which clearly indicates that no reduction was necessary to retain the traffic to the rail carriers.

The Minneapolis & St. Louis Railroad, having established certain temporary rates to meet competitive conditions does not in our opinion establish discrimination, which is the only allegation in the complaint within our jurisdiction, nor does the record justify a finding as sought that the proportional factor of 57.6 cents per net ton subject to the emergency charge from Marshalltown to New Sharon, Iowa, was or is unreasonable.

The complaint is therefore dismissed.

No. B-1653—1933. Keokuk Traffic Association, by H. C. Phillips, Traffic Commissioner. Application for suspension of proposed increased rates on cooperage, carloads, intrastate in Iowa. Under date of December 16, 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, January 1, 1933, 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 January, 1933, designated as follows:

Supplement No. 26, Item No. 540, E. B. Boyd's Tariff No. 253 of Iowa Lines;

Supplement No. 113, Item No. 2118-B, E. B. Boyd's Circular No. 1-T of Western Trunk Lines.

IT FURTHER APPEARING, That said schedules contained in said tariffs make certain increases in rates for intrastate 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 1st day of April, 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.

IT IS FURTHER ORDERED, That this proceeding be, and is hereby assigned for hearing January 24, 1933, ten o'clock A. M., at the office of the Board in Des Moines, Iowa.

The case was then set down for hearing on January 24, 1933, but at the request of the petitioner was postponed to a date to be named later. The tariffs were later withdrawn pending a settlement of the controversy between the parties concerned, which was later effected and is shown in Supplement 26-A to Iowa Lines Tariff 160-I, effective November 1, 1933.

Filed December 14, 1932. Closed November 1, 1933.

No. B-1654—1933.

CHICAGO & NORTH WESTERN RAILWAY COMPANY, ET AL., *Petitioners*,
Decided April 21, 1933.

APPLICATION TO CONTINUE IN EFFECT AFTER MARCH 31, 1933, THE EMERGENCY INCREASES IN INTRASTATE FREIGHT RATES AND CHARGES.

Denied, except such rates as were authorized in Docket No. L-518.

For the Iowa Lines—Carson L. Taylor, Asst. Gen. Solicitor, C., M., St. P. & P. R. R. Co., Chicago, Ill.

For the C. & N. W. Ry. Co., and C., St. P., M. & O. Ry. Co.—J. E. Flansburg, Asst. to V. P., C. & N. W. Ry. Co., Chicago, Ill.

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

For the C., R. I. & P. Ry. Co.—R. I. Colvin, A. G. F. A., Des Moines, Iowa.

For the Des Moines & Central Iowa Railroad—H. A. Benjamin, Vice President, Des Moines, Iowa.

For the W., C. F. & N. Ry. Co.—S. W. Hansen, Traffic Manager, Waterloo, Iowa.

For the Wabash Railway Company—Phil Schorr, D. F. A., Des Moines, Iowa.

For the Ft. D., D. M. & S. R. R. Co.—F. M. Steele, G. F. A., Boone, Iowa; L. E. Anderson, G. A., Des Moines, Iowa.

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

For the Chamber of Commerce Traffic Bureau, Ft. Dodge, Iowa—L. M. O'Leary, Traffic Manager, Ft. Dodge, Iowa.

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

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

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

For the Northwestern Lumbermen's Assn. and the Northwestern Retail Coal Dealers' Assn.—Irwin Huseby, T. M., 1645 Hennepin Ave., Minneapolis, Minn.

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

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

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

For the Iowa Coal Institute—Hugh W. Lundy, Secretary, Albia, Iowa.

For the Quality Fuel Company—Raymond W. Love, 101 E. 5th St., Des Moines, Iowa.

For the Pershing Coal Company—L. P. Love, Gen. Mgr., 903 Capitol Theatre Bldg., Des Moines, Iowa.

For the Empire Coal Company—M. G. Youngquist, Sales Mgr., 401 Polk Bldg., Des Moines, Iowa.

For the Gregory Coal, Coke & Lime Co.—George Gregory, Marshalltown, Iowa.

For the Dubuque Stone Products Co.—Paul M. Nauman, Sec'y and Treas., Dubuque, Iowa; G. H. Meyer, Agricultural Agt., Dubuque, Iowa.

For the Central Iowa Sand & Gravel Co., and the Iowa Aggregate Producers Assn., Gaylord E. Gray, Mgr., 414 Hubbell Bldg., Des Moines, Iowa.

For the Flint Crushed Gravel Co., the Iowa Limestone Co., and the Norwood White Coal Co.—R. C. Fletcher, V. P., Bankers Trust Co., Des Moines, Iowa.

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

For the Pittsburgh-Des Moines Steel Co.—A. R. Crouch, Traffic Manager, Des Moines, Iowa.

For the Luthe Hardware Co.—R. M. Griffith, Traffic Manager, Des Moines, Iowa.

For the Great Atlantic & Pacific Tea Co.—R. A. Brown, T. M., Des Moines, Iowa.

For the Missouri State Highway Commission—R. F. Campbell, Supt. of Traffic, Jefferson City, Mo.

Decision

Supplemental petition of the rail carriers dated January 11, 1933, was filed with this Commission on January 13, 1933, asking for a continuation of the emergency charges on intrastate traffic after March 31, 1933, which were authorized to be made effective on less than statutory notice under our File L-222 of December 28, 1931, and were to expire with March, 1933.

Upon a further application of the carriers dated March 20, 1933, asking authority to continue the emergency charges on intrastate traffic by filing tariffs on less than statutory notice, the Board set the matter for hearing on April 18, 1933.

Application for the carriers was amended at the hearing to provide for the continuance of the emergency charges to expire with September 30, 1933, so as to conform with the continuance thereof on interstate traffic as authorized by the Interstate Commerce Commission in its decision in Ex Parte 103 reopened and decided March 7, 1933.

The record before the Interstate Commerce Commission and the decision of that body were made a part of the record in this case.

The record does not indicate the amount of revenue derived from the emergency charges on Iowa intrastate traffic during the period January 4, 1932, to March 1, 1933, inclusive.

Protest was made by some witnesses against the continuation of the emergency charge on certain specific commodities such as tankage, building materials, coal, sand, crushed stone and agricultural limestone, and other witnesses protested against any emergency charges whatsoever.

In many instances basic rates have been reduced to meet competitive conditions to such an extent that the basic rate, plus the emergency charge, is considerably lower than the original basic rate. This has been particularly true in connection with crushed stone, sand and gravel rates and other commodities which are adaptable to truck transportation.

At the time of our original authorization allowing the carriers to file tariffs effective on five days' notice applying the emergency charges for a period of fifteen months, the Interstate Commerce Commission after a thorough investigation of the financial condition of the railroads had found that a serious condition existed and that they should be accorded relief. Accordingly it permitted the application of emergency charges on interstate traffic by its order in Ex Parte 103. We believed a similar authority to meet the emergency should be granted on intrastate traffic in the real interests of the general public and accordingly authorized the publication of tariffs on five days' notice to apply the emergency rates. During the period on which the emergency charges have been applied the condition of the rail carriers has not apparently improved and perhaps from their standpoint alone and considering no other elements of the case, there is the same reason for the continued application of the emergency rates as existed when we permitted their application on Iowa intrastate traffic effective January 4, 1932. However, in our opinion, the shippers and business men generally of this state are not now in as good position to pay such emergency charges as they were then and are, as a matter of fact, in as serious if not more serious financial condition than the railroads themselves. Bearing in mind that it is not contended that the proposed charges are a part of a reasonable rate but are practically a gift from the shipper to the railroad, we are of the belief that when the financial condition of our people is considered we are not justified in authorizing the continued application of these emergency charges.

IT IS THEREFORE ORDERED, That the application of the carriers herein be and the same is hereby denied, except as to such rates as were

authorized in our order in File L-518, dated March 31, 1933, on which the emergency charge may be continued, such continuance to be for such time only as is reasonably required for necessary tariff changes to establish proper base rates, not to exceed thirty days from the date of this order.

No. B-1655—1933. Rutherford Coal Co., Beacon, v. C., R. I. & P. Ry. Co. Unreasonable rates on coal, carload, from Beacon to Des Moines. This case was first taken up informally with the carrier who declined to grant the relief requested. The petitioner then filed a formal complaint with the Commission asking for a hearing. Before the case came to hearing the railroad company agreed to establish a satisfactory rate, and the petition was withdrawn.

Filed April 26, 1933. Closed May 16, 1933.

No. B-1656—1933.

THE IOWA COAL INSTITUTE, *Petitioners,*

v.

A. T. & S. F. RY. CO., ET AL, *Defendants.*

Decided September 2, 1933

PETITION FOR INVESTIGATION OF THE PRESENT RATES ON SOFT COAL, CARLOADS, INTRASTATE.

Found, upon hearing, that the present maximum scale of rates applicable for the transportation of bituminous coal, in carloads, within the state of Iowa are unreasonable and excessive, and fixed a reasonable maximum scale as shown in Appendix B attached hereto.

Docket No. B-1593

Appearances:

For the Complainants—B. J. Drummond, Chamber of Commerce, Mason City, Iowa; L. M. O'Leary, Chamber of Commerce, Ft. Dodge, Iowa; C. C. Crouse, Chamber of Commerce, Des Moines, Iowa; B. A. MacDonald, Mason City, Iowa; R. S. Gubernator, Lehigh Portland Cement Co., Allentown, Pa.; Carl Werthenbach, Mason City, Iowa; P. R. Wigton, Sioux City Traffic Bureau, Sioux City, Iowa; M. B. McConville, McConville Coal Co., Centerville, Iowa; S. L. Crawford, McConville Coal Co., Centerville, Iowa; C. G. Baker, Chamber of Commerce, Ottumwa, Iowa; Sam Ballantyne, Iowa Coal Operators Ass'n, 601 Polk Bldg., Des Moines, Iowa.

For the Carriers—A. B. Enoch, Gen'l Atty., C., R. I. & P. Ry. Co., Chicago, Ill.; T. O. Jennings, General Coal Agent, Chicago, Ill.; E. Rigg, C., R. I. & P. Ry. Co., Chicago, Ill.; J. E. McCulloch, C., R. I. & P. Ry. Co., Des Moines, Iowa; A. F. Cleveland, Vice Pres. in charge of Rates and Divisions, Chicago, Ill. (C. & N. W. Ry.); C. F. Balch, Statistician, C. & N. W. Ry. Co., Chicago, Ill.; R. B. Battey, C., B. & Q. R. R. Co., Chicago, Ill.; L. F. Malum, Coal Freight Agent, C., M., St. P. & P. R. R. Co., Chicago, Ill.; B. F. Moffatt, F. T. M., M. & St. L. R. R. Co., W. H. Bremner, Receiver, Minneapolis, Minn.; H. O. Kelley, Iowa Southern Utilities Co., Centerville, Iowa; H. A. Gee, W., C. F. & N. Ry., Waterloo, Iowa.

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

Docket No. B-1656

Appearances:

For the Petitioners—C. S. Harper, President, Ottumwa, Iowa; Hugh W. Lundy, Secretary, Albia, Iowa; C. G. Baker, Traffic Mgr., Chamber of Commerce, Ottumwa, Iowa; J. H. Henderson, Commerce Counsel of Iowa, Des Moines, Iowa; Walter Condran, Ass't Counsel, Des Moines, Iowa; M. G. Youngquist, 404 Polk Bldg., Des Moines, Iowa; Oscar Heline, Marcus, Iowa.

For the Sioux City Traffic Bureau, Sioux City, Iowa, Intervener—P. R. Wigton, Commissioner, Sioux City, Iowa.

For the Appanoose County Coal Operators, Interveners—H. C. Phillips,

Traffic Commissioner, Keokuk Traffic Association, Keokuk, Iowa; W. R. Krapfel, Empire Fuel Co., Centerville, Iowa; O. McConville, McConville Coal Co., Centerville, Iowa.

For the C., M., St. P. & P. R. R. Co., and Iowa Lines—C. L. Taylor, Ass't Gen'l Solicitor, Chicago, Ill.; Hughes, O'Brien & Faville, Attys., Des Moines, Iowa, by J. N. Hughes, Jr.

For the C. & N. W. Ry. Co.

For the C., St. P., M. & O. Ry. Co.—J. E. Flansburg, Ass't to V. P., Chicago, Ill.

For the C., B. & Q. R. R. Co.—R. B. Battey, Coal T. M., Chicago, Ill.

For the C., R. I. & P. Ry. Co.—T. O. Jennings, Gen'l Coal Agent, Chicago, Ill.; R. I. Colvin, A. G. F. A., Des Moines, Iowa.

For the C., M., St. P. & P. R. R. Co.—Walter H. Kuhls, Chief Clerk, Coal Traffic Dept., Chicago, Ill.

For the Wabash Railway Company—T. R. Farrell, Gen'l C. & C. Frt. Agent, St. Louis, Mo.; Phil Schorr, D. F. A., Des Moines, Iowa.

For the Ft. Dodge, Des Moines & Southern Railroad Company—F. M. Steele, G. F. A., Boone, Iowa; L. E. Anderson, G. A., Des Moines, Iowa.

For the Des Moines & Central Iowa Railroad—H. A. Benjamin, V. P., Des Moines, Iowa.

For the Iowa Southern Utilities Company—H. O. Kelley, T. M., Centerville, Iowa.

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

For the Evans Fritz Co.—John Dailey, Clerk, 2001 E. Grand Ave., Des Moines, Iowa.

For the Quality Fuel Company—Raymond W. Love, 101 E. Fifth St., Des Moines, Iowa.

For the Pershing Coal Company—L. P. Love, Gen'l Mgr., 903 Capitol Theatre Bldg., Des Moines, Iowa.

For the Dalbey Lumber Company—C. H. Dalbey, Mgr., Churdan, Iowa.

For the Norwood-White Coal Company—H. M. Purvis, 907 Bankers Trust Bldg., Des Moines, Iowa.

Petition of the Fort Dodge Chamber of Commerce in Docket B-1593 was filed March 1, 1930, alleging that rates charged for the transportation of coal from Iowa mines to Fort Dodge, Lehigh, Gypsum, Kalo, Clayworks and Otho, in Webster county and Humboldt, in Humboldt county, are unjust and unreasonable and unduly prejudicial to complainant and its members and preferential of complainant's competitors and other receivers of bituminous coal located elsewhere in Iowa.

Hearing in this case was had before this Board on May 6th and May 7, 1930, and continued on the docket for further hearing.

Docket No. B-1656 brings in issue the entire coal rate structure intrastate in Iowa, and therefore Docket No. B-1593 was set down for further hearing jointly with Docket No. B-1656 on June 26, 1933, however, no additional evidence in Docket No. B-1593 was presented at this hearing which continued through June 29, 1933.

Telegram from the Fort Dodge Chamber of Commerce was received on August 1, 1933, as follows:

"Docket No. B-1593, coal Iowa points to Ft. Dodge. Ft. Dodge Chamber of Commerce presented all their evidence at original hearing. Their plea now as then that rates on lump coal be made on basis of eighty-five per cent Holmes Hollowell scale for single or multiple lines. Slack coal average cents per ton under or average percentage slack is of lump coal from Illinois, Indiana, and West Kentucky fields or use Southern Illinois as base on slack."

Petition in Docket No. B-1656 was filed May 26, 1933, by The Iowa Coal Institute, seeking a reduction of at least 31 cents per ton below the present maximum single-line rates for the transportation of soft coal, in carloads, by rail carriers within the state of Iowa, and the prescription of such rates for joint hauls as may be found to be proper.

Pursuant to our notice of June 7, 1933, this case was fully heard at the office of this Board in Des Moines, Iowa, on June 26 to June 29, 1933.

Briefs and arguments were filed by the carriers, The Iowa Coal Institute, the Appanoose County Coal Operators Association, the Sioux City Chamber of Commerce and The Norwood White Coal Company.

CARRIERS APPLICATION FOR DISMISSAL

In the carriers brief and argument filed August 1, 1933, the following argument is made:

"The complaint was filed by the Iowa Coal Institute, an organization having no financial interest in the production, movement or consumption of coal. It attacks the level of the intrastate rates on bituminous coal but does not claim to have been damaged. We find no section of the statutes which authorize the Commission to hear the complaint. The statutes, sections 7881, 7893 and 8106, specifically name the parties who may make complaint attacking the intrastate rates. Except as to the complaints which may be filed by the mayor and council of a city or town or the trustees of a township, the statute limits the right to file complaints attacking to those who may have been damaged by the assessment of rates which are unreasonable, or otherwise in violation of the statute. The public interest is certainly protected by such limitation as those who actually pay the freight can be depended upon to complain if unlawful rates are assessed.

We believe the complainant is not a proper party and that the complaint should be dismissed."

Section 8106, Code of Iowa, 1931, reads as follows:

"Complaint of violation. When any person in his own behalf or in behalf of a class of persons similarly situated, or a firm, corporation, or association, or any mercantile, agricultural, or manufacturing society, or any body politic or municipal organization, shall make complaint to the Board of Railroad Commissioners that the rate charged or published by any railway company, or the maximum rates fixed by the Board in the schedule of rates made by it, or the maximum rate fixed by law, is unreasonably high or discriminating, the Board shall investigate the matter, and if the charge appears to be well founded, fix a day for hearing the same, giving the railway company notice of the time and place thereof by mail, directed to any division superintendent, general or assistant superintendent, general manager, president, or secretary of such company, which notice shall contain the substance of the complaint, also the person or persons complaining."

There appears to us to be no question under the statute but that an association such as the Coal Institute, is authorized to file complaint and the request of the carriers for dismissal is, therefore, denied.

PRESENT RATES

The existing maximum rates on soft coal were prescribed by this Board after hearing in Docket No. B-1029 and became effective on April 15, 1922 (See Appendix A). Since then voluntary reductions have been made in the single-line rates for hauls of 75 miles and under by most of the carriers in Iowa on whose lines coal mines are located. Certain voluntary reductions have also been made in the joint rates by the carriers.

The maximum scale as well as the rates voluntarily established by the Chicago, Burlington & Quincy Railroad, the Chicago, Rock Island and Pacific Railway, the Des Moines & Central Iowa Railroad and the Wabash Railway for single-line hauls of 75 miles and under are as follows:

Miles	Maximum		C., B. & Q. R. R. C., R. I. & P. Ry.		D. M. & C. I. R. R.		Wabash Ry.	
	Lump	Fine	Lump	Fine	Lump	Fine	Lump	Fine
5	65.5	59	65.5	59	65.5	59	..	..
10	71	63	71	63	71	63	71	62
15	76.5	67	74.5	66	74.5	66	73	63
20	82	71	78	68	78	67	74	63
25	87.5	75	80	70	78	67	74	63
30	93	79	82	72	82	72	75	64
35	98.5	83	84	74	84	74	75	64
40	104	87	86	76	86	76	76	65
45	109.5	91	88	78	88	78	76	65
50	115	95	90	80	90	80	78	67
55	120.5	99	97	97	97	87	84	73
60	126	103	97	97	97	87	86	75
65	131.5	105.5	121.5	97	..	..	90	78
70	137	108	121.5	97	..	..	93	80
75	141	110.5	...	..	..	..	96	82

The 80 per cent basis is applicable to the reduced scales of the Chicago, Rock Island & Pacific Railway, Des Moines & Central Iowa Railroad and the Wabash Railway for joint hauls, whereas, 80 per cent of the maximum scale is applied by the Chicago, Burlington & Quincy Railroad for its portion when participating in a joint haul.

Certain specific rates have been established to Des Moines from mines within a radius of 75 miles of Des Moines to meet the rate applicable via the Wabash Railway from the Pershing mine located at Tracy which is 48.3 miles from Des Moines. The rates are 78 cents and 67 cents on lump and fine coal, respectively, from Tracy to Des Moines via the Wabash Railway. These rates are also applicable from Hartford, Melcher, Williamson and Rector on the Chicago, Rock Island and Pacific Railway, from Albia, Avery, Halpin, Hamilton and Tracy on the Chicago, Burlington & Quincy Railroad and from Albia, Bussey, Hamilton and Lovilia, on the Wabash Railway.

Specific rates less than the maximum are published by the Chicago, Milwaukee, St. Paul & Pacific Railroad from its mines near Madrid to Des Moines and from its mines near Mystic to Ottumwa.

The single-line maximum scale of rates is applicable for joint hauls from mines on the Iowa Southern Utilities Company to all points on the Minneapolis & St. Louis Railroad.

The single-line maximum scale of rates plus arbitraries of 10 cents per ton for hauls of 50 miles and under, and 8 cents per ton for hauls over 50 miles is applicable from mines on the Iowa Southern Utilities Company to destinations on the Chicago, Burlington and Quincy Railroad, Chicago, Milwaukee, St. Paul & Pacific Railroad and the Chicago, Rock Island and Pacific Railway.

COAL PRODUCTION IN IOWA

Coal mining is carried on in twenty-two counties in Iowa. It is found in a broad belt on either side of the Des Moines river from Webster county on the north to the Iowa-Missouri line on the south, also in Adams, Page and Taylor counties in southwestern Iowa.

It is stated that in 1932 there were 405 coal mines in Iowa, 58 served by railroad and 347 of which were off-track or "truck" mines. Seventy-two new coal operations were opened during the year all off-track mines with but two or three exceptions.

The production of coal in Iowa for the years 1896 to 1932 is shown as follows:

Year	Tons	Year	Tons
1896	3,525,490	1915.....	7,530,088
1897	3,799,734	1916.....	7,217,979
1898	4,397,722	1917.....	9,049,806
1899	4,949,310	1918.....	8,219,315
1900	5,117,285	1919.....	5,571,630
1901	5,441,863	1920.....	7,899,365
1902	5,514,206	1921.....	5,173,490
1903	6,185,734	1922.....	4,679,685
1904	6,214,379	1923.....	6,120,332
1905	6,806,011	1924.....	5,544,950
1906	7,017,485	1925.....	4,883,631
1907	7,568,425	1926.....	4,770,316
1908	7,155,434	1927.....	3,065,728
1909	7,346,253	1928.....	3,759,545
1910	7,222,480	1929.....	4,337,013
1911	7,729,674	1930.....	3,916,711
1912	6,820,828	1931.....	3,488,625
1913	7,415,757	1932.....	4,002,955
1914	7,812,734		

The peak of production of coal in Iowa, 9,049,806 tons for 1917, has declined in 1932 to 4,002,955 tons, or less than 45 per cent of the 1917 figure. As many as 18,000 men have been employed annually in the mining of coal, but in 1932, the coal mining industry provided employment for but 9,230 men on a part time basis of only 160 days annually.

Consumption of coal in Iowa was about 16,000,000 tons in 1920 and decreased to about 12,000,000 tons in 1932.

DOCKET NO. B-1656

This is the sixth formal complaint against the Iowa coal rates in the past few years. As heretofore stated one of the five earlier complaints is set for disposition herewith. One other complaint, Docket No. B-1633, *Rosebrook Coal Jobbing Agency v. A. N. Ry. Co., et al.*, was heard before this Board about a year ago, and disposed of by decision dated December 5, 1932, wherein we said:

"The Secretary of the Iowa Coal Institute, a subpoenaed witness, testified that one preliminary conference between the carriers and producers had already been had prior to the date of this hearing and that additional conferences have been arranged for the future wherein it was hoped that some amicable adjustments of the intra-state coal rates might be made.

"We are of the opinion that there is insufficient evidence before us to warrant a readjustment of the present rates and in view of the pending conferences between the carriers and the coal operators, we are of the opinion that this complaint should be dismissed without prejudice to complainant or to any other party filing a new complaint in the future. It is so ordered."

The other complaints, except Docket No. B-1593, were withdrawn or dismissed without prejudice at the time the *Rosebrook Case* was heard, and after the conference method failed, the Iowa Coal Institute filed this complaint.

COMPLAINANT'S AND INTERVENER'S PROPOSALS

As heretofore stated complainant, the Ft. Dodge Chamber of Commerce in Docket B-1593 proposes 85 per cent of the Holmes and Hallowell scale with differential thereunder for fine coal, such rates to apply for joint hauls as established in the Holmes and Hallowell scale of not exceeding three lines.

Complainant, the Iowa Coal Institute in Docket B-1656 proposes a flat 31-cent reduction in the present maximum single-line scale of rates and the prescription of such joint rates as may be found to be proper.

Intervener, the Appanoose County Coal Operators Association proposes a 15 per cent reduction and the retention of the 80 per cent basis for joint hauls. Appanoose county mines are located on the Chicago, Burlington & Quincy Railroad, Chicago, Milwaukee, St. Paul & Pacific Railroad, Chicago, Rock Island & Pacific Railway, and the line of Iowa Southern Utilities Company. As heretofore stated mines located on the Iowa Southern Utilities Company's line are accorded joint rates less than the maximum scale to points on the Chicago, Burlington & Quincy Railroad, Chicago, Milwaukee, St. Paul & Pacific Railroad, Chicago, Rock Island & Pacific Railway, and the Minneapolis and St. Louis Railroad, whereas, mines located on the latter named lines are accorded the single-line rates to a large territory because of the extensive mileage in Iowa of these lines. The Iowa Southern Utilities Company operates from Albia to Centerville, a distance of 24.6 miles, with a branch from Centerville to Mystic of 7 miles, a total of 31.6 miles.

Intervener, the Sioux City Chamber of Commerce appeared in behalf of receivers of Iowa Coal at Sioux City. They are interested in the long haul rates on coal, their nearest rail mine being located at Madrid, Iowa, which is a single-line haul of 167 miles via the Chicago, Milwaukee, St. Paul & Pacific Railroad. Their proposal for rates on lump coal approximates 85 per cent of the Holmes and Hallowell scale up to 100 miles but is less than this basis for hauls over 100 miles. The present rates are 189 cents and 151 cents, on lump and fine coal, respectively, from Madrid to Sioux City. They propose a rate of 146 cents per ton on lump coal for 167 miles. They further propose 80 per cent of lump coal rates to be applied on fine coal. They also suggest the abolishment of the 80 per cent basis and the substitution of an arbitrary over the single-line scale in fixing joint rates.

ILLINOIS RATES

Specific or group rates are published to cover moving traffic movement of bituminous coal in Illinois.

The Interstate Commerce Commission recently prescribed reasonable maximum rates for joint and single-line hauls within Illinois, 182 I. C. C., 537, 603, for hauls 130 miles and under and from Indiana to Central Illinois for hauls 300 miles and under, 185, I. C. C., 225 (See Appendix A). In 190 I. C. C., 743, the Indiana-Illinois scale was permitted to be increased 5 cents per ton because of the short-circuit mileage prescribed therewith would result in rates lower than within Illinois.

Modification of the scale prescribed for hauls of 130 miles and under within Illinois was made on carrier's contention that said scale was too high to permit coal to move by rail, and was reducing the carriers' revenues, 188 I. C. C., 343 (See Appendix A). The Interstate Commerce Commission permitted the Chicago, Burlington & Quincy Railroad to re-establish former rates which were lower from Fulton county mines to certain destinations on the Chicago, Burlington & Quincy Railroad in Illinois in 188 I. C. C., 683.

MISSOURI RATES

The Public Service Commission of Missouri in April, 1931, prescribed a maximum distance scale for the transportation of bituminous coal within Missouri (See Appendix A). It also fixed certain maximum group rates from the Pittsburg, Rich Hill, Clinton, Lexington and Moberly groups. These group rates are in some cases lower and others higher than the prescribed maximum distance scale. This scale applies for both single-line and joint traffic over the shortest possible route.

Rates lower than the maximum scale are in effect in northern Missouri

to Kansas City and St. Joseph, Mo., and intermediate points from mines in the Moberly, Novinger and Bevier Groups. It is stated in the Missouri Commission's report that these rates are lower, distance considered, than any basis of rates recently prescribed by the Interstate Commerce Commission in this general territory, and have been established to meet the competition of coal from other fields. Kansas City requires from two to two and one-half million tons and St. Joseph about six hundred thousand tons of coal annually.

INTERSTATE RATES

The Interstate Commerce Commission in 182 I. C. C., 537, prescribed 90 per cent of the Holmes & Hallowell scale for movement of coal from Alpha, Illinois, to points on the Chicago, Milwaukee, St. Paul & Pacific Railroad and Chicago, Rock Island and Pacific Railway in Iowa not over 100 miles west of Davenport, Iowa. These rates were fixed for joint hauls as Alpha, Illinois, is located 40 miles east of Davenport, Iowa, on the Chicago, Burlington & Quincy Railroad.

The Holmes and Hallowell scale was prescribed as maximum by the Interstate Commerce Commission in 69, I. C. C., 11, in the year 1922, to apply for the interstate transportation of coal from Duluth, Minnesota, and other points at the head of the lakes taking the same rates to points in Minnesota, North Dakota and South Dakota east of the Missouri river. This scale is applied for the short-line mileage over not to exceed three lines.

The Interstate Commerce Commission in 128 I. C. C., 293, prescribed lump coal rates from Southern Illinois mines to interior Iowa points on the basis of 85 per cent of the Holmes and Hallowell scale and rates 19 cents per ton less were fixed on fine coal.

Since the establishment of the Holmes and Hallowell scale, it has been used generally as a yard-stick by the Commission in fixing coal rates in this territory.

IOWA JOINT RATES

Joint rates under the maximum scale are made on the basis of 80 per cent of the local rates for the distance each railroad hauls the freight subject to a minimum rate for 10 and 15 miles of hauls under 25 miles.

This basis is shown to be unsatisfactory for the reason that it provides different rates for same distances depending on the distance hauled by each carrier. An example for a haul of 200 miles is shown below:

200 Miles	Rate	
	Lump	Fine
1—Line	201	163
2—Lines		
5 and 195 miles.....	211.6	176
10 and 190 miles.....	214.4	177.6
15 and 185 miles.....	217.2	179.2
20 and 180 miles.....	220	180.8
25 and 175 miles.....	222.8	182.4
30 and 170 miles.....	225.6	184
35 and 165 miles.....	228.4	175.6
40 and 160 miles.....	231.2	187.6
45 and 155 miles.....	234	188.8
50 and 150 miles.....	236.8	190.4
55 and 145 miles.....	239.6	192
60 and 140 miles.....	242.4	193.6
65 and 135 miles.....	245.2	194
70 and 130 miles.....	248	194.4
75 and 125 miles.....	249.6	194.8
80 and 120 miles.....	251.2	195.2
85 and 115 miles.....	252.8	195.6
90 and 110 miles.....	254.4	196
95 and 105 miles.....	256	196.4
100 and 100 miles.....	257.6	196.8

It will be noted that the two-line haul for various hauls of 200 miles results in varying joint rates in excess of the single-line rates of from 10.6 to 56.6 cents per ton on lump coal and from 13 to 33.8 cents per ton on fine coal.

Witness for the Wabash Railway stated that so far as the Wabash Railway is concerned, they would like to see the 80 per cent rule for joint hauls eliminated, if possible, and will endeavor to work out with their connections, a line of through rates from their mines to points on connecting lines throughout the state. He further stated, "I would like to see Iowa coal pull a come back, not only in the markets in Iowa, but outside, and would be willing to go along and try in any way to adjust it and help it out."

The Norwood White Coal Company with principal offices at Des Moines, Iowa, operates coal mines at Herrold and Moran, Iowa, both located on the Des Moines & Central Iowa Railroad, 13 miles and 24 miles, respectively, northwest of Des Moines. The Des Moines & Central Iowa Railroad is an electric road operating approximately 60 miles of line between Des Moines, Colfax, Perry and Fort Des Moines. Carload traffic is interchanged at Perry with the Minneapolis and St. Louis Railroad and the Chicago, Milwaukee, St. Paul & Pacific Railroad, at Granger and Woodward with the Chicago, Milwaukee, St. Paul & Pacific Railroad at Colfax and Altoona with the Chicago, Rock Island & Pacific Railway, and at Des Moines with all diverging lines.

The Norwood White Coal Company's representative appeared and offered testimony in this hearing and briefs were filed in behalf of this company. It objects to the continuance of the 80 per cent basis on joint traffic and suggests that one scale be fixed for single and joint line application. It points out that the Pershing mine, located on the Wabash Railway at Tracy, Iowa, because of the Wabash lower scale of rates, is enabled to reach points on connecting lines 60 miles beyond Des Moines at the maximum single-line distance scale or to points 110 miles from the mine, Tracy being 48 miles from Des Moines. The Chicago, Burlington & Quincy Railroad by meeting the Tracy rate from Halpin to Des Moines permits that mine to reach points on connecting lines 170 miles beyond Des Moines at the maximum single-line scale or for hauls as great as 245 miles from the mine. Halpin is 72 miles from Des Moines. The Chicago, Rock Island and Pacific Railway by meeting the Tracy rate from the Rector mine located 76 miles from Des Moines permits that mine to reach points on connecting lines beyond Des Moines of 185 miles at the maximum single-line rates, or a maximum distance of 265 miles from this mine.

Rates from Herrold and Moran on the Des Moines and Central Iowa Railroad to points on connecting lines are generally made on 80 per cent of each line's local rates and usually exceed the maximum single-line scale for the combined haul.

CARRIERS' EVIDENCE

Carriers presented exhibit comparing rates on coal from the Milwaukee Docks to Wisconsin with the Iowa lump and fine rates attempting to show that the Wisconsin rates are substantially higher than the Iowa rates. Witness used but one dock, whereas, the Wisconsin Railroad Commission says of this adjustment:

"Competition between docks and between railroads and the location of important coal consuming industries has resulted in a coal rate structure in the state of which the outstanding feature is the grouping of both of points of origin and of points of destination. Excepting points lying only a few miles from one or another of the ports, practically all interior points in the state take the same rate from two or more ports, and in many instances from practically all of the major ports * * * *. It is the exception rather than the rule for

rates on soft coal from the Lake Michigan ports. Milwaukee to Green Bay, to differ. *Lake Dock Coal Cases*, 89, I. C. C., 170, 200."

The purpose of this structure is said by the State Commission to be threefold, namely:

"(1) To afford the broadest competitive market for all dock shippers; (2) to afford consumers, both domestic and industrial, various sources of supply under competitive conditions; and (3) to distribute the traffic over different roads. It is an extreme example of the principle of grouping, shipping or receiving points. With modifications, it has been in effect fully 31 years. *Lake Dock Coal Cases*, 89, I. C. C., 170, 200."

The carriers also make comparison of the Iowa lump and fine rates with the Holmes and Hallowell Scale. No coal is mined in Minnesota and as heretofore stated the Holmes and Hallowell scale was prescribed from the head of the lakes to Minnesota and the Dakotas.

The present Iowa lump coal rates are in excess of the Holmes and Hallowell scale for hauls of 140 miles and under. That such an adjustment is improper we believe is clearly indicated by the fact that the Interstate Commerce Commission in fixing rates from Alpha, Illinois, into Iowa, recognized that the rates in this territory should be less than the Holmes and Hallowell scale. This is further supported by the fact that the Interstate Commerce Commission in fixing rates from Southern Illinois to Iowa prescribed lump coal rates on the basis of 85 per cent of this scale.

COMPLAINANT'S AND INTERVENERS' EVIDENCE

Exhibits were presented showing the going rates in Illinois and Missouri as compared with the Iowa Maximum scale as well as rates fixed by the Interstate Commerce Commission for application within this territory. Population, manufacturing, wholesale, mining and farm income statistics of Iowa compared with other states in this general territory were introduced by the complainant. Below is set out these statistics for Illinois, Iowa, Missouri, Minnesota and South Dakota, this information being taken from "United States Department of Commerce, Market Data Handbook, Domestic Series No. 30 and Supplement 1 thereto."

	Land Area Sq. Miles		Average Per Sq. Mile
Illinois (Entire)	56,043	Population	7,630,654
		Manufacturing \$	6,232,440,000
		Wholesale	6,860,820,000
		Mining	143,435,000
		Farm Sales	514,670,000
			<hr/>
			\$ 13,751,365,000
			\$245,372
Illinois, excluding Chi- cago area	52,939	Population	3,216,087
		Manufacturing \$	1,507,115,000
		Wholesale	886,757,000
		Mining	124,790,000
		Farm Sales	475,190,000
			<hr/>
			\$ 2,993,852,000
			\$ 56,432

Iowa (Entire)	55,586	Population	2,470,939	44.4
		Manufacturing \$	907,929,000	
		Wholesale	1,056,981,000	
		Mining	20,404,000	
		Farm Sales	625,610,000	
			<hr/>	
			\$ 2,610,924,000	\$ 46,970
Missouri (Entire) ..	68,727	Population	3,629,367	52.8
		Manufacturing \$	1,876,137,000	
		Wholesale	3,361,562,000	
		Mining	51,815,000	
		Farm Sales	334,020,000	
			<hr/>	
			\$ 5,622,534,000	\$ 81,809
Missouri, excluding St. Louis and Kan- sas City areas	67,569	Population	2,125,360	31.4
		Manufacturing \$	464,967,000	
		Wholesale	517,105,000	
		Mining	45,801,000	
		Farm Sales	324,270,000	
			<hr/>	
			\$ 1,352,143,000	\$ 20,011
Minnesota (Entire) ..	80,858	Population	2,563,953	31.7
		Manufacturing \$	1,171,712,000	
		Wholesale	1,716,944,000	
		Mining	128,829,000	
		Farm Sales	371,130,000	
			<hr/>	
			\$ 3,388,615,000	\$ 41,908
Minnesota, excluding Twin Cities area ..	79,136	Population	1,700,102	21.5
		Manufacturing \$	426,220,000	
		Wholesale	446,734,000	
		Mining	123,956,000	
		Farm Sales	352,770,000	
			<hr/>	
			\$ 1,349,680,000	\$ 17,055
South Dakota	76,868	Population	692,849	9.0
		Manufacturing \$	97,768,000	
		Wholesale	236,491,000	
		Mining	7,948,000	
		Farm Sales	195,420,000	
			<hr/>	
			\$ 537,627,000	\$ 6,994

RATES ON FINE COAL

The present Iowa fine coal rates are approximately 20 per cent less than rates on lump coal.

In Docket No. 15228, 128, I. C. C., 293, the Interstate Commerce Commission prescribed lump coal rates from Southern Illinois mines to interior Iowa points on the basis of 85 per cent of the Holmes and Hallowell scale and rates 19 cents per ton less were fixed on fine coal. At page 299 the Commission said:

"To most of the important Iowa points, the rates on fine coal are lower than those on lump coal. The spread between the rates is not

uniform ranging from 0 to 45 cents, but is generally from 17 to 21 cents. Complainants contend that the differences in favor of fine coal should be much greater, and accordingly seek heavier reductions on fine coal than on lump coal.

"Fine coal is of considerably less value than lump coal. It loads heavier, the average per car in this territory being 49 or 50 tons, while the average for lump coal is probably 44 to 45 tons. Due to the heavier loading of fine coal the charges per car are in many instances greater than those on lump coal notwithstanding the difference in rates.

"The maintenance of lower rates on fine coal is quite general in western trunk-line territory. Numerous instances are cited by complainants where rates on fine coal are from 70 to 90 per cent of lump coal rates.

"In a few instances the percentage is even less than 70. To most Illinois and many Wisconsin points, however, the rates on fine coal are the same as those on lump coal.

"Complainants urge that it is economically desirable to maintain lower rates on fine coal than on lump coal in order to enable the operators to dispose of their output, thus minimizing waste, fostering efficiency in mine operations, and resulting in lower fuel prices to the public."

AVERAGE LOADING

In 18 Mo. P. S. C., 562, *In the Matter of Coal, in Carloads Between Points in Missouri*, is stated:

"The average loading of coal originating in Missouri is shown to be 47.19 tons in 1929, which compares favorably with the average loading on the Burlington Railroad System in 1928 of 47.8 tons and with the average weight of all coal terminated in Missouri in 1929 of 47.15 tons. The average carrying capacity of all coal equipment owned by Class 1 railroads serving Missouri as of December 31, 1928, was 48.54 tons. Missouri coal is apparently loaded to very near the capacity of the equipment. The average loading in Minnesota is shown to be 37.5 tons in 1929. Open cars are generally used in the transportation of coal in Missouri as contrasted with the general use of box cars for the transportation of coal from the head of the lakes to destinations in Minnesota and the Dakotas."

It is likewise true as to coal originating in Iowa that open top equipment is generally used except that in the Centerville district some box car equipment is used because of the nature of the coal produced in that district.

The average loading of bituminous coal originating on the Class 1 steam lines in Iowa was 45.92 tons for the calendar year 1931 and 45.10 tons for the year 1932.

The following table shows the total carloads and tons and the average loading per car of coal originating within Iowa as compared with total carloads and tons and average loading per car originating within Minnesota on Class 1 steam lines for the years 1928 to 1931, inclusive:

ORIGINATING IN IOWA

Year	No. of Carloads	No. of Tons	Average Tons per Car
1928	28,361	1,269,662	44.77
1929	33,983	1,545,634	45.48
1930	29,872	1,394,776	46.69
1931	24,107	1,107,084	45.92
Total.....	116,323	5,317,156	
Grand Average Tons per Car.....			45.71

ORIGINATING IN MINNESOTA

Year	No. of Carloads	No. of Tons	Average Tons per Car
1928	21,565	830,791	38.5
1929	25,419	1,000,604	39.3
1930	24,347	1,014,229	41.7
1931	19,453	838,144	43.1
Total.....	90,784	3,683,768	
Grand Average Tons per Car.....			40.6

Practically all of the coal originating in Minnesota no doubt originates at the head of the lakes, and moves therefrom under the rates prescribed in the Holmes and Hallowell case.

From the standpoint of average loading per car in Iowa as compared with Minnesota, using the averages for the four years above, rates in Iowa should not exceed 89 per cent of the Holmes and Hallowell scale.

CONCLUSIONS

The evidence in this proceeding clearly indicates that the existing maximum distance scale for the transportation of bituminous coal, intrastate in Iowa, is unreasonable and that an adjustment thereof should be made.

We herein prescribe a maximum scale on lump coal which approximates 89 per cent of the Holmes and Hallowell scale for hauls up to and including 150 miles. This we believe is justified by the fact that Iowa coal is loaded heavier per car than coal originating at the head of the lakes which moves under rates prescribed in the Holmes and Hallowell scale, and as heretofore stated in this report 90 per cent of the Holmes and Hallowell scale was prescribed by the Interstate Commerce Commission from Alpha, Illinois, to points in Iowa for hauls 140 miles and under. Beyond 150 miles the prescribed maximum scale on lump coal approximates 80 per cent of the Holmes and Hallowell scale. Beyond 150 miles the Holmes and Hallowell scale reaches into the territory west of the twin cities in Minnesota, and eastern North and South Dakota.

The interstate Commerce Commission in fixing Class Rates in Docket 17000, Part 2, fixed class rates approximately 12 per cent higher in Zone II territory than was prescribed for Zone I territory. Zone II territory includes that territory in Minnesota west of the line of the Chicago, St. Paul, Minneapolis & Omaha Railway, from Sioux Falls, South Dakota, to Duluth, Minnesota. Zone I territory includes southeastern Minnesota, Iowa and northern Missouri. We believe this fact warrants a lower percentage of the Holmes and Hallowell scale for hauls over 150 miles than the approximate percentage used in arriving at rates for hauls 150 miles and under.

The record does not indicate to what extent fine coal moves under the Holmes and Hallowell scale, however, it is doubtful if fine coal, to any great extent, moves from the head of the lakes to points other than the Twin Cities, wherein this scale was prescribed. A fine coal rate 10 per cent less than on lump coal has been established from Duluth to the Twin Cities. We herein fix fine coal rates on basis of 90 per cent of the rates found reasonable for lump coal.

Below is shown the existing rates from the Southern Illinois group to west-bank Mississippi river crossing, Keokuk to Dubuque, inclusive, showing the average short-line distance, the Holmes and Hallowell scale and the per cent rates to these crossings bear to the Holmes and Hallowell scale:

To	Average short line miles	Present Rates		H. & H. Scale	Per Cent of H. & H. Scale	
		Lump	Fine		Lump	Fine
Burlington, Iowa ..	292	190	181	286	66.4	63.3
Keokuk, Iowa	263	190	181	267	71.2	67.8
Ft. Madison, Iowa..	287	190	181	279	68.1	64.9
Muscatine, Iowa ...	330	210	210	304	69.1	69.1
Davenport, Iowa ..	326	210	210	304	69.1	69.1
Clinton, Iowa	337	210	210	310	67.7	67.7
Dubuque, Iowa	395	263	246	346	76.0	71.1

FINDING

We find that the present maximum scale of rates applicable for the transportation of bituminous coal, in carloads, within the state of Iowa are unreasonable and excessive and prescribe herein the reasonable maximum scale as shown in Appendix B to this report.

ORDER

IT IS ORDERED, that the rail carriers operating within the state of Iowa, be and are hereby notified and required to establish, on or before October 9, 1933, upon not less than fifteen days' notice to this Commission and to the general public, and thereafter maintain and apply rates that shall not exceed the maximum distance rates provided in Appendix B to this report for the transportation of bituminous coal, in carloads, between points in the state of Iowa.

IT IS FURTHER ORDERED, that the rates herein prescribed shall be applicable for the distance shipments are transported for single-line hauls and for joint-line hauls not exceeding three lines, the Chicago and North Western Railway and Chicago, St. Paul, Minneapolis and Omaha Railway to be considered as one line.

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

IT IS FURTHER ORDERED, that the rates herein prescribed shall apply to lump and fine coal as provided in Items 90 and 100, respectively, of Iowa Lines Freight Tariff No. 160-I, and shall be subject to the minimum weights therein provided.

APPENDIX A

PART I

Present Iowa

Maximum

Miles	1-Line		2-Line	
	Lump	Fine	Lump	Fine
5.....	65.5	59	118	104
10.....	71	63	118	104
15.....	76.5	67	118	104
20.....	82	71	118	104
25.....	87.5	75	118	104
30.....	93	79	.....	.....
35.....	98.5	83	.....	.....
40.....	104	87	.....	.....
45.....	109.5	91	.....	.....
50.....	115	95	140	120

55.....	120.5	99	.....	.....
60.....	126	103	.....	.....
65.....	131.5	105.5	.....	.....
70.....	137	108	.....	.....
75.....	141	110.5	162	133.6-136
80.....	145	113	.....	.....
85.....	149	115.5	.....	.....
90.....	153	118	.....	.....
95.....	157	120.5	.....	.....
100.....	161	123	178-184	143.6-152
110.....	165	127	.....	.....
120.....	169	131	.....	.....
130.....	173	135	.....	.....
140.....	177	139	.....	.....
150.....	181	143	195.6-225.6	160-176.8
160.....	185	147	.....	.....
170.....	189	151	.....	.....
180.....	193	155	.....	.....
190.....	197	159	.....	.....
200.....	201	163	211.6-257.6	176-196.8
210.....	203.5	165.5	.....	.....
220.....	206	168	.....	.....
230.....	208.5	170.5	.....	.....
240.....	211	173	.....	.....
250.....	213.5	175.5	.....	.....
260.....	216	178	.....	.....
270.....	218.5	180.5	.....	.....
280.....	221	183	.....	.....
290.....	223.5	185.5	.....	.....
300.....	226	188	233.2-289.6	197.6-229.6

PART II

Single and Joint Line

Miles	(a) Ill. Ind.	(b) Ill.	(c) Mod- ified Ill.		Holmes & Hallowell Scale		
			(d) Mis- souri	(e) 100%	(f) 90%	(g) 85%	
5.....	60	60	40	.....	.....	.....	.....
10.....	60	60	40	.....	.....	.....	.....
15.....	72	72	52	.....	.....	.....	.....
20.....	72	72	52	.....	.....	.....	.....
25.....	72	72	52	.....	.....	.....	.....
30.....	72	72	52	85	85	77	72
35.....	80	80	64	92	94	85	80
40.....	80	80	64	92	94	85	80
45.....	87	87	76	99	102	92	87
50.....	87	87	76	99	102	92	87
55.....	94	94	86	106	111	100	94
60.....	94	94	86	106	111	100	94
65.....	101	101	94	113	119	107	101
70.....	101	101	94	113	119	107	101
75.....	108	108	102	120	128	115	109
80.....	108	108	102	120	128	115	109
85.....	115	115	110	127	136	122	116
90.....	115	115	110	127	136	122	116
95.....	122	122	118	134	145	131	123
100.....	122	122	118	134	145	131	123
110.....	128	128	126	140	153	138	130
120.....	134	134	134	147	160	144	136
130.....	140	140	140	153	168	151	143
140.....	145	.....	.....	160	175	158	149
150.....	155	.....	.....	166	182	.....	155

160.....	155	.....	.....	173	190	.....	162
170.....	165	.....	.....	179	197	.....	167
180.....	165	.....	.....	186	204	.....	173
190.....	175	.....	.....	192	211	.....	179
200.....	175	.....	.....	199	219	.....	186
210.....	185	.....	.....	211	226	.....	192
220.....	185	.....	.....	211	233	.....	198
230.....	194	.....	.....	223	241	.....	205
240.....	194	.....	.....	223	248	.....	211
250.....	194	.....	.....	235	255	.....	217
260.....	202	.....	.....	235	261	.....	222
270.....	202	.....	.....	247	267	.....	227
280.....	210	.....	.....	247	273	.....	232
290.....	210	.....	.....	259	279	.....	237
300.....	210	.....	.....	259	286	.....	243

(a) Prescribed as maximum from Indiana to Illinois, 185 I. C. C. 225; increase of 5 cents per ton over the above permitted, so not to produce lower rates than the Illinois maximum in 190 I. C. C. 743.

(b) Fixed as maximum rates for short-hauls, on which carriers had attacked Illinois Commerce Commission rates under Section 13 of the interstate commerce act, 182 I. C. C. 537, 603.

(c) Modification of (b) on carriers' contention (b) was too high to permit coal to move by rail, 188 I. C. C. 342, and was reducing carriers' revenues, and discontinued from Fulton County mines to certain destinations on application of C., B. & Q. R. R., 188 I. C. C. 683.

(d) Maximum scale prescribed by the Missouri Public Service Commission between points in Missouri, 18 Mo. P. S. C. 555.

(e) Prescribed as maximum scale from head of the lakes in Minnesota to Minnesota and the Dakotas, 69 I. C. C. 11.

(f) Prescribed from Alpha, Illinois, to stations in Eastern Iowa for joint hauls, 182 I. C. C., 537.

(g) Basis used in prescribing rates on lump coal from the Southern Illinois group to stations in Iowa, 128 I. C. C. 293.

APPENDIX B

Distance Scale of Maximum Rates Herein Prescribed on Bituminous Coal in Carloads

Rates in amounts per ton of 2,000 pounds

Miles	Lump	Fine	Miles	Lump	Fine
5	60	54	130	150	135
10	60	54	135	153	138
15	60	54	140	156	140
20	65	59	145	159	143
25	70	63	150	162	146
30	75	68	160	166	149
35	80	72	170	170	153
40	84	76	180	174	157
45	88	79	190	178	160
50	92	83	200	182	164
55	96	86	210	186	167
60	100	90	220	190	171
65	104	94	230	194	175
70	108	97	240	198	178
75	112	101	250	202	182
80	116	104	260	206	185
85	120	108	270	210	189
90	124	112	280	214	193
95	128	115	290	218	196
100	132	119	300	222	200

105	135	122	310	226	203
110	138	124	320	230	207
115	141	127	330	234	211
120	144	130	340	238	214
125	147	132	350	242	218

Under date of September 22, 1933, the Board issued the following Supplemental Order:

Upon application of the carriers and good cause appearing therefor:

IT IS ORDERED, That the Order in the above proceedings dated September 2, 1933, be modified to the extent that rates therein prescribed be filed on not less than five days' notice to the Commission and general public instead of fifteen days' notice.

Under date of September 22, 1933, the Board issued the following Order, Commissioner Webster concurring, denying petition of carriers for rehearing reconsideration, reargument and extension of the effective date of its Order of September 2, 1933:

Upon full consideration of petition of the carriers filed September 16, 1933, for rehearing, reconsideration and reargument, and extension of the effective date of the Order in the above entitled proceedings,

IT IS ORDERED, That the petition be and is hereby denied.

CONCURRING OPINION BY COMMISSIONER WEBSTER

I concur with the majority in denying the carrier's petition.

Most careful consideration was given all the evidence introduced at the hearing and ample opportunity for the introduction of additional information was offered, therefore, nothing could be gained by reopening the case except delay.

As to the carrier's complaint that no provision was made for long and short haul relief, attention should be called to Section 8049 of the Code of Iowa which covers this point fully. The carrier may appeal to the Commission for relief, and for good and sufficient reasons the Commission has authority to grant.

Under date of September 22, 1933, the Board issued an Order as follows, denying petition of the Scandia Coal Company for leave to intervene and reopen the proceedings:

Upon full consideration of petition filed September 12, 1933, by the Scandia Coal Company for leave to intervene and asking that the Order of September 2, 1933, in the above proceedings be set aside and the proceeding reopened for further hearing and consideration.

IT IS ORDERED, That the petition be and is hereby denied.

Under date of September 28, 1933, the Board issued an order denying petition of the carriers for an extension in the effective date of the Board's Order of September 2, 1933, as modified by Order of September 22, 1933:

Upon full consideration of petition filed this date by the carriers for extension in effective date of Order entered herein on September 2, 1933, as modified by Order of September 22, 1933, for the purpose of permitting petitioners to test the legality of said Order,

IT IS ORDERED, That the petition be and is hereby denied.

The carriers then appealed the Board's decision of September 2, 1933, to the District Court of Polk County, the case not being completed at the close of the present fiscal year.

No. B-1658—1933. Northwestern Gravel Company, Lake View, v. C. R. I. & P. Ry. Co. Unfair switching charges from Concrete Materials Company pit near Wallingford to Estherville. This case was set down for hearing on September 30, 1933, but was later withdrawn by the complainant.

Filed July 28, 1933. Closed September 20, 1933.

No. B-1659—1933.

AMERICAN BEET SUGAR CO., BY B. J. DRUMMOND, TRAFFIC COUNSELLOR,
MASON CITY, *Petitioner*,

v.

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY, ET AL., *Defendants*.
Decided October 24, 1933.

APPLICATION FOR INVESTIGATION OF RATES ON SUGAR BEETS, CARLOADS, BY RAILROADS IN IOWA.

Found, upon hearing, that present rates are unreasonable.

Ordered, a new scale of rates to be established on or before November 15, 1933.

Petition was filed August 7, 1933, by the American Beet Sugar Company seeking a revision in the existing rates on sugar beets within Iowa, due to the lower level of rates in other states.

This company owns plants at Mason City and Belmond, Iowa, however, the Belmond plant is not now in operation.

The existing sugar beet rates in Iowa were voluntarily established by the carriers and have been in effect since April 15, 1923.

A comparison of the present Iowa rates with rates applicable in other states having both intra and interstate application are shown in the following table:

Miles	(1) Iowa c	(2) Utah- Idaho c	(3) U. P. Colo. c	(4) S. Fe Kan. Colo. c	(5) C., B. & Q. Colo. c	(6) Minn.- N. Dak. c	(7) Minn. c	(8) Neb. c	(9) Mont. c
5	50	25	40	50	30	35	35	40	50
10	50	25	40	50	40	35	35	40	50
15	50	35	40	50	40	35	35	40	50
20	50	40	40	50	40	35	35	40	50
25	50	45	45	50	45	50	50	45	50
30	50	50	50	50	50	50	50	50	50
35	55	55	55	50	55	50	50	55	50
40	59	60	60	50	60	56	56	60	50
45	63	65	65	60	65	56	56	65	56
50	67	70	70	60	70	56	56	70	56
55	71	80	80	60	73	60	60	73	68
60	75	85	85	60	76	60	60	76	68
65	79	95	95	70	79	70	70	79	80
70	83	100	100	70	82	70	70	82	80
75	87	100	100	70	85	70	70	85	80
80	91	100	100	70	88	70	70	88	80
85	95	100	100	70	91	70	70	91	90
90	99	100	100	70	94	70	70	94	90
95	103	100	100	70	97	70	70	97	90
100	107	100	100	70	100	70	70	100	90

Column 1—Iowa intrastate.

Column 2—Utah-Idaho inter, Utah intra, Idaho intrastate.

Column 3—Colorado intrastate.

- Column 4—Kansas-Colorado intrastate.
- Column 5—Colorado intrastate.
- Column 6—North Dakota to E. Grand Forks.
- Column 7—Minnesota to E. Grand Forks.
- Column 8—Nebraska intrastate.
- Column 9—Montana intrastate.

The rates stated in Colorado and Nebraska were voluntarily established by the carriers and became effective October 15, 1924. Carriers have recently established rates in Colorado and Nebraska lower than the basis set out in the above table particularly for the shorter hauls, such rates being established to meet motor truck competition and are of a temporary nature in that they carry an expiration date. The Colorado and Nebraska rates set out in the above table are, however, of a permanent nature and are applied as maximum even though voluntarily established by the carriers.

Rates are generally on a lower level in Western Trunk Line territory east of the Missouri River than are applicable in Nebraska, Colorado and other states west of the Missouri River.

Petitioner proposes rates in Iowa on a lower level than applicable in the territory west of the Missouri River on the basis of the general rate levels, however, we are of the opinion that the general differences in rate levels cannot be properly applied in fixing rates on low-grade commodities such as sugar beets. However, we are of the opinion that no higher level of rates on sugar beets should prevail in Iowa than is applied in Colorado, Nebraska and other western states.

In 1932 there were 1,125 carloads originating in Iowa moved to Mason City, 196 cars which were from Buffalo Center and Lakota, Iowa, and moved over joint route via C., R. I. & P. Ry., Garner, C., M. St. & P. R. R., the balance (929 cars) came from points varying in distance from 10 to 75 miles, being single-line hauls.

It was stated of record that a scale of rates for hauls up to and including 100 miles would therefore suffice to cover movements within Iowa.

Present joint rates in Iowa are made on the basis of 80 per cent of the local rates for the distance each railroad hauls the freight, and the petitioner herein recommends the abolishment of this basis and the substitution of an arbitrary of 10 cents per ton over the single-line rates, this being the basis applicable between certain points in Nebraska, and from points on the Utah and Idaho Central Railroad to points on the Oregon Short Line Railroad in Utah.

We find that the present rates applicable for the transportation of sugar beets, in carloads, intrastate in Iowa are unreasonable to the extent that they exceed the present maximum rates being charged for the transportation within Nebraska, and other western states.

IT IS THEREFORE ORDERED, that the carriers operating within the state of Iowa, be and are hereby notified and required to establish on or before November 15, 1933 upon not less than one day's notice to this Commission and to the general public, and thereafter maintain and apply rates that shall not exceed the maximum distance rates provided in Appendix "A" to this report for the transportation of sugar beets, in carloads, between points in Iowa, for single-line hauls and two-line hauls of 100 miles and under.

IT IS FURTHER ORDERED, that the rates herein shall be subject to a minimum weight of 90 per cent of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 30,000 pounds per car.

Docket No. B-1659—

APPENDIX "A"

DISTANCE SCALE OF MAXIMUM RATES HEREIN PRESCRIBED ON
SUGAR BEETS, IN CARLOADS

Miles	Rates in Cents Per Ton of 2,000 Pounds	
	Single-line Hauls	2-line Hauls
5.....	40	50
10.....	40	50
15.....	40	50
20.....	40	50
25.....	45	55
30.....	50	60
35.....	55	65
40.....	60	70
45.....	65	75
50.....	70	80
55.....	73	83
60.....	76	86
65.....	79	89
70.....	82	92
75.....	85	95
80.....	88	98
85.....	91	101
90.....	94	104
95.....	97	107
100.....	100	110

On October 31, 1933, the Board issued a Supplemental Order in this case, setting out a new scale of rates to be effective on November 15, 1933, in lieu of those shown in Order under date of October 24, 1933, as follows:

The American Beet Sugar Company, the petitioner in this proceeding, filed its petition October 28, 1933 for a postponement of the effective date and for reopening of the proceedings for the purpose of argument. The Board, in reviewing the order finds that the order as made was not in accordance with its conclusion and that no reopening or reargument is necessary in the determination thereof. Therefore the judgment of the Board is that the said order be and is now withdrawn, and in lieu and instead thereof a new and substitute order is herein made, as follows, to-wit:

"IT IS THEREFORE ORDERED, that the rates and the scale of rates shall be applied and are now ordered established as are set out in Appendix A of this order and that same shall be the rates prescribed for the future for said transportation, and the order dated October 24, 1933 is of no force or validity, and this order is prescribed in lieu thereof."

Rates herein prescribed to become effective on November 15, 1933, on not less than one day's notice to this Commission and the general public.

APPENDIX "A"

DISTANCE SCALE OF MAXIMUM RATES HEREIN PRESCRIBED ON
SUGAR BEETS, IN CARLOADS

Miles	Rates in Cents Per Ton of 2,000 Pounds	
	Single-line Hauls	2-line Hauls
5.....	40	50
10.....	40	50
15.....	40	50
20.....	40	50

25.....	45	55
30.....	50	60
35.....	55	65
40.....	59	69
45.....	63	73
50.....	67	77
55.....	71	81
60.....	75	85
65.....	79	89
70.....	82	92
75.....	85	95
80.....	88	98
85.....	91	101
90.....	94	104
95.....	97	107
100.....	100	110

No. L-463—1933. Minneapolis & St. Louis Railroad Company. Application for permission to extend the expiration date of Tariff 909-A from December 31, 1932 to March 31, 1933.

Granted December 2, 1932.

No. L-464—1933. Chicago & North Western Railway Company. Application for permission to publish on one day's notice proportional rate on bituminous coal, carloads, when originating beyond Des Moines, Iowa, to Sioux City, Iowa.

Granted December 3, 1932.

No. L-465—1933. Waterloo, Cedar Falls & Northern Railway Company. Application for permission to amend, on one day's notice, Tariff No. 286-F, providing rate of 22 cents per 10-gallon can on milk, cream and ice cream mix for hauls of 16 to 25 miles.

Granted December 6, 1932.

No. L-466—1933. E. B. Boyd, Agent, Western Traffic Executive Committee. Application to amend Tariff of Emergency Charges on less than statutory notice.

Granted December 10, 1932.

Granted January 12, 1933.

No. L-467—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish on one day's notice reduced rates in Tariff No. 253 on iron and steel, scrap.

Granted December 14, 1932.

No. L-468—1933. Ft. Dodge, Des Moines & Southern Railroad Company. Application for authority to publish on one day's notice amendment to Ft. D., D. M. & S. G. F. O. No. 1444 extending expiration date to June 30, 1933.

Granted December 17, 1932.

No. L-469—1933. A. F. Cleveland, Vice President, Rates and Divisions. Application for permission to apply the distance rates named in Item 2243-B, Boyd's Tariff 160-I, on boxes, corrugated fibreboard, K. D. flat or folded flat, carload.

Granted December 28, 1932.

No. L-470—1933. Chicago, Rock Island & Pacific Railway Company. Application for permission to extend, on one day's notice expiration date of special rate of 45.4 cents per ton published in C., R. I. & P. Tariff No. 33899-M.

Granted December 21, 1932.

No. L-471—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to file on one day's notice extension of postponement of effective date for suspended schedules involved in Docket B-1649.

Granted December 22, 1932.

No. L-472—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to extend, on one day's notice, expiration date for the application of distance rates on live stock, as published in Item 352-A, Supplement 5 to Freight Tariff 240-A.

Granted December 22, 1932.

No. L-473—1933. Illinois Central Railroad Company. Application for permission to publish on one day's notice, distance rates for 290 miles, on live stock from Sioux City, Iowa, to Cedar Rapids, Iowa via Illinois Central Railroad direct and via Waterloo in connection with W., C. F. & N. Ry.

Granted December 22, 1932.

No. L-474—1933. Illinois Central Railroad Company. Application for permission to publish on one day's notice rate of 20.4 cents per 100 pounds, on beet sugar, carload, from Belmond, Iowa, to Dubuque, Iowa, via the M. & St. L. and Illinois Central.

Granted December 22, 1932.

No. L-475—1933. Illinois Central Railroad Company. Application for permission to publish and file on one day's notice, rate of 23 cents per 100 pounds on hogs, carload, Denison, Iowa to Cedar Rapids, Iowa via Illinois Central direct and via connections with W., C. F. & N. Ry. at Waterloo.

Granted December 22, 1932.

No. L-476—1933. Chicago Great Western Railroad Company. Application for permission to publish on one day's notice, reduced rates on sand and gravel, carloads, from Des Moines, Iowa, to various points to meet truck competition.

Granted December 23, 1932.

No. L-477—1933. Chicago Great Western Railroad Company. Application for permission to extend, on one day's notice, the expiration date of C., G. W. Tariff 190-A from December 31, 1932, to May 15, 1933, naming rates on sand and gravel, carloads, from Mason City, Iowa, to Belmond, Iowa, of 50 cents per ton and from Mason City to Clarion and Solberg of 59 cents per ton.

Granted December 27, 1932.

No. L-478-1933. 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 Quarry, Iowa, to Altoona and Mitchellville, Iowa.

Granted December 27, 1932.

No. L-479—1933. Minneapolis & St. Louis Railroad Company. Application for permission to file on one day's notice a reissue of Tariff 1455-C, reissue to show that rates named therein are not subject to deductions in constructing joint through rates.

Granted December 28, 1932.

No. L-480—1933. Clinton, Davenport & Muscatine Railway Company. Application for permission to file on one day's notice Tariff naming

rate of 50 cents per net ton on sand and gravel, carload, from Muscatine to Davenport, minimum weight 120,000 pounds.

Granted December 28, 1932.

No. L-481—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice, 39 cents per can on cream, in ten-gallon cans, between Davenport, Iowa, and Ottumwa, Iowa.

Granted January 5, 1933.

No. L-482—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish, on one day's notice, rate of 59 cents per net ton, on sand and gravel carloads, from Clear Lake, Iowa, to Rowan, Iowa via C., M., St. P. & P. to Garner, Iowa, and C., R. I. & P.

Granted January 10, 1933.

No. L-483—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish on one day's notice amendment to Item 2243-B, Iowa Lines' Tariff 160-I, as authorized by the Commission in File L-469.

Granted January 11, 1933.

No. L-484—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to voluntarily postpone rates under suspension on live stock in carloads, as published in Agency and individual lines' issues involved in Iowa Commission Docket B-1637, from January 17, 1933, to July 17, 1933.

Granted January 11, 1933.

No. L-485—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice reduced rates on coal from mines located on the C., M., St. P. & P. R. R. as listed in application, to Webster City, Iowa.

Withdrawn April 25, 1933.

No. L-486—1933. Chicago, Burlington & Quincy Railroad Company. Application for permission to file on one day's notice Supplement No. 1 to Tariff No. 159-G, effective February 1, 1933, reducing the distance rates on butter fat or sour cream in five-gallon cans.

Granted January 18, 1933.

No. L-487—1933. Minneapolis & St. Louis Railroad Company. Application of the M. & St. L. for authority to publish and file on one day's notice reduced minimum weights on live stock, carload, from M. & St. L. stations to Mason City, Iowa, also, to publish a 20½ cent rate, McCallsburg to Mason City; not applicable to intermediate points.

Granted January 26, 1933.

No. L-488—1933. Chicago, Rock Island & Pacific Railway Company and Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish and file on one day's notice rate of \$1.50 per net ton on ice, carloads, from Clear Lake and Mason City, Iowa, to Ottumwa, Iowa.

Granted Chicago, Rock Island & Pacific Railway Company January 27, 1933.

Granted Chicago, Milwaukee, St. Paul & Pacific Railroad Company January 28, 1933.

No. L-489—1933. Minneapolis & St. Louis Railroad Company. Application for permission to publish and file on one day's notice rate of \$1.50

per net ton on ice, carloads, from Clear Lake, Iowa, to Ottumwa, Iowa via the M. C. & C. L., M. & St. L. and C., B. & Q.

Granted February 1, 1933.

No. L-490—1933. Minneapolis & St. Louis Railroad Company. Application for permission to publish and file on one day's notice reduced rates on bituminous coal, from Centerville, Iowa, to Richland, Iowa via the I. S. U. Co. and M. & St. L. R. R.

Granted February 1, 1933.

No. L-491—1933. Chicago Great Western Railroad Company. Application for permission to publish and file on one day's notice rate of 59 cents per net ton, plus emergency charge on sand and gravel, carload, from Shell Rock to Rowan, Iowa.

Granted February 2, 1933.

No. L-492—1933. Chicago Great Western Railroad Company. Application for permission to publish and file on one day's notice rate of 59 cents per net ton, plus emergency charge, on sand and gravel, carloads, from Mason City, Iowa, to Rowan, Iowa.

Granted February 2, 1933.

No. L-493—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish on one day's notice Column 55 basis of rates on syrup, flavoring, less than carloads, subject to the emergency charge.

Granted February 6, 1933.

No. L-494—1933. Minneapolis & St. Louis Railroad Company. Application for permission to publish and file on one day's notice reduced rates on bituminous coal from Perry, Iowa, to Storm Lake, Iowa when originating at Moran, Iowa.

Granted February 6, 1933.

No. L-495—1933. Railway Express Agency, Inc. Application for permission to establish a reduced schedule of charges for the transportation in express service of butterfat or cream, unrefrigerated, in 5, 8 and 10-gallon cans between all stations in Iowa on the M. & St. L. R. R.

Granted February 6, 1933.

No. L-496—1933. Minneapolis & St. Louis Railroad Company. Application for permission to publish and file on one day's notice reduced rates and minimum weights on live stock.

Granted February 7, 1933.

No. L-497—1933. Fort Dodge, Des Moines & Southern Railroad Company. Application for permission to cancel F. D., D. M. & S., G. F. D. No. 425 naming proportional rates on coal from Des Moines to Fort Dodge, Iowa, on five days' notice.

Granted February 11, 1933.

No. L-498—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to postpone, on less than statutory notice, effective date of Item 2260-A of Supplement 17 to Iowa Lines Tariff No. 160-I, until April 1, 1933, in lieu of March 15, 1933.

Granted February 16, 1933.

No. L-499—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish, on one day's notice, rate of 12 cents per cwt., plus emergency charge, on potatoes, cabbage and onions,

in carloads, to Des Moines, Iowa, from Titonka, Crystal Lake, Miller, Garner, Forest City, Woden, Neils, Hayfield and Thompson, Iowa.

Granted February 17, 1933.

No. L-500—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to establish reduced rates on furniture, on one day's notice, as described under the heading of furniture in the Western Classification.

Granted February 17, 1933.

No. L-501—1933. Minneapolis & St. Louis Railroad Company. Application for authority to establish on one day's notice a rate of 235 cents per net ton, plus emergency charge, on beet sugar final molasses, subject to minimum weight of 90 per cent of marked capacity of car, from Mason City to Sioux City, Iowa.

Granted February 17, 1933.

No. L-502—1933. Minneapolis & St. Louis Railroad Company. Application for permission to publish and file on one day's notice rate of 16 cents per 100 pounds on hogs, carloads, from Lynnville and Sully, Iowa, and intermediate points on the M. & St. L. to Ottumwa, Iowa via Maxon, Iowa, and the C., B. & Q.

Granted February 18, 1933.

No. L-503—1933. Minneapolis & St. Louis Railroad Company. Application for authority to publish and file on one day's notice rate of 12 cents per 100 pounds, subject to emergency charge, on cabbage, onions and potatoes, carloads, from Britt, Corwith, Emmons, Forest City, Hanna, Hawley, Lake Mills, Leland and Stilson to Des Moines, Iowa.

Granted February 18, 1933.

No. L-504—1933. Chicago, Rock Island & Pacific Railway Company. Application for permission to file on one day's notice Supplement to C., R. I. & P. Tariff 33899-Q to provide that the rates named therein will be subject to Boyd's Circular 1-T.

Granted February 20, 1933.

No. L-505—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to establish on one day's notice rate of 12 cents per 100 pounds, plus emergency charge, on potatoes, cabbage and onions, in straight or mixed carloads, minimum weight 30,000 pounds from Britt and Garner, Iowa, to Des Moines, Iowa.

Granted February 27, 1933.

No. L-506—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to establish on one day's notice rates of 28 cents, 36 cents and 40 cents per five, eight and ten-gallon cans of cream, respectively, between Cedar Rapids and Ottumwa, Iowa, to meet rates applicable via the C., R. I. & P. Ry.

Granted March 6, 1933.

No. L-507—1933. Central Freight Association. Application for authority to file on five days' notice Supplement to Tariff I. C. C. No. 2565 (Jones), making changes and additions to Item 30-B applicable to Iowa intrastate traffic.

Granted March 13, 1933.

No. L-508—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to make effective, on one day's notice,

Item 2253 of Supplement 18 to Freight Tariff 160-I, which names rates on crackers, carloads, from Burlington to Des Moines, Iowa.

Granted March 13, 1933.

No. L-509—1933. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish and file on one day's notice rate of 43.6 cents per net ton, plus emergency charge, on sand and gravel, carloads, from Des Moines, Iowa, to Beech, Iowa.

Granted March 15, 1933.

No. L-510—1933. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish and file on one day's notice Tariff 33899-Q naming rates on sand and gravel, carloads, from Muscatine to Atalissa, Cone, Moscow, Nichols and West Liberty, Iowa, of 36.4 cents per net ton.

Granted March 17, 1933.

No. L-511—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to establish on one day's notice reduced rate of 15 cents per net ton, subject to minimum weight of 84,000 pounds per car for industrial switch movements from Sioux City Brick & Tile Company, North Riverside, to industries on C., M., St. P. & P. R. R. at Sioux City.

Granted March 21, 1933.

No. L-512—1933. Chicago, Rock Island & Pacific Railway Company. Application for reinstatement on one day's notice, to meet truck competition, of reduced rate of 32.7 cents per ton on sand and gravel, carloads, from Muscatine to Letts, Iowa.

Granted March 22, 1933.

No. L-513—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to cancel on one day's notice Tariffs under suspension by virtue of suspension order of this Commission dated December 16, 1932, in Docket No. B-1653.

Granted March 23, 1933.

No. L-514—1933. Great Northern Railway Company. Application for permission to publish on one day's notice rate of 60 cents per net ton on sand and gravel, carloads, from Doon to Sioux City, Iowa.

Granted March 25, 1933.

Amended to authorize emergency charge April 8, 1933.

No. L-515—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to establish reduced rates on beer, stout, ale, beer tonic, etc., and on empty containers on less than statutory notice.

Granted April 17, 1933.

No. L-516—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to cancel Rule 1401 and reinstate Rule 1400-N with amendment of W. T. L. Circular No. 1-T, on one day's notice.

Granted March 29, 1933.

No. L-518—1933. Iowa Lines, by A. F. Cleveland, Chairman. Application for authority to reinstate on one day's notice application of emergency charges as published in Boyd's Tariff No. 252-A in connection with special reduced rates published to meet competitive conditions during the period January 4, 1932, to March 31, 1933, inclusive. Granted by order of the Board under date of March 31, 1933, as follows:

Upon application of Mr. A. F. Cleveland, in behalf of the Iowa Lines, and good cause appearing therefor:

IT IS ORDERED, that the emergency charges as provided in E. B. Boyd's Tariff No. 252-A may be continued in effect on Iowa intrastate traffic in connection with special reduced rates published to meet competitive conditions and established during the period of January 4, 1932 to March 31, 1933, inclusive, by publication on one day's notice.

No. L-519—1933. Burlington, Muscatine & Northwestern Railway Company. Application for authority to publish on one day's notice B., M. & N. W. Ry., G. F. D. No. 20, cancelling B., M. & N. W. Ry., G. F. D. No. 19. The Commission denied authority to publish on one day's notice, but substituted in lieu thereof "not less than five days' notice."

Granted April 3, 1933.

No. L-520—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish on one day's notice a reduced rate of 10 cents per 100 pounds, minimum weight 40,000 pounds, on strawboard, chipboard, pulpboard and boxboard, carloads, from Tama, Iowa, to Mason City, Iowa.

Granted April 7, 1933.

No. L-521—1933. Minneapolis & St. Louis Railroad Company. Application for permission to establish on one day's notice a rate of 44 cents per ton, on sand and gravel, in carloads, from Eddyville, Iowa, to Nugent, Iowa.

Granted April 7, 1933.

No. L-522—1933. Central Freight Association. Application for authority to amend exception (f) of the uniform diversion and reconsignment rules on one day's notice.

Granted April 17, 1933.

No. L-523—1933. Chicago & North Western Railway Company. Application for permission to establish, on one day's notice, a rate of \$10.00 per car on brick and articles taking same rates from Sergeant Bluff, Iowa, to Sioux City, Iowa.

Granted April 13, 1933.

No. L-524—1933. Great Northern Railway Company. Application for permission to publish on one day's notice, a switching rate of \$5.00 per car on grain from Flanley Grain Company or Terminal Grain Corporation to point of interchange with C. & N. W. Ry. and Ill. Cent. Ry. at Sioux City, Iowa.

Granted April 15, 1933.

No. L-525—1933. Railway Express Agency, Inc. Application for permission to establish, on one day's notice, new schedule of rates on butterfat and sour cream, unrefrigerated, in ten-gallon cans, intrastate in Iowa.

Granted April 17, 1933.

No. L-526—1933. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish and file, on one day's notice, rate of 45 cents per net ton, subject to the emergency charge, on sand and gravel, carloads, from Estherville, Iowa, to Emmetsburg, Iowa.

Granted April 17, 1933.

No. L-527—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish and file on one day's notice

reduced rates on produce from Des Moines, Iowa, to Albia, Albia, Albia, Cherokee, Marshalltown and Spencer, and from Marshalltown to Albia, Iowa.

Created April 17, 1911.

No. 1,428-1911. Chicago & North Western Railway Company. Application for permission to publish and file on one day's notice, rate of 2.5 cents per 100 pounds on sugar, carloads, from Mason City to Logan, Iowa.

Created April 18, 1911.

No. 1,429-1911. Chicago, Rock Island & Pacific Railway Company. Application for permission to extend, on one day's notice, the expiration date to July 15, 1911, of the rates published in C., R. I. & P. Tariff 1207-B, on crushed stone, carload, from Newburg Portland Cement Quarry to Adams, Des Moines and Mitchellville.

Created April 18, 1911.

No. 1,430-1911. E. B. Boyd, Chairman, Western Truck Line Committee. Application for authority to publish and file, on one day's notice, the following rates on factory goods, carloads: minimum weight 15,000 pounds, Column 12, minimum weight 25,000 pounds, Column 13. Rates to be shown under Column B, Freight Tariff No. 118-A.

Created April 18, 1911.

No. 1,431-1911. Chicago, Rock Island & Pacific Railway Company. Application for authority to reclassify, on one day's notice, rate of 2.5 cents per 100 pounds on cement, carloads, from Mason City to Forest City, Iowa as heretofore published under Special Permitting 1-113.

Created April 18, 1911.

No. 1,432-1911. Fort Dodge, Des Moines & Southern Railway Company. Application for permission to publish and file on one day's notice, exceptions to classification as produce or produce products, L. C. L.

Created April 18, 1911.

No. 1,433-1911. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to extend on one day's notice from rates published on sand and gravel, carloads, in C., M., St. P. & P., S. P. 1118-A, from Chicago and Muscatine to Marshalltown and Sigurd, in connection with the M. & St. L. R. R.

Created April 18, 1911.

No. 1,434-1911. Winnebago & St. Louis Railroad Company. Application for permission to reestablish rate of 15 cents per 100 lbs. on one day's notice, on sand and gravel, carloads, from Rockville, Iowa, to Rockton, Iowa.

Created April 18, 1911.

No. 1,435-1911. E. B. Boyd, Chairman, Western Truck Line Committee. Application for permission to publish on one day's notice changes in Item 25-A of Supplement 1 to Tariff 111-B, as set out in application.

Created April 18, 1911.

No. 1,436-1911. Chicago, Burlington & Quincy Railroad Company. Application for permission to reestablish C., B. & Q. Tariff 1207-B, on one day's notice, making a rate of 25 cents per 100 lbs on sand and gravel, carload, from Spring Grove, Iowa, to Des Moines, Iowa.

Created May 1, 1911.

No. L-537—1933. Chicago & North Western Railway Company. Application for permission to publish, on one day's notice, the short line rate on wheat and corn, carloads, from Harlan, Kirkman, Irwin, Manning, Halbur, Carroll and Audubon, Iowa, to Council Bluffs, Iowa.

Granted May 4, 1933.

No. L-538—1933. Great Northern Railway Company. Application for permission to reinstate on one day's notice, rate of 44 cents per net ton on sand and gravel, carloads, from Doon, Iowa, to Sioux Center, Iowa.

Granted May 3, 1933.

No. L-539—1933. Des Moines & Central Iowa Railroad Company. Application for authority to publish, on one day's notice, rate of \$1.552 per net ton on fine coal, carloads, from Herrold to Iowa City, Iowa, and \$1.60 per net ton from Moran, Iowa to Iowa City, Iowa, routed via D. M. & C. I., C., M., St. P. & P. and C. R. & I. C.

Granted May 4, 1933.

No. L-540—1933. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish, on one day's notice, rate of 55 cents per net ton on sand and gravel, carloads, from Estherville, Iowa, to Ruthven and Crippen, Iowa via C., R. I. & P., Emmetsburg and C., M., St. P. & P.

Granted May 4, 1933.

No. L-541—1933. Chicago & North Western Railway Company. Application for permission to publish on one day's notice \$3.15 per car for switching crushed stone, carload, from Iowa Limestone Company Plant to Wright Construction Company set-up at Alden, Iowa.

Granted May 5, 1933.

No. L-542—1933. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish and file on less than thirty days' notice rates on coal from Rector to Valley Junction, Iowa, same as are applicable from Tracy to Valley Junction via the Wabash R. R. to Des Moines and C., R. I. & P. Ry. beyond.

Granted May 6, 1933.

No. L-543—1933. Fort Dodge, Des Moines & Southern Railroad Company. Application for permission to publish and file on less than thirty days' notice distance rates on less than carload traffic for application between all stations on the Ft. D., D. M. & S. R. R. to meet truck competition.

Granted May 8, 1933.

No. L-544—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish and file on one day's notice Column 35 rates (17000 Part 2 Basis) on cocoa, candy or confectionery, chewing gum, etc., in straight or mixed carloads.

Granted May 8, 1933.

No. L-545—1933. Chicago, Great Western Railroad Company. Application for permission to reinstate rates, on one day's notice, on crushed stone, sand and gravel, in carloads, from Des Moines to Bondurant, Santiago and Valeria, Iowa of 36 cents per net ton and from Des Moines to Mingo, Iowa of 40 cents per net ton.

Granted May 9, 1933.

No. L-546—1933. Railway Express Agency, Inc. Application for permission to establish on one day's notice reduced rates on ale, beer, wine

and other malt or vinous beverages containing not more than 3.2 per cent of alcohol by weight, tariff to be limited to beer, ale, porter, stout, or any other malt liquor containing not more than 3.2 per cent alcohol by weight, as wine and vinous beverages have not been legalized in Iowa.

Granted May 11, 1933.

No. L-547—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to establish on one day's notice Column 35 rates.

Granted May 11, 1933.

¹²No. L-548—1933. Chicago, Burlington & Quincy Railroad Company. Application for permission to establish on one day's notice rates on soft coal, in carloads, from Halpin, Avery, Hamilton and Tracy, Iowa, and intermediate points to Des Moines, Iowa, of 78 cents per net ton on lump coal and 67 cents per net ton on fine coal.

Granted May 11, 1933.

No. L-549—1933. Chicago, Rock Island & Pacific Railway Company. Application for permission to amend, on one day's notice, C., R. I. & P. Switching Tariff No. 21432-Series to provide for the C. L. Rutherford Coal Company as being located on the C., R. I. & P. Ry. at Evans, Iowa.

Granted May 12, 1933.

No. L-550—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish on one day's notice, rate of 67.5 cents per net ton on sand and gravel, carloads, from Ottumwa to Centerville, Iowa, in connection with Iowa Southern Utilities Company.

Granted May 13, 1933.

No. L-551—1933. Illinois Central Railroad Company. Application for authority to publish on one day's notice rate of \$5.00 per car on strip gravel from Cherokee gravel pit at Cherokee to State Hospital at Cherokee.

Granted May 17, 1933.

No. L-552—1933. Chicago & North Western Railway Company. Application for permission to publish and file on one day's notice rate of 8.5 cents per 100 pounds on plaster and stucco and articles taking same rates, carload, from Gypsum to Mason City, Iowa.

Granted May 17, 1933.

No. L-553—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish, on one day's notice, postponement of the effective date for the application of Column 27½ rating on Dried Beans and Dried Peas as published in Item 95, Supplement 6 to Iowa Lines Tariff No. 253.

Granted May 19, 1933.

No. L-555—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish on less than statutory notice Column 50 rates (I. C. C. Docket 17000, Part 2 Basis) on berries, other than cold packed, carload minimum weight 17,000 pounds.

Granted May 22, 1933.

No. L-556—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish on less than statutory

notice Supplements to Iowa Lines Tariffs 160-I and 253-A making changes in the ratings on beverages.

Granted May 29, 1933.

No. L-557—1933. Wabash Railway Company. Application for permission to publish on one day's notice reduced rates on lump and fine coal, from Albia, Lovilia, Hamilton and Bussey to Des Moines, Iowa.

Granted May 31, 1933.

No. L-558—1933. Chicago, Great Western Railroad Company. Application for authority to publish on one day's notice rate of 10.5 cents per 100 pounds on cement, carload, from Des Moines, Iowa, to West Fort Dodge, Iowa.

Granted May 31, 1933.

No. L-559—1933. Chicago Great Western Railroad Company. Application for permission to publish on one day's notice switching charge of \$3.60 per car from Ft. D., D. M. & S. connection at Fort Dodge to West Fort Dodge, Iowa.

Granted May 31, 1933.

No. L-560—1933. Minneapolis & St. Louis Railroad Company. Application for permission to publish and file on one day's notice Supplement to Distance Tariff No. 260-B to include Pit of the Empire Sand & Material Company.

Granted May 31, 1933.

No. L-561—1933. Waterloo, Cedar Falls & Northern Railway Company. Application for permission to re-establish, on one day's notice, rates on crushed stone that expired December 31, 1932, G. F. D. 332.

Granted May 31, 1933.

No. L-562—1933. Chicago, Great Western Railroad Company. Application for permission to reissue, on one day's notice, Tariff 204-B, extending the expiring date until August 31, 1933, naming rate of 65 cents per ton on sand and gravel, carload, from Shell Rock, Iowa, to Rowan, Iowa.

Granted May 31, 1933.

No. L-563—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to amend, on one day's notice, Rule 247-B as published in Supplement 121 to Circular 1-T.

Granted June 2, 1933.

No. L-564—1933. Chicago & North Western Railway Company. Application for permission to publish on one day's notice the short line rate of 10 cents per 100 pounds on wheat and articles taking same rate and 9 cents per 100 pounds on corn and articles taking same rate from Botna, Iowa, to Council Bluffs, Iowa.

Granted June 5, 1933.

No. L-565—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to file reduced rates on ice, carloads, from Des Moines, Iowa, Oskaloosa, Iowa, and Iowa City, Iowa, to points named in application, on one day's notice.

Granted June 8, 1933.

No. L-566—1933. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish on less than statutory notice Circular

No. R-1087, which is a reduction of the present rates on butter fat and sour cream, in cans, from Mediapolis to Keokuk, Iowa.

Granted June 8, 1933.

No. L-567—1933. Chicago & North Western Railway Company. Application for permission to publish, on one day's notice, reduced rates on sand and gravel, carloads, from Lake View and Sacton to Onawa, Whiting and Sloan and from Hawarden to Sloan.

Granted June 12, 1933.

No. L-568—1933. Illinois Central Railroad Company. Application for permission to publish reduced rates on sand and gravel, carloads, from Quimby to Onawa and Kennebec, on one day's notice.

Granted June 12, 1933.

No. L-569—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to extend expiration date of Item 2264-A, as published in Supplement 19-A to Iowa Lines Tariff 160-I, and to become effective on one day's notice.

Granted June 13, 1933.

No. L-570—1933. Chicago, Rock Island & Pacific Railway Company. Application for permission to advance, on one day's notice, the effective date of C., R. I. & P. Tariff No. 34159, naming rate on crushed stone, carloads, from Croton to Buena Vista, Iowa.

Granted June 19, 1933.

No. L-571—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish, on one day's notice, reduced rates on lump and fine coal, from Rector to Earlham, Iowa.

Granted June 20, 1933.

No. L-572—1933. Chicago & North Western Railway Company. Application for permission to publish, on one day's notice, rate of 15½ cents per 100 pounds on chipboard, etc., carload, from Tama to Sioux City, Iowa.

Granted June 20, 1933.

No. L-573—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish, on one day's notice, Supplement to Iowa Lines Tariff 160-I to provide for the postponement of the proposed cancellation of rates on furniture suspended in Iowa Docket No. B-1649.

Granted June 21, 1933.

No. L-574—1933. Chicago & North Western Railway Company. Application for permission to publish, on one day's notice, reduced rates on crushed stone, carloads, from Alden to Dows and Rowan, Iowa.

Granted June 24, 1933.

No. L-575—1933. Chicago, Great Western Railroad Company. Application for permission to publish, on one day's notice, reduced rates on sand and gravel, carloads, from Mason City to Solberg and Eagle Grove, Iowa, also, from Shell Rock to Rowan, Iowa.

Granted June 29, 1933.

No. L-576—1933. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish, on one day's notice, rate of 55 cents per net ton on sand and gravel, carloads, from Mason City to Rowan and Dows, Iowa.

Granted June 29, 1933.

No. L-577—1933. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish, on one day's notice, rate of 39.5 cents per net ton on sand and gravel, carloads, from Des Moines to Colfax, Iowa.

Granted June 29, 1933.

No. L-578—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish, on one day's notice, Column 22½ basis on carloads and Column 55 basis on less than carloads of grasshopper bait.

Granted June 30, 1933.

No. L-579—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish, on one day's notice, reduced rates on sand and gravel, carloads, from Mason City and Clear Lake to Rowan, Dows and Galt, Iowa.

Granted July 3, 1933.

No. L-580—1933. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish, on one day's notice, rate of 68 cents per net ton on sand and gravel, carloads, from Estherville to Goldfield, Iowa.

Granted July 7, 1933.

No. L-581—1933. Minneapolis & St. Louis Railroad Company. Application for permission to publish, on one day's notice, rate of 54 cents per net ton on sand and gravel, carloads, from Humboldt to Eagle Grove via Luverne and C. & N. W. Ry.

Granted July 8, 1933.

No. L-582—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish, on one day's notice, amendment to Paragraph (m) Item 110-B, Supplement 9 to Tariff No. 236-B which is reproduced in Item 100, Tariff No. 236-C.

Granted July 10, 1933.

No. L-583—1933. Chicago & North Western Railway Company. Application for permission to publish, on one day's notice, reduced rates on crushed stone, carloads, from Quarry, Iowa, to Belle Plaine, Hartwick, Carnforth, Guernsey, Deep River, Tilton and What Cheer, Iowa.

Granted July 10, 1933.

No. L-584—1933. Chicago & North Western Railway Company. Application for permission to publish, on one day's notice, rate of 70.5 cents per net ton on sand and gravel, carloads, from Correctionville to Sioux City, Iowa.

Granted July 10, 1933.

No. L-585—1933. Chicago & North Western Railway Company. Application for permission to publish, on one day's notice, reciprocal switching rate at Eagle Grove, Iowa, of \$2.25 per car from C. G. W. connection to O'Rourke Construction Company set-up.

Granted July 11, 1933.

No. L-586—1933. Chicago & North Western Railway Company. Application for permission to publish, on one day's notice, short line rates on sugar, carloads, from Mason City to Jefferson, Manning and Sac City, Iowa. Application amended by adding from Mason City to Audubon and Harlan, Iowa.

Granted July 15, 1933.

No. L-587—1933. Chicago Great Western Railroad Company. Application for permission to publish reduced rates, on one day's notice, Shell Rock to Riceville, Iowa, and from Mason City to Riceville, Iowa.

Granted July 12, 1933.

No. L-588—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish, on one day's notice, rate of 16 cents per 100 pounds, on canned goods, carloads, from Vinton, Iowa, to Des Moines, Iowa.

Granted July 13, 1933.

No. L-589—1933. Cedar Rapids & Iowa City Railroad Company. Application for permission to publish and file, on one day's notice, local passenger tariff changing the hours during which the round trip tickets are sold at the one way rate.

Granted July 13, 1933.

No. L-590—1933. Illinois Central Railroad Company. Application for permission to republish, on one day's notice, rate of \$5.00 per car on strip gravel from Cherokee Gravel Company to State Hospital at Cherokee.

Granted July 13, 1933.

No. L-591—1933. Chicago & North Western Railway Company. Application for permission to publish reduced rates, on one day's notice, on gravel, carloads, from Lake View and Sacton to Mapleton, Castana, Turin, Ute and Soldier, Iowa.

Granted July 18, 1933.

No. L-592—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish, on one day's notice, rate of 80 cents per net ton on ice, carloads, minimum weight 45,000 pounds, from Muscatine, Iowa, to Keota and Wellman, Iowa.

Granted July 18, 1933.

No. L-593—1933. Minneapolis & St. Louis Railroad Company. Application for permission to publish, on one day's notice, rate of 46.8 cents per net ton on sand and gravel, carloads, from Humboldt, Iowa, to Goldfield, Iowa, via Livermore and C., R. I. & P. Ry.

Granted July 18, 1933.

No. L-594—1933. Chicago & North Western Railway Company. Application for permission to publish, on one day's notice, rate of 75.4 cents per net ton on crushed stone, carloads, from Le Grand Limestone Company quarry (2.22 miles from Quarry, Iowa) to Pratt and Montezuma, Iowa.

Granted July 21, 1933.

No. L-595—1933. American Railway Association Tariff Bureau. Application for permission to publish and file, on one day's notice, changes in A. R. A. Tariff No. 1-I, as outlined in application.

Granted July 24, 1933.

No. L-596—1933. Des Moines & Central Iowa Railroad Company. Application for permission to publish, on one day's notice, rate of 4.5 cents per 100 pounds on cement, from Valley Junction, Iowa, to Ft. Des Moines, Highland Park and Urbandale, Iowa, and 4 cents per 100 pounds to Flint Junction, Iowa.

Granted July 25, 1933.

No. L-597—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to amend, on one day's notice, Item 261 in Supplement 17 to Freight Tariff No. 271 providing that the transit

privileges will also apply to fire brick, unshaped plastic, in boxes, as well as in drums.

Granted August 4, 1933.

No. L-598—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish, on one day's notice, rate of \$1.032 per net ton on sand and gravel, carloads, from Muscatine, Iowa, to North English, Iowa.

Granted August 7, 1933.

No. L-599—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish, on one day's notice, rate of 26.5 cents per cwt. on cabbage, carloads, from Muscatine to Sioux City, Iowa.

Granted August 7, 1933.

No. L-600—1933. Chicago & North Western Railway Company. Application for permission to publish, on one day's notice, rate of 56 cents per net ton on sand and gravel, carloads, from Hawarden to Sioux City, Iowa.

Granted August 10, 1933.

No. L-601—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish, on three days' notice, Supplement to Freight Tariff 253-A, amending Item 10-A by adding "Catalogues and parts thereof."

Granted August 11, 1933.

No. L-602—1933. Chicago, Rock Island & Pacific Railway Company. Application for permission to publish, on one day's notice, reciprocal switching rate of \$6.30 per car on sand and gravel at Rowan, Iowa, to site of the Capital Construction Company, Rowan, Iowa.

Granted August 11, 1933.

No. L-603—1933. Minneapolis & St. Louis Railroad Company. Application for permission to publish, on less than statutory notice, Supplement extending the expiration date of Tariff 1896-A until September 5, 1934.

Granted August 14, 1933.

No. L-604—1933. Iowa Southern Utilities Company. Application for permission to reissue Joint Coal Tariff No. 20-A, on less than thirty days' notice.

Granted August 15, 1933.

No. L-605—1933. Wabash Railway Company. Application for authority to publish, on less than thirty days' notice, rate of 84 cents per net ton on lump coal and 74 cents per net ton on fine coal from Lovilia, Iowa, to Ottumwa, Iowa.

Granted August 19, 1933.

No. L-606—1933. Waterloo, Cedar Falls & Northern Railway Company. Application for authority to establish on one day's notice, rate of twenty cents per ton on sand, carloads, from Golinveaux to Waterloo, Iowa.

Granted August 22, 1933.

No. L-607—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to amend Item 750 of Boyd's Tariff 160-I on five days' notice, to provide same application as to furnishing single deck cars for live stock when carriers are unable to furnish double

deck cars as is now applicable on interstate traffic and published in Item 210 of W. T. L. Tariff No. 236-C.

Granted August 23, 1933.

No. L-608—1933. Chicago & North Western Railway Company. Application for authority to establish on one day's notice rate of 35 cents per ton on crushed stone, carloads, from Cedar Rapids to Mt. Vernon, Iowa, to meet motor truck competition.

Granted August 24, 1933.

No. L-609—1933. Chicago & North Western Railway Company. Application for authority to establish on one day's notice reduced rate on sand and gravel, carloads, from Iowa Falls Sand and Gravel Company pit to Dows, Iowa, to meet motor truck competition.

Granted August 25, 1933.

No. L-610—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to meet short line rates with relief from the long and short haul provisions on sugar carloads from Mason City to certain C., R. I. & P. Railway destinations and to establish said rates on one day's notice.

Granted August 28, 1933.

No. L-611—1933. Chicago & North Western Railway Company. Application for authority to establish reduced rate on crushed stone, in carloads, Cedar Rapids to Stanwood on one day's notice to meet truck competition.

Granted August 31, 1933.

No. L-612—1933. Chicago, Burlington & Quincy Railroad Company. Application to establish commutation rate for 10-ride tickets between Hamill and Salem, Iowa, on one day's notice.

Granted August 31, 1933.

No. L-613—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish, on one day's notice, rate of 35 cents per net ton on crushed stone, carload, from Cedar Rapids to Martelle, Iowa.

Granted August 31, 1933.

No. L-614—1933. Chicago, Rock Island & Pacific Railway Company and Chicago & North Western Railway Company. Application for authority to publish, on one day's notice, reduced rates on sand and gravel from Hawarden, Iowa, to Sibley, Iowa, via the C. & N. W. Ry., Alton and C., St. P., M. & O. and from Estherville, Iowa, via the C., R. I. & P. Ry. Hearing was held September 20, 1933, and on September 21, 1933, the Board rendered a decision denying the application as follows:

For the C. & N. W. Railway Company—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by Geo. R. Hise.

For the C., R. I. & P. Railway Company—H. W. Shaeffer, C. A., Chicago, Ill.; A. A. Halleck, D. F. A., Estherville, Iowa.

For the L. G. Everist, Inc., Sioux City, Iowa, Intervener—E. L. Peterson, Asst. Traffic Commr., Sioux City Traffic Bureau, Sioux City, Iowa.

For Associated General Contractors of America, Central Branch, Objector—Stipp, Perry, Bannister & Starzinger, Attys., Des Moines, Iowa, by H. H. Stipp.

Application was filed by the Chicago, Rock Island & Pacific Railway September 2, 1933, seeking authority to establish on one day's notice, rate of sixty cents per ton on sand and gravel, in carloads, from Estherville, Iowa, to Sibley, Iowa. The rate under the maximum schedule is eighty-one cents per ton, and it is alleged in the petition that this reduc-

tion is necessary based upon the fact that wayside pits in the vicinity of Sibley could supply the kind and quantity required for the job. The petition further states that one pit is located one mile east and two and one-half miles south of Sibley on a fine gravel road in Section 29-E of Holtman Township and a second pit is located nine miles east and one-fourth miles south of Sibley, also located on a gravel road and in Section 16 of Ocheyedan Township.

Another application was filed September 2, 1933, by the Chicago & North Western Railway seeking to make a like reduction in the normal rate, on one day's notice, from Hawarden, Iowa, to Sibley, Iowa, to meet motor truck competition. The rate under the maximum schedule is eighty-five cents per ton and the Chicago & North Western Railway proposes a reduction of twenty-one cents per ton to sixty-four cents. This application was amended in petition filed September 19, 1933, wherein the Chicago & North Western Railway asks that this rate be established as a terminal rate and to not apply as maximum at intermediate points.

Protest was filed September 5, 1933, by the Associated General Contractors of America, Central Branch, to the granting of the above petitions alleging that no reduction in the normal rail rate be made in order to hold the traffic to the rails, as information from the State Highway Commission indicates that, while there are material deposits in the vicinity of Sibley, Iowa, the material contains shale which is expensive to remove and requires a much larger water supply than is available in that territory.

Upon this protest filed, the Commission set the matters for hearing on September 20, 1933, at its office in Des Moines, Iowa, at which time all interested parties were given an opportunity to be heard.

The record indicates that a paving project of about six miles is to be performed near Sibley, Iowa, and under the terms of the contract is to be completed by November 15, 1933. The record further indicates that movement from Estherville has already commenced and is now moving by rail.

Upon careful consideration of the entire record in this proceeding, we are of the opinion that the reduction in rates sought is not needed to retain the traffic to the rail carriers, and

IT IS THEREFORE ORDERED, That the petitions of the Chicago & North Western Railway and the Chicago, Rock Island & Pacific Railway in this proceeding be and are hereby denied.

No. L-615—1933. Chicago, Rock Island & Pacific Railway Company. Application to establish rate on potatoes, carloads, Maple Hill to Des Moines, Iowa, to meet truck competition.

Granted September 1, 1933.

No. L-616—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to amend Rules 1992-A and 1994-A of Supplement 126 to W. T. L. Circular 1-T on one day's notice.

Granted September 1, 1933.

No. L-617—1933. Chicago & North Western Railway Company. Application for permission to publish, on one day's notice, rate of 51.4 cents per net ton on crushed stone from Quarry, Iowa, to Baxter via Marshalltown and C. G. W. R. R.

Granted September 1, 1933.

No. L-618—1933. 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 crushed stone from Cedar Rapids, Iowa, to Olin, Iowa.

Granted September 2, 1933.

No. L-619—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to publish, on one day's notice, a correction in Item 325-A of Supplement 13 to Freight Tariff No. 253-A, Column 60 basis to apply in lieu of Column 62 basis.

Granted September 9, 1933.

No. L-620—1933. Clinton, Davenport & Muscatine Railway Company. Application for authority to publish, on one day's notice, Tariff No. 13-A cancelling Tariff No. 13.

Granted September 9, 1933.

No. L-621—1933. Burlington, Muscatine & Northwestern Railway Company. Application for permission to publish, on one day's notice, Tariff No. 21 changing Item 34 to read \$4.00 per carload of 100,000 pounds plus 9 cents per ton over 100,000 pounds instead of 7.4 cents per ton.

Granted September 12, 1933.

No. L-622—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish, on one day's notice, rate of 31 cents per net ton on sand and gravel, carload, from Muscatine, Iowa, to Summit, Iowa.

Granted September 13, 1933.

No. L-623—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to withdraw the proposed cancellation of Rule 247-D as published in Supplement 126 to Circular 1-T and re-establish in lieu thereof the provisions of Item 247-C in Supplement 123, on one day's notice.

Granted September 13, 1933.

No. L-624—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to publish, on one day's notice, in Freight Tariff No. 253-A Column 35 rating on champagne, dry carbonated and wine, carloads, minimum weight 30,000 pounds.

Granted September 15, 1933.

No. L-625—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to publish, on one day's notice, the 4th Class rate on seeds, field, L. C. L. between points in Iowa.

Granted September 15, 1933.

No. L-626—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to publish, on one day's notice, revised rates on straw, to Tama, Iowa, from points in Iowa via the C., M., St. P. & P. R. R. and C. & N. W. Ry.

Granted September 21, 1933.

No. L-627—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to publish, on one day's notice, Supplement to Freight Tariff No. 253-A establishing under Column A Column 37 rating on dessert preparations in lieu of Column 39 basis published under Column B.

Granted September 25, 1933.

No. L-628—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to amend, on one day's notice, Item 540-D, as published in Supplement 13 to Freight Tariff 253-A by establishing Column 45 basis in lieu of Column 47 basis on Iron and Steel Articles, L. C. L.

Granted September 25, 1933.

No. L-629—1933. Chicago & North Western Railway Company. Application for authority to publish, on one day's notice, rate of 35 cents per

net ton on crushed stone, carloads, from Cedar Rapids, Iowa, to Norway, Iowa.

Granted September 25, 1933.

No. L-630—1933. Chicago & North Western Railway Company. Application for permission to extend, on one day's notice, the expiration date of Supplement 15 to C. & N. W. G. F. D. 11010-K which now expires October 1, 1933, to December 31, 1933.

Granted September 25, 1933.

No. L-631—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to publish, on one day's notice, Supplement to Iowa Lines Tariff 160-I adding additional routes to Item 2273 $\frac{5}{8}$ salt, carloads, Council Bluffs to Des Moines, Iowa.

Granted September 26, 1933.

No. L-632—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish, on one day's notice, rate of 17.6 cents per 100 pounds on sugar carloads, from Mason City to Laurens, Iowa.

Granted September 27, 1933.

No. L-633—1933. Waterloo, Cedar Falls & Northern Railway Company. Application for authority to publish, on one day's notice, rate of 40 cents per ton on sand and gravel, carloads, from Golinveaux to Cedar Falls, Iowa.

Granted September 27, 1933.

No. L-634—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish, on one day's notice, rate of 70 cents per net ton on sand and gravel, carloads, Des Moines, Iowa, to Clio, Iowa.

Granted September 28, 1933.

No. L-635—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to amend, on one day's notice, agency and individual lines' tariffs involved in Iowa Dockets B-1637, B-1640 and B-1641, by withdrawing and cancelling rates under suspension on live stock in these dockets.

Granted September 29, 1933.

No. L-636—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish, on one day's notice, rate of 16.4 cents per 100 pounds on sugar, carload, minimum weight 30,000 pounds, from Mason City to Rockwell City, Iowa.

Granted September 29, 1933.

No. L-637—1933. Chicago & North Western Railway Company. Application for authority to publish, on one day's notice, rate of 17.6 cents per 100 pounds on sugar, carloads, from Mason City to Laurens, Iowa.

Granted September 30, 1933.

No. L-638—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for permission to publish, on one day's notice, reduced rates on sand, gravel and crushed stone, carloads, from Cedar Rapids to Fairfax, Walford, Van Horne and Keystone, Iowa.

Granted September 30, 1933.

No. L-639—1933. Great Northern Railway Company. Application for authority to publish, on one day's notice, rate of 56 cents per ton on sand and gravel, carloads, from Doon, Iowa, to Sioux City, Iowa.

Granted September 30, 1933.

No. L-640—1933. Chicago & North Western Railway Company. Application for authority to publish, on one day's notice, rate of 7.5 cents per 100 pounds on paper scrap, carloads, from Des Moines to Tama, Iowa, and 7.5 cents per 100 pounds on chipboard and strawboard, carloads, from Tama to Cedar Rapids, Iowa.

Granted October 2, 1933.

No. L-641—1933. Chicago Great Western Railroad Company. Application for authority to publish, on one day's notice, rate of 50 cents per net ton on sand and gravel, carloads, from Shell Rock, Iowa, to Fredericksburg, Iowa.

Granted October 4, 1933.

No. L-642—1933. Chicago Great Western Railroad Company. Application for authority to publish, on one day's notice, rate of 10 cents per 100 pounds on cement, carloads, from Mason City, Iowa, to Cedar Falls, Iowa.

Granted October 4, 1933.

No. L-643—1933. Bellevue & Cascade Railroad Company. Application for authority to publish, on one day's notice, rate of 45 cents per net ton on sand and gravel, carloads, between Bellevue, Iowa, and Cascade, Iowa.

Granted October 3, 1933.

No. L-644—1933. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish, on one day's notice, rate of 55 cents per net ton on sand and gravel, carloads, from Des Moines to New Virginia, Iowa.

Granted October 4, 1933.

No. L-645—1933. Illinois Central Railroad Company. Application for authority to publish, on one day's notice, joint rates on sugar, carloads, from Mason City, Iowa, to stations named in petition on the Illinois Central Railroad.

Granted October 5, 1933.

No. L-646—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish, on one day's notice, additional routing to C., R. I. & P. Tariff 34207 on sugar, carloads, from Mason City, Iowa, to C., R. I. & P. destinations.

Granted October 5, 1933.

No. L-647—1933. Chicago, Rock Island & Pacific Railway Company. Applications for authority to publish, on one day's notice, reduced rates on sand and gravel, carloads, from Eddyville to Belknap, Ottumwa to Belknap and on crushed stone, carloads, from Douds to Belknap, Iowa.

Granted October 5, 1933.

No. L-648—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to publish and file, on one day's notice, Supplement to Freight Tariff No. 50-N advancing the effective date for the application of the 12.5 cent rate, in Item 2932-B, from November 1, 1933 to an earlier effective date.

Granted October 5, 1933.

No. L-649—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to publish and file, on one day's notice, rate of \$2.235 per net ton on lump coal, carloads, from Centerville to Sibley, Iowa.

Granted October 5, 1933.

No. L-650—1933. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish, on one day's notice, Supplement to C., B. & Q. Tariff 16334-E renewing the restriction against absorption of switching charge at point of origin, on coal moving Tracy to Des Moines, Iowa.

Granted October 5, 1933.

No. L-651—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to publish, on one day's notice, Supplement to Iowa Lines Tariff 253-A advancing the effective date of November 1, 1933 on Item 441 in Supplement 14, to an earlier effective date.

Granted October 7, 1933.

No. L-652—1933. Minneapolis & St. Louis Railroad Company. Application for authority to publish, on one day's notice, rate of 84 cents per net ton on sand and gravel, carloads, from Humboldt, Iowa, to Pocahontas, Iowa.

Granted October 7, 1933.

No. L-653—1933. Illinois Central Railroad Company. Application for authority to publish, on one day's notice, switching rate of \$6.30 per car on live stock, carloads, from Evans to Waterloo, Iowa.

Granted October 9, 1933.

No. L-654—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish, on one day's notice, rate of 72 cents per net ton on gravel, carloads, from Des Moines, Iowa, to Lewis, Iowa.

Granted October 12, 1933.

No. L-655—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish, on one day's notice, rate of 21 cents per net ton on sand and gravel, carloads, from Clear Lake, Iowa, to Mason City, Iowa, when destined to points on the M. C. & C. L. R. R.

Granted October 13, 1933.

No. L-656—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish, on one day's notice, rate of 40 cents per net ton on crushed stone, carloads, from River Products Company, Iowa, to Riverside, Iowa.

Granted October 12, 1933.

No. L-657—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to publish and file, on one day's notice, Supplement to Tariff 70-G amending Item 95 to provide for the alternative application of the class rates named in W. T. L. Tariff 253-A.

Granted October 13, 1933.

No. L-658—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish, on one day's notice, reduced rates on sand and gravel.

Granted October 18, 1933.

No. L-659—1933. Chicago & North Western Railway Company. Application for permission to publish, on one day's notice, reduced rates on crushed stone, sand and gravel, carloads.

Granted October 12, 1933.

No. L-660—1933. Chicago, Rock Island & Pacific Railway Company.

Application for authority to publish, on one day's notice, rate of 80 cents per net ton on sand and gravel, carloads, from Estherville, Iowa, to Pocahontas, Iowa.

Granted October 18, 1933.

No. L-661—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to publish, on one day's notice, Supplement to Freight Tariff 253-A establishing Column 37½ on batteries, etc., carloads, in lieu of Column 39½ Item 90-A.

Granted October 12, 1933.

No. L-662-1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish, on one day's notice, reduced rates on sugar, carloads.

Granted October 19, 1933.

No. L-663—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish, on one day's notice, reduced rates on crushed stone, sand and gravel, carloads.

Granted October 20, 1933.

No. L-664—1933. Burlington, Muscatine & Northwestern Railway Company. Application for permission to publish, on one day's notice, B., M. & N. W. Tariff No. 22 reducing switching rate on sand and gravel, destined to Keota, Wellman and West Chester, Iowa.

Granted October 23, 1933.

No. L-665—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to publish, on one day's notice, Column 42½ rating on magazines and periodicals and magazine parts and sections, in lieu of Column 44½ rating as published in Supplement 14 to Iowa Lines Tariff 253-A.

Granted October 23, 1933.

No. L-666—1933. Chicago, Milwaukee, St. Paul & Pacific Railway Company. Application for authority to publish, on one day's notice, non-application of the eighty per cent basis on joint traffic in connection with special rates on sand, gravel and crushed stone published in Tariff G. F. D. 17263-A.

Granted October 24, 1933.

No. L-667—1933. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to meet short line rates on sugar, in carloads, from Mason City and Belmond, Iowa, to Ames, Iowa as terminal rates and to establish same on one day's notice.

Granted October 25, 1933.

No. L-668—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish, on one day's notice, reduced rates on sand and gravel, carloads.

Granted October 25, 1933.

No. L-669—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish, on one day's notice, rate of 18 cents per 100 pounds, on sugar, carloads, from Mason City to Storm Lake, Iowa.

Granted October 26, 1933.

No. L-670—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to publish, on one day's notice, minimum weight of 14,000 pounds subject to Rule 34 of Western Classification.

Granted October 26, 1933.

No. L-671—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish, on one day's notice, rate of 7 cents per cwt. on dried beet pulp, in carloads, from Mason City to Belmond, Iowa.

Granted October 26, 1933.

No. L-672—1933. Chicago, Milwaukee, St. Paul & Pacific Railway Company. Application for authority to publish, on one day's notice, rate of 55 cents per net ton on crushed stone from Buffalo and Linwood, Iowa, to Washington, Iowa.

Granted October 28, 1933.

No. L-673—1933. Minneapolis & St. Louis Railroad Company. Application for authority to publish, on one day's notice, rate of 50.5 cents per net ton on sand and gravel, carloads, from Mason City to Latimer, Iowa.

Granted October 31, 1933.

No. L-674—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish, on one day's notice, rate of 57 cents per net ton on crushed stone, carloads, from Hawkeye Portland Cement Quarry, Iowa, to Lewis, Iowa.

Granted October 31, 1933.

No. L-675—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish and file on five day's notice, cancellation of the 21 cents per net ton rate on sand and gravel published in C., M., St. P. & P. Tariff 17269-A.

Granted November 1, 1933.

No. L-676—1933. Chicago & North Western Railway Company. Application for authority to publish, on one day's notice, rate of 67.3 cents per net ton on sand and gravel, carloads, from Sacton to Somers, Iowa.

Granted November 3, 1933.

No. L-677—1933. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to publish, on one day's notice, rate of 112.8 cents per ton on lump coal and 88.4 cents per ton on pea or slack coal, from Des Moines, Iowa, to Webster City, Iowa.

Granted November 4, 1933.

No. L-678—1933. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish, on one day's notice, rate of \$1.11 per net ton on sand and gravel, carloads, from Des Moines, Iowa, to Bedford, Iowa.

Granted November 4, 1933.

No. L-679—1933. Wabash Railway Company. Application for authority to publish, on one day's notice, Supplement naming rates on lump, nut, pea, slack and screenings, from Harvey and Tracy to Talmage, Iowa.

Granted on lump and nut coal November 7, 1933.

Denied on pea, slack and screenings November 7, 1933.

No. L-680—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to publish, on one day's notice, Supplement to Iowa Lines' Tariff No. 253-A.

Granted November 8, 1933.

No. L-681—1933. Wabash Railway Company. Application for authority to publish, on one day's notice, reduced rates on coal, carloads, from Harvey and Tracy to Marshalltown, Iowa.

Granted November 8, 1933.

No. L-682—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish, on one day's notice, reduced rates on sand and gravel, carloads, from Commerce and Des Moines to Wiota, Iowa.

Granted November 9, 1933.

No. L-683—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to publish, on one day's notice, amendment to Freight Tariff No. 286 withdrawing and cancelling the provisions of Item No. 20, Page 4.

Granted November 10, 1933.

No. L-684—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for permission to amend, on one day's notice, the minimum weights on automobiles, S. U., freight or passenger, and chassis, S. U., in straight or mixed carloads.

Granted November 15, 1933.

No. L-685—1933. Waterloo, Cedar Falls & Northern Railway Company. Application for authority to publish, on one day's notice, cancellation of W., C. F. & N. Passenger Tariff No. 528 and Supplements D and E to Passenger Tariff No. 10 also to reissue Supplement A to Passenger Tariff No. 10.

Granted November 21, 1933.

No. L-686—1933. Chicago & North Western Railway Company. Application for authority to publish, on one day's notice, Supplement to Table of Distances establishing distances from the LeGrande Limestone, Sand and Gravel Pit located between Peterson and Sutherland, Iowa.

Granted November 21, 1933.

No. L-687—1933. Cedar Rapids & Iowa City Railway Company. Application for authority to establish, on five day's notice, switching rate of \$2.50 per car on soft coal from Pinney to Cedar Rapids, Iowa.

Granted November 22, 1933.

No. L-688—1933. Minneapolis & St. Louis Railroad Company. Application for authority to publish, on one day's notice, rate of 18 cents per 100 pounds on sugar, carloads, from Mason City, Iowa to Storm Lake, Iowa.

Granted November 23, 1933.

No. L-689—1933. Cedar Rapids & Iowa City Railway Company. Application for authority to reissue and file on ten days' notice, Local Passenger Tariffs 3-T and 9-D, also Supplement 1 to Local Passenger Tariff No. 12.

Granted November 24, 1933.

No. L-690—1933. E. B. Boyd, Chairman, Western Trunk Line Committee. Application for authority to establish, on one day's notice, Column 40 (17000-2 Basis) rating on Seed, Flower or Garden, carloads.

Granted November 24, 1933.

No. L-691—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish, on one day's notice, switching rate of \$3.15 per car on grain switch for the Nye & Jenks Grain Co., Council Bluffs, Iowa.

Granted November 25, 1933.

No. L-692—1933. Clinton, Davenport & Muscatine Railway Company.

Application for authority to publish, on one day's notice, Supplement 4 to C., D. & M. Passenger Tariff No. 8.

Granted November 29, 1933.

No. L-693—1933. Chicago & North Western Railway Company. Application for authority to publish, on one day's notice, reduced rates on sand and gravel, carloads, from Hawarden, Iowa, to Alton and Hospers, Iowa.

Granted November 29, 1933.

No. L-694—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish, on one day's notice, rate of 75 cents per net ton on sand and gravel, carloads, from Mason City to Reinbeck, Iowa.

Granted November 29, 1933.

Sidetracks, Switching, Refunds, Claims

No. D-875—1933. Chicago, Burlington & Quincy Railroad Company. Application for permission to make refund of \$16.96 on two carloads of poultry manure shipped September 17 and 19, 1932, from Clinton to Pleasant Valley.

Filed December 14, 1932. Granted December 14, 1932.

No. D-876—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to make refund to A. M. Neas & Son, Sigourney, on one carload of gravel, Muscatine to Sigourney. Amount \$9.00.

Filed January 31, 1933. Granted January 31, 1933.

No. D-877—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to settle outstanding charges on carload shipments of crushed stone from Linwood to Centerdale on the basis of 41 cents per net ton plus emergency charge that was effective February 6, 1933, in Supplement No. 1 to C., R. I. & P. Tariff 33899-Q. Granted under date of April 14, 1933, as follows:

Upon application of the Chicago, Rock Island and Pacific Railway Company, by J. G. Gamble and A. B. Howland, its Attorneys, filed February 20, 1933, and good cause appearing therefor, the Commission approves said application, thereby authorizing the application of rate of 41 cents per net ton, plus emergency charge, on 94 cars of crushed stone shipped from Linwood, Iowa, to Centerdale, Iowa, during the period November 22, 1932, to January 10, 1933, both inclusive, the rate of 41 cents per net ton plus emergency charge being subsequently established in Supplement No. 1 to C., R. I. & P. Ry. Frt. Tariff No. 33899-Q which became effective February 6, 1933.

Filed February 20, 1933. Closed April 14, 1933.

No. D-878—1933. Chicago, Burlington & Quincy Railroad Company. Application for authority to waive collection of \$8.90 undercharges on three carload shipments of cattle made on June 7, 1932, from Houghton and Hamill to Ottumwa.

Filed February 24, 1933. Granted February 24, 1933.

No. D-879—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of \$13.34 undercharges on four carload shipments of hogs in single deck cars, moved from Manly to Cedar Rapids on December 14 and 16, 1932.

Filed February 25, 1933. Granted February 27, 1933.

No. D-880—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of \$5.47 undercharges on two carload shipments of hogs in single deck cars, shipped from Klemme to Cedar Rapids, December 17, 1932.

Filed February 25, 1933. Granted February 27, 1933.

No. D-881—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of \$23.43 undercharges on four carload shipments of hogs in single deck cars, shipped from Popejoy to Cedar Rapids, December 17 and 27, 1932.

Filed February 25, 1933. Granted February 27, 1933.

No. D-882—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of \$229.31 undercharges on thirteen carload shipments of gravel from Muscatine to Brighton.

Filed March 13, 1933. Granted March 15, 1933.

No. D-883—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of undercharges of carload shipments of hogs as shown in statement on file.

Filed March 13, 1933. Granted March 15, 1933.

No. D-884—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of \$5.95 undercharges on three single deck cars of hogs, shipped from Rockford to Cedar Rapids on January 28, 1933.

Filed April 6, 1933. Granted April 6, 1933.

No. D-885—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to apply Davenport, Iowa, distance from Linwood on crushed stone, carloads, to Oxford Junction and Wyoming that moved during December, 1928.

Filed April 14, 1933. Granted April 17, 1933.

No. D-886—1933. Minneapolis & St. Louis Railroad Company. Application for permission to waive collection of undercharges on 39 carloads of sand and gravel that moved from Estherville to Ruthven, as per statement on file.

Filed May 24, 1933. Granted May 24, 1933.

No. D-887—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of undercharges on 44 cars of coal moving from Rector to Valley Junction.

Filed June 1, 1933. Granted June 2, 1933.

No. D-888—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to refund amounts named in list attached to file on various shipments of crushed stone moving from Linwood.

Filed June 7, 1933. Granted June 8, 1933.

No. D-889—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to refund overcharges on shipments of crushed stone moving from Linwood to Eldridge.

Filed June 12, 1933. Granted June 13, 1933.

No. D-890—1933. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to make refund on various shipments of sand and gravel from Linwood on account of the latter point being placed in the Davenport switching district.

Filed July 10, 1933. Granted July 13, 1933.

No. D-891—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of emergency charge on three cars of exhibition cattle moved from Des Moines to Mason City during September, 1932.

Filed August 2, 1933. Denied August 4, 1933.

No. D-892—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to refund \$178.19 in overcharges collected on 19 carloads of gravel moving from Des Moines to Colfax, June 27 and 28, 1933.

Filed August 4, 1933. Granted August 4, 1933.

No. D-893—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of undercharges on 27 cars of crushed stone shipped from Linwood to Montezuma during September, 1932.

Filed August 18, 1933. Granted August 18, 1933.

No. D-894—1933. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of under charges on six cars of hogs from Dows to Waterloo.

Filed September 16, 1933. Granted September 21, 1933.

Condemnation Cases

No. F-55—1933. Natural Gas Pipeline Company of America, Chicago, Illinois, v. Titus Loan & Investment Company, Muscatine, and W. L. Edwards, Gladwin, et al. Application for authority to condemn real estate in Louisa county. This case was set down for hearing on December 6, 1932, and after argument, was dismissed without prejudice and without pronouncement.

Filed October 3, 1932. Closed December 6, 1932.

Motor Transportation Division

Under date of April 13, 1933, the Board rendered the following opinion relative to the number of contracts a Truck Operator may have before being considered as rendering a Motor Carrier service:

This Board, having been charged with the duty to administer chapters 252-A1 and 252-A2, Code of Iowa, 1931, commonly known as the Motor Carrier Law, has been called upon to express an opinion as to the number of contracts a carrier may have before being considered as furnishing a public service.

It is the opinion of this Board that any person, firm, or corporation operating a motor vehicle for the transportation of freight for compensation in one direction over a regular route or from one terminal to another terminal on contract for three or more companies or parties is prima facie operating "for the public transportation of freight" within the meaning of chapters 252-A1 and 252-A2, Code of Iowa, 1931.

The opinion expressed is without prejudice to the determination of whether a carrier handling freight for less than three contracting parties or companies is operating "for the public transportation of freight"; the application of the law in such cases to be determined upon the merits of each case.

Certificate No. 144. Paul Strait, Rock Rapids. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier appeared before the Board on November 2, 1932, to show financial responsibility, and under date of January 16, 1933, the following decision was issued:

For the Motor Carrier—Paul Strait, Rock Rapids, Iowa.

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

Pursuant to notice Paul Strait, of Rock Rapids, Iowa, appeared before this Board at Sioux City on the 2nd day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier made no showing as to financial responsibility, but voluntarily agreed to file a surety bond guaranteeing the payment of taxes and penalties in such amount as the Commission found necessary on or before the 21st day of November, 1932.

The bond has not been received and no showing has been made as to the financial responsibility of this carrier.

It is therefore ordered that operating rights conveyed under Certificate No. 144, held by Paul Strait, of Rock Rapids, Iowa, be and the same are hereby revoked effective on the 31st day of January, 1933.

This operator failed to immediately comply with Rule 53 of the Board's Rules and Regulations Governing the Operation of Motor Carriers, and allowed Certificate No. 144 to be revoked on January 31, 1933. On August 12, 1933, he forwarded a cash remittance of \$150.00 to guarantee payment of Motor Carrier taxes and penalties, and under date of August 16, 1933, the following resolution was issued reinstating the certificate:

WHEREAS, on the 31st day of January, 1933, this Board revoked Certificate of Convenience and Necessity No. 144, held by Paul Strait, Rock Rapids, Iowa, because of failure to comply with the requirements of Rule 53 of the Motor Carrier Rules and Regulations, and

WHEREAS, the said Paul Strait of Rock Rapids, Iowa, has now complied with the requirements of said Rule 53, and

WHEREAS, this Board has considered said matter, be it

RESOLVED, that Certificate No. 144, held by Paul Strait of Rock Rapids, Iowa, be and the same is hereby reinstated.

Certificate No. 231. J. H. Frederickson & Son, Harlan. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. The carrier appeared before the Board on November 30, 1932, to show financial responsibility, and under date of January 16, 1933, the following decision was issued:

For the Motor Carrier—J. H. Fredericksen, Harlan, Iowa.

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

Pursuant to notice J. H. Fredericksen & Son, of Harlan, Iowa, appeared before this Board at Council Bluffs on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

After a careful consideration of the showing made and the record of this carrier this Board is of the opinion and hereby finds the carrier is able to pay the taxes that may be incurred under the provisions of the Motor Carrier Law.

Certificate No. 265. Elmer Sahl, owner and operator Rapid Transfer, Harlan. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. The carrier appeared before the Board on November 30, 1932, to show financial responsibility, and under date of January 16, 1933, the following decision was issued:

For the Motor Carrier—Elmer Sahl, Harlan, Iowa.

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

Pursuant to notice Elmer Sahl, owner and operator Rapid Transfer, of Harlan, Iowa, appeared before this Board at Council Bluffs on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

After a careful consideration of the showing made and the record of this carrier this Board is of the opinion and hereby finds the carrier is able to pay the taxes that may be incurred under the provisions of the Motor Carrier law.

Certificate No. 266. Ray Kroeger, Minden. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. The carrier appeared before the Board on November 30, 1932, to show financial responsibility, and under date of January 16, 1933, the following decision was issued:

For the Motor Carrier—Ray Kroeger, Minden, Iowa.

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

Pursuant to notice Ray Kroeger, of Minden, Iowa, appeared before this Board at Council Bluffs on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

After a careful consideration of the showing made and the record of this carrier this Board is of the opinion and hereby finds the carrier is able to pay the taxes that may be incurred under the provisions of the Motor Carrier law.

Certificate No. 269. Ray S. Baldwin, Hamburg. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier appeared before the Board on November 30, 1932, to show financial responsibility, and under date of January 16, 1933, the following decision was issued:

For the Motor Carrier—Ray S. Baldwin, Hamburg, Iowa.

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

Pursuant to notice Ray S. Baldwin, of Hamburg, Iowa, appeared before this Board at Council Bluffs on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

After a careful consideration of the showing made and the record of this carrier this Board is of the opinion and hereby finds the carrier is able to pay the taxes that may be incurred under the provisions of the Motor Carrier law.

Certificate No. 272. R. K. Stevens, Sidney. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier was cited to appear before the Board on November 30, 1932, to show financial responsibility, but failed to appear, and under date of January 18, 1933, the following decision was issued:

For the Motor Carrier—None.

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

Mr. R. K. Stevens of Sidney, Iowa, was notified to appear before this Board at Council Bluffs on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier did not appear at the hearing and has not otherwise complied with the provisions of Rule 53 of the Motor Carrier Rules and Regulations.

It is therefore ordered that Certificate No. 272, held by R. K. Stevens of Sidney, Iowa, be and the same is hereby revoked effective January 31, 1933; provided in the event the payment of the taxes and penalties is guaranteed by either surety bond or deposit satisfactory to this Commission, the Certificate will remain in full force and effect.

Under date of February 17, 1933, this operator submitted a deposit of \$30.00 to guarantee the payment of Motor Carrier taxes and penalties, which the Board accepted in lieu of a bond.

Certificate No. 287. William West, Red Oak. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. The carrier appeared before the Board on November 30, 1932, to show financial responsibility, and under date of January 17, 1933, the following decision was issued:

For the Motor Carrier—William West, Red Oak, Iowa.

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

Pursuant to notice William West, of Red Oak, Iowa, appeared before this Board at Council Bluffs on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier made no showing as to financial responsibility, but voluntarily agreed to file a surety bond guaranteeing the payment of taxes and penalties in such amount as the Commission found necessary on or before the 28th day of December, 1932.

The bond has not been received and no showing has been made as to the financial responsibility of this carrier.

It is therefore ordered that operating rights conveyed under Certificate No. 287, held by William West, of Red Oak, Iowa, be and the same are hereby revoked effective on the 31st day of January, 1933.

On January 20, 1933, this operator submitted a financial statement and on January 27th requested further hearing to determine his ability to

pay the Motor Carrier taxes and penalties, making at the time a deposit of \$25.00. The Commission then determined from the financial statement of January 20th this Motor Carrier operator was able to pay the taxes and penalties in accordance with Rule 53, the deposit of \$25.00 being refunded on February 3, 1933. On the latter date a resolution reinstating Certificate No. 287 was issued. (See H-1750 of this report.)

Certificate No. 290. C. D. Cross, Logan. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier was cited to appear before the Board on November 30, 1932, but made no showing, and under date of January 17, 1933, the following decision was issued:

For the Motor Carrier—C. D. Cross, Logan, Iowa.

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

Pursuant to notice C. D. Cross, Logan, Iowa, appeared before this Board at Council Bluffs on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier made no showing as to financial responsibility, but voluntarily agreed to file a surety bond guaranteeing the payment of taxes and penalties in such amount as the Commission found necessary on or before the 28th day of December, 1932.

The bond has not been received and no showing has been made as to the financial responsibility of this carrier.

It is therefore ordered that operating rights conveyed under Certificate No. 290, held by C. D. Cross of Logan, Iowa, be and the same are hereby revoked effective on the 31st day of January, 1933.

This carrier had filed no bond or made a deposit to comply with Rule 53 of the Board's Rules and Regulations Governing Motor Carriers on or before January 31, 1933, which caused the revocation of Certificate No. 290 on the above date. Later the carrier complied with the requirements of Rule 53 and Certificate No. 290 was reinstated on February 20, 1933. (See Docket No. H-1760—1933.)

Certificate No. 295. J. D. Smith, Bell Transfer, Kansas City, Missouri. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier was cited to appear before the Board on November 15, 1932, to show financial responsibility, and under date of January 19, 1933, the following decision was issued:

For the Motor Carrier—J. D. Smith, Kansas City, Missouri.

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

Pursuant to notice, J. D. Smith, owner and operator of the Bell Transfer, Kansas City, Missouri, appeared before this Board at its office in Des Moines on the 15th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as required by Rule 53 of the Rules and Regulations thereunder adopted.

After a careful consideration of the evidence introduced at the hearing, this Board is of the opinion the resources of the carrier are insufficient to assure the payment of taxes and penalties incurred under the provisions of the Motor Carrier law.

It is, therefore, ordered that operating rights conveyed under Certificate No. 295, held by J. D. Smith, owner and operator of the Bell Transfer of Kansas City, Missouri, be and the same are hereby revoked, effective on the 15th day of February, 1933; provided, in the event the payment of taxes and penalties incurred under the provisions of the Motor Carrier law is guaranteed by either surety bond or deposit satisfactory to this Commission, the operating rights will be continued in full force and effect.

Under date of February 13, 1933, this operator submitted a bond of \$1,000 to guarantee payment of Motor Carrier taxes and penalties, which the Board accepted as satisfactory. Under date of June 28, 1933, request was made to substitute personal surety for the bond on file, partial hearing being held on July 25, 1933, at which time continuance was had to a date to be named later.

Certificate No. 302. I. C. Revell, owner and operator Revell Transfer, Shenandoah. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This operator failed to appear before the Board on November 30, 1932, to show financial responsibility, and under date of January 19, 1933, the following decision was issued:

For the Motor Carrier—None.

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

Mr. I. C. Revell, owner and operator Revell Transfer, of Shenandoah, Iowa, was notified to appear before this Board at Council Bluffs on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier did not appear at the hearing and has not otherwise complied with the provisions of Rule 53 of the Motor Carrier Rules and Regulations.

It is therefore ordered that Certificate No. 302, held by I. C. Revell, owner and operator Revell Transfer of Shenandoah, Iowa, be and the same is hereby revoked effective January 31, 1933; provided in the event the payment of the taxes and penalties is guaranteed by either surety bond or deposit satisfactory to this Commission, the Certificate will remain in full force and effect.

On January 30, 1933, there was filed with the Board a bond for \$200.00 in acceptable form as to comply with Rule 53 of the Board's Rules and Regulations Governing the Operation of Motor Carriers.

Certificate No. 311. Earl T. Hagerman, Omaha, Nebraska. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier appeared before the Board on November 30, 1932, to show financial responsibility, and under date of January 16, 1933, the following decision was issued:

For the Motor Carrier—Earl T. Hagerman, Omaha, Nebraska.

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

Pursuant to notice Earl T. Hagerman, of Omaha, Nebraska, appeared before this Board at Council Bluffs on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier made no showing as to financial responsibility, but voluntarily agreed to file a surety bond guaranteeing the payment of taxes and penalties in such amount as the Commission found necessary on or before the 28th day of December, 1932.

The bond has not been received and no showing has been made as to the financial responsibility of this carrier.

It is therefore ordered that operating rights conveyed under Certificate No. 311, held by Earl T. Hagerman, of Omaha, Nebraska, be and the same are hereby revoked effective on the 31st day of January, 1933.

This operator submitted a cash deposit of \$200.00 on February 11, 1933, to guarantee payment of taxes and penalties assessed under the Motor Carrier law.

Certificate No. 319. C. V. Marten Transfer Company, Fontanelle, a partnership composed of J. H. Marten and C. V. Marten. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor

Carrier law. This carrier was cited to appear before the Board on November 30, 1932, to show financial responsibility, but failed to respond when his case was reached. Under date of January 17, 1933, the following decision was issued:

For the Motor Carrier—None.

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

This Board after a careful consideration of the financial statement submitted by C. V. Marten Transfer Company, Fontanelle, Iowa, a partnership composed of J. H. Marten and C. V. Marten, holder of Certificate No. 319 is of the opinion that the resources of the carrier are sufficient to guarantee the payment of taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931.

Certificate No. 339. Rihner Brothers, Shelby, a partnership composed of R. S. Rihner, Roy Rihner and Grant Rihner. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. The carrier appeared before the Board on November 30, 1932, to show financial responsibility, and under date of January 16, 1933, the following decision was issued:

For the Motor Carrier—R. S. Rihner, Shelby, Iowa.

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

Pursuant to notice Rihner Brothers, Shelby, Iowa, a partnership composed of R. S. Rihner, Roy Rihner and Grant Rihner, appeared before this Board at Council Bluffs on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

After a careful consideration of the showing made and the record of this carrier this Board is of the opinion and hereby finds the carrier is able to pay the taxes that may be incurred under the provisions of the Motor Carrier law.

Certificate No. 344. W. E. Sonnichsen, Denison. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier appeared before the Board on November 30, 1932, to show financial responsibility, and under date of January 16, 1933, the following decision was issued:

For the Motor Carrier—W. E. Sonnichsen, Denison, Iowa.

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

Pursuant to notice W. E. Sonnichsen, of Denison, Iowa, appeared before this Board at Council Bluffs, Iowa, on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

After a careful consideration of the showing made and the record of this carrier this Board is of the opinion and hereby finds the carrier is able to pay the taxes that may be incurred under the provisions of the Motor Carrier law.

Certificate No. 353. John C. Christensen, Council Bluffs. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier appeared before the Board on November 30, 1932, to show financial responsibility, and under date of January 16, 1933, the following decision was issued:

For the Motor Carrier—John C. Christensen, Council Bluffs, Iowa.

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

Pursuant to notice John C. Christensen, Council Bluffs, Iowa, appeared before this Board at Council Bluffs on the 30th day of November, 1932,

to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

After a careful consideration of the showing made and the record of this carrier this Board is of the opinion and hereby finds the carrier is able to pay the taxes that may be incurred under the provisions of the Motor Carrier law.

Certificate No. 354. L. L. Laird, owner and operator West of the River Transportation Company, Gregory, South Dakota. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier appeared before the Board on November 2, 1932, to show financial responsibility, and under date of January 17, 1933, the following decision was issued:

For the Motor Carrier—L. L. Laird, Gregory, South Dakota.

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

Pursuant to notice L. L. Laird, owner and operator West of the River Transportation Company, of Gregory, South Dakota, appeared before this Board at Sioux City on the 2nd day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier made no showing as to financial responsibility, but voluntarily agreed to file a surety bond guaranteeing the payment of taxes and penalties in such amount as the Commission found necessary on or before the 21st day of November, 1932.

The bond has not been received and no showing has been made as to the financial responsibility of this carrier.

It is therefore ordered that operating rights conveyed under Certificate No. 354, held by L. L. Laird, owner and operator West of the River Transportation Company, of Gregory, South Dakota, be and the same are hereby revoked effective on the 31st day of January, 1933.

This carrier had not complied with the provisions of Rule 53 of the Board's Rules and Regulations Governing the Operation of Motor Carriers prior to December 1, 1933.

Certificate No. 358. Anton Schaefer, Dunlap. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier appeared before the Board on November 30, 1932, to show financial responsibility, and under date of January 16, 1933, the following decision was issued:

For the Motor Carrier—Anton Schaefer, Dunlap, Iowa.

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

Pursuant to notice Anton Schaefer, of Dunlap, Iowa, appeared before this Board at Council Bluffs on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

After a careful consideration of the showing made and the record of this carrier this Board is of the opinion and hereby finds the carrier is able to pay the taxes that may be incurred under the provisions of the Motor Carrier law.

Certificate No. 360. Watson Brothers Transfer Company, Inc., Nebraska City, Nebraska. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier failed to appear when cited to show financial responsibility on November 30, 1932, and under date of January 17, 1933, the following decision was issued:

For the Motor Carrier—None.

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

The Watson Brothers Transfer Company, Inc., of Nebraska City, Nebraska, was notified to appear before this Board at Council Bluffs on November 30, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier did not appear and has not otherwise complied with the requirements of Rule 53 of the Rules and Regulations Governing the Operation of Motor Carriers.

It is therefore ordered that Certificate No. 360, held by Watson Brothers Transfer Company, Inc., of Nebraska City, Nebraska, be and the same is hereby revoked effective January 31, 1933; provided in the event surety bond or cash deposit satisfactory to this Commission is submitted on or before that date, the Certificate will be continued in full force and effect.

On February 23, 1933, this carrier submitted a satisfactory bond in the sum of \$500.00 to comply with Rule 53 of the Board's Rules and Regulations Governing the Operation of Motor Carriers.

Certificate No. 376. Missouri Transit Company, Macon, Missouri. Motor Carrier—Passenger and limited freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier was cited to appear before the board on November 1, 1932, to show financial responsibility, but failed to be present, and under date of January 18, 1933, the following decision was issued:

For the Motor Carrier—None.

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

The Missouri Transit Company, a corporation of Macon, Missouri, was notified to appear before this Board at its office in Des Moines on the first day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

This carrier did not appear at the hearing and has not otherwise complied with the requirements of Rule 53 of the Motor Carrier Rules and Regulations.

After a careful examination of the financial statement submitted it is the opinion of this Board the resources of the carrier are insufficient to assure the payment of the taxes and penalties incurred under the provisions of the Motor Carrier law.

It is therefore ordered that Certificate No. 376, held by the Missouri Transit Company, a corporation of Macon, Missouri, be and the same is hereby revoked effective January 31, 1933; provided in the event the payment of the taxes and penalties is guaranteed by either surety bond or deposit satisfactory to this Commission, the Certificate will remain in full force and effect.

Under date of March 27, 1933, a deposit of \$50.00 was made available for use in connection with Rule 53 of the Board's Rules and Regulations Governing Motor Carriers.

Certificate No. 378. F. W. Smith, owner and operator Rapid Transit Lines, Omaha, Nebraska. Motor Carrier—Passenger—Ability to pay taxes and penalties incurred under the Motor Carrier law. The carrier appeared before the Board on November 1, 1932, to show financial responsibility, and under date of January 17, 1933, the following decision was issued:

For the Motor Carrier—Wayne E. Sawtell, Atty., Omaha, Nebraska; F. W. Smith, Omaha, Nebraska.

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

Mr. F. W. Smith, owner and operator Rapid Transit Lines, Omaha, Nebraska, appeared before this Board at its office in Des Moines on the 1st day of November, 1932, to show ability to pay taxes and penalties

incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

After careful consideration of the evidence introduced at the hearing this Board is of the opinion that the resources of the carrier are insufficient to guarantee the payment of the taxes and penalties incurred under the provisions of the Motor Carrier law.

It is therefore ordered that Certificate No. 378, held by F. W. Smith, owner and operator Rapid Transit Lines, Omaha, Nebraska, be and the same is hereby revoked effective February 15, 1933; provided in the event the payment of taxes and penalties incurred under the provisions of the Motor Carrier law is guaranteed by either surety bond or cash deposit satisfactory to this Commission, Certificate will be continued in full force and effect.

Under date of February 14, 1933, this operator submitted bond in the amount of \$2,000.00, which was accepted by the Board as filling the requirements of Rule 53 of the Board's Rules and Regulations Governing Motor Carriers with reference to guaranteeing payment of taxes and penalties.

Certificate No. 379. Ray H. Fairbanks, dba Southern Iowa Transit Line, St. Joseph, Missouri. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier appeared before the Board on November 1, 1932, to show financial responsibility, and under date of January 17, 1933, the following decision was issued:

For the Motor Carrier—Ray H. Fairbanks, 502 S. Fifth St., St. Joseph, Mo.

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

Pursuant to notice Ray H. Fairbanks, doing business as Southern Iowa Transit Line, of St. Joseph, Missouri, appeared before this Board at Des Moines on the 1st day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier made no showing as to financial responsibility, but voluntarily agreed to file a surety bond guaranteeing the payment of taxes and penalties in such amount as the Commission found necessary on or before the 21st day of November, 1932.

The bond has not been received and no showing has been made as to the financial responsibility of this carrier.

It is therefore ordered that operating rights conveyed under Certificate No. 379, held by Ray H. Fairbanks, doing business as Southern Iowa Transit Line, of St. Joseph, Missouri, be and the same are hereby revoked effective on the 31st day of January, 1933.

Under date of February 1, 1933, this operator made a cash deposit of \$200.00 to guarantee payment of Motor Carrier taxes and penalties.

Certificate No. 385. G. E. Bruce, owner and operator Bruce Transfer & Storage Co., Des Moines. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. The carrier appeared before the Board on November 1, 1932, to show financial responsibility, and under date of January 16, 1933, the following decision was issued:

For the Motor Carrier—G. E. Bruce, Des Moines, Iowa.

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

Pursuant to notice G. E. Bruce, owner and operator Bruce Transfer & Storage Company, of Des Moines, Iowa, appeared before this Board at Des Moines on the 1st day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

After a careful consideration of the showing made and the record of this carrier this Board is of the opinion and hereby finds the carrier is able to pay the taxes that may be incurred under the provisions of the Motor Carrier law.

Certificate No. 391. Fay Jennings, dba Hi-Speed Motor Express, Sioux City. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier appeared before the Board on November 2, 1932, to show financial responsibility, and under date of January 17, 1933, the following decision was issued:

For the Motor Carrier—Paul Beck, Sioux City, Iowa.

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

Pursuant to notice Paul Beck representing Fay Jennings, doing business as Hi-Speed Motor Express, Sioux City, Iowa, appeared before this Board at Sioux City on the 2nd day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier made no showing as to financial responsibility, but voluntarily agreed to file a surety bond guaranteeing the payment of taxes and penalties in such amount as the Commission found necessary on or before the 21st day of November, 1932.

The bond has not been received and no showing has been made as to the financial responsibility of this carrier.

It is therefore ordered that operating rights conveyed under Certificate No. 391, held by Fay Jennings, doing business as Hi-Speed Motor Express, of Sioux City, Iowa, be and the same are hereby revoked effective on the 31st day of January, 1933.

On or about January 28, 1933, this operator filed a \$500.00 bond to comply with Rule 53 of the Board's Rules and Regulations Governing the Operation of Motor Carriers, which bond was later cancelled by the bonding company, and a hearing was held on May 24, 1933, to determine the financial responsibility of this operator. Later a \$100 cash deposit was made to take the place of the bond.

Certificate No. 396. Robert F. Robbins, Malvern. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier appeared before the Board on November 30, 1932, to show financial responsibility, and under date of January 16, 1933, the following decision was issued:

For the Motor Carrier—Robert F. Robbins, Malvern, Iowa.

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

Pursuant to notice Robert F. Robbins, Malvern, Iowa, appeared before this Board at Council Bluffs on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier made no showing as to financial responsibility, but voluntarily agreed to file a surety bond guaranteeing the payment of taxes and penalties in such amount as the Commission found necessary on or before the 28th day of December, 1932.

The bond has not been received and no showing has been made as to the financial responsibility of this carrier.

It is therefore ordered that operating rights conveyed under Certificate No. 396, held by Robert F. Robbins, of Malvern, Iowa, be and the same are hereby revoked effective on the 31st day of January, 1933.

Certificate No. 404. Ozark Motor Service Company, Kansas City, Missouri, a partnership composed of Oscar Meador, Joplin, Missouri, Ophia Farrar, Joplin, Missouri, and Ray L. Yeoman, Kansas City, Missouri.

Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier was cited to appear before the Board on November 1, 1932, to show financial responsibility, and under date of January 17, 1933, the following decision was issued:

For the Motor Carrier—A. C. Fox, 3436 Chestnut, Kansas City, Mo.

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

Pursuant to notice A. C. Fox representing 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, appeared before this Board at Des Moines on the 1st day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier made no showing as to financial responsibility, but voluntarily agreed to file a surety bond guaranteeing the payment of taxes and penalties in such amount as the Commission found necessary on or before the 21st day of November, 1932.

The bond has not been received and no showing has been made as to the financial responsibility of this carrier.

It is therefore ordered that operating rights conveyed under Certificate No. 404, held by 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, be and the same are hereby revoked effective on the 31st day of January, 1933.

Under date of February 1, 1933, this operator deposited \$300.00 in cash to guarantee the payment of Motor Carrier taxes and penalties, which the Commission accepted as satisfactory.

Certificate No. 406. J. R. Nissen, Colome, South Dakota. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier was cited to appear before the Board November 2, 1932, to show financial responsibility, and under date of February 8, 1933, the following decision was issued:

For the Motor Carrier—J. R. Nissen, Colome, South Dakota.

For J. H. Henderson, Commerce Counsel of Iowa—Stephen Robinson, Asst. Counsel, Des Moines, Iowa.

J. R. Nissen, of Colome, South Dakota, holding Certificate No. 406, permitting the transportation of freight of a strictly interstate character over portion of interstate route between the west line of the state at Council Bluffs and the west line of the state at Sioux City via U. S. Highway No. 75, appeared before this Board at Sioux City on November 2, 1932, to show ability to pay the taxes and penalties incurred under the provisions of Chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the rules and regulations thereunder adopted.

The carrier made no showing as to financial responsibility but voluntarily agreed to file a surety bond guaranteeing the payment of taxes and penalties in such amount as this Commission found necessary on or before the 21st day of November, 1932. The bond has not been received.

It is therefore ordered that operating rights conveyed under Certificate No. 406, held by J. R. Nissen, of Colome, South Dakota, be and the same are hereby revoked, effective on the 20th day of February, 1933; provided in the event bond satisfactory to this Commission is submitted on or before that date, operating rights will be continued in full force and effect.

This operator was unable to comply with Rule No. 53 of the Board's Rules and Regulations Governing Motor Carriers, and, therefore, Certificate No. 406 was revoked effective February 20, 1933.

Certificate No. 410. Kaiser Truck Service, Inc., St. Louis, Missouri. Motor Carrier—Freight—Ability to pay taxes and penalties incurred

under the Motor Carrier law. The carrier appeared before the Board on November 1, 1932, to show financial responsibility, and under date of January 16, 1933, the following decision was issued:

For the Motor Carrier—M. Kaiser, 1719½ Broadway, Quincy, Illinois.

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

Pursuant to notice, Kaiser Truck Service, Inc., of Quincy, Illinois, appeared before this Board at Des Moines on the 1st day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of Chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier made no showing as to financial responsibility, but voluntarily agreed to file a surety bond guaranteeing the payment of taxes and penalties in such amount as the Commission found necessary on or before the 21st day of November, 1932.

The bond has not been received and no showing has been made as to the financial responsibility of this carrier.

It is therefore ordered that operating rights conveyed under Certificate No. 410, held by Kaiser Truck Service, Inc., of Quincy, Illinois, be and the same are hereby revoked effective on the 31st day of January, 1933.

This carrier submitted a deposit of \$100.00 on January 31, 1933, as a partial guarantee of the payment of Motor Carrier taxes and penalties, until a bond could be secured, and also made a deposit of \$400.00 on March 1, 1933, making a total cash deposit of \$500.00, which the Board accepted as sufficient at that time to guarantee the payment of Motor Carrier taxes and penalties. This operator, after having acquired an interest in the Des Moines Truck Terminal, asked for a hearing to determine whether or not the present financial setup was sufficient to qualify under Rule 53 without making a deposit or furnishing a bond. This hearing was held on July 25, 1933, but was not conclusive in establishing the carriers' claim. On November 3, 1933, request was made, in view of increased operations, to raise the deposit on hand to \$1,750.00 or furnish a bond in that amount, such bond being received on November 15, 1933.

Certificate No. 413. Herman H. Claussen, Manning. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. The carrier appeared before the Board on November 30, 1932, to show financial responsibility, and under date of January 17, 1933, the following decision was issued:

For the Motor Carrier—Herman H. Claussen, Manning, Iowa.

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

Pursuant to notice, Herman H. Claussen, of Manning, Iowa, appeared before this Board at Council Bluffs on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of Chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

After a careful consideration of the showing made and the record of this carrier this Board is of the opinion and hereby finds the carrier is able to pay the taxes that may be incurred under the provisions of the Motor Carrier Law.

Certificate No. 415. Boyer Transfer Company, Creston, a partnership composed of Guy Boyer and Dale Boyer. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier appeared before the Board on November 1, 1932, to show financial responsibility, and under date of January 16, 1933, the following decision was issued:

For the Motor Carrier—G. E. Boyer, Creston, Iowa.

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

Pursuant to notice, Boyer Transfer Company, Creston, Iowa, a partnership composed of Guy Boyer and Dale Boyer, appeared before this Board at Des Moines on the 1st day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of Chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier made no showing as to financial responsibility, but voluntarily agreed to file a surety bond guaranteeing the payment of taxes and penalties in such amount as the Commission found necessary on or before the 21st day of November, 1932.

The bond has not been received and no showing has been made as to the financial responsibility of this carrier.

It is therefore ordered that operating rights conveyed under Certificate No. 415, held by Boyer Transfer Company, of Creston, Iowa, a partnership composed of Guy Boyer and Dale Boyer, be and the same are hereby revoked effective on the 31st day of January, 1933.

This operator submitted \$20.00 on February 4, 1933, and \$30.00 on February 18, 1933, as a deposit to guarantee the payment of taxes and penalties under the Motor Carrier law until a bond could be secured. Bond in the amount of \$200.00 was accepted on March 15, 1933.

Certificate No. 416. E. T. Thomas, owner and operator Arrow Motor Freight Company, Des Moines. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. This carrier was cited to appear before the Board on November 1, 1932, to show financial responsibility, and under date of January 18, 1933, the following decision was issued:

For the Motor Carrier—E. T. Thomas, Des Moines, Iowa.

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

Pursuant to notice, Mr. E. T. Thomas, Owner and Operator Arrow Motor Freight Company, Des Moines, Iowa, appeared before this Board at its office in Des Moines on the first day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of Chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

After a careful consideration of the evidence in this matter, this Board is of the opinion the resources of the carrier are insufficient to assure the payment of the taxes and penalties incurred under the provisions of the Motor Carrier Law.

It is therefore ordered that Certificate No. 416, held by E. T. Thomas, Owner and Operator Arrow Motor Freight Company, Des Moines, Iowa, be and the same is hereby revoked effective on the 15th day of February, 1933; provided in the event the payment of the taxes and penalties is guaranteed by either surety bond or deposit satisfactory to this Commission, the Certificate will remain in full force and effect.

On or about February 23, 1933, this operator filed a bond in the sum of \$200.00 to guarantee the payment of Motor Carrier taxes and penalties, which the Commission accepted as satisfactory.

Certificate No. 420. H. F. Sarvis, dba Sarvis Transfer, Avoca. Motor Carrier—Freight—Ability to pay taxes and penalties incurred under the Motor Carrier law. The carrier appeared before the Board on November 30, 1932, to show financial responsibility, and under date of January 16, 1933, the following decision was issued:

For applicant—H. F. Sarvis, Avoca, Iowa.

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

Pursuant to notice, H. F. Sarvis, doing business as Sarvis Transfer, of Avoca, Iowa, appeared before this Board at Council Bluffs on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of Chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

After a careful consideration of the showing made and the record of this carrier this Board is of the opinion and hereby finds the carrier is able to pay the taxes that may be incurred under the provisions of the Motor Carrier Law.

No. H-992—1933. Iowa Railway & Light Corporation, Cedar Rapids. Application for authority to transport passengers between Wilton Junction, Wilton Corner and Muscatine. Full hearing held October 22, 1929, and authority granted November 9, 1929. On March 28, 1930, operating rights were transferred to the Crandic Stages, Inc., Cedar Rapids, and on February 7, 1933, the Board passed a resolution revoking the operating rights granted in the above docket.

Filed August 31, 1929. Closed February 7, 1933.

No. H-993—1933. Iowa Railway & Light Corporation, Cedar Rapids. Application for authority to transport passengers between West Liberty, Atalissa, Moscow, Wilton Corner, Wilton Junction, Durant, Walcott and Davenport. The application was amended by excepting the transportation of passengers locally between Wilton Corner and Davenport and later the application as between Wilton Junction and Davenport was withdrawn. Hearing held October 22, 1929, and on January 10, 1930, authority was granted to operate over the highway between the points named to serve applicant's lateral lines from and to points north and south of Highway No. 32. The Board approved the transfer of operating rights to Crandic Stages, Inc., Cedar Rapids, March 28, 1930, and on February 7, 1933, the Board passed a resolution revoking the operating rights granted in the above docket.

Filed August 31, 1929. Closed February 7, 1933.

No. H-1023—1933. Jefferson Transportation Company, Minneapolis, Minnesota. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Oelwein, Strawberry Point, Elkader, Monona, Luana, Postville, Castalia, Ossian, Calmar and Decorah. Hearing held February 12, 1930, and authority granted February 13, 1930. The operating rights were amended by eliminating the authority to operate as a motor carrier of passengers and a limited amount of freight between Oelwein, Strawberry Point, Elkader and Monona by a resolution passed May 8, 1933. Certificate No. 462 was issued May 8, 1933.

Filed November 14, 1931. Closed May 8, 1933.

No. H-1131—1933. Jefferson Transportation Company, Minneapolis, Minnesota. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Monona, Froelich, National, Garnavillo, Guttenberg, Millville, Luxemburg, Holy Cross, Witte Store, Cottage Hill, Rickardsville, Durango and Dubuque. Hearing held October 10, 1930, and authority granted November 15, 1930. Certificate No. 463 issued May 8, 1933.

Filed August 8, 1930. Closed May 8, 1933.

No. H-1263—1933. J. B. Brindley, owner and operator of Iowa Film Express, Des Moines. Application for authority to transport freight consisting of motion picture films and accessories over circuitous route

between Des Moines, Waukee, Adel, Redfield, Dexter, Stuart, Menlo, Casey, Adair, Anita, Wiota, Atlantic, Brayton, Exira, Hamlin, Audubon, Templeton, Carroll, Auburn, Wall Lake, Lakeview, Sac City, Lytton, Rockwell City, Lake City, Lohrville, Scranton, Jefferson, Panora, Adel, Waukee and Des Moines. Hearing held June 9, 1931, and authority granted June 25, 1931. Under date of December 20, 1932, operating rights were transferred to Iowa Film Delivery, a partnership composed of Harold E. McKinney and Charles Iles, both of Des Moines.

Filed March 21, 1931. Closed December 20, 1932.

No. H-1268—1933. Western Freight Line, Clinton, a partnership composed of C. A., C. K., and M. O. Reed, Clinton and G. M. Reed, Iowa City. Application for authority to transport freight between Calamus, Wheatland, Lowden, Clarence, Stanwood, Mechanicsville, Lisbon, Mt. Vernon and Cedar Rapids except for the transportation of freight locally between Lisbon, Cedar Rapids and points intermediate thereto. Hearing set for June 23, 1931, was postponed until July 1, 1931, and from that date until August 3, 1931, when hearing was fully held. Application granted August 10, 1931. On January 10, 1933, the Board passed a resolution amending and extending Certificate No. 31 held by the Western Freight Line, to cover authority granted in the above docket.

Filed March 28, 1931. Closed January 10, 1933.

No. H-1327—1933. Claire Haye, Remsen. Application for authority to transport freight one way from Sioux City to Oyens, Remsen, Marcus, Germantown, Paulina and Granville, except freight originating at or destined to points intermediate to Sioux City and Oyens. Hearing held July 29, 1931, and authority granted September 8, 1931. Certificate No. 432 was issued January 17, 1933.

Filed June 26, 1931. Closed January 17, 1933.

No. H-1368—1933. Ben H. Thompson, Mt. Ayr. Application for authority to operate as a motor carrier of freight, interstate exclusively, over a portion of interstate route between the south line of the state near Redding and Grand River. Approved September 17, 1931. Certificate No. 438 issued January 31, 1933. This operator was cited to appear before the Board on November 1, 1932, to show ability to pay taxes and penalties incurred under the provisions of the Motor Carrier Law, and on January 16, 1933, the Board rendered a decision as follows:

For the Motor Carrier—Ben H. Thompson, Mt. Ayr, Iowa.

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

Pursuant to notice Ben H. Thompson, of Mt. Ayr, Iowa, appeared before this Board at Des Moines on the 1st day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of Chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

After a careful consideration of the showing made and the record of this carrier this Board is of the opinion and hereby finds the carrier is able to pay the taxes that may be incurred under the provisions of the Motor Carrier Law.

Filed September 10, 1931. Closed January 31, 1933.

No. H-1407—1933. Jefferson Transportation Company, Minneapolis, Minnesota. Application for authority to amend descriptions of routes traversed under Certificates of Convenience and Necessity Nos. 11, 164, 217, 220, 332, 462 and 463. Granted by resolution passed May 8, 1933.

Filed October 28, 1932. Closed May 8, 1933.

No. H-1413—1933. Black Hawk Transportation Company, Inc., Mankato, Minn. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between the north line of the state, Allendorf, Sibley, Ashton, Sheldon, Hospers, Granville Crossroad, Alton, Orange City, Carnes, Oyens, LeMars, Merrill, Wren Junction, Hinton, James and Sioux City. Hearing held December 9, 1931, and authority granted December 12, 1931. Order and Warrant to levy upon certain equipment to collect taxes and penalties issued September 3, 1932. Operating rights revoked by resolution dated December 2, 1932. (See H-1641).

Filed November 6, 1931. Closed December 14, 1932.

No. H-1425—1933. R. O. Duncan, owner and operator Hudson Motor Express, Hudson, South Dakota. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Sioux City and the west line of the state near Hawarden. Service inaugurated June 1, 1931. Order and Warrant issued to levy on equipment for failure to pay taxes and penalties. Taxes paid October 13, 1932. Certificate No. 476 issued June 14, 1933.

Filed November 21, 1931. Closed June 14, 1933.

No. H-1428—1933. Charles T. Durand, owner and operator National Transfer & Storage Company, Marshalltown. Application for authority to extend routes as a motor carrier of freight between Zearing, McCallsburg, Hubbard, Radcliffe, Buckeye, Alden, Iowa Falls, Hampton, Chapin, Sheffield, Rockwell and Mason City, except locally between Iowa Falls, Hampton and points intermediate thereto or between Hampton, Mason City and points intermediate thereto. Between Marshalltown, Laurel, Baxter, Ira, Mingo, Colfax and Newton, except locally between Marshalltown, Laurel and points intermediate thereto and between Marshalltown, Haverhill, Van Cleve, Melbourne, Rhodes, Collins, Maxwell, Cambridge and junction of U. S. Highway No. 65 and Primary Road No. 210, except locally between Collins and Maxwell or between Collins, Maxwell or Cambridge and Des Moines. Hearing held May 3 and 4, 1932, and on December 19, 1932, a majority decision of the Board granting the application in part, together with the dissenting opinion of Chairman Richardson, was issued as follows:

For the applicant—D. C. Nolan, Atty., Iowa City, Iowa.

For the C., M., St. P. & P. R. R. Co., Objectors—Hughes, O'Brien & Faville, Attys., by Mr. Faville, Des Moines, Iowa.

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

For the C. G. W. R. R. Co. and W. H. Bremner, Receiver, M. & St. L. R. R. Co., Objectors—Carr, Cox, Evans & Riley, Attys., by John Inghram, Des Moines, Iowa.

For the Railway Express Agency, Inc., Objectors—Grant Propst, Route Agent, Des Moines, Iowa.

For the Cadwell Transfer & Storage Co., Objectors—F. C. Eslick, Pres., Mason City, Iowa.

For the C. & N. W. Ry. Co., Objectors—Davis, McLaughlin & Hise, Attys., by James C. Davis, Jr., Des Moines, Iowa.

Docket No. H-1536

For the applicant—L. R. Boomhowed, Atty., Mason City, Iowa; T. S. Garfield E. Breese, F. C. Eslick, Pres., Mason City, Iowa.

For the C. & N. W. Ry. Co., Objector—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by James C. Davis, Jr.

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

For the M. & St. L. R. R. Co., Objector—W. H. Bremner, Receiver, Boardman & Cartwright, Attys., Marshalltown, Iowa, by H. G. Cartwright.

For the C., M., St. P. & P. R. R. Co., Objector—W. F. Cody, D. F. & P. A., Mason City, Iowa

For the Railway Express Agency, Inc., Objector—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by James C. Davis, Jr. E. A. Strand, Route Agent, Des Moines, Iowa.

For the National Transfer & Storage Co., Objector—Hon. J. P. Scott, Marshalltown, Iowa.

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

Docket No. H-1648

For the applicant—L. R. Boomhower, Atty., Mason City, Iowa; T. S. Veech, Mason City, Iowa.

For the C. & N. W. Ry. Co., Objector—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by James C. Davis, Jr.

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

For the M. & St. L. R. R. Co.—W. H. Bremner, Receiver, Objector—Boardman & Cartwright, Attys., Marshalltown, Iowa, by H. G. Cartwright.

For the C., M., St. P. & P. R. R. Co., Objector—W. F. Cody, D. F. & P. A., Mason City, Iowa.

For the Railway Express Agency, Inc., Objector—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by James C. Davis, Jr. E. A. Strand, Route Agent, Des Moines, Iowa.

For the National Transfer & Storage Co., Objector—Hon. J. P. Scott, Marshalltown, Iowa.

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

Charles T. Durand, owner and operator National Transfer & Storage Company, Marshalltown, Iowa, now operating as a freight motor carrier over various routes within the State, has applied for Certificates of Convenience and Necessity to extend existing service to points named as follows:

Zearing, McCallsburg, Hubbard, Radcliffe, Buckeye, Alden, Iowa Falls, Hampton, Chapin, Sheffield, Rockwell and Mason City, except locally between Iowa Falls, Hampton and points intermediate thereto or between Hampton, Mason City and points intermediate thereto.

Marshalltown, Laurel, Baxter, Ira, Mingo, Colfax and Newton, except locally between Marshalltown and Laurel or between Colfax and Newton.

Marshalltown, Haverhill, Vancleve, Melbourne, Rhodes, Collins, Maxwell, Cambridge and junction of U. S. Highway No. 65 and Primary Road No. 210, except locally between Collins and Maxwell or between Collins, Maxwell or Cambridge and Des Moines.

The Cadwell Transfer & Storage Company, a corporation of Mason City, Iowa, and T. S. Veech, dba Veech Transfer and Storage, of Mason City, Iowa, have before this Board applications for Certificates of Convenience and Necessity to operate as motor carriers for the transportation of freight between Des Moines, Ankeny, Huxley, Ames, Nevada, Colo, Zearing, Hubbard, Iowa Falls, Hampton, Sheffield, Rockwell and Mason City, except locally between Des Moines, Iowa Falls and points intermediate thereto; between Iowa Falls, Hampton and points inter-

mediate thereto, and between Hampton, Mason City and points intermediate thereto.

The three applications are in part related as to territory to be served and in that respect are interwoven to the extent consideration must be given to the record in each insofar as it may apply to the situation as a whole.

The Durand application was heard at Des Moines on May 3, 1932, and the Cadwell and Veech applications were heard at Mason City on October 20 and 21, 1932, the Veech case being continued to November 15, 1932, to permit proper publication of the official notice of hearing.

Written objections to the granting of the operating rights applied for were submitted on behalf of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Chicago Great Western Railroad Company, Chicago and North Western Railway Company, Minneapolis and St. Louis Railroad Company, Chicago, Rock Island and Pacific Railway Company, Illinois Central Railroad Company, Central Transportation Company, Railway Express Agency, Inc., and others.

Much evidence in the form of testimony, letters, petitions, tables and statistics was introduced in each case by both the applicants and the objectors.

Motion to dismiss the Durand application because of improper publication of the Official Notice of Hearing is over-ruled. The notice clearly shows that this applicant now operates over various routes and is seeking authority to extend service to territory therein specifically mentioned; further, that the notice was published in each county in which additional service is proposed.

Applicant Durand is now and has for some time been operating over routes as follows:

Marshalltown, Laurel and Newton.

Marshalltown, State Center, Colo, Nevada, Ames, Midvale, Huxley, Ankeny and Des Moines.

Marshalltown, Green Mountain, Garwin, Gladbrook, Lincoln, Reinbeck, Hudson, Cedar Falls and Waterloo.

Marshalltown, LeGrand, Montour, Tama, Toledo, Gladstone, Chelsea, Belle Plaine, Luzerne, Keystone, Vanhorn, Blainstown, Watkins, Norway, Newhall, Atkins and Cedar Rapids.

Marshalltown, State Center, Colo, Zearing, Hubbard, Radcliffe, Buckeye, Alden and Iowa Falls.

Rights over these routes are in various ways restricted, including that as to the transportation of freight locally between Hubbard and Radcliffe; Buckeye and Iowa Falls, or freight originating at Hubbard or Radcliffe and destined to Iowa Falls, or that originating at Iowa Falls and destined to Radcliffe or Hubbard. Service proposed by this applicant is to be rendered either in connection with or as an extension of present operations.

The applicants Cadwell Transfer & Storage Company and T. S. Veech are both engaged in the transfer and storage business at Mason City. Neither holds any rights as a motor carrier, although there is little, if any question as to the ability of any of the three applicants to engage in the undertaking proposed.

As to the route between Des Moines and Mason City, motor carrier service is afforded locally between Des Moines and Iowa Falls; Iowa Falls and Hampton and between Hampton and Mason City, respectively, by three carriers, although connecting line service has not been developed to any extent. This territory is also directly served by the Chicago, Rock Island and Pacific Railway Company and indirectly by the Chicago and North Western Railway Company, Chicago, Great Western Railroad Company and the Minneapolis and St. Louis Railroad Company. For the purpose here, it is sufficient to say that freight received at either terminus is available for delivery at the opposite terminus the morning following.

In these, as well as other similar cases, the rates proposed are less than those by rail and there is offered a flexible, expedited operation, including door-to-door service which has steadily grown in demand as a solution to the problem presented by economic conditions. Likewise in this as in other cases, it is suggested that much tonnage now moving by the so-called "private carrier" will be diverted to a certificated line; further, that a common carrier, regulated and taxed, will service the small as well as the large shipper to the advantage of all concerned. With the latter view, this Board is in accord. As to the diversion from contract to common carrier, there is some question.

The truck plying the highways in the transportation of goods and merchandise has had a far reaching effect not always readily appreciated. Its advantages and disadvantages are not here to be discussed, except as they apply to these cases. In passing, however, this Board cannot refrain from commenting on the situation confronting local transfer companies. Some of these organizations have proportionately heavy investments in equipment and facilities, the need for which has in part been eliminated through the store-door delivery and pick-up service. Obviously, they have been forced to either give way or in self protection to seek the highways for the furtherance of their business. The facilities available and the experience had are readily adaptable and are desirable for service necessary in that field.

The records in these cases are heavily burdened. To recite in detail the evidence, the service proposed or that existing is not necessary to the enlightenment of the parties interested. The attitude of this Board on the issues presented has heretofore been explained. (See decisions Docket Nos. H-1507, H-1568 and H-1579).

After a careful consideration of the record in each of these cases, this Board is of the opinion and hereby finds:

1. That there is not sufficient proof that the service proposed by Charles T. Durand, owner and operator National Transfer & Storage Company, Marshalltown, Iowa, to McCallsburg, Hampton, Chapin, Sheffield, Rockwell, Mason City, Baxter, Ira, Mingo, Colfax, Haverhill, Vancleve, Melbourne, Rhodes, Collins, Maxwell and Cambridge or locally between Buckeye and Iowa Falls will promote the public convenience and necessity. That portion of this application is therefore, denied.

2. That there is not sufficient proof that the service proposed by the Cadwell Transfer & Storage Company, Mason City, Iowa, will promote the public convenience and necessity, and it is therefore denied.

3. That there is not sufficient proof that the service proposed by T. S. Veech, dba Veech Transfer & Storage Company, Mason City, Iowa, will promote the public convenience and necessity, and it is, therefore, denied.

4. That the service proposed by Charles T. Durand, owner and operator National Transfer & Storage Company, Marshalltown, Iowa, locally between Hubbard, Radcliffe, Buckeye, Alden and Iowa Falls, except for the transportation of freight originating at Buckeye and destined to Iowa Falls or that originating at Iowa Falls and destined to Buckeye, will in connection with present operations promote the public convenience and necessity. Operating rights 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.

OPINION BY CHAIRMAN RICHARDSON: I cannot agree with majority opinion in finding there is not sufficient proof that service pro-

posed by applicant Durand to all points named in statement (1) of the last paragraph will promote the public convenience and necessity. Otherwise I concur in finding made.

Under date of April 1, 1933, Certificate No. 333 was amended to include service locally between Hubbard, Radcliffe, Buckeye, Alden and Iowa Falls, except for the transportation of freight originating at Buckeye and destined to Iowa Falls or that originating at Iowa Falls and destined to Buckeye.

Filed November 10, 1931. Closed April 1, 1933.

No. H-1438—1932. H. & W. Motor Express Company, Dubuque, a partnership composed of Urban J. Haas and Cyril H. Wissell, 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, on April 20 and 21, 1932, and decision granting the application was issued on August 4, 1932. (See 1932 Report.) On January 18, 1933, the Board passed a resolution amending and extending Certificate No. 370 to permit the transportation of freight over such routes as may be authorized between points named as follows: 1. Dubuque, Key West, Buncombe, Zwingle, Otter Creek, Fulton, Hurstville, Maquoketa, Welton, De Witt, Mt. Joy, Davenport and the east line of the state, except freight locally between Dubuque, Maquoketa and points intermediate thereto. 2. Dubuque, Jullien, Centralia, Peosta, Epworth, Farley, Dyersville, Earlville, Delaware, Manchester, Masonville, Winthrop, Doris, Independence, Jesup, Raymond, Waterloo and Cedar Falls, except locally between Independence, Cedar Falls and points intermediate thereto.

Filed December 9, 1931. Closed January 18, 1933.

No. H-1449—1933. W. O. Blue, Red Oak. Application for authority to transport freight, interstate exclusively, between Red Oak and the west line of the state at Council Bluffs. Service inaugurated December 21, 1931. This operator was cited to appear before the Board November 30, 1932, to show financial responsibility and agreed to file a bond to guarantee the payment of taxes and penalties incurred under the Motor Carrier Law. Certificate No. 430 issued January 10, 1933.

Filed December 24, 1931. Closed January 10, 1933.

No. H-1450—1933. R. B. Fearing, owner and operator Clark's Transfer Line, Cedar Falls. Application for authority to operate as a motor carrier of freight between Hampton, Coulter, Latimer, Alexander, Dows, Galt, Rowan, Clarion, Holmes, Goldfield, Eagle Grove, Vincent and Fort Dodge. Hearing continued from February 24, 1932, to March 1, 1932, and full hearing held. Authority granted, except for the transportation of freight originating at or destined to Clarion or Dows, March 14, 1932. Certificate No. 449 issued June 13, 1933.

Filed December 24, 1931. Closed June 13, 1933.

No. H-1469—1933. Elvin Helde, Maquoketa. Application for authority to operate as a motor carrier of freight between Maquoketa, Delmar, Charlotte, Goose Lake, Preston, Miles, Teeds Grove, Andover, Almont, Bryant, Ten Mile House, Lyons and Clinton. Hearing held April 19, 1932, and authority denied April 20, 1932.

Filed February 4, 1932. Closed April 21, 1932.

No. H-1481—1933. C. E. Grothaus, Kingsley. Application to amend Certificate No. 43 to describe route as relocated. Granted and Certificate No. 43 amended by resolution of February 16, 1933.

Filed February 13, 1932. Closed February 16, 1933.

No. H-1492—1933. Adolph H. Ausenhus, Northwood. Application to amend description of route under Certificate No. 51. Approved by resolution dated December 13, 1932.

Filed March 1, 1932. Closed December 13, 1932.

No. H-1508—1933. H. & W. Motor Express Company, Dubuque. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the east line of the state at Dubuque, Julien, Peosta, Epworth, Farley, Dyersville, Earlville, Delaware, Manchester, Masonville, Winthrop, Doris, Independence, Jesup, Raymond, Waterloo and Cedar Falls. Approved March 4, 1933. Operator was later granted intrastate rights over the above route and the file was closed.

February 27, 1932. Closed January 18, 1933.

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. (See 1932 Report.) Order and warrant to levy upon certain equipment for failure to pay taxes and penalties was issued December 2, 1932, and operating rights were revoked by resolution of December 15, 1932.

Filed March 16, 1932. Closed December 14, 1932.

No. H-1524—1933. The Dougherty Storage & Van Co., Sioux City. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Sioux City and the north line of the state. Approved November 28, 1932, and Certificate No. 443 issued February 25, 1933.

Filed April 11, 1932. Closed February 25, 1933.

No. H-1534—1933. E. R. Edwards, Williamsburg. Application for authority to operate as a motor carrier of freight between Williamsburg and Cedar Rapids except for the transportation of freight originating at or destined to points intermediate thereto. Hearing continued from June 14, 1932, to September 14, 1932 and cancelled because of failure to secure publication of notice of hearing. Application amended to include service between Cedar Rapids, Conroy, Williamsburg, Parnell and North English, except freight originating at or destined to points intermediate to Conroy and Cedar Rapids. Hearing held October 26, 1932, and application denied December 2, 1932.

Filed April 14, 1932. Closed December 2, 1932.

No. H-1536—1933. Cadwell Transfer & Storage Company, Mason City. Application for authority to operate as a motor carrier of freight between Des Moines, Ankeny, Huxley, Ames, Nevada, Colo, Zearing, Hubbard, Iowa Falls, Hampton, Sheffield, Rockwell and Mason City, except for the transportation of freight locally between Des Moines, Iowa Falls and points intermediate thereto; between Iowa Falls, Hampton and points intermediate thereto and between Hampton, Mason City and points intermediate thereto. Hearing was postponed from October 4, 1932, until October 20, 1932, and held on that date, continuing over to October 21, 1932. The Board rendered a decision denying the application December 19, 1932. (See Docket H-1428).

Filed April 16, 1932. Closed December 24, 1932.

No. H-1537—1933. Don Boyer, dba Glenwood Transit Line Glenwood. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Glenwood and the west line of the state at Council Bluffs and between Glenwood and Pacific Junction and the west line of state at the west line of Mills County. Approved April 27, 1932. Service discontinued and file closed.

Filed April 25, 1932. Closed February 15, 1933.

No. H-1541—1933. W. D. Sechrest, dba Kansas City and Omaha Transport, St. Louis, Missouri. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Council Bluffs and the south line of the state. The operator was cited to appear before the Board to show financial responsibility but failed to appear, and being unable to locate this operator, the file was closed.

Filed April 22, 1932. Closed December 7, 1932.

No. H-1543—1933. Whitney Transfer Company, Omaha, Nebraska, a partnership composed of Clyde and G. R. Whitney, both of Omaha, Nebraska. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Council Bluffs and Sioux City. Granted May 25, 1932. The operator was cited to appear before the Board to show financial responsibility November 30, 1932, and at that time agreed to file a bond to guarantee the payment of taxes and penalties incurred under the Motor Carrier Law. Certificate No. 446 issued March 3, 1933.

Filed May 10, 1932. Closed March 3, 1933.

No. H-1546—1933. Ed Beimers, Ireton. Application for authority to operate as a motor carrier of freight one way from Sioux City to Craig and Ireton. Hearing originally fixed for September 21, 1932, was cancelled, full hearing being held November 2, 1932. On December 31, 1932, a decision denying the application was rendered as follows:

For applicant—Baron & Bolton, Attys., Sioux City, Iowa, by A. H. Bolton.

Ed. Beimers, Ireton, Iowa.

For Chicago & North Western Railway Company and Railway Express Agency, Inc., Objectors—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by J. C. Davis, Jr.

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

This application was filed by Ed. Beimers, Ireton, Iowa, on May 12, 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 freight one-way from Sioux City to Craig and Ireton.

Hearing on this application was originally fixed for September 21, 1932, at Sioux City, but was cancelled on September 13, 1932, upon receipt of advice from applicant that he was not then able to pay for publication of the notice of hearing and an attorney's fee because the Farmers Holiday movement had compelled him to suspend operating for a month. Hearing was later fixed for and held on November 2, 1932, at Sioux City, at the conclusion of which the case was taken under advisement. Notice of the November 2, 1932, hearing was published in the manner provided for by said Chapter 252-A1. The appearances at this hearing are shown on the title page of this decision.

Written objections to the granting of this application were filed by the Chicago & North Western Railway Company.

Applicant herein now holds Truck Operator Permit No. 1629 and is authorized to use two motor trucks under that permit for the public transportation of freight for compensation. This permit does not, however, authorize him to operate between fixed termini or over a regular route. Applicant is now transporting livestock as a "truck operator" from his community to the stock yards at Sioux City and for several months prior to the hearing has been furnishing freight "motor carrier" service from Sioux City to Craig and Ireton without authority and in violation of said Chapter 252-A1. This application is for authority to furnish freight "motor carrier" service on certain return trips from Sioux City to Craig and Ireton.

Applicant does not propose to transport freight from Craig to Ireton nor to furnish any freight "motor carrier" service from Ireton to Craig or from Ireton and Craig to Sioux City.

Applicant and three other witnesses testified at the hearing in support of the application. One of these witnesses was engaged in the retail implement business, one in the general merchandise business and the third in the lumber and coal business. Applicant also introduced a petition signed by twenty (20) merchants of Ireton and Craig and a petition signed by seven (7) wholesalers of Sioux City, favoring the granting of the application.

Three witnesses representing the Chicago & North Western Railway Company and the Railway Express Agency, Inc., objectors, testified as to the service being furnished by their companies between Sioux City, Craig, Ireton and other points in that territory. Objectors also introduced six exhibits showing rail and express facilities and service and letters from seven (7) business men of Craig opposing the application.

The Time Schedule filed as a part of this application provides for a one-way trip from Sioux City to Craig and Ireton on Tuesday and Friday of each week, leaving Sioux City 1:30 P. M., arriving Craig 3:00 P. M., and arriving Ireton at 4:00 P. M.

Applicant's proposed Rate Schedule provides for a flat rate of sixteen (16c) cents per hundred pounds on all classes of freight from Sioux City to Craig or Ireton with a minimum charge of thirty-five (35c) cents.

On July 10, 1932, the Chicago & North Western Railway Company established a rate of eighteen (18c) cents per hundred pounds, plus an emergency charge of one and eight-tenths (1.8c) cents, on groceries and general store supplies from Sioux City to Craig and Ireton with a minimum charge of twenty-five (25c) cents, which is considerably lower than the rates in effect on such commodities prior to that date.

The Chicago & North Western Railway Company is now handling freight from Sioux City to Craig daily, except Sunday, on a passenger train leaving Sioux City at 3:15 P. M. and arriving Craig at 4:16 P. M. Freight loaded at Sioux City for Ireton on Mondays, Wednesdays and Fridays arrives Ireton at 7:40 A. M. on Tuesdays, Thursdays and Saturdays. Temperature car service is also furnished from Sioux City to Ireton on this same schedule on Mondays and Wednesdays. This carrier also handles shipments out of Sioux City for Ireton on Tuesdays, Thursdays and Saturdays which arrive Ireton at 6:10 P. M. on Wednesdays, Fridays and Mondays. Emergency shipments may be obtained upon arrival of this train at Ireton. Express service also is furnished three times a day from Sioux City to Ireton and twice daily from Sioux City to Craig.

According to the record, Craig has a population of approximately one hundred fifty (150) persons and Ireton six hundred (600) persons.

One of the applicant's witnesses testified that, in his opinion, applicant could furnish adequate transportation service from Sioux City

to Ireton with three trips a week even though the railroad company discontinued freight service between those points. However, another of applicant's witnesses testified that he could not find very much fault with the railroad freight service and would not want to see the railroad company discontinue service at Ireton, as he had to depend on it for carload shipments. This latter witness favored the establishment of the proposed motor carrier service because of the lower rates proposed by applicant.

Applicant proposes to use a 1931 one and one-half ($1\frac{1}{2}$) ton truck which is licensed at two and one-half ($2\frac{1}{2}$) ton, to furnish the service proposed. This truck is equipped with a stock rack and applicant proposes to clean it before picking up freight at Sioux City.

Applicant testified that although he does not keep cost records, he estimated that it cost him three (3c) cents per mile, including depreciation and all other items of expense, to operate the truck proposed to be used by him as a motor carrier and that this figure included one cent (1c) per mile for gasoline. We believe, however, that this estimate is unreasonably low.

No evidence was presented to show that applicant's proposed rate is adequate or that it will be maintained. Applicant's financial statement shows practically no assets outside a home valued at fifteen hundred (\$1,500.00) dollars and three motor trucks valued at one thousand (\$1,000.00) dollars. This statement also shows a liability in the form of a seven hundred (\$700.00) dollar note.

As has been previously stated, this Commission accepts petitions and letters for and against an application but does not consider them the best kind of evidence for several reasons. Notwithstanding the fact that the Commission held this hearing at Sioux City to make it convenient for interested persons to attend, there were no witnesses for applicant from Sioux City or Craig and only three from Ireton. If the wholesale and retail merchants felt that there was a necessity for the proposed service, we believe they would have attended the hearing.

The Board has also gone on record in several decisions as being opposed to the establishment of additional one-way motor carrier lines.

After fully considering the record in this case, the Commission finds that the establishment of the service proposed by applicant would not promote the public convenience and necessity. The application is, therefore, denied.

Filed May 12, 1932. Closed December 31, 1932.

No. H-1553—1933. Crandic Stages, Inc., Cedar Rapids. Application for authority to suspend service between Iowa City and Keokuk. Suspended May 28, 1932, for a period of 90 days and under date of September 19, 1932, a further suspension of 90 days was granted by the Board. Certificate No. 202 amended by eliminating therefrom operating rights over portion of route between Ainsworth and Keokuk, by resolution of December 29, 1932.

Filed May 18, 1932. Closed December 29, 1932.

No. H-1556—1933. O. I. Jones & Sons, River Sioux, a partnership composed of O. I. Jones, Pisgah, Albert Jones and Marvin Jones, River Sioux. Application for authority to operate as a motor carrier of freight between Council Bluffs and Blencoe and Sioux City and River Sioux. Application withdrawn.

Filed May 23, 1932. Closed January 21, 1933.

No. H-1558—1932. Baxter Motor Express, Ida Grove, a partnership composed of U. A. Baxter and Hayden Baxter, Ida Grove. Certificate No. 42 was extended to authorize service westbound from Schaller to Sioux City by resolution of November 26, 1932. (See 1932 Report.)
Filed May 25, 1932. Closed March 16, 1933.

No. H-1560—1933. Herbert E. Anderson, Hawarden. Application for authority to operate as a motor carrier of freight one way from Sioux City to Chatsworth and Hawarden. Hearing held November 2, 1932, being continued from September 21, 1932, and on December 31, 1932, decision denying the application was rendered as follows:

September 21, 1932

For applicant—Herbert E. Anderson, Hawarden, Iowa.

For Chicago & North Western Railway Company and Railway Express Agency, Inc., Objectors—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by J. C. Davis, Jr.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Objector—Hughes, O'Brien & Faville, Attys., Des Moines, Iowa, by S. S. Faville.

November 2, 1932:

For applicant—Baron & Bolton, Attys., Sioux City, Iowa, by A. H. Bolton.

Herbert E. Anderson, Hawarden, Iowa.

For Chicago & North Western Railroad Company and Railway Express Agency, Inc., Objectors—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by J. C. Davis, Jr.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Objector—Hughes, O'Brien & Faville, Attys., Des Moines, Iowa, by S. S. Faville.

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

This application was filed by Herbert E. Anderson, Hawarden, Iowa, on May 31, 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 freight one-way from Sioux City to Chatsworth and Hawarden, in Woodbury, Plymouth and Sioux Counties, Iowa.

Hearing on this application was originally fixed for and called on September 21, 1932, at Sioux City but was continued at applicant's request. Continued hearing was held on November 2, 1932, at Sioux City, at the conclusion of which the case was taken under advisement by the Commission. Notice of the hearing in this case was published in the manner provided for by said Chapter 252-A1. The appearances at these hearings are shown on the title page of this decision.

Written objections to the granting of this application were filed by the Chicago, Milwaukee, St. Paul & Pacific Railroad Company and the Chicago & North Western Railway Company. A copy of a resolution adopted by the Board of Directors of the Hawarden Chamber of Commerce opposing the granting of the application, was also filed with the Board.

Applicant herein now holds Truck Operator Permit No. 1971 and is authorized to use two motor trucks under that permit for the public transportation of freight for compensation. This permit does not, however, authorize him to operate between fixed termini or over a regular route. Applicant is now transporting livestock as a "truck operator" from his community to the stock yards at Sioux City and desires authority to furnish "motor carrier" service from Sioux City to Chatsworth and Hawarden on the return trips.

Iowa Highway No. 12, over which applicant proposes to operate from Sioux City to Hawarden, passes through Westfield, Akron and Chatsworth. The Akron Truck Company, Akron, Iowa, is operating as a freight motor carrier one-way from Sioux City to Westfield and Akron.

Applicant does not propose to pick up or set down any freight at Westfield or Akron; does not propose to transport any freight from Chatsworth to Hawarden nor to furnish any freight motor carrier service to any of these points on the trips from Hawarden to Sioux City.

The applicant was the only witness who testified at the hearing in support of the application. However, he introduced a petition signed by forty-seven (47) merchants of Hawarden and seven (7) merchants of Chatsworth and a petition signed by seven (7) wholesalers and jobbers of Sioux City, favoring the granting of the application.

Three witnesses representing the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Chicago & North Western Railway Company and Railway Express Agency, Inc., testified as to the service being furnished by their companies between Sioux City, Chatsworth, Hawarden and other points in that territory.

The Time Schedule filed with this application on May 31, 1932 provided for a one-way trip on Tuesday and Friday of each week but this schedule was amended on October 21, 1932 to provide for a one-way trip on Monday, Wednesday and Friday of each week. Notwithstanding the fact that the record shows that Chatsworth and Hawarden were receiving daily, except Sunday, freight service by rail, the applicant testified that he proposed to furnish service to these points on the days of the week that the railroads did not give delivery service. He later testified that he did not know whether there was rail service from Sioux City to Hawarden on Mondays, Wednesdays and Fridays and that he had made no investigation of the rail service.

Applicant's original Rate Schedule, which was filed May 31, 1932, provided for the following rates per hundred weight on shipments from Sioux City to Chatsworth and Hawarden:

1st Class	2nd Class	3rd Class	4th Class
29c	25c	20c	18c
Minimum charge 50c.			

However, on September 22, 1932 he amended that schedule to provide for a rate of fifteen (15c) cents per hundred weight on all classes of freight from Sioux City to Chatsworth and Hawarden with a minimum charge of thirty-five (35c) cents. No reason was given for this drastic reduction in the rates proposed and no showing was made that the amended rate was adequate or that it would be maintained. In fact, the applicant testified that he did not know how much it cost him per mile to operate his equipment; that he had not made a sufficiently complete investigation to enable him to estimate the revenue per mile to be expected from the proposed operation and that he supposed he would have to find out later if the rate proposed were adequate.

On June 25, 1932, the Chicago, Milwaukee, St. Paul & Pacific Railroad Company established a special rate on groceries and general store supplies from Sioux City to Chatsworth and Hawarden, which rate was considerably lower than the rates in effect on such commodities prior to that date. At the present time, this rate is eighteen (18c) cents per hundred pounds, plus an emergency charge of one and eight-tenths (1.8c) cents per hundred weight with a minimum charge of twenty-five (25c) cents.

On July 10, 1932, the Chicago & North Western Railway Company also established a rate of eighteen (18c) cents per hundred pounds, plus an emergency charge of one and eight-tenths (1.8c) cents, on groceries and general store supplies from Sioux City to Hawarden with a minimum charge of twenty-five (25c) cents.

According to the record, Hawarden has a population of approximately twenty-four hundred sixty (2460) persons and Chatsworth one hundred sixty (160) persons.

The Chicago, Milwaukee, St. Paul & Pacific Railroad Company furnishes daily, except Sunday, freight service from Sioux City to Chatsworth and Hawarden. Shipments received at Sioux City up to 5 P. M. leave there at 8:30 P. M., arrive Hawarden 10.30 P. M. and are available at 8 A. M. the next day. Shipments for Chatsworth leave Sioux City on the same train as those for Hawarden, being placed in a car and distributed from Mitchell, South Dakota, arriving Chatsworth about 4 P. M. the next day. Protected car service is also furnished twice a week.

The Chicago & North Western Railway Company also furnishes daily, except Sunday, freight service from Sioux City to Hawarden. Shipments received at Sioux City up to 5:30 P. M. leave there at 6:50 P. M., arrive Hawarden 8:30 P. M. and are available for delivery at 8 A. M. the next day. This carrier also furnishes protected car service on Tuesdays and Thursdays.

Herbert E. Anderson testified that he made an investigation with reference to the adoption of the resolution by the Board of Directors of the Hawarden Chamber of Commerce and found that there were only two members present when it was adopted. He also testified that twelve of the merchants who signed the petition favoring the granting of his application were members of the Hawarden Chamber of Commerce and that the petition was signed after the adoption of the resolution referred to. However, the resolution was not withdrawn and the twelve merchants referred to above did not sign the petition as members of the Hawarden Chamber of Commerce. As has been stated in previous decisions, the Board accepts petitions for and against an application but does not consider them as the best kind of evidence in a case of this kind. Section 5105-A14, Chapter 252-A1, Code of Iowa, 1931, provides that the hearing on an application for a Certificate of Convenience and Necessity to operate as a motor carrier shall be held * * * at the office of the commission unless a different place is specified in the notice." The Board, however, called this hearing at Sioux City in order to make it convenient for interested persons to attend. Notwithstanding this, the applicant was the only witness who appeared at the hearing and testified as to the necessity for the service proposed.

The Board has also gone on record in former decisions as being opposed to the establishment of additional one-way motor carrier lines. If the present application were granted, there would be two one-way freight motor carriers operating over Highway No. 12 from Sioux City to Akron and from Sioux City to Hawarden, neither of which would provide service on shipments from Westfield to Chatsworth and Hawarden; from Akron to Chatsworth and Hawarden; from Chatsworth to Hawarden nor from or to any point in the reverse direction.

After fully considering the record in this case, the Commission finds that the establishment of the service proposed by applicant would not promote the public convenience and necessity. The application is, therefore, denied.

Filed May 31, 1932. Closed December 31, 1932.

No. H-1561—1933. Reuben Baxter, Battle Creek. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Council Bluffs and Odebolt, and between the west line of the state at Council Bluffs and Kiron. Authority granted July 22, 1932. This operator was cited to appear before the Board November 30, 1932, to show financial responsibility, and on January 17, 1933, decision revoking the operating rights was rendered as follows:

For the Motor Carrier—Reuben Baxter, Battle Creek, Iowa.

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

Pursuant to notice Reuben Baxter, of Battle Creek, Iowa, appeared before this Board at Council Bluffs on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of Chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier made no showing as to financial responsibility, but voluntarily agreed to file a surety bond guaranteeing the payment of taxes and penalties in such amount as the Commission found necessary on or before the 28th day of December, 1932.

The bond has not been received and no showing has been made as to the financial responsibility of this carrier.

It is therefore ordered that the operating rights temporarily granted to Reuben Baxter, of Battle Creek, Iowa, by virtue of authority conveyed under Docket H-1561 be and the same are hereby revoked effective on the 31st day of January, 1933.

No. H-1564—1933. White Line Motor Freight Company, Des Moines. Application for authority to operate as a motor carrier of freight between Des Moines, Waukee, Adel, Redfield, Dexter, Stuart, Menlo, Casey, Adair, Anita, Wiota, Atlantic, Oakland, Council Bluffs and the west state line, except for the transportation of freight locally between Des Moines, Menlo and points intermediate thereto; Casey, Atlantic and points intermediate or between Atlantic, Council Bluffs and points intermediate thereto. Joint hearing held with Docket H-1584 September 8, 1932, being continued through September 9, 1932, and on December 19, 1932, a majority decision granting the application was issued together with the dissenting opinion of Commissioner Woodruff, as follows:

Docket No. H-1564

For the Applicant—D. C. Nolan, Attorney, Iowa City, Iowa.

For the Chicago, Rock Island & Pacific Ry. Co., Objector—J. G. Gamble, Attorney for Iowa, by R. L. Read and A. T. Blake, Assistant Attorneys, Des Moines, Iowa.

For the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Objector—Hughes, O'Brien & Faville, Attorneys, Des Moines, Iowa, by S. S. Faville.

For the Railway Express Agency, Inc., Objector—Grant Propst, Route Agent, Des Moines, Iowa.

Docket No. H-1584

For the Applicant—Ernest Miller, Attorney, Harlan, Iowa.

For the Chicago, Rock Island & Pacific Ry. Co., Objector—J. G. Gamble, Attorney for Iowa, by R. L. Read and A. T. Blake, Assistant Attorneys, Des Moines, Iowa.

For the White Line Motor Freight Co., Des Moines, Iowa, Objector—D. C. Nolan, Attorney, Iowa City, Iowa.

For the Chicago, Milwaukee, St. Paul & Pacific R. R. Co., Objector—Hughes, O'Brien & Faville, Attorneys, Des Moines, Iowa, by S. S. Faville.

For the Railway Express Agency, Inc., Des Moines, Iowa, Objector—Grant Propst, Route Agent, Des Moines, Iowa.

On June 9, 1932, the White Line Motor Freight Company of Des Moines filed an application to operate as a motor carrier of freight between Des Moines, Waukee, Adel, Redfield, Dexter, Stuart, Menlo, Casey, Adair, Anita, Wiota, Atlantic, Oakland and Council Bluffs, except for the transportation of freight locally between Des Moines, Menlo and

points intermediate, or locally between Casey, Council Bluffs and points intermediate thereto.

The White Line Motor Freight Company now holds Certificate of Convenience and Necessity covering route between Des Moines and Davenport, and is also at this time operating over route between Des Moines and the west line of the state at Council Bluffs in the transportation of freight of strictly interstate character.

On July 6, 1932, Frank & Morton Transfer of Atlantic made application to operate as a motor carrier of freight between Atlantic, Wiota, Anita, Adair, Casey, Menlo, Stuart, Dexter, Redfield, Adel, Waukee and Des Moines, except locally between Atlantic and Anita or between Menlo, Des Moines and points intermediate thereto. This applicant is now operating between Council Bluffs, Quick, Oakland, Lewis, Atlantic, Adair and Casey except for the transportation of freight originating at or destined to Anita. It is also operating exclusively interstate one way eastbound from Casey to Stuart, Dexter and Redfield.

Inasmuch as these applications are for service over the same highway and to many of the same points, a joint hearing was held and disposition is made of both applications in this decision.

The distance of the route sought to be occupied by the White Line Motor Freight Company is 141.14 miles. Schedule proposed provides for trips westbound leaving Des Moines at 9:00 A. M. and 7:00 P. M. and two trucks eastbound leaving Council Bluffs at 8:00 P. M. daily except Sunday. The record shows applicant is responsible financially and is experienced in the business of transportation on the highways. Equipment and other facilities now had will be available to operation proposed in connection with existing service.

The length of the route sought to be operated by the applicant, Frank & Morton Transfer, is 87.59 miles. Service proposed consists of one trip each way daily except Sunday, using three three-ton and one one and one-half ton motor trucks, which are now operated over routes established. It appears, however, this equipment is sufficient for the operation contemplated.

The following tabulation shows the character and amount of evidence taken in the hearing:

	Applicants' Petition						Objectors' Petition		
	Letters		Sig- natures		Wit- nesses		Letters	Signa- tures	Wit- nesses
	O	X	O	X	O	X			
Des Moines	14	..	..	..	8	4	..	..	..
Waukee . . . . .	..	..	..	..	..	..	..	12	..
Adel . . . . .	..	..	..	..	..	..	..	28	..
Redfield . . . . .	..	..	..	..	..	..	..	22	..
Dexter . . . . .	..	..	..	..	..	..	3	22	2
Stuart . . . . .	..	..	..	7	..	..	3	25	..
Menlo . . . . .	..	..	..	4	..	..	1	26	2
Casey	6	..	..	5	3	2	..	37	..
Adair	13	..	..	8	..	1	..	17	..
Anita	9	..	..	10	2	..	3	33	2
Wiota . . . . .	..	..	..	3	..	..	..	7	..
Atlantic	8	4	..	45	..	7	..	68	3
Oakland	4	2	..	12	2	..	4	11	..
Council Bluffs ..	11	..	..	..	1	..	..	..	..

O—White Line.

X—Frank & Morton.

The territory here involved is for the most part served by the jobbing centers of Des Moines, Council Bluffs and Omaha. By reason of the ease

with which interstate motor truck service may be established, Omaha is reaching each town on the route by truck which, according to the evidence, is a discrimination against the jobbers at Des Moines and Council Bluffs. The representative of the Des Moines Chamber of Commerce, as well as other witnesses, contends that the service proposed is necessary to meet this competition. In addition, there is the usual demand expressed for the flexible, expedited door to door service at less than rail line rates.

One witness for the applicant from Council Bluffs stated that in July, 1932, there were 175 shipments from their firm, totalling sixty-five tons and in August 180 shipments, totalling seventy-five tons, that were taken across the Missouri River to Omaha at their own expense and shipped into Iowa points via interstate motor truck lines. This sort of procedure appears to be quite general and prompts the desire of many of the Council Bluffs jobbers and other shippers for the proposed service. There is a considerable volume of less than carload traffic of certain commodities moving between Council Bluffs and Des Moines.

The Railway Express Agency, an objector, furnishes two or more services each way daily to these points. Pick up and delivery service is afforded at Des Moines, Atlantic and Council Bluffs. The Rock Island Railway Company, an objector, furnishes what is termed as "next day delivery" to all of these points. Local way freights are not operated each way daily, but less than carload merchandise from Des Moines to Atlantic and intermediate stations is handled on Mondays, Wednesdays and Fridays and from Atlantic Tuesdays, Thursdays and Saturdays of each week, having moved from Des Moines to Atlantic on the through train with set out cars, the night previous to the days mentioned. To stations west of Atlantic, less than carload merchandise is handled on train 905 westbound daily, which leaves Des Moines at 10:20 P. M. of the day loaded and arrives at Atlantic at 2:20 A. M. and Council Bluffs 6:00 A. M. the following morning. Likewise from Council Bluffs the merchandise moves eastward on train 90 leaving Council Bluffs at 11:30 P. M. the night of the day loaded, arriving at Atlantic at 2:20 A. M. and at Des Moines at 6:10 A. M.

A comparison of rates between a few of the points involved is shown as follows:

Between	Express	Railroad	Applicants
Des Moines and Atlantic	1.25	.53	.38
Des Moines and Council Bluffs.....	1.55	.66	.57

Witnesses for the objector, Rock Island and Milwaukee Railroads, in the main stated that as far as they were concerned the service now afforded by rail was adequate and satisfactory. Some of these witnesses are interested principally in freight moving in carload lots and are not confronted with the merchandising problems of the less than carload shippers.

The Commission, after carefully considering the merits of the two applications, analyzing the evidence submitted, the financial ability of the applicants and service existing hereby find as follows:

1. That motor freight service over route proposed will promote the public convenience and necessity;
2. That there is no need for service by both applicants;
3. That the interests of the public will best be served through the establishment of operation proposed by the applicant White Line Motor Freight Company.

The application of the Frank and Morton Transfer is, therefore, denied.

Certificate of Convenience and Necessity will issue to the White Line Motor Freight Company as soon as it has complied with the preliminary requirements of the Law and the Rules and Regulations Governing the Operation of Motor Carriers.

DISSENTING OPINION BY COMMISSIONER WOODRUFF

I am unable to concur in the decision on these applications as I am of the opinion that the evidence does not warrant a finding that the service proposed will promote the public convenience and necessity.

According to the Board's records, it is approximately one hundred forty-one (141) miles between Des Moines and Council Bluffs via U. S. Highway No. 6, which is the route proposed to be followed between towns by these applicants. At the present time there are four authorized intrastate freight motor carriers serving Des Moines, Waukee, Adel, Redfield, Dexter, Stuart and Menlo. There is, therefore, freight motor carrier service to all points on U. S. Highway No. 6 for a distance of approximately fifty-one (51) miles west of Des Moines. There is also authorized intrastate freight motor carrier service between Council Bluffs, Oakland, Lewis, Atlantic, Wiota, Anita, Adair and Casey, a distance of approximately eighty-eight (88) miles. The only part of U. S. Highway No. 6 over which there is no authorized intrastate freight motor carrier service is between Casey and Menlo, a distance of approximately six (6) miles. Some of the Certificates of Convenience and Necessity authorizing intrastate freight motor carrier service over parts of U. S. Highway No. 6 between Des Moines and Council Bluffs were issued without a showing of Convenience and Necessity as the original Iowa Motor Carrier Law provided that such certificates were to be issued to the motor carriers who were operating in good faith when that law was enacted. The Board, therefore, made no finding that the service then being furnished by these carriers would promote the public convenience and necessity.

In addition to the authorized intrastate freight motor carriers referred to above, there are three authorized motor carriers of interstate freight operating between the west line of the state of Iowa, at Council Bluffs, and Des Moines via U. S. Highway No. 6 and the Frank & Morton Transfer furnishes interstate freight motor carrier service as far east as Redfield. No showing was required as to the necessity for the service as the courts have held that state commissions cannot require a showing of convenience and necessity as a condition precedent to the authorization of strictly interstate service.

All of the points proposed to be served by applicants herein are on the main line of the Chicago, Rock Island & Pacific Railway Company between Des Moines and Omaha, except Oakland, Redfield, Adel and Waukee. Oakland has freight motor carrier service and is on a branch line of the Chicago, Rock Island & Pacific Railway Company out of Ayoca. The other three points are served by the Chicago, Milwaukee, St. Paul & Pacific Railroad and by freight motor carriers. Waukee is also served by the Minneapolis & St. Louis Railroad Company. According to the evidence in these cases, the Chicago, Rock Island & Pacific Railway Company furnishes next day delivery to all points on its main line between Des Moines and Omaha.

The time schedule filed by Frank & Morton Transfer provides for same-day service between Atlantic and Council Bluffs and between Atlantic and Des Moines but does not provide for same-day service from Council Bluffs to points east of Atlantic nor from Des Moines to points west of Atlantic. According to this schedule, a truck would leave Des Moines at 2:30 P. M., make its first delivery at Casey at 5:10 P. M. and arrive at Atlantic at 6:30 P. M.

The White Line Motor Freight Company proposes to operate trucks out of Des Moines at 9:00 A. M. and 7:00 P. M. and two trucks out of Council Bluffs at 8:00 P. M. None of these trucks, except the one out of Des Moines at 9:00 A. M., would furnish same-day delivery to the consignees.

While these applicants propose to assess rates which are considerably lower than existing railroad rates, I believe that this is but one of the

many elements to be considered by the Board and should not be controlling. There has not been a satisfactory showing that the proposed rates are adequate nor that they will be maintained. If the proposed rates were later found to be inadequate, the motor carrier would undoubtedly apply for authority to increase them. Until such time as more exact costs are determined, I believe that the rates proposed by an applicant for a certificate should not be a controlling element in the case.

In my opinion the existing railroad and motor carrier service is reasonably adequate and the evidence does not disclose a necessity for additional motor carrier service at this time.

Certificate No. 428 issued December 31, 1932. Filed June 9, 1932. Closed April 6, 1933.

No. H-1566—1933. Northland Transportation Company, Minneapolis, Minnesota. Application for authority to suspend service at Doon. Granted for a period of 30 days, June 13, 1932. Certificate No. 407 amended to eliminate service at Doon by resolution of April 20, 1933.

Filed June 13, 1932. Closed April 20, 1933.

No. H-1570—1933. J. B. Brindley, owner and operator Iowa Film Express, Des Moines. Failure to comply with the law and the rules and regulations governing motor carriers. Hearing held June 21, 1932, and upon the payment of taxes and the filing of the proper reports operating rights granted this operator in Docket H-1263 were transferred to the Iowa Film Delivery, a partnership composed of Charles Iles and Harold E. McKinney, Des Moines, by resolution of December 20, 1932.

Filed June 16, 1932. Closed December 20, 1932.

No. H-1576—1933. Pete Swanson, dba Swanson Transfer Company, Worthington, Minn. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way from Sioux City to the north line of Iowa. Service discontinued before authority granted.

Filed June 17, 1932. Closed March 10, 1933.

No. H-1578—1933. Corn Belt Transportation Company, Chicago, Ill., a partnership composed of C. A. and R. A. Kuhnes, Chicago, Ill., and L. M. Kuhnes, Omaha, Neb. Application for authority to operate as a motor carrier of freight, interstate, exclusively, between Clinton and Des Moines via U. S. Highways Nos. 30 and 65 and between Cedar Rapids and Iowa City via U. S. Highway No. 161. Service established June 15, 1932. Service discontinued and operating rights revoked by resolution of June 6, 1933.

Filed June 20, 1932. Closed June 6, 1933.

No. H-1582—1933. E. L. Long, dba Des Moines & St. Joe Transportation 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 at Lamoní. Approved June 30, 1932. The operator was cited to appear before the Board to show financial responsibility but failed to appear and the file was closed, the service being discontinued.

Filed June 30, 1932. Closed March 23, 1933.

No. H-1583—1933. J. B. Brindley, owner and operator Iowa Film Express, Des Moines, and Iowa Film Delivery, Des Moines, a partnership composed of Charles Iles and Harold E. McKinney, Des Moines. Application for approval to transfer operating rights in Docket H-1263. Ap-

proved by resolution dated December 20, 1932, Certificate No. 427 being issued as of that date.

Filed July 1, 1932. Closed December 20, 1932.

No. H-1584—1933. Frank & Morton, Atlantic. Application for authority to operate as a motor carrier of freight between Atlantic, Wiota, Anita, Adair, Casey, Menlo, Stuart, Dexter, Redfield, Adel, Waukee and Des Moines, except locally between Atlantic and Anita or between Menlo, Des Moines and points intermediate thereto. Joint hearing held September 8, 1932, with Docket H-1564, continuing through September 9, 1932, and on December 19, 1932, decision denying the application was issued. (See Docket H-1564.)

Filed July 6, 1932. Closed December 24, 1932.

No. H-1586—1933. Columbia Motor Freight, Omaha, Neb., a partnership composed of O. P. Morgan and E. T. Hagerman, Omaha, Neb. 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. Service established July 1, 1932. Order and warrant issued to collect taxes and penalties. Taxes paid and service discontinued.

Filed July 9, 1932. Closed February 14, 1933.

No. H-1587—1933. Interstate Transit Lines, dba Coast to Coast Stages, Omaha, Neb. Application for authority to operate as a motor carrier of passengers between the west line of the state at Council Bluffs and the east line at Davenport. Authorized but service discontinued and operating rights revoked by resolution of November 7, 1933.

Filed July 12, 1932. Closed November 7, 1933.

No. H-1588—1933. H. S. Ewing, Kansas City, Missouri. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines and the south line of the state at Lamoni. Approved July 18, 1932. Order and warrant issued October 21, 1932, to collect taxes and penalties. Taxes paid and service discontinued.

Filed July 11, 1932. Closed December 8, 1932.

No. H-1590—1933. W. A. Lupac, dba Star Motor Freight, Chicago, Ill. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the east line of the state at Davenport and Des Moines and between the east line of the state at Burlington and Des Moines. Service authorized July 22, 1932. Service discontinued before certificate issued.

Filed July 11, 1932. Closed March 22, 1933.

No. H-1591—1933. Lawrence E. Hudson, West Point, Ill. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the east line of the state at Fort Madison and Burlington and from the east line of the state at Fort Madison and Keokuk. Approved September 9, 1932. Certificate No. 448 issued March 3, 1933.

Filed July 9, 1932. Closed March 3, 1933.

No. H-1592—1933. Edward Meinhardt, dba Meinhardt Transfer, Memphis, Mo. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the south line of the state at Keokuk and Burlington. Granted and Certificate No. 450 issued under date of March 16, 1933.

Filed July 8, 1932. Closed March 16, 1933.

No. H-1593—1933. Jefferson Transportation Company, Minneapolis, Minn. Application for authority to suspend service to Strawberry Point and Elkader. Authorized July 27, 1932, for a period of 90 days. A further suspension of 90 days granted October 19, 1932, and operating rights granted between Oelwein, Strawberry Point, Elkader and Monona were revoked by resolution under date of May 8, 1933.

Filed July 1, 1932. Closed May 8, 1933.

No. H-1594—1933. Merchants Motor Freight Company, Minneapolis, Minnesota, a partnership composed of Stanley L. Wasie and R. J. Stafford, Minneapolis, Minn. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the north line of the state of Iowa at Northwood and Des Moines. Granted July 23, 1932. The operator was cited to appear before the Board November 1, 1932, to show financial responsibility and at that time agreed to file a bond to guarantee payment of taxes and penalties incurred under the Motor Carrier Law. Operating rights were transferred to Stanley L. Wasie, dba Merchants Motor Freight Company, Minneapolis, Minnesota, March 13, 1933. Certificate No. 442 issued April 24, 1933.

Filed July 14, 1932. Closed February 14, 1933.

Reopened February 14, 1933. Closed April 21, 1933.

No. H-1596—1933. Wm. H. Pecoy, dba Dubuque-Elkader Motor Service, Dubuque. Revocation of Certificate No. 382. This file was closed after the transfer of the above certificate to Wm. Patrick, Dubuque, under date of September 14, 1932. (See Docket No. H-1613, 1932 Report.)

Filed July 20, 1932. Closed August 30, 1933.

No. H-1597—1933. C. A. Gatchell, Des Moines. Application for authority to operate as a motor carrier of freight consisting of motion picture films and accessories between Ainsworth, Columbus Junction, Grand View, Wapello, Mediapolis, Burlington, Middletown, Danville, New London, Mt. Pleasant, Donnellson, Farmington, Bonaparte, Keosauqua, Cantil, Milton, Bloomfield, Moulton, Centerville, Mystic and Albia. Connections are proposed at Washington and Ottumwa with a motor carrier operating between those points and Des Moines. Hearing held September 27, 1932, and authority granted September 30, 1932. Operating rights granted in the above docket were transferred to the Iowa Film Delivery, Des Moines, a partnership composed of Charles Iles and Harold E. McKinney, both of Des Moines by a resolution dated May 11, 1933, at which time Certificate No. 424 was issued.

Filed July 21, 1932. Closed May 11, 1933.

No. H-1601—1933. Roberts Transfer, Audubon, a partnership composed of W. S. Roberts and Roy Chard, Audubon. Application for authority to operate as a motor carrier of freight between the west line of the state at Council Bluffs, Weston, Underwood, Neola, Minden, Avoca, Harlan, Jacksonville, Kimballton, Hamlin, Exira and Audubon. Hearing held September 20, 1932, and on December 2, 1932, a decision granting the application in part was issued as follows:

For the Applicant—Sidney C. Kerberg, Atty., Audubon, Iowa; Roy Chard, Audubon, Iowa; W. S. Roberts, Audubon, Iowa.

For the Chicago Great Western R. R. Co., Objector—Carr, Cox, Evans & Riley, Attys., Des Moines, Iowa, by John Inghram; E. W. Fowler, Div. Supt., St. Paul, Minn.

For the C., R. I. & P. Ry. Co., Objector—J. G. Gamble, Atty. for Iowa, by A. T. Blake, Asst. Atty., 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—A. W. Hayes, Supt., Omaha, Neb.

For Clyde O. Graham, Motor Carrier, Objector—Clyde O. Graham, Atlantic, Iowa.

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

. Roberts Transfer, Audubon, Iowa, a partnership composed of W. S. Roberts and Roy Chard, both of Audubon, Iowa, is now operating as a motor carrier for the transportation of freight of a strictly interstate character between Omaha, Council Bluffs, Weston, Underwood, Neola, Minden, Avoca, Harlan, Jacksonville, Kimballton, Hamlin, Exira and Audubon. This carrier is here making application, as amended, for a Certificate of Convenience and Necessity to handle intrastate shipments over route now served, except locally between Exira, Hamlin and Audubon.

Pursuant to notice published in the manner prescribed by law, full hearing was had at Council Bluffs on Tuesday, September 20, 1932.

Written objections to the issuance of the Certificate applied for were submitted on behalf of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Chicago & North Western Railroad Company, Chicago Great Western Railroad Company and the Chicago, Rock Island & Pacific Railway Company. Application was also opposed by the Railway Express Agency, Inc., Elmer Sahl, dba Rapid Transfer Line, Harlan, Iowa, and Clyde O. Graham, Atlantic, Iowa.

Numerous witnesses were heard and much other evidence in the form of letters, petitions and tables was received.

Schedules proposed provide for trips each way daily except Saturday and Sunday. Rates proposed are less than those by rail without consideration for the additional saving by reason of the store-door delivery and pick-up service.

Council Bluffs, with a population of 42,048, is the chief commercial city in southwestern Iowa. For rail service it has several trunk lines reaching most points in this and adjoining states without transfer to other systems by reason of which, in part at least, its jobbing trade in all lines, including drugs, groceries, tobacco, hardware, implements and lumber has been very extensive. Omaha, located in Nebraska, just across the Missouri River, is its principal competitor. Since the advent of the truck and the subsequent regulation of those engaged in rendering a public service, intrastate, over a regular route or between fixed termini, Omaha, with the same rail facilities as Council Bluffs, has the additional advantage insofar as Iowa points are concerned of the trucks rendering service of a strictly interstate character. Carriers so engaged in the absence of Federal legislation, are unrestricted as to the towns and routes that may be served, the rates that may be charged and the nature and extent of the service that may be afforded. The records of this Commission show that at the present time there are some forty (40) interstate carriers operating over routes between Omaha and points within this state. Rates charged, as a whole, are less than those of other transportation agencies because of which, among other things, many buyers are specifying truck service. Jobbing interests at Council Bluffs, to meet this competition, are in many instances forced to deliver their goods to the Omaha terminals for transportation to Iowa points over interstate lines. It is contended that the expense, including bridge toll, of operating a truck between Council Bluffs and Omaha, for this purpose, the time element involved necessitating filling orders at an earlier hour and making it impracticable to handle rush orders in a manner competitive to the Omaha jobbers discriminates against the Council Bluffs interests.

This Commission appreciates the situation peculiar to Council Bluffs. Disposition of this application in part depends upon the determination of the question as to whether competitive unregulated service of a strictly interstate character alone justifies a finding of convenience and necessity for an intrastate operation.

Interstate carriers, as hereinabove mentioned, are unregulated as to rates or service. The major portion of those in southwestern Iowa are interested principally in moving live stock to the market. Motor carrier service afforded on the return trip is in many cases irregular and otherwise of a class not conducive to or necessary in the best interests of adequate sustained transportation. To authorize, thereby making permanent, an intrastate operation otherwise unwarranted to meet this situation will not, in the opinion of this Board, "promote the public convenience and necessity."

The issues in this case, other than for the above, are clear. Weston, Underwood and Neola are served directly from Council Bluffs by the main lines of the Chicago, Rock Island & Pacific Railway Company and the Chicago, Milwaukee, St. Paul & Pacific Railroad Company; Minden by the Chicago Great Western Railroad Company and the Chicago, Rock Island & Pacific Railway Company; Avoca by the Chicago, Rock Island & Pacific Railway Company; Harlan by the Chicago Great Western Railway Company, Chicago, Rock Island & Pacific Railway Company and the Chicago & North Western Railway Company; Jacksonville is an inland town directly dependent upon the truck for its goods and merchandise; Kimballton is located at the northernmost point of the Atlantic & Northern Railway, making connections at Atlantic for Council Bluffs shipments; Hamlin and Exira are located on the Audubon-Atlantic branch of the Chicago, Rock Island & Pacific Railway, while Audubon is served by the branch last mentioned and the Carroll-Audubon branch of the Chicago & North Western Railway Company.

Having heard the evidence and being fully advised in the premises, this Board is of the opinion and hereby finds:

1. That evidence presented does not justify finding the service proposed locally between Council Bluffs, Harlan and points intermediate thereto will promote the public convenience and necessity.

2. That service proposed between Council Bluffs, Harlan, Jacksonville, Kimballton, Hamlin, Exira and Audubon, except for the transportation of freight locally between Council Bluffs, Harlan and points intermediate thereto or locally between Exira, Hamlin and Audubon, will promote the public convenience and necessity.

3. That applicant is qualified to operate as a motor carrier.

Certificate will issue accordingly as soon as the applicant has complied with the preliminary requirements of the Law and the Rules and Regulations thereunder adopted.

Certificate No. 447 issued March 3, 1933. Filed July 27, 1932. Closed March 3, 1933.

No. H-1603—1933. E. F. Burgett, 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 Hancock. Approved August 17, 1932. Operator was cited to appear before the Board to show financial responsibility November 30, 1932, and at that time agreed to file a bond to guarantee the payment of taxes and penalties incurred under the Motor Carrier Law. Operating rights transferred to Burgett & Kendall, Audubon, a partnership composed of E. B. Burgett and Frank Kendall, Audubon, by resolution under date of March 30, 1933. Certificate No. 456 issued April 1, 1933.

Filed July 29, 1932. Closed April 1, 1933.

No. H-1604—1933. Interstate Transit Lines, Omaha, Neb. Application for authority to suspend service between Sioux City, Westfield, Akron, Chatsworth and Hawarden. (Route No. 4, Cert. No. 322.) Suspended for a period of 90 days under dates of July 29, 1932, October 11, 1932, and March 16, 1933. Operating rights over Route No. 4 under Certificate No. 322 revoked by resolution of June 19, 1933.

Filed July 29, 1932. Closed June 16, 1933.

No. H-1605—1933. Des Moines Transportation Company, Jefferson. Application for authority to operate as a motor carrier of freight, interstate exclusively. Authorized July 16, 1932. The operator was cited to appear before the Board November 15, 1932, to show financial ability and on January 18, 1933, the Board rendered a decision relative to his ability to pay taxes and penalties incurred under the Motor Carrier Law as follows:

For the Motor Carrier—Birney Baker, V. P. and Mgr., Jefferson, Iowa.
For the Commerce Counsel of Iowa—Stephen Robinson, Asst. Counsel, Des Moines, Iowa.

Pursuant to notice Birney Baker, Vice President and Manager, Des Moines Transportation Company, a corporation, of Jefferson, Iowa, appeared before this Board at its office in Des Moines on the 15th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of Chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

After a careful consideration of the evidence in this matter this Board is of the opinion the resources of the carrier are insufficient to assure the payment of the taxes and penalties incurred under the provisions of the Motor Carrier Law.

It is therefore ordered that the operating rights temporarily granted to the Des Moines Transportation Company, a corporation, of Jefferson, Iowa, by virtue of authority conveyed under Docket File H-1605 be and the same are hereby revoked effective on the 15th day of February, 1933; provided in the event the payment of the taxes and penalties is guaranteed by either surety bond or deposit satisfactory to this Commission, the operating rights will be continued in full force and effect and certificate will issue accordingly.

Bond filed March 15, 1933, and Certificate No. 466 issued May 16, 1933.

Filed July 16, 1932. Closed May 16, 1933.

No. H-1606—1933. M. L. Lambert, dba Superior Truck Lines, Chicago, Ill. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the east line of the state at Davenport and Des Moines. Authorized August 11, 1932. The operator was cited to appear before the Board November 1, 1932, to show financial ability and on January 17, 1933, the Board rendered a decision relative thereto, as follows:

For the Motor Carrier—Charles Welker, Des Moines, Iowa.

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

M. L. Lambert, doing business as Superior Truck Lines, Chicago, Illinois, by representative, Charles Welker, appeared before this Board at its office in Des Moines on the 1st day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of Chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulation thereunder adopted.

After careful consideration of the evidence introduced at the hearing this Board is of the opinion that the resources of the carrier are insufficient to assure the payment of the taxes and penalties incurred under the provisions of the Motor Carrier Law.

It is therefore ordered that operating rights temporarily conveyed to M. L. Lambert, doing business as Superior Truck Lines, of Chicago, Illinois, by virtue of authority granted under Docket File H-1606 be and the same are hereby revoked effective February 15, 1933; provided in the event the payment of the taxes and penalties incurred under the provisions of the Motor Carrier Law is guaranteed by either surety bond or cash deposit satisfactory to this Commission, the operating rights will be continued in full force and effect and certificate will issue accordingly.

Authority granted January 16, 1933, to extend service from Clinton to Sioux City over U. S. Highway No. 30 and Primary Road No. 141, and from Des Moines to Sioux City over U. S. Highways Nos. 65 and 30 and Primary Road No. 141. Bond in the amount of \$1,000.00 was furnished to comply with Rule 53 of the Board's Rules and Regulations Governing the Operation of Motor Carriers, and under date of February 17, 1933, Certificate No. 426 was issued.

Filed August 1, 1932. Closed February 18, 1933.

No. H-1607—1933. Joe Munshaw, owner and operator Munshaw Transfer, Union Star, Mo. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines and the south line of the state at Lamoni. Approved September 7, 1932. The operator was cited to appear before the Board November 1, 1932, to show financial responsibility but failed to appear. Authority revoked January 10, 1933.

Filed July 26, 1932. Closed January 10, 1933.

No. H-1608—1933. Nauvoo Transportation Company, Nauvoo, Illinois. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Burlington and the east line of the state at Fort Madison. Authorized by Certificate No. 439 issued February 1, 1933.

Filed August 4, 1932. Closed February 1, 1933.

No. H-1610—1933. Ray Fairbanks, owner and operator Southern Iowa Transit Line, St. Joseph, Mo. Application for authority to extend route authorized under Certificate No. 379 from Clarinda to Lenox and between Des Moines and the south line of the state at Lamoni. Granted as amended by resolution under date of March 11, 1933.

Filed August 8, 1932. Closed March 11, 1933.

No. H-1615—1933. Paul Strait, Rock Rapids. Revocation of Certificate No. 188. Revoked by resolution dated January 6, 1933.

Filed August 12, 1932. Closed January 6, 1933.

No. H-1616—1933. Paul Strait, Rock Rapids. Revocation of Certificate No. 324. Revoked by resolution dated January 6, 1933.

Filed August 12, 1932. Closed January 6, 1933.

No. H-1617—1933. Paul Strait, Rock Rapids. Application to amend Certificate No. 144 to permit one-way service only, eastbound, over route described in said certificate. Amended by resolution dated January 6, 1933.

Filed August 12, 1932. Closed January 6, 1933.

No. H. 1619—1933. M. A. Krejci, dba Frank's Motor Freight, Plattsmouth, Neb. 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. Authority granted August 30, 1932. This operator was cited to appear before the Board November 30, 1932, to show financial responsibility but failed to appear, and on January 18, 1933, the following decision was rendered:

For the Motor Carrier—None.

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

Mr. M. A. Krejci, doing business as Krejci Brothers Transfer of Plattsmouth, Nebraska, was notified to appear before this Board at Council Bluffs on the 30th day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of Chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier did not appear at the hearing and has not otherwise complied with Rule 53 of the Motor Carrier Rules and Regulations.

It is therefore ordered that operating rights temporarily conveyed under Docket File H-1619 to M. A. Krejci, doing business as Krejci Brothers Transfer of Plattsmouth, Nebraska, to operate as a motor carrier within this state be and the same are hereby revoked effective on the 31st day of January, 1933.

No. H-1632—1933. Thomas J. Flood, Chicago, Ill. 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. The operator was cited to appear before the Board November 1, 1932, to show financial responsibility, but failed to appear. Service discontinued and the file closed.

Filed August 18, 1932. Closed January 10, 1933.

No. H-1633—1933. Commercial Express Company, Chicago, Ill. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the east line of the state at Davenport, Clinton and Burlington and the west line of the state at Council Bluffs. The operator was cited to appear before the Board November 1, 1932, to show financial responsibility but failed to appear. The company no longer existing, the file was closed.

Filed August 19, 1932. Closed February 6, 1933.

No. H-1634—1933. Brady Transfer & Storage Co., Fort Dodge. Application for authority to operate as a motor carrier of freight between Fort Dodge, Barnum, Manson, Pomeroy, Fonda, Newell, Sulphur Springs, Storm Lake, Alta, Aurelia, Cherokee and Holstein, except locally between Fort Dodge, Manson and Pomeroy. Blairsburg, Galt, Clarion, Belmond, Goodell, Klemme and Garner; also between Blairsburg, Williams, Alden, Iowa Falls, Ackley, Austinville, Aplington, Parkersburg, New Hartford, Cedar Falls and Waterloo, except locally between New Hartford and Waterloo or between Cedar Falls and Waterloo. This case was held September 28, 1932, lasting through September 29, 1932, and on December 19, 1932, a majority decision granting the application in part, together with the dissenting opinion of Chairman Richardson, was rendered as follows:

APPEARANCES:

For applicant—Richard F. Mitchell, Atty., Ft. Dodge, Iowa, by Rex H. Fowler, Atty., Des Moines, Iowa; J. J. Brady, Pres. and Treas., Ft. Dodge, Iowa.

For R. B. Fearing, Cedar Falls, Iowa, owner and operator of Clark's Transfer & Storage Company, Objector—S. C. Jacobsen, Atty., Cedar Falls, Iowa.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Objector—Hughes, O'Brien & Faville, Attys., Des Moines, Iowa, by Willis J. O'Brien.

For Illinois Central Railroad Co., Central Transportation Co. & Railway Express Agency, Inc., Objectors—C. A. Helsell, Atty., Ft. Dodge, Iowa.

For Fort Dodge Chamber of Commerce—L. M. O'Leary, Mgr., Traffic Bureau, Ft. Dodge, Iowa.

For Chicago, Rock Island & Pacific Railway Co., Objector—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa, by A. T. Blake.

For Chicago Great Western Railroad Co., Objector—Carr, Cox, Evans & Riley, Attys., Des Moines, Iowa, by John Inghram.

For Brotherhood of Locomotive Engineers, Objector—H. J. Reynolds, 315 Argyle St., Waterloo, Iowa.

This application was filed by Brady Transfer & Storage Company, a corporation, Fort Dodge, Iowa, on August 9, 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 freight between the following points:

1. Fort Dodge, Barnum, Manson, Pomeroy, Fonda, Newell, Sulphur Springs, Storm Lake, Alta, Aurella, Cherokee and Holstein, in Webster, Calhoun, Pocahontas, Buena Vista, Cherokee and Ida Counties, Iowa, except for the transportation of local freight between Fort Dodge, Manson and Pomeroy.

2. Blairsburg, Galt, Clarion, Belmond, Goodell, Klemme and Garner, in Hamilton, Wright and Hancock Counties, Iowa.

3. Blairsburg, Williams, Alden, Iowa Falls, Ackley, Austinville, Aplington, Parkersburg, New Hartford, Cedar Falls and Waterloo, in Hamilton, Hardin, Butler, Grundy and Black Hawk Counties, Iowa, except for the transportation of local freight between New Hartford and Waterloo and between Cedar Falls and Waterloo.

Public hearing was held on this application at Fort Dodge, Iowa, on September 28 and 29, 1932, in accordance with notice previously given and at the conclusion of the hearing this case was taken under advisement by the Commission with the understanding that written briefs and arguments would be filed by applicant and the objectors. Briefs were filed by applicant, Illinois Central Railroad Company, Central Transportation Company and Railway Express Agency, Inc. The appearances at this hearing are shown on the title page of this decision.

Written objections to the granting of this application were filed by Illinois Central Railroad Company, Central Transportation Company, Railway Express Agency, Inc., Chicago Great Western Railroad Company, Chicago & North Western Railway Company, Chicago, Rock Island & Pacific Railway Company, Chicago, Milwaukee, St. Paul & Pacific Railroad Company, R. B. Fearing, Cedar Falls, Iowa and Haley-Neeley Company, Sioux City, Iowa.

The applicant herein now holds Certificate of Convenience and Necessity No. 403 authorizing it to operate as a motor carrier of freight between Des Moines, Ankeny, Huxley, Ames, Jewell, Blairsburg, Webster City, High View, Duncombe and Fort Dodge, except for the transportation

of local freight between Des Moines and Ames and points intermediate thereto.

According to the testimony introduced at the hearing, applicant has options to lease existing freight motor carrier operating rights between Garner and Mason City and between Holstein and Sioux City and will ask for the Board's approval of the leasing of such operating rights in the event this application is granted.

On December 14, 1931 this applicant applied for a Certificate of Convenience and Necessity to operate as a freight motor carrier 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 for the transportation of local freight between New Hartford and Waterloo and points intermediate thereto, which application (Docket No. H-1445) was heard February 24, 1932, and denied March 14, 1932. On March 16, 1932 the Brady Transfer & Storage Company filed a petition for rehearing and suspension of the Commission's Order of March 14, 1932, in Docket No. H-1445, which petition was denied by the Commission on April 9, 1932. An appeal was then taken by Brady Transfer & Storage Company to the District Court of Webster County, Iowa, from the Commission's decision of March 14, 1932. This case has not as yet been heard by the Court.

Certificate No. 403, authorizing applicant to operate as a freight motor carrier between Des Moines and Fort Dodge and certain points intermediate thereto, was granted to applicant herein, Docket No. H-1443, on the same date the Commission denied the application in Docket No. H-1445.

R. B. Fearing, Cedar Falls, Iowa, owner and operator of Clark's Transfer & Storage Company, who appeared as an objector in this case, holds Certificate No. 173, authorizing him to operate as a freight motor carrier between Waterloo and Clarksville and points intermediate thereto, except freight originating at or destined to points between Waterloo and Shell Rock, and between Clarksville and Hampton and points intermediate thereto. This Carrier also holds authority, Docket No. H-1450, to operate as a freight motor carrier between Hampton, Coulter, Latimer, Alexander, Dows, Galt, Rowan, Clarion, Holmes, Goldfield, Eagle Grove, Vincent and Fort Dodge, except for the transportation of freight originating at or destined to Clarion and Dows.

W. M. Kirkwood of Klemme, Iowa, holds Certificate No. 127 authorizing him to operate as a freight motor carrier between Klemme, Garner and Mason City, except for the transportation of freight originating at or destined to points intermediate to Garner and Mason City.

At the hearing in this case, applicant introduced twenty-eight witnesses who testified in favor of the granting of the application. These witnesses included one officer and three employees of the applicant company, eleven from Fort Dodge, including the Manager of the Traffic Bureau of the Chamber of Commerce, five from Des Moines, including the Manager of the Traffic Bureau of the Chamber of Commerce and the Manager of the Motor Freight Terminal, three from Webster City, and one each from Waterloo, Belmond, Cherokee, Mason City and Sioux City. However, Mason City and Sioux City were not named in the notice of hearing as points proposed to be served by applicant and the Commission sustained a motion at the hearing to strike from the record all testimony and evidence as to service at points not named in the notice. The witness from Cherokee and one of the witnesses from Fort Dodge represented a Waterloo wholesale house.

The objectors herein introduced eighty-one witnesses who testified in opposition to the granting of this application. These witnesses included ten employees of the objecting carriers and four representatives of railway labor brotherhoods. The sixty-seven objecting witnesses who were not employees of the objecting carriers or representatives of the

brotherhoods were from Fort Dodge, Manson, Pomeroy, Fonda, Newell, Storm Lake, Alta, Aurelia, Cherokee, Blairsburg, Williams, Alden, Iowa Falls, Ackley, Austinville, Aplington, Parkersburg, New Hartford, Cedar Falls and Waterloo. These sixty-seven objecting witnesses were from twenty of the twenty-three points proposed to be served on the Fort Dodge-Holstein and Blairsburg-Waterloo routes. There were no objecting witnesses from any of the points on the proposed Blairsburg-Garner route except from Blairsburg.

Applicant introduced letters and petitions containing a total of two hundred and thirty-eight signatures of merchants and business men of Manson, Fonda, Newell, Storm Lake, Aurelia, Cherokee, Holstein, Clarion, Belmond, Goodell, Garner, Alden, Iowa Falls, Ackley, Austinville, Parkersburg, New Hartford, Waterloo, Sioux City, Mason City, Des Moines and Webster City favoring the granting of this application. However, under the ruling hereinabove referred to, the petitions from Mason City and Sioux City, containing fifty-three signatures, cannot be considered as evidence in this case. In view of the Commission's action in striking from the record all evidence as to service at points not named in the official notice of hearing, the Commission is unable to give much consideration to any of these petitions for the reason that they all refer to the applicant as proposing service between Blairsburg and Mason City, Blairsburg and Waterloo and Fort Dodge and Sioux City.

The objectors herein introduced letters and petitions opposing the granting of the application, which contain a total of nine hundred and thirteen signatures of citizens and business men of all of the points proposed to be served, except Holstein, Galt, Alden and Austinville. Objectors also introduced petitions and letters signed by fifty-three citizens and business men of Mason City, Clear Lake, Vincent and Eagle Grove, which points are not named in the notice of hearing.

Objectors also submitted written objections to the granting of the application of the Cedar Falls Chamber of Commerce, Cherokee Chamber of Commerce, Pomeroy Business Men's Club and the Clarion Commercial Club.

While it has been the practice of the Commission to accept petitions and letters favoring and opposing the granting of a motor carrier application, we believe that it is well understood that they are not the best kind of evidence in a case of this kind. Quite often the petitions for and against an application will be signed by the same men.

A number of other exhibits were filed and have been considered but we believe it unnecessary to discuss all of the evidence in this decision.

Chapter 252-A1, Code of Iowa, 1931, 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. The burden of proof rests with the applicant and he must make a substantial showing that the service proposed will promote the public convenience and necessity in order to justify the finding required by the law. The Commission may, of course, consider facts outside the record in deciding a case of this kind but feels that the merchants and business men of the towns proposed to be served should be willing and anxious to testify at the hearing if a reasonable necessity exists for the service proposed.

After full consideration of the record in this case, the Commission finds as follows:

1. That the evidence does not warrant the issuance of a certificate authorizing the service proposed between Fort Dodge and Holstein;
2. That the evidence does not warrant the issuance of a certificate authorizing the service proposed between Blairsburg and Waterloo, and

3. That the establishment of the service proposed between Blairsburg and Garner, except
- (a) the transportation of freight originating at or destined to Clarion;
 - (b) the transportation of freight originating at Fort Dodge and destined to Galt and originating at Galt and destined to Fort Dodge, and
 - (c) the transportation of local freight between Klemme and Garner, will promote the public convenience and necessity.

A certificate will, therefore, issue in accordance with finding number three of this decision as soon as applicant has complied with the necessary requirements. The balance of the application is denied.

The Commission has not as yet received an application for its approval of the leasing of any freight motor carrier operating rights between Garner and Mason City by the Brady Transfer and Storage Company and cannot, of course, make any decision at this time with reference thereto. However, in the event such an application is filed the Commission reserves the right to consider the application in connection with the authority herein granted, and to make such order or orders as in its judgment may be necessary.

OPINION BY CHAIRMAN RICHARDSON

I concur in the majority opinion in their finding No. 3 which authorizes service as applied for between Blairsburg and Garner.

I cannot agree with the majority opinion in the findings made under statements Nos. 1 and 2. Many of the petitioners and witnesses introduced by the objectors are not shippers or receivers of freight and others are interested principally in freight moving in carload lots. Too much weight cannot, therefore, be given to the testimony of the witnesses so interested. Many of the supporting witnesses contend that less than carload shipments do not always move according to the service scheduled by the rail lines.

The Des Moines Chamber of Commerce, comprised of a majority of Des Moines distributors, endorsed and urged the establishment of the proposed service.

The Fort Dodge Chamber of Commerce by its Traffic Representative stated Fort Dodge is being severely handicapped in its trade territories on account of the more efficient and cheaper transportation by truck made available to her competitors and that if they are to remain in the manufacturing and jobbing business, they must have an equality of opportunity which they do not have at the present time.

It was contended that the proposed truck line would take hardly any freight from the rails as the greater portion of it now moves between the points involved by contract trucks and that the shippers would use the regulated certificated line in preference to the contract hauler. As far as ability to perform the transportation is concerned the railroads with existing plant could carry the entire commerce of the country, but we are confronted with more than the determination of the potentiality of the rail carriers. It is to what degree of expeditiousness and flexibility the service should be extended to meet the public demands and best interests. Short haul traffic of less than carload because of the improved highways and motor vehicles and the present day practices of merchandising is more often than not better accomplished by motor trucks on the highways. The transportation of less than car load merchandise by motor trucks on the highways from jobbing centers to their trade areas (within certain distances) is many times found to be superior service. The public demand for the

door-to-door and expedited service with its flexibility has encouraged the establishment of highway motor truck service for less car load shipping.

Smaller inventories and fresher stocks is now being demanded by and forced upon the retailer.

Section 5105-a17 reads: "It shall consider the application and any objections filed thereto, and may hear testimony to aid it in determining the propriety of granting the application."

The Supreme Court has interpreted this section of the Motor Carrier Statute as is quoted below:

"As has been remarked, the Commission in taking its action, is not restricted to the evidence produced before it. Its action may be determined by matters upon which complainants have had no opportunity to be heard." (206 Iowa 229.)

"This provision in terms is permissive. The statute reads testimony 'may' (not 'must') be received to aid the Commission, not as the exclusive basis for fact finding of the ultimate determination of public convenience and necessity." (206 Iowa 229.)

"This required determination on its face is not of existing facts and resultant and controverted rights and duties, which is a judicial function, but is of public convenience and necessity, requiring the formation and determination of future rights and duties, which is a legislative function." (206 Iowa 229.)

I am of the opinion after very careful consideration of the entire record in this case of all facts, matters and things relating to transportation in the territory involved, that the establishment of the service proposed by applicant, with the exception of service to or from Cherokee, would promote the public convenience and necessity as contemplated by the statute.

Certificate No. 441 issued February 13, 1933.

No. H-1635—1933. Gus H. Wenzel, Britt. Application for authority to operate as a motor carrier of freight over extension of present route between Britt and Kanawha. Hearing held October 20, 1932, being postponed from October 4, 1932. Authority granted December 2, 1932, and Certificate No. 41 amended by resolution dated January 5, 1933, to include authority granted.

Filed August 24, 1932. Closed January 5, 1933.

No. H-1637—1933. Stephen De Vries and Arthur Van Horsen, both of Orange City. Application for approval to transfer Certificate No. 226. Approved by resolution dated February 27, 1933.

Filed August 23, 1932. Closed February 27, 1933.

No. H-1638—1933. Harlan H. Felderman, Bellevue. Application for authority to operate as a motor carrier of freight between Dubuque, Bellevue, Green Island, Sabula, Miles, Preston, Goose Lake, Lyons and Clinton. This case was fully heard October 27, 1932, and denied under date of December 15, 1932.

Filed August 27, 1932. Closed December 22, 1932.

No. H-1640—1933. Lynn Roddy, Dubuque. Application for authority to operate as a motor carrier of freight over circuitous route from

Dubuque to Key West, Zwingle, La Motte, Bellevue, Andrew, Maquoketa, Hurstville, Fulton, Otter Creek, Zwingle, Key West and Dubuque. Hearing on this case was fully held October 27, 1932, and under date of December 15, 1932, a decision granting the application was rendered as follows:

For the applicant—D. C. Nolan, Atty., Iowa City, Iowa; Lynn Roddy, Dubuque, Iowa.

For the C., M., St. P. & P. R. R. Co., Objector.

For the Railway Express Agency, Inc., Objector—Hughes, O'Brien & Faville, Attys., Des Moines, Iowa, by John N. Hughes.

For Harlan H. Felderman, Bellevue, Iowa, Objector—F. H. Schwirtz, Atty., Bellevue, Iowa; Eli Cole, Atty., Bellevue, Iowa.

On the 30th day of August, 1932, Lynn Roddy of Dubuque, Iowa, made application to this Board for a Certificate of Convenience and Necessity to operate as a motor carrier for the transportation of freight over circuitous route between Dubuque, Key West, Zwingle, La Motte, Bellevue, Andrew, Maquoketa, Hurstville, Fulton, Otter Creek, Zwingle, Key West and Dubuque in Dubuque and Jackson counties.

Applicant now holds Certificate of Convenience and Necessity authorizing freight motor carrier service between Dubuque, Key West, Zwingle, Otter Creek, Fulton, Hurstville and Maquoketa.

Pursuant to notice published in the manner prescribed by statute, this case was fully heard at Dubuque on October 27, 1932 and taken under advisement.

Written objections to the granting of the application were submitted on behalf of the Illinois Central Railroad Company, Central Transportation Company, Chicago, Milwaukee, St. Paul & Pacific Railroad Company and the Railway Express Agency, Incorporated.

Brief submitted on behalf of the objector, Chicago, Milwaukee, St. Paul & Pacific Railroad Company, reads, in part, as follows:

"What we have felt during these hearings is that there is a bigger problem for the consideration of this Board in passing upon these applications than that of a mere accommodation of a jobber or a dealer in a particular community, and accommodation which would permit the dealer to operate without capital and without equipment such as ice boxes or other facilities for keeping his goods for some reasonable length of time. This greater question is whether or not the Commission should permit the railway service to be completely demoralized and finally destroyed by permitting the certified carrier to come into the territory and skim the cream from the business and assume no responsibility whatever for a complete service to the public.

"Congress and the Interstate Commerce Commission recognized this fact in the Transportation Act of 1920 and enacted the present law which prevents a State Board or a railway company itself from putting into effect rates or service that will be detrimental to the general business and general rate structure of the railway companies. The very foundation of this principle is that for the larger good of the general public it is proper and necessary that a community at times must forego certain accommodations that it might otherwise get. If the granting of a certificate for truck service is given because an owner of a fruit stand thereby can get delivery of a half bag of peanuts or a half box of cigars daily instead of a full box every other day results in the trucker skimming the cream off of the transportation business and brings the public to the ultimate point where the railway company cannot operate at all then the Board has done the public an ultimate injury that never can be repaired. . . ."

The Chicago, Milwaukee, St. Paul & Pacific Railroad Company has a case pending before the Interstate Commerce Commission asking for

the abandonment of what is known as the "Cascade Line" which passes through Zwingle, La Motte and Bellevue. This objector suggests that the applicant is without financial responsibility. Applicant, according to his statement owes \$490.00 and has assets of over \$8,000.00 including exempt property which should be sufficient for the operations of this proposed truck line.

This objector further states through brief that it is endeavoring to reduce its rates but has not received authority from the Interstate Commerce Commission to do so. The railroads are to blame in a measure for the condition in which they find themselves. The increase in rates not only for freight but for passengers, and the trucks store-door delivery have driven a large amount of their business to private trucks.

The retail merchants are of necessity carrying much smaller stocks than formerly and prompt and efficient service mean much to them as well as the manufacturer and jobber. The railroads recognize this and are furnishing perhaps the best service in their history. During the war it took from six weeks to two months to move a car of lumber from the Pacific coast to Iowa points—now ten days is not unusual.

The Board is not responsible for laws enacted by the legislature but is endeavoring as far as possible to interpret them correctly. It believes that in this case convenience and necessity has been shown. The application is, therefore, granted.

Certificate No. 151 amended by resolution dated April 5, 1933, to include authority granted.

Filed August 30, 1932. Closed April 5, 1933.

No. H-1641—1933. Black Hawk Transportation Company, Inc., Mankato, Minn. Failure to pay motor carrier tax and to otherwise comply with the requirements of the law and the rules and regulations governing motor carriers. Hearing held September 21, 1932, carrier agreeing to file bond covering the taxes due. Order and Warrant to levy upon certain equipment to collect taxes and penalties issued December 2, 1932. Operating rights revoked by resolution dated December 2, 1932.

Filed September 3, 1932. Closed December 14, 1932.

No. H-1642—1933. H. H. Horton and Ben Butenschoen, Rock Island, Ill., dba Independent Truck Lines Company. Application for authority to operate as a motor carrier of freight, interstate exclusively, from the east line of the state at Davenport to the north line of the state near Northwood. The operator was cited to appear before the Board to show financial responsibility, but failed to appear. Application dismissed without prejudice.

Filed September 3, 1932. Closed January 18, 1933.

No. H-1643—1933. Edgar Plagge and Cadwell Transfer & Storage Company, both of Mason City. Joint application for authority to transfer Certificate No. 98 to Cadwell Transfer & Storage Company. Decision under date of December 31, 1932, denying the application was rendered as follows:

On the third day of September, 1932, Edgar Plagge, Mason City, Iowa, holder of Certificate of Convenience and Necessity No. 98, and the Cadwell Transfer and Storage Company, a corporation of Mason City, Iowa, made joint application to this Board for its approval to transfer Certificate of Convenience and Necessity No. 98 to the Cadwell Transfer and Storage Company.

Section 5105-a25, Code of Iowa, 1931, providing for the transfer of a

certificate, states in part that no person shall "be permitted to take over any such certificate unless he or it shall possess all the qualifications of and meet all the requirements and assume all the obligations imposed upon an original applicant." Rule 49 of the Rules and Regulations adopted under the provisions of Chapter 252-A1 requires in part that any application for the sale, transfer, lease or assignment of a Certificate shall show "the reasons therefor."

The application under consideration does not show the reasons for the transfer and this Board, after a careful consideration of the transfer proposed is of the opinion and hereby finds there is not sufficient showing that it will promote the public convenience and necessity.

Application is, therefore, denied.

Filed September 3, 1932. Closed December 31, 1932.

No. H-1646—1933. Phippen Trucks, Russell, a partnership composed of W. J. Phippen, J. G. Phippen and W. O. Phippen, all of Russell. Application for authority to operate as a motor carrier of freight between Des Moines, Indianola, Osceola, Woodburn, Lucas, Chariton, Williamson, Millerton, Corydon, Allerton, Promise City, Seymour, Mystic, Centerville, Moravia and Albia, except for the transportation of freight locally between Des Moines and Osceola and points intermediate thereto; freight originating at Des Moines or Osceola or points intermediate thereto and destined to Corydon or freight originating at Corydon and destined to Des Moines or Osceola or points intermediate thereto. Hearing held November 29, 1932, being continued from October 25, 1932, and under date of December 23, 1932, decision denying the application was rendered as follows:

For the applicant—H. V. Levis, Atty., Chariton, Iowa; Walter O. Phippen, Russell, Iowa.

For the C., B. & Q. R. R. Co., Objector—J. C. Pryor, Atty. for Iowa, Burlington, Iowa.

For the Wabash Railway Co., Objector—Phil Schorr, D. F. A., Des Moines, Iowa.

For the Iowa Southern Utilities Co., Objector—Frank S. Payne, V. P. and Gen. Counsel, Centerville, Iowa.

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

For the Railway Express Agency, Inc., Objector—J. C. Pryor, Atty., Burlington, Iowa; A. T. Blake, Atty., Des Moines, Iowa.

Phippen Trucks, Russell, Iowa, a partnership composed of W. J. Phippen, J. G. Phippen and W. O. Phippen, all of Russell, Iowa, holds Certificates of Convenience and Necessity authorizing the transportation of freight between Des Moines, Evansville, Indianola, Liberty Center, Norwood, Lucas and Chariton, and between Chariton, Russell, Melrose, Georgetown, Albia, Munterville and Ottumwa, with restrictions as to the transportation of freight locally between Des Moines, Liberty Center and points intermediate thereto; freight originating at Des Moines and destined to Albia, Munterville or Ottumwa, or freight originating at Ottumwa, Munterville or Albia and destined to Des Moines. Application is here made for additional authority to operate between Des Moines, Indianola, Osceola, Woodburn, Lucas, Chariton, Williamson, Millerton, Corydon, Allerton, Promise City, Seymour, Mystic, Centerville, Moravia and Albia, except for the transportation of freight locally between Des Moines, Osceola and points intermediate thereto; freight originating at Des Moines, Osceola or points intermediate thereto and destined to Corydon, or freight originating at Corydon and destined to Des Moines, Osceola or points intermediate thereto.

Hearing originally fixed was pursuant to notice published as prescribed by law called on October 25, 1932, and continued to November

29, 1932, at the office of the Board in Des Moines, at which time full hearing was had and the case taken under advisement.

Many witnesses were heard and numerous letters, petitions, tables and other papers, favorable and opposed to the granting of the certificate, were received.

Written objections to the granting of the application were submitted on behalf of the Chicago, Burlington and Quincy Railroad Company, Railway Express Agency, Inc., Chicago, Rock Island and Pacific Railway Company, Iowa Southern Utilities Company, The Albia Commercial Club and others.

Territory applicant is now and here seeks to serve is supplied principally by four distributing centers, namely: Centerville, Chariton, Des Moines and Ottumwa. Operation proposed in connection with service existing may best be described as radiating in the four directions from Chariton as the hub. Schedule provides for a round trip over circuitous routes between Chariton and Des Moines and between Chariton and Centerville. Direct service will be continued between Chariton and Ottumwa and is proposed between Ottumwa and Centerville through connections at Albia, the movement of trucks depending upon tonnage available. Operating set-up contemplated showing towns in order is as follows:

Chariton, Lucas, Woodburn, Osceola, Indianola, Des Moines, Indianola, Liberty Center, Norwood, Lucas, Chariton, Williamson and Chariton.

Chariton, Millerton, Corydon, Allerton, Corydon, Bridgeport, Promise City, Seymour, Promise City, Mystic, Centerville, Moravia and Albia.

Chariton, Russell, Melrose, Yorkstown, Albia, Munterville and Ottumwa.

Williamson will be served twice each week, otherwise each point involved will be served daily, except Saturday and Sunday. Trips as stated radiate from Chariton, affording to that center same-day service to all points on shipments received up until 7:00 a. m. Shipments received at Des Moines up until 11:00 a. m. will be delivered to points east, south and west of Chariton, except Lucas, the day following. Shipments originating at Ottumwa will be delivered the same day to points south and west as far as Chariton, and to points west and north thereof the day following. Shipments originating at Centerville will be delivered to points west and north to Chariton the same afternoon, and to points west and north of Chariton the day following. Rates proposed, although not shown to be reasonably compensatory are less than those by rail without consideration for door-to-door service.

It is suggested the service proposed will tend to extend the trade area of certain jobbing centers; that it will afford a flexible operation with the advantage of door-to-door service; that it will offer a more economical form of transportation; and that a goodly portion of the less than carload merchandise now moving into this territory by unregulated trucks will be diverted to a certificated line with little, if any, effect upon the rail line. On the other hand it is suggested that existing transportation agencies must continue the service now rendered; that operating costs could be reduced little if any; that service is now being maintained at a loss; that to in any way divide tonnage would only tend to further burden the carrier jeopardizing service not offered by the applicant and taxes otherwise not forthcoming, and that service rendered is adequate to the needs of the communities applicant seeks to serve.

The portion of the route proposed between Osceola and Des Moines, a distance of approximately forty-eight (48) miles, is now being served by a freight motor carrier. Likewise, freight motor carrier service is

afforded between Des Moines and Corydon. Des Moines and Ottumwa and by applicant between Ottumwa and Albia, as well as between Albia and Chariton. The extension proposed west of Lucas to Woodburn and Osceola increases the haul northbound between Chariton and Des Moines by twenty-two (22) miles, parallels main line rail service between Lucas and Osceola and duplicates route miles between Osceola and Des Moines. The shippers and receivers of freight at Albia, as well as other objectors, have consistently, in the several cases coming before this Board, contended that the service available between Albia and Des Moines and between Albia and Centerville is adequate to their needs. The preponderance of evidence received from Centerville conclusively shows that motor freight service is not at this time desired. It has been suggested that a number of those on record as opposing the granting of the application will use the service if established. This, however, cannot be considered as evidence that the service proposed will promote the public convenience and necessity.

Rail line service scheduled between the points here involved is for the most part equivalent to and in some instances more expeditious than that proposed. Facilities had and the service rendered are known or the information is readily available and need not here be discussed in detail.

The problem presented in matters of this kind is not to be lightly dismissed and is not always easily solved. The rail lines without question are necessary and as such must be afforded reasonable protection. In return they are obligated to furnish at a reasonable price service adequate to the needs of the public. The truck has demonstrated its value and is rightfully entitled to its place in our transportation system. A plan for the coordination of the two seemingly could be developed to the mutual advantage of all concerned. This the Commission urges insofar as good judgment dictates under present conditions.

As to the advantage of the rates proposed there has been no satisfactory showing they are adequate or can be maintained. While an element to be considered, it is not, under the circumstances, controlling in making the finding required by statute.

With reference to the merchandise now moving by unregulated carriers, without commenting upon the debatable possibility of diverting to a certificated line, this Commission can but renew the opinion heretofore expressed that the matter of the unregulated carrier is one for the attention of the legislature and is not to be corrected through an otherwise unwarranted authorization of a motor carrier operation. Prohibitive taxation is not advocated, but control over the various classes of carriers is considered necessary to the development of a coordinated system of transportation.

After a careful consideration of the record in this case, this Board is of the opinion and hereby finds there is not sufficient proof that the service proposed will promote the public convenience and necessity.

The certificate applied for is, therefore, denied.

Filed September 12, 1932. Closed December 23, 1932.

No. H-1648—1933. T. S. Veech, dba Veech Transfer & Storage, Mason City. Application for authority to operate as a motor carrier of freight between Des Moines, Ankeny, Huxley, Ames, Nevada, Colo, Zearing, Hubbard, Iowa Falls, Hampton, Sheffield, Rockwell and Mason City, except for the transportation of freight locally between Des Moines, Iowa Falls and points intermediate thereto; between Iowa Falls, Hampton and points intermediate thereto and between Hampton, Mason City and points intermediate thereto. Hearing held October 20, 1932, and con-

tinued to November 15, 1932. The Board rendered a decision denying the application December 19, 1932. (See Docket H-1428.)

Filed September 20, 1932. Closed December 24, 1932.

No. H-1649—1933. Paul Strait, Rock Rapids. Application for authority to operate as a motor carrier of intrastate and interstate freight one way between the north line of the State of Iowa, Larchwood, Lester, Doon, Inwood, Alvord, Rock Rapids, George, Sibley, Little Rock, Ocheyedan, Harris, Lake Park, Montgomery, Spirit Lake and Estherville. Hearing on the intrastate application was called November 2, 1932, and the case dismissed on account of faulty publication of notice of hearing. The interstate operation was authorized under date of September 21, 1932, and on January 6, 1933, Certificate No. 144 was so amended and extended.

Filed April 2, 1932. Closed January 6, 1933.

No. H-1650—1933. Corn Belt Transportation Company, Chicago, Ill. 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 Iowa City, Washington, Sigourney, Rose Hill, Oskaloosa, Fremont, Ottumwa, Agency, Batavia, Fairfield, Lockridge, Mount Pleasant, Olds and Crawfordsville. Application was amended under date of May 29, 1933 to include only that service between Mount Pleasant, Lockridge, Glendale, Fairfield, Batavia, Agency, Ottumwa, Fremont, Cedar and Oskaloosa, which was authorized by Certificate No. 472 issued June 6, 1933.

Filed September 20, 1932. Closed June 6, 1933.

No. H-1652—1933. Audubon Community Club and Audubon Lions Club, Audubon, vs. Crandic Stages, Inc., Cedar Rapids. Objections to change in service—Trip No. 2 Time Schedule No. 21. That part of Schedule No. 21 providing for a change in Trip No. 2 between the west line of the State of Iowa at Council Bluffs and Des Moines suspended September 24, 1932, subject to objections. No further objections or correspondence being received from objectors, file was closed.

Filed September 24, 1932. Closed November 14, 1933.

No. H-1656—1933. Ben Huebner, Denison. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way between the west line of the state at Council Bluffs, Vail, West Side, Arcadia, Breda and Carroll. Authorized October 5, 1932. Certificate No. 469 issued May 31, 1933.

Filed October 1, 1932. Closed June 1, 1933.

No. H-1667—1933. James Brommer, Sioux Center. Application for authority to operate as a motor carrier of freight between Sioux City, Maurice, Sioux Center and Carmel, except for the transportation of freight originating at or destined to Hinton, Merrill or LeMars. This case was fully held May 24, 1933, and under date of June 12, 1933, a decision granting the application in part was rendered as follows:

For applicant—TePaske & TePaske, Attys., Sioux Center, Iowa, by Henry J. TePaske.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Objector—Hughes, O'Brien & Faville, Attys., Des Moines, Iowa, by J. N. Hughes, Jr.

For Chicago & North Western Railway Company and Railway Express Agency, Inc., Objector—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by George R. Hise.

For Great Northern Railway Company, Objector—Jepson, Struble & Sifford, Attys., Sioux City, Iowa, by C. N. Jepson.

For Sioux City Traffic Bureau—E. L. Peterson, Sioux City, Iowa.

This application was filed by James Brommer, Sioux City, Iowa, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight from Sioux City to Maurice, Sioux Center and Carmel; from Maurice to Sioux Center and Carmel; from Sioux Center to Carmel; from Sioux Center to Maurice and Sioux City and from Maurice to Sioux City in Woodbury, Plymouth and Sioux Counties, Iowa. Applicant does not propose to operate as a motor carrier from Carmel to Sioux Center nor to transport freight originating at or destined to points intermediate to Sioux City and Maurice.

Hearing on this application was fixed for Wednesday, May 24, 1933, ten o'clock A. M., at the office of the Woodbury County Auditor, Sioux City, and notice of the hearing was published as required by said Chapter 252-A1. Public hearing was held on the application at Sioux City on May 24, 1933, at the conclusion of which the case was taken under advisement by the Commission. The appearances at this hearing are shown on the title page of this decision.

Written objections to the granting of this application were filed by the Illinois Central Railroad Company, Central Transportation Company, Chicago & North Western Railway Company, Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Great Northern Railway Company and the Commercial Club of Maurice, Iowa.

Applicant herein now holds Truck Operator Permit No. 6989 and is authorized to use one motor truck under that permit for the public transportation of freight. This permit does not, however, authorize him to operate between fixed termini or over a regular route.

Applicant herein has been hauling merchandise under contract from Sioux City to Sioux Center for two merchants of Sioux Center since about November 1, 1932, at a rate of twenty cents per hundred pounds.

Applicant proposes to make trips from Sioux Center to Sioux City on Mondays, Wednesdays and Fridays, leaving Sioux Center at 7:00 A. M., arriving Sioux City 8:30 A. M., and trips from Sioux City to Carmel on the same days of the week, leaving Sioux City at 12:00 o'clock noon, arriving Carmel at 2:15 P. M.

In addition to applicant, eight witnesses testified at the hearing of May 24th in favor of the establishment of the motor carrier service proposed. Five of these witnesses were from Sioux Center, one was from Carmel and two were from Sioux City. The witnesses from Sioux Center included the owner of a store handling groceries and men's and boys' clothing; the proprietor of a general store; a publisher of a newspaper and state senator and a banker. The witness from Carmel is the proprietor of the general store at that point and the witnesses from Sioux City represented a wholesale fruit and vegetable house and a wholesale grocer company.

Applicant also introduced nine exhibits at the hearing which were composed of letters and petitions favoring the granting of the application and were signed by twenty-eight merchants and business men of Sioux Center and one of Maurice.

Six witnesses testified in opposition to the granting of the application. Four of these witnesses represented the Railway Express Agency, Inc., Chicago and North Western Railway Company and Great Northern Railway Company. One of these witnesses is engaged in the hotel business at Maurice and is Secretary of the Commercial Club of Maurice and the other is the proprietor of the hardware and furniture store at Maurice.

Objectors also introduced five exhibits showing the present transportation facilities and service between Sioux City, Maurice and Sioux Center and the total amount of L. C. L. freight handled by the Chicago

and North Western Railway Company between Sioux City and Maurice during the months of January, February, March and April, 1933.

The record shows that Carmel is an inland town located between six and seven miles from Sioux Center; that freight consigned from Sioux City to Carmel is shipped by rail to Sioux Center and must be picked up at that point by consignee and transported to Carmel. The witness from Carmel testified that there was a necessity for the proposed service at that point.

The witnesses from Sioux Center testified that there was a general demand at that place for the proposed motor carrier service and that it would promote the public convenience and necessity. One witness testified that he had been shipping his merchandise from Sioux City to Sioux Center by rail, but it was not adequate to meet the needs of his business and he had to purchase a truck and transport his merchandise from Sioux City in order to meet competition and remain in business. In this case, as in other cases, the merchants testified as to their inability to maintain large stocks on hand, which necessitated quick transportation service. These witnesses also testified as to the advantages of door-to-door truck service which eliminated local drayage charges, resulted in less handling of merchandise, caused less breakage and made possible the receipt of perishable commodities in much better condition.

There were no witnesses from Maurice favoring the granting of the application and applicant's petition from that place was signed by only one merchant. The Secretary of the Commercial Club of Maurice testified that all of the merchants at Maurice, except the one who signed applicant's petition, were opposed to the establishment of the proposed motor carrier service.

The two witnesses from Sioux City testified that there was a demand for truck service from Sioux City to the points proposed to be served by applicant, and that the establishment of such service would promote the public convenience and necessity insofar as their customers were concerned.

According to the testimony in this case, there is a general demand and need at Sioux Center for the proposed freight motor carrier service to supplement the present transportation service by rail. The sentiment of the merchants and business men at Maurice is, however, practically unanimous against the establishment of this additional service.

The evidence also shows that applicant has a high credit rating; that he is very reliable and is qualified to conduct the service proposed.

This application, as originally filed, was for authority to operate as a motor carrier of freight one way only from Sioux City to Maurice, Sioux Center and Carmel, but was amended on April 14, 1933, to also provide for service from Sioux Center to Maurice and Sioux City. The amended application, however, requested authority to limit the loads on the trips into Sioux City to one thousand pounds. This request was denied by the Commission at the hearing.

After full consideration of the record in this case, the Commission is of the opinion and finds that the establishment of the service proposed by applicant herein, except for the transportation of freight originating at or destined to Maurice, will promote the public convenience and necessity. A Certificate of Convenience and Necessity will, therefore, be issued to applicant in accordance with this finding as soon as he has complied with the necessary preliminary requirements.

Certificate No. 481 issued July 8, 1933.

Filed October 13, 1932. Closed July 8, 1933.

No. H-1668—1933. Peterson Brothers, a partnership composed of A. Carl Peterson and W. S. Peterson, both of Corning. Application

for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Council Bluffs, Glenwood, Emerson, Red Oak and Corning. Authorized November 30, 1932. This operator was cited to appear before the Board November 30, 1932, to show financial responsibility and at that time, agreed to file a bond to guarantee the payment of taxes and penalties incurred under the Motor Carrier law. Operating rights transferred to A. Carl Peterson, Corning, by resolution under date of November 14, 1933, and Certificate No. 504 issued November 14, 1933.

Filed October 17, 1932. Closed November 14, 1933.

No. H-1669—1933. H. O. McFarland, dba M. & H. Motor Freight Line, Omaha, Neb. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines and the west line of the state at Council Bluffs. Authorized October 19, 1932. This operator was cited to appear before the Board November 30, 1932, to show financial responsibility and, at that time, agreed to file a bond to guarantee the payment of taxes and penalties for a period of six months. Service discontinued before certificate issued.

Filed October 18, 1932. Closed January 1, 1933.

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 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 28, 1932, the Board rendered a decision dismissing the case. (See 1932 Report.) This operator was again cited to appear before the Board November 30, 1932, to show cause why Certificate No. 203 should not be revoked for various reasons, but not receiving the notice of hearing failed to appear. The Board continued the hearing until December 28, 1932, and from that date until December 29, 1932, but the operator later appearing on December 28, after the continuance had been announced, the hearing was held as per the original citation. Order and warrant issued January 18, 1933, to levy upon certain equipment to collect taxes and penalties incurred under the Motor Carrier Law. Certificate No. 203 revoked by resolution dated January 18, 1933. Taxes being paid, order rescinding resolution revoking Certificate No. 203 was issued January 19, 1933.

Filed August 30, 1932. Closed September 27, 1932.
Reopened November 25, 1932. Closed November 14, 1933.

No. H-1670—1933. The Akron Motor Cargo Company, Akron, Ohio. Application for an opinion as to whether or not service proposed is amenable to the provisions of the Motor Carrier Law. The Board ruled that the service performed by the above company was that of a motor carrier and they filed an application for authority to operate as a motor carrier of freight, interstate exclusively, over various routes within the state. Authorized February 7, 1933, and Certificate No. 498 issued September 18, 1933.

Filed October 8, 1932. Closed September 18, 1933.

No. H-1671—1933. Louis Zubay, dba Great Lakes Motor Express, Chicago, Ill. 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. This operator was cited to appear before the Board November 1, 1932, to show financial responsibility and, at that time, agreed to file a bond on or before November 21, 1932, to guarantee the payment of taxes and penalties for a period of six months. The bond was not filed and on January 17, 1933, the Board rendered a decision revoking the operating rights temporarily granted, as follows:

For the Motor Carrier—Louis Zubay, 2421 S. Wallace St., Chicago, Illinois.

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

Pursuant to notice Louis Zubay, doing business as Great Lakes Motor Express, Chicago, Illinois, appeared before this Board at Des Moines on the 1st day of November, 1932, to show ability to pay taxes and penalties incurred under the provisions of Chapter 252-A2, Code of Iowa, 1931, as provided by Rule 53 of the Rules and Regulations thereunder adopted.

The carrier made no showing as to financial responsibility, but voluntarily agreed to file a surety bond guaranteeing the payment of taxes and penalties in such amount as the Commission found necessary on or before the 21st day of November, 1932.

The bond has not been received and no showing has been made as to the financial responsibility of this carrier.

It is therefore ordered that the operating rights temporarily granted to Louis Zubay, doing business as Great Lakes Motor Express, Chicago, Illinois, by virtue of authority conveyed under Docket H-1671 be and the same are hereby revoked effective on the 31st day of January, 1933.

Filed October 20, 1932. Closed January 31, 1933.

No. H-1672—1933. Sam Cohen, Cresco. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the north line of the State of Iowa at Chester, Lime Springs and Cresco. This operator was cited to appear before the Board on November 15, 1932, to show financial responsibility, but filed a cash bond of \$25.00 to guarantee the payment of taxes and penalties for a period of six months and the hearing was cancelled. Service authorized November 15, 1932. Route extended to include Ridgeway, Decorah and Waukon and Certificate No. 495 issued September 8, 1933.

Filed October 19, 1932. Closed September 8, 1933.

No. H-1675—1933. John A. Anderson, dba Anderson Transfer, Corning. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Council Bluffs, Grant and Corning. Authorized October 21, 1932. This operator was cited to appear before the Board November 30, 1932, to show financial responsibility, but filed a bond of \$500.00 to guarantee the payment of taxes and penalties for a period of six months and hearing was cancelled. Authority amended to include the transportation of freight one way between the west line of the state at Council Bluffs, Glenwood, Hastings, Emerson, Red Oak, Sciola, Mortons Mill, Grant, Villisca, Corning, Prescott and Lenox under date of February 20, 1933. Certificate No. 501 issued November 1, 1933.

Filed October 21, 1932. Closed November 1, 1933.

No. H-1677—1933. H. W. Rieke, owner and operator Motor Transfer Line, Burlington, Iowa. Application for authority to operate as a motor

carrier of freight between Burlington, West Burlington, Middletown, Danville, New London, Mount Pleasant, Swedesburg, Olds, Crawfordsville, Ainsworth, Washington, West Chester, Keota, Sigourney, What Cheer, Rose Hill and Oskaloosa, except local freight between Burlington and Mount Pleasant and points intermediate thereto and local freight between Sigourney, Rose Hill and Oskaloosa. Hearing on this case was held March 14, 1933, and under date of May 22, 1933, a decision dismissing the application was rendered as follows:

For Applicant—D. C. Nolan, Atty., Iowa City, Iowa; H. W. Rieke, Burlington, Iowa.

For Chicago, Burlington & Quincy Railroad Co., Objector—J. C. Pryor, Atty. for Iowa, Burlington, 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 Railway Express Agency, Inc., Objector—A. T. Blake, Atty., Des Moines, Iowa.

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

On October 25, 1932, H. W. Rieke, Burlington, Iowa, doing business as Rieke Motor Transfer Line, filed an application with the Commission under the provisions of Chapter 252-A1, Code of Iowa, 1931, for a Certificate of Convenience and Necessity to operate as a motor carrier of intrastate freight between Burlington, West Burlington, Middletown, Danville, New London, Mount Pleasant, Swedesburg, Olds, Crawfordsville, Ainsworth, Washington, West Chester, Keota, Sigourney, What Cheer, Rose Hill and Oskaloosa in Des Moines, Henry, Washington, Keokuk and Mahaska counties, Iowa, except local freight between Burlington and Mount Pleasant and points intermediate thereto and local freight between Sigourney, Rose Hill and Oskaloosa.

Hearing on the application was fixed for Tuesday, March 14, 1933, at ten o'clock A. M., at the office of the Washington county auditor, Washington, Iowa, and notice of such hearing was published as required by said Chapter 252-A1.

Written objections to the granting of the application were filed by the Chicago, Burlington & Quincy Railroad Company, Illinois Central Railroad Company, Central Transportation Company, Chicago, Rock Island & Pacific Railway Company and Railway Express Agency, Inc.

Public hearing was held on the application on March 14, 1933, at Washington, Iowa, at the conclusion of which the application was submitted. The Railway Express Agency, Inc., was given until March 20, 1933, to file a brief and argument and applicant was given five days to file a reply thereto. The appearances at the hearing are shown on the title page of this decision.

Fourteen witnesses testified at the hearing on behalf of applicant and applicant introduced ten exhibits composed of one hundred sixty-four letters favoring the granting of the application.

Twelve witnesses testified in opposition to the granting of the application and the objectors introduced sixteen exhibits composed of letters and petitions signed by three hundred forty-five persons, objecting to the granting of the application. Objectors also introduced three other exhibits showing the existing transportation rates, facilities and service on the proposed route.

The written argument of the Railway Express Agency, Inc., was filed March 22, 1933, but applicant has not filed a reply argument.

Although applicant applied for authority to transport local freight between Ainsworth and Washington, the testimony indicates that he does not propose to furnish such service as Ray Seaton, Cedar Rapids, is furnishing local freight motor carrier service between those points and applicant testified that he proposed to serve all points on the proposed route which are not now served by motor truck.

Prior to October 18, 1932, the Commission investigated the operations of H. W. Rieke and found that he was furnishing freight motor carrier service to the points on the route applied for without authority from the Commission and in violation of Section 5105-a6, Code of Iowa, 1931, which declares it unlawful "* * * for any motor carrier to operate or furnish public service within this state without first having obtained from the Commission a certificate declaring that public convenience and necessity require such operation." At the request of the Commission, Hon. J. H. Henderson, Commerce Counsel of Iowa, filed a petition in the District Court of Washington county on October 18, 1932, for an injunction to restrain said H. W. Rieke from so operating. A temporary writ of injunction was issued by the court on October 18, 1932, restraining said H. W. Rieke from operating as a motor carrier to and from Burlington and Des Moines and points intermediate thereto via Ottumwa, Oskaloosa and Pella and also via Muscatine and Iowa City and also to and from Burlington and Oskaloosa and points intermediate thereto, via Wapello, Grandview, Washington and Sigourney, Iowa, and also via Olds, Crawfordsville and also via Fairfield and Brighton, Iowa, and also to and from Burlington, Wellman, Amish and Kalona and points intermediate thereto.

On October 25, 1932, H. W. Rieke filed an application with the Commission for authority to operate as a motor carrier over that part of an interstate route between the east line of the state of Iowa at Burlington and Oskaloosa via Mount Pleasant, Washington and the other intermediate points named in the first paragraph of this decision, for the transportation of interstate freight exclusively. Interstate Certificate No. 437 authorizing the establishment of this interstate service was issued to H. W. Rieke on January 27, 1933.

At the conclusion of the testimony at the hearing of March 14, 1933, J. C. Pryor, Attorney for Iowa, Chicago, Burlington & Quincy Railroad Company, made the following motion:

"Comes now the objectors and move this application be dismissed and the certificate applied for denied for the following reasons:

1st. There is no adequate showing that the certificate, if granted, would promote the public convenience and necessity, and for this reason the Commission is not warranted in issuing the certificate.

"2nd. The evidence is overwhelming that the applicant has been operating over the same route in violation of law and in violation of an injunction issued by the district court, not only overwhelming but it is practically conceded by the applicant himself, and under these circumstances the Commission would not be warranted in granting the application."

Applicant took no exceptions to the reasons given in the motion and no argument was had as a result of this motion.

As hereinbefore stated, the Commission's records show that said H. W. Rieke furnished intrastate freight motor carrier service to and from the points on the proposed route prior to October 18, 1932, without a Certificate of Convenience and Necessity from this Commission and that a writ of injunction was issued by the district court of Washington county restraining him from furnishing such service. After carefully considering the record in this case, the Commission is convinced that said H. W. Rieke continued to furnish intrastate freight motor carrier service to the points on the route applied for in this case from October 18, 1932, to March 14, 1933, in violation of the provisions of said Chapter 252-A1 and the restraining order issued by the district court of Washington county, Iowa. The Commission is also convinced that said H. W. Rieke was fully aware of the fact that his operations were in violation of law and the order of the court.

If the Commission is to properly administer the provisions of said Chapter 252-A1 to the best interest of the public, it cannot overlook

such a disregard for the law and the orders of the court as has been shown by the applicant in this case.

Because of applicant's record as herein referred to, the Commission is of the opinion that he is not qualified to assume the obligations of a motor carrier. The application is, therefore, dismissed.

Under date of June 5, 1933, appeal from the Board's decision was entered in the district court of Washington county.

No. H-1678—1933. Ralph S. Thorsten, dba Winneshiek Stage Lines, Lansing. Failure to comply with the insurance requirements. Hearing held October 31, 1932, and case dismissed.

Filed October 25, 1932. Closed January 4, 1933.

No. H-1679—1933. Max Holdcroft, Sloan. Failure to comply with the law and the rules and regulations governing motor carriers. Hearing held November 2, 1932, and the operator agreed to file daily records and monthly reports and to comply with the rules and regulations governing motor carriers. Certificate No. 237 transferred to Howard H. Holdcroft, owner and operator Holdcroft Transportation Company, Sioux City, by resolution dated March 7, 1933.

Filed October 26, 1932. Closed March 7, 1933.

No. H-1680—1933. M. F. Schlick, owner and operator Schlick's Freight Motor Carrier, Charles City. Application for authority to extend route as a motor carrier of freight over circuitous route between Charles City, Bassett, Ionia, New Hampton, Lawler, North Washington, Alta Vista, Elma and Charles City. Hearing on this case was held May 18, 1933, and continued to June 13, 1933, to secure proper publication of notice of hearing. On July 10, 1933, a decision granting the application in part was rendered as follows:

For Applicant—Garfield E. Breese, Atty., Mason City, Iowa; Blankenheim, Opdycke & Sheakley, Attys., New Hampton, Iowa, by R. P. Blankenheim; C. A. Hanson, Traffic Mgr., Chamber of Commerce, Waterloo, Iowa; M. F. Schlick, Charles City, Iowa.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Company and Railway Express Agency, Inc., Objectors—Hughes, O'Brien & Faville, Attys., Des Moines, Iowa, by John N. Hughes, Jr.

This application was filed October 27, 1932, by M. F. Schlick, Charles City, Iowa, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Charles City, Bassett, Ionia, New Hampton, Lawler, North Washington, Alta Vista and Elma in Floyd, Chickasaw and Howard counties, Iowa.

Applicant now holds Certificate of Convenience and Necessity No. 117 authorizing him to operate as a motor carrier of freight between Charles City, Floyd, Rudd, Nora Springs and Mason City, and Certificate of Convenience and Necessity No. 176 authorizing him to operate as a motor carrier of freight between Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls, Cedar Heights, Castle Hill and Waterloo, except for the transportation of local freight between Waterloo and Waverly and points intermediate thereto, and the present application is for authority to extend these routes to the points named in the first paragraph of this decision. Applicant does not, however, ask for authority to transport freight originating at Waterloo and destined to New Hampton or freight originating at New Hampton and destined to Waterloo.

Hearing on this application was fixed for Thursday, May 18, 1933, ten o'clock A. M., at the office of the Floyd county auditor, Charles City,

Iowa, and public hearing was held at that time and place. During this hearing, it was discovered that notice of the hearing was not correctly published in Howard county and at the conclusion of the hearing, the Commission continued the hearing to a date to be named later in order that notice of hearing might be properly published in that county. Applicant and objectors agreed not to present further evidence at the continued hearing. The objectors were given five days to submit written argument and applicant was given ten days in which to reply thereto.

The continued hearing was fixed for Tuesday, June 13, 1933, ten o'clock A. M., at the office of the Commission in Des Moines and notice of that hearing was published as required in Howard county. The continued hearing was called on June 13, but there were no appearances and the case was taken under advisement.

The written argument of the Railway Express Agency, Inc., was filed May 20, 1933, and a copy of it was mailed to applicant's attorney, but no reply was filed on behalf of applicant.

Applicant's proposed time schedule provides for service on Mondays, Wednesdays and Fridays to Bassett, Ionia, New Hampton and Lawler and for service to all points on the proposed route on Tuesdays, Thursdays and Saturdays. Applicant proposes to make connections at Charles City so that same-day service would be furnished from Waterloo and other points on the Waterloo-Charles City route and from Mason City and other points on the Mason City-Charles City route to points on the proposed route.

Written objections to the granting of this application were filed by the Railway Express Agency, Inc., Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Illinois Central Railroad Company, Central Transportation Company and Chicago Great Western Railroad Company.

Nineteen witnesses, including applicant, testified at the hearing on May 18, in favor of the establishment of the motor carrier service proposed. Six of these witnesses were from Waterloo, five from New Hampton, three from Mason City, two from Charles City and one each from Des Moines, Alta Vista and North Washington. No witnesses testified on behalf of applicant from Ionia, Bassett, Lawler or Elma.

Applicant also submitted sixteen letters from business men of Mason City favoring the establishment of the proposed service and petitions signed by eleven business men of Alta Vista, fifteen business men of Charles City, thirty-four business men of New Hampton and fifteen business men of Nashua. No letters or petitions were submitted by applicant from Bassett, Ionia, Lawler, North Washington or Elma.

Twelve witnesses testified at the hearing of May 18, in opposition to the establishment of the proposed service. Four of these witnesses were from Elma, two from Ionia, two from Bassett and four represented the objecting carriers.

The objectors also introduced petitions opposing the establishment of the service proposed, which petitions were signed by forty-six residents of Charles City, thirty-four residents of Bassett, forty-seven residents of Ionia, twenty-five residents of New Hampton and twenty-two residents of Lawler.

The town of New Hampton is now receiving freight motor carrier service from Waterloo, and North Washington, Alta Vista and Elma are receiving private contract truck service from two wholesale houses at Waterloo. North Washington is an inland town and freight consigned to that place is delivered to New Hampton and must be transferred by motor truck from New Hampton to North Washington.

The Chicago Great Western Railroad Company provides L. C. L. service from Waterloo to New Hampton, Alta Vista and Elma with a way freight leaving Waterloo at 3:50 P. M. on Tuesdays, Thursdays and Saturdays, which is scheduled into Oelwein at 6:00 P. M. on those days. This freight leaves Oelwein at 6:30 A. M. on Mondays, Wednesdays and

Fridays and is scheduled into New Hampton at 9:15 A. M., Alta Vista 10:00 A. M., and Elma 10:30 A. M.

The Chicago, Milwaukee, St. Paul & Pacific Railroad Company maintains daily, except Sunday, freight service from Mason City to Bassett, Ionia, New Hampton and Lawler. L. C. L. freight leaves Mason City at 12:30 A. M. and arrives Fort Atkinson 5:42 A. M. This freight leaves Fort Atkinson on a westbound train at 6:45 A. M. and is scheduled at Lawler 7:25 A. M., New Hampton 8:35 A. M., Ionia 9:00 A. M. and Bassett 9:15 A. M.

Railroad freight shipments consigned from Mason City to Alta Vista and Elma are transported from Mason City to Fort Atkinson, thence back to New Hampton where they are transferred from Chicago, Milwaukee, St. Paul & Pacific Railroad Company to the Chicago Great Western Railroad Company. If the freight arrives at New Hampton on schedule and is promptly transferred, it is delivered to Alta Vista and Elma the same morning the transfer is made. However, because of tri-weekly service from New Hampton north, Mason City can secure delivery of freight to Alta Vista and Elma only on Mondays, Wednesdays and Fridays.

Although there was some testimony as to the need for the proposed service to and from all of the points proposed to be served, all of the evidence from the towns of Bassett, Ionia, Lawler and Elma is to the effect that the existing transportation facilities are adequate and that there is no necessity for the service proposed by applicant. One of the witnesses from Ionia testified that the town was one hundred per cent opposed to the granting of this application.

The witness from New Hampton testified that about seventy-five per cent of the business men and merchants at that place favored the establishment of the proposed truck service and the witness from Alta Vista testified that about eighty-five per cent of the merchants of the town were in favor of the establishment of the proposed service.

After full consideration of the record in this case, the Commission is of the opinion and finds that the establishment of applicant's proposed service between Charles City, New Hampton, North Washington and Alta Vista will promote the public convenience and necessity and that no adequate showing has been made that the service proposed to Bassett, Ionia, Lawler and Elma will promote the public convenience and necessity.

A Certificate of Convenience and Necessity authorizing the applicant to operate as a motor carrier of freight between Charles City, New Hampton, North Washington and Alta Vista will, therefore, issue as soon as applicant has complied with the necessary preliminary requirements and the balance of the authority applied for is denied.

Certificate No. 492 issued August 16, 1933, and amended under date of October 5, 1933, to include freight motor carrier service to the town of Elma.

Filed October 27, 1932. Closed August 16, 1933.

Reopened August 18, 1933. Closed October 10, 1933.

No. H-1682—1933. Ben Butenschoen, dba Boots and His Buddies Truck Lines, Davenport. 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 near Northwood and the west line of the state at Council Bluffs. This operator was cited to appear before the Board November 15, 1932, to show financial responsibility but did not appear as he had agreed to file a bond to guarantee the payment of taxes and penalties. Application not completed and file closed.

Filed October 31, 1932. Closed January 23, 1933.

No. H-1683—1933. W. J. Christiansen, Council Bluffs. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state of Iowa at Council Bluffs and Kimballton. Application not completed and file closed.

Filed October 27, 1932. Closed January 26, 1933.

No. H-1684—1933. Triangle Truck Service, Chicago, Ill. 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 not completed and file closed.

Filed November 2, 1932. Closed August 30, 1933.

No. H-1685—1933. J. R. Denhart, Benton. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way from the south line of the state to Bedford, Clearfield, Diagonal and Benton. Authorized November 2, 1932, and Certificate No. 491 issued August 10, 1933.

Filed October 31, 1932. Closed August 10, 1933.

No. H-1686—1933. Riley Motor Service, St. Louis, Mo. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the south line of the state at Braddyville and the west line of the state at Council Bluffs. Operation discontinued before authority was granted.

Filed September 14, 1932. Closed December 31, 1932.

No. H-1687—1933. Interstate Transit Lines, Omaha, Neb. Application for authority to operate as a motor carrier of passengers and a limited amount of freight, between Iowa City and West Liberty. Hearing on this case was held November 29, 1932, and in order to secure proper publication of notice was continued to December 28, 1932, and from that date to December 29, 1932. Authority granted December 29, 1932, and Certificate No. 384 amended by resolution of December 30, 1932.

Filed November 2, 1932. Closed December 30, 1932.

No. H-1688—1933. Esther M. Smith, Des Moines. Application for authority to operate as a motor carrier of freight, consisting of motion picture films and accessories, over circuitous route between Tama, Chelsea, Belle Plaine, Cedar Rapids, Marion, Springville, Anamosa, Wyoming, Oxford Junction, Monmouth, Baldwin, Maquoketa, Preston, Goose Lake, Lyons, Clinton, DeWitt, Calamus, Wheatland, Lowden, Clarence, Tipton, Stanwood, Mechanicsville, Lisbon, Mt. Vernon, Cedar Rapids, Belle Plaine, Chelsea and Tama, except for the transportation of freight originating at Des Moines and destined to Cedar Rapids or originating at Cedar Rapids and destined to Des Moines. Waterloo, Jesup, Independence, Winthrop, Masonville, Manchester, Earlville, Dyersville, Farley, Epworth, Centralia and Dubuque. Hearing partly heard on this case November 29, 1932, and continued to December 28, 1932, and from that date to December 29, 1932. To secure proper publication of notice of hearing, it was again continued to January 31, 1933, at which time case was submitted. Authority granted February 3, 1933, and Certificate No. 452 issued March 21, 1933.

Filed November 7, 1932. Closed March 21, 1933.

No. H-1689—1933. George W. Blare, Martin, S. Dak. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Council Bluffs and the west line

of the state at Sioux City. This operator was cited to appear before the Board November 30, 1932, to show financial responsibility but did not appear. The application was not completed and the file was closed.

Filed November 4, 1932. Closed March 29, 1933.

No. H-1690—1933. N. M. Waite, Oxford Junction. Application for authority to operate as a motor carrier of freight between Oxford Junction and Lost Nation. Hearing on this case was fully held May 17, 1933, and authority granted May 19, 1933. Certificate No. 341 amended on May 29, 1933.

Filed November 15, 1932. Closed June 2, 1933.

No. H-1694—1933. Howard H. Holdcroft, owner and operator Holdcroft Transportation Company, Sioux City, and Max Holdcroft, Sloan. Joint application for approval of transfer of Certificate No. 237. Approved by resolution dated March 7, 1933.

Filed November 9, 1932. Closed March 7, 1933.

No. H-1695—1933. R. B. Fearing, Cedar Falls. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Waterloo, Webster City and Sioux City. Authority granted November 24, 1932. Service discontinued and operating rights revoked by resolution dated March 7, 1933.

Filed November 25, 1932. Closed March 7, 1933.

No. H-1696—1933. Ship Monarch Way, Inc., Chicago, Ill. 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 of the state at Council Bluffs and the east line of the state at Davenport and the west line of the state at Council Bluffs. Application not being completed, the case was dismissed without prejudice.

Filed November 26, 1932. Closed April 1, 1933.

No. H-1697—1933. Columbia Pacific Nitecoach Lines, Los Angeles, California. Application for authority to operate as a motor carrier of passengers, interstate exclusively, between the east line of the state at Davenport and the west line of the state at Council Bluffs, via U. S. Highway No. 6. Authority granted December 21, 1932, and Certificate No. 467 issued May 18, 1933.

Filed November 28, 1932. Closed May 18, 1933.

No. H-1699—1933. Harless Brothers, Thurman. Application for revocation of part of the authority conveyed in Certificate No. 309. Revoked by resolution dated December 2, 1932.

Filed February 15, 1932. Closed December 2, 1932.

No. H-1700—1933. F. M. Merriman, Melcher. Application for authority to operate as a motor carrier of freight between Melcher, Dallas, Pleasantville, Hartford, Carlisle and Des Moines. Hearing on this case was called December 28, 1932, and continued to December 29, 1932. As the applicant did not appear the case was dismissed.

Filed December 6, 1932. Closed December 29, 1932.

No. H-1701—1933. John Whallon Zinnel, dba "Z" Line Transfer Company, Omaha, Neb. Failure to file reports and pay taxes. Hearing was

held November 30, 1932, and on December 5, 1932, a decision revoking Certificate No. 400 was rendered as follows:

For the Commerce Counsel of Iowa—Stephen Robinson, Asst. Commerce Counsel.

For Respondent—John Whallon Zinnel.

On November 25, 1932, the following record was made and entered of record by the Board:

"November 25, 1932.

Present: Chairman Richardson and Commissioner Webster.

Motor Carrier—Interstate Freight—Between the east line of the state at Clinton and the west line at Council Bluffs: John W. Zinnel, dba "Z" Line Transfer Company, Omaha, Neb. Cert. No. 400.

The Board fixed Wednesday, November 30, 1932, nine-thirty o'clock A. M., at the Chieftain Hotel, Council Bluffs, Iowa as time and place for the carrier named above to appear and show cause why operating rights should not be revoked because of failure to submit reports and pay taxes and penalties incurred under the provisions of the Law and the Rules and Regulations Governing Motor Carriers; further, to show responsibility financially for taxes and penalties assessed under the provisions of the statute mentioned in accordance with Rule 53 of the Motor Carrier Rules and Regulations."

The above matter came on for hearing at Council Bluffs as per above order and the respondent, John Whallon Zinnel, dba "Z" Line Transfer appeared and defended his failure to file reports and pay taxes as his motor carrier operation was not amenable to the Iowa Motor Carrier Law and Rules of the Commission governing motor carriers, as he was doing a contract motor freight business and not operating as a public carrier.

The Commission finds from the evidence that the respondent is engaged in the transportation of freight by motor truck and operates as an interstate carrier operating to and from Omaha, Nebraska, and Chicago, Illinois, through and across the state of Iowa via U. S. Highway No. 30 from the Iowa-Nebraska state line near Council Bluffs to the Iowa-Illinois state line near Clinton, Iowa, and also from Chicago, Illinois, to Sioux City, Iowa, and operates within the state of Iowa from the Iowa-Illinois state line near Clinton, Iowa, via U. S. Highway No. 30 to Denison, Iowa, and thence to Sioux City, Iowa, via State Highway No. 141. That said respondent is hauling and carrying freight regularly each week for a number of different wholesale firms, and operates across and through the state of Iowa over the above described routes, and the respondent will also haul over the same routes for all firms that desire to use his service, that will agree to his terms and make a contract, and the respondent has been operating across and through the state of Iowa continuously as above since on or about April 1, 1932, and that such operation is amenable to the Iowa Motor Carrier Law, as respondent is and has been operating as a public carrier since April 1, 1932.

The respondent applied to the Iowa Board of Railroad Commissioners for a certificate of authority to operate through and across the state over the above described route as an exclusive interstate carrier and Certificate No. 400 was issued to the respondent on March 30, 1932, authorizing the respondent to operate as an interstate freight motor carrier over said route.

The Commission finds that the financial standing of the respondent is insufficient to assure the state of payment of motor carrier taxes that may be assessed as provided by Chapter 252-A2, Code of Iowa, 1931, as all of his fixed property is located outside the state of Iowa and all of respondent's trucks are subject to liens and encumbrances.

The Commission further finds that the respondent has not filed monthly reports as required by law, covering his motor carrier operations, and has not paid the motor carrier tax as provided by Chapter 252-A2 covering said operations.

Section 5105-a38, Code 1931, reads as follows:

"Cancellation of certificate. For violation of any provision of this chapter or of any rule or regulation promulgated thereunder by any motor carrier, the commission may, in addition to other penalties herein provided, revoke and cancel the certificate of such motor carrier."

The Commission further finds that Certificate No. 400 issued to respondent should be revoked and that the said respondent be ordered to cease and desist operating as an interstate motor carrier of freight within or through this state until compliance with the statute of Iowa and rules of this Commission.

It Is Therefore Ordered that Certificate No. 400 be revoked and that respondent cease and desist from operating as an interstate freight motor carrier within, through or across the state until compliance with state statute and rules of this commission.

It Is Further Ordered that before said respondent be authorized to operate as an interstate motor carrier he shall file monthly motor carrier reports for April, May, June, July, August, September, October, November and December, and pay the motor carrier taxes for said months and make financial showing in regard to financial ability to pay taxes covering future operations.

Filed November 25, 1932. Closed December 7, 1932.

No. H-1702—1933. Reliable Transit Company, Chicago, Ill. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the east line of the state at Davenport and Cedar Rapids, and between Waterloo and the north line of the state near Northwood. Authorized December 7, 1932, and Certificate No. 461 issued April 28, 1933.

Filed December 3, 1932. Closed April 29, 1933.

No. H-1703—1933. Ralph S. Thorsten, dba Winneshiek Stage Lines, Lansing. Application to suspend service under Certificate No. 414. Granted December 9, 1932, for a period of 90 days. Service not being reinstated Certificate No. 414 was revoked by resolution dated May 22, 1933.

Filed December 3, 1932. Closed May 26, 1933.

No. H-1704—1933. C. V. Marten Transfer Company, Fontanelle. Revocation of part of the authority conveyed under Certificate No. 319. Revoked by resolution dated December 14, 1932.

Filed December 13, 1932. Closed December 14, 1932.

No. H-1705—1933. William Moyer, Waukon. Failure to remit to shipper on C. O. D. shipments and failure to pay motor carrier tax assessed when due. Hearing held January 24, 1933. Operating rights having been transferred to James G. Minert, Waukon, and C. O. D. charges having been paid the case was dismissed without prejudice.

Filed December 14, 1932. Closed February 22, 1933.

No. H-1706—1933. Frank I. Abbott, dba Air-Line Motor Express, Chicago, Ill. Revocation of Certificate No. 338. Revoked by resolution dated December 15, 1932.

Filed December 14, 1932. Closed December 15, 1932.

No. H-1707—1933. Elmer L. Buckingham, dba Twin-Cities-Des Moines Motor Ways, Minneapolis, Minn. Revocation of Certificate No. 402. Revoked by resolution dated December 15, 1932.

Filed December 14, 1932. Closed December 15, 1932.

No. H-1708—1933. Lincoln Motor Express, Lincoln, Neb. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Council Bluffs and the east line of the state at Clinton over U. S. Highway No. 30. Authorized December 15, 1932, and Certificate No. 434 issued January 20, 1933.

Filed December 12, 1932. Closed January 20, 1933.

No. H-1709—1933. Phippen Trucks, Russell, a partnership composed of W. J., J. G. and W. O. Phippen, all of Russell. Change of route within Ottumwa. Certificate No. 267 amended by resolution dated March 29, 1933.

Filed December 9, 1932. Closed March 29, 1933.

No. H-1710—1933. Motor Carrier endorsement—Cancellation notice, Rule 8. Under date of December 16, 1932, the Board issued the following resolution amending Rule 8 of the Rules and Regulations Governing the Operation of Motor Carriers:

WHEREAS Rule 8 of this Board's Rules and Regulations Governing the Operation of Motor Carriers requires that insurance policies filed with this Board by "motor carriers" shall have attached thereto an endorsement reading in part as follows:

"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."

WHEREAS that Board has given further consideration to the requirements of said Rule 8 with reference to giving notice of the proposed suspension or cancellation of an insurance policy, be it

RESOLVED that said Rule 8 is hereby amended by adding thereto the following provisions:

"In order to be acceptable to this Board, a notice of cancellation or suspension of an insurance policy on file with the Board 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."

No. H-1711—1933. Edgar Plagge, Mason City. Failure to comply with the laws and the rules and regulations governing motor carriers and truck operators. Hearing held December 28, 1932, and on January 14, 1933, a decision and order revoking Certificate No. 98 within ten days, unless satisfactory showing was made in reference to the C. O. D. shipments, was rendered as follows:

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

For Respondent—Edgar Plagge.

On December 17, 1932, the following record was made and entered of record by the Board:

"December 17, 1932.

PRESENT: Commissioner Webster

MOTOR CARRIER—FREIGHT—FAILURE TO COMPLY WITH THE LAWS AND THE RULES AND REGULATIONS GOVERNING MOTOR CARRIERS AND TRUCK OPERATORS: Edgar Plagge, Mason City, Iowa.

Docket No. H-1711.

Commissioner Webster fixed Wednesday, December 28, 1932, ten o'clock a. m., at the Hanford Hotel, Mason City, Iowa, as time and place for the carrier named above to appear and show cause why Certificate of Convenience and Necessity No. 98 and Truck Operator Permit No. 1621 should not be revoked for reasons set out as follows:

1. Operation of equipment not covered by insurance contrary to instruction to remove the equipment from service.
2. Failure to remit on C. O. D. shipments.
3. Failure to furnish information necessary to the administration of the law.
4. Failure to file reports within the time specified.
5. Failure to furnish accident reports.
6. Financial irresponsibility.
7. For such other reasons as may be made to appear at the hearing."

The above case came on for hearing at Mason City on December 28, 1932, and the State was represented by Stephen Robinson, Assistant Commerce Counsel and Edgar Plagge, the respondent appeared.

The Commission finds from the evidence that respondent on certain occasions did operate a certain truck without proper insurance coverage, but said operation was because of delayed notice of insurance cancellation and that the respondent failed to remit on certain C. O. D. shipments but said shipments were mostly to points beyond the respondent's line and said respondent contended that he was not responsible for said C. O. D. shipments beyond his line. The respondent has made satisfactory settlement of some of the C. O. D. shipments and testified that he would in the future give said shipments closer supervision.

The respondent admitted that he had been very careless and negligent in his motor carrier operation; that he had failed to answer correspondence and file reports on time but he had intended to appear before the Commission voluntarily and explain his motor carrier operations.

The Commission also takes judicial notice of the joint application of respondent and the Cadwell Transfer & Storage Company, Mason City. File H-1643, to transfer said Certificate No. 98 to Cadwell Transfer & Storage Company, Mason City, said application being of August 31, 1932, and that a large part of said carelessness and negligence of respondent has been on account of said application to transfer as he neglected to answer correspondence, make the reports, and keep proper insurance coverage as he intended to quit the motor carrier business and had entered into a contract in regard to said transfer.

The Commission further finds that said certificate should be cancelled unless proper settlement of C. O. D. shipments be made within ten days. If proper showing is made in regard to C. O. D. shipments the respondent will be given another opportunity and will be permitted to continue to operate as a motor carrier and as a truck operator until further order of the Commission or Court.

It Is Therefore Ordered that the above respondent be ordered to cease and desist operating motor vehicles or motor trucks as a motor carrier and truck operator within ten days after receipt of this order unless satisfactory showing be made to the Commission before the ex-

piration of said ten days that respondent has made satisfactory settlement of C. O. D. shipments.

IT IS SO ORDERED.

Decision and Order rescinded by resolution dated February 27, 1933, and case dismissed.

Filed December 17, 1932. Closed February 27, 1933.

No. H-1712—1933. Clarence E. Miller, Corning. Revocation of Certificate No. 352. Revoked by resolution dated December 21, 1932.

Filed December 21, 1932. Closed December 21, 1932.

No. H-1714—1933. "On Time" Transfer Co., Omaha, Neb. Application to amend Certificate No. 399 to describe the name as The On Time Transfer Company. Amended by resolution dated December 22, 1932.

Filed December 19, 1932. Closed December 22, 1932.

No. H-1715—1933. Crandic Stages, Inc., Cedar Rapids and Northwestern Light & Power Company, Cedar Rapids, Application to transfer certain operating rights to the Northwestern Light & Power Company. Granted by resolution dated December 30, 1932. Certificate No. 429 issued January 3, 1933.

Filed December 27, 1932. Closed January 3, 1933.

No. H-1717—1933. Brady Transfer & Storage Company, Fort Dodge, and Ferd Grell, Garner. Application to lease Certificate No. 37. Approved by majority resolution dated December 29, 1932, Commissioner Woodruff dissenting.

Filed December 29, 1932. Closed December 31, 1932.

No. H-1718—1933. Missouri Transit Co., Macon, Mo., and H. G. Sevier, Ottumwa. Application for approval of proposed leasing of Certificate No. 320. Approved by resolution dated February 3, 1933.

Filed December 23, 1932. Closed February 3, 1933.

No. H-1719—1933. E. F. Burgett, Hancock, and Frank Kendall, Hancock. Application for approval to transfer the operating rights in Docket No. H-1603. Application not completed and file closed.

Filed December 31, 1932. Closed March 4, 1933.

No. H-1721—1933. Northwestern Light & Power Co., Cedar Rapids. Application to abandon operations between Muscatine and Burlington over Route No. 4 under Certificate No. 429. Approved January 5, 1933, and Certificate No. 429 amended by resolution dated February 22, 1933.

Filed December 23, 1932. Closed February 22, 1933.

No. H-1722—1933. Meinhardt Transfer, Memphis, Mo. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the south line of the state and Bloomfield and between the south line of the state and Centerville. Authorized by Certificate No. 450 issued March 16, 1933.

Filed January 3, 1933. Closed March 16, 1933.

No. H-1723—1933. J. W. Whitmer, Anthon. Revocation of Certificate No. 3. Revoked by resolution dated January 4, 1933.

Filed January 4, 1933. Closed January 4, 1933.

No. H-1724—1933. Gnagy & Sawyer, Dysart. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the east line of the state at Clinton and Cedar Falls. Authorized by Certificate No. 444 issued February 27, 1933.

Filed January 3, 1933. Closed February 27, 1933.

No. H-1725—1933. W. H. McIntyre, Des Moines. Revocation of Certificate No. 359. Revoked by resolution dated January 9, 1933.

Filed January 4, 1933. Closed January 9, 1933.

No. H-1726—1933. Grant L. Garrey, Manchester, and M. J. Cass, Monticello. Application for approval to transfer Certificate No. 418. Approved by resolution dated January 9, 1933.

Filed January 7, 1933. Closed January 9, 1933.

No. H-1727—1933. C. B. Croghan, Griswold. Revocation of Certificate No. 49. Revoked by resolution dated January 10, 1933.

Filed December 10, 1932. Closed January 10, 1933.

No. H-1728—1933. J. H. Matheson, Council Bluffs. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Council Bluffs and the east line of the state at Davenport. Authorized by Certificate No. 433 issued January 16, 1933.

Filed January 9, 1933. Closed January 16, 1933.

No. H-1729—1933. Iowa Transit Lines, Shenandoah. Revocation of Certificate No. 270. Revoked by resolution dated January 11, 1933.

Filed January 11, 1933. Closed January 11, 1933.

No. H-1730—1933. Jefferson Transportation Company, Minneapolis, Minn. Application for authority to transport a limited amount of freight, not to exceed three hundred (300) pounds, on each passenger carrying motor vehicle operating over the various routes now served. Hearing on this case was held February 28, 1933, and continued to March 28, 1933, to permit of proper publication of notice. On April 26, 1933, a decision granting the application in part was issued as follows:
Appearances at hearing of February 28, 1933.

For applicant—F. R. Fockler, Div. Supt., Mason City, Iowa.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Objector—Hughes, O'Brien & Faville, Attys., Des Moines, Iowa, by S. S. Faville.

For Chicago, Rock Island & Pacific Railway Co., Objector—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa.

For Illinois Central Railroad Company and Railway Express Agency, Inc., Objectors—C. A. Hellsell, Atty., Ft. Dodge, Iowa.

For Mason City & Clear Lake Railroad Company, Objector—J. H. Slesseger, Supt., Mason City, Iowa.

For Brotherhood of Railroad Trainmen, Objector—R. H. Richardson, Mason City, Iowa.

For Brotherhood of Locomotive Engineers, Objector—F. L. Hanner, Perry, Iowa.

For Order of Railway Conductors, Objector—W. H. Jeffries, Valley Junction, Iowa.

Appearances at hearing of March 28, 1933:

For applicant—None.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Objector—Hughes, O'Brien & Faville, Attys., Des Moines, Iowa, by S. S. Faville.

On January 10, 1933 the Jefferson Transportation Company, Minneapolis, Minnesota, a corporation, filed an application with the Commis-

sion for authority to transport not to exceed three hundred pounds (300 lbs.) of freight at any one time on any of the passenger motor carrier vehicles operated by it under Certificates of Convenience and Necessity Nos. 11 and 332.

Certificate No. 11 authorizes applicant to operate as a motor carrier of passengers over the following routes:

Route No. 1—Between Mason City, Nora Springs, Rudd, Floyd and Charles City.

Route No. 2—Between Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls, Cedar Heights, Castle Hill and Waterloo, except for the transportation of local passengers between Waterloo and Cedar Falls and points intermediate thereto.

Route No. 3—Between Mason City, Clear Lake, Ventura, Garner, Duncan, Britt, Hutchins, Wesley, Sexton and Algona.

Route No. 4—Between Mason City, Manly, Kensett, Northwood and the north line of the State of Iowa.

Route No. 5—Between Mason City, Rockwell, Sheffield, Hampton, Iowa Falls, Hubbard, Zearing, Colo, Nevada, Ames, Huxley, Ankeny and Des Moines.

Certificate No. 332 authorizes applicant to operate as a motor carrier of passengers between Algona, Whittemore, Cylinder, Emmetsburg, Ruthven, Dickens and Spencer.

Applicant did not ask for authority to transport a limited amount of freight locally between Waterloo and Cedar Falls and points intermediate thereto.

Applicant now holds authority under Certificate of Convenience and Necessity No. 27 to transport passengers and not to exceed three hundred pounds (300 lbs.) of freight on the motor vehicles operated between Mason City, Manly, Kensett, Northwood and the north line of the State of Iowa, which route is the same as Route No. 4 of Certificate No. 11 and that part of the application may therefore be disregarded.

This applicant also holds authority to transport intrastate passengers and not to exceed three hundred pounds (300 lbs.) of freight on the motor vehicles operated by it between Charles City and the north line of Iowa and certain intermediate points; between the north and south lines of the State of Iowa and certain intermediate points; between Cedar Rapids and the north line of Iowa and certain intermediate points; between Decorah and Dubuque and certain intermediate points; and authority to transport interstate passengers and not to exceed three hundred pounds (300 lbs.) of interstate freight on the motor vehicles operated by it between Waterloo, Jesup and Independence.

Written objections to the granting of this application were filed by Brady Transfer & Storage Company, Ft. Dodge, Iowa, Illinois Central Railroad Company, Central Transportation Company, Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Chicago, Rock Island & Pacific Railway Company and Railway Express Agency, Inc. The Commission also received letters from eleven business concerns of Mason City, Iowa, advising as to the necessity for the proposed service and requesting that the application be granted.

Public hearings on this application were held February 28, 1933 and March 28, 1933 at the office of the Commission and the application was taken under advisement at the conclusion of the March 28th hearing. The appearances at these hearings are shown on the title page of this decision. Three witnesses testified on behalf of the applicant at the hearing of February 28th and eight witnesses testified on behalf of the objectors. The objectors also introduced five exhibits.

While the class of service proposed in this case is really an express service by motor vehicle, it is described by the Commission as a limited freight service for the reason that Chapter 252-A1, Code of Iowa, 1931,

refers only to freight and passenger motor carriers. Shippers, as a rule, use this service only in emergency cases and because of the weight limitation, no great amount of freight can be transported on any one trip.

The applicant in this case is engaged in the business of transporting passengers and the proposed limited freight service would merely be incidental thereto and largely as an accommodation to the public in handling emergency shipments.

The class of shipments transported on passenger motor carrier busses would ordinarily move by express if the express service between stations were adequate to meet the need. Applicant does not offer pickup and delivery service, as does the express company, but merely offers a station to station service. In its proposed rate schedule, applicant reserves the right to refuse any package weighing over fifty pounds and/or over one foot by one foot by five feet in dimensions. This schedule also provides that all shipments must be prepaid and that shipments of a dangerous or offensive nature will not be transported.

The testimony in this case and in other cases of this kind shows that those favoring the authorization of this class of transportation do so because of their desire and need for quick deliveries on emergency shipments and the question of rates does not appear to be material.

Section 5105-a9 of said Chapter 252-A1 requires that a Certificate of Convenience and Necessity "* * * * shall include the right and duty to transport newspapers." Therefore, under the law, there is a necessity for the transportation of newspapers whenever the Commission finds that there is a necessity for passenger motor carrier service. While we are in accord with this provision of the law, we also believe that a necessity for a limited freight motor carrier service exists in most cases where there is a need for passenger motor carrier service.

The Mason City and Clear Lake Railroad Company operates twelve trains each way daily between Mason City and Clear Lake between the hours of 5:35 a. m. and 11:15 p. m., each of which handles package and L. C. L. freight. There is also other transportation service available between Mason City and Clear Lake and there appears to be no necessity for applicant's proposed service between those points.

While the evidence in this case does not, perhaps, warrant the granting of the application as filed, we are of the opinion that the establishment of the service proposed, except the transportation of local shipments between Mason City and Clear Lake and with a limitation of two hundred pounds (200 lbs.) of freight on any motor vehicle at any one time, will be of real benefit to the public.

We are also of the opinion that the establishment of the service proposed, except for the transportation of local shipments between Mason City and Clear Lake and with a two hundred pounds (200 lbs.) limitation, will not offer any serious competition with any other carrier but is a service to which the public is entitled in the absence of like service.

After full consideration of this case, the Commission finds that the transportation of not to exceed two hundred pounds (200 lbs.) of freight at any one time on any motor vehicle operated by the Jefferson Transportation Company over Routes Nos. 1, 2, 3 and 5 of Certificate of Convenience and Necessity No. 11 and over the route described in Certificate of Convenience and Necessity No. 332, except local freight between Waterloo and Cedar Falls and points intermediate thereto and between Mason City and Clear Lake, will promote the public convenience and necessity. A Certificate will therefore be issued to applicant in accordance with this finding as soon as it has complied with the necessary requirements.

Certificate Nos. 11 and 332 amended and extended by resolution dated May 8, 1933.

Filed January 10, 1933. Closed May 8, 1933.

No. H-1731—1933. J. E. Eldridge, Indianola. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Leon, Davis City, Lamon and the south line of the state. Authorized by Certificate No. 431 issued January 12, 1933.

Filed January 11, 1933. Closed January 12, 1933.

No. H-1732—1933. Western Freight Lines, Inc., Chicago, Ill. Application to amend Certificate No. 421. Amended by resolution dated January 13, 1933.

Filed January 13, 1933. Closed January 13, 1933.

No. H-1733—1933. The Federal Transfer Company, Omaha, Neb. Revocation of Certificate No. 386. Revoked by resolution dated January 14, 1933.

Filed January 14, 1933. Closed January 14, 1933.

No. H-1734—1933. Edgar Plagge, Mason City, and Charles T. Durand, owner and operator National Transfer Company, Marshalltown. Application for approval to transfer Certificate No. 98. Hearing on this application was held January 25, 1933, and on February 27, 1933, a majority resolution approving the transfer was issued, Commissioner Webster dissenting.

Filed January 16, 1933. Closed February 27, 1933.

No. H-1735—1933. Dewey F. Potts, Whiting, and Geo. A. King, Onawa. Application for approval to lease Certificate No. 209. Approved by resolution dated January 31, 1933.

Filed January 16, 1933. Closed January 31, 1933.

No. H-1736—1933. Gordon Storage Warehouses, Inc., Omaha, Neb. Revocation of Certificate No. 368. Revoked by resolution dated January 18, 1933.

Filed January 18, 1933. Closed January 18, 1933.

No. H-1737—1933. Interstate Transit Lines, Omaha, Neb. Application for authority to discontinue service to the intermediate points of Pilot Mound, Lehigh and Otho and for authority to transport passengers and a limited amount of freight between Boone, Ogden, Boxholm, Dayton, Harcourt and Fort Dodge. Full hearing was held February 21, 1933, being continued from February 14, 1933. On March 23, 1933, decision granting the application in part was rendered as follows:

For the applicant—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by James C. Davis, Jr.

For the town of Lehigh, Objector—Breen & Breen, Attys., Fort Dodge, Iowa, by Ed. Breen.

The Interstate Transit Lines, a corporation of Omaha, Nebraska, now operating as a passenger motor carrier over various routes within and without the State, is herein making application under the provisions of Chapter 252-A1, Code of Iowa, 1931, for authority to relocate the route traversed between Boone and Fort Dodge, discontinuing service to the intermediate points of Pilot Mound, Lehigh and Otho and operating instead over paved highway between Boone, Ogden, Boxholm, Dayton, Harcourt and Fort Dodge.

Pursuant to notice published in the manner prescribed by law, hearing was called at the office of the Board in Des Moines on Tuesday, February 14, 1933, and continued to February 21, 1933, at which time full hearing was had and the case taken under advisement, subject to the submission of briefs and arguments by both the applicant and objectors.

An application similar in that it provided for the discontinuance of

service to Lehigh and Otho was denied September 8, 1931 (Docket No. H-1285).

The applicant contends that the service over route existing has for some time been conducted at a loss; that operating expense over a gravelled road is greater than over a paved highway; that local patronage is of small consequence; that route now followed is unsuited for bus traffic; that it was understood at hearing held in 1931 some improvement would be made in the highway traversed; that little, if anything, has been done and there can now be no assurance of any improvement in the near future.

The Objector, Mayor and Town Council of Lehigh, contends that that community composed of 936 people is the second largest manufacturing and industrial center in Webster County, affording employment in normal times to some 200 men; that the population is comprised largely of mill workers and laborers who do not have cars of their own; that the discontinuance of service by bus will take away the "sole remaining means of going to and returning from Lehigh by common carrier"; that the highway now followed is a graded all-weather road well maintained; that two miles of it were resurfaced in 1932 and the other five and one-half miles will be resurfaced in 1933; that the service now afforded by bus is insufficient and the schedule existing is unsuited for the requirements of the community.

This Commission realizes and appreciates the position in which transportation agencies now find themselves and is in accord with any reasonable means of curtailing expense not unduly detrimental to public interest. In this instance, the abandonment of service to Lehigh will leave that town without passenger service by common carrier. It is true the the patronage so far offered by that community is not commensurate with the additional expense necessary to the continuance of the service. On the other hand, the present schedule of operation is not such as to warrant the use of busses to and from the nearest distributing center and county seat. Both the carrier and the town have some obligation, the one to serve and the other, if that service is desired, to patronize any reasonable service offered.

After a careful consideration of the record in this case, this Board is of the opinion and hereby finds that:

The discontinuance of service to and from the town of Lehigh will not at this time promote the public convenience and necessity.

The change otherwise proposed will promote the public convenience and necessity.

The carrier should, if reasonably possible, rearrange schedule to afford a service better suited to the requirements of Lehigh as well as other towns on the route.

Unless some greater disposition is shown by the citizens of Lehigh to use the service within ninety days after the change is made, this Commission will entertain an application to curtail or abandon the service to that community.

Supplemental decision issued May 22, 1933, as follows:

This Board, in acting upon the application of the Interstate Transit Lines, a corporation of Omaha, Nebraska, for authority to change route between Boone and Fort Dodge, found that:

"The discontinuance of service to and from the town of Lehigh will not at this time promote the public convenience and necessity.

"The change otherwise proposed will promote the public convenience and necessity.

"The carrier should, if reasonably possible, rearrange schedule to afford a service better suited to the requirements of Lehigh as well as other towns on the route.

"Unless some greater disposition is shown by the citizens of Lehigh to use the service within ninety days after the change is made, this Commission will entertain an application to curtail or abandon the service to that community."

The carrier now applies for authority to establish, effective June 1, 1933, two round trips daily between Fort Dodge and Lehigh, to suspend service over portion of existing route between Lehigh, Dayton, Pilot Mound and Boone for a period of ninety days, and for additional time in which to exercise the privileges conveyed under decision issued in this case.

This Commission, in considering further the record in this case and the supplemental application, hereby grants to the Interstate Transit Lines the privileges sought, subject to any objections that may be filed.

No. H-1738—1933. Esther M. Smith, Des Moines. Application for authority to operate as a motor carrier of freight consisting of motion picture films and accessories, interstate exclusively, between Des Moines, Waukee, Adel, Redfield, Dexter, Stuart, Menlo, Casey, Adair, Anita, Wiota, Atlantic, Oakland and the west line of the state at Council Bluffs. Authorized by Certificate No. 435 issued January 21, 1933.

Filed January 19, 1933. Closed January 21, 1933.

No. H-1739—1933. George A. King, Onawa. 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 Crescent, Honey Creek, Loveland, Missouri Valley, Mondamin, River Sioux, Blencoe and Onawa. Authorized by Certificate No. 436 issued January 25, 1933.

Filed January 20, 1933. Closed January 25, 1933.

No. H-1740—1933. The Central Transportation Company, Chicago, Ill. Suspension of service authorized by Certificates Nos. 222 and 304. Hearing held February 1, 1933. Application withdrawn February 21, 1933, asking in lieu thereof the right to abandon service under the above Certificates, the operating rights in Certificate No. 222 to revert to the Waterloo, Cedar Falls & Northern Railway Company. Certificates Nos. 222 and 304 revoked by resolution dated February 22, 1933.

Filed January 23, 1933. Closed February 22, 1933.

No. H-1741—1933. William Moyer, Waukon, and James G. Minert, Waukon. Application for approval to transfer Certificate No. 268. Approved by resolution dated February 3, 1933.

Filed January 24, 1933. Closed February 6, 1933.

No. H-1743—1933. H. W. Rieke, owner and operator Rieke Motor Transfer Line, Burlington. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the east line of the state at Burlington, West Burlington, Middletown, Danville, New London, Mt. Pleasant, Swedesburg, Olds, Crawfordsville, Ainsworth, Washington, West Chester, Keota, Sigourney, What Cheer, Rose Hill and Oskaloosa. Authorized by Certificate No. 437 issued January 27, 1933.

Filed October 25, 1932. Closed January 27, 1933.

No. H-1745—1933. D. H. Reynolds, Elkhart. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way from the east line of the state at Davenport to Durant, Wilton Junction, Atalissa, West Liberty, Iowa City, Tiffin, Homestead, Marengo, Ladora, Victor, Brooklyn, Grinnell, Newton, Colfax, Mitchellville and Des Moines. Approved January 28, 1933, and Certificate No. 445 issued February 28, 1933.

Filed January 27, 1933. Closed February 28, 1933.

No. H-1746—1933. Ralph Hale, Oskaloosa. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines and the south line of the state near Bloomfield. Authorized by Certificate No. 455 issued March 27, 1933.

Filed January 31, 1933. Closed March 27, 1933.

No. H-1747—1933. Lawless & Clark, Soldier. Revocation of Certificate No. 411. Revoked by resolution dated February 3, 1933.

Filed January 31, 1933. Closed February 3, 1933.

No. H-1748—1933. John W. Davison, Chariton. Revocation of Certificate No. 371. Revoked by resolution dated February 3, 1933.

Filed January 31, 1933. Closed February 3, 1933.

No. H-1749—1933. Rusco Transportation Company, Alta, a partnership composed of R. O'Bannon and C. C. Erickson, both of Alta. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way eastbound between Alta, Storm Lake, Albert City, Pocahontas, Gilmore City, Fort Dodge, Duncombe, Webster City, Jewell, Ames, Nevada, State Center, Marshalltown, Montour, Tama, Chelsea, Belle Plaine, Cedar Rapids, Mt. Vernon, Lisbon, Mechanicsville, Stanwood, Clarence, Lowden, Wheatland, Calamus, Grand Mound, De Witt and the east line of the state at Clinton. Authorized by Certificate No. 440 issued February 8, 1933.

Filed February 2, 1933. Closed February 8, 1933.

No. H-1750—1933. William West, Red Oak. Reinstatement of Certificate No. 287. Reinstated by resolution dated February 3, 1933.

Filed February 2, 1933. Closed February 3, 1933.

No. H-1751—1933. Crandic Stages, Inc., Cedar Rapids. Revocation of operating rights conveyed under Dockets Nos. H-992 and H-993. Revoked by resolution dated February 7, 1933.

Filed February 7, 1933. Closed February 7, 1933.

No. H-1752—1933. Sioux Forwarding Co., Sioux City, a partnership composed of C. W. James and E. T. Reed. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Sioux City and the east line of the state at Clinton. Application was not completed and the file was closed.

Filed February 2, 1933. Closed June 22, 1933.

No. H-1754—1933. Ray H. Fairbanks, dba Southern Iowa Transit Line, St. Joseph, Mo. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Bedford, Gravity, Corning, Lenox and Creston. Granted and Certificate No. 379 amended by resolution dated March 11, 1933.

Filed February 2, 1933. Closed March 11, 1933.

No. H-1755—1933. Raymond L. Hamsch, Shenandoah. Revocation of Certificate No. 206. Revoked by resolution dated February 11, 1933.

Filed February 11, 1933. Closed February 11, 1933.

No. H-1756—1933. Rohweder Truck Lines, Pipestone, Minn. Application for authority to operate as a motor carrier of freight, interstate exclusively, over various routes in Iowa. Approved and Certificate No. 471 issued June 1, 1933.

Filed February 10, 1933. Closed June 1, 1933.

No. H-1757—1933. Don Boyer, dba Glenwood Transit Line, Glenwood. Application for authority to operate as a motor carrier of freight, interstate exclusively, over portion of route in Iowa between Glenwood and Malvern. Approved February 17, 1933. Service was not inaugurated and the operating rights were revoked by resolution dated April 11, 1933.

Filed February 11, 1933. Closed April 11, 1933.

No. H-1758—1933. Northwestern Light & Power Co., Cedar Rapids, and Otto & Stanley Jackson, Oskaloosa. Application to transfer operating rights conveyed under Certificates Nos. 65 and 202 and Docket No. H-1361. Approved by resolution dated March 27, 1933.

Filed February 14, 1933. Closed March 27, 1933.

No. H-1759—1933. Trenton, Lineville & Leon Stages, Sedalia, Mo. Application to abandon service authorized by Certificate No. 310. Certificate No. 310 revoked by resolution dated February 28, 1933.

Filed February 16, 1933. Closed February 28, 1933.

No. H-1760—1933. C. D. Cross, Logan. Reinstatement of Certificate No. 290. Reinstated by resolution dated February 20, 1933.

Filed February 20, 1933. Closed February 20, 1933.

No. H-1761—1933. Tietz Trucking Company, Omaha, Neb. 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 Certificate No. 454 issued March 23, 1933.

Filed February 21, 1933. Closed March 23, 1933.

No. H-1763—1933. Knowles Storage & Moving Company, Omaha, Neb. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way westbound over three routes from the east line of the state to the west line of the state at Council Bluffs. Authorized by Certificate No. 451 issued March 20, 1933.

Filed February 20, 1933. Closed March 20, 1933.

No. H-1764—1933. Basil Clay, Malvern. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Council Bluffs and Malvern. Authority granted April 3, 1933, and Certificate No. 458 issued April 4, 1933.

Filed February 23, 1933. Closed April 4, 1933.

No. H-1765—1933. J. H. Matheson, Council Bluffs. Application to amend Certificate No. 433. Amended by resolution dated March 1, 1933.

Filed February 24, 1933. Closed March 1, 1933.

No. H-1767—1933. Central Freight Lines, Omaha, Nebraska, a partnership composed of Frank Skrupa and C. T. Jines, both of Omaha, Nebraska. Application for authority to operate as a motor carrier of freight, interstate exclusively, over routes in the state between the west line of the state at Council Bluffs and Grand Junction; the west line of the state at Council Bluffs and Storm Lake and over circuitous route between Denison, Charter Oak, Mapleton, Ida Grove, Schleswig and Denison. Authorized by Certificate No. 457 dated April 1, 1933.

Filed March 2, 1933. Closed April 1, 1933.

No. H-1768—1933. W. E. Sonnichsen, Denison. Revocation of Certificate No. 344. Revoked by resolution dated March 3, 1933.

Filed February 7, 1933. Closed March 3, 1933.

No. H-1769—1933. Daggett-Haw Transfer & Storage Co., Ottumwa, and Robert Young, Ottumwa. Cancellation of lease under Certificate No. 326. Cancelled by resolution dated March 28, 1933.

Filed March 4, 1933. Closed March 28, 1933.

No. H-1770—1933. Gallagher Transfer & Storage Company, Denver, Colorado. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Council Bluffs and the east line at Clinton. Authorized by Certificate No. 475 issued June 13, 1933.

Filed March 9, 1933. Closed July 13, 1933.

No. H-1773—1933. Merchants Motor Freight Company, Minneapolis, Minn., a partnership composed of Stanley L. Wasie and R. J. Stafford, both of Minneapolis, Minn., and Stanley L. Wasie, dba Merchants Motor Freight Company, Minneapolis, Minn. Application to transfer the operating rights granted in Docket No. H-1594. Approved March 13, 1933.

Filed February 27, 1933. Closed March 13, 1933.

No. H-1774—1933. Boyer Transfer Co., Creston. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Creston and Cumberland. Granted and Certificate No. 415 amended and extended by resolution dated March 30, 1933.

Filed March 10, 1933. Closed March 30, 1933.

No. H-1775—1933. R. B. Fearing, owner and operator Clark's Transfer & Storage Co., Cedar Falls. Failure to comply with the laws and the rules and regulations governing motor carriers and truck operators. Satisfactory explanation being made the file was closed.

Filed March 14, 1933. Closed June 13, 1933.

No. H-1776—1933. Cole Musick, Anita. Revocation of Certificate No. 113. Revoked by resolution dated March 14, 1933. Resolution rescinding the revocation and reinstating Certificate No. 113 was issued under date of March 16, 1933.

Filed March 14, 1933. Closed March 14, 1933.

Reopened March 16, 1933. Closed March 16, 1933.

No. H-1777—1933. Henry Watje & Son, Denison. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way eastbound between the west line of the state at Council Bluffs and Denison. Authorized by Certificate No. 465 issued May 8, 1933.

Filed March 14, 1933. Closed May 8, 1933.

No. H-1778—1933. C. A. Gatchell, Des Moines, and Iowa Film Delivery, Des Moines, a partnership composed of Charles F. Iles and Harold McKinney, both of Des Moines. Application for approval of transfer of the operating rights to be contained in Certificate No. 424. Approved by resolution dated May 11, 1933, under which date Certificate No. 424 was issued.

Filed February 15, 1933. Closed May 11, 1933.

No. H-1779—1933. A. C. Miller, Greenfield. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Greenfield and the west line of the state at Council Bluffs. Authorized by Certificate No. 453 issued March 22, 1933.

Filed March 20, 1933. Closed March 22, 1933.

No. H-1781—1933. T. J. Wahrer, owner and operator Wahrer Truck Lines, Charleston. Application for authority to operate as a motor carrier of freight between Donnellson, West Point, Houghton, Hillsboro, Salem and Mt. Pleasant. Hearing on this case was fully held May 16, 1933, and authority granted May 19, 1933. Certificate No. 325 amended to include authority granted May 26, 1933.

Filed March 22, 1933. Closed May 26, 1933.

No. H-1782—1933. Frank and Morton Transfer, Atlantic, and Cole Musick, Anita. Application for transfer of Certificate No. 113. Approved by resolution dated March 23, 1933.

Filed March 16, 1933. Closed March 23, 1933.

No. H-1784—1933. Central Transportation Company, Chicago, Ill. Reinstatement of Certificate No. 222. Reinstated by resolution dated March 25, 1933.

Filed March 24, 1933. Closed March 29, 1933.

No. H-1785—1933. J. H. Frederickson & Son, Harlan. Application for authority to operate as a motor carrier of freight between Harlan, Avoca, Minden, Neola, Underwood, Weston and the west line of the state at Council Bluffs. Hearings held May 23, 1933, and July 13, 1933, and on August 7, 1933, decision granting the application was rendered as follows:

APPEARANCES AT HEARING OF MAY 23, 1933:

For applicant—R. E. Hines, Atty., Harlan, Iowa; G. C. Wyland, Atty., Avoca, Iowa; J. H. Frederickson, Harlan, Iowa.

For Chicago, Rock Island and Pacific Railway Company, and Railway Express Agency, Inc., Objectors—J. G. Gamble, Atty. for Iowa, Chicago, Rock Island & Pacific Railway Company, Des Moines, Iowa, by A. T. Blake; A. W. Hayes, Supt., Railway Express Agency, Inc., Omaha, Neb.

For Roberts Transfer, Audubon, Iowa, Objector—S. C. Kerberg, Atty., Audubon, Iowa.

APPEARANCES AT HEARING OF JULY 13, 1933:

For the applicant—R. E. Hines, Atty., Harlan, Iowa.

For the Chicago, Rock Island & Pacific Railway Company and Railway Express Agency, Inc., Objectors—J. G. Gamble, Atty. for Iowa, Chicago, Rock Island & Pacific Railway Company, Des Moines, Iowa, by A. T. Blake.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Objector—Hughes, O'Brien & Faville, Attys., Des Moines, Iowa, by J. N. Hughes, Jr., Atty.

This application was filed March 27, 1933, by J. H. Frederickson and Son, Harlan, Iowa, a partnership composed of J. H. Frederickson and D. H. Frederickson, both of Harlan, Iowa, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Harlan, Avoca, Minden, Neola, Underwood, Weston, Council Bluffs, and the west line of the State of Iowa, in Shelby and Pottawattamie counties, Iowa.

Public hearing was held on this application on May 23, 1933, ten o'clock a. m., at the Chieftain Hotel, Council Bluffs, Iowa. During this hearing it was discovered that notice of the hearing was not published correctly in Shelby and Pottawattamie counties, and after taking the testimony and evidence of all those present, the Commission continued the hearing to a time and place to be named later in order that notice of hearing might be properly published in the counties in which applicant proposed to operate.

The continued hearing was fixed for July 13, 1933, nine o'clock a. m., at the Chieftain Hotel, Council Bluffs, Iowa, and notice of that hearing was published as required by said Chapter 252-A1 in Shelby and Pottawattamie counties. The continued hearing was held on July 13, 1933, at the conclusion of which the application was taken under advisement by the Commission.

The appearances at the hearings on this application are shown on the title page of this decision.

Written objections to the granting of this application were filed prior to the hearing by the Illinois Central Railroad Company, Central Transportation Company, Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Roberts Transfer, Audubon, Iowa, and Chicago, Rock Island & Pacific Railway Company.

Applicant is now operating as a motor carrier of interstate freight, exclusively, from Omaha, Nebraska to Council Bluffs, Weston, Underwood, Neola, Minden, Avoca and Harlan, Iowa, and from those points to Omaha, and holds this Commission's Certificate No. 231, dated September 6, 1929, authorizing such service over that part of the interstate route which is in the State of Iowa. The present application is for authority to transport Iowa intrastate freight between all points on that part of the interstate route which is in the State of Iowa.

Applicant proposes to make four trips per week from Council Bluffs to Harlan, and three trips per week from Harlan to Council Bluffs on the following schedule:

Mon., Wed., Thurs., Fri. P.M.				Mon. & Thurs. A.M.	Tues. Only P.M.
4:30	Lv.	Council Bluffs	Ar.	10:45	3:45
4:55	Ar.	Weston	Ar.	10:25	3:25
5:20	Ar.	Underwood	Ar.	10:10	3:10
5:45	Ar.	Neola	Ar.	9:40	2:40
6:15	Ar.	Minden	Ar.	9:15	2:15
6:50	Ar.	Avoca	Ar.	8:40	1:40
7:25	Ar.	Harlan	Lv.	8:00	1:00

According to the last time schedule filed with the Commission under Certificate No. 231, applicant is now operating on the following schedule in furnishing interstate freight motor carrier service between Omaha and Harlan:

Fri. P.M.	Wed. P.M.	Mon. & Thurs. P.M.			Mon. & Thurs. A.M.	Tues. P.M.
12:00	3:00	4:30	Lv.	Omaha	Ar.	11:15
3:15	6:15	7:45	Ar.	Harlan	Lv.	8:00
						5:15
						2:00

The Roberts Transfer, Audubon, Iowa, a partnership composed of W. S. Roberts and Roy Chard of Audubon, holds Certificate of Convenience and Necessity No. 447 which was granted to it on December 2, 1932, and which authorizes it to operate as a motor carrier of freight between the west line of the state of Iowa, Council Bluffs, Weston, Underwood, Neola, Minden, Avoca, Harlan, Jacksonville, Kimballton, Hamlin, Exira and Audubon, except for the transportation of local freight between Council Bluffs and Harlan and points intermediate thereto and local freight between Exira, Hamlin and Audubon.

Elmer Sahl, Harlan, Iowa, owner and operator of Rapid Transfer, is operating as a motor carrier of interstate freight exclusively, under Certificate No. 265, one-way from Omaha to Council Bluffs, Weston, Underwood, Neola, Minden, Avoca and Harlan.

H. F. Sarvis, Avoca, Iowa, doing business as Sarvis Transfer, is oper-

ating as a motor carrier of interstate freight exclusively, under Certificate No. 420, one-way, from Omaha to Council Bluffs, Weston, Underwood, Neola, Minden, Avoca and Walnut.

Herman H. Claussen, Manning, Iowa, is operating as a motor carrier of interstate freight exclusively, under Certificate No. 413, between Omaha, Council Bluffs, Weston, Underwood, Neola, Minden, Avoca, Harlan, Defiance, Manilla, Aspinwall, Manning, Templeton, Dedham and Coon Rapids.

H. F. Doyle, Persia, Iowa, owner and operator of Doyle Transfer, is operating as a motor carrier of interstate freight exclusively, under Certificate No. 238, one-way, from Omaha to Council Bluffs, Weston, Underwood, Neola, Minden, Shelby, Tennant, Portsmouth and Persia.

Ray Kroeger, Minden, Iowa, is operating as a motor carrier of interstate freight exclusively, under Certificate No. 266, one-way, from Omaha to Council Bluffs, Weston, Underwood, Neola and Minden.

Rihner Bros., Shelby, Iowa, a partnership, is operating as a motor carrier of interstate freight exclusively, under Certificate No. 339, one-way, from Omaha to Council Bluffs, Neola, Minden and Shelby.

The Chicago, Rock Island & Pacific Railway Company is furnishing daily, except Sunday, freight service from Council Bluffs to all of the points proposed to be served by applicant. This freight is scheduled out of Council Bluffs at 11:30 P. M. and to arrive Avoca 7:45 A. M., Harlan 9:35 A. M., Minden 8:35 A. M., Neola 9:10 A. M., Underwood 9:35 A. M., and Weston 10:00 A. M., which provides next morning delivery at all points.

The Chicago, Milwaukee, St. Paul & Pacific Railroad Company is furnishing daily, except Sunday, freight service from Council Bluffs to Weston, Underwood and Neola. Freight delivered to this company at Council Bluffs on one day is scheduled to arrive Neola 11:15 A. M., Underwood 11:30 A. M. and Weston 11:40 A. M. the following day.

The Chicago Great Western Railroad Company operates a way freight out of Council Bluffs at 7:10 A. M. on Mondays, Wednesdays and Fridays which is scheduled to arrive at Minden at 8:35 A. M. and at Harlan at 10:12 A. M. This company also operates a way freight out of Harlan at 1:30 P. M. on Tuesdays, Thursdays and Saturdays which is scheduled to arrive at Minden at 2:15 P. M. and at Council Bluffs at 3:30 P. M.

On July 27, 1932, the Roberts Transfer, Audubon, Iowa, which was then operating as a motor carrier of interstate freight exclusively between Omaha, Council Bluffs, Weston, Underwood, Neola, Minden, Avoca, Harlan, Jacksonville, Kimballton, Hamlin, Exira and Audubon, filed an application with the Commission for authority to operate as a motor carrier of Iowa intrastate freight between all of the Iowa points on that route. A public hearing was held on this application at Council Bluffs on September 20, 1932, and on December 2, 1932, the Commission issued a decision in that case in which it found in part that the evidence presented did not justify a finding that the service proposed locally between Council Bluffs and Harlan and points intermediate thereto would promote the public convenience and necessity. Certificate of Convenience and Necessity No. 447 which was issued to the Roberts Transfer as a result of the decision in this case does not, therefore, authorize that partnership to transport local freight between Council Bluffs and Harlan and points intermediate thereto. On May 11, 1933, the Roberts Transfer filed written resistance and objections to the granting of this application alleging that no public convenience will be served or promoted thereby; that there is no public necessity for the service proposed; that objector is now operating daily between the towns proposed to be served; that the railroad service is the same at this time as it was at the time of the Commission's decision on objector's application to serve this territory; that the proposed service would be less adequate than a service supplied by objector; that it would better promote the public convenience and

necessity to grant objector authority to serve the points proposed to be served by applicant, and that objector will apply for authority to serve those points whenever there is sufficient demand for the service. However, at the hearing of May 23, 1933, Roy Chard, who is one of the partners in the Roberts Transfer, testified that the establishment of the service proposed by applicant might and might not interfere or affect the business of the Roberts Transfer; that there had never been any effective competition between applicant and the Roberts Transfer, and that the relationship between these two partnerships is good.

Eight witnesses testified at the hearings on this application in favor of the establishment of the service proposed. These witnesses included applicant; a representative of a wholesale grocery concern at Council Bluffs; a representative of the International Harvester Company of America, Council Bluffs; a representative of a wholesale drug company at Council Bluffs; a representative of a wholesale fruit and vegetable concern at Council Bluffs; and three retail merchants of Harlan.

Four witnesses testified in opposition to the granting of this application. These witnesses were representatives of the Roberts Transfer, Railway Express Agency, Inc., and the Chicago, Rock Island & Pacific Railway Company. Objectors also submitted letters addressed to the Commission by two business men of Underwood and six business men of Avoca, setting out that the railroad service at those two points is adequate and requesting that this application be denied.

The evidence in this case shows that the question of competition between the wholesalers, jobbers and manufacturers of Council Bluffs and Omaha for business at the points proposed to be served by applicant is a very important element to be considered by the Commission in the disposition of this case, and that the business men of Council Bluffs are laboring under a serious handicap in attempting to meet that competition because of the fact that Omaha has considerably more transportation service to those points than Council Bluffs, Omaha enjoys an advantage over Council Bluffs in serving this territory for the reason that it has an abundance of interstate freight motor carrier service, while Council Bluffs has no authorized intrastate freight motor carrier service to these points. There is also a steadily increasing demand on the part of retail merchants to have their merchandise transported by truck. In order to meet this competition from Omaha and to comply with the requests of customers for truck service, the wholesalers of Council Bluffs have found it necessary to transport their customers' shipments to a truck terminal in Omaha where it is picked up by interstate motor carriers and transported back through Council Bluffs to destinations in Iowa. This arrangement, however, is somewhat of a burden on the business men of Council Bluffs because of the cost of transporting the shipments from Council Bluffs to Omaha, including the payment of bridge tolls, and the necessity of getting these shipments out of the wholesale houses and over to the truck terminal before the trucks leave Omaha. While this arrangement enables the Council Bluffs jobbers to take advantage of interstate truck service on some shipments, the witnesses testified that they have lost some orders to the wholesalers of Omaha because they could not get the orders to the Omaha terminal in time for delivery to the customers that day. This arrangement also necessitates more handling of merchandise and has resulted in merchandise, some of which is perishable, lying on the dock at Omaha for several hours. Notwithstanding these disadvantages the four witnesses from Council Bluffs testified that the bulk of their merchandise for the towns proposed to be served by applicant is now being transported by truck.

The witnesses from Harlan testified that there is a need for the service proposed; that they would receive quicker and better service if the merchandise were transported direct to them from Council Bluffs, and that it would permit them to buy more merchandise in Council Bluffs.

One of these witnesses testified that practically all of his merchandise from Council Bluffs has been transported by motor trucks for the last five years, and another witness testified that all of his perishable merchandise is transported from Council Bluffs by motor truck.

The Commission is convinced that applicant is well qualified to furnish the service proposed. J. H. Frederickson testified that the service proposed is all that is warranted at this time, but that applicant is ready and willing to establish daily service whenever it is found to be necessary.

With reference to that part of the written resistance and objections of the Roberts Transfer in which it objects to the granting of this application for the reason that it will apply for authority to furnish the service proposed by applicant whenever there is sufficient demand for such service. Section 5105-A7 of said Chapter 252-A1 provides that the Commission shall issue a Certificate of Convenience and Necessity to an applicant if it shall find, after public hearing, that the service proposed to be rendered will promote the public convenience and necessity. The Roberts Transfer does not have an application before the Commission at this time for authority to establish the service proposed by J. H. Frederickson & Son, and the Commission is of the opinion that it must issue a certificate to J. H. Frederickson & Son if it finds there is a necessity for the service proposed by that applicant, and that it is qualified to furnish that service. However, Section 5105-a18 of said Chapter 252-A1 provides that the Commission may grant an " * * * application in whole or in part upon such terms, conditions and restrictions and with such modifications as to schedule and route as may seem to it just and proper."

After having considered the record in this case, the Commission is of the opinion and finds that the establishment of freight motor carrier service between the points proposed to be served by applicant will promote the public convenience and necessity but that applicant's proposed time schedule does not provide for the service the public is entitled to receive from a motor carrier. Although it is only 102.2 miles from Harlan to the west line of the state of Iowa and return, via applicant's proposed route, applicant proposes to take almost twelve hours to make a round trip. Under the proposed schedule, applicant's trucks would leave Harlan at 8:00 A. M. and would not arrive back at that point until 7:25 P. M. This schedule would provide same day service from point of origin to destination but would not get the merchandise to the merchants in time to be available to their customers that day. J. H. Frederickson testified that it is very difficult to get shipments from the wholesale houses at Omaha and that they are not available at some places until about 5:00 P. M. but the Commission feels that this situation can be corrected and that if there is a necessity for intrastate freight motor carrier service over the proposed route it should not be subordinated to interstate service. The Commission also feels that a motor carrier, especially one operating over a comparatively short route, should operate his trucks out of a distributing center early enough in the day to make deliveries to all points on his route not later than 4:30 P. M. While the Commission has the authority to modify applicant's proposed time schedule so as to provide for earlier deliveries at destinations, it believes it advisable to give applicant an opportunity to work out and submit a schedule which will accomplish that result.

A certificate of convenience and necessity authorizing applicant to operate as a motor carrier of freight over the route applied for will, therefore, issue as soon as applicant files a time schedule of operation providing for service in accordance with the opinion herein expressed and has complied with the other necessary preliminary requirements of the law and the Commission's rules and regulations.

Certificate No. 493 issued August 28, 1933.

Filed March 27, 1933. Closed August 29, 1933.

No. H-1786—1933. Frank Kendall, Hancock, and Burgett & Kendall, a partnership composed of E. F. Burgett and Frank Kendall, both of Hancock. Application to transfer the operating rights in Docket No. H-1603. Approved by resolution dated March 30, 1933.

Filed March 23, 1933. Closed March 30, 1933.

No. H-1787—1933. Vander Kooi & Kuiper, Hull, and Ben Vander Kooi, Hull. Application to transfer Certificate No. 349. Approved by resolution dated March 31, 1933.

Filed March 28, 1933. Closed March 31, 1933.

No. H-1788—1933. Central Transportation Company, Chicago, Ill., and Waterloo, Cedar Falls & Northern Railway Company, Waterloo. Application for transfer of Certificate No. 222 and cancellation of lease under Certificate No. 75. Transfer approved and lease cancelled by resolution dated March 29, 1933.

Filed March 29, 1933. Closed March 29, 1933.

No. H-1789—1933. Bern S. Rempel, Fairbury, Neb. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way westbound between the east line of the state at Clinton and the west line of the state at Council Bluffs. Authorized by Certificate No. 468 issued May 24, 1933.

Filed April 3, 1933. Closed May 24, 1933.

No. H-1790—1933. Charles T. Durand, owner and operator National Transfer Company, Marshalltown. Revocation of Certificate No. 120. Revoked by resolution dated April 4, 1933.

Filed April 4, 1933. Closed April 4, 1933.

No. H-1791—1933. T. H. DeWees, Cedar Rapids. Application for authority to operate as a motor carrier of freight between Cedar Rapids, Fairfax, Walford, Amana, Homestead, South Amana, Marengo, Conroy, Williamsburg, Parnell, North English, South English, Webster, Sigourney, Martinsburg, Hedrick and Ottumwa. Hearings on this case were held May 17, 1933, and June 13, 1933. On July 18, 1933, decision denying the application was rendered as follows:

For Applicant—B. M. Richardson, Cedar Rapids, Iowa; Cahill, Boland & Hines, Attys., Cedar Rapids, Iowa, by W. C. Boland; T. H. DeWees, Cedar Rapids, Iowa.

For Chicago, Rock Island & Pacific Railway Company, Objector—J. G. Gamble, Atty., for Iowa, Des Moines, Iowa, by A. T. Blake, Assistant Attorney.

For Northwestern Light & Power Company, Cedar Rapids, and Iowa City Railway and White Line Motor Freight Company, Objectors—Frank C. Pyers, Atty., Cedar Rapids, Iowa.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Company and Railway Express Agency, Inc., Objectors—Hughes, O'Brien & Faville, Attys., Des Moines, Iowa, by J. N. Hughes, Jr.

This application was filed April 3, 1933, by T. H. DeWees, Cedar Rapids, Iowa, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Cedar Rapids, Fairfax, Walford, Amana, Homestead, South Amana, Marengo, Conroy, Williamsburg, Parnell, North English, South English, Webster, Sigourney, Martinsburg, Hedrick and Ottumwa, in Linn, Benton, Iowa, Keokuk, Mahaska and Wapello counties, Iowa.

Public hearing was held on this application at Cedar Rapids, Iowa, on May 17, 1933, and continued to a date to be named later because of

faulty publication of the notice of hearing in Mahaska county. Continued hearing was fixed for June 13, 1933, ten o'clock A. M. at the office of the Commission in Des Moines, and notice of the continued hearing was published in Mahaska county as required by law. The continued hearing was called on June 13, 1933, but there were no appearances and the case was taken under advisement.

Written objections to the granting of the application were filed by Illinois Central Railroad Company, Central Transportation Company, White Line Motor Freight Company, Des Moines, Iowa; Chicago, Milwaukee, St. Paul & Pacific Railroad Company; Railway Express Agency, Inc.; Northwestern Light and Power Company, Cedar Rapids, Iowa; Cedar Rapids & Iowa City Railway; Chicago & North Western Railway Company; Chicago, Rock Island & Pacific Railway Company; Sigourney Retail Merchants Association, Sigourney, Iowa, and H. P. Friedericksen, Florist, Marengo, Iowa.

Letters favoring the granting of the application were filed prior to the hearing by the Haw Hardware Company, Ottumwa, Iowa, and W. C. Carson & Company, North English, Iowa.

Four witnesses testified at the hearing of May 17, 1933, in favor of the granting of the application. These witnesses were the applicant, J. C. Murray, Supt., J. W. Edgerly & Company, Ottumwa, Iowa; H. F. Sundberg, Mgr., Traffic Bureau, Chamber of Commerce, Cedar Rapids, Iowa, and Robert Kelsey, Cedar Rapids, Iowa.

Applicant also submitted exhibits at the hearing of May 17, 1933, which were composed of letters favoring the granting of the application. These letters were from seventy-two wholesale and retail merchants of Fairfax, Marengo, Williamsburg, Parnell, North English, South English, Webster, Sigourney, Martinsburg, Hedrick and Ottumwa. Applicant did not present any witnesses, letters or petitions from Walford, Amana, Homestead, South Amana or Conroy.

Twelve witnesses testified at the hearing of May 17, 1933, in opposition to the granting of the application. These witnesses included a director of the Amana Society; two representatives of a wholesale hardware company with wholesale houses at Ottumwa and Cedar Rapids; a representative of a retail lumber company with yards at Cedar Rapids, Parnell and North English; a retail lumber and coal man of Williamsburg; a grocer at Sigourney; a merchant handling flour, feed, seed and potatoes at North English and five representatives of the Chicago, Rock Island & Pacific Railway Company, Railway Express Agency, Inc., and Chicago, Milwaukee, St. Paul & Pacific Railroad Company, objectors.

Objectors also submitted exhibits at the hearing of May 17, 1933, which were composed of letters and petitions opposing the granting of the application. These letters and petitions were signed by three hundred twenty-nine residents, merchants and business men of Walford, Marengo, Conroy, Williamsburg, Parnell, North English, South English, Webster, Sigourney, Martinsburg, Hedrick and Ottumwa.

Written arguments were filed subsequent to the hearing on behalf of applicant, Northwestern Light and Power Company, Cedar Rapids, and Iowa City Railway, White Line Motor Freight Company, Railway Express Agency, Inc., and Chicago, Milwaukee, St. Paul & Pacific Railroad Company.

Applicant's proposed time schedule provides for service each way daily, except Sunday, over the proposed route, with a truck leaving Cedar Rapids at 9:00 A. M., arriving Ottumwa 3:15 P. M. and a truck leaving Ottumwa at 9:00 A. M., arriving Cedar Rapids 3:15 P. M.

Applicant proposes to furnish door-to-door service and he testified that his proposed rates are about twenty per cent less than railroad freight rates.

The Chicago, Milwaukee, St. Paul & Pacific Railroad Company operates a way freight daily, except Sunday from Cedar Rapids to Ottumwa, which is scheduled to leave Cedar Rapids at 7:10 A. M. and to arrive

Ottumwa at 2:00 P. M. and a way freight daily, except Sunday, from Ottumwa to Cedar Rapids, which is scheduled to leave Ottumwa at 7:15 A. M. and to arrive at Cedar Rapids at 2:15 P. M. This carrier also operates a set out car from Cedar Rapids to Williamsburg and freight loaded in this car on one day would arrive Williamsburg between 6:00 A. M. and 7:00 A. M. the following day. Perishable car service is also furnished in both directions on Tuesdays and Fridays.

Applicant submitted a copy of an option which he secured from A. H. Sievers, Sigourney, Iowa, to purchase Certificate of Convenience and Necessity No. 227 under which A. H. Sievers is now operating as a freight motor carrier between Sigourney, Hayesville, Martinsburg, Hedrick and Ottumwa and between Sigourney, Delta, Rose Hill and Oskaloosa. This certificate provides that the holder shall not transport freight originating at or destined to Hedrick. Applicant testified that he proposed to exercise his right to purchase Certificate No. 227 if this application is granted and that this certificate would then be turned in for cancellation.

All of the points proposed to be served by applicant, except Homestead, Marengo, South English and Martinsburg, are being served by the Cedar Rapids-Ottumwa line of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Freight motor carrier service is being furnished between Homestead, South Amana, and Marengo by the White Line Motor Freight Company and between those points and Cedar Rapids by the White Line Motor Freight Company and the Northwestern Light & Power Company with a transfer at Iowa City. A. H. Sievers is furnishing freight motor carrier service between Sigourney, Hayesville, Martinsburg and Ottumwa. Through freight motor carrier service is being furnished between Cedar Rapids and Ottumwa by Ray Seaton, Cedar Rapids, who operates over a different route between those points than that proposed by applicant. There is also other rail service to certain points on applicant's proposed route.

One of applicant's witnesses, who represented a wholesale drug house at Ottumwa, testified that their customers ask them to get merchandise to them with as much service as possible and that his company liked to help them get anything that they asked for. However, this witness also testified that the railroad service from Ottumwa to the points proposed to be served by applicant was absolutely O. K.

H. F. Sundberg, Manager Traffic Bureau, Chamber of Commerce, Cedar Rapids, who appeared as a witness for applicant, testified that he called upon the principal jobbers of Cedar Rapids to determine their sentiment regarding this application and found that they had a divided opinion. He then outlined the position in which the jobbers of Cedar Rapids find themselves in attempting to meet the competition of other jobbing points at the towns proposed to be served by applicant and stated that there is a growing feeling that Cedar Rapids is losing ground in this territory because of the inroads of trucking from other jobbing points and that the Cedar Rapids jobbers must look forward to regulated truck service to save their business. He also testified that the existing rail service is not adequate for perishable shipments; that the jobbers of Cedar Rapids had no complaint regarding the existing freight motor carrier service between Cedar Rapids, Homestead and Marengo and that while they were not promoting the proposed motor carrier line as a Chamber of Commerce, they have come to realize that they will have to do something about it soon, in order to hold their business.

Applicant had no witnesses from any of the points intermediate to Cedar Rapids and Ottumwa but submitted seventy-two form letters from ten intermediate points and Ottumwa favoring the granting of the application. Applicant De Wees and Robert Kelsey testified that they visited the points proposed to be served, explained the proposed service and presented copies of the form letter for signatures. Applicant De Wees testified that several merchants did not want to take the time to write a letter in their own words and signed a form letter for the reason that it

expressed their feelings. Robert Kelsey testified that most of the men who signed the letters from Ottumwa were in a hurry and signed the form letter submitted by him rather than write letters themselves. While it appears to the Commission that the signers of these form letters may feel that the proposed service might be of some convenience to them, it believes that they would have welcomed the opportunity to go on record in their own words if there were a real need for the proposed service.

The witnesses for objectors testified that the existing rail service between the points proposed to be served by applicant is adequate; that the proposed motor carrier service would be of no benefit to them, and that there was no need for the proposed service.

After full consideration of the record in this case, the Commission is of the opinion and finds that the service proposed to be rendered by applicant would not promote the public convenience and necessity. The Certificate of Convenience and Necessity applied for is therefore denied.

Filed April 3, 1933. Closed September 30, 1933.

No. H-1792—1933. White Line Motor Freight Company, Inc., Des Moines. Amendment of route under Certificate No. 345. Amended by resolution dated April 6, 1933.

Filed April 5, 1933. Closed April 6, 1933.

No. H-1793—1933. Truck Owners Freight Co., Akron, Ohio. Application for authority to operate as a motor carrier of freight, interstate exclusively, over various extensions of present routes. Approved and Certificate No. 389 amended by resolution dated May 12, 1933.

Filed April 4, 1933. Closed May 15, 1933.

No. H-1794—1933. Rusco Transportation Co., Alta, a partnership composed of R. O'Bannon and C. C. Erickson, both of Alta. Revocation of Certificate No. 440. Revoked by resolution dated April 6, 1933.

Filed April 4, 1933. Closed April 6, 1933.

No. H-1795—1933. Henry Ogram, dba Union Transfer Co., Fremont, Neb. Revocation of Certificate No. 343. Revoked by resolution dated April 6, 1933.

Filed April 5, 1933. Closed April 6, 1933.

No. H-1796—1933. Bekins Van & Storage Co., 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, Modale, Missouri Valley, Loveland, Honey Creek, Crescent, Council Bluffs and the west line of the state. Authorized by Certificate No. 459 issued April 11, 1933.

Filed April 6, 1933. Closed April 11, 1933.

No. H-1797—1933. Northwestern Light & Power Company, Cedar Rapids, and Stanley Jackson, Oskaloosa. Joint application for approval of transfer of Certificate No. 19. Approved by resolution dated June 28, 1933.

Filed April 6, 1933. Closed June 28, 1933.

No. H-1798—1933. Kaiser Truck Service, Inc., Quincy, Illinois. Application for authority to operate as a motor carrier of freight, interstate exclusively, over extension of route between Des Moines, Newton and Monroe. Approved and Certificate No. 410 amended by resolution dated April 11, 1933.

Filed April 8, 1933. Closed April 11, 1933.

No. H-1799—1933. Harry Hess, Pipestone, Minn. Application to amend Certificate No. 288 by eliminating the southbound service. Hearing held May 24, 1933, and at the request of the applicant the application was dismissed.

Filed March 23, 1933. Closed June 8, 1933.

No. H-1800—1933. Mason and Roberts, Des Moines, a partnership composed of F. Claire Mason, Des Moines, and P. L. Roberts, Minneapolis, Minn. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Newton, Colfax, Mitchellville, Altoona and Des Moines. Granted and Certificate No. 369 amended by resolution dated April 15, 1933.

Filed April 7, 1933. Closed April 15, 1933.

No. H-1802—1933. Daggett-Haw Transfer & Storage Co., Ottumwa, and Dave Redman, owner and operator Redman Transfer Company, Ottumwa. Application for approval to lease Certificate No. 326. Application was not completed and file closed.

Filed April 12, 1933. Closed July 6, 1933.

No. H-1803—1933. Stanley L. Wasie, dba Merchants Motor Freight Co., Minneapolis, Minn. Application for authority to operate as a motor carrier of freight, interstate exclusively, between junction of U. S. Highways Nos. 64 and 30 at Colo, Collins, Mingo, Newton, Colfax, Mitchellville, Altoona and Des Moines. Authorized by Certificate No. 442 issued April 24, 1933.

Filed April 11, 1933. Closed April 24, 1933.

No. H-1804—1933. Sarvis & Stone, Avoca, a partnership composed of H. F. Sarvis and A. S. Stone, Avoca. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way westbound between the east line of the state at Davenport and the westline at Council Bluffs. Authorized by Certificate No. 474 issued June 9, 1933.

Filed April 12, 1933. Closed June 9, 1933.

No. H-1805—1933. John A. Anderson, dba Anderson Transfer, Corning. Application for authority to operate as a motor carrier of freight between Council Bluffs, Oakland, Lewis, Cumberland, Massena, Mt. Etna and Corning, and between Council Bluffs, Glenwood, Hastings, Emerson, Red Oak, Villisca, Grant, Mortons Mill, Sciola, Corning, Prescott and Lenox, except for the transportation of freight locally between Council Bluffs, Red Oak and points intermediate thereto. Joint hearing with Docket No. H-1818 was held July 13, 1933, being continued from May 23, 1933, and on August 24, 1933, decision granting the application in part was rendered as follows:

Docket No. H-1805

For the Applicant—Ed Fackler, Jr., Atty., Corning, Iowa; John A. Anderson, Corning, Iowa.

For the C., B. & Q. Railroad Company, Objector—For the Railway Express Agency, Inc., Objector—J. C. Pryor, Atty., for Iowa, Burlington, Iowa.

For the C., R. I. & P. Railway Company, Objector—For the Railway Express Agency, Inc., Objector—J. G. Gamble, Atty., for Iowa, by A. T. Blake, Atty., Des Moines, Iowa.

For Frank Scherer, Objector—Harold M. Peyton, Atty., Red Oak, Iowa.

For the Glenwood Transit Lines, Objector—Wellons & Clarkson, Attys., Glenwood, Iowa, by W. H. T. Wellons, Atty.

Docket No. H-1818

For the Applicant—Harold M. Peyton, Atty., Red Oak, Iowa; Frank C. Scherer, Red Oak, Iowa.

For the C., B. & Q. Railroad Company, Objector—For the Railway Express Agency, Inc., Objector—J. C. Pryor, Atty., for Iowa, Burlington, Iowa.

For the Anderson Transfer, Objector—Ed Fackler, Jr., Atty., Corning, Iowa.

Mr. John A. Anderson, doing business as the Anderson Transfer, Corning, Iowa, has made application to this Board for a Certificate of Convenience and Necessity authorizing the transportation of freight between Council Bluffs, Oakland, Lewis, Cumberland, Massena, Mt. Etna and Corning and between Council Bluffs, Glenwood, Hastings, Emerson, Red Oak, Villisca, Grant, Mortons Mill, Sciola, Corning, Prescott and Lenox in Pottawattamie, Cass, Adams, Taylor, Montgomery and Mills counties, except locally between Council Bluffs, Red Oak and points intermediate thereto.

Mr. Frank C. Scherer, Red Oak, Iowa, now operating as a freight motor carrier between Council Bluffs, Glenwood, Malvern, Hastings, Emerson and Red Oak, has also made application for a Certificate of Convenience and Necessity to extend that service to Stanton, Mortons Mill, Grant, Prescott and Lenox in Montgomery, Adams and Taylor counties.

Hearing on the Anderson application, originally fixed for May 23, 1933, at Council Bluffs, was continued to time and place to be named later because of failure to obtain proper publication of official notice of hearing. Pursuant to notice properly published in both cases, joint hearing was subsequently held at Council Bluffs on July 13, 1933, after which both cases were taken under advisement.

Written objections to both applications were submitted on behalf of the Chicago, Burlington and Quincy Railroad Company, Railway Express Agency, Illinois Central Railroad Company and the Central Transportation Company. Additional objections to the Anderson application were filed on behalf of the White Line Motor Freight Company, Inc., and the applicant Frank C. Scherer.

Both applicants are serving much of the territory involved from Omaha with service of a strictly interstate character. Various other operators are also furnishing interstate service to some of the stations for which intrastate rights are sought. Applicant Scherer, as hereinbefore stated, is now furnishing intrastate service between Council Bluffs, Glenwood, Malvern, Hastings, Emerson and Red Oak.

Much evidence was introduced by those both favoring and opposing the granting of the application. For the most part, however, the evidence as to the service proposed is similar to that in other cases of a like kind. The condition existing in Council Bluffs and Omaha has been discussed fully in other decisions (See decisions H-1601 and H-1785).

After carefully considering the record in these cases, particularly as to the service existing as well as that offered at each of the points involved, the advantages of the foreign over the local distributing center and the need for participation on equal competitive basis, this Board is of the opinion and hereby finds that the freight motor carrier service proposed to other than points now so served will promote the public convenience and necessity; further, that either applicant is qualified to furnish the service proposed. It also finds duplication of freight motor carrier service is not necessary. Certificates will, therefore, issue as follows:

John A. Anderson, dba Anderson Transfer, Corning, Iowa, authorizing the transportation of freight between the west line of the state at Council Bluffs, Oakland, Lewis, Cumberland, Massena, Mt. Etna and Corning, except locally between Council Bluffs, Lewis and points intermediate thereto; the west line of the state at Council Bluffs, Glenwood, Hastings, Emerson, Red Oak, Villisca, Corning, Prescott and Lenox, except locally between Council Bluffs, Red Oak and points intermediate thereto.

Frank C. Scherer, Red Oak, Iowa, now furnishing freight motor carrier service between the west line of the state at Council Bluffs, Glenwood, Malvern, Hastings, Emerson and Red Oak, to extend that service to Stanton, Mortons Mill and Grant.

Certificate No. 502 issued November 1, 1933.

Filed April 22, 1933. Closed November 1, 1933.

No. H-1806—1933. Truck Owners Freight Company, a partnership composed of H. M. Green and M. J. Zimmerman, both of Akron, Ohio. Application to amend Certificate No. 389 to show name as Truck Owners Freight Company, a corporation. Amended by resolution dated May 12, 1933.

Filed April 26, 1933. Closed May 15, 1933.

No. H-1807—1933. G. E. Bruce, owner and operator Bruce Transfer & 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 near Bloomfield. Authorized by Certificate No. 460 issued April 27, 1933.

Filed April 25, 1933. Closed April 27, 1933.

No. H-1809—1933. Kaiser Truck Service, Inc., Quincy, Illinois. Application for authority to operate as a motor carrier of freight, interstate exclusively, over an extension of route between Ottumwa, Bloomfield and the south line of the state over U. S. Highway No. 63. Approved and Certificate No. 410 amended by resolution dated May 17, 1933.

Filed April 27, 1933. Closed May 17, 1933.

No. H-1810—1933. Jefferson Transportation Co., Minneapolis, Minn. Revocation of Certificate No. 27. Revoked by resolution dated May 8, 1933.

Filed January 13, 1933. Closed May 8, 1933.

No. H-1811—1933. Geo. L. Heimendinger, Mason City, and M. F. Schlick, Charles City. Application for approval to transfer Certificate No. 16. Approved by resolution dated April 28, 1933.

Filed April 28, 1933. Closed May 1, 1933.

No. H-1812—1933. Iowa Film Delivery, Des Moines. Application for authority to operate as a motor carrier of motion picture films and accessories over various extensions of present circuitous routes. This case was heard on June 6, 1933, and granted under date of August 22, 1933.

Filed April 24, 1933. Closed August 22, 1933.

No. H-1813—1933. Ralph F. Hale, owner and operator Hale Transfer, Oskaloosa. Revocation of Certificate No. 455. Revoked by resolution dated May 4, 1933.

Filed May 4, 1933. Closed May 4, 1933.

No. H-1814—1933. Carl Reuter, Waterloo. Application for authority to operate as a motor carrier of freight over a circuitous route between Waterloo, Readlyn, Maynard, Fayette, West Union, Fayette, Sumner, Tripoli and Waterloo, except that originating at or destined to Randalia, Denver, Wapsie or Artesian. Hearing on this case was held June 21, 1933, and on October 21, 1933, decision granting the application in part was rendered as follows:

For Applicant—C. A. Hanson, Sec'y and Traffic Mgr., Chamber of Commerce, Waterloo, Iowa; Carl Reuter, Waterloo, Iowa.

For Chicago Great Western Railroad Company and Railway Express Agency, Inc., Objectors—Carr, Cox, Evans & Riley, Attys., Des Moines, Iowa, by John Inghram.

This application was filed with the Commission on May 4, 1933, by Carl Reuter of Waterloo, Iowa, under the provisions of chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight over a circuitous route between Waterloo, Readlyn, Maynard, Fayette, West Union, Fayette, Sumner, Tripoli and Waterloo in Black Hawk, Bremer and Fayette counties, Iowa, except for the transportation of freight originating at or destined to Denver, Wapsie, Randalia or Artesian.

This applicant is now operating as a motor carrier of freight between Waterloo, Maynard, Fayette and West Union, except for the transportation of freight originating at or destined to Denver, under Certificate of Convenience and Necessity No. 168, and desires authority to extend that route so that he may also serve the towns of Readlyn, Sumner and Tripoli.

Hearing on this application was fixed for June 21, 1933, ten (10) o'clock A. M. at the office of the Black Hawk county auditor, Waterloo, Iowa, and notice of the hearing was published as required by said chapter 252-A1.

Written objections to the granting of this application were filed by the Chicago, Great Western Railroad Company, Illinois Central Railroad Company, Railway Express Agency, Inc., and Chicago, Rock Island and Pacific Railway Company.

Public hearing was held on this application on June 21, 1933, at Waterloo, Iowa, at the conclusion of which the case was taken under advisement by the Commission. The appearances at this hearing are shown on the title page of this decision.

Applicant is now operating daily, except Sundays, Mondays and Wednesdays under Certificate No. 168 on the following schedule:

READ DOWN		READ UP	
7:00 A. M.	Lv. West Union	Ar.	5:45 P. M.
7:45 A. M.	Lv. Fayette	Lv.	5:15 P. M.
8:30 A. M.	Lv. Maynard	Lv.	4:30 P. M.
11:15 A. M.	Ar. Waterloo	Lv.	1:30 P. M.

Applicant proposes to operate daily, except Sundays and holidays over the proposed route on the following schedule:

READ DOWN	READ DOWN
8:30 A. M. Lv. Waterloo	12:30 P. M. Lv. West Union
9:40 A. M. Lv. Readlyn	1:10 P. M. Lv. Fayette
10:50 A. M. Lv. Maynard	2:00 P. M. Lv. Sumner
11:30 A. M. Lv. Fayette	2:40 P. M. Lv. Tripoli
12:00 P. M. Ar. West Union	3:40 P. M. Ar. Waterloo

Nine witnesses testified at the hearing of June 21, 1933, in favor of the granting of this application. These witnesses included applicant, the proprietor of a meat market, and the Ford Motor Company dealer at Sumner, representatives of five wholesalers and jobbers of Waterloo, and a representative of the Waterloo Truck Terminal. Applicant also submitted three petitions favoring the granting of this application. These petitions were signed by one hardware company of Readlyn, two general merchants of Tripoli, and thirteen business men of Sumner.

Five witnesses testified at the hearing of June 21, 1933, in opposition to the granting of this application. These witnesses included two business men of Readlyn who are members of the town council of Readlyn, two representatives of the Railway Express Agency, Inc., and a representative of the Chicago Great Western Railroad Company. Objectors also submitted a resolution adopted by the town council of Readlyn, letters from twenty-one merchants and business men of Readlyn and letters from four merchants and business men of Sumner opposing the granting of the application.

The hardware company of Readlyn that signed a petition favoring the granting of the application also signed two letters opposing the granting of the application. Two of the business men of Sumner who signed letters opposing the granting of the application also signed a petition favoring the granting of the application.

When the hearing was called on this application, C. A. Hanson, Secretary and Traffic Manager of the Waterloo Chamber of Commerce, advised the Commission that he was representing the applicant at the hearing by authority of the board of directors of the Waterloo Chamber of Commerce.

Readlyn, Sumner and Tripoli, which are the new points proposed to be served by applicant, are on the lines of the Chicago Great Western Railroad Company and the record shows that that company is furnishing tri-weekly freight service from Waterloo to each of those points. Freight originating at Waterloo and destined to Readlyn, Sumner and Tripoli is loaded by the Chicago Great Western Railroad Company at Waterloo on Tuesdays, Thursdays and Saturdays, and is scheduled for delivery to those points in the forenoon on Wednesdays, Fridays and Mondays, respectively.

None of the points now served, or proposed to be served by applicant except Waterloo, is on the lines of the objector, Illinois Central Railroad Company. The towns of Maynard and West Union are on the lines of objector, Chicago, Rock Island and Pacific Railway Company, but those two towns are now being served by applicant under Certificate No. 168.

The record in this case shows that the town council of Readlyn and practically all of the merchants and business men of that town are opposed to the establishment of the service proposed to be furnished by applicant. The Commission is, however, of the opinion that there is a reasonable need for the service proposed to the towns of Sumner and Tripoli.

The Commission, therefore, finds that the establishment of the service proposed by applicant, except for the transportation of freight originating at or destined to the town of Readlyn, will promote the public convenience and necessity. Certificate of Convenience and Necessity No. 168 will, therefore, be amended and extended in accordance with this finding as soon as applicant has complied with the necessary preliminary requirements of the law and this Commission's rules and regulations governing the operation of motor carriers.

Certificate No. 168 amended November 1, 1933.

Filed May 4, 1933. Closed November 1, 1933.

No. H-1815—1933. Mason & Roberts, Des Moines. Revocation of Certificate No. 369. Revoked by resolution dated May 3, 1933.

Filed May 3, 1933. Closed May 5, 1933.

No. H-1816—1933. Twin Cities-Des Moines Motor Express, Des Moines, a partnership composed of F. Claire Mason, Des Moines, and Fred A. Guinn, Madrid. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines and the north line of the state at Northwood and one way westbound between Newton and Des Moines. Authorized by Certificate No. 464 issued May 5, 1933.

Filed May 3, 1933. Closed May 5, 1933.

No. H-1817—1933. Fred A. Guinn, Madrid, and Twin Cities-Des Moines Motor Express, Des Moines. Application for approval to transfer Certificate No. 48. Approved by resolution dated May 3, 1933.

Filed May 3, 1933. Closed May 5, 1933.

No. H-1818—1933. Frank C. Scherer, Red Oak. Application for authority to extend present freight motor carrier route to include Red Oak, Stanton, Morton Mills, Grant, Prescott and Lenox. This application was heard jointly with Docket No. H-1805 at Council Bluffs, Iowa, on July

13, 1933, and under date of August 24, 1933, a decision was issued granting in part the authority requested. (See Docket No. H-1805 of this Report.)

No. H-1819—1933. Lysle Dirrim, Villisca. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way eastbound between the west line of the state at Council Bluffs and Villisca. Authorized by Certificate No. 473 issued June 8, 1933.

Filed May 6, 1933. Closed June 8, 1933.

No. H-1821—1933. Ray H. Fairbanks, dba Southern Iowa Transit Lines, St. Joseph, Mo. Application for a temporary change in route under Certificate No. 379. Granted May 11, 1933. Service over old route re-established and file closed.

Filed May 11, 1933. Closed November 15, 1933.

No. H-1822—1933. R. B. Fearing, owner and operator Clark's Transfer & Storage, Cedar Falls. Application to amend description of route under Certificates Nos. 152 and 194. Amended by resolution dated June 13, 1933.

Filed March 24, 1933. Closed June 13, 1933.

No. H-1823—1933. J. H. Matheson, Council Bluffs. Revocation of Certificate No. 433. Revoked by resolution dated May 13, 1933.

Filed May 13, 1933. Closed May 13, 1933.

No. H-1824—1933. James G. Minert, dba Blackhawk Freight Line, Waukon. Application for authority to operate as a motor carrier of freight between Dubuque, Durango, Rickardsville, Cottage Hill, Holy Cross, Luxemburg, Colesburg, Greeley, Edgewood, Strawberry Point, Osborne, Elkader, St. Olaf, Farmersburg, Giard, West McGregor, McGregor, Froelich, Monona, Luana, Postville, Castalia, Ossian, Calmar, Decorah and Waukon, except locally between Dubuque, Colesburg and points intermediate thereto. Full hearing was held June 22, 1933, and on August 24, 1933, a majority decision granting the application in part, together with the dissenting opinion of Chairman Woodruff, was rendered as follows:

For Applicant—B. M. Richardson, Special Representative, Cedar Rapids, Iowa; Hart & Hart, Attys., Waukon, Iowa, by Sherman Hart; J. G. Minert, Waukon, Iowa.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Company and Railway Express Agency, Inc., Objectors—Hughes, O'Brien & Faville, Attys., Des Moines, Iowa, by J. N. Hughes, Jr.

This application was filed on May 15, 1933, by James G. Minert, Waukon, Iowa, doing business as Blackhawk Freight Line, under the provisions of chapter 252-A1, Code of Iowa, 1931, and, as subsequently amended, is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Dubuque, Durango, Rickardsville, Cottage Hill, Holy Cross, Luxemburg, Colesburg, Greeley, Edgewood, Strawberry Point, Osborne, Elkader, St. Olaf, Farmersburg, Giard, West McGregor, McGregor, Froelich, Monona, Luana, Postville, Castalia, Ossian, Calmar, Decorah and Waukon, except:

1. For the transportation of freight locally between Dubuque, Colesburg and points intermediate thereto;
2. For the transportation of freight originating at Dubuque and destined to Independence, Jesup, Raymond or Waterloo and freight originating at Waterloo, Raymond, Jesup or Independence and destined to Dubuque;
3. For the transportation of freight originating at Waterloo and destined to Postville, Castalia, Ossian, Calmar or Decorah and freight originating at Decorah, Calmar, Ossian, Castalia or Postville and destined to Waterloo, and

4. For the transportation of freight originating at Dubuque and destined to Elkader and freight originating at Elkader and destined to Dubuque.

The application as originally filed on May 15, 1933, did not ask for authority to transport freight to or from Durango, Rickardsville, Holy Cross, Luxemburg or Colesburg but it was amended on June 6, 1933, by withdrawing those exceptions and by substituting therefor exceptions No. 1, 2 and 3 as set out above.

Applicant now holds Certificate of Convenience and Necessity No. 268 which authorizes him to operate as a motor carrier of freight between Waterloo, Jesup, Independence, Bryantburg, Hazelton, Oelwein, Arlington, Strawberry Point, Osborne, Elkader, Garnavillo, Monona and Waukon, which certificate provides that local freight shall not be transported between Waterloo, Jesup, Independence and points intermediate thereto and that freight originating at or destined to points intermediate to Monona and Waukon shall not be transported. This certificate was transferred from William Moyer, Waukon, Iowa, to James G. Minert with the approval of the Commission on February 6, 1933.

Applicant proposes to transport freight between all points on his present route under Certificate No. 268 and all points on his proposed route except as otherwise shown in the restrictions set out in the first paragraph of this decision.

Hearing on this application was fixed for June 22, 1933, ten o'clock A. M., at the Julien Dubuque Hotel, Dubuque, Iowa, and notice of the hearing was published as required by said chapter 252-A1.

Written objections to the granting of the application were filed prior to the hearing by Chicago, Milwaukee, St. Paul & Pacific Railroad Company, William Patrick, Dubuque, Iowa, and Illinois Central Railroad Company.

Public hearing was held on the application on June 22, 1933, at Dubuque, Iowa, at the close of which the case was taken under advisement by the Commission with the understanding that if applicant filed an amended Time Schedule of Operation, the objectors were to have ten days in which to file written brief and argument and the applicant was to have five days in which to reply thereto. The application was further amended by applicant at this hearing by withdrawing his request to transport freight originating at Dubuque and destined to Elkader and freight originating at Elkader and destined to Dubuque.

Applicant's original Time Schedule of Operation which was filed May 15, 1933, provided for a truck leaving Waukon at 7:00 A. M., arriving Dubuque at 3:45 P. M., and for a truck leaving Dubuque at 9:30 A. M., arriving Waukon at 6:00 P. M.

On June 16, 1933, applicant filed another Time Schedule providing for the following service:

8:30 A. M.	Lv.	Dubuque	.....	Ar.	3:35 P. M.
12:00 Noon	Ar.	Strawberry Point	.....	Lv.	1:30 P. M.
8:30 A. M.	Lv.	Waterloo	.....	Ar.	4:40 P. M.
12:00 Noon	Ar.	Strawberry Point	.....	Lv.	1:30 P. M.
1:30 P. M.	Lv.	Strawberry Point	.....	Ar.	11:15 A. M.
6:00 P. M.	Ar.	Waukon	.....	Lv.	8:00 A. M.

This service was proposed to be rendered daily, except Sundays and holidays, and was the service proposed by applicant at the time the hearing was called on this application.

On June 24, 1933, applicant filed another Time Schedule providing for the following service:

6:30 A. M.	Lv.	Dubuque	.....	Ar.	2:35 P. M.
10:00 A. M.	Ar.	Strawberry Point	.....	Lv.	12:30 P. M.
7:30 A. M.	Lv.	Waterloo	.....	Ar.	2:20 P. M.
11:00 A. M.	Ar.	Strawberry Point	.....	Lv.	12:30 P. M.
11:30 A. M.	Lv.	Strawberry Point	.....	Ar.	9:15 A. M.
4:00 P. M.	Ar.	Waukon	.....	Lv.	6:00 A. M.

This service is proposed to be rendered daily, except Sundays and holidays.

At the hearing of June 22, 1933, applicant testified that he proposed to change the Time Schedule which he filed on June 16, 1933, if the jobbers of Dubuque desired a different time of departure from that point. Applicant also testified that the schedule as then filed provided for a truck out of Dubuque at 8:30 A. M. which would give him some time at Dubuque in the early morning for some jobbers who might want to load between the hours of 6:00 A. M. and 8:30 A. M. but that other jobbers wanted him to have his truck leave Dubuque at 6:00 A. M. and that it would be necessary for him to adjust his schedule. The schedule filed June 24, 1933, is the schedule which applicant decided upon immediately after the hearing.

Written arguments have been filed in this case in accordance with the understanding had at the hearing.

Ten witnesses testified at the hearing of June 22nd in favor of the granting of this application. These witnesses included applicant; the traffic commissioner of the Dubuque Shippers Association; a man engaged in the boat building and boiler repair business at Dubuque; two business men of Strawberry Point, one of whom is engaged in the hardware and plumbing business and the other operates a store handling groceries, dry goods and fruit; four business men of Waukon, one of whom is engaged in the general merchandise business at Waukon, Rossville and Postville and has a warehouse at Waukon, one operates a tire shop, one a grocery store and the other handles bottled gas, and a retail implement dealer at Elkader. The testimony of the witness from Elkader was, however, withdrawn by applicant. Applicant also submitted a petition and four letters requesting the Commission to grant this application. These letters and the petition were signed by 25 merchants and business men of Waukon, 8 of Decorah, 5 of Postville, 2 of Ossian, 2 of Strawberry Point, 2 of Dubuque and 1 each of Edgewood, Elkader and McGregor.

Four witnesses testified at the hearing of June 22nd in opposition to the granting of this application. One of these witnesses appeared at the hearing as a representative of the Kiwanis Club of McGregor; another appeared as a member of the public affairs committee of the Kiwanis Club of McGregor and as a member of the town council of McGregor; one represented the Railway Express Agency, Inc., and the other represented the Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Objectors also submitted letters and petitions signed by ninety-nine merchants and business men of Greeley, Edgewood, Strawberry Point, Elkader, St. Olaf, Farmersburg, McGregor, Monona, Luana, Ossian, Calmar, Decorah and Waukon stating that the present transportation service at those points is adequate and protesting the granting of this application.

Applicant had no witnesses, letters or petitions from Durango, Rickardsville, Cottage Hill, Holy Cross, Luxemburg, Colesburg, Greeley, Osborne, St. Olaf, Farmersburg, Giard, West McGregor, Froelich, Monona, Luana, Castalia or Calmar which are on the proposed route nor from any of the points on his existing route between Strawberry Point and Waterloo.

Applicant testified that the rates provided for in his proposed rate schedule are the same as rail rates between the same points.

William Patrick, Dubuque, Iowa, is operating as a motor carrier of freight between Dubuque, Durango, Rickardsville, Cottage Hill, Holy Cross, Luxemburg, Colesburg, Millville, Guttenburg, Garnavillo, Clayton Center, Read and Elkader, except for the transportation of freight originating at or destined to Durango and Guttenburg, under Certificate No. 382.

Charles E. Kibler, Waterloo, Iowa, is operating as a freight motor carrier between Waterloo, Decorah, Calmar, Ossian, Castalia, Postville and certain other points under Certificate No. 317.

The H. & W. Motor Express Company, Dubuque, Iowa, is operating as a motor carrier of freight between Dubuque, Independence, Jesup, Raymond and Waterloo and certain other points under Certificate No. 370.

The Illinois Central Railroad Company is furnishing freight service between Dubuque, Independence, Jesup, Raymond and Waterloo.

The Chicago, Milwaukee, St. Paul & Pacific Railroad Company is furnishing freight service between all of the points proposed to be served by applicant, except Durango, Rickardsville, Cottage Hill, Holy Cross, Luxemburg, Colesburg and West McGregor.

The Chicago Great Western Railroad Company is furnishing freight service between Dubuque, Durango, Oelwein and Waterloo.

The witness who represented the Chicago, Milwaukee, St. Paul & Pacific Railroad Company testified that in order to expedite the movement of freight from Dubuque to points in the territory proposed to be served by applicant, it was handled out of Dubuque on a passenger train at 7:45 P. M. and that merchandise loaded at his company's freight house at Dubuque up to 6:00 P. M. is spotted at McGregor at 9:40 P. M. the same day.

At the hearing of June 22nd applicant testified that he would probably change his proposed leaving time out of Dubuque from 8:30 A. M. to 6:00 A. M. and that he expected to load his freight the night before with the exception of some perishables which would be loaded immediately before leaving Dubuque in the morning. Under this arrangement applicant would provide next day delivery on all freight out of Dubuque except some perishables which would be delivered the same day as received.

The following table shows the present schedule of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company from Dubuque to the points on its lines which are proposed to be served by applicant and applicant's proposed schedule from Dubuque to those points:

APPLICANT		C., M., St. P. & P. R.R.	
6:30 A. M.	Lv. Dubuque	Lv.	7:45 P. M.
8:30 A. M.	Lv. Greeley	Ar.	8:49 A. M.
9:30 A. M.	Lv. Edgewood	Ar.	8:20 A. M.
10:00 A. M.	Ar. Strawberry Point	Ar.	7:50 A. M.
*	Lv. Arlington	Ar.	7:20 A. M.
11:45 A. M.	Lv. Osborne	Ar.	2:12 P. M.
12:15 P. M.	Lv. Elkader	Ar.	8:25 A. M.
12:30 P. M.	Lv. St. Olaf	Ar.	7:50 A. M.
12:38 P. M.	Lv. Farmersburg	Ar.	7:25 A. M.
12:50 P. M.	Lv. Giard	Ar.	1:40 A. M.
1:00 P. M.	Lv. McGregor	Ar.	†9:40 P. M.
1:15 P. M.	Lv. Froelich	Ar.	6:52 A. M.
1:45 P. M.	Lv. Monona	Ar.	3:10 A. M.
1:55 P. M.	Lv. Luana	Ar.	3:25 A. M.
2:10 P. M.	Lv. Postville	Ar.	4:05 A. M.
2:20 P. M.	Lv. Castalia	Ar.	4:25 A. M.
2:30 P. M.	Lv. Ossian	Ar.	4:50 A. M.
2:50 P. M.	Lv. Calmar	Ar.	5:15 A. M.
2:30 P. M.	Lv. Decorah	Ar.	6:15 A. M.
4:00 P. M.	Ar. Waukon	Ar.	8:30 A. M.

* No time shown—probably about 1:15 P. M.

† Same day as freight leaves Dubuque.

The testimony and evidence introduced is for the most part based upon the convenience of the pick-up and delivery service at a rate no greater than that of the rail line with the additional point, strongly urged, of competition between the several jobbing centers for business in the territory involved. It is true that the service offered by the objector, Chicago, Milwaukee, St. Paul and Pacific Railroad Company, is good and for the most part satisfactory to points without the advantage so contended of truck service from competitive distributing centers. The distance from Waterloo to Waukon over the route now served and from Dubuque to Waukon via the route proposed is practically the same. LaCrosse also

enters this territory unrestricted with an interstate operation. Dubuque, therefore, contends it must have the privileges equal to those of its competitors.

Problems such as these are difficult, requiring careful analysis. The rail service to this territory is of such character that it should have every protection reasonably possible. On the other hand, the public convenience and necessity require equal opportunity to participate in the business available. Therefore, it is the opinion of this Commission and it hereby finds that the service proposed between Dubuque and Strawberry Point, connecting with route authorized under Certificate of Convenience and Necessity No. 268, will promote the public convenience and necessity; further, that service proposed to points intermediate to Dubuque and Strawberry Point, and to those north of Strawberry Point not on route authorized under Certificate of Convenience and Necessity No. 268, and the transportation of freight originating at Dubuque and destined to Garnavillo or that originating at Garnavillo and destined to Dubuque will not 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 Rules and Regulations Governing Motor Carriers.

DISSENTING OPINION BY CHAIRMAN WOODRUFF:

I am unable to concur in the decision on this application as I am of the opinion that the evidence does not warrant a finding that the establishment of the proposed service or any part thereof would promote the public convenience and necessity.

The decision in this case shows the service proposed to be rendered by applicant, the motor carrier operating rights now held by applicant, the other existing transportation service in the territory proposed to be served by applicant, the witnesses who testified at the hearing and some of the testimony introduced at the hearing and it is not necessary to go into that in this opinion. I desire, however, to review the testimony and evidence in more detail and to give my reasons for dissenting from the decision in this case.

One of the witnesses from Strawberry Point stated that he thought the proposed service would benefit his business as it would give him quicker service. The record shows, however, that freight shipped from Dubuque to Strawberry Point by rail is scheduled to arrive there at 7:50 A. M. whereas applicant's truck is not scheduled to arrive there until 10:00 A. M. This witness also testified that he is getting most of his merchandise from Dubuque by rail but he wanted store door delivery on rush orders.

In response to a request for his opinion as to whether the service proposed would be a public convenience and necessity, the other witness from Strawberry Point also stated that it would enable him to get his goods quicker. This witness testified that practically all of his merchandise from Dubuque is being delivered to him by contract trucks but that this service was no better than that of the railroad company and that applicant's proposed service would be more satisfactory than that of the contract truckers. This witness did not know whether applicant's proposed rates would be as low as those of the contract truckers as he was not familiar with the rates proposed. Neither of the witnesses from Strawberry Point offered any testimony as to the inadequacy of the existing rail service except as to occasional delays to shipments and the fact that the railroad company does not furnish store door delivery.

One of the witnesses from Waukon testified that applicant's proposed service would be a public convenience and necessity for the reason that it would give the merchants of Waukon better service from Dubuque and also enable them to take advantage of competitive prices at Dubuque. This witness later testified that the only reason he desired truck service is to avoid the local drayage charge and that his only objection to the railroad service is that the railroad company does not furnish store door delivery.

Another witness from Waukon testified that it is impossible to carry all sizes of tires in stock and that he must have quick service to take care of his business; that rail shipments are not delivered promptly after arrival at Waukon by the local drayman and that if the proposed service were established he could give his order to applicant one day and get it the next day. This witness also testified that he wanted store door delivery even though the railroad company would get his shipments to Waukon several hours ahead of applicant's truck.

The other two witnesses from Waukon endorsed the testimony of the first two witnesses from that point. One of these witnesses also testified that he would prefer truck delivery at 6:00 P. M. to rail delivery at 8:25 A. M. and the other witness testified that store door delivery would be a big advantage to him.

The traffic commissioner of the Dubuque Shippers Association testified that this application was discussed at a board meeting and was unanimously approved except for the proposed schedule which was not satisfactory. Practically all of this witness' testimony dealt with the question of competition between several jobbing points for business in the territory proposed to be served and he stated that Dubuque must have this proposed truck service in order to successfully meet the existing competition from other points which have truck service to this territory. According to this testimony, the jobbers of Dubuque feel that the schedule is secondary in importance to pick up and delivery service. This witness admitted that the railroad company has a good schedule and is furnishing very good service but called attention to the fact that the railroad company does not give pick up and delivery service whereas other jobbing centers with which Dubuque is in competition have pick up and delivery service to this territory. The main objection to the railroad service out of Dubuque seems to be that the railroad company does not furnish pick up and delivery service, as this witness stated that he thought there would be no necessity for the proposed truck line if the railroad company furnished that service. Many of the merchants prefer store door delivery and the jobbers must have such service available in order to retain business, according to this testimony.

The other witness from Dubuque testified that he called on a number of shippers at Dubuque, including practically all of the big shippers, regarding the establishment of the service proposed and found that practically all of them were in favor of it. This witness also testified that the proposed service would be of some benefit to him as he had an occasional shipment to the points proposed to be served.

The witnesses representing the Railway Express Agency, Inc., and the Chicago, Milwaukee, St. Paul & Pacific Railroad Company testified as to the service and facilities of their respective companies in the territory proposed to be served by applicant.

In making a decision on an application of this kind, the Commission must be guided by the provisions of the law under which the application is filed. Section 5105-a6 of said chapter 252-A1 declares it unlawful "* * *" for any motor carrier to operate or furnish public service within this state without first having obtained from the Commission a certificate declaring that public convenience and necessity requires such operation." Section 5105-a7 of that chapter provides that, "Before a certificate shall be issued, the Commission shall, after a public hearing, make a finding that the service proposed to be rendered will promote the public convenience and necessity. If such finding be made, it shall be its duty to issue a certificate." It is clear from this language of the law that the Commission must consider the interest of the public as a whole and that it would not be warranted in making the finding required by the law unless it was convinced that the existing transportation service was not reasonably adequate to the needs of the community proposed to be served. The burden is on the applicant to show that the existing transportation service is not reasonably adequate and that the service proposed will promote the public convenience and necessity. I feel that if there

is a need for freight motor carrier service in any territory and an application is made by a reliable applicant for authority to furnish whatever service may be necessary, the merchants and business men should welcome the opportunity to appear before the Commission in support of the application.

Practically all of the witnesses who favored the granting of this application testified that they desired the motor carrier service proposed because of the convenience and benefits to be derived from pick up and delivery service. The matter of quick service does not appear to be an important element in this case as applicant proposes to furnish next day delivery service on the bulk of the merchandise he would handle out of Dubuque and that service is now available by rail. In fact, the railroad company would make delivery several hours earlier than applicant at practically all of the points where applicant and the railroad company would be in competition. The matter of the cost of transportation does not enter into the case except that applicant proposes pick up and delivery service which would save the expense of local drayage or the necessity of a consignee picking up his own freight at the railroad station, as applicant proposes to assess the same rates as the railroad company.

While I have never interpreted the word "necessity," as used in the law, in its strictest sense, I believe that a showing that a service would be convenient is not sufficient to warrant the authorization of motor carrier service. If the Commission were to disregard the existing transportation service and the schedule proposed by this applicant and grant the application because of the proposal to furnish pick up and delivery service, it would have to grant practically every application for authority to establish freight motor carrier service between points not having that service. I believe that this is not the intent of the law and that such action would not be to the best interest of the public.

Although applicant proposes to serve twenty-six towns on the route proposed and to furnish connecting line service to seven other towns on his existing route, only three of these points were represented at the hearing by witnesses who favored the establishment of the service proposed.

Some testimony was given in this case with reference to the failure of the railroad company to maintain its schedule from Dubuque to the points in the territory proposed to be served by applicant but the record does not show that applicant will be able to maintain his proposed schedule at all times. The last schedule filed with the Commission for applicant's existing route provides for a truck leaving Waterloo at 10:00 A. M. which would depart from Strawberry Point at 1:42 P. M. However, applicant testified that this truck is now leaving Waterloo at 9:30 A. M. and one of the witnesses from Strawberry Point testified that it usually arrived at that point between 3:00 P. M. and 4:00 P. M.

As has just been stated, applicant's present time schedule for his Waterloo-Waukon route provides for a truck out of Waterloo at 10:00 A. M. and he must have chosen that hour of departure after investigating the transportation needs out of that point. However, in adjusting his time schedule out of Dubuque, he also proposes to change his leaving time out of Waterloo from 10:00 A. M. to 7:30 A. M. and no showing was made that this change would be satisfactory to the patrons on that route.

Considerable testimony was introduced on behalf of applicant with reference to the number of trucks now serving this territory which are operated by persons under contract with wholesalers and by wholesalers themselves and it was argued that the establishment of the service proposed would reduce the number of such trucks on the highways. However, no concrete evidence was introduced to show that such a result would be accomplished. This argument has been made to the Commission many times and was given very serious consideration on several occasions. However, our recent experience in administering the Iowa Motor Carrier Law has shown that this argument is not sound and that the number of contract and private trucks has made it extremely difficult

for many authorized freight motor carriers to secure sufficient tonnage to continue operating. The Commission is receiving complaints continuously from authorized freight motor carriers about the loss of tonnage to contract carriers but it can do nothing to protect the motor carrier unless it can prove that his unauthorized competitor is also operating as a "motor carrier." While the existence of a number of contract carriers in a territory undoubtedly tends to demoralize the existing public transportation systems in that territory and to react to the disadvantage of some jobbers, such a situation, in my opinion, does not justify the authorization of freight motor carrier service but is one for correction by the general assembly.

The record and decision in this case show that the Chicago, Milwaukee, St. Paul & Pacific Railroad Company is furnishing good service from Dubuque to the points on its lines which applicant proposes to serve and the maintenance of that service, in my opinion, is more important to the public as a whole than the establishment of the proposed motor carrier service. While I realize the limitations of freight motor carrier service, I have never opposed the establishment of freight motor carrier lines where I felt there was a reasonable need for such service as I believe they perform a valuable public service where the existing rail service is not adequate. However, I can see no need at this time for any of the service proposed by the applicant in this case and I believe that the authorization of any of the proposed service will make it futile for any railroad company or any interested person to oppose the granting of any application to furnish door to door freight motor carrier service.

If I correctly understand the decision in this case, the finding that the service proposed from Dubuque to Strawberry Point, Osborne, Monona and Waukon will promote the public convenience and necessity is based on the fact that the jobbers of Waterloo have door to door freight motor carrier service to those points and the opinion that the jobbers of Dubuque are entitled to the same service in order to participate in the business available at those points. This, however, strikes me as rather inconsistent for the reason that the decision denies applicant the right to transport freight from Dubuque to Postville, Castalia, Ossian, Calmar and Decorah which points are also receiving door to door freight motor carrier service from Waterloo. If it is to be the policy of the Commission to authorize the establishment of a freight motor carrier line from a jobbing point to one or more towns merely because there is a freight motor carrier line serving those towns from another jobbing point, I fail to see any reason for holding public hearings on such applications. By comparing the schedule of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company with applicant's proposed schedule, it will be seen that freight shipped from Dubuque to Strawberry Point, Monona and Waukon by rail is scheduled to arrive at those points from two to seven and one-half hours ahead of freight shipped from Dubuque to those points via applicant's proposed line.

The decision also states that there is interstate freight motor carrier service from LaCrosse, Wisconsin, to the territory proposed to be served by applicant and that Dubuque, therefore, contends it must have the same privileges as its competitors. This is apparently given as one of the reasons for granting applicant authority to transport freight from Dubuque to Waukon but this also strikes me as inconsistent for the reason that this interstate motor carrier also serves the town of Decorah and the decision denies applicant the right to serve that point.

After having carefully considered this application, I am of the opinion that it should be denied.

Certificate No. 268 amended by resolution dated September 27, 1933.

Filed May 15, 1933. Closed September 27, 1933.

No. H-1825—1933. Jefferson Transportation Co., Minneapolis, Minn. Application for reduction of freight handled on passenger carrying motor vehicles. Certificates Nos. 164, 217, 220, 462 and 463 amended by resolution dated May 25, 1933.

Filed May 12, 1933. Closed May 25, 1933.

No. H-1826—1933. Interstate Transit Lines, Omaha, Neb. Revocation of operating rights between Boone, Stanhope and Webster City conveyed under Certificate No. 96. Revoked by resolution dated May 22, 1933.

Filed May 17, 1933. Closed May 26, 1933.

No. H-1827—1933. Jefferson Transportation Company, Minneapolis, Minn. Revocation of Certificate No. 328. Revoked by resolution dated May 18, 1933.

Filed May 18, 1933. Closed May 18, 1933.

No. H-1828—1933. Sal D. Ceanne, dba Jackson Motor Express, Chicago, Ill. 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 at Council Bluffs. Application withdrawn.

Filed May 18, 1933. Closed May 31, 1933.

No. H-1829—1933. Corn Belt Transportation Co., Chicago, Ill., a partnership composed of C. A. Kuhnes, Chicago, Ill., L. M. Kuhnes, Omaha, Neb., and R. A. Kuhnes, Chicago, Ill. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Burlington and Mt. Pleasant and between Oskaloosa and Des Moines. This application was amended under date of May 29, 1933, to include only the route between Burlington and Mt. Pleasant, Iowa, which was authorized by Certificate No. 472 issued June 6, 1933.

Filed May 18, 1933. Closed June 6, 1933.

No. H-1830—1933. J. J. Speas, Kalona. Application for authority to operate as a motor carrier of freight between Kalona, Sharon Center, Iowa City, North Liberty, Midriver, Curtis, Shueyville and Cedar Rapids, except locally between Iowa City, Cedar Rapids and points intermediate thereto. Hearing on this application was held June 20, 1933, and authority granted July 8, 1933. Certificate No. 483 issued July 11, 1933.

Filed May 19, 1933. Closed July 11, 1933.

No. H-1831—1933. F. M. Merriman, Melcher. Application for authority to operate as a motor carrier of freight between Des Moines, Carlisle, Hartford, Pleasantville, Dallas, Melcher and Columbia, except locally between Des Moines, Pleasantville and points intermediate thereto. Hearing was held on this case June 13, 1933, and authority granted July 8, 1933. Certificate No. 482 issued July 10, 1933.

Filed May 19, 1933. Closed July 10, 1933.

No. H-1832—1933. Blue Line Storage Co., Des Moines, and Redman Freight Lines, Des Moines, a partnership composed of Fred Hermann, Des Moines, and Dave Redman, Ottumwa. Application for approval to transfer Certificate No. 301. Approved by resolution dated June 1, 1933.

Filed May 20, 1933. Closed June 1, 1933.

No. H-1833—1933. Boyer Transfer Co., Creston. Revocation of part of operating rights granted under Certificate No. 415. Revoked by resolution dated May 23, 1933.

Filed May 22, 1933. Closed May 23, 1933.

No. H-1834—1933. Mercer Transfer & Storage Company, Burlington, by Delbert Murray, Receiver, and R. R. Winans, owner and operator

United Transfer & Storage Company, Ft. Madison. Application for approval to lease Certificate No. 15. Approved by resolution dated May 29, 1933.

Filed May 20, 1933. Closed June 1, 1933.

No. H-1836—1933. M. F. Schlick, Charles City. Application for authority to operate as a motor carrier of freight between Charles City, Floyd, Orchard, Osage, Mitchell, St. Ansgar, Toeterville and Stacyville, except freight originating at Mason City and destined to Osage or that originating at Osage and destined to Mason City. Hearing on this case was held June 21, 1933, and on September 25, 1933, decision denying the application was rendered as follows:

For the Applicant—C. A. Hanson, Secy. and Traf. Mgr., Chamber of Commerce, Waterloo, Iowa; Garfield E. Breese, Atty., Mason City, Iowa; M. F. Schlick, Charles City, Iowa.

For R. O. Seaton, Osage, Iowa, Objector—Darwin J. Paulson, Atty., Osage, Iowa.

For the Illinois Central Railroad Company and Railway Express Agency, Inc., Objectors—C. A. Helsell, Atty., Fort Dodge, Iowa.

For Chicago Great Western Railroad Company, Objector—Carr, Cox, Evans & Riley, Attys., Des Moines, Iowa, by John Inghram.

M. F. Schlick of Charles City, Iowa, the applicant in this case, is now operating as a motor carrier of freight between the following points:

Certificate of Convenience and Necessity No. 117—Between Charles City, Floyd, Rudd, Nora Springs and Mason City;

Certificate of Convenience and Necessity No. 176—Between Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls, Cedar Heights, Castle Hill and Waterloo, except local freight between Waterloo and Waverly and points intermediate thereto;

Certificate of Convenience and Necessity No. 492—Between Charles City, New Hampton, North Washington and Alta Vista, except freight originating at Waterloo and destined to New Hampton and freight originating at New Hampton and destined to Waterloo.

The application in this case was filed on May 24, 1933, under the provisions of chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Charles City, Floyd, Orchard, Osage, Mitchell, St. Ansgar, Toeterville and Stacyville, except freight originating at Mason City and destined to Osage and freight originating at Osage and destined to Mason City.

Hearing on this application was fixed for June 21, 1933, ten o'clock A. M., at the office of the Black Hawk county auditor, Waterloo, Iowa, and notice of the hearing was published as required by said chapter 252-A1.

Written objections to the granting of this application were filed by the Illinois Central Railroad Company, Central Transportation Company, Chicago Great Western Railroad Company, Railway Express Agency, Inc., Chicago, Rock Island and Pacific Railway Company, R. O. Seaton, Osage, Iowa, and Waterloo Division 67 of the Order of Railway Conductors of America.

Public hearing was held on this application on June 21, 1933, at Waterloo, Iowa, at the close of which the case was taken under advisement by the Commission. The appearances at this hearing are shown on the title page of this decision.

Applicant is now operating on the following schedule between Waterloo and Charles City and between Mason City and Charles City:

Daily, except Sundays and holidays

8:30 A. M.	1:30 P. M.	Lv. Waterloo ...	Ar. 11:20 A. M.	4:50 P. M.
11:50 A. M.	4:50 P. M.	Ar. Charles City	Lv. 8:00 A. M.	1:30 P. M.
10:00 A. M.	2:00 P. M.	Lv. Mason City.	Ar. 10:00 A. M.	3:30 P. M.
12:30 P. M.	4:30 P. M.	Ar. Charles City	Lv. 8:00 A. M.	1:30 P. M.

Applicant proposes to operate between Charles City and Stacyville on the following schedule:

Daily, except Sundays and holidays

1:30 P. M.	Lv.	Charles City	.....	Ar.	7:30 P. M.
1:45 P. M.	Ar.	Floyd	.....	Ar.	7:10 P. M.
2:10 P. M.	Ar.	Orchard	.....	Ar.	6:50 P. M.
2:30 P. M.	Ar.	Osage	.....	Ar.	6:20 P. M.
3:00 P. M.	Ar.	Mitchell	.....	Ar.	6:00 P. M.
3:35 P. M.	Ar.	St. Ansgar	.....	Ar.	5:30 P. M.
3:55 P. M.	Ar.	Toeterville	.....	Ar.	5:15 P. M.
4:15 P. M.	Ar.	Stacyville	.....	Lv.	5:00 P. M.

Eleven witnesses testified at the hearing of June 21, 1933, in favor of the granting of this application. These witnesses included applicant, representatives of four wholesalers and jobbers of Waterloo, representative of the Waterloo Truck Terminal, a local drayman from Osage, a retail hardware merchant of Osage, a retail grocer of Mitchell, the proprietor of a garage at Stacyville and the proprietor of a tire shop, battery shop and gas station at St. Ansgar. Applicant also submitted seven letters and three petitions favoring the granting of this application. These letters and petitions were signed by twenty-six merchants and business men of Osage, five of Mason City, six of Orchard and three of Mitchell.

Sixteen witnesses testified at the hearing of June 21, in opposition to the granting of this application. These witnesses included R. O. Seaton, Osage, Iowa, who is an authorized freight motor carrier, ten merchants and business men of Osage, the president of the bank at Mitchell, the proprietor of a cafe and service station at Stacyville, a representative of the Illinois Central Railroad Company and two representatives of the Railway Express Agency, Inc. Objectors also submitted thirteen letters and seventeen petitions opposing the granting of the application. These letters and petitions were signed by thirty-seven merchants and business men of Charles City, ten of Floyd, five of Orchard, eighty-seven of Osage, thirty-five of Mitchell, sixty-two of St. Ansgar, five of Toeterville, eighteen of Stacyville, twenty-four of Waterloo, five of Janesville, seventeen of Waverly, fourteen of Plainfield and thirteen of Nashua.

All of the points now served by applicant on his Waterloo-Charles City route, except Castle Hill and Cedar Heights, and all of the points proposed to be served by applicant are on the Waterloo-Albert Lea line of the Illinois Central Railroad Company.

R. O. Seaton, Osage, Iowa, objector in this case, is operating as a motor carrier of freight between Mason City and Osage and between Osage and all of the points proposed to be served by applicant except Charles City, Floyd and Toeterville. Objector Seaton is also furnishing freight motor carrier service between Osage, Little Cedar, New Haven, Riceville and Meroa. This carrier is operating daily, except Sunday, between Mason City and Osage; daily, except Sunday, between Osage, Mitchell and St. Ansgar one trip each week between Osage and Orchard, and one trip each week between Osage and Stacyville.

The record shows that the Illinois Central Railroad Company is furnishing daily, except Sunday, service on merchandise from Waterloo to Orchard, Osage, Mitchell and St. Ansgar, and tri-weekly service on merchandise from Waterloo to Toeterville and Stacyville. Freight loaded at Waterloo on Saturdays, Tuesdays and Thursdays for all of the points proposed to be served by applicant leaves Waterloo at 4:15 A. M. on Mondays, Wednesdays and Fridays and is scheduled to arrive at all of those points the same morning. Freight loaded at Waterloo on Mondays, Wednesdays and Fridays for all of the points proposed to be served by applicant, except Toeterville and Stacyville, is scheduled to arrive at those points before 10:00 A. M. the day after it is loaded at Waterloo.

The main purpose of this application is to secure authority to transport freight originating at Waterloo and Mason City and destined to the

points on applicant's proposed route which are north of Floyd, with the exception of freight originating at Mason City and destined to Osage. Applicant is now furnishing freight motor carrier service between Waterloo, Charles City, Floyd and Mason City and does not contend that additional freight motor carrier service is necessary between those points. The only reason for including Charles City and Floyd in the present application is because applicant interchanges freight at Charles City and desires to start his proposed line from that point. There was very little evidence introduced with reference to the necessity for local freight motor carrier service between the points on the proposed route and practically all of the evidence submitted on behalf of the application dealt with the necessity for freight motor carrier service from Waterloo and Mason City to points on the proposed route which are north of Floyd.

Applicant is now operating a truck out of Waterloo at 8:30 A. M. daily, except Sundays, which is scheduled to arrive at Charles City at 11:50 A. M. He also operates a truck out of Mason City at 10:00 A. M. daily, except Sundays, which is scheduled to arrive at Charles City at 12:30 P. M. Applicant proposes to continue operating those two trucks on the same schedule and to operate a truck out of Charles City over the proposed route which would leave Charles City at 1:30 P. M. With these schedules in effect, applicant would interchange freight at Charles City and freight originating at Waterloo and Mason City and destined to points on the proposed route would be delivered to destination the same day as received by applicant at Waterloo and Mason City.

Applicant does not propose to furnish same day service on freight originating on his proposed route and destined to points on his existing routes.

Applicant testified that if an order were received at Waterloo in the morning mail from a point on the proposed route and the wholesale house filled the order in time to get it on the 8:30 A. M. truck out of Waterloo, it would be delivered to the consignee during the afternoon of that day. No evidence was introduced to show that the wholesale houses are equipped to handle their orders so promptly and from its experience in other cases the Commission is of the opinion that a limited amount of freight would be handled in this manner. Applicant also operates a truck out of Waterloo at 1:30 P. M. daily, except Sundays, but that truck does not arrive at Charles City until after the Charles City-Stacyville truck is scheduled out of Charles City. Applicant would, therefore, be furnishing next day delivery on the bulk of the merchandise handled by him from Waterloo to the points on the proposed route, which is the same service as is now being furnished by the Illinois Central Railroad Company.

After having fully considered the record in this case, the Commission is of the opinion that it does not warrant a finding that the establishment of the service proposed will promote the public convenience and necessity. The application is, therefore, denied.

Filed May 24, 1933. Closed September 29, 1933.

No. H-1837—1933. Edwin Booth, dba Booth Transfer Co., Walton, Nebraska. Application for authority to operate as a motor carrier of interstate freight exclusively between the west line of the state at Council Bluffs and the east line of the state at Clinton. After some correspondence, it appeared that a Truck Operator's permit was desired in this case instead of a Certificate to operate as an interstate Motor Carrier, and the file was closed.

Filed May 25, 1933. Closed August 25, 1933.

No. H-1838—1933. A. B. Fletcher, Centerville. Application for authority to operate as a Motor Carrier of passengers and a limited amount of freight between Albia, Moravia, Centerville, Cincinnati and the south line of the state. This case was fully heard at Albia, Iowa, under date of

July 10, 1933, being consolidated with Docket No. H-1859, and joint decision granting the right to operate between Centerville and the south line of the state but denying the right to operate between Albia, Moravia and Centerville, was issued under date of July 29, 1933, as follows:

For A. B. Fletcher and Missouri Transit Company—J. F. Joyce, Attorney, Centerville, Iowa; A. B. Fletcher, Centerville, Iowa.

For Burlington Transportation Company—J. C. Pryor, Atty. for Iowa, Burlington, Iowa.

The application in Docket No. H-1838 was filed with the Commission on May 27, 1933, by A. B. Fletcher, Centerville, Iowa, under the provisions of chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers and a limited amount of freight between Albia, Moravia, Centerville, Cincinnati and the intersection of Iowa Highway No. 60, and the south line of the state of Iowa in Monroe and Appanoose counties, Iowa. This applicant proposes to transport not to exceed two hundred (200) pounds of freight at any one time on any of his passenger carrying motor vehicles.

The application in Docket No. H-1859 was filed with the Commission on June 20, 1933, by the Burlington Transportation Company, Chicago, Illinois, a corporation, under the provisions of said chapter 252-A1 and is for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers and a limited amount of freight between Albia, Moravia and Centerville in Monroe and Appanoose counties, Iowa. This applicant proposes to transport not to exceed one hundred (100) pounds of freight at any one time on any of its passenger carrying motor vehicles.

Hearings on these applications were fixed for July 10, 1933, one o'clock P. M. at the office of the Monroe county auditor, Albia, Iowa, and notices of such hearings were published as required by law in Monroe and Appanoose counties. Inasmuch as both of these applicants proposed to furnish passenger and a limited freight service between Albia, Moravia and Centerville, a consolidated public hearing was held on the applications at Albia on July 10, 1933, and the Record made at the consolidated hearing was made to apply to both cases. At the close of this hearing, the cases were taken under advisement. The appearances at this hearing are shown on the title page of this Decision.

Written objections to the granting of the application of A. B. Fletcher were filed by the Illinois Central Railroad Company. No written objections were filed to the granting of the application of the Burlington Transportation Company.

The Iowa Southern Utilities Company of Centerville which operates an electric interurban railway between Centerville, Moravia and Albia and between Centerville and Mystic and which furnished passenger and freight service between those points prior to July 1, 1933, discontinued its passenger service at midnight June 30, 1933. This accounts for the filing of these two applications. Immediately prior to its discontinuance of passenger service, the Iowa Southern Utilities Company was operating four round trips daily between Centerville, Moravia and Albia. Notice of the discontinuance of this service was published by the Iowa Southern Utilities Company in certain newspapers in Monroe and Appanoose counties during the months of May and June, 1933, and stated that the company was compelled to discontinue passenger service because of steadily declining revenue from such operations. The company also advised the Commission that the number of passengers carried by it decreased from 525,000 in 1920 to 51,000 in 1932 with a proportionate decrease in revenues.

Applicant A. B. Fletcher proposes to operate four round trips daily between Centerville and Albia, and one round trip daily between Centerville and the south line of the state of Iowa.

The Burlington Transportation Company proposes to make two round trips daily between Centerville and Albia.

Both applicants propose to operate over Iowa Highway No. 60 between Albia and Centerville, and A. B. Fletcher proposes to operate over that highway between Centerville and the south line of the state of Iowa.

It is approximately twenty-three miles from Albia to Centerville, and approximately 17.5 miles from Centerville to the south line of the state of Iowa via Highway No. 60.

The Missouri Transit Company, Inc., of Macon, Missouri, is operating as a motor carrier of interstate passengers and a limited amount of interstate freight over Highway No. 60 between Centerville and the south line of the state of Iowa under Certificate No. 376, which was issued to it by this Commission on November 12, 1931. A. B. Fletcher testified that the Missouri Transit Company was a corporation owned by his brother, another member of the family and himself. On June 3, 1933, the Commission received a letter from A. B. Fletcher, advising that the Missouri Transit Company is not interested in his application to operate between Albia and the south line of the state of Iowa, and that he would take over the company's operations under Certificate No. 376, if his application were granted.

According to the application filed by A. B. Fletcher he proposes to use a 1932 six-passenger Plymouth sedan and a 1929 twelve-passenger Reo bus in furnishing the proposed service. However, at the hearing he testified that he proposed to use a Studebaker bus with a capacity of about twenty passengers and the Plymouth sedan. This Plymouth sedan is now being operated by the Missouri Transit Company, Inc., in furnishing service under Certificate No. 376. He also testified that he had access to all of the equipment of the Missouri Transit Company, Inc., if additional equipment were necessary.

The Burlington Transportation Company proposes to use two 1929, twenty-one passenger, General Motors busses in furnishing the service proposed in its application. A representative of the Burlington Transportation Company testified that his company is operating about fifteen General Motors yellow coaches in the state of Iowa, some of which would be available for the proposed route, and could get more from its other operations outside the state of Iowa.

A. B. Fletcher does not now hold any motor carrier operating rights from this Commission, but he testified that he had been in the bus business since 1923.

A representative of the Burlington Transportation Company testified that his company operated about 1,135 miles of bus routes and that it had 517 miles of bus routes in the state of Iowa. Another representative of the Burlington Transportation Company testified that all of the stock of that company is owned by the Chicago, Burlington and Quincy Railroad Company.

When the consolidated hearing was called, the Commission permitted A. B. Fletcher to proceed first, for the reason that his application was filed prior to that of the Burlington Transportation Company. Applicant A. B. Fletcher and six other witnesses testified at this hearing. These witnesses included the secretary of the Centerville Association of Commerce, a representative of a hotel at Centerville, a barber at Cincinnati, the proprietor of a book shop at Centerville, the assistant manager of a hotel at Albia, and a former operator of the city bus at Centerville.

Thirteen witnesses testified at the hearing on behalf of the Burlington Transportation Company. These witnesses included two representatives of the Burlington Transportation Company, four men engaged in the ice, oil, telephone and coal business at Centerville, the publisher of the newspaper, two general merchants, and the owner of a restaurant at Moravia, and the president, secretary and a member of the board of directors of the Albia Commercial Club who composed the committee of three which was appointed by the Albia Commercial Club to appear at the hearing to endorse the application of the Burlington Transportation Company.

A letter addressed to the Commission by the mayor of Cincinnati states that passenger and express service between Cincinnati, Centerville and Albia, would be a convenience and a great necessity for the community as a whole; requests that the Commission grant the application of A. B.

Fletcher, and advises that the writer thereof was unable to appear at the hearing because of illness in his family.

The Burlington Transportation Company introduced a resolution adopted by the board of directors of the Albia Commercial Club on July 5, 1933, which resolution sets out the need for the service proposed by the Burlington Transportation Company and the qualifications of that company. In this resolution the Albia Commercial Club also went on record as approving the application of the Burlington Transportation Company and directed its president to appoint a committee to appear at the hearing of July 10, 1933, and testify in favor of that application.

The Association of Commerce of Centerville was represented at the hearing by its secretary who appeared as one of A. B. Fletcher's witnesses and testified that there was a demand and need for a bus line between Centerville and Albia; that his association was not for or against either of the applicants for authority to operate between those points, and that his instructions were to leave it to the Commission as to which applicant should have the Certificate. The representative of a hotel at Centerville, who also appeared as one of A. B. Fletcher's witnesses, testified that the owners of the hotel were not for or against either of the applicants, and were only interested in good, reliable transportation. Although several of the Burlington Transportation Company's witnesses did not express a preference between the two applicants, it was very apparent that they would prefer to have the operating rights granted to that company.

All of the witnesses in both cases testified that there was a necessity for passenger motor carrier service between Albia and Centerville, and practically all of the witnesses testified that there was a necessity for a limited freight service between those points. Some of A. B. Fletcher's witnesses also testified as to the necessity for passenger and a limited freight service between Centerville and the south line of the state of Iowa.

Although several witnesses thought that four round trips daily between Albia and Centerville might be a more convenient service than two round trips daily, practically all of the witnesses were of the opinion that there was no demand at this time for four round trips daily, and that two round trips daily would be sufficient.

Since the Iowa Southern Utilities Company discontinued passenger service between Albia and Centerville, there has been no direct public passenger transportation service between those points, and no way of getting back and forth on a public carrier line in a reasonable length of time. The Wabash Railroad Company operates a passenger train each way daily between Albia and Moravia, but this service is furnished between one A. M. and three twenty A. M. and Moravia is a special stop in each instance.

A representative of the Burlington Transportation Company testified that it was his opinion from his investigations that two round trips daily between Albia and Centerville would take care of the requirements for transportation, and that the passenger traffic manager of the Iowa Southern Utilities Company was also of that opinion. This witness also testified that his company was in a position to establish additional service, and was willing to do so at any time it became necessary. He also testified that in drawing up its proposed schedule, his company had in mind the local service between Albia and Centerville and the making of as many connections as possible with train and bus service at Albia, and train service at Centerville.

The Chicago, Burlington and Quincy Railroad Company furnishes passenger train service once daily in each direction between Centerville and Cincinnati with connections at Sedan. During the week passengers may leave Centerville on one of these trains at 11:35 A. M. and arrive Cincinnati at 12:18 P. M., and leave Cincinnati at 5:26 P. M. and arrive Centerville at 6:05 P. M. On Sundays one of these trains leaves Centerville at 7:50 A. M. arrives Cincinnati at 8:33 A. M.; and one leaves Cincinnati at 5:34 P. M. and arrives Centerville at 6:15 P. M. Passengers

may also leave Centerville on a mixed train at 6:15 A. M. daily except Sunday, and arrive Cincinnati at 8 A. M. and leave Cincinnati on a mixed train daily except Sundays at 1:15 P. M. and arrive Centerville at 2:10 P. M. It is 16.4 miles from Centerville to Cincinnati via the railroad, and 9 miles via Highway No. 60.

After considering all of the evidence in these two cases, the Commission is of the opinion and finds that the establishment of motor carrier service for the transportation of passengers and a limited amount of freight between Albia, Moravia, Centerville, Cincinnati and the south line of the state of Iowa, via Highway No. 60, will promote the public convenience and necessity and having made such a finding must also decide which applicant is best qualified to furnish such service between Albia, Moravia and Centerville. A. B. Fletcher was the first of these two applicants to file an application for authority to operate between Albia, Moravia and Centerville, and if the two applicants were equally qualified to furnish service between those points, the Commission feels that he would be entitled to receive the operating rights. The Commission is, however, of the opinion that the interests of the public are paramount to the interest of an applicant and that while the priority of filing is an element to be considered, it is by no means controlling. The Commission is convinced that the Burlington Transportation Company is the better qualified of the two applicants to give adequate, sustained and dependable service, and that it would be in the interest of the public to grant the authority to that company. A Certificate of Convenience and Necessity will, therefore, be issued to the Burlington Transportation Company, authorizing it to establish the service proposed in Docket No. H-1859, as soon as it has complied with the necessary preliminary requirements, and a Certificate of Convenience and Necessity will be issued to A. B. Fletcher authorizing him to establish the service proposed in Docket No. H-1838 between Centerville and the south line of the state of Iowa, as soon as he has complied with the necessary preliminary requirements. That part of the application of A. B. Fletcher for authority to operate as a motor carrier of passengers and a limited amount of freight between Albia, Moravia and Centerville is denied.

No. H-1839—1933. Wm. J. Hoey, dba Hoey Cartage Co., 306 North Union Avenue, Chicago, Illinois. Application for authority to operate as a motor carrier of interstate freight exclusively between the east line of the state at Clinton and the west line of the state at Council Bluffs, between the east line of the state at Davenport and the west line of the state at Council Bluffs and between the west line of the state at Council Bluffs and the south line of the state near Hamburg. Operation permitted by Certificate No. 470 issued under date of June 21, 1933.

Filed May 29, 1933. Closed June 21, 1933.

No. H-1840—1933. Henry Ogram, dba Union Transfer Company, Fremont, Nebraska. Application for authority to change name of the holder of Certificate No. 307 to the Union Transfer Company, a corporation, Fremont, Nebraska. Granted by resolution under date of June 5, 1933.

Filed April 12, 1933. Closed June 5, 1933.

No. H-1841—1933. Loren L. Adams, Osceola. Application for authority to operate as a motor carrier of freight originating at or destined to points intermediate to Osceola and Corning, including Murray, Thayer, Talmage, Afton, Creston and Stringtown, and between Osceola, Woodburn, Lucas and Chariton, except locally between Lucas and Chariton, that originating at Des Moines and destined to Lucas or Chariton, or that originating at Chariton or Lucas and destined to Des Moines. Hearing on this application was fully held July 11, 1933, and on November 29, 1933, decision granting the application, with certain exceptions, was rendered as follows:

For the Applicant—M. R. Stansell, Atty., Osceola, Iowa.

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

Loren L. Adams, Osceola, Iowa, owner and operator of Osceola Transfer Company, the applicant in this case, now holds Certificates of Convenience and Necessity Nos. 177 and 372, which authorize him to operate as a motor carrier of freight between the following named points:

Certificate No. 177—Between Osceola, Nortonville, Liberty, Medora, Jefferson Heights, Log Cabin Station, Higdonville, Indianola and Des Moines, except for the transportation of local freight between Indianola and Des Moines and points intermediate thereto.

Certificate No. 372—Between Osceola, Afton, Creston, Corning, Hoyt, Red Oak, Coburg, Essex, Shenandoah, Norwich, Clarinda and Villisca, except for the transportation of freight originating at or destined to points intermediate to Osceola and Corning.

Applicant now operates over U. S. Highway No. 65 between Osceola and Des Moines in furnishing the service authorized by Certificate No. 177. In furnishing the service authorized by Certificate No. 372, applicant operates west from Osceola on U. S. Highway No. 34 to Red Oak, thence south on Iowa Highway No. 48 to Shenandoah, thence east on Iowa Highway No. 3 to Clarinda, thence north on U. S. Highway No. 71 to U. S. Highway No. 34 and thence east on U. S. Highway No. 34 to Osceola.

The application in this case was filed on June 3, 1933, under the provisions of chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity authorizing applicant to operate as a motor carrier of freight originating at or destined to Murray, Thayer, Talmage, Afton, Creston and Stringtown and to operate as a motor carrier of freight between Osceola, Woodburn, Lucas and Chariton, except local freight between Lucas and Chariton, freight originating at Des Moines and destined to Lucas or Chariton and freight originating at Chariton or Lucas and destined to Des Moines.

Hearing on this application was fixed for July 11, 1933, nine o'clock A. M., at the office of the Clarke county auditor, Osceola, Iowa, and notice of the hearing was published as required by said chapter 252-A1.

Written objections to the granting of the application were filed prior to the hearing by the Chicago, Burlington and Quincy Railroad Company, Railway Express Agency, Inc., and the Illinois Central Railroad Company. The Illinois Central Railroad Company does not, however, have any lines in the territory now served or proposed to be served by applicant.

Public hearing was held on the application on July 11, 1933, at Osceola, at the conclusion of which the case was taken under advisement by the Commission.

Applicant is now operating between Osceola and Des Moines on the following schedule and proposes to continue this schedule in effect in the event this application is granted:

READ DOWN			READ UP		
Daily, except Saturday only	Daily, except Saturday and Sunday		Daily, except Saturday and Sunday	Daily except Sunday	
P. M.	P. M.		P. M.	A. M.	
3:00	5:00	Lv. Des Moines	Ar. 2:00	9:00	
5:00	7:00	Ar. Osceola	Lv. 12:10	7:00	

The Time Schedule originally filed with this application provided for the following service east and west of Osceola:

READ DOWN			READ UP		
Daily, except Sunday			Daily, except Sunday		
P. M.				P. M.	
7:30	Lv.	Osceola	Ar.	10:30	
8:00	Lv.	Woodburn		*	

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8:20	Lv.	Lucas		*
8:38	Ar.	Chariton	Lv.	9:15

READ DOWN			READ UP		
Daily, except Sunday			Daily, except Sunday		
P. M.			A. M.		
10:00	Lv.	Osceola	Ar.	10:30	
*		Murray	Lv.	10:10	
*		Thayer	Lv.	9:55	
*		Talmage	Lv.	9:40	
*		Afton	Lv.	9:20	
11:30	Lv.	Creston	Lv.	9:00	
11:50	Lv.	Stringtown	Lv.	8:20	
A. M.					
12:30	Lv.	Corning	Lv.	8:00	
2:00	Lv.	Red Oak		†	
2:45	Lv.	Essex		†	
3:30	Lv.	Shenandoah		†	
3:50	Lv.	Norwich		†	
4:15	Lv.	Clarinda		†	
6:30	Ar.	Villisca	Lv.	7:15	

* No stops at these points on westbound trip.
 † These points not on route from Villisca to Corning.

The service provided for by this schedule to points west of Osceola is the same as applicant is now furnishing to those points except for the proposed stops at points intermediate to Osceola and Corning. No changes were made in this schedule up to the date of the hearing on this application and it was, therefore, considered as applicant's proposed Time Schedule at the time the hearing was called in this case. It developed at the hearing, however, that applicant proposed to make a direct transfer of freight at Osceola from the Chariton-Osceola truck to the westbound truck out of Osceola and inasmuch as this schedule does not provide for such a connection, applicant's representative stated that it would be necessary to change the schedule.

On August 10, 1933, applicant filed another Time Schedule providing for the following service east and west of Osceola:

READ DOWN			READ UP		
Daily, except Sunday			Daily, except Sunday		
P. M.			P. M.		
7:05	Lv.	Osceola	Ar.	9:45	
7:35	Lv.	Woodburn	Lv.	9:15	
7:55	Lv.	Lucas	Lv.	8:50	
8:15	Ar.	Chariton	Lv.	8:30	
Daily, except Sunday					
A. M.			A. M.		
6:30	Lv.	10:00 Lv. Osceola	Ar.	10:30	Ar. 12:00
					A. M.
7:00	Lv.	* Lv. Murray	Lv.	10:10	Lv. 11:40
7:15	Lv.	* Lv. Thayer	Lv.	9:55	Lv. 11:25
7:30	Lv.	* Lv. Talmage ..	Lv.	9:40	Lv. 11:10
7:50	Lv.	* Lv. Afton	Lv.	9:20	Lv. 10:50
8:15	Ar.	11:30 Lv. Creston	Lv.	9:00	Lv. 10:30
		11:50 Lv. Stringtown	Lv.	8:20	
A. M.					
		1:00 Lv. Corning ...	Lv.	8:00	
		3:00 Lv. Red Oak ...		†	

3:30	Lv.	Essex	†
4:30	Lv.	Shenandoah	†
5:00	Lv.	Norwich ..	†
5:30	Lv.	Clarinda ..	†
6:30	Ar.	Villisca ...	Lv. 7:15

* No stops at these points on this trip.

† These points not on route from Villisca to Corning.

The testimony in this case shows that applicant proposes to furnish door-to-door service; that his proposed rates are less than rail rates, and that the establishment and use of the service proposed would also save the cost of local drayage.

Nine witnesses testified at the hearing of July 11, 1933, in favor of the granting of this application. These witnesses included applicant's son, the traffic manager of a wholesale hardware company of Des Moines, the manager of the Motor Freight Terminal of Des Moines, a representative of a wholesale hardware company of Ottumwa, the proprietor of a hardware and implement store at Osceola, the proprietor of a hardware store at Afton, a representative of a lumber company at Afton, a wood-work and carriage trimmer of Creston and a local drayman at Corning. Applicant also submitted letters and petitions favoring the granting of the application which were signed by sixty-three merchants and business men of Creston, twenty of Afton, thirteen of Murray, four of Thayer, two of Talmage, one of Stringtown, five of Woodburn and six of Ottumwa.

A representative of the Chicago, Burlington and Quincy Railroad Company and a representative of the Railway Express Agency, Inc., testified at the hearing of July 11, 1933, in opposition to the granting of the application. Objectors submitted petitions opposing the granting of the application, which were signed by fifteen merchants and business men of Afton, six of Lucas and five of Thayer. Objectors also submitted letters from the Creston Club and the Chariton Community Club opposing the granting of the application.

The Phippen Trucks of Russell, Iowa, a partnership, is operating as a freight motor carrier between Ottumwa and Des Moines via Chariton, Lucas, Indianola and certain other points and the record shows that applicant and the Phippen Trucks have made arrangements to interchange freight at Chariton in the event this application is granted. Under this arrangement, freight originating at Ottumwa would arrive Woodburn at 9:15 P. M. and Osceola at 9:45 P. M. on the same day as shipped and at all of the other points now served or proposed to be served by applicant by 8:20 A. M. the next day.

Under applicant's proposed Time Schedule, freight originating at Des Moines and destined to the points proposed to be served between Osceola and Corning would be delivered to all of those points by 8:20 A. M. the next day. Freight originating at Des Moines and destined to Woodburn would arrive at destination at 7:35 P. M. the same day as shipped.

Rule 5 of the rules contained in the Rate Schedule originally proposed by applicant provides as follows:

"PERISHABLE GOODS: Green fruit, vegetables and other goods subject to damage by atmospheric conditions and extreme temperatures will be accepted only with the understanding that Osceola Transfer Company is not liable for damage resulting from such conditions.

When for any reason the consignee refuses to accept or otherwise dispose of any shipment of perishable freight, Osceola Transfer Co. shall have the right to sell or destroy such shipments without incurring liability for same, if in the judgment of its agent, such shipment is liable to decay, freeze or be otherwise affected in value within twenty-four hours by weather conditions."

However, on September 21, 1933, applicant submitted the following amendment to Rule 5:

"We, the Osceola Transfer Company, will accept perishable goods, such as fresh meat, green fruit, vegetables and other goods subject to damage by atmospheric conditions and extreme temperatures will be accepted at our responsibility."

The Chicago, Burlington and Quincy Railroad Company is furnishing the following way freight service in the territory proposed to be served by applicant:

Monday, Wednesday, Friday Eastbound			Tuesday, Thursday, Saturday Westbound		
Lv.	9:30 A. M.	Creston	Ar.	3:15 P. M.	
Ar.	9:50 A. M.	Afton	Ar.	2:10 P. M.	
Ar.	10:30 A. M.	Thayer	Ar.	1:40 P. M.	
Ar.	10:55 A. M.	Murray	Ar.	12:50 P. M.	
Ar.	11:30 A. M.	Osceola	Lv.	12:30 P. M.	
Ar.	2:30 P. M.	Woodburn		No service	
Ar.	3:00 P. M.	Lucas		No service	

The main purpose of this application is to secure authority to furnish freight motor carrier service from Des Moines to the points proposed to be served by applicant between Osceola and Corning and to furnish freight motor carrier service from Ottumwa to the points now served and proposed to be served by applicant west of Osceola. Applicant does not propose to transport freight originating at Des Moines or Indianola or points intermediate thereto and destined to any point east of Woodburn, nor to transport freight originating at any point east of Woodburn and destined to Indianola or Des Moines or points intermediate thereto.

After a full consideration of the record in this case, the Commission is of the opinion and finds that the establishment of the service proposed by applicant will promote the public convenience and necessity. Therefore, as soon as applicant has complied with the necessary preliminary requirement, a Certificate of Convenience and Necessity will issue authorizing him to establish the service proposed in this application and such certificate will contain the following provisions:

1. That local freight shall not be transported between Lucas and Chariton.
2. That freight originating at Des Moines or Indianola or points intermediate thereto and destined to any point east of Woodburn and freight originating at any point east of Woodburn and destined to Indianola or Des Moines or any point intermediate thereto shall not be transported.

No. H-1843—1933. Corn Belt Transportation Co., 1235 W. 21st St., Chicago, Illinois, a partnership composed of C. A. Kuhnes, Chicago, Illinois, L. M. Kuhnes, Omaha, Nebraska, and R. A. Kuhnes, Chicago, Illinois. Revocation of authority to operate as a motor carrier of interstate freight exclusively between Des Moines and the east line of the state at Davenport. Certificate No. 394 revoked by resolution dated June 6, 1933.

Filed May 31, 1933. Closed June 6, 1933.

No. H-1844—1933. Frank Skrupa and C. T. Jines, dba Central Freight Lines, 1114 Dodge Street, Omaha, Nebraska. Application to amend the authority conveyed under Certificate No. 457. This carrier ceased operating in Iowa and the case was closed before any action was taken.

Filed June 1, 1933. Closed December 1, 1933.

No. H-1845—1933. R. B. Fearing, owner and operator Clark's Transfer & Storage Co., Cedar Falls. Application to change the trade name of the holder of Certificates of Convenience and Necessity Nos. 52, 152, 173 and 194 to "Clark's Freight Lines." Granted by resolution June 13, 1933.

Filed March 7, 1933. Closed June 13, 1933.

No. H-1846—1933. W. O. Blue, Red Oak. Application for authority to extend present interstate freight route to Essex and Shenandoah. Certificate No. 430 so amended by resolution dated June 9, 1933.

Filed June 2, 1933. Closed June 9, 1933.

No. H-1849—1933. Interstate Transit Lines, Omaha, Nebraska. Revocation of authority contained in Certificate of Convenience and Necessity No. 322 to transport passengers and a limited amount of freight over Route No. 4 between the west line of the state at the west line of Sioux county and Sioux City and Route No. 6 between Storm Lake and Spencer. This case was heard on June 13, 1933, at the Office of the Board, Des Moines, Iowa, and under date of June 19, 1933, the Board issued a resolution revoking the authority to operate over the routes above named.

Filed March 24, 1933. Closed June 16, 1933.

No. H-1851—1933. Basil Clay, Malvern. Application to amend Certificate No. 458 to permit operation as a motor carrier of interstate freight exclusively one-way only east bound between the west line of the state at Council Bluffs and Malvern. Amended by resolution dated June 20, 1933.

Filed April 15, 1933. Closed June 20, 1933.

No. H-1852—1933. Joe Bos, owner and operator Bos Truck Line, Marshalltown. Application for authority to operate as a motor carrier of interstate freight exclusively one-way between the east line of the state at Clinton, Marshalltown and Des Moines and between Marshalltown and the west line of the state at Council Bluffs. Granted by Certificate No. 477 under date of June 15, 1933.

Filed June 13, 1933. Closed June 16, 1933.

No. H-1854—1933. 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. Revocation of Certificate No. 404 permitting the transportation of interstate freight exclusively between Des Moines and the south line of the state near Lamon. Revoked by resolution dated June 16, 1933.

Filed June 16, 1933. Closed June 16, 1933.

No. H-1855—1933. A. H. Sievers, Sigourney, and H. Ray Hosmer, Des Moines. Application for approval of the transfer of Certificate of Convenience and Necessity No. 227 to H. Ray Hosmer. This case was partially heard at the Office of the Board on July 6, 1933, and continued to a date to be named later. On August 14, 1933, H. Ray Hosmer withdrew his application and the file was closed.

Filed June 17, 1933. Closed August 19, 1933.

No. H-1856—1933. M. J. Cass, Monticello. Application to discontinue service southbound from Manchester to Cedar Rapids under Certificate of Convenience and Necessity No. 418. This case was set for hearing at the Julien Dubuque Hotel, Dubuque, Iowa, June 22, 1933, and was at that time withdrawn by the applicant on account of not having sufficient time in which to prepare his evidence.

Filed June 17, 1933. Closed June 26, 1933.

No. H-1857—1933. T. H. DeWees, owner and operator Hawkeye Express, Cedar Rapids. Application for authority to operate as a motor carrier of interstate freight exclusively between the east line of the state at Clinton and Cedar Rapids. Operation permitted by Certificate No. 499, issued on September 30, 1933.

Filed June 17, 1933. Closed September 30, 1933.

No. H-1859—1933. Burlington Transportation Company, Chicago, Illinois. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Albia, Moravia and Centerville. This case was heard at the Office of the Monroe county auditor, Albia, Iowa, on July 10, 1933, and the authority sought for was granted July 29, 1933. (For decision, see Docket No. H-1838 in this report.) Certificate of Convenience and Necessity No. 489 was issued under date of July 31, 1933.

Filed June 20, 1933. Closed July 31, 1933.

No. H-1860—1933. Frank Cortesio, dba Cortesio Bus Line, Mystic. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Mystic, Master Crossing, Sunshine Mine and Centerville. This case was set for hearing at the Office of the Monroe county auditor, Albia, Iowa, July 10, 1933, but was withdrawn by the applicant on June 23, 1933.

Filed June 21, 1933. Closed November 15, 1933.

No. H-1861—1933. C. Randall Bear, Columbus, Nebraska. Application for authority to operate as a motor carrier of interstate freight exclusively between the east and west lines of the state over U. S. Highways Nos. 30 and 34. The case was closed when it was found that this carrier's operations would be confined principally to the transportation of freight under Certificate No. 470, held by Wm. J. Hoey, dba Hoey Cartage Company, Chicago, Illinois, and an occasional contract haul.

Filed June 7, 1933. Closed August 29, 1933.

No. H-1862—1933. G. Nagel, dba Northwest Freight Lines, Chicago, Illinois. Application for authority to operate as a motor carrier of interstate freight exclusively between the east line of the state at Davenport and Waterloo and between the east line of the state at Clinton and Waterloo. Operation permitted by Certificate No. 496, issued on September 22, 1933.

Filed June 17, 1933. Closed September 22, 1933.

No. H-1864—1933. Daggett-Haw Transfer & Storage Company, Ottumwa, and Redman Freight Lines, Des Moines, a partnership composed of Fred A. Hermann, Des Moines, and Dave Redman, Ottumwa. Application for approval to transfer operating rights conveyed by Certificate of Convenience and Necessity No. 326 to Charles T. Durand, owner and operator National Transfer Company, Marshalltown. This petition was fully heard at the Office of the Board, July 6, 1933, and was granted by the Board in resolution dated July 15, 1933.

Filed June 21, 1933. Closed August 2, 1933.

No. H-1865—1933. Western Freight Lines, Inc., Chicago, Illinois. Application for authority to operate as a motor carrier of interstate freight exclusively between Waterloo, Cedar Falls, Janesville, Waverly, Plainfield, Nashua, Charles City, Floyd, Rudd, Nora Springs and Mason City. Granted by Certificate No. 486 under date of July 20, 1933.

Filed June 20, 1933. Closed July 20, 1933.

No. H-1866—1933. Cecil McCord, Denison. Application for authority to operate as a motor carrier of interstate freight exclusively one way from the west line of the state at Council Bluffs to Denison over U. S. Highway No. 30 and from Denison to Deloit, Kiron, Odebolt, Arthur, Ida Grove and Battle Creek. Operation permitted by Certificate No. 505 issued on November 27, 1933.

Filed June 26, 1933. Closed November 27, 1933.

No. H-1867—1933. Howard McConnell, owner and operator, McConnell Truck Line, Lawrence, Kansas. Application for authority to operate as a motor carrier of interstate freight exclusively between the south line of the state near Lamon and Des Moines over U. S. Highway No. 65, between the west line of the state at Council Bluffs and the south line of the state near Hamburg and between Des Moines and the west line of the state at Council Bluffs over U. S. Highway No. 6. This operator made a number of trips during June, July and August, 1933, for which the ton mile tax was paid, but discontinued service before a Certificate was issued.

Filed June 22, 1933. Closed August 30, 1933.

No. H-1868—1933. Hanks & Watson, Missouri Valley. Application for authority to operate as a motor carrier of interstate freight exclusively between the west line of the state at Council Bluffs and Missouri Valley, Iowa, over U. S. Highway No. 30. Operation permitted by Certificate No. 480 issued on July 5, 1933.

Filed June 26, 1933. Closed July 5, 1933.

No. H-1869—1933. Hollie T. Dann, owner and operator Progressive Transportation Company, Minneapolis, Minnesota. Application for authority to operate as a motor carrier of interstate freight exclusively between the north line of the state near Burr Oak and Cedar Rapids, Iowa, over U. S. Highway No. 55 and Primary Road No. 11. Operation permitted by Certificate No. 478, issued on June 29, 1933.

Filed June 24, 1933. Closed June 29, 1933.

No. H-1872—1933. John O. Williams, dba Western Trucking Company, Cleveland, Ohio. Application for authority to operate as a motor carrier of interstate freight exclusively between the east line of the state at Clinton and the west line of the state at Council Bluffs; between the west line of the state at Council Bluffs and the east line of the state at Davenport; between the west line of the state at Council Bluffs and the east line of the state at Burlington; between the east line of the state at Clinton and the west line of the state at Sioux City; between Cedar Rapids and the north line of the state near Northwood; between the west line of the state at Sioux City and the west line of the state at Council Bluffs and between the west line of the state at Council Bluffs and the south line of the state near Hamburg. Operation permitted by Certificate No. 479 issued on July 6, 1933.

Filed June 30, 1933. Closed July 7, 1933.

No. H-1873—1933. H. G. Hill, Bloomfield, Lessor, v. Wm. Doty Daggett, owner and operator Daggett Transfer and Storage, Ottumwa, Lessee. Petition in equity to cancel lease of operating rights conveyed under Certificates of Convenience and Necessity Nos. 33 and 329. Action dismissed and file closed.

Filed July 1, 1933. Closed September 26, 1933.

No. H-1874—1933. Lincoln Motor Express, Lincoln, Nebraska. Application to amend Certificate No. 434 so as to give authority to operate as a motor carrier of interstate freight exclusively between the west line of the state at Council Bluffs and the east line of the state at Davenport over U. S. Highway No. 6. Granted by resolution dated July 11, 1933.

Filed July 8, 1933. Closed July 11, 1933.

No. H-1876—1933. Rohweder Truck Lines, a corporation of Pipestone, Minnesota. Application to change name of the holder of Certificate No. 471 to W. H. Rohweder, dba Rohweder Truck Lines, Pipestone, Minnesota. Granted by resolution under date of July 12, 1933.

Filed July 8, 1933. Closed July 12, 1933.

tion of freight from Sioux City to Bronson on the way-freight during the period July 12, 1933, to September 12, 1933, was \$1.50.

The purpose of this application is to secure authority to transport only such freight as originates at Sioux City and is destined to Bronson, Climbing Hill, Holly Springs, Smithland, Oto and Anthon. Applicant does not propose to transport freight from one intermediate point to another intermediate point, nor from any of the intermediate points to Anthon, and does not propose to furnish any motor carrier service on the return trips to Sioux City. The Commission has heretofore gone on record in several decisions as being opposed to the establishment of additional one-way freight motor carrier lines, and applicant's representative was so advised shortly after this application was filed. On August 3, 1933, applicant's representative advised the Commission that applicant desired to proceed with the case as filed, and would endeavor to show that the proposed one-way service would promote the public convenience and necessity because of the peculiar needs and demands of the territory. The record in this case does not, however, show the existence of any such unusual conditions in this territory. If applicant had applied for authority to operate as a motor carrier from Sioux City to Bronson, Climbing Hill, Holly Springs, Smithland, Oto and Anthon via the route described in the present application and from Anthon to Sioux City via a more direct route, and to transport freight originating at any one of those points and destined to any other of those points and such an application were granted, he could have furnished that service with the same truck mileage as would be necessary to furnish the proposed one-way service. He would, however, be required to pay the ton mile tax on the trips from Anthon to Sioux City and it appears that he proposed only a one-way operation in order to avoid the payment of the tax on the return trips. This tax would amount to 43 cents per trip for the motor truck described in this application.

After fully considering the record in this case, the Commission finds that the establishment of the service proposed by applicant would not promote the public convenience and necessity. The application is, therefore, denied.

No. H-1885—1933. Twin Cities-Des Moines Motor Express, Des Moines, a partnership composed of F. Claire Mason, Des Moines, and Fred A. Guinn, Madrid. Application for permission to extend the authority granted by Certificate No. 464 to include the right to transport interstate freight exclusively between Des Moines and the south line of the state near Lamoni. Granted by resolution dated July 22, 1933.

Filed July 17, 1933. Closed July 22, 1933.

No. H-1889—1933. Al Goetz, Panama. Application for authority to operate as a motor carrier of interstate freight exclusively one way from the west line of the State at Council Bluffs and Panama, and one way from Panama to Earling. Granted by Certificate No. 487 under date of July 29, 1933.

Filed July 20, 1933. Closed July 29, 1933.

No. H-1890—1933. Des Moines Truck Terminal, Inc., Des Moines, Iowa. Application for authority to operate as a motor carrier of interstate freight exclusively between Des Moines and the west line of the state at Council Bluffs, Iowa. Granted by Certificate No. 488 under date of July 29, 1933.

Filed July 25, 1933. Closed July 29, 1933.

No. H-1891—1933. D. N. Hiatt, Adel. Application for authority to transport interstate freight exclusively one way from the west line of the state at Council Bluffs and Perry, Iowa. Granted by Certificate No. 490 issued on August 1, 1933.

Filed July 28, 1933. Closed August 1, 1933.

No. H-1894—1933. M. J. Cass, Monticello. Application for approval of lease of Certificate of Convenience and Necessity No. 418 to J. H. Bevauns, Marion. Granted by resolution dated August 22, 1933.

Filed August 2, 1933. Closed August 25, 1933.

No. H-1897—1933. Basil Clay, Malvern. Application for approval of the transfer of Certificate No. 458 to Ben Martin, Malvern. Approved by resolution dated September 22, 1933.

Filed August 8, 1933. Closed September 22, 1933.

No. H-1898—1933. Gallagher Transfer & Storage Co., a corporation of Denver, Colorado. Revocation of Certificate No. 475 on account of discontinuance of service. Revoked by resolution dated August 11, 1933.

Filed August 10, 1933. Closed August 11, 1933.

No. H-1899—1933. A. H. Sievers, Sigourney. Application for approval of transfer of Certificate of Convenience and Necessity No. 227 to T. H. DeWees, Cedar Rapids. This petition was fully heard at the office of the Board, Des Moines, Iowa, on September 12, 1933, and was granted by resolution dated September 30, 1933.

Filed August 10, 1933. Closed September 30, 1933.

No. H-1900—1933. D. H. Reynolds, Elkhart. Application for the approval of transfer of Certificate No. 445 to Sawyers Service Station, Winterset, a partnership composed of James R. Sawyer and John K. Sawyer, Winterset. Granted by resolution under date of August 17, 1933.

Filed August 9, 1933. Closed August 17, 1933.

No. H-1901—1933. Missouri Transit Company, Macon, Missouri. Application for authority to operate as a motor carrier of interstate passengers exclusively between Des Moines and the south line of the state near Cincinnati. Granted by Certificate No. 494 under date of September 5, 1933.

Filed August 11, 1933. Closed September 5, 1933.

No. H-1902—1933. Wesley Throssel, Thornton. Application for approval of transfer of Certificate of Convenience and Necessity No. 118 to Ben C. Reibe, Garner. Granted by resolution dated September 1, 1933.

Filed August 15, 1933. Closed September 1, 1933.

No. H-1903—1933. Centrox Dairy, Inc., Centerville. Application for authority to operate as a motor carrier of freight between Centerville and Mystic. This case was heard on November 7, 1933, and granted under date of November 8, 1933.

Filed August 23, 1933. Closed November 8, 1933.

No. H-1904—1933. Reliable Transit Company, Chicago, Illinois. Application to change Route No. 2 under Certificate No. 461 to read between Floyd, Orchard, Osage, St. Ansgar and the north line of the state of Iowa, instead of between Floyd, Rudd, Nora Springs, Mason City, Kensett, Northwood and the north line of the state of Iowa. Granted by resolution under date of October 17, 1933.

Filed August 21, 1933. Closed October 17, 1933.

No. H-1905—1933. Wm. Doty Daggett, Daggett Transfer & Storage, Ottumwa (Lessee) and H. G. Hill, H. G. Hill Transportation Co., Bloomfield (Lessor). Alleged inefficient service afforded under Certificates of Convenience and Necessity Nos. 33 and 329. Some correspondence was had in this case but before the Board took any action both parties agreed

to the cancellation of the lease of Certificates of Convenience and Necessity Nos. 33 and 329, after which the file was closed.

Filed August 23, 1933. Closed October 4, 1933.

No. H-1906—1933. J. H. Frederickson & Son, Harlan. Revocation of Certificate No. 231 on account of the same rights having been granted by a Certificate of Convenience and Necessity for intrastate service. Revoked by resolution under date of August 28, 1933.

Filed August 26, 1933. Closed August 28, 1933.

No. H-1908—1933. Tietz Trucking Company, Omaha, Nebraska. Revocation of Certificate No. 454 on account of discontinuance of service. Revoked by resolution under date of August 30, 1933.

Filed August 29, 1933. Closed August 30, 1933.

No. H-1909—1933. Missouri Transit Company, Macon, Missouri. Revocation of Certificate No. 376 on account of duplicating the authority conveyed under Certificate No. 494. Revoked by resolution dated September 5, 1933.

Filed September 5, 1933. Closed September 5, 1933.

No. H-1910—1933. George Ottin, Odebolt. Application for authority to operate as a motor carrier of interstate passengers exclusively between Odebolt and the east line of the state at Dubuque over U. S. Highway No. 20 and between Odebolt and the east line of the state at Clinton over U. S. Highway No. 30. Granted by Certificate No. 497 under date of September 14, 1933.

Filed September 5, 1933. Closed September 14, 1933.

No. H-1911—1933. Burlington Transportation Company, Chicago, Illinois. Application to amend Certificate of Convenience and Necessity No. 362 changing the route traversed through Pleasantville. Amended by resolution under date of September 12, 1933.

Filed August 10, 1933. Closed September 12, 1933.

No. H-1912—1933. Edward Meinhardt, dba Meinhardt Transfer, Memphis, Missouri. Application to amend and extend Certificate No. 450 to provide for the transportation of interstate freight exclusively between Bloomfield and Ottumwa. Granted by resolution under date of September 13, 1933.

Filed September 5, 1933. Closed September 13, 1933.

No. H-1913—1933. M. J. Cass, Monticello. Application for authority to operate as a motor carrier of freight between Manchester and Strawberry Point, Iowa. Hearing in this case was fixed for November 15, 1933, at the Office of the Linn county auditor, Cedar Rapids, Iowa, but was cancelled on October 25, 1933, due to the application being withdrawn.

Filed September 8, 1933. Closed November 3, 1933.

No. H-1914—1933. M. L. Lambert, dba Superior Truck Lines, Chicago, Illinois. Application to amend and extend Certificate No. 426 so as to include additional authority to operate as a motor carrier of interstate freight exclusively between Des Moines and the south line of the state near Lamoni and between Denison and the west line of the state at Council Bluffs. Granted by resolution under date of September 19, 1933.

Filed August 14, 1933. Closed September 19, 1933.

No. H-1916—1933. Sawyers Service Station, Winterset. Application for authority to change the name of the holder of Certificate No. 445 to The Sawyer Lines, a partnership composed of James R. and John K.

Sawyer, both of Winterset. Granted by resolution dated September 21, 1933.

Filed September 21, 1933. Closed September 21, 1933.

No. H-1917—1933. H. G. Hill, owner and operator H. G. Hill Transportation Co., Bloomfield. Application for approval of transfer of Certificates of Convenience and Necessity Nos. 33 and 329 to H. B. Green, owner and operator H. B. Green Transportation Line, Burlington. Granted by resolution under date of October 3, 1933.

Filed September 16, 1933. Closed October 4, 1933.

No. H-1918—1933. Ben C. Reibe, Garner. Application to change the address of the holder of Certificate of Convenience and Necessity No. 118 to read "Thornton, Iowa." Granted by resolution under date of September 26, 1933.

Filed September 6, 1933. Closed September 26, 1933.

No. H-1919—1933. Ray Nichols, Wellsburg. Revocation of Certificate of Convenience and Necessity No. 60 on account of discontinuance of service. Revoked by resolution under date of September 26, 1933.

Filed September 26, 1933. Closed September 26, 1933.

No. H-1920—1933. E. C. Lawrence, dba American Freight Distribution Company, St. Louis, Missouri. Application for authority to operate as a motor carrier of interstate freight exclusively over various routes in Iowa. This operator failed to complete the application and later discontinued service.

Filed September 12, 1933. Closed November 15, 1933.

No. H-1923—1933. Wm. Doty Daggett, Daggett Transfer & Storage, Ottumwa, and H. G. Hill, H. G. Hill Transportation Co., Bloomfield. Application to cancel lease of Certificates of Convenience and Necessity Nos. 33 and 329. Cancelled by resolution dated October 3, 1933.

Filed October 3, 1933. Closed October 4, 1933.

No. H-1924—1933. Brady Transfer & Storage Company, dba Brady Freight Lines, Fort Dodge. Application for authority to operate as a motor carrier of interstate freight exclusively between Fort Dodge and the west line of the state at Sioux City. Granted by Certificate No. 500 on October 5, 1933.

Filed September 23, 1933. Closed October 5, 1933.

No. H-1926—1933. H. B. Green, owner and operator H. B. Green Motor Transport Company, Burlington. Application to amend the name of the holder of Certificates Nos. 68 and 123. Trade name changed to read "H. B. Green Transportation Line, Burlington, Iowa," under date of October 9, 1933, by the following resolution:

WHEREAS, H. B. Green, owner and operator H. B. Green Motor Transport Company, Burlington, Iowa, holds Certificates of Convenience and Necessity Nos. 68 and 123, permitting the transportation of freight between Keokuk, Montrose and Fort Madison, and between Fort Madison and Burlington in Lee and Des Moines counties, Iowa, and

WHEREAS, on the 28th day of September, 1933, the said H. B. Green filed application to amend the said Certificates to describe the holder thereof as operating under the trade name of H. B. Green Transportation Line, Burlington, Iowa, and

WHEREAS, the Board has fully considered the matter, be it

RESOLVED, that Certificates of Convenience and Necessity Nos. 68 and 123, held by H. B. Green, owner and operator H. B. Green Motor Transport Company, Burlington, Iowa, be and the same are hereby amended to describe the trade name of the holder thereof as the H. B. Green Transportation Line, Burlington, Iowa.

No. H-1927—1933. Orval W. Bullock, Correctionville. Application to change the address of the holder of Certificate of Convenience and Necessity No. 155 to read "Sioux City, Iowa." Granted by resolution on October 17, 1933.

Filed October 5, 1933. Closed October 17, 1933.

No. H-1931—1933. Edward Meinhardt, dba Meinhardt Transfer, Memphis, Missouri. Application to amend and extend Certificate No. 450 to permit the transportation of interstate freight exclusively between Bloomfield, West Grove, Moulton and Centerville and to or from Exline, Iowa. Granted by resolution under date of October 30, 1933.

Filed October 24, 1933. Closed October 30, 1933.

No. H-1935—1933. Iowa Film Delivery, Des Moines. Application for authority to operate as a motor carrier of interstate freight exclusively between Des Moines and the west line of the state at Council Bluffs. Granted by Certificate No. 503 under date of November 3, 1933.

Filed October 30, 1933. Closed November 3, 1933.

No. H-1939—1933. Interstate Transit Lines, Omaha, Nebraska. Application for authority to suspend service between Fort Dodge and Lehigh. After it developed that the service would be maintained, this file was closed.

Filed November 2, 1933. Closed November 12, 1933.

No. H-1942—1933. Peterson Brothers, Corning. Application for approval of the transfer of operating rights in Docket No. H-1668 to Carl Peterson, Corning. Granted by resolution dated November 14, 1933.

Filed November 13, 1933. Closed November 14, 1933.

No. H-1943—1933. White Line Motor Freight Co., Inc., Des Moines. Application to amend description of route under Certificate of Convenience and Necessity No. 313 between Des Moines and the east line of the state at Davenport. Granted by resolution under date of November 17, 1933.

Filed November 13, 1933. Closed November 18, 1933.

No. H-1946—1933. Central Freight Lines, Omaha, Nebraska, a partnership composed of Frank Skrupa and C. T. Jines, both of Omaha, Nebraska. Revocation of Certificate No. 457 on account of discontinuance of service. Revoked by resolution dated November 25, 1933.

Filed November 25, 1933. Closed November 25, 1933.

No. H-1948—1933. L. J. Takin, owner and operator Takin Transfer Company, Waterloo. Application for authority to operate as a motor carrier of interstate freight exclusively between Waterloo and the east line of the state at Dubuque and between Waterloo and the east line of the state at Clinton. Granted by Certificate No. 506 under date of November 28, 1933.

Filed November 23, 1933. Closed November 28, 1933.

No. H-1950—1933. On-Time Transfer Company, Omaha, Nebraska. Application to amend and extend the authority conveyed under Certificate No. 399 to include the right to transport interstate freight exclusively over an additional route between the west line of the state at Council Bluffs and the east line of the state at Davenport over U. S. Highway No. 6. Granted by resolution dated November 29, 1933.

Filed November 23, 1933. Closed November 29, 1933.

No. HA-530—1933. Corn Belt Stages, Inc., Sioux City. Investigation of financial condition. Under date of September 21, 1932, this carrier appeared before the Board to submit evidence of its financial ability to continue operating as a Motor Carrier, and under date of December 2, 1932, the following resolution was issued, revoking Certificate No. 405:

WHEREAS, the Corn Belt Stages, Inc., Sioux City, Iowa, holds Certificate of Convenience and Necessity No. 405, authorizing the transportation 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, Ocheyedon, Harris, Lake Park Crossroad, Montgomery Crossroad, Triboji Beach and Spirit Lake, except for the transportation of passengers locally between Sioux City, LeMars and points intermediate thereto or freight locally between Sioux City, Paullina and points intermediate thereto, and

WHEREAS, the said Corn Belt Stages, Inc., is authorized by virtue of rights granted under Docket No. H-1511 to operate as a motor carrier for the transportation of passengers and a limited amount of freight between Spirit Lake, Okoboji and Arnolds Park as extension of the service permitted under said Certificate of Convenience and Necessity No. 405, and

WHEREAS, the said Corn Belt Stages, Inc., was for cause cited and did appear before this Board at Sioux City on September 21, 1932, to submit evidence of its financial ability to continue operating as a motor carrier, and

WHEREAS, the said Corn Belt Stages, Inc., failed at said hearing to show to the satisfaction of this Board that it was responsible financially to continue operating as a motor carrier and pay the tax incurred under the provisions of the Motor Carrier Law, but did offer to obtain and submit evidence of financial assistance necessary to the continuance of the service and to furnish bond guaranteeing the payment of tax, and

WHEREAS, the said Corn Belt Stages, Inc., has since the hearing failed to produce evidence of its financial responsibility to continue operating as a motor carrier or to file bond agreed to at the time of hearing, and

WHEREAS, the said Corn Belt Stages, Inc., has failed to pay taxes and penalties incurred on operations during the months of July, August, September, October, November and December, 1932, part of which is more than sixty days delinquent, and

WHEREAS, Rule 47 of the Rules and Regulations adopted under the provisions of the Motor Carrier Law (chapters 252-A1 and 252-A2, Code of Iowa, 1931) reads as follows:

"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." be it

RESOLVED, that operating rights held by the Corn Belt Stages, Inc., Sioux City, Iowa, by virtue of authority granted under Certificate of Convenience and Necessity No. 405 and Docket No. H-1511 be and the same are hereby revoked, such revocation to become effective at 12:01 A. M., on the 15th day of December, 1932.

Truck Operator Cases

No. N-275—1933. Merchants Transfer & Storage Co., White Line Transfer & Storage Co., and Blue Line Storage Co., all of Des Moines, Iowa. Truck Operator—Modification of Rule 21, Stopping at railroad crossings. Under date of December 6, 1932, the Board issued the following resolution modifying Rule 21 of the Board's Rules and Regulations Governing the operation of Truck Operators:

WHEREAS, Rule 21 of the Board's Rules and Regulations Governing the Operation of Truck Operators provides:

"STOPPING AT RAILROAD CROSSINGS. All motor trucks upon approaching any steam or electric railroad track at grade, shall be brought to a stop at such a point within fifty (50) feet of the steam or electric railroad track as will clear the track and still allow the driver of the motor truck to obtain a view of the track in both directions. Before proceeding to cross said track, the driver shall look in both directions and ascertain if the way is clear. After making the stop provided for in this rule, the motor truck shall not be placed in high gear until it shall have crossed the track or tracks. Failure to observe this rule may be deemed just cause for revoking a permit," and

WHEREAS, on November 29, 1932, a petition was filed with the Board by Merchants Transfer & Storage Company, White Line Transfer & Storage Company and Blue Line Storage Company, all of Des Moines, Iowa, asking the Board to modify said Rule 21 as to operations within cities and towns, which petition reads, in part, as follows:

"While traveling on the open highways outside corporate limits of cities and towns this rule is no serious handicap, but when operating inside the limits of cities and towns it often becomes a heavy burden.

"There are numerous crossings in Des Moines and the large cities of the state where it is necessary to stop several times during a block or more of travel. In performing cartage work for customers in the freight house and jobbing district the observance of this rule is so serious that the starting and stopping often throw an under strain on the braking and mechanical parts of a truck, causing excessive maintenance costs. It also lengthens the time of delivery considerable," and

WHEREAS, the Board has fully considered said petition, be it

RESOLVED, that Rule 21 of the Board's Rules and Regulations Governing the Operation of Truck Operators be and it is hereby amended, effective December 15, 1932, to read as follows:

"Rule 21. RAILROAD CROSSINGS. All motor trucks upon approaching any steam or electric railroad track at grade outside of a city or town, shall be brought to a stop at such a point within fifty (50) feet of the railroad track as will clear the track and still allow the driver of the motor truck to obtain a view of the track in both directions. Before proceeding to cross said track, the driver shall look in both directions and ascertain if the way is clear. After making the stop provided for in this rule, the motor truck shall not be placed in high gear until it shall have crossed the track or tracks.

"All motor trucks shall be operated in a careful and prudent manner upon approaching any steam or electric railroad track at grade within a city or town and the driver shall have the motor truck under control to such an extent as to permit him to bring it to a stop, if necessary, before reaching the railroad track."

No. N-281—1933. Truck Operator Endorsement—Cancellation Notice—Rule 8. Under date of December 16, 1932, the Board issued the following resolution amending Rule 8 of the Rules and Regulations Governing the Operation of Truck Operators:

WHEREAS, Rule 8 of this Board's Rules and Regulations Governing the Operation of Truck Operators requires that insurance policies filed with this Board by "truck operators" shall have attached thereto an endorsement reading in part as follows:

"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."

WHEREAS, the Board has given further consideration to the requirements of said Rule 8 with reference to giving notice of the proposed suspension or cancellation of an insurance policy, be it

RESOLVED, that said Rule 8 is hereby amended by adding thereto the following provisions:

"In order to be acceptable to this Board, a notice of cancellation or suspension of an insurance policy on file with the Board 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."

No. N-365

IOWA WAREHOUSEMEN'S ASSOCIATION, BY C. E. DRAGOUN, CHAIRMAN OF RATES, AMES.

Decided October 2, 1933

APPLICATION FOR REVISION OF RATES, RULES AND REGULATIONS AND NOTES AND EXCEPTIONS IN TRUCK OPERATOR RATE SCHEDULE No. 5.

Held, upon hearing that the proposed rules and regulations, also the new schedule of rates for loads under 2,000 pounds be adopted, with one minor exception.

Granted request of petitioner to defer hearing until some future date on the proposed schedule of rates on loads of 2,000 pounds and over.

Ordered, that the rules and regulation set out in Appendix A and the rate scale set out in Appendix B shall be placed in effect on November 1, 1933.

For the Iowa Warehousemen's Association—C. E. Dragoun, Chairman of Rates, Ames, Iowa.

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

For the Merchants Transfer & Storage Company—H. D. Liddle, Des Moines, Iowa.

For the Brady Transfer & Storage Company—J. J. Brady, Fort Dodge, Iowa.

For Calders Van & Storage Company—Geo. H. Harmer, Cedar Rapids, Iowa.

For Bruce Transfer Company—G. E. Bruce, Des Moines, Iowa.

For Blue Line Storage Company—Frank Burns, Des Moines, Iowa.

For Post Transfer Company—H. W. Post, Algona, Iowa.

For the Blue Line Transfer Company—H. Hutchison, Grinnell, Iowa.

For Cedar Rapids Transfer & Storage Company—J. M. Long, Cedar Rapids, Iowa.

For Shenandoah Transfer & Storage Company—R. W. D. Ripley, Shenandoah, Iowa.

For Bell Transfer & Storage Company—Wm. H. Scheel, Des Moines, Iowa.

For Ford Bros. Van & Storage Co.—R. A. Ford, Council Bluffs, Iowa.

For the White Line Transfer & Storage Company—L. E. Stone, Des Moines, Iowa.

For Iowa Warehouse Company—Robert Cass, Waterloo, Iowa.

M. F. Schlick, Charles City, Iowa.

On July 15, 1933, petition was filed by the Iowa Warehousemen's Association seeking revision in the rates, rules and regulations of Truck Operator Rate Schedule No. 5 wherein this Commission prescribed uniform rules, regulations and rates for the transportation of household goods by motor truck operators, within the state of Iowa. Petitioner proposed certain reductions in the long haul rates and loads weighing over 6,000 pounds and the establishment of a basis for less than truck loads as well as a revision of the existing rules and regulations.

On September 15, 1933, application was filed by the petitioner seeking a continuance on that part of the application affecting reductions in loads of 2,000 pounds and over. Petitioner stated as follows:

"Since the time that we asked for the revision of rates the N. R. A. has been presented to us which, as you know has caused some of our costs to advance rather than decrease. As you know gasoline and tires have already taken a marked advance and as soon as our code is officially adopted our labor cost per man hour will also be materially advanced. We would, however, like to continue the hearing at this meeting on the Rules and Regulations and also on the prices to be charged for less than truck loads. We believe that at this meeting we can fully explain why this request is made and we sincerely trust that it will be granted at that time."

A continuance on that part of the petition pertaining to reduction in rates on loads of 2,000 pounds and over was granted at the hearing and that part of the petition pertaining to revision of the rules and regulations and the establishment of less than truck load rates was fully heard and taken under advisement.

Notice of hearing together with the proposal of the petitioner was mailed to all truck operators and other interested parties and publication made as required by law.

As no objections were filed and no objections made at the hearing to the petitioner's proposal we, therefore, are of the opinion that the petitioner's proposal should be adopted.

Petitioner recommended a minimum charge of \$10.00 when pianos are offered for transportation under the less than truck load rates, however, this minimum is reduced to \$9.50 because it would result in a higher charge for a 15 mile haul than is applicable to a load of 2,000 pounds for the same distance.

IT IS THEREFORE ORDERED, That Truck Operator Rate Schedule No. 5 be reissued establishing the rules and regulations set forth in Appendix "A" in lieu of the existing rules and regulations, and the addition of the less than truck load rates set forth in Appendix "B" to become effective November 1, 1933.

APPENDIX "A"

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

points of origin and destination; and by any other carrier (whether motor or rail).

3. 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.

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.

5. An additional charge of \$10.00 shall be made when it is necessary to swing a piano up or down above ground floor. Where pianos are taken from or delivered to other than first floor by stairway, a charge of \$2.00 shall be made for each floor.

6. The rates named herein shall not include the packing of chinaware, bric-a-brac, etc., nor the wrapping or crating of furniture. Such work shall be charged for at the carrier's prevailing rates for city work except that dishes and bric-a-brac when packed by the carrier shall be charged for at the rate of \$2.00 per barrel.

7. Where carrier employs owner of the goods to act as driver's helper he may be compensated at a rate not to exceed the prevailing rate paid by the carrier for this class of service.

8. 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.

9. No discount shall be allowed on return loads.

10. Carrier shall weigh all loads of household goods and have a duplicate scale ticket and a written statement of transportation and other charges available for delivery to shipper or consignee, before starting to unload at destination.

11. The carrier shall keep a complete record of all movements of household goods under this schedule, which shall be at all times open to inspection by the Commission and its authorized representatives.

12. It shall be the duty of the carrier to file with this Commission at the end of each month a written statement under oath of all movements of household goods, over fifteen miles, completed within this period showing name of customer, address at point of origin, address at point of destination, number of miles, weight and charges assessed. These reports shall be on file with the Commission not later than the tenth of the following month.

APPENDIX "B"

LESS THAN TRUCK LOADS (See Note)

Rates in cents per 100 pounds

Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
15	48	155	258	295	468	435	678
20	55	160	265	300	475	440	685
25	63	165	273	305	483	445	693
30	70	170	280	310	490	450	700
35	78	175	288	315	498	455	708
40	85	180	295	320	505	460	715
45	93	185	303	325	513	465	723
50	100	190	310	330	520	470	730
55	108	195	318	335	528	475	738
60	115	200	325	340	535	480	745
65	123	205	333	345	543	485	753
70	130	210	340	350	550	490	760
75	138	215	348	355	558	495	768

80	145	220	355	360	565	500	775
85	153	225	363	365	573		
90	160	230	370	370	580		
95	168	235	378	375	588		
100	175	240	385	380	595		
105	183	245	393	385	603		
110	190	250	400	390	610		
115	198	255	408	395	618		
120	205	260	415	400	625		
125	213	265	423	405	633		
130	220	270	430	410	640		
135	228	275	438	415	648		
140	235	280	445	420	655		
145	243	285	453	425	663		
150	250	290	460	430	670		

Note: Less than truck load shipments are subject to a minimum charge of \$1.50 per shipment, except when pianos are offered for transportation the minimum charge shall be \$9.50 per shipment. Less than truck load shipments are accepted for transportation subject to the carriers' convenience.

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
Arion.....	Mechanical.....	I. C.—C. & N. W.—C. M. St. P. & P.
Arion.....	Mechanical.....	I. C.—C. & N. W.—C. M. St. P. & P.
Belknap.....	Mechanical.....	C. R. I. & P.—Wabash
Carnforth.....	Mechanical.....	C. R. I. & P.—C. & N. W.
Clarion.....	Mechanical.....	C. G. W.—C. R. I. & P.
Clarion.....	Mechanical.....	C. G. W.—C. R. I. & P.
Clio.....	Prot. Sp. Sw.....	C. R. I. & P.
Fairground.....	Mechanical.....	C. G. W.
Hampton "B".....	Automatic.....	C. R. I. & P.—C. G. W.—M. & St. L.
Harrison.....	C. T. C.....	C. B. & Q.
Herndon.....	Mechanical.....	C. M. St. P. & P.
Herndon.....	Mechanical.....	C. M. St. P. & P.
Hicks.....	Mechanical.....	C. & N. W.—C. G. W.
Indian Creek.....	Remote Control.....	C. M. St. P. & P.
Kelly.....	Mechanical.....	Ft. D. D. M. & S.—C. & N. W.
Lake Mills.....	Automatic.....	C. & N. W.—M. & St. L.
Lawler.....	Mechanical.....	C. B. & Q.—C. R. I. & P.—C. M. St. P. & P.
Lohrville.....	Mechanical.....	C. & N. W.—C. G. W.—C. M. St. P. & P.
Lohrville.....	Automatic.....	C. & N. W.—C. G. W.—C. M. St. P. & P.
Maple River.....	Electric.....	C. & N. W.
Mason City.....	Mechanical.....	C. & N. W.—M. C. & C. L.
Maxon.....	Remote Control.....	C. B. & Q.—M. & St. L.
Moravia.....	Mechanical.....	Wabash—C. M. St. P. & P.
Moravia.....	Automatic.....	Wabash—C. M. St. P. & P.
Nahant.....	Mechanical.....	C. R. I. & P.—C. M. St. P. & P.
Ogden.....	Mechanical.....	C. & N. W.—M. & St. L.
Rodney.....	Automatic.....	C. M. St. P. & P.—I. C.
Seymour.....	Mechanical.....	C. M. St. P. & P.—C. R. I. & P.
Shannon.....	C. T. C.....	C. B. & Q.
Tama.....	Mechanical.....	C. & N. W.—C. M. St. P. & P.
Tama.....	Mechanical.....	C. & N. W.—C. M. St. P. & P.

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. Sixteen (16) interlockings were so changed during the fiscal year, requiring special inspection by this department.

Name of Plant	Kind	Participating Companies	Certificate	
			Date	No.
Carnforth	Mechanical	C. R. I. & P.—C. & N. W.	8-16-1933	137
Clio	Prot. Sp. Sw.	C. R. I. & P.	8-22-1933	138
Herndon	Mechanical	C. M. St. P. & P.	1-14-1933	125
Hicks	Mechanical	C. & N. W.—C. G. W.	6-8-1933	131
Indian Creek	Remote Cont'l	C. M. St. P. & P.	6-29-1933	134
Kelly	Mechanical	Ft. D. D. M. & S.—C. & N. W.	4-14-1933	130
Lake Mills	Automatic	C. & N. W.—M. & St. L.	11-10-1933	142
Lohrville	Mechanical	C. G. W.—C. & N. W.—C. M. St. P. & P.	2-4-1933	126
Lohrville	Mechanical	C. G. W.—C. & N. W.—C. M. St. P. & P.	11-25-1933	144
Maple River	Electric	C. & N. W.	6-16-1933	132
Mason City	Mechanical	C. & N. W.—M. C. & C. L.	2-21-1933	128
Maxon	Remote Cont'l	C. B. & Q.—M. & St. L.	7-22-1933	135
Moravia	Mechanical	Wabash—C. M. St. P. & P.	6-21-1933	133
Ogden	Mechanical	C. & N. W.—M. & St. L.	8-3-1933	136
Seymour	Mechanical	C. R. I. & P.—C. M. St. P. & P.	10-2-1933	141
Tama	Mechanical	C. M. St. P. & P.	3-30-1933	129
Tama	Mechanical	C. M. St. P. & P.	8-29-1933	139

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	Sp. 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	C. T. C.	0	0	C. B. & Q.—End of double track	4-11-30
Belknap	Mech.	28	21	C. R. I. & P.—Wabash	4-18-29
Belle Plaine "BA"	Mech.	20	20	C. & N. W.—East end of yard	12-18-22
Belle Plaine "B"	Mech.	32	32	C. & N. W.—Jet.—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 Jet.	Elec.	3	3	C. & N. W.—Jet.	8-18-26
Carnforth	Mech.	28	22	C. R. I. & P.—C. & N. W.	8-16-33
Cedar Falls	Auto.	0	0	I. C.—C. R. I. & P.	7-22-32

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
Cedar Rapids	Elec.	6	6	C. R. I. & P.—C. & N. W.—C. M. St. P. & P.	4-23-26
Cedar River	Remote Control	12	7	C. & N. W.—Gauntlet bridge	7-13-25
Centerville	Mech.	28	27	C. R. I. & P.—C. B. & Q.	4-18-29
Clarion	Mech.	32	27	C. G. W.—C. R. I. & P.	1-19-20
Clarksville	Mech.	24	19	C. G. W.—C. R. I. & P.	12-14-28
Clear Lake Jet.	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	Prot. Sp. Sw.	0	0	C. R. I. & P.—End of double track	8-22-33
Cone	Mech.	24	16	C. M. St. P. & P.—C. R. I. & P.	4-11-32
Council Bluffs	Prot. Sp. Sw.	0	0	C. B. & Q.—End of double track	8-26-30
Council Bluffs	Elec.	128	126	U. P. Transfer	11-20-24
Council Bluffs	Special Prot.	0	0	C. B. & Q.—C. B. & Q.	9-12-30
Council Bluffs	Elec.	15	12	U. P.—Bridge approach	2-17-22
Council Bluffs	Elec.	5	5	I. C.—Drawbridge	5-19-30
Culver	Mech.	32	27	C. R. I. & P.—C. M. St. P. & P.	9- 6-29
Davenport	Mech.	8	7	D. R. I. & N. W.—Drawbridge	
Davenport "West"	Mech.	8	6	C. R. I. & P.—C. M. St. P. & P.	4-25-30
Davenport "Jet."	Mech.	8	5	C. R. I. & P.—Jet	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. 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.—Jet	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
Halpin	C. T. C.	0	0	C. B. & Q.—Jet	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
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- 8-33
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	6-29-33
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	Prot. Sp. Sw.	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.	4-14-33

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
Lake Mills	Auto.	0	0	C. & N. W.—M. & St. L.	11-10-33
Laurens	Auto.	0	0	C. R. I. & P.—C. & N. W.	3-26-26
Lawler	Mech.	25	22	C. B. & Q.—C. M. St. P. & P.—C. R. I. & P.	9-26-24
Le Mars	Remote Control	2	2	I. C.—C. St. P. M. & O.	6-21-28
Libertyville	Mech.	12	9	C. R. I. & P.—C. B. & Q.	4-25-30
Linby	Mech.	16	14	C. M. St. P. & P.—C. B. & Q. C. G. W.—C. & N. W.—C. M. St. P. & P.	10-27-03
Lohrville	Mech.	28	16	M. & St. L.—C. & N. W.	2-4-33
Luverne	Auto.	0	0	C. M. St. P. & P.—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	6-16-33
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.	2-21-33
Mason City	Auto.	0	0	C. & N. W.—M. & St. L.	12-29-26
Maxon	C. T. C.	0	0	C. B. & Q.—M. & St. L.	7-22-33
Moorland	Elec.	20	16	C. G. W.—M. & St. L.	3-20-30
Moravia	Mech.	16	14	Wabash—C. M. St. P. & P.	6-21-33
Morning Sun	Auto.	0	0	C. R. I. & P.—M. & St. L.	11-9-28
Nabant	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.	8-3-33
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	C. T. C.	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.	4-26-15
Rodney	Auto.	0	0	C. M. St. P. & P.—I. C.	7-21-26
Rolfe	Auto.	0	0	M. & St. L.—C. & N. W.	7-31-30
Rowan	Mech.	24	22	C. G. W.—C. R. I. & P.	4-2-23
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.	10-2-33
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 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.	9-20-17
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.	8-21-33
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
Waterloo "A"	Elec.	4	4	C. G. W.—I. C.	6-3-31
Waterloo "B"	Elec.	7	7	C. G. W.—C. R. I. & P.	6-3-31
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
Wheatland	Mech.	20	20	C. & N. W.—C. M. St. P. & P.	5-7-27
Wood	Mech.	40	33	C. B. & Q.—Jet. and yard	1-19-27
Wright	Auto.	0	0	C. & N. W.—M. & St. L.	11-17-28

The following crossings and junctions have been approved for protection.

Location	Kind	Participating Companies
Harrison.....	C. T. C.....	C. B. & Q.
Hampton "B".....	Automatic.....	C. R. I. & P.—C. G. W.—M. & St. L.
Lohrville.....	Automatic.....	C. & N. W.—C. G. W.—C. M. St. P. & P.
Moravia.....	Automatic.....	Wabash—C. M. St. P. & P.
Shannon.....	C. T. C.....	C. B. & Q.

Twenty-three 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
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.....	11-21-33
Eldon.....	C. R. I. & P.—C. B. I. & P.....	3-30-27
Estherville.....	C. R. I. & P.—M. & St. L.....	6- 3-26
Garner.....	C. R. I. & P.—C. M. St. P. & P.....	9-29-33
Givin.....	C. R. I. & P.—M. & St. L.....	3-14-28
Greenville.....	C. R. I. & P.—M. & St. L.....	6- 5-26
Grinnell.....	C. B. 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 and crossing.....	6- 3-26
Oxford Junction.....	C. M. St. P. & P.....	2-17-33
Plymouth Junction.....	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.

A crossing gate working in conjunction with color light signals on the C., M., St. P. & P. track was installed at the crossing of the C., R. I. & P.—C., M., St. P. & P. tracks at Garner, Iowa. C., M., St. P. & P. trains may now proceed over this crossing at a speed not exceeding 10 miles per hour on receiving proper signal indication. C., R. I. & P. trains will be brought to a complete stop before proceeding over crossing.

A crossing gate working in conjunction with standard automatic block signals on the Iowa Division was installed at the crossing by the Iowa

Division and Davenport-Monticello subdivision tracks of the C., M., St. P. & P. R. R. at Oxford Junction, Iowa. Iowa Division trains may proceed over the crossing at a speed not to exceed 15 miles per hour on receiving proper signal indication. If no signal indication can be given movement may be made over crossing at slow speed if same is clear and gate lined against opposing route. Subdivision trains will come to a complete stop before proceeding over crossing.

A change was made in the gated crossing protection at Dixon, Iowa. The gate is now normally set against the C., M., St. P. & P. Railroad Company trains instead of against the C., R. I. & P. Railway trains, as was formerly the case.

Authority for the installation of a gate and signal protection at the crossing of the C., M., St. P. & P. and the C., R. I. & P. tracks at Ossian, Iowa, was extended until 1934. This authority was originally granted in 1931 and extended in 1932 and 1933.

The crossing gate protection installed at the junction of the C., R. I. & P.-D., R. I. & N. W. tracks at Clinton was abandoned on May 1, 1933, account the C., R. I. & P. Ry. Co. operating its trains over the D., R. I. & N. W. tracks between Clinton and Shafton.

There are 148 authorized interlocking plants now in operation; 82 are manually operated mechanical plants; 21 are manually controlled and electrically operated; 28 are automatic signal protection for a railroad grade crossing; 4 are special protection; 6 are remote controlled and electrically operated; 4 are centralized traffic control protection and 3 are protected spring switches. The mechanical plants have a machine frame capacity of 1,948 levers with 1,562 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 C. & N. W.-M. & St. L. crossing at Lake Mills, Iowa, was replaced by automatic signal protection.

The mechanical interlocking protection at end of C., R. I. & P. double track at Clio, Iowa, was replaced by a spring switch protected by automatic signals.

The mechanical interlocking protection at the I. C.-C. G. W. crossing at Gypsum, Iowa, was abandoned account the C. G. W. R. R. Company abandoning its track between Gypsum and Lehigh.

The mechanical interlocking protection at the C., B. & Q.-M. & St. L. crossing at Maxon, Iowa, was replaced by centralized traffic control protection operated from Albia, Iowa.

Authority for the installation of an automatic signal protection at the C. & N. W.-M. C. & C. L. crossing at Mason City to replace present mechanical protection was cancelled account no action was taken in the matter since authority was granted in 1930.

Authority for the installation of a special protection at the C., St. P., M. & O.-C., M., St. P. & P. and the C., St. P., M. & O.-I. C. crossings at Sheldon, Iowa, was cancelled account no action taken in matter since authority was granted in 1930.

There were a total of 7 derailments at interlocking plants, 1 of which was ascribed to disregarding danger signals and 6 were attributed to other omissions; viz., defective equipment, improper use of signals, etc. This is an excellent record and shows considerable improvement over previous years. This improvement is undoubtedly due in part to decreased traffic on the railroads during the past year.

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 35 such cases opened during the fiscal year. A total of 41 cases were satisfactorily concluded.

Pipe Lines

No. P-1—1933. Fort Dodge Gas and Electric Company, Fort Dodge, Iowa. Pipe line in Western County-Cardiff-Gypsum Lateral. Under date of May 31, 1933, the Board issued an order extending for a period of one year from December 4, 1932, the effectiveness of Supplementary Temporary Permit No. 1, as follows:

"Supplementary Temporary Permit No. 1 was issued to the Fort Dodge Gas and Electric Company, Fort Dodge, Iowa, under date of December 4, 1931, for a period of one (1) year for the construction of a pipe line lateral to the Cardiff Gypsum Mill, and

"Whereas, we are now advised that it is the desire to retain the authority conferred under this permit, as it is expected that gas service will be desired if the mill starts operating, and

"Whereas, there appears no objections to the granting of an extension of time,

"It is therefore ordered that Supplementary Temporary Permit No. 1 be and is hereby extended for a period of one (1) year or until December 4, 1933."

No. P-18—1933. Great Lakes Pipe Line Company, Kansas City, Mo. Pipe line in Clarke, Union, Adams, Montgomery and Pottawattamie counties. Under date of January 20, 1933, the Board entered an order citing the Great Lakes Pipe Line Company to appear and show cause why certain permits issued to that company should not be revoked for failure to pay fees as provided in the Code, 1931. The order was as follows:

"It is hereby ordered by the Commission that the Great Lakes Pipe Line Company, Kansas City, Missouri, be and it is hereby cited to appear at ten o'clock A. M. on January 31, 1933, before the Commission, at its office, Des Moines, Iowa, to show why pipe line temporary permit number 13 and permanent permit number 22 and permanent permit number 42, issued to the said Great Lakes Pipe Line Company, Kansas City, Missouri, should not be revoked for failure to pay the permit and annual license fee, as provided by sections 8338-d12 and 8338-d13, Code of Iowa."

The Great Lakes Pipe Line Company made appearance on January 31, 1933, represented by Mr. Bland Proctor, Atty., Kansas City, Mo., and Mr. Vincent Starzinger, Atty., Des Moines, Iowa, asking that case be continued for a period of thirty days to allow for the filing of a friendly suit and the furnishing of a bond guaranteeing payment of taxes. They respectively stated and showed to the Board the following:

1. There is a suit now pending in the court, The Stanolind case, questioning the validity of the franchise fee in question.

2. The Great Lakes Pipe Line Company is not desirous of attacking the law, but is anxious to avoid the payment of any imposition or tax which may be held illegal and is advised that it is not possible legally to pay the fee or imposition under protest and that, therefore, for its protection it will be necessary for it to file a suit and post a bond.

3. The counsel for the Great Lakes Pipe Line Company has conferred with the Commerce Counsel on the subject and has arranged with such counsel for a speedy institution of such a suit, and the posting of such bonds which will be agreed upon as between the counsel representing the Board and the company. The date of March 2, 1933, was named as time for further hearing.

The Great Lakes Pipe Line Company filed under date of February 28, 1933, a petition in the district court of Polk county, asking that the court provide for the issuance of a temporary injunction restraining and

enjoining the Board from attempting to collect from the plaintiff any permit or license fees as provided in sections 8338-d12 and 8338-d13, Code of Iowa, 1931, and restraining and enjoining the defendants from doing anything or taking any action to revoke or terminate the plaintiff's rights and privileges of maintaining and operating a pipe line system in the state of Iowa, and said injunction to be made permanent, and that the plaintiff be granted such other further and different relief as might be equitable in the premises.

Under date of February 28, 1933, a writ of injunction was issued by the court and served on the Board on March 1, 1933. A bond in the amount of \$4,000 written by the United States Fidelity and Guaranty Company was filed with the clerk of the district court.

The case was called for continued hearing on March 2, 1933, and for the reasons above stated, hearing was continued until May 31, 1933, at the Office of the Board.

This case came on for continued hearing on May 31st and was continued for a period of sixty days awaiting the decision of the court in the matter of the State of Iowa vs. Stanolind Pipe Line Company.

The case came on for continued hearing on July 31, 1933, and was continued to a date to be named later on account of the Board's appeal of the decision of the Iowa Supreme Court in the case of the State of Iowa, ex rel. Board of Railroad Commissioners vs. Stanolind Pipe Line Company.

No. P-31—1933. Great Lakes Pipe Line Company, Kansas City, Mo. Pipe line in Johnson county. Same proceedings followed as in Case P-18 shown above.

No. P-33—1933. Great Lakes Pipe Line Company, Kansas City, Mo. Pipe line from Missouri state line to Minnesota state line, and from Des Moines to Illinois state line. Same proceedings followed as shown above in Nos. P-18 and P-31.

No. P-35—1933. Stanolind Pipe Line Company, Tulsa, Okla. 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 a petition and obtaining permit from this Board. The case was heard in the district court of Lee county and was decided by the court upon pleadings, and evidence, denying the restraining and mandatory order, and dismissed petition and refused to enter judgment for the permit and license fee. The Board then appealed the case to the Iowa Supreme Court, who on June 20, 1933, 249 N. W., 366, held that the said statute was unconstitutional and void because it violated the Federal Constitution. This Board then petitioned the Supreme Court of the United States for a writ of certiorari but that court denied the writ and refused to review the case.

No. P-47—1933. Central States Electric Company, Cedar Rapids, Iowa. Pipe Line in Adair and Union counties. Creston Lateral. Under date of May 22, 1933, the Board issued order extending Temporary Permit No. 22 for a period of six months, or until December 1, 1933. The Order was as follows:

"There was issued to the Central States Electric Company, Cedar Rapids, Iowa, under date of June 1, 1932, Temporary Permit No. 22 for a period of one year for the construction of a pipe line lateral to the city of Creston, Iowa, and

"Whereas, the Central States Electric Company, Cedar Rapids, Iowa, now advises that due to the death of their Mr. Reed and to general unsettled conditions prevailing at this time, it is desired

that said permit be extended for a period of six (6) months from June 1, 1933, and

"Whereas, there appears no objections to the granting of this extension of time,

"It is therefore ordered that Temporary Permit No. 22 be and is hereby extended for a period of six (6) months or until December 1, 1933."

No. P-56—1933. Natural Gas Pipe Line Company of America, Chicago, Ill. Pipe line in Mills county, Malvern Lateral. A hearing was held in this case under date of January 17, 1933. The following decision was rendered on March 15, 1933, and Temporary Permit No. 29 dated March 15, 1933, was issued to cover:

HEARING HELD JANUARY 17, 1933

For the Applicant—George P. Garver, Atty., Chicago, Ill.

For the Iowa Coal Institute, Objector—C. S. Harper, President, and Hugh Lundy, Secy., by C. G. Baker, Ottumwa, Iowa.

For the C., M., St. P. & P. R. R. Co., Objector—W. E. Wood, Asst. Engr., Chicago, Ill.

For the Illinois Central Railroad Co., Objector—J. M. Farrin, Special Engr., Chicago, Ill.

For the C., R. I. & P. Ry. Co., Objector—J. G. Gamble, Atty. for Iowa, by A. T. Blake, Asst. Atty., Des Moines, Iowa; F. A. Bogue, Supt., Des Moines, Iowa.

For the C. & N. W. Ry. Co., Objector; for the C., St. P., M. & O. Ry. Co., Objector; for the W., C. F. & N. Ry. Co., Objector; for the C. G. W. R. R. Co., Objector; for the C., B. & Q. R. R. Co., Objector; for the Wabash Ry. Co., Objector; for the M. & St. L. R. R. Co., Objector—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by George E. Hise.

CONTINUED HEARING JANUARY 19, 1933

For the Applicant—George P. Garver, Atty., Chicago, Illinois; Donald Evans, Atty., Des Moines, Iowa.

For the Iowa Coal Institute, Objector—Hugh W. Lundy, Atty., Albia, Iowa.

For the Iowa Coal Operators Assn., Objector—M. G. Youngquist, Des Moines, Iowa; Sam Ballantyne, Des Moines, Iowa.

For the United Mine Workers of Iowa, Objector—Frank Wilson, President, Albia, Iowa.

For the Illinois Central Railroad Co., Objector—J. M. Farrin, Special Engr., Chicago, Ill.

For the C., R. I. & P. Ry. Co., Objector—J. G. Gamble, Atty. for Iowa, by A. T. Blake, Asst. Atty., Des Moines, Iowa; F. A. Bogue, Supt., Des Moines, Iowa.

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

For the C. & N. W. Ry. Co., Objector; for the C., St. P., M. & O. Ry. Co., Objector; for the W., C. F. & N. Ry. Co., Objector; for the C. G. W. R. R. Co., Objector; for the C., B. & Q. R. R. Co., Objector; for the Wabash Ry. Co., Objector; for the M. & St. L. R. R. Co., Objector; for the D. M. & C. I. R. R., Objector—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by George E. Hise.

CONTINUED HEARING HELD FEBRUARY 8, 1933

For the Applicant—George P. Garver, Atty., Chicago, Illinois.

For the Cedar Rapids Gas Company—Don Barnes, Atty., Cedar Rapids, Iowa.

For the Iowa Coal Institute, Objector—Hugh W. Lundy, Atty., Albia, Iowa.

For the Iowa Coal Operators Assn., Objector—M. G. Youngquist, Des Moines, Iowa; Sam Ballantyne, Des Moines, Iowa.

For the United Mine Workers of America, District No. 13, Objectors—Hon. John T. Clarkson, Atty., Albia, Iowa, for the Trustees.

For the Illinois Central Railroad Co., Objector—J. M. Farrin, Special Engr., Chicago, Ill.

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

For the C., B. & Q. R. R. Co., Objector—J. C. Pryor, Atty. for Iowa, Burlington, Iowa.

For the C., M., St. P. & P. R. R. Co., Objector; for the Wabash Railway Company, Objector—Hughes, O'Brien & Faville, Attys., Des Moines, Iowa, by S. S. Faville.

For the C. & N. W. Ry. Co., Objector; for the C., St. P., M. & O. Ry. Co., Objector—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by George E. Hise; M. J. Golden, D. F. & P. A., Des Moines, Iowa; Ralph C. Kerr, Mgr. Industrial Dept. C. & N. W. Ry. Co., 400 W. Madison St., Chicago, Ill.

For the W., C. F. & N. Ry. Co., Objector; for the Des M. & C. I. R. R., Objector; for the C. G. W. R. R. Co., Objector; for the M. & St. L. R. R. Co., Objector; for the Ft. D., D. M. & So. R. R. Co., Objector—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by George E. Hise.

CONTINUED HEARING FEBRUARY 20, 1933

Appearances:

Same appearances except that Sam Ballantyne did not appear for Iowa Coal Operators Association and Asst. Attorney A. T. Blake did not appear for the C., R. I. & P. Railway Co.

WRITTEN OBJECTIONS ON FILE.

The Natural Gas Pipe Line Company of America, Chicago, Illinois, filed under date of December 15, 1932, petitions for permits to construct, operate and maintain natural gas pipe lines 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 the several counties of the state which were to be crossed in whole or in part, filing the required exhibits in connection therewith.

These petitions were assigned for hearing January 17, 1933, 10:00 o'clock A. M., at the office of this Commission, after due and proper publication of notice of hearing had been made in the newspapers of the several counties. In accordance with agreement reached between several of the parties concerned, hearing was continued to Thursday, January 19, 1933, 10:00 o'clock A. M., at the office of this Commission. Petitions were filed January 17, 1933, by the representatives of seven Iowa railroads, the Iowa Coal Institute, the United Mine Workers of America and the Iowa Coal Operators Association, asking postponement of hearing in said cases for a period of 60 days. The Natural Gas Pipe Line Company of America filed reply January 19, 1933, resisting motions or petitions for said postponement of hearing. After additional arguments were heard on January 19th, the Board made the following statement:

"The above entitled matter now comes on for determination on motions filed by objectors for a continuance of the hearing, and the Commission has carefully reviewed the motions filed and the arguments advanced herein. The Commission is aware that the granting of the application for a pipe line permit will have some effect on the coal industry and the railroad industry of this state. The pipe line law under consideration was passed by the Forty-fourth General

Assembly and the responsibility for such law rests with the legislature, and this Commission is charged with the responsibility of carrying out the provisions of said enactment. This Board cannot pass upon or determine the constitutionality of the pipe line law. Some of the questions raised by objectors are not for the determination of this Commission and can only be corrected by legislative enactment. We find from the record herein that the applicants have given due, timely and legal notice of the hearing as provided by statute, and said applicants are now ready to proceed with the trial of said cases. The Board appreciates the importance of the matter and the effect that it may have on the objectors, but are of the opinion that the motion to continue the cases for a period of sixty days should be denied. We believe, however, that for the best interests of all parties a postponement should be granted, and that such postponement should take into consideration the rights of all parties herein. It is therefore ordered that the motion filed by objectors for continuance of sixty days be and it is hereby denied and it is further ordered that these cases be now postponed but assigned for trial on their merits at ten o'clock A. M. on the 8th day of February, 1933, at the Office of the Commission."

Hearing was therefore postponed to February 8, 1933, 10:00 o'clock A. M. at this office. Petitions asking that the cases be dismissed were filed February 4, 1933, by the before named objectors, excepting that the railroad group was represented by three additional signers and the C., R. I. & P. Railway Company had withdrawn. The C., R. I. & P. Railway Company filed separate brief stating objections to granting of permits until and unless certain construction was adhered to and contract executed. After arguments, motion to dismiss these cases was overruled.

The Cedar Rapids Gas Company then introduced testimony and to allow opportunity for rebuttal, the cases were again continued to February 20, 1933, ten o'clock A. M. at this office. The cases were fully heard on February 20th and motion of the objectors to dismiss together with the decision of the cases was taken under advisement, the objectors being granted until February 22, 1933, to file further briefs.

Reply briefs and arguments were filed within the appointed time and the applicant was given until February 24th to make reply thereto, same being done in the allotted interval of time. Two additional days were then given or until February 28th for the objectors to make final reply, same being done in the prescribed period.

The applicant company, by its attorney, has since filed a petition asking withdrawal of that portion of application in Docket P-60, relating to the proposed pipe line to Centerville, Iowa, and to Albia, Iowa, and being the cancellation of that portion of route description in this docket from a point fifty (50) feet south and west of the northeast corner of section 30, township 72 north, range 13 west, Wapello county, Iowa, and in a southwesterly direction extending across Wapello, Davis, and Appanoose counties to Centerville, Iowa, and from a connection with last named line in Appanoose county in a northwesterly direction across Appanoose and Monroe counties to Albia, Iowa, a total distance of approximately forty-four (44) miles.

The several motions of the objectors to dismiss and to postpone these cases and the briefs, arguments, replies, etc., cover in general the same ground and are in substance as follows:

1. That the matter involved is of far reaching importance and of vital interest to public welfare and well being.
2. That the invasion of natural gas into these territories will result in further loss of coal tonnage, such loss being reflected into the coal haulage of the railroads, the loss of employment to railroad employees, the decreased tonnage of coal mined with loss to mines and coal mine employees and to those associated in both the coal and railroad industry; also that the ability of these industries and individuals to pay taxes

will be materially affected on account of loss of revenue as a consequence of such reductions.

3. That the applicant company is not engaged in rendering a public service and is not a company entitled to the right of eminent domain.

4. That the applicant company has not acquired the right to construct, maintain and operate a pipe line across railway property and this Commission has no authority to grant such right.

5. That if permits are granted, same will authorize, constitute and be taking private property for private purposes in violation of due process, equal protection, and just compensation clauses of both state and federal constitutions.

6. That there is no public need, convenience and necessity requiring or warranting the construction of these pipe lines or the authorizing of same by this Commission.

7. That chapter 383-D1 is unconstitutional and void for various reasons, particularly because it "attempts to invest this Commission with the non-delegable power of the state to grant to or confer upon a private concern the right of condemnation and eminent domain."

8. That this Commission is without power or authority to grant the permits because it has not been clothed with that power by any legal or lawful act of the legislative power of the state of Iowa.

The reply briefs of the applicant are in substance as follows:

1. That all the sections of the law relating to pipe lines, chapter 383-D1, of the Code of Iowa, 1931, have been fully and completely complied with.

2. That objections predicated upon the constitutionality of chapter 383-D1 are immaterial to the matter before the Commission and not within the province of the Commission and that such questions are matters for judicial determination by the courts.

3. That it is not discretionary but the duty of this Commission to issue the permits requested, when it is shown that the applicant has complied with the requirements of the statute.

4. That applicant is not required to show convenience and necessity.

5. That this Board possesses only the powers conferred by chapter 383-D1, expressed or by fair implication as relating to pipe lines.

6. That objections, as they relate to construction and operation of pipe lines, constitute an attack upon the wisdom of legislative enactment and are matters of concern to the legislature.

Arguments of considerable length are presented by the objectors, especially in final replies, 1st, relating to "* * * * the total lack of jurisdiction on the part of this Commission to issue the permits in question under a statute that is absolutely unconstitutional and void." 2nd: "* * * * applicants have not shown, as they are required to do, that it is a corporation or person entitled to exercise the privilege of eminent domain * * * *." 3rd: That the applicant is a private carrier, therefore, cannot take private property for private use, and 4th, that no need or necessity exists for the proposed service and the granting of same would be detrimental to railroads, coal mines, etc.

A larger portion of the questions herein at issue were decided in Docket P-50, Pipe Line in Mahaska, Poweshiek, Tama and Black Hawk counties—Waterloo Lateral. The attributes of these cases are nearly the same in many respects as those involved in said Docket P-50 and we reiterate the statements therein made, denying the jurisdiction of this Commission in the matter of determination of rates and of public convenience and necessity.

The ruling of this Board, January 19, 1933, hereinbefore quoted states in part: "* * * * This Board cannot pass upon or determine the constitutionality of the pipe line law. Some of the questions raised by objectors are not for the determination of this Commission and can only be corrected by legislative enactment * * * *."

This Board has no judicial power to declare the statute unconstitutional and in our opinion it is not its proper function to assume the jurisdiction

of a court upon such a question. We feel that full protection and redress is granted to the objectors and that this is not the time when the constitutionality of the statute should be presented. This law was enacted by the legislature and under the authority therein given, it is our duty to determine whether or not the permits should be granted.

When a pipe line company, as defined by law, is granted a permit, certain powers are conferred upon it, among them the right of eminent domain. One of the contentions of objectors is that this Board, by granting the permits, confers the right of eminent domain and that such right cannot be exercised by the applicant in these cases because it is a private corporation doing a private business and under the provisions of the Constitution of the United States and the state of Iowa such a corporation cannot take private property for private use by condemnation proceedings.

This Commission, however, has nothing to do with the right of eminent domain under the authority delegated to it by the pipe line law. That law defines a pipe line company and it is simply the duty of the Railroad Commission to pass upon the question of whether or not a permit should be granted when the requirements of the law have been met. When it is granted, the statute provides that the right of eminent domain exists. However, as stated before, that right is not conferred by this Commission. It is a power which follows the granting of a permit by this Board and the question as to whether or not such a power can be constitutionally exercised by the applicant in this case is one for the courts to decide. It is our view that our duty is to follow the plain provisions of the law as enacted by the legislature and when a petition has been filed in compliance with the statute and hearing held, it is then our duty to grant the permit in whole or in part or to deny it.

Statements were made at hearings that it is not discretionary with this body as to whether or not a permit may be issued. There are reasons wherein this body may exercise its discretion and may grant a permit on one application and deny it on another. It is provided in section 8338-d10:

"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 objectors are entirely within their rights in presenting such questions and objections as they deem proper. This is permitted under section 8338-d7:

"Any person, corporation, company, city or town whose rights or interests may be affected by said pipe line or lines may file written objections to said proposed pipe line or lines or to the granting of said permit."

At hearing on February 8th testimony was introduced by the Cedar Rapids Gas Company and others to show the advantages of natural gas. The larger part of this testimony was, however, immaterial to our records. The showing indicated that the use of natural gas in this particular territory would result in the displacement of very little Iowa coal.

Mention was made at various points in testimony of the adherence of the pipe line company to railroad construction specifications, where crossing under their lines. This Commission has adopted a minimum standard for such construction which is considered entirely safe for the purposes.

It is, therefore, our opinion that permits should be granted the petitioner in Dockets P-56 to P-66, both inclusive, excepting that part of Docket P-60 which has been withdrawn by the applicant and which is more particularly described herein, extending from a connection with Ottumwa lateral to the towns of Centerville and Albia, Iowa.

No. P-57—1933. Natural Gas Pipeline Company of America, Chicago, Ill. Pipe line in Montgomery and Page counties. Clarinda lateral. The

proceedings in this case were identical with those shown and the same decision covered as in No. P-56 quoted above. Temporary Permit No. 30 dated March 15, 1933, issued to cover approximately twenty-five (25) miles of three (3) inch line.

No. P-58—1933. Natural Gas Pipeline Company of America, Chicago, Ill. Pipe line in Warren and Clarke counties, Osceola Lateral. The proceedings in this case were the same as those shown in No. P-56 above and the same decision covered. Temporary Permit No. 31, dated March 15, 1933, issued to cover approximately thirteen (13) miles of three (3) inch line.

No. P-59—1933. Natural Gas Pipeline Company of America, Chicago, Ill. Pipe line in Lucas and Warren counties, Chariton Lateral. The proceedings in this case were the same as those shown in No. P-56 as printed above. Temporary Permit No. 32, dated March 15, 1933, issued to cover approximately eighteen (18) miles of three (3) inch line.

No. P-60—1933. Natural Gas Pipeline Company of America, Chicago, Ill. Pipe line in Keokuk, Wapello and Jefferson counties. Ottumwa and Fairfield Laterals. The proceedings in this case were identical with those listed in Case No. P-56 as printed above, except that the applicant after the final hearing filed a petition asking withdrawal of that portion of petition in this Docket, No. P-60, relating to the proposed pipe line to Centerville and Albia, Iowa, and asking the cancellation of the portion of route description from a point fifty feet south and west of the northeast corner of section twenty, township seventy-two (72) north, range thirteen, West, Wapello county, and in a southwesterly direction extending across Wapello, Davis and Appanoose counties to Centerville, Iowa, and from a connection with this last named line in Appanoose county in a northwesterly direction across Appanoose and Monroe counties to Albia, Iowa, a total distance of approximately forty-four (44) miles. The Board permitted the withdrawal, and the decision in this case cancels that portion of route extending to Centerville and Albia, Iowa. Temporary Permit No. 33, dated March 15, 1933, issued to cover approximately twenty-three (23) miles of six (6) inch, and twenty-two (22) miles of three (3) inch line.

No. P-61—1933. Natural Gas Pipeline Company of America, Chicago, Ill. Pipe line in Mahaska county, Oskaloosa Lateral. The same proceedings were followed as are shown in P-56. Temporary Permit No. 34 dated March 15, 1933, issued to cover approximately two (2) miles of two (2) inch line.

No. P-62—1933. Natural Gas Pipeline Company of America, Chicago, Ill. Pipe line in Keokuk county, Sigourney Lateral. The same proceedings were followed in this case as are outlined in P-56 printed above. Temporary Permit No. 35, dated March 15, 1933, issued to cover two (2) miles of two (2) inch line.

No. P-63—1933. Natural Gas Pipeline Company of America, Chicago, Ill. Pipe line in Washington, Johnson and Linn counties. Iowa City, Riverside, Coralville, North Liberty and Cedar Rapids Lateral. The same proceedings were followed in this case as are outlined in P-56 above. The same decision covers. Temporary Permit No. 36 dated March 15, 1933, issued to cover forty (40) miles of ten (10) inch and two (2) miles of four (4) inch line.

No. P-64—1933. Natural Gas Pipeline Company of America, Chicago, Ill. Pipe line in Keokuk county-Keota Lateral. The same proceedings were followed in this case, and the same decision governs as is quoted

in No. P-56. Temporary Permit No. 37, dated March 15, 1933, issued to cover eight hundred and forty (840) feet of two (2) inch line.

No. P-65—1933. Natural Gas Pipeline Company of America, Chicago, Ill. Pipe line in Washington county, Washington Lateral. The same decision is effective in this case as governs in the case No. P-56, and the same proceedings were followed. Temporary Permit No. 38, dated March 15, 1933, issued to cover four (4) miles of two (2) inch line.

No. P-66—1933. Natural Gas Pipeline Company of America, Chicago, Ill. Pipe line in Muscatine, Louisa, Des Moines, Lee and Henry counties. Wapello, Mt. Pleasant, Burlington, Ft. Madison and Keokuk Laterals. The same decision was effective and the same proceedings were followed as shown in P-56. Temporary Permit No. 39, dated March 15, 1933, issued to cover fifty-two (52) miles of six (6) inch, twenty-seven (27) miles of four (4) inch, fourteen (14) miles of three (3) inch, and three (3) miles of two (2) inch line.

No. P-67—1933. Natural Gas Pipeline Company of America, Chicago, Ill. Pipe line in Scott county. Davenport Lateral. Application was filed December 16, 1932, and the case was set down for hearing on January 17, 1933, and in accordance with agreement between parties was postponed until Thursday, January 19, 1933, for continued hearing. Petitions were filed January 17, 1933, by representatives of seven Iowa railroads, Iowa Coal Institute, United Mine Workers of America, and the Iowa Coal Operators Association, asking postponement of hearing in such case for a period of sixty days. The applicant company filed a reply January 19, 1933, resisting motions or petitions for such a postponement of hearing. Case came on for continued hearing on January 19, 1933. This case, with the consent of the objectors, was fully heard, and it was ordered by the Commission that the permit would issue as applied for. The Commission issued Temporary Permit No. 40 covering the route in this case, such permit being dated January 19, 1933.

No. P-68—1933. Peoples Light Company, Davenport, Iowa. Pipe line in Scott county, Davenport-Riverside Lateral. Application filed September 28, 1933, and was set down for hearing on October 24, 1933. The applicant requested, previous to hearing, that the case be postponed until later date. Case came on for continued hearing on October 31st and at that time the applicant amended the application by withdrawing a portion of the route previously applied for. The Commission ordered that Temporary Permit be issued and in accordance therewith Temporary Permit No. 41 was issued under date of November 1, 1933.

Under date of June 14, 1933, the Board adopted the following amendment to Rule No. 17 to Rules and Regulations Relating to Pipe Lines, same to be effective June 20, 1933:

"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 the Rules and Regulations Relating to Pipe Lines adopted effective May 13, 1931, be and the same are hereby amended by changing Rule No. 17, to read as follows:

"Pipe lines on which a permit has been granted and which have not been constructed within a period of two (2) years from the date of permit will be considered as having the permit revoked at the expiration of the two (2) 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 two (2) year period and requesting additional time. The Commission

will consider the application and may grant such additional time as deemed advisable or it may deny an extension of time."

"IT IS FURTHER ORDERED that temporary permits now outstanding which contain a clause limiting their effectiveness to one (1) year be and the same are hereby extended for a period of one (1) year additional thereto."

Total fees collected since May 13, 1931:

Permit	\$ 18,003.00
1931 Annual	7,836.50
1932 Annual	8,380.00
1933 Annual	7,198.50
	<hr/>
	\$ 41,418.00

No collection was made of 1933 fees assessed to the following companies, as lines were not constructed:

Central States Electric Company, Cedar Rapids, Iowa, Creston Lateral, File P-47.....	\$ 14.00
Natural Gas Pipeline Company of America, Waterloo Lateral, File P-50.....	340.00

The following companies paid fees under protest:

Natural Gas Pipeline Company of America, Chicago	\$ 5,005.50
Northern Gas and Pipe Line Company, Omaha, Neb.	3,107.50

The following fees were not paid, but a bond in the amount of \$4,000.00 was filed with the court to cover same:

Great Lakes Pipe Line Company, Kansas City, Mo..	\$ 1,652.00
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Total pipe line mileage constructed and in operation:

369.80 miles—24 inch
84.73 miles—20 inch
75.76 miles—16 inch
2.38 miles—12 inch
19.89 miles—10 inch
83.38 miles— 8 inch
342.91 miles— 6 inch
263.20 miles— 4 inch
28.29 miles— 3 inch
36.45 miles— 2 inch

1,306.69

Total pipe line mileage on which Temporary Permits are outstanding but which has not been constructed:

40.00 miles—10 inch
99.67 miles— 8 inch
74.05 miles— 6 inch
66.05 miles— 4 inch
104.50 miles— 3 inch
10.57 miles— 2 inch

395.34 miles

Report of the Commerce Counsel

There can be nothing added to the statement made in other reports, that the office of Commerce Counsel was created to investigate the legality of all rates, charges, rules, regulations and practices of all the common carriers, both intrastate and interstate transportation, and the general duties defined in the act creating the office of Commerce Counsel.

In the large number of cases under Docket No. 17000, referred to in the last report, the condition today is about the same as then reported. Decisions have not yet been rendered in Docket No. 17000, Part 2, referring to class rates, and there remains yet the argument before the Interstate Commerce Commission on the rehearing in Docket No. 17000, Part 7, known as the Grain and Grain Products case. This will be argued in February, 1934. It is believed that all of these cases will be disposed of during the coming year.

We have had the usual number of complaints and of hearings as to the abandonment of stations, of station agencies, farm crossings, highway crossings, occasional train service cases, a less number of controversies as to elevator sites and the rentals to be charged therefor, and many other like questions in reference to transportation. These do not often develop into cases, but require close attention, with much correspondence and often several conferences. In some cases, applications have been filed before the board of railroad commissioners. On all matters brought to this office, action is based on the examination of and inquiry in all of the facts existing, and if, upon such examination, it is found that proceedings should be begun, the petition or application is then prepared and filed. The case is then assigned for hearing by the Interstate Commerce Commission before some examiner, and this requires the gathering together of facts, the preparation of the evidence, and then the hearing, which is in fact a trial, before the examiner, after which briefs are to be filed, and often times reply briefs are required. These are prepared, printed and filed, and in each case involves continuous investigation and care, and takes time and effort to prepare and properly present the same.

The following cases before the Interstate Commerce Commission were submitted and determined during the year covered by this report:

I. C. C. No. 25982, Surcharges on Intrastate Traffic within the State of Iowa. Commission on July 25, 1933, found that the time intervening prior to the expiration of the surcharges involved was too short to make it possible for orders to be made effective and the rates published and maintained for a sufficient length of time to warrant the expense of tariff publications. The proceedings were discontinued.

I. C. C. No. 26000, Rates and Charges of Carriers by Railroad Subject to the Interstate Commerce Act. States presented evidence at hearing in Washington, beginning May 10, 1933. Decision of Commission rendered July 31, 1933, found that existing freight rates and charges subject to the Interstate Commerce Act, in the aggregate, in the country as a whole or in the several rate groups, or as applied to specified commodities or descriptions of traffic, are not shown to be unreasonable. Proceeding discontinued.

I. & S. No. 3715, Packing House Products Eastbound from W. T. L. Points. Protest filed with Interstate Commerce Commission on February 17, 1932. Hearing at Chicago, May 31, 1932. On November 14, 1933, the Commission found the proposed increased carload rates on packing house products from interior Iowa and southern Minnesota points to destinations in official territory east of the Illinois-Indiana line not justified; the suspended schedules were ordered cancelled, and removal of undue prejudice to certain Missouri river cities was directed.

I. & S. No. 3757, Building Material in the South and Southeast. Petition filed, hearing held, and on April 7, 1933, the Commission found the

proposed rates not justified, and the suspended schedules were ordered canceled.

I. & S. No. 3773, Fabrication of Iron and Steel (Bale Ties) at Chicago, Rock Island & Pacific Points. After hearing, filing of briefs, oral argument, etc., Commission on January 6, 1933, found proposed schedules governing reworking and fabrication-in-transit of iron and steel articles on the lines of the Chicago, Rock Island & Pacific Railway Company not justified. Suspended schedules ordered cancelled and proceeding discontinued. Respondents filed petition for reargument and reconsideration, which was denied by the Interstate Commerce Commission.

I. & S. No. 3824, Fabrication of Iron and Steel at Chicago, Burlington & Quincy Points. Assigned for hearing on November 25, 1932, which hearing was later cancelled, as parties agreed to be governed by decision in I. & S. No. 3773. On June 2, 1933, respondents filed tariff cancelling the schedules under suspension, and the proceeding was discontinued.

Finance Docket No. 9369, Application of Chicago, Milwaukee, St. Paul & Pacific Railroad Company for certificate of convenience and necessity permitting the abandonment of a narrow gauge branch line between Bellevue and Cascade, Iowa. Hearing at Dubuque, Iowa, July 9, 1932. Orally argued at Washington January 27, 1933. March 8, 1933, the Commission issued certificate permitting the abandonment.

Finance Docket No. 9767, Application of Burlington, Muscatine & Northwestern Railway Company for certificate of public convenience and necessity authorizing construction of a certain line of railroad, the rehabilitation of a line of road, operation by it under trackage rights, etc. Assigned for hearing at Burlington, Iowa, July 15, 1933.

Finance Docket No. 9782, Application of Chicago, St. Paul, Minneapolis & Omaha Railway Company for permission to abandon its line of railroad between Luverne, in Rock county, Minn., and Doon, in Lyon county, Iowa. Objections to the abandonment having been filed, hearing was held at Luverne, Minn., on June 15, 1933. On September 22, 1933, the Commission rendered its decision, granting the abandonment.

Finance Docket No. 10035, Application of the Bellevue and Cascade Railroad Company for certificate of public convenience and necessity authorizing it to acquire and operate the narrow gauge line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company extending from Bellevue to Cascade. No objections were filed and this office approved same. The Commission on July 17, 1933, issued certificate for said operation.

The suit by the Stanolind Pipe Line Company against the Board of Railroad Commissioners, referred to in our last annual report, was appealed to the Supreme Court of Iowa, as therein stated. Briefs were filed, oral argument was had before the Supreme Court, and on June 20, 1933, the opinion was affirmed, holding that the pipe line law upon which this suit was based was unconstitutional. Thereafter petition was filed for writ of certiorari from the Supreme Court of the United States, which writ was denied, and which terminated the proceedings under the pipe line law.

With the continued growth of the number of common carriers by truck and the truck operators, the business of the department has been very largely increased. The Railroad Commissioners investigate, through their inspectors, any violation of the truck laws. The department is constantly in touch with the Commission or the motor transportation department on these matters. In various places in the state there were proceedings to cancel permits that have been granted, because of the violation of the law, and these have been numerous. The truck operators were cited to appear before the Commission as to whether or not permits should be cancelled, and a representative of this office has been requested to be present at each of these hearings. Frequently matters in insurance required by statute are involved. In cases where operation has been instituted and continued without having received a certificate or a permit, many have been adjusted and settled without institution of legal pro-

ceedings. Also there have been many other questions arising in the administration of the law. Of the proceedings that were determined during the year covered by this report, there have been but two cases, which are as follows, to wit:

State of Iowa, ex rel. Board of Railroad Commissioners v. Lischer Brothers, Wapello, Iowa. The defendants were charged with being a common carrier by truck, and they claimed they were truck operators. Upon trial in the district court decree was rendered for the defendants. Appeal was taken to the Supreme Court of Iowa and on January 17, 1933, the Supreme Court affirmed the lower court.

State, ex rel. v. Mercer Transfer Company. In this case the defendants were alleged to be operating as a common carrier. Defendants denied; they claimed they were not operating as a common carrier, but only as a truck operator. Case was tried in the district court. The district court rendered a decree in the defendant, and dismissed the petition. The state appealed to the Supreme Court and on January 17, 1933, the district court ruling was reversed, a decree was rendered enjoining the defendants from operating, and ordered the payment of \$306.00 as taxes due, and costs, aggregating \$355.85.

Officers and Directors of Companies

for the Year Ended December 31, 1932.

OF STEAM RAILWAY COMPANIES

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William B. Storey, Chicago, Ill.	Com'r of Taxes, G. G. Tunell, Chicago, Ill.
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	Gen'l Mgr., H. B. Lautz, Amarillo, Texas
	Gen'l Mgr., J. R. Hitchcock, Los Angeles, Calif.

ATLANTIC NORTHERN RAILWAY COMPANY

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Andrew Kroman, Elkhorn, Iowa	Vice Pres., S. C. Pedersen, Kimballtown, Iowa
S. C. Pedersen, Kimballton, Iowa	Treasurer, Bertel Christensen, Kimballton, Iowa
Bertel Christensen, Kimballton, Iowa	Secretary, P. C. Clemensen, Atlantic, Iowa
L. H. Lauretsen, Kimballton, Iowa	Gen'l Mgr., P. C. Clemensen, Atlantic, Iowa
Niels A. Hansen, Kimballton, Iowa	
Thomas Christensen, Kimballton, Iowa	

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Charles O. Jenks, St. Paul, Minn.	Vice Pres., Edward Flynn, Chicago, Ill.
William P. Kenney, St. Paul, Minn.	Vice Pres., Horace H. Holcomb, Chicago, Ill.
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Hinkley G. Atwood, Chicago, Ill.	Supt. Motive Power, Oris E. Ward, Chicago, Ill.
Alexander Legge, Hinsdale, Ill.	Supt. Motive Power, Harry H. Urbach, Lincoln, Neb.

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J. W. O'Leary, Chicago, Ill.	Pres., P. H. Jolce, Chicago, Ill.
C. A. McCullough, Chicago, Ill.	Vice Pres. and Sec'y, W. G. Lerch, Chicago, Ill.
S. L. Avery, Chicago, Ill.	Vice Pres., Oscar Townsend, Chicago, Ill.
E. N. Hurley, Chicago, Ill.	Gen'l Council, Ralph M. Shaw, Chicago, Ill.
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J. E. Davidson, Omaha, Neb.	Purch. Agt., A. C. Simmons, Chicago, Ill.
E. C. Finkbine, Des Moines, Iowa	

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Samuel H. Fisher, New York, N. Y.	Gen'l Solicitor, C. S. Jefferson, Chicago, Ill.
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W. W. K. Sparrow, Chicago, Ill.	Gen'l Mgr., C. H. Buford, Seattle, Wash.
	Vice Pres., H. B. Earling, Seattle, Wash.

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Ray N. Van Doren, Chicago, Ill.	Comptroller, Charles Jensch, Chicago, Ill.
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Edson S. Woodworth, Minneapolis, Minn.	Gen'l Aud., Charles D. Brandriff, Chicago, Ill.
	Tax Com'r, Roy S. Miller, Chicago, Ill.

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Fred W. Sargent, Chicago, Ill.	Treas. and Asst. Sec'y, Harry W. Rush, New York, N. Y.
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Ray N. Van Doren, Chicago, Ill.	Gen. Supt. Motive Power, Edred B. Hall, Chicago, Ill.
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Charles W. Nash, Kenosha, Wis.	Pass. Traf. Mgr., Edward L. Pardes, St. Paul, Minn.
	Tax Com'r, William Mueller, St. Paul, Minn.

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F. E. Weyerhaeuser, St. Paul, Minn.	Tax Com'r, James T. Maher, St. Paul, Minn.
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	Vice Pres., L. C. Gilman, Seattle, Wash.
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William Averell Harriman, Harriman, N. Y.	Gen'l Solicitor, E. C. Craig, Chicago, Ill.
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	Comptroller, W. B. McKinstry, Chicago, Ill.
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	Chief Engr., A. F. Blaess, Chicago, Ill.
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Wm. A. Harriman, Harriman, N. Y.	Asst. Sec'y, D. R. Burbank, New York, N. Y.
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TABOR AND NORTHERN RAILWAY COMPANY

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J. Leonard Replogle, New York, N. Y.	Treas., A. K. Atkinson, New York, N. Y.
Arthur K. Atkinson, New York, N. Y.	Chief Acc't'g Officer, J. W. Newell, St. Louis, Mo.
William D. Steele, New York, N. Y.	Gen'l Aud., G. E. Bramon, St. Louis, Mo.
Orton Brewer, New York, N. Y.	Chief Opr. Officer, S. E. Cotter, St. Louis, Mo.
Augustus E. Staley, Decatur, Ill.	Gen'l Mgr., G. H. Sido, St. Louis, Mo.
Edward D. Stair, Detroit, Mich.	Chief Engr., E. L. Crugar, St. Louis, Mo.
Melvin W. Ellis, Chicago, Ill.	Supt. Mot. Power, G. F. Hess, Decatur, Ill.
Allen P. Green, Mexico, Mo.	Gen'l Supt., E. A. Sollitt, St. Louis, Mo.
Walter S. Franklin, St. Louis, Mo.	

OF TERMINAL RAILWAY AND SWITCHING COMPANIES

BURLINGTON, MUSCATINE & NORTH WESTERN RAILWAY CO.

Directors	General Officers
E. L. Tobie, Muscatine, Iowa	Pres., E. L. Tobie, Muscatine, Iowa
John M. Kemble, Muscatine, Iowa	Vice Pres., Frank H. Collins, Chicago, Ill.
Frank H. Collins, Chicago, Ill.	Sec'y, J. M. Kemble, Muscatine, Iowa
David O. True, Chicago, Ill.	Treas., E. C. De Wolfe, Chicago, Ill.
Elmer A. Webber, Chicago, Ill.	

DAVENPORT, ROCK ISLAND AND NORTH WESTERN RAILWAY COMPANY

Directors	General Officers
J. F. Gillick, Chicago, Ill.	Pres., J. F. Gillick, Chicago, Ill.
O. N. Harstad, Chicago, Ill.	Vice Pres., E. Flynn, Chicago, Ill.
Ralph Budd, Chicago, Ill.	Sec'y-Treas., P. L. Hinrichs, Davenport, Iowa
E. P. Bracken, Chicago, Ill.	Asst. Sec'y, A. T. Williams, Chicago, Ill.
E. Flynn, Chicago, Ill.	Aud. and Asst. Treas., J. P. Harrison, Davenport, Iowa
L. F. Donald, Savana, Ill.	Gen'l Mgr., F. S. Weisbrook, Davenport, Iowa
C. D. Waterman, Davenport, Iowa	

DES MOINES TERMINAL COMPANY

Directors	General Officers
F. C. Hubbell, Des Moines, Iowa	Pres., F. C. Hubbell, Des Moines, Iowa
G. C. Hubbell, Des Moines, Iowa	Vice Pres., Jas. W. Hubbell, Des Moines, Iowa
J. W. Hubbell, Des Moines, Iowa	Sec'y-Treas., F. O. Thompson, Des Moines, Iowa
F. O. Thompson, Des Moines, Iowa	Asst. Sec'y-Treas., O. P. Thompson, Des Moines, Iowa
O. P. Thompson, Des Moines, Iowa	Aud., B. F. Flenniken, Des Moines, Iowa

DES MOINES UNION RAILWAY COMPANY

Directors	General Officers
J. T. Gillick, Chicago, Ill.	Pres., W. S. Franklin, St. Louis, Mo.
W. S. Franklin, St. Louis, Mo.	Vice Pres., J. T. Gillick, Chicago, Ill.
N. S. Brown, St. Louis, Mo.	Sec'y, T. S. Ford, Des Moines, Iowa
S. E. Cotter, St. Louis, Mo.	Aud., T. S. Ford, Des Moines, Iowa
J. W. Howell, Des Moines, Iowa	Treas., W. A. Hahnen, Des Moines, Iowa
H. W. Warren, Des Moines, Iowa	Gen'l Atty., John N. Hughes, Des Moines, Iowa
J. N. Hughes, Des Moines, Iowa	Gen'l Mgr., J. A. Wagner, Des Moines, Iowa
A. C. Pearsall, Des Moines, Iowa	Chief Engr., A. L. Morgan, Des Moines, Iowa

DES MOINES WESTERN RAILWAY COMPANY

Directors	General Officers
F. C. Hubbell, Des Moines, Iowa G. C. Hubbell, Des Moines, Iowa J. W. Hubbell, Des Moines, Iowa F. O. Thompson, Des Moines, Iowa O. P. Thompson, Des Moines, Iowa	Pres., F. C. Hubbell, Des Moines, Iowa Vice Pres., J. W. Hubbell, Des Moines, Iowa Sec'y-Treas., F. O. Thompson, Des Moines, Ia. Asst. Sec'y-Treasurer, O. P. Thompson, Des Moines, Iowa Aud., B. F. Flenniken, Des Moines, Iowa

IOWA TRANSFER RAILWAY COMPANY

Directors	General Officers
F. C. Hubbell, Des Moines, Iowa J. A. Wagner, Des Moines, Iowa J. G. Gamble, Des Moines, Iowa H. L. Reed, Kansas City, Mo. J. C. Gresenger, Burlington, Iowa P. H. Joyce, Chicago, Ill.	Pres., F. C. Hubbell, Des Moines, Iowa Vice Pres., J. C. Gresenger, Burlington, Iowa Sec'y-Treas. & Gen'l Mgr., J. A. Wagner, Des Moines, Iowa Gen'l Counsel, J. G. Gamble, Des Moines, Iowa Aud., T. S. Ford, Des Moines, Iowa

SIOUX CITY TERMINAL RAILWAY COMPANY

Directors	General Officers
G. F. Silknitter, Sioux City, Iowa Wm. Milehrist, Sioux City, Iowa H. H. Burdick, Sioux City, Iowa R. M. Harben, Sioux City, Iowa W. B. Treynor, Chicago, Ill. P. D. Armour, Cheago, Ill. J. A. Shoemaker, Denver, Colo.	Pres., G. F. Silknitter, Sioux City, Iowa Vice Pres., Wm. Milchrist, Sioux City, Iowa Sec'y, H. C. Anderson, Sioux City, Iowa Treas., A. G. Sam, Sioux City, Iowa Supt., H. H. Burdick, Sioux City, Iowa Traffic Mgr., R. M. Harben, Sioux City, Iowa

OF RAILWAY BRIDGE COMPANIES

DUNLEITH AND DUBUQUE BRIDGE COMPANY

Directors	General Officers
L. A. Downs, Chicago, Ill. J. L. Beven, Chicago, Ill. G. J. Bunting, Chicago, Ill. R. V. Fletcher, Chicago, Ill. Burt A. Beck, Chicago, Ill.	Pres., L. A. Downs, Chicago, Ill. Vice Pres., J. L. Beven, Chicago, Ill. Vice Pres., G. E. Patterson, Chicago, Ill. Vice Pres., G. J. Bunting, Chicago, Ill. V. P. and Gen'l Mgr., R. V. Fletcher, Chicago, Ill. Sec'y, F. E. Couch (Miss), Dubuque, Iowa Asst. Sec'y, Burt A. Beck, Chicago, Ill. Asst. Sec'y, D. R. Burbank, New York, N. Y. Treas., Otto F. Nau, Chicago, Ill.

KEOKUK AND HAMILTON BRIDGE COMPANY

Directors	General Officers
Jaynes Bertram, New York, N. Y. Royal A. Edsell, New York, N. Y. Edwin F. Gailey, Philadelphia, Pa. Theodore Gilman, Jr., Yonkers, N. Y. Samuel S. Hall, Jr., New York, N. Y. W. Heyward Myers, Jr., Philadelphia, Pa. Mathias Nicoll, Jr., White Plains, N. Y. John C. Wallace, Philadelphia, Pa.	Pres., Royal W. Edsell, New York, N. Y. Vice Pres., Samuel S. Hall, Jr., New York, N. Y. Sec'y and Treas., Durant R. Miller, New York, N. Y.

OMAHA BRIDGE AND TERMINAL RAILWAY COMPANY

Directors	General Officers
L. A. Downs, Chicago, Ill. J. L. Beven, Chicago, Ill. G. J. Bunting, Chicago, Ill. R. V. Fletcher, Chicago, Ill. Burt A. Beck, Chicago, Ill.	Pres., L. A. Downs, Chicago, Ill. Vice Pres., J. L. Beven, Chicago, Ill. Vice Pres., G. E. Patterson, Chicago, Ill. Vice Pres., G. J. Bunting, Chicago, Ill. V. P. and Gen'l Council, R. V. Fletcher, Chicago, Ill. Sec'y, John R. Webster, Omaha, Neb. Asst. Sec'y, Burt A. Beck, Chicago, Ill. Treas., Otto F. Nau, Chicago, Ill.

SIOUX CITY BRIDGE COMPANY

Directors	General Officers
Fred W. Sargent, Chicago, Ill. Ray N. Van Doren, Chicago, Ill. Charles Jensch, Chicago, Ill. John D. Caldwell, Chicago, Ill. Barret Conway, Chicago, Ill. George W. Hand, Chicago, Ill. Bradford W. Carlton, Chicago, Ill.	Pres., Fred W. Sargent, Chicago, Ill. Vice Pres., Carl R. Gray, Jr., St. Paul, Minn. Vice Pres., Charles Jensch, Chicago, Ill. Sec'y, John D. Caldwell, Chicago, Ill. Asst. Sec'y, Barret Conway, Chicago, Ill. Treas., Arthur B. Jones, Chicago, Ill. Asst. Treas., Frederick Mates, Chicago, Ill. Comptroller, Charles Jensch, Chicago, Ill. Gen'l Counsel, Ray N. Van Doren, Chicago, Ill.

OF ELECTRIC INTERURBAN RAILWAY COMPANIES

CEDAR RAPIDS AND MARION CITY RAILWAY COMPANY

Directors	General Officers
Glenn M. Averill, Cedar Rapids, Iowa Richard Schaddelee, Chicago, Ill. B. J. Denman, Chicago, Ill. Wm. Chamberlain, Chicago, Ill. Don Barnes, Cedar Rapids, Iowa Beldin Hill, Cedar Rapids, Iowa E. C. Allen, Cedar Rapids, Iowa	Pres., Glenn M. Averill, Cedar Rapids, Iowa Vice Pres., Richard Schaddelee, Chicago, Ill. Vice Pres., B. J. Denman, Chicago, Ill. Vice Pres., Wm. Chamberlain, Chicago, Ill. Vice Pres., Don Barnes, Cedar Rapids, Iowa Treas., L. H. Heinke, Chicago, Ill. Sec'y, E. C. Allen, Cedar Rapids, Iowa Gen'l Mgr., E. C. Allen, Cedar Rapids, Iowa Aud., C. Fred Meyer, Cedar Rapids, Iowa Gen'l Counsel, Don Barnes, Cedar Rapids, Iowa Master Mech., Fred M. Ford, Cedar Rapids, Ia. Supt. Transp'n, Robert Leith Cedar Rapids, Ia.

CHARLES CITY WESTERN RAILWAY COMPANY

Directors	General Officers
M. W. Ellis, Charles City, Iowa W. H. Fairbanks, Charles City, Iowa C. D. Ellis, Charles City, Iowa E. L. Walleser, Charles City, Iowa C. Sivright, Charles City, Iowa J. F. Christainsen, Charles City, Iowa Frank Brunner, Charles City, Iowa	Pres., M. W. Ellis, Charles City, Iowa Vice Pres., C. D. Ellis, Charles City, Iowa Treas., C. Sivright, Charles City, Iowa Sec'y, W. H. Fairbanks, Charles City, Iowa V. P. and Gen'l Mgr., J. F. Christainsen, Charles City, Iowa

CLINTON, DAVENPORT AND MUSCATINE RAILWAY COMPANY

Directors	General Officers
B. J. Denman, Chicago, Ill. J. G. Huntoon, Davenport, Iowa H. E. Littig, Davenport, Iowa R. J. Smith, Davenport, Iowa R. B. MacDonald, Moline, Ill.	Pres., B. J. Denman, Chicago, Ill. Vice Pres., R. B. MacDonald, Moline, Ill. Vice Pres., J. G. Huntoon, Davenport, Iowa Vice Pres., R. J. Smith, Davenport, Iowa Sec'y, H. E. Littig, Davenport, Iowa Treas., H. E. Weeks, Davenport, Iowa Gen'l Mgr., R. J. Smith, Davenport, Iowa

RAILROAD COMMISSIONERS' REPORT

COLFAX SPRINGS RAILWAY COMPANY

Directors	General Officers
James P. Donahue, Washington, D. C. E. S. H. Donahue, Washington, D. C. Dick R. Lane, Davenport, Iowa	Pres., James P. Donahue, Washington, D. C. Vice Pres., E. S. H. Donahue, Washington, D. C. Sec'y, E. S. H. Donahue, Washington, D. C. Treas., James P. Donahue, Washington, D. C.

DES MOINES AND CENTRAL IOWA RAILROAD

Directors	General Officers
Walter J. Cummings, Chicago, Ill. C. G. Adsit, Des Moines, Iowa C. N. Hebner, Chicago, Ill. H. A. Benjamin, Des Moines, Iowa C. W. Gifford, Des Moines, Iowa	Pres., W. J. Cummings, Chicago, Ill. Vice Pres., H. A. Benjamin, Des Moines, Iowa Vice Pres., C. G. Adsit, Des Moines, Iowa Vice Pres., C. W. Gifford, Des Moines, Iowa Sec'y and Treas., C. N. Hebner, Chicago, Ill. Asst. Sec'y and Gen'l Aud., E. B. Bieghler, Des Moines, Iowa Chief Engr., W. L. Wilson, Des Moines, Iowa Chief Disp., C. H. McMurray, Des Moines, Iowa Atty., C. R. Bennett, Des Moines, Iowa

FORT DODGE, DES MOINES AND SOUTHERN RAILROAD COMPANY

Directors	General Officers
C. Sidney Shepard, New Haven, N. Y. Homer Loring, Boston, Mass. J. J. Bodell, Providence, R. I. C. H. Crooks, Boone, Iowa	Receiver, C. H. Crooks, Boone, Iowa Sec'y-Treas.-Aud. for Receiver, F. M. Johnston, Boone, Iowa Gen'l Counsel for Receiver, W. R. Dyer, Boone, Iowa Chief Engr. for Receiver, R. L. Cooper, Boone, Iowa Master Mechanic for Receiver, John Duncan, Boone, Iowa

IOWA ELECTRIC LIGHT AND POWER COMPANY

Directors	General Officers
Isaac B. Smith, Cedar Rapids, Iowa Sutherland Dows, Cedar Rapids, Iowa John A. Reed, Cedar Rapids, Iowa C. S. Woodward, Cedar Rapids, Iowa F. C. Chambers, Cedar Rapids, Iowa R. S. Cook, Cedar Rapids, Iowa Eugene M. Penney, Cedar Rapids, Iowa Lumier Severa, Cedar Rapids, Iowa Dr. W. J. Morrison, Cedar Rapids, Ia. Dr. John Hamilton, Cedar Rapids, Ia. Geo. T. Wilhelm, Cedar Rapids, Iowa William Thaw, Pittsburgh, Pa.	Pres., Isaac B. Smith, Cedar Rapids, Iowa Vice Pres., Sutherland Dows, Cedar Rapids, Ia. Vice Pres., John A. Reed, Cedar Rapids, Iowa Vice Pres., F. C. Chambers, Cedar Rapids, Ia. Sec'y, C. S. Woodward, Cedar Rapids, Iowa Treas., C. S. Woodward, Cedar Rapids, Iowa

IOWA SOUTHERN UTILITIES COMPANY OF DELAWARE

Directors	General Officers
Geo. M. Bechtel, Davenport, Iowa J. Ross Lee, Davenport, Iowa H. R. Bechtel, Davenport, Iowa Ray Nyemaster, Davenport, Iowa E. T. Bulmahn, Centerville, Iowa Frank S. Payne, Centerville, Iowa	Pres., Geo. M. Bechtel, Davenport, Iowa Vice Pres., E. T. Bulmahn, Centerville, Iowa Vice Pres., J. Ross Lee, Davenport, Iowa Vice Pres., Frank S. Payne, Centerville, Iowa Sec'y, H. R. Bechtel, Davenport, Iowa Treas., E. T. Bulmahn, Centerville, Iowa Gen'l Mgr., E. T. Bulmahn, Centerville, Iowa Gen'l Aud., Edward L. Shutts, Centerville, Iowa Gen'l Supt., H. W. Deininger, Centerville, Iowa Traf. Mgr., H. O. Kelley, Centerville, Iowa

MASON CITY AND CLEAR LAKE RAILROAD COMPANY

Directors	General Officers
W. E. Brice, Mason City, Iowa F. J. Hanlon, Mason City, Iowa Wm. Chamberlain, Chicago, Ill. R. Schaddelee, Chicago, Ill. B. J. Olsen, Chicago, Ill. L. H. Heinke, Chicago, Ill. F. F. Kelley, Chicago, Ill.	Pres., Wm. Chamberlain, Chicago, Ill. Vice Pres., W. E. Brice, Mason City, Iowa Sec'y, F. J. Hanlon, Mason City, Iowa Aud., F. E. Wells, Mason City, Iowa Treas., L. H. Heinke, Chicago, Ill. Asst. Treas., F. F. Kelley, Chicago, Ill.

TAMA AND TOLEDO RAILROAD COMPANY

Directors	General Officers
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	Pres., Isaac B. Smith, Cedar Rapids, Iowa Vice Pres., Sutherland Dows, Cedar Rapids, Ia. Sec'y, C. S. Woodward, Cedar Rapids, Iowa Treas., C. S. Woodward, Cedar Rapids, Iowa Gen'l Mgr., J. P. Walters, Toledo, Ohio Gen'l Auditor, Carl Myers, Cedar Rapids, Iowa

WATERLOO, CEDAR FALLS AND NORTHERN RAILWAY COMPANY

Directors	General Officers
C. M. Cheney, Waterloo, Iowa C. D. Cass, Waterloo, Iowa J. B. Knowles, Waterloo, Iowa G. E. Hise, Des Moines, Iowa E. V. Kane, Philadelphia, Pa. R. E. Wilsey, Chicago, Ill.	Pres., C. M. Cheney, Waterloo, Iowa Vice Pres., C. D. Cass, Waterloo, Iowa Vice Pres., R. E. Wilsey, Chicago, Ill. Sec'y, Treas. and Aud., J. B. Knowles, Waterloo, Iowa Gen'l Counsel, B. F. Swisher, Waterloo, Iowa Chief Engr., T. E. Rust, Waterloo, Iowa Supt., E. R. Bitterly, Waterloo, Iowa Traf. Mgr., S. W. Hansen, Waterloo, Iowa Purch. Agt., F. McDonald, Waterloo, Iowa

RAILWAY EXPRESS AGENCY, INCORPORATED

Directors	General Officers
Samuel T. Bledsoe, New York, N. Y. Patrick E. Crowley, New York, N. Y. Lyman Delano, New York, N. Y. Leon O. Head, New York, N. Y. Hale Holden, New York, N. Y. Thomas M. Schumacher, New York, N. Y. Edward G. Buckland, New Haven, Conn. Ralph Budd, Chicago, Ill. Charles R. Capps, Norfolk, Va. Charles E. Denney, Cleveland, Ohio Lawrence A. Downs, Chicago, Ill. Carl A. Gray, Omaha, Neb. Elisha Lee, Philadelphia, Pa. Charles T. O'Neal, Chicago, Ill. George M. Shriver, Baltimore, Md.	Pres., L. O. Head, New York, N. Y. Ex. Vice Pres., W. A. Benson, New York, N. Y. Vice Pres., C. W. Robie, New York, N. Y. Vice Pres., C. D. Summy, Chicago, Ill. Vice Pres., W. W. Owens, Atlanta, Ga. Vice Pres., C. R. Graham, San Francisco, Calif. Vice Pres., Geo. S. Lee, New York, N. Y. Vice Pres., Charles A. Lutz, New York, N. Y. Vice Pres., L. R. Gwyn, New York, N. Y. Sec'y, E. R. Merry, Jr., New York, N. Y. V. P. and Treas., W. B. Clark, New York, N. Y. V. P. and Gen'l Counsel, H. S. Marx, New York, N. Y. Gen'l Aud., S. M. Baker, Chicago, Ill. Gen'l Aud., J. F. Brizzie, Chattanooga, Tenn. Gen'l Aud., H. D. Freeman, New York, N. Y.

OFFICERS OF BUS COMPANIES

BURLINGTON TRANSPORTATION COMPANY

OFFICERS

President, Ralph Budd	Chicago, Ill.
Vice President, W. E. Fuller	Chicago, Ill.
Secretary-Treasurer, C. I. Sturgis	Chicago, Ill.
General Attorney, E. M. Shelton	Chicago, Ill.
Auditor, H. W. Johnson	Chicago, Ill.

THE CENTRAL TRANSPORTATION COMPANY

OFFICERS

President, L. A. Downs.....	Chicago, Ill.
Vice President, J. L. Beven.....	Chicago, Ill.
Vice President, G. E. Patterson.....	Chicago, Ill.
Vice President, G. J. Bunting.....	Chicago, Ill.
Vice President and General Counsel, R. V. Fletcher.....	Chicago, Ill.
Secretary, F. E. Couch (Miss).....	Dubuque, Iowa
Treasurer, Otto F. Nau.....	Chicago, Ill.

CLINTON, DAVENPORT & MUSCATINE RAILWAY COMPANY

OFFICERS

President, B. J. Denman.....	Chicago, Ill.
Vice President and General Manager, R. J. Smith.....	Davenport, Iowa
Secretary, H. E. Littig.....	Davenport, Iowa
Treasurer, H. E. Weeks.....	Davenport, Iowa

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD
COMPANY

OFFICERS

President, H. A. Scandrett.....	Chicago, Ill.
Vice President, W. W. K. Sparrow.....	Chicago, Ill.
Vice President, J. T. Gillick.....	Chicago, Ill.
Vice President, H. E. Pierpont.....	Chicago, Ill.
Vice President, H. B. Earling.....	Seattle, Wash.
Vice President, R. J. Maroney.....	New York, N. Y.
Secretary, T. W. Burtness.....	Chicago, Ill.
Treasurer, John Dickie.....	Chicago, Ill.
Comptroller, Walter V. Wilson.....	Chicago, Ill.
Tax Commissioner, A. S. Dudley.....	Milwaukee, Wis.

CRANDIC STAGES, INCORPORATED

OFFICERS

President, Harris Nevin.....	New York, N. Y.
Vice President, S. N. Winiple.....	Chicago, Ill.
Secretary, C. S. Woodward.....	Cedar Rapids, Iowa
Treasurer, Albert C. Bising.....	Cedar Rapids, Iowa

DES MOINES—WINTERSET BUS COMPANY

OFFICERS

Manager, J. C. Renfro.....	Des Moines, Iowa
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HANNAH BUS LINES

OFFICERS

Manager, Thomas W. Hannah.....	Fairfield, Iowa
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INTERSTATE TRANSIT LINES

OFFICERS

President, R. J. Walsh.....	Omaha, Neb.
Vice President, G. E. Bissonnet.....	Omaha, Neb.
Secretary, C. B. Matthal.....	Omaha, Neb.
Treasurer, C. T. Cullen.....	Omaha, Neb.
Auditor, W. A. Hall.....	Omaha, Neb.

OTTO AND STANLEY JACKSON

OFFICERS

President, Otto Jackson.....	Washington, Iowa
Vice President, Stanley Jackson.....	Oskaloosa, Iowa

JEFFERSON TRANSPORTATION COMPANY

OFFICERS

President, Edgar F. Zelle	Minneapolis, Minn.
Vice President, L. N. Zelle	Minneapolis, Minn.
Treasurer, C. A. Zelle	Minneapolis, Minn.
Secretary, L. P. Wakefield	Minneapolis, Minn.

MANCHESTER AND ONEIDA RAILWAY COMPANY

OFFICERS

President, Jos. Hutchinson	Manchester, Iowa
Vice President, Hubert Carr	Manchester, Iowa
Secretary, Chas. McCormick	Manchester, Iowa
Treasurer, F. B. Wilson	Manchester, Iowa
Auditor, Chas. J. Seeds	Manchester, Iowa
General Manager, Hubert Carr	Manchester, Iowa

NORTHLAND TRANSPORTATION COMPANY (Minnesota)

OFFICERS

President, C. E. Wickman	Chicago, Ill.
Vice President and Secretary-Treasurer, Geo. H. Hess, Jr.	St. Paul, Minn.
Vice President and General Manager, W. J. Kay	Minneapolis, Minn.
General Counsel, A. S. Jones	St. Paul, Minn.
Assistant Secretary-Treasurer, W. J. Kay	Minneapolis, Minn.
Auditor, H. F. Krueger	Minneapolis, Minn.

PICKWICK GREYHOUND LINES, INCORPORATED OF ILLINOIS

OFFICERS

President, O. S. Caesar	Chicago, Ill.
Vice President and General Manager, H. H. Morgan	Kansas City, Mo.
Secretary-Treasurer, C. A. Steen	Chicago, Ill.
Comptroller, A. P. Sledz	Kansas City, Mo.

RAPID TRANSIT LINES

OFFICERS

Manager, F. W. Smith	Omaha, Neb.
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H. G. SEVIER

OFFICERS

Manager, H. G. Sevier	Ottumwa, Iowa
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WATERLOO, CEDAR FALLS AND NORTHERN RAILWAY CO.

OFFICERS

President, C. M. Cheney	Waterloo, Iowa
Vice President, C. D. Cass	Waterloo, Iowa
Vice President, R. E. Wilsey	Chicago, Ill.
Secretary-Treasurer and Auditor, J. B. Knowles	Waterloo, Iowa
General Manager, C. M. Cheney	Waterloo, Iowa

STATISTICS
OF
Steam Railway Companies
For the Year Ended December 31, 1932

"In the following tables all names indented are of 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 stock."

TABLE 1—CAPITAL STOCK—ENTIRE LINE, 1932
PART 1—PAR VALUE AUTHORIZED AND OUTSTANDING AT CLOSE OF YEAR

Number	Railway Companies	Par Value of Amount Authorized		Total Par Value Outstanding at Close of Year		Total Par Value Nominally Issued and Nominally Outstanding at Close of Year				Total Par Value Actually Outstanding at Close of Year	
		Common	Preferred	Common	Preferred	In Treasury		In Sinking and Other Funds		Common	Preferred
						Common	Preferred	Common	Preferred		
1	Atch., Top. & S. F. Ry.	\$ 282,875,800	\$ 124,199,530	\$ 242,759,500	\$ 124,199,500	\$ 53,500	\$ 26,700			\$ 242,706,000	\$ 124,172,800
2	Atlantic Northern Ry.	150,000		111,325						111,325	
3	Chi., Bur. & Q. R. R.	170,839,100		170,839,100						170,839,100	
4	Chi. Great West'n R. R.	46,000,000	50,000,000	45,246,913	47,194,552	37,300	121,250			45,209,613	47,073,302
5	C., M., St. P. & P. R. R.		211,282,700	136,838,628	119,296,300					136,838,628	119,296,300
6	Chi. & North West'n Ry.	229,302,450	22,395,000	158,439,700	22,395,000					158,439,700	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	11,259,300
8	Chi., R. I. & Pac. Ry.	105,000,000	65,000,000	74,877,200	54,549,489	517,477				74,359,722	44,549,489
9	S. P. & K. C. S. L. R. R.	50,000		50,000						50,000	
10	Great Northern Ry.		250,000,000		249,748,350		1,029,300				249,719,050
11	Illinois Central R. R.	154,445,480	34,144,880	135,799,700	18,645,700	208				135,799,492	18,645,700
12	Dub. & Sioux City R. R.	15,000,000		11,759,500						11,759,000	
13	Manchester & Oneida Ry.	100,000		62,745						62,745	
14	Minn. & St. Louis R. R.	26,000,000		25,792,600		559,793				25,232,807	
15	Tabor & Northern Ry.	120,000		32,200						32,200	
16	Union Pacific R. R.	296,178,700	200,000,000	222,291,000	99,543,100					222,291,000	99,543,100
17	Wabash Railway	70,511,750	72,948,250	66,786,475	71,706,492	115,661	256,607			66,670,814	71,449,885
	Total	\$1,415,132,280	\$1,041,230,260	\$1,310,243,286	\$ 818,537,783	\$1,283,939	\$1,433,857			\$1,308,958,846	\$ 808,103,926

TABLE 1—CAPITAL STOCK—ENTIRE LINE, 1932—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 Declared, Rate Per Cent			Dividend Appropriations			
						Common		Preferred	Par Value of Amount on Which Dividends Was Declared		Distribution of Charge	
		Common	Preferred	Common	Preferred	Regular	Extra		Common	Preferred	To Income	To Profit and Loss
1	Atch., Top. & S. F. Ry.	\$ 53,500	\$ 26,700			1.		5.	\$242,706,000	\$124,172,800	\$ 2,427,060	\$ 6,208,640
2	Atlantic Northern Ry.											
3	Chi., Bur. & Q. R. R.					3.			170,838,700			5,125,161
4	Chi. Great West'n R. R.	36,400	38,000	\$ 900	\$ 83,250							
5	C., M., St. P. & P. R. R.											
6	Chi. & North West'n Ry.											
7	C., St. P., M. & O. Ry.											
8	Chi., R. I. & Pac. Ry.			517,477								
9	S. P. & K. C. S. L. R. R.											
10	Great Northern Ry.		1,100		1,028,200							
11	Illinois Central R. R.			208								
12	Dub. & Sioux City R. R.											
13	Manchester & Oneida Ry.											
14	Minn. & St. Louis R. R.	559,793										
15	Tabor & Northern Ry.											
16	Union Pacific R. R.					7.		4.	222,291,000	99,543,100	19,542,094	
17	Wabash Railway			115,661	256,607							
	Total	\$ 649,693	\$ 65,800	\$ 634,146	\$ 1,368,057				\$635,835,700	\$223,715,900	\$ 21,969,154	\$ 11,333,801

STATISTICS OF STEAM RAILWAYS

TABLE 1—CAPITAL STOCK—ENTIRE LINE, 1932—Continued

PART 3—PURPOSE OF ISSUE AND CONSIDERATION RECEIVED FOR STOCKS ISSUED DURING YEAR

Number	Railway Companies	Par Value		Cash Received as Consideration for Issue		Cash Value of Other Property Acquired or Services Received as Consideration for Issue		Total Discounts or Premiums	
		Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred
1	Atchison, Topeka & Santa Fe Ry.								
2	Atlantic Northern Ry.								
3	Chicago, Burlington & Quincy R. R.								
4	Chicago Great Western R. R.		\$ 2,500				\$ 2,500		
5	Chicago, Mil., St. Paul & Pac. R. R.		2,400				2,400		
6	Chicago & North Western Ry.								
7	Chi., St. Paul, Minn. & Omaha Ry.								
8	Chicago, Rock Island & Pacific Ry.								
9	St. Paul & Kan. City Short L. R. R.								
10	Great Northern Ry.								
11	Illinois Central R. R.								
12	Dubuque & Sioux City R. R.								
13	Manchester & Oneida Ry.								
14	Minneapolis & St. Louis R. R.								
15	Tabor & Northern Ry.								
16	Union Pacific R. R.								
17	Wabash Railway	\$ 42,400	42,400			\$ 42,400	42,400		
	Total	\$ 42,400	\$ 47,300			\$ 42,400	\$ 47,300		

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE, 1932

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	Atch., Top. & S. F. Ry.-----	\$ 441,883,500	\$ 314,077,262	\$ 4,405,000		\$ 309,672,262	\$ 12,804,313.13	\$ 12,821,293.17	\$ 4,390,000	\$ 15,000
2	Atlantic Northern Ry.-----									
3	Chi., Bur. & Q. R. R.-----	248,414,000	248,414,000	10,448,000	18,294,000	219,672,000	9,084,635.00	9,086,867.50	28,167,000	575,000
4	Chi. Great West'n R. R.-----	85,470,204	71,171,987	20,167,750	7,133,000	43,871,237	1,561,080.85	1,539,306.50	27,061,500	239,250
5	C., M., St. P. & P. R. R.-----	515,304,287	493,388,200	8,000	11,270,000	482,110,200	^a 22,891,718.65	13,605,810.47	11,270,000	8,000
6	Chi. & North West'n Ry.-----	428,135,700	428,135,700	14,428,000	69,646,000	344,061,700	15,887,408.71	15,895,486.63	84,071,000	3,000
7	C., St. P., M. & O. Ry.-----	51,118,000	47,797,400		45,186,000	2,611,400	141,982.66	149,493.00	45,186,000	
8	Chi., R. I. & Pac. Ry.-----	393,060,250	342,006,000	1,140,000	57,390,000	283,476,000	12,123,455.00	12,182,190.00	58,417,000	113,000
9	S. P. & K. C. S. L. R. R.-----	30,000,000	27,589,940			27,589,940	441,864.72	441,851.09		
10	Great Northern Ry.-----	1,003,529,989	404,293,909	5,000	51,145,394	353,143,515	18,933,207.27	18,958,210.64	47,860,000	3,290,394
11	Illinois Central R. R.-----	560,659,700	385,514,598	2,154,000	^b 21,109,500	362,251,098	15,725,539.26	15,791,656.58	17,626,000	5,637,500
12	Dub. & Sioux City R. R.-----	9,798,075	8,023,075			8,023,075				
13	Manchester & Oneida Ry.-----	128,480	60,000			60,000	3,900.00	3,900.00		
14	Minn. & St. Louis R. R.-----	129,653,837	31,266,263	1,103,044	3,877,000	26,286,219	1,146,679.98	110,324.54	4,980,000	44
15	Tabor & Northern Ry.-----		^c 43,000			^c 43,000				
16	Union Pacific R. R.-----	372,322,000	257,408,815	14,098,000		243,310,815	10,237,351.71	10,256,833.73	14,098,000	
17	Wabash Railway-----	189,837,428	137,406,588	11,138	1,546,924	135,849,526	6,672,977.30	3,838,339.06	508,938	1,048,124
	Total-----	\$4,459,315,452	\$3,196,596,737	\$ 67,967,932	\$286,596,818	\$2,842,031,987	\$ 127,656,114.24	\$ 114,681,562.91	\$343,635,438	\$ 10,929,312

^aIncludes \$988.46 charged to construction.

^bIncludes \$5,637,500 in sinking and other funds.

^cFunded debt matured unpaid.

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE, 1932—Continued
PART 2—ACTUALLY OUTSTANDING AT CLOSE OF YEAR, INTEREST RATE PER ANNUM

Number	Railway Companies	Amount Bearing Interest Rate Per Annum of								
		3%	3½%	4%	4¼%	4½%	4¾%	5%	5½%	5¾%
1	Atchison, Topeka & Santa Fe Ry.			\$ 237,326,500		\$ 61,286,762		\$ 11,059,000		
2	Atlantic Northern Ry.									
3	Chicago, Burlington & Quincy R. R.		\$ 50,449,000	99,223,000		30,000,000		40,000,000		
4	Chicago Great Western R. R.		500,000	35,544,000		2,090,850		277,360	\$ 4,039,827	
5	Chicago, Mil., St. Paul & Pac. R. R.		8,950,000	48,241,000		85,645,000	\$ 15,000,000	306,987,789	5,392,000	
6	Chicago & North Western Ry.		45,994,000	45,554,000		57,355,000	95,998,000	72,632,000		
7	Chi., St. Paul, Minn. & Omaha Ry.						2,141,400			
8	Chicago, Rock Island & Pacific Ry.			166,051,000		100,918,000		14,887,000		
9	St. Paul & Kan. City Short L. R. R.					27,589,940				
10	Great Northern Ry.			56,085,515	35,668,000	79,883,000		26,075,000	30,000,000	
11	Illinois Central R. R.	\$ 14,805,000	56,502,500	100,459,700		67,419,000	35,000,000	69,685,265	1,085,000	
12	Dubuque & Sloux 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		\$ 1,207,338
15	Tabor & Northern Ry.									
16	Union Pacific R. R.			185,870,815		31,845,000		23,092,000		
17	Wabash Railway		3,173,000	8,355,000		24,549,000		84,002,000	13,304,000	
	Total	\$ 14,805,000	\$165,568,500	\$1,007,203,605	\$ 35,668,000	\$568,581,552	\$148,139,400	\$656,632,370	\$ 53,820,827	\$ 1,207,338

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE, 1932—Continued

PART 3—ACTUALLY OUTSTANDING AT CLOSE OF YEAR, INTEREST RATE PER ANNUM AND AVERAGE FUNDED DEBT AND STOCKS PER MILE OF ROAD OWNED

Number	Railway Companies	Amount Bearing Interest Rate of				Total unmatured funded debt actually outstanding at close of year	Miles of road owned—single track	Average funded debt per mile of road owned	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	Amount of receivers' certificates actually outstanding at close of year
		6%	6½%	7%	Amount on which no interest rate is given and in which interest is included						
1	Atchison, Topeka & Santa Fe Ry.					\$ 309,672.262	7,091.63	\$ 43,667	\$ 366,878,800	\$ 51,734	
2	Atlantic Northern Ry.						17.07		111,325	6,522	
3	Chicago, Burlington & Quincy R. R.					219,672,000	8,879.00	24,740	170,839,100	19,241	
4	Chicago Great Western R. R.	\$ 1,419,200				43,871,237	1,034.14	42,423	92,282,915	89,236	
5	Chicago, Mil., St. Paul & Pac. R. R.	11,894,411				482,110,200	10,185.58	47,333	256,134,928	25,147	
6	Chicago & North Western Ry.	9,716,700	\$ 16,812,000			344,061,700	8,367.64	41,118	180,834,700	21,612	
7	Chi., St. Paul, Minn. & Omaha Ry.	470,000				2,611,400	1,663.88	15,695	29,816,000	17,920	
8	Chicago, Rock Island & Pacific Ry.	1,620,000				283,476,000	5,343.43	53,051	129,909,211	24,312	
9	St. Paul & Kan. City Short L. R. R.					27,589,940	418.73	65,889	50,000	119	
10	Great Northern Ry.	19,573,000		\$105,859,000		353,143,515	7,608.80	46,413	248,719,050	32,688	
11	Illinois Central R. R.	5,787,633	9,296,000	2,211,000		362,251,098	2,256.17	160,560	154,445,192	68,454	
12	Dubuque & Sioux City R. R.					8,023,075	760.89	10,544	11,759,500	15,455	
13	Manchester & Oneida Ry.	60,000				60,000	8.03	7,472	62,745	7,814	
14	Minneapolis & St. Louis R. R.	302,400			\$ 371,525	26,286,219	1,514.99	17,351	25,232,807	16,655	\$1,135,000
15	Tabor & Northern Ry.	*43,000				*43,000	8.79	4,892	32,200	3,663	
16	Union Pacific R. R.			2,503,000		243,310,815	3,756.91	64,764	321,834,100	85,665	
17	Wabash Railway	2,466,526				135,849,526	2,011.69	67,530	138,120,699	68,659	
	Total	\$ 53,352,870	\$ 26,108,000	\$110,573,000	\$ 371,525	\$2,842,031,987	60,927.37	\$ 46,659	\$2,127,063,272	\$ 34,911	\$1,135,000

*Funded matured unpaid.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE, 1932
PART 1—EXPENDITURES DURING YEAR AND TOTAL INVESTMENT AT CLOSE OF YEAR

Number	Railway Companies	Expenditures During Year			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	Miles	Average investment per mile, exclusive of improvements on leased lines
1	Atch., Top. & S. F. Ry.....	\$ 2,346,181.56	\$ 1,311,624.74		\$ 1,034,556.82	\$ 2,355,321.94	\$ 915,377,251.76	\$ 917,732,573.70	7,091.63	\$ 129,078.54
2	Atlantic Northern Ry.....	751.32			751.32		158,766.94	158,766.94	17.07	9,300.93
3	Chi., Bur. & Q. R. R.....	^a 1,110,123.43	^a 2,558,468.31	\$60,025.36	^a 3,608,566.38	14,703.19	608,163,892.55	608,178,595.74	8,879.00	68,494.64
4	*Chi. Great Western R. R.....	^a 175,598.37	^a 1,227,161.83		^a 1,402,760.20	61,516.28	173,903,051.30	173,964,567.58	1,398.12	124,383.49
5	C., M., St. P. & P. R. R.....	755,723.25	^a 1,092,267.66	13,921.67	^a 322,622.74	417,865.41	723,553,873.99	723,971,739.40	10,185.58	71,037.08
6	Chi. & North West'n Ry.....	^a 437,323.59	39,890.45	55.22	^a 397,377.92	213,665.72	563,377,173.70	563,590,839.42	8,367.64	67,328.08
7	C., St. P., M. & O. Ry.....	102,717.48	^a 4,107.48		98,610.00	50,592.95	91,185,151.56	91,235,744.51	1,663.88	54,802.73
8	Chi., R. I. & Pac. Ry.....	^a 10,593,000.58	^a 352,941.20	18,490.98	^a 10,927,450.80	848,293.76	383,493,352.87	384,341,646.63	5,343.43	71,769.14
9	S. P. & K. C. S. L. R. R.....	201,004.90	^a 12,345.29	5,391.01	194,050.62	115,131.98	27,922,276.12	28,037,408.10	418.73	66,683.25
10	Great Northern Ry.....	1,670,924.61	^a 851,935.84	^a 40,093.33	778,895.44	234,053.92	535,850,783.44	536,084,837.36	7,608.80	70,425.14
11	Illinois Central R. R.....	86,045.70	^a 3,141,428.52	371.09	^a 3,055,011.73		385,253,376.66	385,253,376.66	2,256.17	170,755.47
12	Dub. & Sioux City R. R.....	32,075.82		278.28	32,354.10		40,229,428.68	40,229,428.68	760.89	52,871.54
13	Manchester & Oneida Ry.....	^a 356.78	^a 865.20		^a 1,221.98		138,525.08	138,525.08	8.03	17,250.94
14	Minn. & St. Louis R. R.....	21,359.88	^a 110,616.24		^a 89,256.36	31,494.51	66,932,935.59	66,964,430.10	1,514.99	44,180.45
15	Tabor & Northern Ry.....		^a 3,197.46		^a 3,197.46		92,796.14	92,796.14	8.79	10,557.01
16	Union Pacific R. R.....	287,529.52	5,344.29		292,873.81		447,250,794.90	447,250,794.90	3,756.91	119,047.51
17	Wabash Railway.....	162,689.41	^a 20,824.66		141,864.75	24,002.08	298,884,391.88	298,908,393.96	2,011.69	148,573.78
	Total.....	\$ ^a 6,649,399.30	\$ ^a 10,642,549.69	\$58,440.28	\$ ^a 17,233,508.71	\$ 4,366,641.74	\$5,261,767,823.16	\$5,266,134,464.90	61,291.35	\$ 85,919.70

^aCredit.

*Includes M. C. & Ft. Dodge R. R.

TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA—1932

PART 1—EXPENDITURES DURING YEAR—IOWA

Number	Railway Companies	Expenditures During Year				Road Owned—Solely Within the State of Iowa	
		Road	Equipment	General	Total	Miles—Single Track	Average Investment Per Mile
1	Atchison, Topeka & Santa Fe Ry.....	\$ 3,421.41			\$ 3,421.41	19.99	\$ 171.15
2	Atlantic Northern Ry.....	751.32			751.32	17.07	44.01
3	Chicago, Burlington & Quincy R. R.....	*692,088.86		\$ 6,014.27	*698,074.59	1,331.33	*515.33
4	Chicago Great Western R. R.....	*312,000.10			*312,000.10	758.44	*411.37
5	Chicago, Milwaukee, St. Paul and Pacific R. R.....	568,101.69		635.56	568,737.25	1,842.09	308.74
6	Chicago & North Western Ry.....	*151,146.67		2,379.15	*148,767.52	1,587.71	*93.70
7	Chicago, St. Paul, Minneapolis & Omaha Ry.....	7,334.80	\$ 856.19		6,478.61	74.26	87.34
8	Chicago, Rock Island & Pacific Ry.....	*71,507.72			*71,507.72	1,816.51	*39.36
9	St. Paul & Kansas City Short Line R. R.....	*5,261.86	*12,345.29		*17,607.15	345.27	*50.99
10	Great Northern Ry.....	8,818.83			8,818.83	78.02	113.03
11	Illinois Central R. R.....			278.28			
12	Dubuque & Sioux City R. R.....	30,515.41			30,793.69	715.78	430.31
13	Manchester & Onida Ry.....	*356.78	*665.20		*1,021.98	8.03	*122.17
14	Minneapolis & St. Louis R. R.....	*24,688.16	*57,498.33		*82,186.49	799.34	*103.98
15	Tabor & Northern Ry.....		*3,197.46		*3,197.46	8.79	*363.76
16	Union Pacific R. R.....	*1,985.35			*1,985.35	2.48	*800.54
17	Wabash Railway.....	68,806.64			68,806.64	303.31	228.43
	Total.....	\$ 578,134.22	\$ 74,702.47	\$ 9,397.23	\$ 64,238.46	9,599.42	

*Credit.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE, 1932
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—net	Total operating income
		Revenues	Expenses						
1	Atchison, Topeka & Santa Fe Ry.....	\$ 109,893,449.84	\$ 83,928,129.19	\$ 25,965,320.65	\$11,265,249.90	\$ 30,582.82	\$14,669,487.93	-----	\$14,669,487.93
2	Atlantic Northern Ry.....	17,046.28	17,260.08	*213.80	1,968.14	.68	*2,182.62	-----	*2,182.62
3	Chicago, Burlington & Quincy R. R.....	79,543,629.03	58,517,603.91	21,026,025.12	8,148,155.91	31,175.83	12,846,693.38	-----	12,846,693.38
4	Chicago Great Western R. R.....	15,159,400.18	11,615,250.21	3,544,149.97	821,722.38	2,805.57	2,719,622.02	-----	2,719,622.02
5	Chicago, Mil., St. Paul & Pac. R. R.....	84,900,832.82	72,078,118.46	12,822,714.36	7,921,000.00	34,901.22	4,866,813.14	-----	4,866,813.14
6	Chicago & North Western Ry.....	72,491,521.17	60,604,420.41	11,887,100.76	7,390,284.96	27,452.65	4,469,363.15	-----	4,469,363.15
7	Chi., St. Paul, Minn. & Omaha Ry.....	14,831,761.82	13,039,864.34	1,791,897.48	959,251.90	8,280.06	824,365.52	-----	824,365.52
8	Chicago, Rock Island & Pacific Ry.....	66,783,778.50	53,624,374.45	13,159,404.05	5,632,179.60	22,269.36	7,504,955.09	-----	7,504,955.09
9	St. Paul & Kan. City Short L. R. R.....	-----	-----	-----	-----	-----	-----	-----	-----
10	Great Northern Ry.....	55,549,246.37	45,655,672.54	9,893,573.83	6,697,423.90	14,209.78	3,181,940.15	-----	3,181,940.15
11	Illinois Central R. R.....	77,745,558.29	57,786,838.50	19,958,719.79	6,149,283.40	32,200.12	13,777,236.27	-----	13,777,236.27
12	Dubuque & Sioux City R. R.....	-----	-----	-----	-----	-----	-----	-----	-----
13	Manchester & Oneida Ry.....	21,656.97	16,709.87	4,947.10	778.18	134.14	4,034.78	-----	4,034.78
14	Minneapolis & St. Louis R. R.....	7,854,700.57	7,444,037.87	410,662.70	516,680.38	3,810.55	*109,828.23	-----	*109,828.23
15	Tabor & Northern Ry.....	8,359.69	9,225.41	*865.72	786.49	62.29	*1,714.50	-----	*1,714.50
16	Union Pacific R. R.....	66,141,146.24	43,510,308.21	22,630,838.03	4,252,632.43	6,177.89	18,372,027.71	-----	18,372,027.71
17	Wabash Railway.....	37,785,633.52	30,684,901.06	7,100,732.46	2,387,722.45	20,613.35	4,692,396.66	-----	4,692,396.66
	Total.....	\$ 688,727,721.29	\$ 538,532,714.51	\$ 150,195,006.78	\$62,145,120.02	\$ 234,676.31	\$87,815,210.45	-----	\$87,815,210.45

*Deficit.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE, 1932—Continued
PART 2—NON-OPERATING AND GROSS INCOME, DEDUCTION FROM GROSS INCOME AND NET 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	Net railway operating income	Operating ratio—per cent
1	Atchison, Topeka & Santa Fe Ry.....	\$ 9,498,559.42	\$ 24,168,047.35	\$ 16,618,175.43	\$ 7,549,871.92	\$ ^a 1,930,982.93	\$ 9,480,854.85	\$16,026,698.56	76.37
2	Atlantic Northern Ry.....	887.04	*1,295.58	488.14	*1,783.72		*1,783.72	*2,600.87	101.25
3	Chicago, Burlington & Quincy R. R.....	2,334,204.06	15,180,897.44	13,678,081.50	1,502,815.94		1,502,815.94	9,592,497.32	73.57
4	Chicago Great Western R. R.....	253,980.60	2,973,602.62	4,320,507.40	*1,346,904.78		*1,346,904.78	403,777.86	76.62
5	Chicago, Mil., St. Paul & Pac. R. R.....	2,100,397.33	6,967,210.47	30,236,888.35	*23,269,677.88		*23,269,677.88	*518,115.99	84.90
6	Chicago & North Western Ry.....	4,964,046.12	9,433,409.27	20,650,229.64	*11,216,820.37		*11,216,820.37	1,422,835.73	83.60
7	Chi., St. Paul, Minn. & Omaha Ry..	369,851.04	1,194,216.56	4,058,450.24	*2,864,233.68		*2,864,233.68	*10,891.71	87.92
8	Chicago, Rock Island & Pacific Ry.....	2,906,351.65	10,411,306.74	19,468,944.58	*9,057,637.84		*9,057,637.84	3,650,878.75	80.30
9	St. Paul & Kan. City Short L. R. R.....	441,864.72	441,864.72	441,864.72					
10	Great Northern Ry.....	6,392,455.26	9,574,395.41	22,979,834.37	*13,405,438.96	643,986.21	*14,049,425.17	1,290,551.18	82.19
11	Illinois Central R. R.....	6,009,418.04	19,786,654.31	20,947,343.68	*1,160,689.37		*1,160,689.37	12,434,934.33	74.33
12	Dubuque & Sloux City R. R.....								
13	Manchester & Oneida Ry.....	4,734.69	8,769.47	7,545.83	1,223.64		1,223.64	725.37	72.54
14	Minneapolis & St. Louis R. R.....	200,451.44	90,623.21	3,501,109.59	*3,410,486.38		*3,410,486.38	*396,104.85	94.77
15	Tabor & Northern Ry.....	67.00	*1,647.50	3,510.77	*5,158.27		*5,158.27	*2,949.27	110.35
16	Union Pacific R. R.....	23,742,269.74	42,114,297.45	15,937,035.07	26,177,262.38	19,542,094.00	6,635,168.38	15,012,305.74	65.78
17	Wabash Railway.....	1,518,252.72	6,210,649.38	12,884,344.78	*6,673,695.40		*6,673,695.40	524,668.88	81.21
	Total.....	\$60,737,790.87	\$ 148,553,001.32	\$ 185,734,354.09	\$ *37,181,352.77	\$18,255,097.28	\$ *55,436,450.05	\$59,429,211.03	78.19

^aCredit.
*Deficit.

STATISTICS OF STEAM RAILWAYS

TABLE 4½—TAXES ON RAILWAY PROPERTY—ENTIRE LINE AND IOWA—1932

PART 1—TAXES PER MILE OF ROAD YEARS ENDED DECEMBER 31, 1932 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, 1932—Single Track		Taxes Per Mile of Road Owned—Single Track, Excluding U. S. Government Taxes—Iowa		Taxes Per Mile of Road Owned—Single Track, Including U. S. Government Taxes—Entire Line	
		Other Than U. S. Government Taxes	U. S. Government Taxes	Total Taxes		Iowa	Entire Line	1932	1931	1932	1931
1	Atchison, Topeka & Santa Fe Ry.-----	\$10,456,717.78	\$ 808,532.12	\$11,265,249.90	\$ 83,611.99	19.99	7,091.18	\$ 4,182.69	\$ 4,614.21	\$ 1,588.62	\$ 1,842.65
2	Atlantic Northern Ry.-----	1,968.14		1,968.14	1,968.14	17.07	17.07	115.30	150.33	115.30	150.33
3	Chicago, Burlington & Quincy R. R.---	8,177,423.98	*29,268.07	8,148,155.91	1,005,155.34	1,331.33	8,877.03	755.00	820.27	917.89	1,112.84
4	Chicago Great Western R. R.-----	813,896.25	7,826.13	821,722.38	434,037.56	758.44	1,388.43	572.27	664.43	591.83	612.60
5	Chicago, Mil., St. Paul & Pac. R. R.---	7,910,843.36	10,156.64	7,921,000.00	1,084,618.80	1,842.09	10,089.58	588.79	667.55	785.07	854.31
6	Chicago & North Western Ry.-----	7,388,684.35	1,600.61	7,390,284.96	1,117,083.67	1,587.71	8,344.37	703.58	947.36	885.66	918.67
7	Chi., St. Paul, Minn. & Omaha Ry	971,155.33	*11,903.43	959,251.90	32,180.10	74.26	1,667.12	433.34	952.28	575.39	689.51
8	Chicago, Rock Island & Pacific Ry.---	5,630,792.69	1,386.91	5,632,179.60	1,271,139.41	1,815.71	5,307.90	588.22	677.19	983.50	1,085.50
9	St. Paul & Kan. City Short L. R. R.---					345.27	418.73				
10	Great Northern Ry.-----	6,696,749.99	673.91	6,697,423.90	41,203.15	78.02	7,610.13	528.11	538.65	880.06	941.58
11	Ill'nois Central R. R.-----	6,146,971.32	2,312.08	6,149,283.40	474,000.00		2,261.15				
12	Dubuque & Sioux City R. R.-----					716.36	760.89	661.68	683.41	2,034.81	1,971.05
13	Manchester & Oneida Ry.-----	778.18		778.18	778.18	8.03	8.03	96.91	138.00	96.91	138.00
14	Minneapolis & St. Louis R. R.-----	511,025.82	5,654.56	516,680.38	249,174.06	790.34	1,513.54	315.27	303.78	338.04	352.88
15	Tabor & Northern Ry.-----	786.49		786.49	786.49	8.79	8.79	89.47	110.98	89.47	110.98
16	Union Pacific R. R.-----	4,376,802.17	*124,169.74	4,252,632.43	93,814.77	2.48	3,748.93	37,828.53	35,557.10	1,134.35	1,457.31
17	Wabash Railway-----	2,377,831.65	9,890.80	2,387,722.45	86,786.05	203.31	2,004.57	426.80	538.90	1,191.13	1,294.59
	Total-----	\$61,462,427.50	\$ 682,692.52	\$62,145,120.02	\$ 5,976,337.71	9,599.20	61,117.44	\$ 622.58	\$ 722.65	\$ 1,016.81	\$ 1,139.04

*Credit.

TABLE 5—PROFIT AND LOSS ACCOUNT—ENTIRE LINE, 1932

PART 1—CREDITS

Number	Railway Companies	Credit balance at beginning of year	Credit balance transferred from income account	Profit on road and equipment sold	Unrefundable overcharges	Donations	Miscellaneous credits	Debit balance carried to balance sheet	Total
1	Atchison, Topeka & Santa Fe Ry.....	\$ 313,988,296.74	\$ 9,480,854.85	\$37,125.28	\$ 3,812.91	\$ 56,202.95	\$ 91,395.28		\$ 323,657,688.01
2	Atlantic Northern Ry.....						718.79	\$ 11,987.01	12,705.80
3	Chicago, Burlington & Quincy R. R.....	172,934,947.04	1,502,815.94	102.71	8,468.55	35,401.27	14,613.05		174,496,348.56
4	Chicago Great Western R. R.....	4,956,147.76			3,657.74	2,776.79	3,017.00		4,965,599.29
5	Chicago, Mil., St. Paul & Pac. R. R.....			2,787.49	6,121.36	15,175.62	13,944.93	32,821,241.26	32,859,270.66
6	Chicago & North Western Ry.....	56,873,111.13		5,532.47	37,919.80	13,751.24	143,943.46		57,074,258.10
7	Chi., St. Paul, Minn. & Omaha Ry.....			12,468.42	2,007.94	494.22	674,590.14	5,269,544.91	5,959,105.63
8	Chicago, Rock Island & Pacific Ry.....	23,605,518.81		995.26	2,195.17	9,895.92	134,933.01		23,753,538.17
9	St. Paul & Kan. City Short L. R. R.....			51.86		*705.17		218,504.23	217,850.92
10	Great Northern Ry.....	120,551,319.36		11,474.37	3,575.42	17,518.67	6,285,198.14		126,869,085.96
11	Illinois Central R. R.....	70,388,875.39		4,752.34		11,960.79	36,255.83		70,441,874.35
12	Dubuque & Sioux City R. R.....					23.96		379,552.50	379,576.46
13	Manchester & Oneida Ry.....	20,343.95	1,223.64						21,567.59
14	Minneapolis & St. Louis R. R.....			558.62	3,492.77	306.81	369.77	25,824,522.36	25,829,250.33
15	Tabor & Northern Ry.....	8,780.47					180.67		8,961.14
16	Union Pacific R. R.....	216,022,049.40	6,635,168.38	*1,310.24	1,618.53	15,989.75	34,741.62		222,708,257.44
17	Wabash Railway.....	32,747,592.31				16,528.04	26,749.99		32,790,870.34
	Total.....	\$ 1,012,096,982.36	\$17,620,062.81	\$74,538.58	\$72,870.19	\$ 195,350.86	\$ 7,460,651.68	\$64,525,352.27	\$ 1,102,045,808.75

*Debit.

TABLE 5—PROFIT AND LOSS ACCOUNT—ENTIRE LINE, 1932—Continued

PART 2—DEBITS

Number	Railway Companies	Debit balance at beginning of year	Debit balance transferred from income account	Dividend appropriations of surplus	Surplus appropriated for investment in physical property	Debit discount extinguished through surplus	Loss on retired road and equipment	Delayed income and miscellaneous debits	Credit balance carried to balance sheet	Total
1	Atch., Top. & S. F. Ry.			\$10,575,107.85	\$ 56,202.95		\$ 688,432.94	\$ 140,448.30	\$ 312,197,495.97	\$ 323,657,688.01
2	Atlantic Northern Ry.	\$ 10,922.08	\$ 1,783.72							12,705.80
3	Chi., Bur. & Q. R. R.			5,125,161.00	35,401.27		2,029,115.57	1,109,794.99	166,196,875.73	174,496,348.56
4	Chi. Great West'n R. R.		1,346,904.78		2,776.79		464,961.41	673,513.01	2,477,443.30	4,965,599.29
5	C., M., St. P. & P. R. R.	8,010,733.41	23,269,677.88		15,531.10		1,421,080.95	142,247.32		32,859,270.66
6	Chi. & North West'n Ry.		11,216,820.37		14,661.51	\$ 21,757.35	1,291,387.75	171,114.03	44,358,517.09	57,074,258.10
7	C., St. P., M. & O. Ry.	2,979,132.08	2,864,233.68		494.22	284.90	103,199.68	11,761.07		5,959,105.63
8	Chi., R. I. & Pac. Ry.		9,057,637.84		9,895.92	^a 125,755.90	267,430.67	1,073,368.44	13,219,449.40	23,753,538.17
9	S. P. & K. C. S. L. R. R.	197,783.29			^b 705.17		20,772.80			217,850.92
10	Great Northern Ry.		14,049,425.17		43,052.82		403,608.93	3,065,498.35	109,307,500.69	126,869,085.96
11	Illinois Central R. R.		1,160,689.37	^c 237,241.51	11,990.79		319,553.31	725,672.66	67,986,726.71	70,441,874.35
12	Dub. & Sioux City R. R.	379,552.50			23.96					379,576.46
13	Manchester & Oneida Ry.							4,558.47	17,009.12	21,567.59
14	Minn. & St. Louis R. R.	22,300,680.82	3,410,486.38		306.81		31,989.86	85,786.46		25,829,250.33
15	Tabor & Northern Ry.		5,158.27					474.26	3,328.61	8,961.14
16	Union Pacific R. R.				15,989.75		322,298.26	15,547.09	222,354,422.34	222,708,257.44
17	Wabash Railway		6,673,695.40		16,528.04	^b 75.00	91,051.98	3,161.12	26,006,508.80	32,790,870.34
	Total	\$33,878,804.18	\$73,056,512.86	\$15,937,510.36	\$ 222,150.76	\$ 147,723.15	\$ 7,454,884.11	\$ 7,222,945.57	\$ 964,125,277.76	\$ 1,102,045,808.75

^aIncludes \$93,902.00 miscellaneous appropriations of surplus.

^bCredit.

^cSurplus applied to sinking and other reserve funds.

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE, 1932

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 revenue—net	Total railway operating revenues
1	Atchison, Topeka & Santa Fe Ry.-----	\$ 86,641,623.18	\$ 13,522,939.12	\$ 8,330,234.22	\$ 108,494,796.52	\$ 988,678.81	\$ 409,974.51	\$ 109,893,449.84
2	Atlantic Northern Ry.-----	14,394.88	382.18	2,249.52	17,026.58	19.70		17,046.28
3	Chicago, Burlington & Quincy R. R.-----	63,182,738.90	7,311,279.15	7,568,264.10	78,062,282.15	1,077,105.93	404,240.95	79,543,629.03
4	Chicago Great Western R. R.-----	13,410,073.14	690,517.17	866,134.29	14,966,724.60	97,711.25	94,964.33	15,159,400.18
5	Chi., Mil., St. P. & Pac. R. R.-----	70,302,778.68	5,947,699.84	7,440,209.29	83,690,687.81	857,617.01	352,528.00	84,900,832.82
6	Chicago & North Western Ry.-----	53,872,880.55	10,012,593.37	7,508,449.53	71,393,923.45	1,085,569.88	12,027.84	72,491,521.17
7	Chi., St. P., Minn. & O. Ry.-----	11,852,865.60	1,647,601.70	1,135,796.49	14,636,263.79	130,581.00	64,917.03	14,831,761.82
8	Chicago, Rock Island & Pacific Ry.-----	53,320,768.24	6,577,918.38	4,942,790.76	64,841,477.38	1,078,811.05	863,490.07	66,783,778.50
9	Great Northern Ry.-----	45,960,599.86	3,941,659.40	4,436,463.43	54,338,722.69	1,261,738.10	*51,214.42	55,549,246.37
10	Illinois Central R. R.-----	62,909,723.82	8,250,193.53	5,185,564.67	76,345,482.02	866,193.66	533,882.61	77,745,558.29
11	Manchester & Onelda Ry.-----	19,237.47	128.30	1,971.60	21,337.37	319.60		21,656.97
12	Minneapolis & St. Louis R. R.-----	7,088,372.51	246,501.29	487,648.27	7,822,522.07	24,814.41	7,364.09	7,854,700.57
13	Tabor & Northern Ry.-----	6,182.86		2,049.11	8,231.97	127.72		8,359.69
14	Union Pacific R. R.-----	53,725,447.60	6,047,631.86	5,134,275.41	64,907,354.87	1,144,354.14	89,437.23	66,141,146.24
15	Wabash Railway-----	32,466,113.89	2,546,732.28	2,236,468.54	37,249,314.71	369,685.51	166,633.30	37,785,633.52
	Total-----	\$ 554,773,801.18	\$ 66,743,777.57	\$ 55,278,569.23	\$ 676,796,147.98	\$ 8,983,327.77	\$ 2,948,245.54	\$ 688,727,721.29

*Debit.

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE, 1932

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.....	\$ 568,829.54	\$ 111,918.00	\$ 1,381.86		\$ 278.73	\$ 41,205.09	\$ 19,532.47	\$ 3,007.95	\$ 2,993.97
2	Atlantic Northern Ry.....	14,394.88	382.18	.30			1,902.50	307.86		28.06
3	Chicago, Burlington & Quincy R. R.....	6,899,617.91	822,688.10	6,185.90		894.38	945,535.34	274,905.45	16,591.52	35,283.58
4	Chicago Great Western R. R.....	7,113,379.74	381,992.49	2,793.40		1,256.43	240,935.32	102,191.54	8,777.25	6,108.84
5	Chi., Mil., St. P. & Pac. R. R.....	15,656,015.55	631,393.36	3,742.07	\$ 36,068.40	43.84	390,690.24	243,567.21	9,588.45	23,595.76
6	Chicago & North Western Ry.....	13,214,578.67	2,024,399.27	20,603.81		2,593.29	781,752.57	554,740.01	17,705.66	19,530.64
7	Chi., St. P., Minn. & O. Ry.....	1,164,772.48	132,015.89	983.38		664.87	43,624.49	29,369.66	112.86	11,258.06
8	Chicago, Rock Island & Pacific Ry.....	12,349,661.72	1,411,992.32	13,686.90		6,599.35	661,536.27	274,779.20	19,969.49	22,416.80
9	Great Northern Ry.....	570,394.86	3,538.33	27.57			15,119.73	2,542.23	25.59	1,637.56
10	Illinois Central R. R.....	4,939,894.17	330,229.62	1,378.86		410.53	181,274.97	136,092.13	5,153.69	7,333.14
11	Manchester & Oneida Ry.....	19,237.47	128.30	.43			1,248.00	483.17		
12	Minneapolis & St. Louis R. R.....	3,321,738.44	109,705.89	602.45		49.95	140,357.28	31,340.71	1,693.64	
13	Tabor & Northern Ry.....	6,182.86						249.77		45.84
14	Union Pacific R. R.....	68,761.89	1,056.41	67.16			4,158.79	1,100.76	26.71	1.73
15	Wabash Railway.....	675,084.30	69,134.56	424.32			62,148.10	10,876.82	1,761.60	2,640.81
	Total.....	\$66,582,544.48	\$ 6,030,574.72	\$ 51,878.41	\$ 36,068.40	\$ 12,791.37	\$ 3,511,488.69	\$ 1,682,078.99	\$ 84,414.41	\$ 132,874.79

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE, 1932—Continued

PART 2—RAIL LINE TRANSPORTATION REVENUE AND INCIDENTAL OPERATING REVENUE

Number	Railway Companies	Rail Line Transportation Revenue				Incidental Operating Revenue					
		Revenue from			Total rail line transportation revenue	Dining and buffet	Hotel and restaurant	Station, train and boat privileges	Parcel room	Storage	
		Switching	Special service train	Other freight train						Freight	Baggage
1	Atchison, Topeka & Santa Fe Ry.	\$ 794.70		\$ 95.48	\$ 750,037.74			\$ 29.76	\$ 41.80	\$ 34.22	\$ 29.50
2	Atlantic Northern Ry.	10.80			17,026.58					5.70	
3	Chicago, Burlington & Quincy R. R.	61,929.43	\$ 1,704.55	156.30	9,065,492.46	\$ 51,118.50		4,129.54	154.30	3,498.10	237.80
4	Chicago Great Western R. R.	43,645.86	1,887.04	5.00	7,902,972.91	11,337.75		675.22	7.30	1,700.27	80.58
5	Chi., Mil., St. P. & Pac. R. R.	96,740.18	3,670.23	4,597.98	17,099,713.27	12,972.10		4,607.85	18.10	4,219.27	130.06
6	Chicago & North Western Ry.	115,737.34	5,134.63	49,620.67	16,806,396.56	136,850.29		5,466.09	24.00	5,953.99	400.24
7	Chi., St. P., Minn. & O. Ry.	6,088.24	15.70	940.70	1,389,846.33	3,831.36		36.45		285.61	24.12
8	Chicago, Rock Island & Pacific Ry.	76,416.75	9,129.59	565.54	14,846,753.93	68,620.43	\$ 20,708.13	2,246.22	2,007.20	5,673.35	912.58
9	Great Northern Ry.	23,584.08	335.67		617,205.62			78.57	86.80	102.54	1.20
10	Illinois Central R. R.	61,282.04	2,117.30		5,665,166.45	16,335.55		3,182.15	7.40	1,860.73	62.58
11	Manchester & Oneida Ry.	240.00			21,337.37					6.00	
12	Minneapolis & St. Louis R. R.	31,856.49	3,251.00		3,640,595.85	1,124.83		274.90		921.92	8.70
13	Tabor & Northern Ry.	1,753.50			8,231.97					.50	
14	Union Pacific R. R.	462.13	96.75	2.13	75,734.46	481.88	330.81	26.93	5.65	7.37	3.15
15	Wabash Railway	23,647.56		10.09	845,728.16	3,701.50		642.98	1.60	166.53	2.40
	Total	\$ 544,189.10	\$ 27,342.46	\$ 55,993.84	\$78,752,239.66	\$ 306,374.19	\$ 21,038.94	\$21,396.66	\$ 2,354.15	\$24,436.10	\$ 1,892.91

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE, 1932—Continued

PART 3

Number	Railway Companies	Incidental Operating Revenue					Total incidental operating revenue	Joint facility operating revenue—net	Total railway operating revenues
		Demurrage	Telegraph and telephone	Stock yards	Rents of buildings and other property	Miscellaneous			
1	Atchison, Topeka & Santa Fe Ry.....	\$ 64.00	\$ 270.51		\$ 583.41	\$ 29,138.60	\$ 30,191.80		\$ 780,229.54
2	Atlantic Northern Ry.....	14.00					19.70		17,046.28
3	Chicago, Burlington & Quincy R. R.....	18,098.37	18,830.01		11,535.88	11,724.60	119,327.10	\$ 18,600.02	9,203,419.58
4	Chicago Great Western R. R.....	4,621.00	420.22		2,487.09	7,769.41	29,098.84	49,485.91	7,981,557.66
5	Chicago, Milwaukee, St. Paul and Pacific R. R.....	13,183.00	6,946.20	\$ 1,095.75	8,844.36	12,013.09	64,029.78	80,368.16	17,244,111.21
6	Chicago & North Western Ry.....	11,875.89			29,820.65	20,317.93	210,709.08	*6,137.02	17,010,968.62
7	Chicago, St. Paul, Minn. & Omaha Ry.....	1,804.00			659.93	4,599.62	11,241.09	5,257.13	1,406,344.55
8	Chicago, Rock Island & Pacific Ry.....	22,809.93	4,267.30	2,129.35	16,694.45	51,006.23	197,075.17	*907.34	15,042,921.76
9	Great Northern Ry.....	455.00	336.55		2,889.78	1,531.53	5,481.97	*14,894.31	607,793.28
10	Illinois Central R. R.....	5,922.00			3,002.84	7,825.76	38,199.01	614.21	5,703,979.67
11	Manchester & Oneida Ry.....	301.00				12.60	319.60		21,656.97
12	Minneapolis & St. Louis R. R.....	2,155.00	507.14		477.00	2,781.91	8,251.40	22.02	3,648,869.27
13	Tabor & Northern Ry.....	8.00	119.22				127.72		8,359.69
14	Union Pacific R. R.....	58.81	82.14	*3.37	60.57	83.67	1,144.35	89.44	76,968.25
15	Wabash Railway.....	465.03			15.36	795.24	5,790.64	34,775.03	886,293.83
	Total.....	\$ 81,835.03	\$ 31,779.29	\$ 3,228.47	\$ 77,071.32	\$ 149,600.19	\$ 721,007.25	\$ 167,273.25	\$79,640,520.16

*Debit.

*Power.

TABLE 7—RAILWAY OPERATING EXPENSES—ENTIRE LINE, 1932

PART 1—OPERATING EXPENSES

Number	Railway Companies	Maintenance of		Traffic	Transportation rail line	Miscellaneous	General	Transportation for investment—credit	Grand total railway operating expenses	Operating ratio per cent
		Way and structures	Equipment							
1	Atchison, Top. & Santa Fe Ry.	\$12,253,528.74	\$ 26,394,173.43	\$ 4,064,654.10	\$ 36,300,511.48	\$ 79,305.64	\$ 4,716,147.47	\$ ^a 119,808.33	\$ 83,928,129.19	\$76.37
2	Atlantic Northern Ry.	5,388.23	2,516.60	327.71	7,858.82		1,168.72		17,260.08	101.25
3	Chicago, Bur. & Quincy R. R.	9,576,464.64	13,341,550.01	2,536,071.78	28,952,904.83	658,757.74	3,532,450.90	80,595.99	58,517,603.91	73.57
4	Chicago Great Western R. R.	2,380,745.46	2,017,290.67	715,168.35	5,826,723.46	40,228.69	654,953.82	19,860.24	11,615,250.21	76.02
5	Chi., Mil., St. P. & Pac. R. R.	13,446,228.56	18,683,043.81	2,812,759.26	33,545,310.99	509,799.34	3,481,173.51	400,197.01	72,078,118.46	84.90
6	Chicago & North Western Ry.	10,171,866.98	14,016,140.10	1,967,017.86	30,619,796.52	510,811.75	3,393,247.45	74,460.25	60,604,420.41	83.60
7	Chi., St. P., Minn. & O. Ry.	2,380,675.99	2,636,316.18	396,103.56	6,787,608.38	100,845.68	764,805.73	26,581.18	13,039,864.34	87.92
8	Chicago, Rock Isl. & Pac. Ry.	6,293,715.62	13,415,215.27	2,337,386.98	27,394,772.52	863,037.19	3,364,939.20	44,692.33	53,624,374.45	80.30
9	Great Northern Ry.	7,771,027.52	12,428,088.54	2,177,887.25	20,592,334.98	627,974.47	2,284,343.39	225,983.61	45,655,672.54	82.19
10	Illinois Central R. R.	6,471,159.18	15,759,346.87	2,231,333.89	29,117,814.07	463,316.77	3,777,617.83	33,750.11	57,786,838.50	74.33
11	Manchester & Oneida Ry.	4,322.06	1,560.56	1,184.74	7,822.21		1,820.30		16,709.87	72.54
12	Minneapolis & St. Louis R. R.	1,189,170.35	1,609,815.78	368,051.91	3,792,272.69	5,343.92	488,385.86	9,002.64	7,444,037.87	94.77
13	Tabor & Northern Ry.	1,281.40	2,143.17	459.21	4,756.95		584.68		9,225.41	110.35
14	Union Pacific R. R.	4,872,556.15	12,395,780.91	1,505,762.36	20,348,662.90	932,934.92	3,454,610.97		43,510,308.21	65.78
15	Wabash Railway	4,602,831.47	6,255,128.47	1,824,757.22	15,991,915.20	206,850.34	1,847,900.79	44,482.43	30,684,901.06	81.21
	Total	\$81,420,962.35	\$ 188,958,110.37	\$22,938,926.18	\$ 259,291,156.00	\$ 4,999,206.45	\$31,764,150.62	\$ 839,797.46	\$ 538,532,714.51	

^aDebit.

TABLE 7A—RAILWAY OPERATING EXPENSES—WITHIN THE STATE, 1932

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.	\$ 80,424.96	\$ 229,527.63	\$ 33,218.45	\$ 443,445.59	-----	\$ 48,015.34	\$ 1,387.82	\$ 836,019.79	\$ 107.15
2	Atlantic Northern Ry.	5,388.23	2,516.60	327.71	7,858.82	-----	1,168.72	-----	17,260.08	101.25
3	Chicago, Bur. & Quincy R. R.	1,604,867.19	1,717,357.08	364,652.51	3,652,414.84	\$ 80,283.56	491,699.41	12,218.35	7,899,056.24	85.83
4	Chicago Great Western R. R.	1,240,606.46	1,051,210.17	372,674.23	3,036,305.60	20,963.17	341,296.43	10,349.17	6,052,706.89	75.83
5	Chi., Mil., St. P. & Pac. R. R.	2,664,504.69	4,108,888.27	553,542.09	6,057,597.21	5,232.77	674,472.26	67,099.05	13,997,138.24	81.17
6	Chicago & North Western Ry.	2,212,104.20	3,784,219.86	502,812.32	6,580,496.82	193,666.42	792,125.93	20,026.48	14,045,399.07	82.57
7	Chi., St. P., Minn. & O. Ry.	124,775.77	220,432.48	30,271.05	604,304.96	4,694.81	59,724.35	2,144.30	1,042,059.12	74.10
8	Chicago, Rock Island & Pacific Ry.	1,504,458.01	3,422,146.72	639,046.68	6,876,113.54	161,148.11	912,272.44	14,479.35	13,500,706.15	89.75
9	Great Northern Ry.	93,156.94	126,975.88	23,274.53	236,061.00	-----	24,324.34	901.95	502,890.74	82.74
10	Illinois Central R. R.	712,199.32	1,433,452.45	228,442.94	2,566,940.64	30,811.35	389,361.59	778.95	5,360,429.34	93.98
11	Manchester & Oneida Ry.	4,322.06	1,560.56	1,184.74	7,822.21	-----	1,820.30	-----	16,709.87	72.54
12	Minneapolis & St. Louis R. R.	651,471.57	836,630.92	183,030.65	1,811,568.17	1,985.63	228,186.97	3,073.28	3,709,800.63	101.67
13	Tabor & Northern Ry.	1,281.40	2,143.17	459.21	4,756.95	-----	584.68	-----	9,225.41	110.35
14	Union Pacific R. R.	18,691.16	47,550.24	5,776.10	78,057.46	3,578.74	13,251.84	-----	166,905.54	216.85
15	Wabash Railway	291,198.59	200,730.80	83,004.30	620,142.30	6,523.99	97,904.25	1,263.49	1,298,240.74	146.48
	Total	\$11,209,450.55	\$17,185,342.83	\$ 3,021,717.51	\$32,583,886.11	\$ 508,888.55	\$ 4,076,208.85	\$ 130,946.55	\$68,454,547.85	\$ 85.95

*Debit.

TABLE 8—SECURITIES HELD AS INVESTMENTS—ENTIRE LINE, 1932

PART 1—SECURITIES OF NON-CARRIER AND CARRIER COMPANIES AFFILIATED WITH RESPONDENT

Number	Railway Companies	Non-Carrier Companies				Carrier Companies			
		Pledged		Unpledged		Pledged		Unpledged	
		Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year
1	Atchison, Topeka & Santa Fe Ry...	\$ 3,998,700.00		\$ 2,465,209.69	\$ 1,418,000.69	\$ 94,645,400.00	\$ 90,310,205.45	\$ 153,316,757.49	\$ 136,282,364.11
2	Chicago, Bur. & Quincy R. R.			4,405,017.39	4,672,302.97	37,139,466.66	23,670,824.26	11,762,383.31	8,267,607.56
3	Chicago Great Western R. R.	48,700.00	\$ 160,001.00	690,600.00	830,000.00	12,597,633.00	12,279,275.00	773,384.00	828,733.00
4	Chi., Mil., St. Paul & Pac. R. R.			10,795,000.00	10,559,550.00	13,063,799.01	6,171,645.28	684,361.22	686,709.02
5	Chicago & North Western Ry.	2,000,000.00	250,000.00	2,361,000.00	11,000.00	2,689,800.00	2,580,093.37	75,404,710.00	69,771,457.05
6	Chi., St. Paul, Minn. & O. Ry.							679,000.00	629,772.50
7	Chi., Rock Island & Pac. Ry.	1,187,473.34	1,137,474.34	254,000.00	3.00	69,891,691.67	70,751,758.72	15,386,024.68	6,453,503.15
8	St. Paul & K. C. S. L. R. R.								
9	Great Northern Ry.			5,673,500.00	5,703,539.59	112,751,900.00	138,287,826.82	67,620,606.00	56,529,257.29
10	Illinois Central R. R.			16,047,675.00	16,680,802.00	70,013,833.33	60,505,984.83	42,009,150.46	36,364,241.88
11	Dubuque & Sioux City R. R.							5,000,000.00	1,702,450.43
12	Minneapolis & St. Louis R. R.	700.00	.01	40,000.00	65,374.86	306,500.00	.02	129,600.00	129,800.00
13	Union Pacific R. R.			7,128,621.86	1,854,065.86			155,770,413.71	213,291,450.28
14	Wabash Railway		1,865,344.00		283,756.00	13,587,433.00	8,369,076.00	3,362,062.00	844,906.00
	Total	\$ 7,235,573.34	\$ 3,412,819.35	\$49,860,623.94	\$42,078,403.97	\$ 426,687,456.67	\$ 412,926,680.75	\$ 531,898,452.87	\$ 531,782,252.27

TABLE 8—SECURITIES HELD AS INVESTMENTS—ENTIRE LINE, 1932—Continued

PART 2—SECURITIES OF NON-AFFILIATED COMPANIES AND INVESTMENTS MADE IN SECURITIES DURING YEAR

Number	Railway Companies	Non-Affiliated Companies				Investments in Securities Made During Year		
		Pledged		Unpledged		Par value of securities acquired	Book value at close of year	Cost
		Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year			
1	Atchison, Topeka & Santa Fe Ry.-----	\$ 3,204.90	\$ 1,001.00	\$ 24,006,177.00	\$ 23,920,423.74	\$ 549,850.00	\$ 526,523.01	\$ 526,523.01
2	Chicago, Bur. & Quincy R. R.-----			7,537,358.10	4,286,825.59	3,328,560.47	3,388,112.76	3,388,112.76
3	Chicago Great Western R. R.-----	537,500.00	532,520.00	618,960.00	635,813.00	378,040.43	378,040.43	377,810.43
4	Chi., Mil., St. Paul & Pac. R. R.-----	272,193.82	272,193.82	202,845.22	201,908.73	116,744.98	106,510.66	106,503.48
5	Chicago & North Western Ry.-----	4,334,000.00	4,060,939.75	317,635.00	285,904.04	1,197,825.95	1,335,024.14	1,335,024.14
6	Chi., St. Paul, Minn. & O. Ry.-----			3,600.00	3,600.00	31,000.00	27,848.75	27,848.75
7	Chi., Rock Island & Pac. Ry.-----	25,000.00	25,151.44	1,023,356.71	633,809.00	19,956,709.28	19,957,212.57	19,957,212.57
8	St. Paul & K. C. S. L. R. R.-----							
9	Great Northern Ry.-----			3,749,416.09	4,522,018.45	166,989.92	166,989.82	148,514.12
10	Illinois Central R. R.-----			349,344.90	348,424.55	252,675.00	1,138,210.15	1,138,210.15
11	Dubuque & Sioux City R. R.-----			670.00	1.00			
12	Minneapolis & St. Louis R. R.-----					26,000.00	26,000.00	26,000.00
13	Union Pacific R. R.-----			151,563,230.42	149,222,784.80	18,777,290.52	15,583,944.02	15,583,944.02
14	Wabash Railway-----	12,946,450.00	24,726,199.00	421,407.00	413,369.00	3,556.00	46,856.00	46,856.00
	Total-----	\$ 18,118,348.72	\$ 29,618,005.01	\$ 189,794,000.44	\$ 184,474,881.90	\$ 44,785,242.55	\$ 42,681,272.31	\$ 42,662,559.43

TABLE 8—SECURITIES HELD AS INVESTMENTS—ENTIRE LINE, 1932—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 books at close of year	Date acquired	Par value
1	Atchison, Topeka & Santa Fe Ry.	\$ 470,954.17	\$ 349,012.50	\$ 344,450.00	\$ ^a 26,173,637.00	\$ ^c 30,874,714.00	\$ 36,329,817.00		
2	Chicago, Bur. & Quincy R. R.	4,549,592.29	5,117,990.83	4,117,718.96				Oct., 1932	\$ 2,000.00
3	Chicago Great Western R. R.	10,532,515.20	3,558,816.70	3,557,765.20	11,550,000.00	349,062.50	3,824,262.50	Various	794,905.36
4	Chi., Mil., St. Paul & Pac. R. R.	104,996.23	109,402.51	98,675.06	503,291.84		503,291.84	Various	4,692,846.70
5	Chicago & North Western Ry.	430,570.95	407,745.61	425,385.00				Various	4,303,900.00
6	Chi., St. Paul, Minn. & O. Ry.	499,900.00	26,526.25	688,556.51				Various	495,800.00
7	Chi., Rock Island & Pac. Ry.	751,842.63	428,689.38	428,498.94	10,000.00	10,000.00	10,000.00	Various	4,109,000.00
8	St. Paul & K. C. S. L. R. R.							Various	22,500.00
9	Great Northern Ry.	4,193,035.55	4,131,675.24	4,199,044.30	^b 9,864,748.00	8,408,037.00	8,476,337.00	Various	1,157,000.00
10	Illinois Central R. R.	333,295.71	1,337,826.18	1,332,090.01	34,360,715.00	23,548,565.00	23,744,689.00	Various	7,229,030.54
11	Dubuque & Sioux City R. R.								
12	Minneapolis & St. Louis R. R.	367,823.92							
13	Union Pacific R. R.	21,322,780.51	21,251,391.87	21,348,227.39	8,560,450.00	15,191,001.25	10,126,159.29	Various	2,316,685.00
14	Wabash Railway							Various	2,908,200.00
	Total	\$43,557,307.16	\$36,719,077.07	\$36,540,411.37	\$ 91,022,833.84	\$ 78,381,379.75	\$ 83,014,556.63		\$28,031,867.50

^aCentral Mfg. District, Inc.—The District Printing Co. and Los Angeles Corporation, have no par value.

^bPacific Greyhound Corporation and Puget Sound Pulp & Timber Co. have no par value.

^cE. Ry. Co. of New Mexico acquired Dec. 1, 1906, the then outstanding capital stock of the Pecos & N. Texas Ry. Co. and the Pecos River R. R. Co. as part consideration for its own securities, the securities acquired were never separately valued, therefore the book value thereof cannot be separately stated except on an arbitrary basis.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE, 1932

PART 1—INVESTMENTS, CURRENT AND DEFERRED ASSETS

Number	Railway Companies	Total Investments			Total Current Assets			Total deferred assets December 31, 1932
		December 31, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932	
1	Atchison, Topeka & Santa Fe Ry.-----	\$ 1,218,134,717.33	\$ 1,215,233,202.90	\$ 2,901,514.43	\$ 45,073,598.41	\$ 47,452,980.21	\$ *2,379,381.80	\$ 354,269.90
2	Atlantic Northern Ry.-----	158,981.90	158,015.62	966.28	11,228.54	11,664.01	*435.47	
3	Chicago, Bur. & Quincy R. R.-----	657,424,552.13	661,366,140.44	*3,941,588.31	22,776,158.09	26,395,503.43	*3,619,345.34	258,233.28
4	Chicago Great Western R. R.-----	145,588,770.80	149,478,344.84	*3,889,574.04	2,281,868.98	2,727,776.52	*445,907.54	3,222,615.49
5	Mason City & Ft. Dodge R. R.-----	48,355,191.67	45,282,880.06	3,072,311.61		10,059.66	*10,059.66	
6	Chi., Mil., St. P. & Pac. R. R.-----	754,170,275.05	753,122,187.76	1,048,087.29	28,368,177.77	34,539,986.10	*6,171,808.33	2,636,441.22
7	Chicago & North Western Ry.-----	643,416,160.96	641,210,990.81	2,205,170.15	26,368,908.62	26,482,594.46	*113,685.84	32,961.18
8	Chi., St. Paul, Minn. & Om. Ry.-----	92,126,662.93	92,136,571.08	*9,908.15	1,703,442.74	1,931,154.03	*227,711.29	6,699.87
9	Chicago, Rock Island & Pacific Ry.-----	499,738,684.96	498,492,547.61	1,246,137.35	13,129,857.07	17,257,187.98	*4,127,330.91	390,691.52
10	St. P. & Kan. C. Short Line R. R.-----	28,038,695.70	27,843,357.48	195,338.22	187,160.70	187,143.29	17.41	
11	Great Northern Ry.-----	790,443,825.18	793,076,991.78	*2,633,166.60	28,484,494.43	47,426,209.08	*18,941,714.65	19,943,601.74
12	Illinois Central R. R.-----	681,963,131.97	682,676,740.88	*713,608.91	33,648,821.18	34,177,578.16	*528,756.98	314,010.21
13	Dubuque & Sioux City R. R.-----	42,862,020.17	42,829,029.46	32,990.71	243.82	243.82		
14	Manchester & Oneida Ry.-----	138,525.08	139,747.06	*1,221.98	28,075.76	32,154.07	*4,078.31	
15	Minneapolis & St. Louis R. R.-----	67,565,292.37	67,642,563.36	*77,270.99	1,696,306.24	2,291,264.65	*594,958.41	10,835.00
16	Tabor & Northern Ry.-----	92,872.39	95,993.60	*3,121.21	6,367.24	6,415.78	*48.54	
17	Union Pacific R. R.-----	895,116,654.40	895,886,269.92	*769,615.52	31,936,763.47	29,864,466.12	2,072,297.35	1,369,485.33
18	Wabash Railway-----	339,833,889.81	338,590,142.09	1,243,747.72	10,138,682.15	13,783,609.31	*3,644,927.16	279,523.75
	Total-----	\$ 6,905,168,904.80	\$ 6,905,261,716.75	\$ *92,811.95	\$ 245,840,155.21	\$ 284,577,990.68	\$ *38,737,835.47	\$ 28,819,368.49

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE, 1932—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, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932
1	Atchison, Topeka & Santa Fe Ry.	\$ 295,331.72	\$ 58,968.18	\$ 1,247,410.53	\$ 1,130,554.77	\$ 116,855.76	\$1,264,809,996.17	\$1,264,112,069.60	\$ 697,926.57
2	Atlantic Northern Ry.			118.89	44.52	74.37	170,329.33	169,724.15	605.18
3	Chicago, Bur. & Quincy R. R.	321,031.48	*62,798.20	7,288,460.20	7,436,703.00	*148,242.80	687,747,403.70	695,519,378.35	*7,771,974.65
4	Chicago Great Western R. R.	25,341.11	3,197,274.38	2,877,306.73	3,282,348.02	*405,041.29	153,970,562.00	155,513,810.49	*1,543,248.49
5	Mason City & Ft. Dodge R. R.			1,643,786.98	1,591,202.01	52,584.97	49,998,978.65	46,884,141.73	3,114,836.92
6	Chi., Mil., St. P. & Pac. R. R.	2,525,369.40	111,071.82	2,891,759.78	3,394,639.22	*502,879.44	788,066,653.82	793,582,182.48	*5,515,528.66
7	Chicago & North Western Ry.	40,659.04	*7,697.86	1,590,734.43	2,147,533.72	*556,799.29	671,408,765.19	669,881,778.03	1,526,987.16
8	Chi., St. Paul, Minn. & Om. Ry.	7,353.11	*653.24	258,554.16	443,484.16	*184,930.00	94,095,359.70	94,518,562.38	*423,202.68
9	Chicago, Rock Island & Pacific Ry.	337,669.12	53,022.40	992,304.16	1,308,080.53	*315,776.37	514,251,537.71	517,395,485.24	*3,143,947.53
10	St. P. & Kan. C. Short Line R. R.						28,225,856.40	28,030,500.77	195,355.63
11	Great Northern Ry.	18,594,884.69	1,348,717.05	8,217,183.42	13,313,114.92	*5,095,931.50	847,089,104.77	872,411,200.47	*25,322,095.70
12	Illinois Central R. R.	314,528.58	*518.37	6,788,539.12	7,575,866.88	*787,327.76	722,714,502.48	724,744,714.50	*2,030,212.02
13	Dubuque & Sioux City R. R.						42,862,263.99	42,829,273.28	32,990.71
14	Manchester & Oneida Ry.						166,600.84	171,901.13	*5,300.29
15	Minneapolis & St. Louis R. R.	16,390.19	*5,555.19	10,951,835.70	11,210,889.15	*259,053.45	80,224,269.31	81,161,107.35	*936,838.04
16	Tabor & Northern Ry.			2,909.17	2,909.17		102,148.80	105,318.55	*3,169.75
17	Union Pacific R. R.	718,902.52	650,582.81	2,049,949.79	2,179,813.94	*129,864.15	930,472,852.99	928,649,452.50	1,823,400.49
18	Wabash Railway.	256,949.24	22,574.51	1,266,118.35	1,030,032.14	236,086.21	351,518,214.06	353,660,732.78	*2,142,518.72
	Total.	\$23,454,410.20	\$ 5,364,958.29	\$48,066,971.41	\$56,047,216.15	\$*7,980,244.74	\$7,227,895,399.91	\$7,269,341,333.78	\$*41,445,933.87

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE, 1932—Continued
PART 3—CAPITAL STOCK, GOVERNMENTAL GRANTS AND LONG TERM DEBT

Number	Railway Companies	Total Capital Stock			Total Governmental Grants			Total Long Term Debt		
		December 31, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932
1	A., T. & S. F. Ry.....	\$ 367,596,600.00	\$ 367,596,600.00					\$ 309,672,262.00	\$ 309,698,181.90	\$ *25,919.90
2	Atlantic Northern Ry.....	111,325.00	111,325.00							
3	C., B. & Q. R. R.....	170,839,100.00	170,839,100.00							
4	C. G. W. R. R.....	92,282,915.00	92,280,415.00	\$ 2,500.00				219,672,000.00	219,672,000.00	
5	M. C. & Ft. D.....	32,841,152.00	32,841,152.00					43,921,785.15	43,489,755.51	432,029.64
6	C., M., S. P. & P.....	256,134,927.55	256,267,293.23	*132,365.68	\$ 80,810.11	\$ 78,693.29	\$ 2,116.82	15,500,959.99	12,007,191.39	3,493,768.60
7	C. & N. W. Ry.....	180,869,503.00	180,869,503.00					482,110,199.60	478,838,046.30	3,272,153.30
8	C., S. P., M. & O.....	29,818,945.78	29,818,945.78					344,061,700.00	348,225,600.00	*4,163,900.00
9	C., R. I. & P. Ry.....	128,909,211.50	128,909,211.50					47,797,400.00	48,291,200.00	*493,800.00
10	S. P. & K. C. S. L.....	50,000.00	50,000.00		388,725.46	437,867.55	*49,142.09	288,900,796.65	293,631,030.77	*4,730,234.12
11	Great Northern Ry.....	248,800,318.44	248,952,618.44	*152,300.00	3,459.39	2,727.04	732.35	28,184,280.55	27,968,248.57	216,031.98
12	Illinois Central R. R.....	154,583,946.20	154,583,946.20		371,621.25	338,771.79	32,849.46	354,151,368.42	355,355,042.40	*1,203,673.98
13	D. & S. C. R. R.....	11,759,500.00	11,759,500.00		19,984.89	13,993.16	5,991.73	363,251,098.33	365,900,128.87	*2,649,030.54
14	Man. & Oneida Ry.....	62,745.00	62,745.00		11,855.89	2,471.14	9,384.75	30,552,791.87	30,529,209.87	23,582.00
15	M. & St. L. R. R.....	25,792,600.00	25,792,600.00					60,000.00	65,000.00	*5,000.00
16	Tabor & North'n Ry.....	32,200.00	32,200.00		4,897.91	4,185.24	712.67	27,421,219.20	28,804,043.12	*1,382,823.92
17	Union Pacific R. R.....	321,834,100.00	321,834,100.00							
18	Wabash Railway.....	138,120,699.51	138,120,699.51		623,367.00	603,642.52	19,724.48	262,353,715.93	268,333,130.29	*5,979,414.36
	Total.....	\$2,160,439,788.98	\$2,160,721,954.66	\$*282,165.68	\$ 1,506,221.90	\$1,483,851.73	\$22,370.17	\$2,972,096,850.69	\$2,968,850,734.99	\$3,246,115.70

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE, 1932—Continued
PART 4—CURRENT AND DEFERRED LIABILITIES AND UNADJUSTED CREDITS

Number	Railway Companies	Total Current Liabilities			Total Deferred Liabilities			Total Unadjusted Credits		
		December 31, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932
1	A., T. & S. F. Ry.....	\$ 15,767,114.16	\$ 21,674,906.13	\$*5,907,791.97	\$ 2,655,803.87	\$ 2,801,202.14	\$ *145,398.27	\$ 169,644,263.82	\$ 161,164,450.65	\$ 8,479,813.17
2	Atlantic Northern Ry....	3,406.81	2,859.80	547.01	58.95	16.63	42.32	8,796.36	7,717.58	1,080.78
3	C., B. & Q. R. R.....	8,952,048.56	9,831,551.33	*879,502.77	148,907.75	51,243.58	97,664.17	77,239,296.88	77,526,762.89	*287,466.01
4	C. G. W. R. R.....	6,800,996.35	6,164,928.63	636,067.72	15,549.65	35,228.23	*19,678.58	8,372,192.96	8,490,432.56	*118,239.60
5	M. C. & Ft. D.....							1,462,082.03	1,822,452.90	*360,370.87
6	C., M., S. P. & P.....	16,001,022.79	15,206,165.78	794,857.01	25,646,726.06	15,854,652.80	9,792,073.86	40,469,974.36	34,919,361.58	5,550,612.78
7	C. & N. W. Ry.....	34,854,336.84	20,687,698.40	14,166,638.44	249,918.24	51,478.47	198,439.77	63,821,624.24	59,905,882.76	3,825,741.48
8	C., S. P., M. & O.....	11,402,356.05	9,353,925.48	2,048,430.57	3,748.40	3,348.26	400.14	9,129,392.63	8,817,707.41	311,685.22
9	C., R. I. & P. Ry.....	27,141,541.40	19,718,455.98	7,423,085.42	698,316.17	638,893.88	59,422.29	53,812,223.44	49,263,077.49	4,549,145.95
10	S. P. & K. C. S. L.....	187,160.70	187,143.29	17.41						
11	Great Northern Ry.....	14,624,311.26	23,890,983.32	*9,266,672.06	19,912,862.33	18,728,715.57	1,184,146.76	59,968,620.40	61,166,905.46	*1,198,285.06
12	Illinois Central R. R....	13,790,512.08	17,110,238.27	*3,319,726.19	357,181.53	525,457.56	*168,276.03	108,558,794.00	102,457,756.11	6,101,037.89
13	D. & S. C. R. R.....	619,371.39	619,371.39							
14	Man. & Oneida Ry.....	18,071.33	13,266.56	4,804.77				3,427.99	5,198.22	*1,770.23
15	M. & St. L. R. R.....	43,603,439.82	39,874,363.99	3,729,075.83	2,454,884.23	2,446,865.45	8,018.78	6,674,760.84	6,443,047.51	231,713.33
16	Tabor & North'n Ry....	56,719.89	53,660.23	3,059.66				9,900.30	10,677.85	*777.55
17	Union Pacific R. R.....	11,668,784.21	14,703,148.56	*3,034,364.35	624,656.77	541,995.66	82,661.11	70,682,441.48	66,296,010.56	4,386,430.92
18	Wabash Railway.....	9,834,839.31	23,354,115.55	*13,519,276.24	1,016,440.42	1,092,593.26	*76,152.84	21,395,094.34	19,659,975.51	1,735,118.83
	Total.....	\$215,317,032.95	\$222,437,782.69	\$*7,120,749.74	\$53,785,054.97	\$42,771,691.49	\$11,013,363.48	\$ 691,252,888.07	\$ 658,047,417.04	\$33,205,471.03

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE, 1932
PART 5—CORPORATE SURPLUS AND GRAND TOTAL LIABILITIES

Number	Railway Companies	Total Corporate Surplus			Grand Total Liabilities		
		December 31, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932
1	Atchison, Topeka & Santa Fe Ry.....	\$ 399,473,952.32	\$ 401,176,728.78	\$ *1,702,776.46	\$ 1,264,809,996.17	\$ 1,264,112,069.60	\$ 697,926.57
2	Atlantic Northern Ry.....	46,740.21	47,805.14	*1,064.93	170,329.33	169,724.15	605.18
3	Chicago, Bur. & Quincy R. R.....	210,896,050.51	217,598,720.55	*6,702,670.04	687,747,403.70	695,519,378.35	*7,771,974.65
4	Chicago Great Western R. R.....	2,577,122.89	5,053,050.56	*2,475,927.67	153,970,562.00	155,513,810.49	*1,543,248.49
5	Mason City & Ft. Dodge R. R.....	194,784.63	213,345.44	*18,560.81	49,998,978.65	46,884,141.73	3,114,836.92
6	Chi., Mil., St. P. & Pac. R. R.....	^a 22,377,007.25	^a 7,582,030.50	^b 24,794,976.75	788,066,653.82	793,582,182.48	*5,515,528.66
7	Chicago & North Western Ry.....	47,551,682.87	60,051,615.40	*12,499,932.53	671,408,765.19	669,881,778.03	1,526,987.16
8	Chi., St. Paul, Minn. & Om. Ry.....	^a 4,057,983.16	^a 1,768,064.55	^b 2,289,918.61	94,095,359.70	94,518,562.38	*423,202.68
9	Chicago, Rock Island & Pacific Ry.....	14,400,723.09	24,796,948.07	*10,396,224.98	514,251,537.71	517,395,485.24	*3,143,947.53
10	St. P. & Kan. C. Short Line R. R.....	^a 199,044.24	^a 177,618.13	^b 21,426.11	28,225,856.40	28,030,500.77	195,355.63
11	Great Northern Ry.....	149,260,002.67	163,978,163.49	*14,718,160.82	847,089,104.77	872,411,200.47	*25,322,095.70
12	Illinois Central R. R.....	82,152,985.45	84,153,194.33	*2,000,208.88	722,714,502.48	724,744,714.50	*2,030,212.02
13	Dubuque & Sioux City R. R.....	^a 72,255.16	^a 72,279.12	^c 23.96	42,862,263.99	42,829,273.28	32,990.71
14	Manchester & Oneida Ry.....	22,356.52	25,691.35	*3,334.83	166,600.84	171,901.13	*5,300.29
15	Minneapolis & St. Louis R. R.....	^a 25,727,532.69	^a 22,203,997.96	^b 3,523,534.73	80,224,269.31	81,161,107.35	*936,838.04
16	Tabor & Northern Ry.....	3,328.61	8,780.47	*5,451.86	102,148.80	105,318.55	*3,169.75
17	Union Pacific R. R.....	262,685,787.60	256,337,424.91	6,348,362.69	930,472,852.99	928,649,452.50	1,823,400.49
18	Wabash Railway.....	26,665,867.48	33,390,422.95	*6,724,555.47	351,518,214.06	353,660,732.78	*2,142,518.72
	Total.....	\$ 1,133,497,562.35	\$ 1,215,027,901.18	\$ *81,530,338.83	\$ 7,227,895,399.91	\$ 7,269,341,333.78	\$ *41,445,933.87

*Decrease.

^aDeficit.^bIncrease in deficit.^cDecrease in deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1932
PART 1—AVERAGE MILES OF ROAD OPERATED AND TRAIN MILES

Number	Railway Companies	Average miles of road operated	Train Miles								
			Freight			Passenger	Mixed Train		Special	Total transportation service	Work service
			Ordinary	Light	Total		Freight	Passenger			
1	Atchison, Topeka & Santa Fe Ry.....	9,723.93	11,699,259	55,821	11,755,080	15,715,829	2,452,501*	323,283	8,843	30,255,536	155,489
2	Chicago, Burlington & Quincy R. R.....	9,261.96	11,372,197	45,340	11,417,537	14,361,062	614,135	296,620	5,148	26,694,502	131,085
3	Chicago Great Western R. R.....	1,492.61	2,310,256	2,785	2,313,041	2,052,420	24,643	3,485	1,566	4,395,155	38,879
4	Chicago, Mil., St. Paul & Pac. R. R.....	11,262.50	11,967,315	44,582	12,011,897	11,169,226	1,339,365	302,680	6,576	24,829,744	428,828
5	Chicago & North Western Ry.....	8,442.61	10,006,665	32,788	10,039,453	12,994,120	589,936	66,570	7,384	23,697,463	158,503
6	Chi., St. Paul, Minn. & Omaha Ry.....	1,736.94	2,146,557	11,210	2,157,767	2,594,832	353,609	86,587	1,541	5,194,336	37,824
7	Chicago, Rock Island & Pacific Ry.....	7,618.57	10,219,538	22,935	10,242,473	11,125,804	1,055,134	151,455	7,420	22,582,286	61,956
8	Great Northern Ry.....	8,408.70	6,033,708	50,157	6,083,865	7,103,044	1,350,390	650,776	4,484	15,192,559	171,279
9	Illinois Central R. R.....	5,016.00	12,224,797	96,482	12,321,279	10,155,186	671,567	239,960	5,101	23,303,063	76,344
10	Minneapolis & St. Louis R. R.....	1,627.80	1,650,149	9,201	1,659,350	1,482,630	218,459	46,352	783	3,407,574	12,621
11	Union Pacific R. R.....	3,768.20	8,256,954	51,056	8,308,010	7,788,231	956,875	145,642	1,574	17,200,332	140,023
12	Wabash Railway.....	2,520.87	5,248,274	40,645	5,288,919	4,138,620	625,441	67,645	1,182	10,121,807	57,644
	Total.....	70,880.69	93,135,669	463,062	93,598,671	100,681,004	10,252,055	2,381,055	51,602	206,964,387	1,470,475

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1932—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.....	11,724,325	1,087,202	648,823	13,460,350	13,462,013	309,754	300,985	14,072,752	2,775,812	8,012
2	Chicago, Burlington & Quincy R. R.....	11,420,424	339,026	352,602	12,112,052	10,861,150	19,453	267,296	11,147,899	884,239	1,605
3	Chicago Great Western R. R.....	2,313,102	6,506	184,877	2,504,485	1,692,495	1,381	24,018	1,717,894	28,128	
4	Chicago, Mil., St. Paul & Pac. R. R.....	12,015,541	724,861	651,311	13,391,713	10,163,815	99,480	131,361	10,394,656	1,642,676	14,809
5	Chicago & North Western Ry.....	10,039,902	464,340	233,288	10,737,530	10,717,752	127,836	141,391	10,986,979	656,506	7,893
6	Chi., St. Paul, Minn. & Omaha Ry.....	2,183,141	78,448	102,425	2,364,014	2,402,962	21,580	23,122	2,447,664	440,518	566
7	Chicago, Rock Island & Pacific Ry.....	10,240,433	207,879	46,717	10,495,029	8,960,476	38,227	141,173	9,139,876	1,125,563	2,356
8	Great Northern Ry.....	6,083,865	50,952	173,566	6,308,383	5,733,791	3,704	116,344	5,853,839	1,304,683	897
9	Illinois Central R. R.....	12,321,279	129,469	231,337	12,682,085	7,949,107	25,751	104,718	8,079,576	911,527	
10	Minneapolis & St. Louis R. R.....	1,659,350	128,814	76,227	1,864,391	310,675	557	4,356	315,588	264,811	278
11	Union Pacific R. R.....	8,309,123	212,417	369,246	8,890,786	6,582,035	85,229	196,165	6,863,429	1,102,591	973
12	Wabash Railway.....	5,288,919	136,396	108,549	5,533,864	3,963,179	23,987	124,733	4,111,899	693,086	5,758
	Total.....	93,599,404	3,566,310	3,178,968	100,344,682	82,799,450	756,939	1,575,662	85,132,051	11,830,140	43,147

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1932—Continued

PART 3—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles									
		Mixed Train		Special Train				Train switching	Yard Switching		
		Light	Total	Principal	Helper	Light	Total		Freight	Passenger	Total
1	Atchison, Topeka & Santa Fe Ry.....	31,289	2,815,113	8,843	651	474	9,968	865,851	4,471,183	524,040	4,995,223
2	Chicago, Burlington & Quincy R. R.....	11,763	897,607	5,148	-----	913	6,061	1,003,129	3,997,295	524,268	4,521,563
3	Chicago Great Western R. R.....	5	28,133	1,566	125	847	2,538	146,532	798,578	72,054	870,632
4	Chicago, Mil., St. Paul & Pac. R. R.....	33,956	1,691,441	6,576	532	430	7,538	1,622,618	5,807,081	480,460	6,287,541
5	Chicago & North Western Ry.....	1,750	666,149	7,384	803	44	8,231	1,219,363	4,521,580	507,829	5,029,409
6	Chi., St. Paul, Minn. & Omaha Ry.....	15,297	456,381	1,618	308	40	1,966	297,508	1,097,818	144,910	1,242,728
7	Chicago, Rock Island & Pacific Ry.....	14,437	1,142,356	7,420	787	-----	8,207	841,732	3,937,882	436,435	4,374,317
8	Great Northern Ry.....	32,139	1,337,719	4,484	72	702	5,258	792,670	2,158,098	187,116	2,345,214
9	Illinois Central R. R.....	8,432	919,959	5,101	-----	-----	5,101	962,910	4,134,524	495,279	4,629,803
10	Minneapolis & St. Louis R. R.....	3,404	268,493	783	117	103	1,003	249,498	506,048	8,938	514,986
11	Union Pacific R. R.....	13,528	1,117,092	1,574	94	339	2,007	446,706	2,613,962	275,876	2,889,838
12	Wabash Railway.....	14,225	713,069	1,182	71	-----	1,253	331,546	2,371,434	96,305	2,467,739
	Total.....	180,225	12,053,512	51,679	3,560	3,892	59,131	8,780,063	36,415,483	3,753,510	40,168,993

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1932—Continued
PART 4—LOCOMOTIVE AND CAR MILES

Number	Railway Companies	Locomotive Miles		Car Miles					
		Total transporta- tion service	Work service	Freight Train					
				Loaded	Empty	Sum of loaded and empty	Caboose	Exclusive work equipment	Total
1	Atchison, Topeka & Santa Fe Ry.....	36,219,257	185,448	363,114,135	226,887,197	590,001,332	12,204,215	699,548	602,905,095
2	Chicago, Burlington & Quincy R. R.....	29,688,311	370,160	296,354,029	205,102,619	501,456,648	10,862,210	2,559,556	514,878,414
3	Chicago Great Western R. R.....	5,270,214	53,840	72,248,462	48,795,100	121,043,562	2,532,479	191,383	123,767,424
4	Chicago, Mil., St. Paul & Pac. R. R.....	33,395,507	763,723	318,412,808	211,708,272	530,121,080	12,796,916	171,179	543,089,175
5	Chicago & North Western Ry.....	28,647,661	359,883	244,348,766	153,173,539	397,522,305	10,821,749	333,337	408,677,391
6	Chi., St. Paul, Minn. & Omaha Ry.....	6,810,261	44,265	45,846,543	24,536,681	70,383,224	2,245,133	279,083	72,907,440
7	Chicago, Rock Island & Pacific Ry.....	26,001,517	261,061	241,373,405	165,696,735	407,070,140	10,361,953	464,072	417,896,165
8	Great Northern Ry.....	16,643,083	168,361	183,929,163	102,600,732	286,529,895	6,492,521	694,670	293,717,086
9	Illinois Central R. R.....	27,279,434	259,169	300,911,000	210,652,000	511,563,000	13,229,000	594,000	525,386,000
10	Minneapolis & St. Louis R. R.....	3,213,959	11,587	27,724,229	19,662,991	47,387,220	1,659,350		49,046,570
11	Union Pacific R. R.....	20,209,858	111,177	316,448,641	197,679,854	514,128,495	8,242,770	428,541	522,799,806
12	Wabash Railway.....	13,159,370	82,173	168,718,106	98,348,710	267,066,816	5,349,677	331,220	272,747,713
	Total.....	246,538,432	2,670,847	2,579,429,287	1,664,844,430	4,244,273,717	96,797,973	6,746,589	4,347,818,279

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1932—Continued

PART 5—CAR MILES

Number	Railway Companies	Car Miles									
		Passenger Train					Mixed Train				
		Passenger	Sleeping, parlor and observa- tion	Dining	Other	Total	Freight		Caboose	Exclusive work equipment	Passenger
							Loaded	Empty			
1	Atehison, Topeka & Santa Fe Ry.....	23,515,346	56,205,529	5,604,102	35,857,815	121,182,792	22,901,841	16,250,211	92,040	191,283	2,739,025
2	Chicago, Burlington & Quincy R. R.....	22,802,483	22,220,557	3,731,496	33,443,153	82,197,689	2,007,880	1,352,034	22,741	115,160	917,617
3	Chicago Great Western R. R.....	2,678,528	3,027,725	124,568	3,778,247	9,609,068	133,840	82,861	4,425		28,170
4	Chicago, Mil., St. Paul & Pac. R. R.....	16,884,814	21,563,836	2,533,712	28,077,229	69,059,591	7,257,156	4,414,434	99,634	23,490	1,628,298
5	Chicago & North Western Ry.....	25,947,180	22,133,541	2,492,995	30,114,031	80,687,747	3,453,708	2,505,804	166,803	29,958	588,052
6	Chi., St. Paul, Minn. & Omaha Ry.....	4,080,707	5,119,813	286,196	6,689,830	16,176,546	1,243,390	796,086	23,690	23,186	420,820
7	Chicago, Rock Island & Pacific Ry.....	18,364,813	21,019,004	4,258,550	21,647,148	65,289,515	5,378,696	3,740,777	315,737	56,023	925,337
8	Great Northern Ry.....	10,491,569	11,518,125	2,381,382	22,288,845	46,679,921	7,965,773	3,242,668	28,999	83,484	2,020,549
9	Illinois Central R. R.....	24,534,052	15,064,355	2,820,294	24,714,979	67,073,680	4,088,777	2,939,035	215,250	27,835	1,004,277
10	Minneapolis & St. Louis R. R.....	1,547,393	437,404		1,598,767	3,583,564	1,058,279	752,141	1,888		264,826
11	Union Pacific R. R.....	10,864,643	26,934,228	4,430,722	24,876,277	67,105,870	5,879,240	4,440,069	178,939	79,048	1,031,235
12	Wabash Railway.....	8,799,220	7,940,465	1,142,885	6,915,522	24,798,092	4,440,573	4,517,111	196,624	129,432	668,447
	Total.....	170,510,748	213,124,582	29,806,902	240,001,843	653,444,075	65,809,153	45,033,231	1,346,770	758,899	12,236,653

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1932—Continued

PART 6—CAR MILES

Number	Railway Companies	Car Miles									
		Mixed Train				Special Train					
		Sleeping, parlor and observa- tion	Dining	Other passenger train	Total	Freight		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observa- tion
						Loaded	Empty				
1	Atchison, Topeka & Santa Fe Ry.	89,749		822,219	43,086,368	79,546	1,849	7,104		32,185	858
2	Chicago, Burlington & Quincy R. R.	752	245	386,501	4,802,930	83,938	5,729	5,148	265	29,087	
3	Chicago Great Western R. R.			582	249,878	24,943		1,573		10,000	
4	Chicago, Mil., St. Paul & Pac. R. R.	15,557	38	1,009,503	14,448,110	83,788		6,650		851	28,041
5	Chicago & North Western Ry.	36		106,903	6,851,264	128,049		7,428		23,958	20,592
6	Chi., St. Paul, Minn. & Omaha Ry.			90,108	2,597,280	28,027		1,541		4,673	5,166
7	Chicago, Rock Island & Pacific Ry.			185,214	10,601,784	91,046	304	6,401		31,135	5,476
8	Great Northern Ry.	78,210	3,076	2,165,165	15,587,924	65,978		4,484		26,778	
9	Illinois Central R. R.			480,352	8,755,526	69,904		4,711		25,011	
10	Minneapolis & St. Louis R. R.			104,836	2,181,970	10,621		783		4,159	
11	Union Pacific R. R.	36,298	359	542,411	12,187,599	30,563	1,023	1,694		11,275	
12	Wabash Railway	5,361	158	316,148	10,273,854	24,557	21	1,182		9,802	
	Total	225,963	3,876	6,209,942	131,624,487	720,960	8,926	48,699	265	208,914	60,133

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1932—Continued

PART 7—CAR MILES AND FREIGHT SERVICE

Number	Railway Companies	Car Miles				Freight Service			
		Special Train			Total transporta- tion service	Work service	Tons		
		Dining	Other passenger train	Total			Revenue freight	Non-revenue freight	Total
1	Atchison, Topeka & Santa Fe Ry.-----		2,332	124,139	767,298,394	964,615	21,859,858	4,515,745	26,375,603
2	Chicago, Burlington & Quincy R. R.-----			123,902	602,002,935	383,069	23,196,303	4,631,278	27,827,581
3	Chicago Great Western R. R.-----			36,516	133,662,886	224,276	4,678,645	956,043	5,634,688
4	Chicago, Mil., St. Paul & Pac. R. R.-----	648	223	120,201	626,717,077	4,437,513	24,950,259	4,275,071	29,225,330
5	Chicago & North Western Ry.-----	322	628	180,977	496,397,379	634,754	23,582,107	3,350,805	26,932,912
6	Chi., St. Paul, Minn. & Omaha Ry.-----		168	39,575	91,720,841	111,442	6,404,061	669,019	7,073,080
7	Chicago, Rock Island & Pacific Ry.-----		1,273	135,635	493,923,099	288,091	18,816,176	2,605,016	21,421,192
8	Great Northern Ry.-----		1,095	98,335	356,083,266	815,801	11,744,694	2,313,127	14,057,821
9	Illinois Central R. R.-----			99,626	601,314,832	701,268	29,704,893	3,770,730	33,475,623
10	Minneapolis & St. Louis R. R.-----		429	15,992	54,828,096	45,223	3,666,781	354,718	4,021,499
11	Union Pacific R. R.-----			44,555	602,137,830	846,691	12,828,721	2,808,628	15,637,349
12	Wabash Railway-----			35,562	307,855,221	245,787	12,860,939	1,984,551	14,845,490
	Total-----	970	6,148	1,055,015	5,133,941,856	9,698,530	194,293,437	32,234,731	226,528,168

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1932—Continued
PART 8—FREIGHT AND PASSENGER SERVICE AND REVENUES

Number	Railway Companies	Freight Service			Passenger Service		Revenues		
		Ton Miles			Passengers carried —revenue	Passenger miles —revenue	Freight	Passenger	Passenger service train
		Revenue freight	Non-revenue freight	Total					
1	Atchison, Topeka & Santa Fe Ry.-----	7,004,743,291	710,940,551	7,715,683,842	1,346,281	526,664,583	\$ 86,641,623.18	\$ 13,522,939.12	\$ 20,956,570.99
2	Chicago, Burlington & Quincy R. R.	6,297,638,946	1,150,138,954	7,447,777,900	7,753,105	347,833,554	63,182,738.90	7,311,279.15	13,390,046.99
3	Chicago Great Western R. R.	1,432,903,046	104,439,505	1,537,342,551	183,342	27,003,612	13,410,073.14	690,517.17	1,377,941.54
4	Chicago, Mil., St. Paul & Pac. R. R.	6,859,165,866	1,262,973,584	8,122,139,450	3,457,266	262,209,615	70,302,778.68	5,940,729.65	11,391,954.21
5	Chicago & North Western Ry.	4,113,578,033	756,523,590	4,870,101,623	17,451,665	527,889,430	53,872,880.55	10,012,593.37	15,184,992.68
6	Chi., St. Paul, Minn. & Omaha Ry.	970,101,529	113,384,345	1,083,485,874	520,267	63,951,415	11,852,865.60	1,647,601.70	2,641,852.02
7	Chicago, Rock Island & Pacific Ry.	4,908,209,054	358,697,523	5,266,906,577	7,357,129	300,852,721	53,320,768.24	6,577,918.38	10,610,097.22
8	Great Northern Ry.	4,324,700,394	516,930,068	4,841,630,462	845,213	164,220,516	45,958,760.63	3,941,659.40	7,928,035.75
9	Illinois Central R. R.	7,265,235,112	868,045,888	8,133,281,000	24,265,160	444,802,563	62,909,723.82	8,250,193.53	12,383,844.94
10	Minneapolis & St. Louis R. R.	658,544,909	99,583,723	758,128,632	150,017	9,805,122	7,088,372.51	246,501.29	620,463.11
11	Union Pacific R. R.	5,070,770,228	1,040,233,172	6,111,003,400	658,091	251,612,956	53,725,447.60	6,047,631.86	10,215,342.77
12	Wabash Railway-----	3,003,596,501	198,307,068	3,201,903,569	783,686	116,203,246	32,466,113.89	2,546,732.28	4,000,239.59
	Total-----	51,909,186,903	7,180,197,971	59,089,384,880	64,771,222	3,043,049,333	\$ 554,732,146.74	\$ 66,736,296.90	\$ 110,701,381.81

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1932 — 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. Fe Ry.....	\$ 109,893,449.84	\$ 83,928,129.19	\$ 25,965,320.65	1,209	1,616	285	1	3,111	16	3,725	66,067	12,841	\$ 8,910.14	\$ 2,155.15
2	C., B. & Q. R. R.....	79,543,629.03	58,517,603.91	21,026,025.12	1,361	1,857	395	1	2,883	14	3,205	56,534	9,490	6,889.42	1,521.20
3	C. G. W. R. R.....	15,159,400.18	11,615,250.21	3,544,149.97	1,588	1,464	19	1	2,945	26	3,531	85,151	6,883	9,207.56	983.02
4	C., M., S. P. & P. R. R....	84,882,707.75	72,024,253.80	12,858,453.95	1,067	1,204	177	1	2,205	38	2,965	49,313	7,734	6,246.82	1,228.06
5	C. & N. W. Ry.....	72,491,521.17	60,604,420.41	11,887,100.76	1,189	1,539	78	1	2,807	19	3,393	49,152	9,645	6,381.07	1,798.61
6	C., S. P., M. & O. Ry....	14,831,761.82	13,039,864.34	1,791,897.48	1,242	1,494	254	1	2,991	22	3,921	43,193	9,613	6,823.99	1,520.98
7	C., R. I. & P. Ry.....	66,783,778.50	53,624,374.45	13,159,404.05	1,345	1,460	158	1	2,964	8	3,413	56,111	8,721	6,998.79	1,392.66
8	Great Northern Ry.....	55,544,899.24	45,641,136.91	9,903,762.33	869	1,287	572	1	1,807	20	1,979	36,407	6,411	5,483.95	997.17
9	Illinois Central R. R.....	77,745,558.29	57,786,838.50	19,958,719.79	2,456	2,025	182	1	4,664	15	5,438	106,206	13,673	12,541.81	2,468.87
10	Minn. & St. L. R. R.....	7,854,700.57	7,444,037.87	410,662.70	1,019	948	163	1	2,093	8	1,974	31,251	2,531	4,354.57	396.71
11	Union Pacific R. R.....	66,141,146.24	43,510,308.21	22,630,838.03	2,205	2,067	298	-----	4,565	37	5,363	141,556	18,239	14,257.59	2,710.93
12	Wabash Railway.....	37,785,633.52	30,684,901.06	7,100,732.46	2,098	1,642	275	-----	4,015	23	5,220	111,889	10,234	12,878.93	1,586.85
	Total.....	\$ 688,658,186.15	\$ 538,421,118.86	\$ 150,237,067.29	1,320	1,420	178	1	2,919	21	3,478	62,944	9,486	\$ 7,826.28	\$ 1,650.85

STATISTICS OF STEAM RAILWAYS

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1932—Continued
PART 10—AVERAGE PER MILE OF ROAD AND PER TRAIN MILE

Number	Railway Companies	Averages Per Mile of Road					Averages Per Train Mile								
		Operating revenues	Operating expenses	Net operating revenues	Ton Miles		Loaded Freight Car—Miles		Empty Freight Car—Miles		Ton Miles		Passenger Train Car Miles		
					Revenue freight	All freight	Freight trains	Mixed trains	Freight trains	Mixed trains	Revenue freight	All freight	Passenger trains	Mixed trains	
1	Atchison, Topeka & Santa Fe Ry.-----	\$11,301.34	\$ 8,631.09	\$ 2,670.25	720,361	793,474	54,162	30.89	8.25	19.30	5.85	493.03	543.07	7.71	1.32
2	Chicago, Burlington & Quincy R. R.-----	8,588.21	6,318.06	2,270.15	686,692	812,103	39,516	25.96	2.20	17.96	1.48	523.42	619.01	5.72	1.43
3	Chicago Great Western R. R.-----	10,156.30	7,781.84	2,374.46	983,853	1,055,563	19,264	31.24	4.76	21.10	2.95	612.96	657.63	4.68	1.02
4	Chicago, Mil., St. Paul & Pac. R. R.-----	7,536.76	6,395.05	1,141.71	609,478	721,700	28,266	26.51	4.42	17.62	2.69	513.75	608.34	6.18	1.62
5	Chicago & North Western Ry.-----	8,586.39	7,178.40	1,407.99	487,240	576,848	62,527	24.34	5.26	15.26	3.82	387.00	458.17	6.21	1.06
6	Chi., St. Paul, Minn. & Omaha Ry.-----	8,539.02	7,507.38	1,031.64	558,512	623,790	36,818	21.25	2.82	11.37	1.81	386.28	431.43	6.23	1.16
7	Chicago, Rock Island & Pacific Ry.-----	8,765.92	7,038.64	1,727.28	644,243	691,325	39,489	23.57	4.46	16.18	3.10	434.45	466.20	5.87	.92
8	Great Northern Ry.-----	6,605.65	5,427.85	1,177.80	516,038	577,720	20,655	30.23	3.98	16.86	1.62	581.73	651.26	6.57	2.13
9	Illinois Central R. R.-----	15,499.51	11,520.50	3,979.01	1,448,412	1,621,468	88,677	24.42	4.49	17.10	3.22	559.17	625.98	6.60	1.63
10	Minneapolis & St. Louis R. R.-----	4,825.35	4,573.07	252.28	404,561	465,738	6,269	16.71	4.00	11.85	2.84	350.70	403.73	2.42	1.40
11	Union Pacific R. R.-----	17,552.45	11,546.71	6,005.74	1,345,674	1,621,730	66,773	38.09	5.33	23.79	4.03	547.37	659.59	8.62	1.46
12	Wabash Railway-----	14,989.12	12,172.34	2,816.78	1,191,492	1,270,158	46,096	31.90	6.41	18.60	6.52	507.85	541.38	5.99	1.43
	Total-----	\$ 9,715.73	\$ 7,596.16	\$ 2,119.57	732,346	833,645	42,931	27.55	5.20	17.78	3.56	499.84	568.98	6.49	1.47

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1932—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				
		Revenue passenger miles	Freight revenue	Passenger service train revenue	Operating		Net operating revenues	Train miles freight trains	Car miles freight trains	Train miles passenger trains	Car miles passenger trains	Train miles mixed trains	Car miles mixed trains	Train miles special trains	Car miles special trains	Ton Miles		Freight revenue
					Revenues	Expenses										Revenue freight	All freight	
1	Atchison, Topeka & Santa Fe Ry.....	32.84	\$ 6.10	\$ 1.31	\$ 3.63	\$ 2.77	\$.86	.87	44.79	.96	8.35	.99	15.31	.89	12.45	-----	19.94	\$.22445
2	Chicago, Burlington & Quincy R. R.....	23.73	5.25	.91	2.98	2.19	.79	.94	42.51	.97	6.87	.99	5.27	.85	20.44	-----	24.96	.21177
3	Chicago Great Western R. R.....	13.13	5.74	.67	3.45	2.64	.81	.92	49.42	.99	5.15	1.00	8.88	.62	14.39	-----	21.24	.18527
4	Chicago, Mil., St. Paul & Pac. R. R.....	22.86	5.27	.99	3.42	2.90	.52	.90	40.55	.98	6.46	.97	8.54	.87	15.95	-----	24.94	.21587
5	Chicago & North Western Ry.....	40.42	5.07	1.16	3.06	2.56	.50	.93	38.06	.98	6.96	.99	10.28	.90	21.99	-----	19.65	.21740
6	Chi., St. Paul, Minn. & Omaha Ry.....	23.85	4.72	.99	2.85	2.51	.34	.91	30.84	.98	6.43	.96	5.69	.78	20.13	-----	23.01	.25171
7	Chicago, Rock Island & Pacific Ry.....	26.68	4.72	.94	2.96	2.38	.58	.98	39.82	.98	6.62	.99	8.91	.90	16.53	-----	21.34	.21609
8	Great Northern Ry.....	21.18	6.18	1.02	3.66	3.01	.65	.96	46.55	.98	7.49	.98	10.08	.85	18.70	-----	25.13	.23950
9	Illinois Central R. R.....	42.79	4.84	1.19	3.32	2.47	.85	.97	41.43	.98	7.40	.99	9.52	1.00	19.53	-----	26.67	.20626
10	Minneapolis & St. Louis R. R.....	6.41	3.77	.41	2.30	2.18	.12	.89	26.31	.98	3.64	.99	8.13	.78	15.94	-----	26.34	.24627
11	Union Pacific R. R.....	31.71	5.80	1.29	3.85	2.53	1.32	.93	58.80	.96	9.50	.99	10.91	.78	22.20	-----	18.96	.16668
12	Wabash Railway.....	27.63	5.49	.95	3.73	3.03	.70	.96	49.29	1.01	6.03	.97	14.41	.94	28.38	-----	18.49	.18749
	Total.....	29.52	\$ 5.34	\$ 1.07	\$ 3.32	\$ 2.60	\$.72	.93	43.32	1.18	7.67	1.04	10.92	.87	17.84	19.69	22.34	\$.20971

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE, 1932—Continued
PART 12—AVERAGES PER CAR MILE—PASSENGER AND MISCELLANEOUS AVERAGES

Number	Railway Companies	Averages Per Car Mile—Passenger		Miscellaneous Averages							Operating ratio —per cent	
		Passenger miles revenue	Passenger revenue	Miles Hauled			Miles carried revenue passengers	Revenue Per				
				Revenue freight	Non-revenue freight	All freight		Ton of freight	Ton mile of freight	Passenger		Passenger mile
1	Atchison, Topeka & Santa Fe Ry.-----	6.38	\$.16382	320.44	157.44	292.53	391.20	\$ 3.96350	\$.01237	\$ 10.04466	\$.02568	76.37
2	Chicago, Burlington & Quincy R. R.-----	7.57	.15914	271.49	248.34	267.64	44.86	2.72383	.01003	.94301	.02102	73.57
3	Chicago Great Western R. R.-----	4.71	.12042	306.26	109.24	272.84	147.29	2.86623	.00936	3.76628	.02557	76.62
4	Chicago, Mil., St. Paul & Pac. R. R.-----	6.54	.14818	274.91	295.43	277.91	75.84	2.81772	.01025	1.71833	.02266	84.85
5	Chicago & North Western Ry.-----	10.85	.20573	174.44	225.77	180.82	30.25	2.28448	.01310	.57373	.01897	83.60
6	Chi., St. Paul, Minn. & Omaha Ry.-----	6.65	.17124	151.48	169.48	153.18	122.92	1.85084	.01222	3.16684	.02576	87.92
7	Chicago, Rock Island & Pacific Ry.-----	7.46	.16319	260.85	137.69	245.87	40.89	2.83377	.01086	.89409	.02186	80.30
8	Great Northern Ry.-----	6.81	.16350	368.23	223.48	344.41	194.29	3.91315	.01063	4.66351	.02400	82.17
9	Illinois Central R. R.-----	10.97	.20349	244.58	230.21	242.96	18.33	2.11782	.00866	.34000	.01855	74.33
10	Minneapolis & St. Louis R. R.-----	4.36	.10957	179.60	280.74	188.52	65.36	1.93313	.01076	1.64316	.02514	94.77
11	Union Pacific R. R.-----	6.47	.15560	395.27	370.37	390.80	382.34	4.18790	.01060	9.18966	.02404	65.78
12	Wabash Railway-----	6.67	.14625	233.54	99.93	215.68	148.28	2.52439	.01081	3.24968	.02192	81.21
	Total-----	7.68	\$.16848	267.17	.222.74	260.84	46.98	\$ 2.85512	\$.01068	\$ 1.03030	\$.02193	78.18

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1932

PART 1—AVERAGE MILES OF ROAD OPERATED AND TRAIN MILES

Number	Railway Companies	Average miles of road operated	Train Miles								
			Freight			Passenger	Mixed		Special	Total transportation service	Work service
			Ordinary	Light	Total		Freight	Passenger			
1	Atchison, Topeka & Santa Fe Ry.....	19.99	72,989	563	73,552	99,831	4,729	2,528		180,640	1,153
2	Chicago, Burlington & Quincy R. R.....	1,407.94	1,476,129	5,328	1,481,457	2,184,883	96,692	48,739	342	3,812,113	25,533
3	Chicago Great Western R. R.....	768.32	1,212,709	1,693	1,214,402	1,051,408	20,779	2,939	882	2,290,410	21,734
4	Chicago, Mil., St. Paul & Pac. R. R.....	1,910.53	3,306,221	5,713	3,311,934	2,079,497	143,454	28,776	2,273	5,565,934	111,329
5	Chicago & North Western Ry.....	1,627.68	2,742,027	4,431	2,746,458	2,994,282	122,567	19,211	1,685	5,884,203	26,793
6	Chi., St. Paul, Minn. & Omaha Ry.....	101.76	193,117	154	193,271	185,079	10,162	2,474	12	390,938	2,233
7	Chicago, Rock Island & Pacific Ry.....	2,250.23	3,006,492	7,417	3,013,909	2,844,849	468,337	79,362	3,623	6,410,080	14,925
8	Great Northern Ry.....	78.02	87,962	929	88,891	64,704			75	153,670	3,113
9	Illinois Central R. R.....	718.04	1,679,280	4,861	1,684,141	715,835	101,377	19,829	952	2,522,134	10,321
10	Minneapolis & St. Louis R. R.....	877.17	889,157	1,640	890,797	713,957	111,204	20,804	783	1,737,545	5,755
11	Union Pacific R. R.....	2.48	15,576	84	15,660	10,905			4	26,569	39,950
12	Wabash Railway.....	208.87	259,436	2,162	261,598	175,184	21,606	2,082		460,470	9,721
	Total.....	9,971.03	14,941,095	34,975	14,976,070	13,120,414	1,100,847	226,744	10,631	29,434,706	272,560

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1932—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	Atehison, Topeka & Santa Fe Ry.....	73,552	2,546	17,533	93,631	98,012	1,401	13,676	113,089	7,257	35
2	Chicago, Burlington & Quincy R. R.....	1,481,858	73,382	52,723	1,607,963	1,419,072	3,125	29,539	1,451,736	145,431	56
3	Chicago Great Western R. R.....	1,214,452	5,402	110,953	1,330,808	920,480	639	10,370	931,489	23,718	-----
4	Chicago, Mil., St. Paul & Pac. R. R.....	3,312,064	207,008	204,921	3,723,993	1,564,760	8,758	9,534	1,583,052	172,230	209
5	Chicago & North Western Ry.....	2,746,512	116,432	17,409	2,880,353	2,278,451	10,468	9,612	2,298,531	141,778	-----
6	Chi., St. Paul, Minn. & Omaha Ry.....	194,303	1,070	4,242	199,615	183,653	2,241	4,101	189,995	13,063	-----
7	Chicago, Rock Island & Pacific Ry.....	3,013,909	48,395	18,575	3,080,879	2,169,444	7,656	2,094	2,179,194	509,367	338
8	Great Northern Ry.....	88,891	-----	880	89,771	64,704	-----	2,646	67,350	-----	-----
9	Illinois Central R. R.....	1,684,141	56,691	356	1,741,188	715,835	1,279	13,528	730,642	121,206	-----
10	Minneapolis & St. Louis R. R.....	890,797	93,321	53,090	1,037,208	178,944	525	1,065	180,534	132,008	278
11	Union Pacific R. R.....	15,660	2,907	9,343	27,910	9,650	-----	10,914	20,564	-----	-----
12	Wabash Railway.....	261,598	9,036	210	270,844	153,462	745	4,660	158,867	23,688	288
	Total.....	14,977,737	616,191	490,235	16,084,163	9,756,467	36,837	111,739	9,905,043	1,289,746	1,204

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1932—Continued

PART 3—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles										
		Mixed Train		Special Train				Train switching	Yard Switching			
		Light	Total	Principal	Helper	Light	Total		Freight	Passenger	Total	
1	Atchison, Topeka & Santa Fe Ry.....	605	7,897							113,596	4,824	118,420
2	Chicago, Burlington & Quincy R. R.....	84	145,571	342		58	400	147,247	409,870	71,896		481,766
3	Chicago Great Western R. R.....	5	23,723	882	6	605	1,493	55,218	259,962	29,064		289,026
4	Chicago, Mil., St. Paul & Pac. R. R.....	2,345	174,784	2,273	195	330	2,798	342,958	765,307	32,058		797,365
5	Chicago & North Western Ry.....	346	142,124	1,685	145		1,830	169,968	723,776	61,898		785,674
6	Chi., St. Paul, Minn. & Omaha Ry.....	819	13,882	12	12	8	32	12,402	176,146	41,740		217,886
7	Chicago, Rock Island & Pacific Ry.....	9,590	519,295	3,623	359		3,982	336,071	956,848	91,629		1,048,477
8	Great Northern Ry.....			75		1	76	3,393	94,701	3,267		97,968
9	Illinois Central R. R.....	58	121,264	952			952	92,872	371,412	18,624		390,036
10	Minneapolis & St. Louis R. R.....	2,773	135,059	783	117	103	1,003	115,983	193,675	4,140		197,815
11	Union Pacific R. R.....	6	6	4		5	9		281,012	49,644		330,656
12	Wabash Railway.....		23,976					10,925	47,639	734		48,373
	Total.....	16,631	1,307,581	10,631	834	1,110	12,575	1,287,037	4,393,944	409,518		4,803,462

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1932—Continued
PART 4—LOCOMOTIVE AND CAR MILES

Number	Railway Companies	Locomotive Miles		Car Miles					
		Total transporta- tion service	Work service	Freight Train					
				Loaded	Empty	Sum of loaded and empty	Caboose	Exclusive work equipment	Total
1	Atchison, Topeka & Santa Fe Ry.-----	333,037	1,249	2,866,137	2,091,656	4,957,793	74,365	3,856	5,036,014
2	Chicago, Burlington & Quincy R. R.-----	3,834,683	29,624	33,885,836	21,482,401	55,368,237	1,349,175	403,144	57,120,556
3	Chicago Great Western R. R.-----	2,631,757	36,480	37,534,341	25,328,016	62,862,357	1,335,347	115,180	64,312,884
4	Chicago, Mil., St. Paul & Pac. R. R.-----	6,624,950	123,218	77,225,987	61,493,536	138,719,523	3,470,166	34,754	142,224,443
5	Chicago & North Western Ry.-----	6,278,480	54,618	73,340,335	49,139,546	122,479,881	2,974,074	77,540	125,531,495
6	Chi., St. Paul, Minn. & Omaha Ry.-----	633,812	2,725	3,363,764	2,228,782	5,592,546	193,926	28,230	5,814,702
7	Chicago, Rock Island & Pacific Ry.-----	7,167,898	55,672	57,515,070	39,301,011	96,816,081	3,012,842	133,475	99,962,398
8	Great Northern Ry.-----	258,558	3,145	2,192,691	1,854,720	4,047,411	89,241	-----	4,136,652
9	Illinois Central R. R.-----	3,076,954	23,851	28,903,000	21,992,000	50,895,000	1,765,000	83,000	52,743,000
10	Minneapolis & St. Louis R. R.-----	1,667,602	5,146	14,144,276	10,681,685	24,825,961	890,797	-----	25,716,758
11	Union Pacific R. R.-----	379,145	1,090	383,037	255,592	638,629	16,245	449	655,323
12	Wabash Railway-----	512,985	9,865	2,887,740	1,937,119	4,824,859	263,166	36,498	5,124,523
	Total-----	33,399,861	346,683	334,242,214	237,786,064	572,028,278	15,434,344	916,126	588,378,748

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1932—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.	146,054	485,869	65,875	316,256	1,014,054	63,084	11,221	27	379	7,666
2	Chicago, Burlington & Quincy R. R.	3,028,918	2,998,942	571,271	6,370,877	12,970,008	293,601	122,114	3,854	9,135	145,316
3	Chicago Great Western R. R.	1,433,478	1,566,511	17,414	1,923,365	4,940,768	101,568	60,229	15		23,760
4	Chicago, Mil., St. Paul & Pac. R. R.	2,542,816	3,335,172	29,316	3,888,475	9,795,779	646,354	376,594	3,786	405	171,387
5	Chicago & North Western Ry.	3,896,894	9,070,925	1,108,128	8,164,701	22,240,648	684,564	537,505	7,004	9,450	137,698
6	Chi., St. Paul, Minn. & Omaha Ry.	377,727	425,273	2,837	528,249	1,334,086	6,252	3,480		342	12,636
7	Chicago, Rock Island & Pacific Ry.	3,541,270	4,915,480	1,085,835	6,063,260	15,605,845	2,503,693	1,551,994	55,767	26,856	502,767
8	Great Northern Ry.	66,405	312		72,089	138,806					
9	Illinois Central R. R.	1,749,404	1,008,257	107,881	1,878,719	4,744,261	516,948	460,039	122	4,175	122,091
10	Minneapolis & St. Louis R. R.	725,474	233,829		694,754	1,654,057	377,797	297,852	1,888		126,726
11	Union Pacific R. R.	9,735	3,772	4,609	36,827	54,943					
12	Wabash Railway	261,601	226,189	72	313,951	801,813	133,614	100,519	2,592	2,168	21,520
	Total	17,779,776	24,270,531	2,993,238	30,251,523	75,295,068	5,327,475	3,521,547	75,055	52,910	1,271,567

STATISTICS OF STEAM RAILWAYS

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1932—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	Achison, Topeka & Santa Fe Ry.			22,398	104,775							
2	Chicago, Burlington & Quincy R. R.			61,723	635,743	4,757	187	342		1,619		
3	Chicago Great Western R. R.			495	186,067	13,239		882		5,370		
4	Chicago, Mil., St. Paul & Pac. R. R.	82		48,606	1,247,214	27,827		2,273		851	9,031	
5	Chicago & North Western Ry.	36		56,314	1,432,571	24,554		1,513		6,212	3,003	
6	Chi., St. Paul, Minn. & Omaha Ry.				22,710	189		12		12	63	
7	Chicago, Rock Island & Pacific Ry.			72,562	4,713,639	38,267		2,608		14,836	3,192	
8	Great Northern Ry.					1,575		75		600		
9	Illinois Central R. R.			1,098	1,104,473	14,234		867		4,989		
10	Minneapolis & St. Louis R. R.				804,263	10,621		783		4,159		
11	Union Pacific R. R.					128		10		33		
12	Wabash Railway			1,304	261,717							
	Total	118		264,500	10,513,172	135,391	187	9,365		38,681	15,289	

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1932—Continued

PART 7—CAR MILES—CONCLUDED AND FREIGHT SERVICE

Number	Railway Companies	Car Miles				Freight Service			
		Special Train			Total transporta- tion service	Work service	Tons		
		Dining	Other passenger train	Total			Revenue freight	Non-revenue freight	Total
1	Atchison, Topeka & Santa Fe Ry.....				6,154,843	12,534	2,469,664	324,522	2,794,186
2	Chicago, Burlington & Quincy R. R.....			6,905	70,733,212	110,639	5,567,538	1,121,328	6,700,336
3	Chicago Great Western R. R.....			19,491	69,459,210	125,484	3,948,434	755,990	4,704,424
4	Chicago, Mil., St. Paul & Pac. R. R.....	353	29	40,364	153,307,800	1,392,725	8,393,944	1,432,516	9,826,460
5	Chicago & North Western Ry.....			35,382	149,339,996	121,734	6,085,239	917,818	7,003,057
6	Chi., St. Paul, Minn. & Omaha Ry.....			276	7,171,774	13,624	1,022,148	90,550	1,112,698
7	Chicago, Rock Island & Pacific Ry.....		736	59,659	120,341,541	64,533	7,969,065	1,045,154	9,014,219
8	Great Northern Ry.....			2,250	4,277,708	26,457	586,323	34,875	621,198
9	Illinois Central R. R.....			20,090	58,611,824	241,188	2,694,592	526,861	3,221,453
10	Minneapolis & St. Louis R. R.....		429	15,962	28,191,070	16,470	2,220,360	304,400	2,524,760
11	Union Pacific R. R.....			171	710,437	40,831	2,617,025	178,427	2,795,452
12	Wabash Railway.....				6,188,653	19,847	899,116	25,328	924,514
	Total.....	353	1,214	200,480	674,387,468	2,191,456	44,433,669	6,829,149	51,262,818

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1932—Continued
PART 8—FREIGHT AND PASSENGER SERVICE AND OPERATING REVENUES

Number	Railway Companies	Freight Service			Passenger Service		Revenues		
		Ton Miles			Passengers carried —revenue	Passenger miles —revenue	Freight revenue	Passenger revenue	Passenger service —train revenue
		Revenue freight	Non-revenue freight	Total					
1	Atchison, Topeka & Santa Fe Ry.....	48,396,383	2,791,133	51,187,516	215,732	4,205,197	\$ 568,829.54	\$ 111,918.00	\$ 180,318.07
2	Chicago, Burlington & Quincy R. R.....	547,180,579	174,339,621	721,520,200	364,539	31,738,042	6,899,617.91	822,688.10	2,102,084.27
3	Chicago Great Western R. R.....	738,674,264	70,656,903	809,331,167	124,571	14,590,388	7,113,379.74	381,992.49	744,055.27
4	Chicago, Mil., St. Paul & Pac. R. R.....	1,553,866,135	191,750,088	1,745,616,223	236,238	23,668,790	15,656,015.55	628,549.96	1,330,179.40
5	Chicago & North Western Ry.....	1,142,787,633	163,950,690	1,306,738,323	577,653	74,934,038	13,214,578.67	2,024,399.27	3,421,325.25
6	Chi., St. Paul, Minn. & Omaha Ry.....	97,658,114	6,309,826	103,967,940	84,522	4,700,235	1,164,772.48	132,015.89	218,029.21
7	Chicago, Rock Island & Pacific Ry.....	1,210,474,330	113,352,126	1,323,826,456	555,673	54,715,265	12,349,661.72	1,411,992.32	2,410,980.33
8	Great Northern Ry.....	52,261,614	1,848,137	54,109,751	3,014	116,684	570,394.86	3,538.33	22,891.01
9	Illinois Central R. R.....	528,358,827	74,161,096	602,519,923	144,450	13,066,206	4,939,894.17	330,229.62	661,872.94
10	Minneapolis & St. Louis R. R.....	331,264,363	58,092,645	389,357,008	69,928	3,906,816	3,321,738.44	109,705.89	283,749.92
11	Union Pacific R. R.....	5,757,423	396,542	6,153,965	20,191	44,410	68,761.89	1,056.41	6,411.56
12	Wabash Railway.....	59,702,196	3,418,912	63,121,108	43,621	2,702,669	675,084.30	69,134.56	146,986.21
	Total.....	6,316,381,861	861,067,719	7,177,449,580	2,240,132	228,388,740	\$ 66,542,729.27	\$ 6,027,220.84	\$11,528,883.44

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1932—Continued

PART 9—OPERATING REVENUES AND EXPENSES AND NET OPERATING REVENUES
AND AVERAGES PER MILE OF ROAD

Number	Railway Companies	Operating		Net operating revenues	Averages Per Mile of Road										
		Revenues	Expenses		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. Fe Ry.....	\$ 780,229.54	\$ 836,019.79	\$ *55,790.25	3,679	4,924	363		9,006	58	16,060	255,064	52,322	\$28,455.70	\$ 9,020.41
2	C., B. & Q. R. R.....	9,203,419.58	7,899,056.24	1,304,363.34	1,154	1,654	437		2,708	18	2,724	40,879	9,367	4,000.51	1,494.10
3	C. G. W. R. R.....	7,981,557.66	6,052,706.89	1,928,850.77	1,581	1,968	31	1	2,981	28	3,425	53,935	6,469	9,258.36	968.42
4	C., M., S. P. & P. R. R.....	17,235,601.28	13,980,389.21	3,255,212.07	1,734	1,198	59	1	2,913	52	3,468	74,995	5,774	8,194.55	766.06
5	C. & N. W. Ry.....	17,010,968.02	14,045,399.07	2,965,568.95	1,687	1,840	87	1	3,615	16	3,857	77,909	13,789	8,118.66	2,101.96
6	C., S. P., M. & O. Ry.....	1,406,344.55	1,042,059.12	364,285.43	1,899	1,819	124		3,842	33	6,328	57,242	13,325	11,446.27	2,142.58
7	C., R. I. & P. Ry.....	15,042,921.76	13,500,706.15	1,542,215.61	1,339	1,364	243	2	2,848	7	3,185	46,286	7,199	5,488.18	1,071.44
8	Great Northern Ry.....	607,793.28	502,890.74	104,902.54	1,139	829		1	1,970	40	3,314	53,042	1,787	7,310.88	333.40
9	Illinois Central R. R.....	5,703,979.67	5,360,429.34	343,550.33	2,346	197	169	1	3,513	14	4,285	74,842	6,786	6,879.69	921.78
10	Minn. & St. L. R. R.....	3,648,899.27	3,709,800.63	*60,901.36	1,016	878	156	.80	1,981	7	1,901	30,103	2,195	3,786.88	348.84
11	Union Pacific R. R.....	76,968.25	166,905.54	*89,937.29	6,314	4,397		2	10,713	16,109	122,861	264,239	22,168	27,736.57	2,585.31
12	Wabash Railway.....	886,266.83	1,228,240.74	*411,946.91	1,233	839	113		2,305	47	2,456	25,678	3,948	3,232.08	703.72
	Total.....	\$79,584,947.29	\$68,394,503.46	\$11,190,443.83	1,501	1,315	133	1.06	2,932	27.3	3,349	59,323	7,610	\$ 6,673.53	\$ 1,156.22

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1932—Continued

PART 10—AVERAGES PER MILE OF ROAD AND PER TRAIN MILE

Number	Railway Companies	Averages Per Mile of Road						Averages Per Train Mile								
		Operating revenues	Operating expenses	Net operating revenues	Ton Miles			Passenger miles revenue	Loaded Freight Car Miles		Empty Freight Car Miles		Ton Miles		Passenger Train Car Miles	
					Revenue freight	Non-revenue freight	All freight		Freight trains	Mixed trains	Freight trains	Mixed trains	Revenue freight	All freight	Passenger trains	Mixed trains
1	A., T. & S. Fe Ry.-----	\$39,030.99	\$41,821.90	\$*2,790.91	2,421,030	-----	2,560,656	210,365	38.97	8.69	28.44	1.55	618.24	653.89	10.16	4.14
2	C., B. & Q. R. R.-----	6,536.80	5,610.36	926.44	388,639	-----	512,465	22,559	22.87	2.02	14.50	.84	346.72	457.19	5.94	1.42
3	C. G. W. R. R.-----	10,388.32	7,877.84	2,510.48	961,415	-----	1,053,378	18,990	30.90	4.28	20.86	2.54	598.03	655.23	4.70	1.00
4	C., M., S. P. & P. R. R.-----	9,021.37	7,317.49	1,703.88	813,313	-----	913,677	13,631	23.32	3.75	18.57	2.19	449.69	505.19	4.71	1.28
5	C. & N. W. Ry.-----	10,451.05	8,629.09	1,821.96	702,096	-----	802,823	46,037	26.70	4.83	17.89	3.79	398.32	455.46	7.43	1.43
6	C., S. P., M. & O. Ry.-----	13,820.21	10,240.36	3,579.85	959,691	-----	1,021,698	46,189	17.40	.50	11.53	.28	480.19	511.22	7.21	1.00
7	C., R. I. & P. Ry.-----	6,685.06	5,999.70	685.36	537,934	-----	588,307	24,315	19.08	4.57	13.04	2.83	347.61	380.16	5.49	1.05
8	Great Northern Ry.-----	7,790.22	6,445.66	1,344.56	669,849	-----	693,537	1,496	24.67	-----	208.65	-----	587.93	608.72	2.15	-----
9	Illinois Central R. R.-----	7,943.82	7,465.36	478.46	735,835	-----	839,117	18,197	17.16	4.27	13.06	3.80	295.91	337.45	6.63	1.02
10	Minn. & St. L. R. R.-----	4,159.82	4,229.28	*69.46	377,651	-----	443,879	4,803	15.88	2.86	11.99	2.26	330.60	388.58	2.32	.96
11	Union Pacific R. R.-----	31,035.58	67,300.62	*36,265.04	2,321,542	-----	2,481,438	17,907	24.46	-----	16.32	-----	367.65	392.97	5.04	-----
12	Wabash Railway-----	4,243.28	6,215.54	*1,972.26	285,834	-----	302,203	12,939	11.04	5.64	7.40	4.24	210.81	222.88	4.58	.96
	Total-----	\$ 7,981.53	\$ 6,859.25	\$ 1,122.28	633,467	86,357	719,823	22,905	22.32	4.01	15.87	2.65	392.88	446.44	5.74	1.16

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1932—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				
		Revenue passenger miles	Freight revenue	Passenger service train revenue	Operating		Net operating revenues	Train miles freight trains	Car miles freight trains	Train miles passenger trains	Car miles passenger trains	Train miles mixed trains	Car miles mixed trains	Train miles special trains	Car miles special trains	Ton Miles		Freight revenue
					Revenues	Expenses										Revenue freight	All freight	
1	Atchison, Topeka & Santa Fe Ry.....	41.08	\$ 7.27	\$ 1.76	\$ 4.32	\$ 4.63	\$ * .31	.79	53.79	.87	8.95	.92	13.27			17.45	\$.19419	
2	Chicago, Burlington & Quincy R. R.....	14.21	4.37	.94	2.41	2.07	.34	.92	35.52	.98	8.03	1.00	4.37	.86	17.26	21.11	.20186	
3	Chicago Great Western R. R.....	13.84	5.76	.71	3.48	2.64	.84	.91	48.33	.99	5.00	1.00	7.84	.59	13.05	21.50	.18901	
4	Chicago, Mil., St. Paul & Pac. R. R.....	11.23	4.53	.63	3.10	2.51	.59	.89	38.19	.99	5.51	.99	7.14	.81	14.43	22.42	.20105	
5	Chicago & North Western Ry.....	24.87	4.61	1.14	2.89	2.39	.50	.95	43.58	.99	9.14	1.00	10.08	.92	19.28	17.65	.17852	
6	Chi., St. Paul, Minn. & Omaha Ry.....	25.06	5.73	1.16	3.60	2.67	.93	.97	29.13	.97	6.99	.91	1.64	.38	8.63	30.85	.34563	
7	Chicago, Rock Island & Pacific Ry.....	18.71	3.55	.82	2.35	2.11	.24	.98	32.45	1.00	6.53	.98	8.76	.91	14.98	22.06	.20576	
8	Great Northern Ry.....	1.80	6.42	.35	3.95	3.27	.68	.99	46.08	.96	2.06			.99	29.61	24.68	.26013	
9	Illinois Central R. R.....	17.76	2.77	.90	2.26	2.12	.14	.97	30.29	.98	6.49	1.00	9.11	1.00	21.10	20.48	.16791	
10	Minneapolis & St. Louis R. R.....	5.32	3.32	.39	2.10	2.14	* .04	.86	24.79	.99	3.45	.98	5.95	.78	15.94	26.81	.22874	
11	Union Pacific R. R.....	4.07	4.39	.59	2.90	6.28	* 3.38	.56	23.48	.47	2.53			.44	19.00	16.07	.17952	
12	Wabash Railway.....	15.25	2.38	.83	1.93	2.82	* .89	.97	18.92	1.10	5.05	.99	10.92			20.89	.22344	
	Total.....	17.11	\$ 4.14	\$.86	\$ 2.70	\$ 2.32	\$.38	.93	36.58	1.32	7.60	1.01	8.04	.84	15.94	18.60	21.13	\$.19596

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE, 1932—Continued

PART 12—AVERAGES PER CAR MILE—PASSENGER AND MISCELLANEOUS AVERAGES

Number	Railway Companies	Averages Per Car Mile—Passenger		Miscellaneous Averages							Operating ratio —per cent	
		Passenger miles —revenue	Passenger revenue	Miles Hauled			Miles carried revenue pas- sengers	Revenue Per				
				Revenue freight	Non-revenue freight	All freight		Ton of freight	Ton mile of freight	Passenger		Passenger mile
1	Atchison, Topeka & Santa Fe Ry.-----	6.57	\$.17498	19.60	8.60	18.32	19.49	\$.23033	\$.01175	\$.51878	\$.02661	107.15
3	Chicago Great Western R. R.-----	5.14	.13327	97.92	155.47	107.54	87.06	1.23476	.01261	2.25679	.02592	85.83
4	Chi., Mil., St. Paul & Pac. R. R.-----	4.83	.12633	187.08	93.46	172.04	117.13	1.80157	.00963	3.06646	.02618	75.83
5	Chicago & North Western Ry.-----	3.91	.10390	188.03	134.77	180.21	100.19	1.89450	.01008	2.66066	.02656	81.11
6	Chi., St. P., Minn. & Om. Ry.-----	5.72	.15447	187.80	178.63	186.60	198.42	2.17159	.01156	5.36047	.02702	82.57
7	Chicago, Rock Island & Pacific Ry.-----	5.76	.16186	89.42	69.68	87.91	55.61	1.06650	.01193	1.56191	.02809	74.10
8	Great Northern Ry.-----	6.11	.15760	151.90	108.35	146.84	98.47	1.54971	.01020	2.54104	.02581	89.75
9	Illinois Central R. R.-----	1.75	.05303	89.13	52.99	87.11	38.71	.97283	.01091	1.17396	.03032	82.74
10	Minneapolis & St. Louis R. R.-----	4.54	.11467	196.08	138.15	186.46	90.45	1.83326	.00935	2.28612	.02527	93.98
11	Union Pacific R. R.-----	3.60	.10102	149.19	190.84	154.22	55.87	1.49604	.01003	1.56884	.02808	101.67
12	Wabash Railway-----	3.29	.07821	2.20	2.22	2.20	2.20	.02627	.01194	.05232	.02379	216.85
	Total-----	5.31	.13574	66.40	35.84	63.47	61.96	.75083	.01131	1.58489	.02558	146.48
		5.27	\$.13912	142.15	126.08	140.01	101.89	\$ 1.49757	\$.01053	\$ 2.69056	\$.02639	85.94

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE, 1932
PART 1—TOTAL PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers		Carloads	Tons	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons			
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	
1	Atchison, Topeka & Santa Fe Ry.....	104,931	3,694,133	105,207	2,245,367	29,401	754,874	15,834	277,499	255,373	6,971,873	\$ 35,643,378
2	Chicago, Bur. & Quincy R. R.....	72,361	2,839,385	33,872	937,275	31,639	772,359	25,120	456,550	162,992	5,005,569	12,068,433
3	Chicago Great Western R. R.....	6,908	207,900	8,250	227,895	10,508	280,507	16,662	314,526	42,328	1,030,828	2,476,283
4	Chi., Mil., St. Paul & Pac. R. R.....	90,310	3,149,155	30,042	767,720	36,665	785,353	16,401	256,530	173,418	4,958,758	13,525,490
5	Chicago & North Western Ry.....	49,114	1,594,514	27,218	861,739	52,936	1,289,907	30,531	528,502	159,799	4,274,002	8,844,548
6	Chi., St. P., Minn. & Om. Ry.....	9,602	314,858	16,535	490,738	21,038	636,886	10,084	220,030	57,259	1,662,512	2,485,291
7	Chicago, Rock Island & Pacific Ry.....	63,591	2,345,351	57,420	1,494,429	31,802	739,898	51,855	841,736	204,668	5,421,414	15,946,664
8	Great Northern Ry.....	58,557	2,109,316	39,933	853,623	14,406	332,275	2,819	64,504	115,715	3,359,718	15,917,219
9	Illinois Central R. R.....	64,278	1,893,128	47,723	990,519	47,811	952,826	50,971	886,845	210,783	4,723,318	15,947,282
10	Minneapolis & St. Louis R. R.....	10,411	416,568	15,865	470,011	7,043	221,730	9,111	173,616	42,430	1,281,925	2,188,784
11	Union Pacific R. R.....	43,197	1,958,763	28,870	875,050	15,137	299,631	114,581	1,813,150	201,785	4,946,594	23,339,905
12	Wabash Railway.....	24,098	858,705	15,580	397,325	35,799	634,537	47,699	763,120	123,176	2,653,687	7,383,270
	Total.....	597,358	21,381,776	426,515	10,611,691	334,185	7,700,783	391,668	6,596,608	1,749,726	46,290,858	\$155,766,547

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE, 1932—Continued

PART 2—TOTAL ANIMALS AND PRODUCTS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue
		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.....	42,365	511,305	23,389	279,167	20,390	228,126	6,652	72,833	92,796	1,091,431	\$ 7,585,923
2	Chicago, Bur. & Quincy R. R.....	90,587	1,013,145	40,252	501,161	18,372	218,597	9,354	119,055	158,565	1,851,958	10,380,397
3	Chicago Great Western R. R.....	15,374	197,353	26,506	367,096	3,014	41,919	3,521	50,769	48,415	657,137	3,612,978
4	Chi., Mil., St. Paul & Pac. R. R.....	92,301	1,058,464	43,041	573,843	12,006	155,735	7,160	94,117	154,508	1,882,159	10,872,700
5	Chicago & North Western Ry.....	78,522	932,403	45,962	577,008	27,726	336,381	14,876	190,290	167,086	2,036,082	10,019,397
6	Chi., St. P., Minn. & Om. Ry.....	8,321	91,502	15,045	190,225	6,422	69,975	3,340	41,128	33,128	392,830	1,147,596
7	Chicago, Rock Island & Pacific Ry.....	56,957	639,836	31,039	386,340	8,164	90,444	4,411	59,228	100,571	1,175,848	6,505,956
8	Great Northern Ry.....	20,499	208,062	13,259	169,879	1,576	18,184	596	8,296	35,930	404,421	3,512,778
9	Illinois Central R. R.....	24,319	285,785	26,344	344,407	9,726	122,182	8,870	137,874	69,259	890,248	4,935,039
10	Minneapolis & St. Louis R. R.....	8,018	85,553	12,070	156,881	1,087	13,244	368	6,226	21,543	261,904	802,984
11	Union Pacific R. R.....	34,754	388,288	19,501	231,530	12,843	148,391	15,793	199,991	82,891	968,200	6,030,166
12	Wabash Railway.....	15,054	177,132	19,388	261,051	9,494	121,542	18,859	247,197	62,795	806,922	5,064,589
	Total.....	487,071	5,588,828	315,796	4,038,588	130,820	1,564,720	93,800	1,227,004	1,027,487	12,419,140	\$ 70,470,503

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE, 1932—Continued

PART 3—TOTAL PRODUCTS OF MINES—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue
		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.....	64,506	3,091,326	23,713	1,039,525	22,608	1,039,716	4,098	170,715	114,925	5,341,282	\$ 6,310,148
2	Chicago, Bur. & Quincy R. R.....	96,834	4,707,730	54,738	2,587,843	52,985	2,371,960	6,078	226,695	210,635	9,894,228	13,829,169
3	Chicago Great Western R. R.....	3,495	195,726	243	11,336	15,515	701,767	4,769	216,696	24,022	1,125,525	1,594,901
4	Chi., Mil., St. Paul & Pac. R. R.....	85,031	4,108,069	33,991	1,710,429	77,737	3,649,662	3,792	159,751	200,551	9,627,911	13,385,092
5	Chicago & North Western Ry.....	58,716	3,023,198	20,750	1,163,178	83,050	3,751,425	9,305	412,299	171,821	8,350,100	9,141,148
6	Chi., St. P., Minn. & Om. Ry.....	23,557	1,132,303	10,776	428,569	11,808	550,197	1,756	63,116	47,897	2,174,185	2,654,387
7	Chicago, Rock Island & Pacific Ry.....	45,447	2,199,541	22,358	959,383	49,021	2,261,864	7,321	317,612	124,147	5,738,400	7,327,352
8	Great Northern Ry.....	27,649	1,132,195	17,066	972,519	48,032	1,916,541	7,679	262,149	100,426	4,283,404	6,328,216
9	Illinois Central R. R.....	117,144	6,226,764	119,493	6,257,807	63,361	3,099,267	20,541	886,764	320,539	16,470,602	20,843,335
10	Minneapolis & St. Louis R. R.....	6,186	312,004	1,164	52,725	14,344	608,456	2,427	87,163	24,121	1,060,348	1,291,186
11	Union Pacific R. R.....	33,202	1,413,818	18,521	807,035	20,020	829,172	6,803	239,317	78,546	3,289,342	5,472,964
12	Wabash Railway.....	21,539	1,078,421	11,165	516,528	53,099	2,632,943	17,523	818,135	163,326	5,046,027	4,714,263
	Total.....	583,306	28,621,095	333,978	16,506,877	511,580	23,412,970	92,092	3,860,412	1,520,956	72,401,354	\$ 92,892,161

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE, 1932—Continued

PART 4—TOTAL PRODUCTS OF FORESTS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue
		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.....	6,609	192,479	1,864	44,400	9,285	233,482	3,020	73,903	20,778	544,264	\$ 1,580,664
2	Chicago, Bur. & Quincy R. R.....	829	21,823	950	26,547	13,388	344,521	11,156	263,052	26,323	655,943	1,878,274
3	Chicago Great Western R. R.....	64	1,489	54	1,332	2,335	59,799	3,751	92,781	6,204	155,401	313,421
4	Chi., Mil., St. Paul & Pac. R. R.....	21,606	736,575	12,024	338,710	15,557	416,655	4,563	111,219	53,750	1,603,159	5,229,935
5	Chicago & North Western Ry.....	26,322	975,421	6,874	199,295	17,668	488,728	5,416	137,745	56,280	1,801,189	2,430,585
6	Chi., St. P., Minn. & Om. Ry.....	1,867	55,463	3,893	102,779	4,373	120,299	5,891	155,239	16,024	433,780	540,215
7	Chicago, Rock Island & Pacific Ry.....	3,492	114,792	4,717	117,773	7,069	174,438	5,683	143,831	20,961	550,834	1,318,572
8	Great Northern Ry.....	13,929	472,058	15,101	370,208	3,735	98,355	4,990	130,302	37,755	1,070,923	4,048,296
9	Illinois Central R. R.....	11,553	320,128	12,907	326,113	16,515	426,433	18,675	461,803	59,650	1,534,477	4,013,009
10	Minneapolis & St. Louis R. R.....	55	920	26	576	1,521	35,974	3,288	77,584	4,890	115,054	168,206
11	Union Pacific R. R.....	315	7,788	412	13,448	4,294	115,563	15,302	399,373	20,323	536,172	2,384,107
12	Wabash Railway.....	445	11,242	724	17,736	4,874	128,415	6,029	151,712	12,072	309,105	624,670
	Total.....	87,086	2,910,178	59,546	1,558,917	100,614	2,642,662	87,764	2,198,544	335,010	9,310,301	\$ 24,529,954

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE, 1932—Continued
PART 5—TOTAL MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers		Carloads	Tons	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons			
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	
1	Atchison, Topeka & Santa Fe Ry.-----	85,917	2,495,621	107,946	3,073,745	44,539	1,118,909	29,225	767,790	267,627	7,456,065	\$ 29,146,604
2	Chicago, Bur. & Quincy R. R.-----	44,911	1,183,890	48,153	1,230,042	74,329	1,921,385	35,280	934,289	202,673	5,269,606	20,810,710
3	Chicago Great Western R. R.-----	7,114	175,584	6,841	154,614	21,968	573,757	28,432	736,834	64,355	1,640,789	5,411,084
4	Chi., Mil., St. Paul & Pac. R. R.-----	61,330	1,578,559	45,418	951,564	116,691	3,133,520	20,224	531,363	243,663	6,195,006	22,519,231
5	Chicago & North Western Ry.-----	60,661	1,613,971	59,088	1,240,558	102,983	2,807,316	25,134	607,321	247,866	6,278,166	17,702,062
6	Chi., St. P., Minn. & Om. Ry.-----	5,895	159,912	10,711	229,390	30,052	769,122	14,524	378,597	61,182	1,537,021	3,598,334
7	Chicago, Rock Island & Pacific Ry.-----	40,684	1,065,343	64,262	1,780,398	65,436	1,691,217	34,805	889,356	205,187	5,426,314	18,927,591
8	Great Northern Ry.-----	23,704	657,573	15,105	472,926	40,827	1,079,238	5,636	143,331	85,272	2,353,068	12,119,856
9	Illinois Central R. R.-----	38,681	1,051,848	47,857	1,271,569	66,872	1,722,314	48,031	1,172,179	201,441	5,217,910	14,886,464
10	Minneapolis & St. Louis R. R.-----	4,794	159,960	4,973	132,440	15,082	381,558	8,264	202,652	33,113	876,619	2,164,901
11	Union Pacific R. R.-----	12,126	354,852	13,509	397,907	31,590	815,349	50,480	1,311,323	107,705	2,879,431	14,510,011
12	Wabash Railway-----	15,943	464,611	30,331	737,528	46,816	1,205,114	47,482	1,084,873	140,572	3,492,126	9,481,356
	Total-----	401,760	10,961,733	454,194	11,681,681	657,185	17,218,799	347,517	8,759,908	1,860,656	48,622,121	\$171,278,204

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE, 1932—Continued

PART 6—GRAND TOTAL CARLOAD TRAFFIC—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue
		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	Atehison, Topeka & Santa Fe Ry.....	304,328	9,984,864	262,119	6,682,204	126,223	3,375,107	58,829	1,362,740	751,499	21,404,915	\$ 80,266,717
2	Chicago, Bur. & Quincy R. R.....	305,522	9,765,973	177,965	5,282,868	190,713	5,628,822	86,988	1,999,641	761,188	22,677,304	58,966,983
3	Chicago Great Western R. R.....	32,955	778,052	41,894	762,273	53,340	1,657,749	57,135	1,411,606	185,324	4,609,680	13,408,667
4	Chi., Mil., St. Paul & Pac. R. R.....	350,578	10,630,822	164,516	4,342,266	258,656	8,140,925	52,140	1,152,980	825,890	24,266,993	65,532,448
5	Chicago & North Western Ry.....	273,335	8,139,507	159,892	4,050,778	284,363	8,673,757	85,262	1,876,157	802,852	22,740,199	48,137,740
6	Chi., St. P., Minn. & Om. Ry.....	49,242	1,754,038	56,960	1,441,701	73,693	2,146,479	35,595	858,110	215,490	6,200,328	10,425,823
7	Chicago, Rock Island & Pacific Ry.....	210,171	6,364,863	179,796	4,738,323	161,492	4,957,861	104,075	2,251,763	655,534	18,312,810	50,026,135
8	Great Northern Ry.....	144,338	4,579,204	100,464	2,839,155	108,576	3,444,593	21,720	608,582	375,098	11,471,534	41,926,365
9	Illinois Central R. R.....	255,975	9,777,653	254,324	9,190,415	204,285	6,323,022	147,088	3,545,465	861,672	28,836,555	60,625,129
10	Minneapolis & St. Louis R. R.....	29,464	975,014	34,098	812,633	39,077	1,260,962	23,458	547,241	126,097	3,595,850	6,616,061
11	Union Pacific R. R.....	123,594	4,123,509	80,813	2,324,970	83,884	2,208,106	202,959	3,963,154	491,250	12,619,739	51,737,153
12	Wabash Railway.....	77,079	2,590,111	77,188	1,930,168	150,082	4,722,551	137,592	3,065,037	441,941	12,307,867	27,268,148
	Total.....	2,156,581	69,463,610	1,590,029	44,397,754	1,734,384	52,539,934	1,012,841	22,642,476	6,493,835	189,043,774	\$514,937,369

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE, 1932—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					
		Originating on Road		Received from Connecting Carriers		Total L. C. L. freight—tons	Freight revenue	Originating on Road		Received from Connecting Carriers		Total revenue freight carried—tons	Grand total freight revenue
		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. Fe Ry.....	239,075	78,550	113,615	23,703	454,943	\$ 9,387,491	10,223,939	6,760,754	3,488,722	1,386,443	21,859,858	\$ 89,654,208
2	C., B. & Q. R. R.....	220,674	122,518	128,446	47,361	518,999	7,232,113	9,986,647	5,405,386	5,757,268	2,047,002	23,196,303	66,199,096
3	C. G. W. R. R.....	39,872	20,028	20,315	5,146	85,361	946,022	817,924	782,301	1,678,064	1,416,752	4,695,041	14,354,689
4	C., M., St. P. & P. R. R..	393,048	143,602	133,742	12,874	683,266	8,692,042	11,023,870	4,485,868	8,274,667	1,165,854	24,950,259	74,224,490
5	C. & N. W. Ry.....	285,876	243,991	227,970	84,071	841,908	8,044,022	8,425,383	4,294,769	8,901,727	1,960,228	23,582,107	56,181,762
6	C., St. P., M. & O. Ry..	50,730	61,347	68,923	22,733	203,733	1,629,081	1,804,768	1,503,048	2,215,402	880,843	6,404,061	12,054,904
7	C., R. I. & P. Ry.....	238,636	118,715	115,433	30,582	503,366	6,432,706	6,603,499	4,857,038	5,073,294	2,282,345	18,816,176	56,458,841
8	Great Northern Ry.....	194,745	23,978	51,395	3,042	273,160	4,031,986	4,773,949	2,863,133	3,495,988	611,624	11,744,694	45,958,351
9	Illinois Central R. R.....	241,773	216,700	222,309	187,556	868,338	7,300,516	10,019,426	9,407,115	6,545,331	3,733,021	29,704,893	67,925,645
10	Minn. & St. Louis R. R.....	32,340	11,633	20,034	6,924	70,931	614,277	1,007,354	824,266	1,280,996	554,165	3,666,781	7,230,338
11	Union Pacific R. R.....	39,539	19,974	47,725	101,744	208,982	4,439,056	4,163,048	2,344,944	2,255,831	4,064,898	12,828,721	56,176,209
12	Wabash Railway.....	130,901	149,400	171,658	101,113	553,072	5,197,966	2,721,012	2,079,568	4,894,209	3,166,150	12,860,939	32,466,114
	Total.....	2,107,209	1,210,436	1,321,565	626,849	5,266,059	\$ 63,947,278	71,570,819	45,608,190	53,861,499	23,269,325	194,309,833	\$578,884,647

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE, 1932

PART 1—TOTAL PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	18	188	56,054	1,049,617	56,072	1,049,805	178	4,253
2	Chicago, Burlington & Quincy R. R.....	9,139	299,275	34,252	851,627	43,391	1,150,902	13,044	416,050
3	Chicago Great Western R. R.....	2,867	101,603	34,355	741,900	37,222	843,503	4,535	100,422
4	Chicago, Milwaukee, St. Paul & Pacific R. R.....	22,303	714,969	53,264	1,185,952	75,567	1,900,921	15,302	514,124
5	Chicago & North Western Ry.....	21,381	732,031	43,779	939,288	65,160	1,671,319	14,422	511,236
6	Chicago, St. Paul, Minn. & Omaha Ry.....	538	15,695	10,844	237,276	11,382	252,971	1,743	31,107
7	Chicago, Rock Island & Pacific Ry.....	21,934	672,627	53,630	1,150,416	75,564	1,823,043	19,509	567,473
8	Great Northern Ry.....	452	13,635			452	13,635	352	7,058
9	Illinois Central R. R.....	6,633	198,940	31,072	531,709	37,705	730,649	7,083	190,919
10	Minneapolis & St. Louis R. R.....	6,178	236,499	14,982	380,929	21,160	617,428	1,941	43,523
11	Union Pacific R. R.....	224	7,737			224	7,737	862	35,168
12	Wabash Railway.....	1,051	35,789	7,482	153,907	8,533	189,696	1,284	28,458
	Total.....	92,718	3,028,988	339,714	7,222,621	432,432	10,251,609	80,255	2,449,791
13	Atlantic Northern Ry.....		208		215		423		
14	Manchester & Oneida Ry.....				979		979		
15	Tabor & Northern Ry.....		997				997		
	Total 13 to 15 Inclusive—Tons.....		1,205		1,194		2,399		
	Total Products of Agriculture—Tons.....		3,030,193		7,223,815		10,254,008		

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE, 1932—Continued

PART 2—TOTAL ANIMALS AND PRODUCTS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	221	2,801	21,094	255,237	21,315	258,038	26	373
2	Chicago, Burlington & Quincy R. R.....	31,746	368,855	29,709	362,555	61,455	731,410	12,279	134,037
3	Chicago Great Western R. R.....	10,600	134,094	34,728	487,023	45,328	621,117	2,536	26,925
4	Chicago, Milwaukee, St. Paul & Pacific R. R.....	48,987	576,021	36,909	482,284	85,896	1,058,305	18,245	201,112
5	Chicago & North Western Ry.....	48,113	582,174	47,511	580,328	95,624	1,162,502	18,441	217,058
6	Chicago, St. Paul, Minn. & Omaha Ry.....	1,318	16,563	5,089	57,558	6,407	74,121	4,760	51,501
7	Chicago, Rock Island & Pacific Ry.....	45,898	523,442	20,745	264,914	66,643	788,356	13,696	147,127
8	Great Northern Ry.....	886	8,811	886	8,811	886	8,811	1,080	10,264
9	Illinois Central R. R.....	25,161	315,550	12,635	163,850	37,796	479,400	8,449	91,809
10	Minneapolis & St. Louis R. R.....	11,417	139,627	2,409	33,459	13,826	173,086	3,520	37,585
11	Union Pacific R. R.....	1	12	1	12	1	12	7	83
12	Wabash Railway.....	2,853	36,173	6,613	94,697	9,466	130,870	326	4,221
	Total.....	227,201	2,704,123	217,442	2,781,905	444,643	5,486,028	83,365	922,095
13	Atlantic Northern Ry.....		3,906		52		3,958		
14	Manchester & Oneida Ry.....		1,226		11		1,237		
15	Tabor & Northern Ry.....		553		41		594		
	Total 13 to 15 Inclusive—Tons.....		5,685		104		5,789		
	Total Animals and Products—Tons.....		2,709,808		2,782,009		5,491,817		

STATISTICS OF STEAM RAILWAYS

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE, 1932—Continued

PART 3—TOTAL PRODUCTS OF MINES—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.....			2,981	125,520	2,981	125,520	628	29,469
2	Chicago, Burlington & Quincy R. R.....	6,986	301,772	29,822	1,359,035	36,808	1,660,807	22,631	1,050,412
3	Chicago Great Western R. R.....	2,647	152,954	14,159	644,541	16,806	797,495	8,800	435,468
4	Chicago, Milwaukee, St. Paul & Pacific R. R.....	15,901	835,200	33,694	1,525,766	49,595	2,360,966	28,534	1,390,071
5	Chicago & North Western Ry.....	5,907	339,871	23,735	1,045,400	29,642	1,385,271	17,778	848,333
6	Chicago, St. Paul, Minn. & Omaha Ry.....	2	60	3,727	148,255	3,729	148,315	1,212	52,841
7	Chicago, Rock Island & Pacific Ry.....	24,487	1,166,178	38,116	1,689,374	62,553	2,855,552	45,539	2,137,462
8	Great Northern Ry.....	83	5,054			83	5,054	331	13,355
9	Illinois Central R. R.....	1,096	59,171	14,984	707,277	16,080	766,448	10,537	506,180
10	Minneapolis & St. Louis R. R.....	3,836	186,776	11,586	502,290	15,422	689,066	9,644	447,909
11	Union Pacific R. R.....							708	30,683
12	Wabash Railway.....	2,748	129,487	4,150	178,789	6,898	308,276	3,554	161,456
	Total.....	63,643	3,176,523	176,954	7,926,247	240,597	11,102,770	149,896	7,103,639
13	Atlantic Northern Ry.....				4,396		4,396		
14	Manchester & Oneida Ry.....		50		15,471		15,521		
15	Tabor & Northern Ry.....				2,031		2,031		
	Total 13 to 15 Inclusive—Tons.....		50		21,898		21,948		
	Total Products of Mines—Tons.....		3,176,573		7,948,145		11,124,718		

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE, 1932—Continued

PART 4—PRODUCTS OF FORESTS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	2	47	2,305	57,566	2,307	57,613	17	382
2	Chicago, Burlington & Quincy R. R.....	241	7,105	4,494	112,249	4,735	119,354	2,511	63,670
3	Chicago Great Western R. R.....	51	1,391	5,216	128,768	5,267	130,159	963	23,822
4	Chicago, Milwaukee, St. Paul & Pacific R. R.....	237	6,157	9,172	225,460	9,409	231,617	2,773	69,912
5	Chicago & North Western Ry.....	113	2,834	6,215	155,587	6,328	158,421	1,897	46,199
6	Chicago, St. Paul, Minn. & Omaha Ry.....	4	82	1,814	45,926	1,818	46,008	188	4,148
7	Chicago, Rock Island & Pacific Ry.....	379	11,274	6,134	152,439	6,513	163,713	2,600	65,658
8	Great Northern Ry.....							155	3,797
9	Illinois Central R. R.....	55	1,022	5,043	117,271	5,098	118,293	1,433	32,615
10	Minneapolis & St. Louis R. R.....	11	267	2,250	52,962	2,261	53,229	729	17,290
11	Union Pacific R. R.....	1	30			1	30	62	1,721
12	Wabash Railway.....	51	1,541	1,462	34,502	1,513	36,043	356	8,970
	Total.....	1,145	31,750	44,105	1,082,730	45,250	1,114,480	13,684	338,184
13	Atlantic Northern Ry.....				298		298		
14	Manchester & Oneida Ry.....				765		765		
15	Tabor & Northern Ry.....				118		118		
	Total 13 to 15 Inclusive—Tons.....				1,181		1,181		
	Total Products of Forests—Tons.....		31,750		1,083,911		1,115,661		

STATISTICS OF STEAM RAILWAYS

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE, 1932—Continued

PART 5—TOTAL MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	301	6,161	33,259	794,571	33,560	800,732	455	11,717
2	Chicago, Burlington & Quincy R. R.....	8,234	194,438	60,188	1,553,724	68,422	1,748,162	22,002	568,712
3	Chicago Great Western R. R.....	4,650	134,148	53,498	1,356,289	58,148	1,490,437	8,255	217,209
4	Chicago, Milwaukee, St. Paul & Pacific R. R.....	12,307	367,303	84,378	2,132,691	96,685	2,499,994	21,976	564,037
5	Chicago & North Western Ry.....	10,208	315,455	48,933	1,196,496	59,141	1,511,951	15,877	397,869
6	Chicago, St. Paul, Minn. & Omaha Ry.....	437	9,031	20,248	533,074	20,685	542,105	2,048	51,752
7	Chicago, Rock Island & Pacific Ry.....	15,808	429,592	65,412	1,622,752	81,220	2,052,344	29,160	770,806
8	Great Northern Ry.....	85	1,531	85	1,531	85	1,531	729	20,276
9	Illinois Central R. R.....	3,253	70,210	18,730	463,352	21,983	533,562	9,595	247,958
10	Minneapolis & St. Louis R. R.....	5,825	183,505	18,677	469,197	24,502	652,702	7,856	208,536
11	Union Pacific R. R.....	95	1,910	95	1,910	95	1,910	624	16,790
12	Wabash Railway.....	480	12,655	7,857	192,445	8,337	205,100	2,822	71,381
	Total.....	61,683	1,725,939	411,180	10,314,591	472,863	12,040,530	121,399	3,147,043
13	Atlantic Northern Ry.....				1,419		1,419		
14	Manchester & Oneida Ry.....		251		565		816		
15	Tabor & Northern Ry.....				1,190		1,190		
	Total 13 to 15 Inclusive—Tons.....		251		3,174		3,425		
	Total Manufactures and Miscellaneous—Tons.....		1,726,190		10,317,765		12,043,955		

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE, 1932—Continued
PART 6—GRAND TOTAL CARLOAD TRAFFIC—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.-----	542	9,197	115,693	2,282,511	116,235	2,291,708	1,304	46,194
2	Chicago, Burlington & Quincy R. R.-----	56,346	1,171,445	158,465	4,239,190	214,811	5,410,635	72,467	2,232,881
3	Chicago Great Western R. R.-----	20,815	524,190	141,956	3,358,521	162,771	3,882,711	25,089	803,846
4	Chicago, Milwaukee, St. Paul & Pacific R. R.-----	99,735	2,499,650	217,417	5,552,153	317,152	8,051,803	86,830	2,739,256
5	Chicago & North Western Ry.-----	85,722	1,972,365	170,173	3,917,099	255,895	5,889,464	68,415	2,020,695
6	Chicago, St. Paul, Minn. & Omaha Ry.-----	2,299	41,431	41,722	1,022,089	44,021	1,063,520	9,951	191,349
7	Chicago, Rock Island & Pacific Ry.-----	108,456	2,803,113	184,037	4,879,895	292,493	7,683,008	110,504	3,688,526
8	Great Northern Ry.-----	1,506	29,031	21,778	553,615	23,284	582,646	2,647	54,750
9	Illinois Central R. R.-----	36,198	644,893	82,464	1,983,459	118,662	2,628,352	37,097	1,069,481
10	Minneapolis & St. Louis R. R.-----	27,267	746,674	49,904	1,438,837	77,171	2,185,511	23,690	754,843
11	Union Pacific R. R.-----	321	9,689	135,110	2,606,645	135,431	2,616,334	2,263	84,445
12	Wabash Railway-----	7,183	215,645	27,564	654,340	34,747	869,985	8,342	274,486
	Total-----	446,390	10,667,323	1,346,283	32,488,354	1,792,673	43,155,677	448,599	13,960,752

Note—The Great Northern Railway and the Union Pacific Railroad do not distribute carloads and tons of "all other revenue freight carried" shown on part 6 of Table 11A by commodities, giving totals only.

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE, 1932—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				
		Originating on road	All other carried	Total carried	Terminating on road	Originating on road	All other carried	Total carried	Terminating on road	Per cent tons terminating on road to total tons carried
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	
1	Atchison, Topeka & Santa Fe Ry.-----	2,087	175,869	177,956	4,163	11,284	2,458,380	2,469,664	50,357	2.04
2	Chicago, Burlington & Quincy R. R.-----	57,544	119,659	177,203	72,265	1,228,989	4,358,849	5,587,838	2,305,146	41.25
3	Chicago Great Western R. R.-----	18,030	48,623	66,653	29,886	542,220	3,407,144	3,949,364	833,732	21.11
4	Chicago, Milwaukee, St. Paul & Pacific R. R.---	76,262	135,879	212,141	96,827	2,575,912	5,688,032	8,263,944	2,836,083	34.32
5	Chicago & North Western Ry.-----	61,225	134,531	195,756	71,337	2,033,590	4,051,630	6,085,220	2,092,032	34.38
6	Chicago, St. Paul, Minn. & Omaha Ry.-----	9,516	19,112	28,628	4,950	50,947	1,041,201	1,092,148	196,299	17.97
7	Chicago, Rock Island & Pacific Ry.-----	81,148	204,849	285,997	113,336	2,884,261	5,084,744	7,969,005	3,801,862	47.71
8	Great Northern Ry.-----	3,677	-----	3,677	2,121	32,708	553,615	586,323	56,871	9.70
9	Illinois Central R. R.-----	25,995	40,245	66,240	37,437	670,888	2,023,704	2,694,592	1,106,918	41.08
10	Minneapolis & St. Louis R. R.-----	15,655	19,194	34,849	20,203	762,329	1,458,031	2,220,360	775,046	34.90
11	Union Pacific R. R.-----	691	-----	691	306	10,380	2,606,645	2,617,025	84,751	3.24
12	Wabash Railway-----	6,783	22,348	29,131	7,424	222,428	676,688	899,116	281,910	31.35
	Total-----	358,613	920,309	1,278,922	460,255	11,025,936	33,408,663	44,434,599	14,421,007	32.45
13	Atlantic Northern Ry.-----	170	312	482	-----	4,284	6,692	10,976	-----	-----
14	Manchester & Oneida Ry.-----	218	213	431	-----	1,745	18,004	19,749	-----	-----
15	Tabor & Northern Ry.-----	11	165	176	-----	1,561	3,545	5,106	-----	-----
	Total 13 to 15 Inclusive—Tons-----	399	690	1,089	-----	7,590	28,241	35,831	-----	-----
	Grand Total—Tons-----	359,012	920,999	1,280,011	-----	11,033,526	33,436,904	44,470,430	-----	-----

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT—ENTIRE LINE, 1932
PART 1—CLASSIFICATION OF EQUIPMENT

Number	Railway Companies	Locomotives				Freight Train Cars		Passenger Train Cars			Company Service Equipment		All Classes of Cars and Company Service Equipment		Floating Equipment			
		Steam		Electric		Units Available for Service at		Units Available for Service at			Units Available for Service at		Units Available for Service at		Units Available for Service at			
		Units Available for Service at		Units Available for Service at		Units Available for Service at		Units Available for Service at		Number of passenger carrying coaches	Total seating capacity	Average seating capacity	Units Available for Service at		Units Available for Service at		Units Available for Service at	
		Beginning of year	Close of year	Beginning of year	Close of year	Beginning of year	Close of year	Beginning of year	Close of year				Beginning of year	Close of year	Beginning of year	Close of year	Beginning of year	Close of year
1	A., T. & S. F.	1,657	1,651			90,948	89,973	1,529	1,519	766	53,002	69	5,144	4,959	97,621	96,451	11	11
2	A. N. Ry.	2	2			2	2	1	1	1	20	20	1	1	4	4		
3	C., B. & Q.	1,305	1,261	^a 2	3	58,522	56,760	1,096	1,077	618	42,019	68	4,337	4,089	63,955	61,926		
4	C. G. W. Ry.	209	178	^b 1	1	6,417	5,641	117	95	46	2,704	59	413	332	6,947	6,068		
5	C. M., S. P. & P.	1,699	1,699	^c 107	107	73,392	71,068	1,284	1,219	679	40,480	59	3,023	2,593	77,699	74,880	7	7
6	C. & N. W. Ry.	1,678	1,678	^d 4	4	56,937	56,876	1,954	1,951	1,194	78,654	66	3,732	3,709	62,623	62,536		
7	C. St. P., M. & O.	315	315			7,525	7,506	243	242	140	8,102	54	540	536	8,308	8,284		
8	C., R. I. & P.	1,453	1,322	^e 1	1	47,454	44,267	1,120	1,050	609	44,427	73	3,630	3,367	52,204	48,684		
9	G. N. Ry.	1,087	1,049	19	19	48,203	47,716	898	885	322	21,819	68	2,746	2,629	51,847	51,230		3
10	I. C. R. R.	1,655	1,636	4	4	62,756	61,266	1,824	1,815	876	64,204	73	2,105	2,100	66,685	65,181	6	6
11	M. & O. Ry.	2	2					2	2	2	*30	15			2	2		
12	M. & St. L. R. R.	193	192			5,542	5,434	93	93	54	2,940	54	268	261	5,903	5,788		
13	T. & N. Ry.	1	1			1		4							5			
14	U. P. R. R.	821	825			32,744	32,642	762	759	311	17,370	56	2,141	2,090	35,647	35,491		
15	Wabash Ry.	614	614			22,893	22,862	376	365	215	12,828	60	678	676	23,947	23,903	6	6
	Total	12,691	12,425	138	139	513,336	502,013	11,303	11,073	5,842	388,614	66.5	28,758	27,342	553,397	540,428	30	32

*Estimated.
^aGas-electric locomotive.
^bGasoline locomotive.
^cIncludes 2 gas-electric locomotives.
^dIncludes 3 oil-electric locomotives.
^eOil battery locomotive.

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT—ENTIRE LINE, 1932
—Continued

PART 2—NUMBER OF UNITS OF FREIGHT AND PASSENGER TRAIN CARS AND COMPANY SERVICE EQUIPMENT AT
CLOSE OF YEAR—CLASSIFIED

Number	Railway Companies	Freight Train Cars							Passenger Train Cars								Company Service Equipment							
		Box	Flat	Stock	Coal	Tank	Refrigerator	Caboose	Other freight cars	Coaches	Combination	Other combination	Parlor	Sleeping	Dining	Baggage and express	Postal	Other passenger cars	Officers' and pay cars	Ballast cars	Derrick cars	Steam shovels	Wrecking cars	Other company service equipment
1	A., T. & S. F. Ry.....	40,122	2,881	9,299	14,664	3,531	17,732	1,121	623	575	170	124	21		59	476	44	50	40	463	56	14	1	4,385
2	A. N. Ry.....		1					1		1														1
3	C., B. & Q. R. R.....	28,682	1,902	5,802	19,229	338		666	141	475	126	100	17		40	278	32	9	21	1,682	11	12	20	2,343
4	C. G. W. R. R.....	4,731	183	275	330			122		26	12	19	8		1	27	2		3	1	6	1	2	319
5	C., M., S. P. & P.....	39,609	5,074	4,266	17,413		2,056	973	1,677	447	81	120	20	131	45	333	12	30	22	2	43	5		2,521
6	C. & N. W. Ry.....	25,907	4,200	4,648	14,091	1	899	1,012	6,118	964	156	119	74		37	313	34	254	19	1,485	15	12	20	2,158
7	C., St. P., M. & O.....	4,314	484	573	1,861		99	175		105	34	12	10		7	68	6		2	5			21	508
8	C., R. I. & P. Ry.....	30,179	2,046	2,683	7,316		1,466	577		479	112	103	18		39	268	31		22	1,959	42	5	110	1,229
9	G. N. Ry.....	27,359	3,414	3,466	3,542		29	521	9,385	245	50	118	20	7	36	390	14	5	24	69	51		208	2,277
10	I. C. R. R.....	23,115	2,130	1,709	28,421	10	4,934	947		807	50	98	19		46	216	50	529	17	28	10	2	14	2,029
11	M. & O. Ry.....									2														
12	M. & St. L. R. R.....	2,999	121	595	1,489		96	113	21	39	15	7												
13	T. & N. Ry.....															30	2		3	41	3	1		213
14	U. P. R. R.....	16,727	2,494	2,729	6,229	900		568	2,995	254	56	29	1		80	242	49	48	26	162	2	4	18	1,878
15	Wabash Ry.....	15,988	175	1,171	5,150			378		153	58	17	4		22	93	18		9	39	11	3	60	554
	Total.....	259,732	25,105	37,216	119,735	4,780	27,311	7,174	20,960	4,572	920	866	212	138	412	2,734	294	925	208	5,936	250	59	474	20,415

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE, 1932
PART 1—MILEAGE OF ROAD OPERATED—SINGLE TRACK AND ALL TRACKS

Number	Railway Companies	Mileage Operated—Single Track						Mileage Operated—All Tracks									
		Line Owned		Line of proprietary companies	Line Operated Under			Total mileage operated	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	Changes during year— all tracks
		Main line	Branch lines		Lease	Contract	Trackage rights										
1	A., T. & S. F. Ry..	4,566.79	2,524.84	1,411.37	959.13	-----	252.89	9,715.02	9,715.02	1,739.71	45.69	9.80	-----	717.58	3,986.89	16,214.69	*34.36
2	A. N. Ry.....	17.07	-----	-----	-----	-----	-----	17.07	17.07	-----	-----	-----	-----	1.96	-----	19.03	-----
3	C., B. & Q. R. R..	4,670.11	4,208.89	-----	29.66	-----	339.76	9,248.42	9,248.42	1,224.78	56.46	18.32	-----	900.89	3,001.89	14,450.76	*98.47
4	C. G. W. R. R.....	929.19	96.16	363.08	-----	-----	111.11	1,499.54	1,499.54	106.23	11.80	11.80	-----	28.35	567.36	2,225.08	*4.37
5	C., M., S. P. & P..	5,889.41	4,255.68	-----	360.78	-----	736.91	11,242.78	11,242.78	1,317.51	30.52	27.71	-----	873.54	3,522.00	17,014.06	*33.75
6	C. & N. W. Ry.....	3,359.95	4,983.39	-----	-----	-----	99.27	8,442.61	8,442.61	922.92	98.42	91.83	-----	815.16	3,290.65	13,661.59	*13.83
7	C., St. P., M. & O.	1,663.88	-----	-----	-----	-----	73.06	1,736.94	1,736.94	193.69	16.64	12.77	-----	115.57	578.13	2,653.74	*2.62
8	C., R. I. & P. Ry..	3,289.92	2,022.68	34.92	1,833.57	-----	430.23	7,611.32	7,611.32	583.12	25.38	12.20	-----	461.19	2,527.37	11,220.58	*13.47
9	G. N. Ry.....	3,900.71	3,690.65	359.96	.12	-----	506.27	8,457.71	8,457.71	658.74	15.19	12.77	-----	346.52	2,558.63	12,049.56	125.32
10	I. C. R. R.....	2,256.17	-----	1,016.10	1,526.21	-----	215.87	5,014.35	5,014.35	890.16	73.51	33.29	207.73	468.05	2,621.94	9,309.03	2.43
11	M. & O. Ry.....	8.03	-----	-----	-----	-----	.12	8.15	8.15	-----	-----	-----	-----	.75	-----	8.90	-----
12	M. & St. L. R. R..	1,359.06	154.48	-----	.05	-----	114.21	1,627.80	1,627.80	28.24	-----	-----	-----	74.94	340.35	2,071.33	*2.18
13	T. & N. Ry.....	8.79	-----	-----	-----	-----	1.93	10.75	10.75	-----	-----	-----	-----	1.00	-----	11.75	-----
14	U. P. R. R.....	1,937.22	1,813.28	-----	-----	1.30	16.40	3,768.20	3,768.20	1,073.31	2.69	2.70	-----	390.17	1,400.41	6,637.48	5.23
15	Wabash Ry.....	1,913.81	91.05	8.72	72.65	-----	393.99	2,480.22	2,480.22	554.50	13.38	-----	-----	161.85	1,266.49	4,476.44	*37.65
	Total Year 1932..	35,770.11	23,841.10	3,194.15	4,782.17	1.30	3,292.05	70,880.88	70,880.88	9,292.91	389.68	233.19	207.73	5,353.81	25,665.82	112,024.02	*107.72
	Total Year 1931..	35,923.53	23,743.02	3,206.17	4,798.16	1.30	3,263.89	70,936.07	70,936.07	9,322.13	390.92	233.19	207.74	5,353.69	25,688.00	112,131.74	347.69
	Increase or De- crease, 1932..	*153.42	98.08	*12.02	*15.99	-----	-----	28.16	*55.19	*55.19	*29.22	*1.24	-----	*.01	.12	*22.18	*107.72

*Decrease.

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE, 1932—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 re- spondent—miles —all tracks
		First main track	Second main track	Third main track	Fourth main track	All other main tracks	Industrial tracks	Yard track and sidings			
1	Atchison, Topeka & Santa Fe Ry.....	7,091.18	1,370.78	30.52	9.18		564.64	3,212.41	12,278.71	*4.40	54.37
2	Atlantic Northern Ry.....	17.07						1.96	19.03		
3	Chicago, Burlington & Quincy R. R.....	8,877.03	1,098.05	55.70	17.56		747.44	2,705.76	13,501.54	*95.47	4.29
4	Chicago Great Western R. R.....	1,388.43	58.86				28.35	507.50	1,983.14	*22.54	8.91
5	Chicago, Milwaukee, St. Paul and Pac. R. R.....	10,089.58	1,044.98	21.87	20.21		627.90	2,819.38	14,623.92	*29.20	69.69
6	Chicago & North Western Ry.....	8,344.37	865.13	98.42	91.83		775.24	3,187.48	13,262.47	*38.11	24.30
7	Chicago, St. Paul, Minn. & Omaha Ry.....	1,667.12	182.80	6.37	2.50		115.31	566.99	2,541.09	*2.62	.26
8	Chicago, Rock Island & Pacific Ry.....	5,307.90	384.53	14.97	2.90		236.65	1,693.21	7,640.16	*18.85	34.81
9	St. Paul & Kansas City Short Line R. R.....	418.73	2.50				21.08	89.54	531.85	1.81	531.85
10	Great Northern Ry.....	7,610.13	416.83	11.69	11.60		309.78	2,235.28	10,595.31	126.50	20.01
11	Illinois Central R. R.....	2,261.15	469.49	73.51	33.29	102.71	221.56	1,332.24	4,493.95	4.88	
12	Dubuque & Sioux City R. R.....	760.89	2.75		5.17		30.88	238.77	1,038.46	*.09	1,038.46
13	Manchester & Onelda Ry.....	8.03						.75	8.78		
14	Minneapolis & St. Louis R. R.....	1,513.54	9.54				74.94	307.62	1,905.64	.50	1.45
15	Tabor & Northern Ry.....	8.79						1.00	9.79		
16	Union Pacific R. R.....	3,748.93	1,068.97	2.69	2.70		375.02	1,361.70	6,560.01	4.58	6.41
17	Wabash Railway.....	2,004.57	362.87				148.34	929.11	3,444.89	*14.78	9.05
	Total Year 1932.....	61,117.44	7,338.08	315.74	196.94	102.71	4,277.13	21,190.70	94,538.74	*87.79	1,803.86
	Total Year 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
	Increase or Decrease, 1932.....	*55.21	*28.85	*1.24		*.01	3.28	*5.76	*87.79		*89.93

*Decrease.

TABLE 13A—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE, 1932

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				
		Line Owned		Line Operated Under				Miles of						All tracks	Changes during year			
		Main line	Branches and spurs	Lease	Contract	Trackage rights		Total mileage operated	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
1	A., T. & S. F. Ry.	19.99					19.99	19.99		19.99	19.99		1.33	42.69	84.00	*.16	83.96	*.16
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	957.87			73.76	1,405.09	1,331.33	*40.04	1,405.09	248.96		81.33	338.68	2,074.06	*39.23	1,943.37	*39.23
4	C. G. W. R. R.	729.02	29.42			5.82	764.26	758.44	*12.15	764.26	20.06		14.06	236.57	1,034.95	*20.70	1,022.09	*13.69
5	C., M., St. P. & P.	1,199.40	642.81			68.61	1,910.82	1,842.12	.48	1,910.82	321.19		89.13	485.50	2,806.64	1.42	2,652.43	*.01
6	C. & N. W. Ry.	360.79	1,226.92			39.97	1,627.68	1,610.69		1,627.68	361.31		69.73	494.23	2,552.95	.08	2,472.16	*22.90
7	C., S. P. M. & O.	74.26				27.50	101.76	74.26		101.76			4.44	48.81	155.01		123.53	
8	C., R. I. & P. Ry.	997.52	820.65	335.75		96.17	2,250.09	1,816.51	*8.32	2,250.09	109.59		113.09	557.21	3,029.98	2.69	2,443.75	*5.58
9	S. P. & K. C. S. L.							345.27									439.21	*.08
10	G. N. Ry.	78.02					78.02	78.02		78.02			9.69	27.55	115.26	.03	112.86	.01
11	Illinois Central R. R.				716.36	1.68	718.04			718.04	2.75	7.21	28.72	237.75	994.47	*.05		
12	D. & S. O. R. R.							716.36									984.81	*.05
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		40.59	154.17	1,076.68	*.23	979.03	*.23
15	T. & N. Ry.	8.79				1.96	10.75	8.79		10.75				1.00	11.75		9.79	
16	U. P. R. R.	2.48					2.48	2.48		2.48	2.25		10.33	56.98	72.04	.31	72.04	.31
17	Wabash Ry.	203.31				5.56	208.87	203.31		208.87	2.20		9.50	63.33	283.90	.12	246.05	.12
	Total Year 1932	4,708.00	3,832.15	335.80	716.36	407.93	10,000.24	9,623.01	*60.03	10,000.24	1,093.05	7.21	471.94	2,747.18	14,319.62	*55.72	13,612.89	*81.49
	Total Year 1931	4,720.15	3,903.04	335.83	716.36	377.06	10,052.44	9,683.04		10,052.44	1,094.21	7.21	464.79	2,756.69	14,375.34	*15.77	13,694.38	
	Increase or Decrease, 1932	*12.15	*70.89	*.03		30.87	*52.20	*60.03		*52.20	*1.16		7.15	*9.51	*55.72		*81.49	

*Decrease.

TABLE 14—GRADE CROSSINGS WITHIN THE STATE, 1932

PART 1—RAILWAY WITH RAILWAY

Number	Railway Companies	Number at Beginning of Year						Number at End of Year						Increase or decrease				
		With interlocking devices	With derailing appliances	With automatic crossing signals	With hand operated signals	With gates and watchmen	Total protected	Total unprotected	Grand total	With interlocking devices	With derailing appliances	With automatic crossing signals	With hand operated signals		With gates and watchmen	Total protected	Total unprotected	Grand total
1	Atchison, Topeka & Santa Fe Ry.	1					1		1	1					1		1	
2	Chicago, Burlington & Quincy R. R.	8		1	2	1	12	47	59	8		2	2	1	13	46	59	
3	Chicago Great Western R. R.	27		2	1	4	34	18	52	26		2	1	4	33	15	48	*4
4	Chicago, Milwaukee, St. Paul & Pac. R. R.	28	2	12	4	8	54	50	104	34	1	13	4	6	58	59	117	13
5	Chicago & North Western Ry.	31		15	6		52	43	95	31		15	6		52	42	94	*1
6	Chicago, St. Paul, Minn. & Omaha Ry.	1		1		1	3	37	40	1		1			2	35	37	*3
7	Chicago, Rock Island & Pacific Ry.	36	1	12	3	17	69	63	132	36	1	12	3	17	69	63	132	
8	Great Northern Ry.	1		1	1		3	6	9	1		1	1		3	6	9	
9	Illinois Central R. R.	16		4	1		21	55	76	15		5	1		21	55	76	
10	Minneapolis & St. Louis R. R.	16		9	1	6	32	20	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	168	4	57	20	42	291	359	650	172	3	60	20	59	294	361	655	5

*Decrease.

TABLE 14—GRADE CROSSINGS WITHIN THE STATE, 1932—Continued

PART 2—RAILWAY WITH HIGHWAY

Number	Railway Companies	Number at Beginning of Year										Number at End of Year										Increase or decrease					
		Gates, With or Without Other Protection		Watchman, Alone or With Protection Other Than Gates		Both audible and visual signals, without other protection	Audible signals only	Visible signals only	Special fixed signs or barriers with or without standard fixed signs	Standard fixed signs only	Otherwise unprotected	Total	Gates, With or Without Other Protection		Watchman, Alone or With Protection Other Than Gates		Both audible and visual signals, without other protection	Audible signals only	Visible signals only	Special fixed signs or barriers with or without standard fixed signs	Standard fixed signs only		Otherwise unprotected	Total			
		Operated 24 hours per day	Operated less than 24 hours per day	On duty 24 hours per day	On duty less than 24 hours per day								Operated 24 hours per day	Operated less than 24 hours per day	On duty 24 hours per day	On duty less than 24 hours per day											
1	Atch., Top. & Santa Fe Ry.					1	3			7							1	3			7				11		
2	Chl., Bur. & Quincy R. R.	5		15	8	56	1	10	340	1,178				15	8	57	1	10	340	1,123					1,559	*54	
3	Chicago Great West'n R. R.	5	11	1	14	79	27		82	755				5	11	1	14	79	27	82	746				965	*9	
4	Chl., Mil., St. P. & P. R. R.	1	9	12	39	35	22	10	29	1,893	49			1	9	12	39	34	22	10	29	1,891	49		2,096	*3	
5	Chl. & North Western Ry.	18	8	11	13	104	10	13	207	1,295				17	8	6	16	104	10	13	207	1,298			1,679		
6	C., St. P., M. & O. Ry.				7	2	2	1		89							6	2	2	1		90			101		
7	Chl., Rock Isl. & Pac. Ry.	6	5	7	46	86	35	5	60	2,348	17			6	5	7	43	86	35	5	60	2,339	17		2,603	*12	
8	Great Northern Ry.			1	4			3		84						1	4			3	84				92		
9	Illinois Central R. R.		2		12	32	12	4		824					2		12	32	12	4		822			884	*2	
16	Minn. & St. Louis R. R.		1		8	1		1	2	1,068					1		8	2		2	1,067				1,082	1	
11	Union Pacific R. R.									25											25					25	
12	Wabash Railway					1	4			244							1	4			244					249	
	Total	35	36	47	151	397	116	47	720	9,810	66			34	36	42	150	398	116	48	720	9,736	66		11,346	*79	

*Decrease.

TABLE 14 1/4—GAUGE OF TRACK AND WEIGHT OF RAIL PER YARD—WITHIN THE STATE, 1932

PART 1—STANDARD GAUGE OF TRACK, 4 FEET 8 1/2 INCHES—NARROW GAUGE OF TRACK 3 FEET

Weight of Rail Per Yard	A., T. & S. F. Ry.	J., B. & J. 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.	Wa- bash Ry.	Total Miles
				Standard Gauge	Narrow Gauge									
Pounds	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
110	28.20	133.70	10.37			226.66		180.59		.03				579.55
100		207.82	61.34	398.20		527.18	.66	438.70			9.25	4.55	.03	1,647.73
90	11.78	362.18	131.96	865.32		402.82	55.50	221.53	.82	541.46	12.09	.18	1.08	2,606.72
85		161.45	250.96	168.32				139.87		83.83	242.77		5.00	1,052.20
80		.10		1.67		168.50	1.08	385.62	33.72		68.99		150.71	810.39
77.5			84.02	152.11										236.13
75		192.15	203.46					.13	43.42	52.92			10.38	502.46
72						417.75								417.75
70		8.94		44.40				167.41			287.02		1.88	509.65
67								77.67						77.67
66								37.57			19.08			56.65
O. P. 66		239.90												239.90
N. P. 66		56.83												56.83
65		22.67		277.23	1.00	203.71	.37	141.12					2.94	649.04
63													31.13	31.13
60		99.93	48.79	149.00	13.87		1.90	263.52	.06	48.08	122.96			748.20
56		85.75	4.44	33.06	18.68			181.80			28.23		.16	352.12
52		4.38						20.76						25.14
50				8.46	2.17		14.66							25.29
Total	39.98	1,575.80	795.34	2,097.77	35.72	1,946.62	74.26	2,256.29	78.02	726.32	790.39	4.73	203.31	10,624.55

TABLE 14½—TELEGRAPH AND TELEPHONE LINES—WITHIN THE STATE, 1932

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		1,080.10	258.80	.88	369.91		65.00	74.75			
Telegraph wire owned	57.20	3,490.81	857.80	885.28			1,178.00	373.75	95.95	11.52	2.00
Telephone wire owned	126.60	1,469.74	939.00	1,825.74	841.26		2,379.00		1,687.62	25.46	11.54
Pole line used, not owned		281.78	515.00	1,063.49	1,584.53	99.86	11.00		710.93	512.72	2.20
Telegraph wire used, not owned		880.53	947.00	2,251.99	5,089.55	99.86	4,168.00		1,698.59	2,158.18	
Telephone wire used, not owned			72.50	1,809.25			317.00		486.70		
Pole line owned jointly	19.90						1,945.00				
Telegraph wire owned jointly	19.90										
Telegraph wire leased		29.25									347.00
Telephone wire leased		6.00									
Pole line used jointly				762.22			117.00				
Telegraph wire used jointly				352.33			188.00				
Total pole line used	19.90	1,361.88	773.80	1,826.59	1,954.44	99.86	2,138.00	74.75	710.93	783.60	2.20
Total telegraph wire used	77.10	4,400.59	1,804.80	3,416.97	5,089.55	99.86	5,534.00	373.75	1,794.54	2,518.08	349.00
Total telephone wire used	126.60	1,475.74	1,011.50	3,707.62	841.26		2,696.00		2,174.32	25.46	11.54
Telegraph wire owned, not used				455.38							
Telegraph wire owned jointly											
Telephone wire, long distance	39.80	439.40	73.90				217.00		854.16		11.54

^a41.65 miles is owned, 72% by Western Union Telegraph Co. and 28% by railroad company.

^bIncludes 193 miles of telegraph wire 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, 1932

PART 1—BITUMINOUS COAL AND FUEL OIL

Number	Railway Companies	Total Tons Bituminous Coal Consumed by					Total Gallons Fuel Oil Consumed by						
		Freight train	Passenger train	Total trans- portation	Work train	Grand totals tons	Average cost per ton including freight charges	Freight train	Passenger train	Total trans- portation	Work train	Grand total gallons	Average cost per gallon including freight charges
1	Atchison, Topeka & Santa Fe Ry.---	551,018	321,146	1,043,801	6,615	1,050,416	\$ 2.620	128,463,904	71,271,725	250,895,404	854,421	251,749,825	\$.0164
2	Chicago, Bur. & Quincy R. R.-----	1,147,714	502,319	2,030,167	18,326	2,048,493	1.846	12,149,204	3,851,153	19,030,396	85,536	19,115,932	.0187
3	Chicago Great Western R. R.-----	347,101	82,903	499,687	5,287	504,974	2.616	124,307	33,136	190,106	2,997	193,103	.022
4	Chicago, Mil., St. P. & P. R. R.---	1,248,032	447,741	2,142,218	42,967	2,185,185	2.140	7,169,526	2,207,268	11,304,846	784,058	12,088,904	.0195
5	Chicago & North Western Ry.-----	938,758	592,203	1,909,488	21,944	1,931,432	2.1359	20,862,941	5,390,238	29,213,082	496,225	29,709,307	.0178
6	Chi., St. P., M. & O. Ry.-----	191,001	95,519	372,483	2,881	375,364	3.610	25,806	12,979	56,983	437	57,420	.0293
7	Chicago, Rock Isl. & Pacific Ry.---	812,444	372,043	1,437,808	16,704	1,454,512	2.28	64,951,749	24,678,647	109,972,056	1,688,025	111,660,081	.0114
8	Great Northern Ry.-----	531,857	137,173	858,060	6,860	864,920	2.97	34,411,269	20,467,071	65,078,288	1,643,212	66,721,500	.0206
9	Illinois Central R. R.-----	1,558,682	505,592	2,484,826	17,338	2,502,164	1.606	201,375	82,245	437,818	16	437,834	.0340
10	Minneapolis & St. Louis R. R.-----	175,924	10,094	228,939	2,164	231,103	2.1244	-----	-----	-----	-----	-----	-----
11	Union Pacific R. R.-----	1,125,646	420,104	1,850,393	5,854	1,856,247	2.455	325,438	95,307	662,990	-----	662,990	.02705
12	Wabash Railway-----	588,582	159,041	945,881	14,073	959,954	2.220	116,429	63,342	296,857	1,392	298,249	.03
	Total-----	9,216,759	3,645,878	15,803,751	161,013	15,964,764	\$ 2.1982	268,801,948	128,153,111	487,138,826	5,556,319	492,695,145	-----

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES, ENTIRE LINE, 1932—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						Other Locomotives, Gallons Gasoline			Motor Rail Cars, Gallons Gasoline		
		Freight train	Passenger train	Total transportation	Work train	Total tons consumed	Average cost per ton plus freight charges	Total transportation	Work train	Average cost per gallon	Total transportation	Work train	Average cost per gallon
1	Atchison, Topeka & Santa Fe Ry.-----	1,362,915	771,789	2,625,264	11,988	2,637,252	\$ 2.610				1,781,884	890	\$.0500
2	Chicago, Bur. & Quincy R. R.-----	1,244,137	532,888	2,181,208	19,005	2,200,213	1.881	78,517	18,639	\$.0524	2,476,526		.0509
3	Chicago Great Western R. R.-----	347,811	83,101	500,791	5,304	506,095	2.620	9,675		.0530	335,939		.0560
4	Chi., Mil., St. Paul & Pac. R. R. ^a -----	1,304,933	465,259	2,231,939	49,190	2,281,129	2.150	148,264		.0530	571,465	17,094	.10
5	Chicago & North Western Ry.-----	1,094,808	647,957	2,143,649	25,631	2,169,280	2.150 ⁹	102,264		.0420	1,855,159		.09
6	Chi., St. P., M. & O. Ry.-----	191,234	95,632	372,981	2,884	375,865	3.611				180,589		.101
7	Chicago, Rock Island & Pacific Ry. ^b -----	1,199,462	519,078	2,093,571	26,752	2,120,323	2.17	28,393		.0450	394,656	10	.0948
8	Great Northern Ry. ^c -----	803,911	307,395	1,373,866	18,657	1,392,523	2.84	27,440	153	.0343	1,599,250	7,018	.0729
9	Illinois Central R. R. ^d -----	1,560,238	506,268	2,488,479	17,338	2,505,817	1.612	253,425	1,547	.0470	30,554		.1110
10	Minneapolis & St. Louis R. R.-----	176,160	10,129	229,298	2,165	231,463	2.1369				1,012,773	894	.0567
11	Union Pacific R. R. ^e -----	1,128,066	420,763	1,855,185	5,857	1,861,042	2.459				150,487	18,820	.04266
12	Wabash Railway-----	589,492	159,535	948,199	14,083	962,282	2.220				90,906		.11341
	Total-----			19,044,430	198,854	19,243,284		647,978	20,339		10,480,188	44,726	

^aConsumed 62,984,513 kilowatt hours of electricity, in addition to other fuel, in operation of other locomotives and consumed 109,929 gallons of kerosene, diesel, furnace, distillate oils, at average cost of \$.074 per gallon, in operations of motor rail cars.

^bConsumed 1,964,184 gallons of distillate, in addition to other fuel, at average cost of \$.0253 per gallon, in operation of motor rail cars.

^cConsumed 12,579,242 kilowatt hours of electricity in addition to other fuel and consumed 36,681 gallons of other fuel oil at average cost of \$.0346 per gallon, in operation of motor rail cars.

^dConsumed 1,251,921 kilowatt hours in other locomotives and 38,336,770 kilowatt hours in motor rail cars in addition to other fuel.

^eConsumed 561,501 gallons other fuel oil in operating motor rail cars at average cost of \$.04258 per gallon.

TABLE 16—TIES AND RAILS LAID IN REPLACEMENT—WITHIN THE STATE, 1932

PART 1—TIES AND RAILS LAID DURING YEAR

Number	Railway Companies	Ties Laid in Replacement						Rails Laid in Replacement					
		Cross Ties			Switch and Bridge Ties			Main Tracks			Yard Tracks and Sidings		
		Number applied	Cost	Average cost per tie	Number of feet (board measure) applied	Cost	Average cost per thousand feet	Number of tons (2,240 lbs.) applied	Cost	Average cost per ton	Number tons (2,240 lbs.) applied	Cost	Average cost per ton
1	Atehison, Topeka & Santa Fe Ry.	5,869	\$ 7,757.66	\$ 1.29	3,996	\$ 223.80	\$ 56.01	12	\$ 296.84	\$ 23.90	44	\$ 904.92	\$ 20.57
2	Chicago, Bur. & Quincy R. R.	241,326	293,655.88	1.22	500,357	16,400.81	32.77	1,918	72,116.12	37.60	462	12,965.39	28.06
3	Chicago Great Western R. R.	289,032	291,480.10	1.01	341,956	10,182.54	29.78	1,533	37,399.68	24.39	1,187	25,484.41	21.47
4	Chicago, Mil., St. P. & P. R. R.	445,627	545,269.82	1.22	1,731,808	51,175.23	29.55	17,398	620,195.38	35.64	793	23,324.17	29.41
5	Chicago & North Western Ry.	288,504	325,387.54	1.13	856,543	31,079.34	36.28	404	14,762.36	36.54	770	26,702.46	34.67
6	Chl., St. P., M. & O. Ry.	27,798	30,842.59	1.10	76,088	3,504.75	46.06	228	8,595.34	37.69	688	22,659.59	32.93
7	Chicago, Rock Isl. & Pacific Ry.	69,767	74,155.93	1.06	321,410	15,262.95	47.48	1,234	37,163.17	30.11	590	12,025.93	20.38
8	Great Northern Ry.	12,171	16,326.18	1.34	84,134	1,738.37	20.66	43	1,285.02	29.88	52	1,560.00	30.00
9	Illinois Central R. R.	74,687	76,500.25	1.02	193,650	9,471.00	48.90	716	22,922.20	32.01	193	4,272.22	22.13
10	Minneapolis & St. Louis R. R.	107,610	117,874.40	1.09	294,542	9,245.34	31.38	476	14,402.04	30.25	234	4,576.66	19.55
11	Union Pacific R. R.	1,728	2,436.45	1.41	41,384	1,920.04	46.39	10	506.24	50.62	55	893.97	16.25
12	Wabash Railway	33,031	50,616.10	1.53	132,530	6,441.84	48.60	233	6,053.80	25.98	49	986.13	20.12
	Total	1,597,150	\$ 1,832,302.90	\$ 1.15	4,578,398	\$ 156,646.01	\$ 34.21	242,205	\$ 835,698.19	\$ 34.52	5,117	\$ 136,355.85	\$ 26.65

TABLE 17—TIES AND RAILS LAID IN ADDITIONAL TRACKS AND NEW LINES AND EXTENSIONS — WITHIN THE STATE, 1932

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 Tracks and Sidings			
		Number ties laid	Cost	Average cost per tie	Number feet (board measure) laid	Cost	Average cost per thousand feet	Number of tons (2,240 lbs.) laid	Cost	Average cost per ton	Number tons (2,240 lbs.) laid	Cost	Average cost per ton
1	Atchison, Topeka & Santa Fe Ry.	116	\$ 134.35	\$ 1.16						1	\$ 10.20	\$ 20.00	
2	Chicago, Bur. & Quincy R. R.	735	759.91	1.03	10,316	\$ 400.10	\$ 38.78	35	\$ 959.95	\$ 27.43	16	\$ 456.82	\$ 28.52
3	Chicago Great Western R. R.	260	196.25	.75						16	326.73	20.42	
4	Chicago, Mil., St. P. & P. R. R.	3,147	2,724.51	.87	64,027	2,847.91	44.51	112	5,060.47	45.17	151	4,477.75	29.65
5	Chicago & North Western Ry.	4,054	5,159.82	1.27	125,007	5,859.52					234	8,257.97	35.29
6	Chi., St. P., M. & O. Ry.												
7	Chicago, Rock Isl. & Pacific Ry.	5,689	3,718.03	.65	33,597	926.29	46.87				229	4,185.69	18.28
8	Great Northern Ry.	23	16.82	.73	17,934	743.73	41.47				2	38.73	19.37
9	Illinois Central R. R.	860	868.90	1.01	14,789	743.92	50.43				41	1,094.05	26.68
10	Minneapolis & St. Louis R. R.	89	121.45	1.36	3,192	139.86	43.82				5	103.73	20.75
11	Union Pacific R. R.												
12	Wabash Railway	955	1,367.70	1.43	49,328	3,116.46	63.18				18	480.58	27.00
	Total	15,928	\$ 15,067.74	\$.95	318,190	\$ 14,777.79	\$ 46.47	147	\$ 6,020.42	\$ 40.97	713	\$ 19,431.75	\$ 27.25

STATISTICS OF STEAM RAILWAYS

TABLE 18—EMPLOYEES AND COMPENSATION—ENTIRE LINE, 1932
PART 1—AVERAGE NUMBER OF EMPLOYEES AND TOTAL COMPENSATION

Number	Railway Companies	Average Number of Employees		Total Compensation		Average Yearly Compensation		Average Monthly Compensation		Average Daily Compensation	
		1932	1931	1932	1931	1932	1931	1932	1931	1932	1931
1	Atehison, Topeka & Santa Fe Ry.....	34,509	39,718	\$ 51,758,238	\$ 69,710,730	\$ 1,499.55	\$ 1,755.14	\$ 124.96	\$ 146.26	\$ 4.16	\$ 4.87
2	Atlantic Northern Ry.....	12	16	11,965	16,237	997.08	1,014.81	83.09	84.57	2.71	2.82
3	Chicago, Burlington & Quincy R. R.....	24,473	31,041	36,965,641	51,442,873	1,510.47	1,657.25	125.87	138.10	4.19	4.60
4	Chicago Great Western R. R.....	4,253	4,868	6,543,364	8,515,333	1,538.53	1,749.24	128.21	145.77	4.27	4.86
5	Chicago, Milwaukee, St. Paul and Pac. R. R.....	28,827	34,569	42,993,069	56,858,032	1,491.41	1,644.76	124.29	137.06	4.14	4.56
6	Chicago & North Western Ry.....	24,318	33,749	38,930,371	57,614,453	1,600.88	1,707.15	133.40	143.26	4.44	4.77
7	Chicago, St. Paul, Minn. & Omaha Ry.....	6,206	6,795	8,673,384	11,070,642	1,397.58	1,629.23	116.46	135.77	3.81	4.52
8	Chicago, Rock Island & Pacific Ry.....	20,775	25,892	33,287,148	45,651,895	1,602.27	1,763.16	133.52	146.93	4.45	4.89
9	Great Northern Ry.....	16,855	19,753	26,689,612	34,126,821	1,583.48	1,727.68	131.96	143.97	4.40	4.80
10	Illinois Central R. R.....	23,608	32,173	37,113,587	53,054,047	1,572.08	1,649.02	131.00	137.42	4.36	4.58
11	Manchester & Oneida Ry.....	14	18	9,551	10,896	682.21	605.33	56.85	50.44	1.89	1.68
12	Minneapolis & St. Louis R. R.....	3,704	4,089	5,003,076	6,334,199	1,350.72	1,549.08	112.56	129.09	3.75	4.30
13	Tabor & Northern Ry.....	3	4	4,425	6,505	1,475.00	1,626.25	122.91	135.52	4.09	4.51
14	Union Pacific R. R.....	16,466	20,686	25,595,081	37,172,166	1,675.88	1,696.97	139.66	141.41	4.65	4.71
15	Wabash Railway.....	11,405	13,796	17,278,511	24,804,702	1,514.99	1,797.96	126.25	149.83	4.21	4.99
	Total 1932 and 1931.....	215,428	267,167	\$ 330,857,023	\$ 456,389,531	\$ 1,535.81	\$ 1,708.25	\$ 127.98	\$ 142.19	\$ 4.26	\$ 4.74
	1930.....		321,369		554,623,898		1,725.81		143.82		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

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE, 1932
PART 1—COLLISION AND DERAILMENTS AND TRAIN SERVICE ACCIDENTS

Number	Steam Railways	Train Accidents—Collisions and Derailments								Train Service Accidents							
		Passengers		Employees		Other Persons		Total		Passengers		Employees		Other Persons		Total	
		Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured
1	Atchison, Topeka & Santa Fe Ry.																7
2	Chicago, Burlington & Quincy R. R.					2	10	2	10								31
3	Chicago Great Western R. R.			1					1								40
4	Chicago, Milwaukee, St. Paul and Pac. R. R.						5		5								33
5	Chicago & North Western Ry.			4					4								29
6	Chicago, St. Paul, Minn. & Omaha Ry.																4
7	Chicago, Rock Island & Pacific Ry.					3			3								46
8	Great Northern Ry.																1
9	Illinois Central R. R.																34
10	Minneapolis & St. Louis R. R.																23
11	Union Pacific R. R.																2
12	Wabash Railway																1
	Total Steam Railways			5	5	5	15	5	20			19	16	161	55	71	251
	ELECTRIC INTERURBAN RAILWAYS																
1	Des Moines & Central Iowa R. R.																2
2	Ft. Dodge, Des Moines & Southern R. R.																2
3	Iowa Southern Utilities Co.		3		3				6								
4	Waterloo, Cedar Falls & Northern Ry.																
	Total Electric Interurban Railways		3		3				6								4
	TERMINAL RAILWAYS																
1	Des Moines Union Railway																3
2	Sioux City Terminal Railway																3
	Total Terminal Railways																6
	Grand Total Accidents 1932		3		8	5	15	5	26			19	17	169	55	73	261
	1931		7		2		1		10			23	6	190	56	83	296
	1930		33		1		1		35			31	16	300	59	66	397
	1929		55	2	16	1	7	3	78			38	22	490	53	68	596
	1928	2	55	1	8	1	5	4	68	2		47	27	587	53	70	704
	1927		21	1	18	2	11	3	50	1		40	16	578	69	71	680
	1926		47	3	21	1	9	4	77	1		53	21	657	79	79	789

STATISTICS OF STEAM RAILWAYS

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE, 1932—Continued
PART 2—AT HIGHWAY CROSSINGS AND TOTAL AND GRAND TOTAL ACCIDENTS

Number	Steam Railways	Highway Crossing —Automobiles		Total						Grand Total Accidents	
		Other Persons		Passengers		Employees		Other Persons		Killed	Injured
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured		
1	Atchison, Topeka & Santa Fe Ry.				1		5		1		7
2	Chicago, Burlington & Quincy R. R.	7	23		5	2	16	16	43	18	64
3	Chicago Great Western R. R.	2	16		1		31	4	25	4	57
4	Chicago, Milwaukee, St. Paul and Pac. R. R.	8	16		2	3	20	24	32	27	54
5	Chicago & North Western Ry.	7	12		2	2	17	16	26	18	45
6	Chicago, St. Paul, Minn. & Omaha Ry.		3				4		3		7
7	Chicago, Rock Island & Pacific Ry.	16	27		5	5	31	31	37	36	73
8	Great Northern Ry.					1			1	1	1
9	Illinois Central R. R.	7	21		2	1	21	13	32	14	55
10	Minneapolis & St. Louis R. R.	2	1		1	1	20	5	3	6	24
11	Union Pacific R. R.		1				1		2		3
12	Wabash Railway		1			1			2	1	2
	Total Steam Railways	49	121		19	16	166	109	207	125	392
	ELECTRIC INTERURBAN RAILWAYS										
1	Des Moines & Central Iowa R. R.	5	5				2	5	5	5	7
2	Ft. Dodge, Des Moines & Southern R. R.		1				2		1		3
3	Iowa Southern Utilities Co.				3		3				6
4	Waterloo, Cedar Falls & Northern Ry.		1				1				1
	Total Electric Interurban Railways	5	7		3		8	5	6	5	17
	TERMINAL RAILWAYS										
1	Des Moines Union Railway						3				3
2	Sioux City Terminal Railway					1	1		2	1	3
	Total Terminal Railways					1	4		2	1	6
	Grand Total Accidents 1932	54	128		22	17	178	114	215	131	415
	1931	62	167		30	6	192	119	251	125	473
	1930	62	187		64	16	301	121	254	137	619
	1929	79	156		93	24	506	134	232	158	831
	1928	69	167	4	102	28	595	127	245	159	942
	1927	31	155	1	61	17	596	105	243	123	900
	1926	61	148	1	100	24	678	142	240	167	1,018

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE, 1932—Continued

PART 3—NON-TRAIN ACCIDENTS

Number	Steam Railways	Class of Accidents															
		Total Persons in Non-Train Accidents		Shop Machinery		Portable Machinery		Transmission and Power Apparatus		Use of Hand Tools, Apparatus, Etc.		Flying Particles		Explosives Chemicals, Etc.		Electric Currents	
		Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured
1	Atchison, Topeka & Santa Fe Ry.....		19		5						3		1		2		
2	Atlantic Northern Ry.....		1														
3	Chicago, Burlington & Quincy R. R.....		30							1		1					
4	Chicago Great Western R. R.....	1	54				2			5		3		3			
5	Chicago, Milwaukee, St. Paul & Pacific R. R.....		7		1												
6	Chicago & North Western Ry.....	1	10							1							
7	Chicago, St. Paul, Minn. & Omaha Ry.....		1														
8	Chicago, Rock Island & Pacific Ry.....	1	35					1		3		1					
9	Illinois Central R. R.....	1	46		1					4		1		1			
10	Minneapolis & St. Louis R. R.....		23							3							
11	Wabash Railway.....		1														
	Total Steam Railways, 1932.....	4	227		7		2		1		20		7		6		
	TERMINAL RAILWAY COMPANIES																
1	Davenport, Rock Island & North Western Ry.....		3														
2	Des Moines Union Ry.....		7							1							
	Total Terminal Railways, 1932.....		10							1							
	ELECTRIC INTERURBAN RAILWAYS																
1	Des Moines & Central Iowa R. R.....		2														
2	Ft. Dodge, Des Moines & Southern R. R.....	1	5														1
3	Waterloo, Cedar Falls & Northern Ry.....		6														
	Total Electric Interurban Railways, 1932.....	1	13														1
	Grand Total Non-train Accidents, 1932.....	5	250		7		2		1		21		7		6		1
	Grand Total Non-train Accidents, 1931.....	3	257		5		3		1		30		14	1	9		
	Grand Total Non-train Accidents, 1930.....	3	361		11		3		2		36		16		8	1	1

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE, 1932—Continued

PART 4—NON-TRAIN ACCIDENTS—Continued

Number	Steam Railways	Class of Accidents																	
		Collapse, Fall, Etc., of Objects		Handling Rails, Ties, Timbers, Etc.		Maintenance of Way and Structures				Handling Freight or Supplies		Falls of Employees Not Included Otherwise		Miscellaneous		Total Accidents to Employees		Other Persons	
		In-Killed	In-jured	Killed	In-jured	Hand Cars		Motor Cars		Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured
						Killed	In-jured	Killed	In-jured										
1	Atchison, Topeka & Santa Fe Ry.	1								3				2		17		2	
2	Atlantic Northern Ry.										1					1			
3	Chicago, Burlington & Quincy R. R.	1	5						3		1		9		21		9		
4	Chicago Great Western R. R.	8	6				5		4		13	1	3	1	52		2		
5	Chicago, Mil., St. Paul & Pacific R. R.						1				2		2		6		1		
6	Chicago & North Western Ry.	1	3				1				2	1	2	1	10				
7	Chi., St. Paul, Minn. & Omaha Ry.						1								1				
8	Chicago, Rock Island & Pacific Ry.	4				1			2		11		7	1	29		6		
9	Illinois Central R. R.	8	2				2		7	1	8		7	1	41		5		
10	Minneapolis & St. Louis R. R.		2						1		5		8		19		4		
11	Wabash Railway										1				1				
	Total Steam Railways, 1932	23	18			1	10		20	1	44	2	40	4	198		29		
	TERMINAL RAILWAY COMPANIES																		
1	Davenport, Rock Island & N. W. Ry.						2		1						3				
2	Des Moines Union Ry.										3		3		7				
	Total Terminals Railways, 1932						2		1		3		3		10				
	ELECTRIC INTERURBAN RAILWAYS																		
1	Des Moines & Central Iowa R. R.		1										1		2				
2	Ft. Dodge, Des Moines & So. R. R.	1	2								1				5	1			
3	Waterloo, Cedar Falls & Northern Ry.	3									3				6				
	Total Elec. Interurban Railways, 1932	4	3								4		1		13	1			
	Grand Total Non-Train Accid'ts, 1932	27	21			1	12		21	1	51	2	44	4	221	1	29		
	Grand Total Non-Train Accid'ts, 1931	30	25			3	16		50				56	1	243	2	14		
	Grand Total Non-Train Accid'ts, 1930	43	43			2	20		82				71	1	338	2	23		

TABLE 20—COST OF COLLISIONS AND DERAILMENTS AND NUMBER OF STATIONS, 1932

WITHIN THE STATE, AND NUMBER ACRES LAND GRANTS TO ROADS AND ACRES UNSOLD AT CLOSE OF YEAR

Number	Steam Railway Companies	Damage to			Total cost	Average miles of road operated—single track	Average Cost Per Mile of Road Operated—Single Track		Number of Freight or Passenger Stations on Road Owned or Operated—Iowa				Number of acres of land originally granted by the United States and this state	Number of acres of such land grants remaining unsold Dec. 31, 1932	
		Equipment	Way and structures	Clearing wreck					Where an Agent Is Employed		Where No Agent Is Employed				
							1932	1931	1932	1931	1932	1931			
1	Atchison, Topeka & Santa Fe Ry.....	\$ 1,005.00	\$ 21.12	\$ 36.11	\$ 1,062.23	19.99	\$ 53.14	\$ 80.14	2	2	2	2	16,366,385	3,623,857	
2	Chicago, Bur. & Quincy R. R.....	18,130.00	1,846.50	1,887.34	21,863.84	1,405.09	15.43	6.49	159	162	96	101	359,724	None	
3	Chicago Great Western R. R.....	37,246.80	6,126.87	4,567.29	47,940.96	764.26	62.73	59.38	83	86	60	57			
4	Chicago, Mil., St. P. & P. R. R.....	38,403.33	9,880.79	5,487.73	53,771.85	1,910.82	28.08	47.28	249	251	106	101	486,222	None	
5	Chicago & North Western Ry.....	19,320.11	2,679.15	2,094.26	24,093.52	1,627.68	14.80	31.66	204	208	73	69	1,201,326	54,832	
6	Chi., St. P., M. & O. Ry.....	990.00	105.00		1,095.00	101.76	10.76	16.69	11	12	3	2			
7	Chicago, Rock Isl. & Pacific Ry.....	35,923.66	3,797.42	4,624.66	44,345.74	2,250.09	19.71	11.38	278	284	101	95	644,747	None	
8	Great Northern Ry.....					78.02		7.38	9	9	3	3	3,301,012	115,778	
9	Illinois Central R. R.....	12,539.80	3,500.05	3,140.88	19,180.73	718.04	26.71	7.62	103	117	58	52	1,122,266	None	
10	Minneapolis & St. Louis R. R.....	490.00	163.20	353.57	1,006.77	877.17	1.15	19.40	128	130	31	30	475,930	421	
11	Union Pacific R. R.....					2.48		679.43					18,560,901	931,774	
12	Wabash Railway.....	5,354.79	1,037.49	267.47	6,659.75	208.87	31.83		36	37	25	24	None	None	
	Total Steam Railways.....	\$ 169,403.49	\$29,157.59	\$22,459.31	\$ 221,020.39	9,964.27			1,262	1,298	558	536			
	ELECTRIC INTERURBAN RAILWAY COMPANIES														
1	Iowa Southern Utilities Co.....	\$ 2,000.00		\$ 35.80	\$ 2,035.80	30.43	\$ 66.90								
2	Waterloo, Cedar F. & North'n Ry.....	1,600.00			1,600.00	112.16	14.26	\$ 5.36							
	Total Electric Interurban Rys.....	\$ 3,600.00		\$ 35.80	\$ 3,635.80										

STATISTICS OF STEAM RAILWAYS

STATISTICS

OF

Electric Interurban Railway Companies

For the Year Ended December 31, 1932

TABLE 1—ROAD OPERATED AT CLOSE OF YEAR—1932—WITHIN THE STATE

PART 1—MILEAGE OPERATED SINGLE TRACK AND ALL TRACKS AND MILEAGE OWNED ALL TRACKS AND CHANGES DURING YEAR 1932

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 main track	Second main track	Sidings and turnouts	Tracks in car houses, shops, etc.	Total miles operated— —all tracks	Changes during year	First Track		Second main track	Sidings and turnouts	Tracks in car houses, shops, etc.	Total miles owned— —all tracks	Changes during year		
		Main line	Branches and spurs	Lease	Contract	Trackage rights							Main line	Branches and spurs							
1	C. R. & M. C. Ry.	2.80					2.80					2.80						2.80			
2	C. C. W. Ry.	21.32		.23			21.55		5.45			27.00		21.32		5.45		26.77			
3	C., D. & M. Ry.	58.32			6.71		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	7.68	24.85	.04		100.21	.01	59.72	3.24	22.34		85.30	.01		
6	Ft. D., D. M. & S.	143.47	4.90	1.37	.84		150.58		44.92	.04		195.54	1.32	143.47	4.90	40.74	.04	189.15	*.12		
7	I. E. L. & P. Co.	27.30					27.30		16.17	.06		43.53	.07	27.30		16.17	.06	43.53	.07		
8	Ia. So. Util. Co.	29.62			.81		30.43		6.46	.13		37.02	3.01	29.62		6.46	.13	36.21	3.01		
9	M. C. & C. L. R. R.	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		.45			3.95		3.50		.45		3.95			
11	W., C. F. & N. Ry.	106.86	4.26		1.04		112.16	.08	5.10	25.19	.34	142.79	*.20	106.86	4.26	5.10	24.32	.34	140.88	*.20	
	Total Year 1932	468.44	9.16	1.60	.81	16.51	496.52	.08	496.52	16.55	137.09	1.66	651.82	4.21	469.44	9.16	8.34	129.53	1.62	618.09	2.77
	Total Year 1931	468.44	9.08	1.60	.81	16.51	496.44		496.44	16.55	132.96	1.66	647.61		469.44	9.08	8.34	126.84	1.62	615.32	
	Increase or Decrease, 1932		.08				.08		.08		4.13		4.21			.08		2.69		2.77	

*Decrease.

TABLE 2—CAPITAL STOCK—YEAR 1932

PART 1—WITH PAR VALUE

Number	Electric Interurban Railway Companies	A—With Par Value								Par value of amount nominally but not ac- tually issued to close of year—common	Par value of total amount reacquired after actual issue and held alive—common	
		Par Value of Amount Authorized			Total par value nominally issued and nominally outstanding at close of year—com- mon—in treasury	Total Par Value Actually Outstanding at Close of Year						
		Common	Preferred	Total		Common	Preferred	Receipts out- standing 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	\$ 1,353,300	646,700			646,700.00	\$1,353,300		
4	Colfax Springs Railway	25,000		25,000		25,000			25,000.00		\$ 25,000	
5	Des Moines & Central Iowa R. R.	1,200,000		1,200,000		1,160,000			1,160,000.00			
6	Ft. Dodge, Des Moines & 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 Electric Light & Power Co.		15,000,000	15,000,000			*11,215,731.67	\$57,615.17	11,273,346.84			
8	Iowa Southern Utilities Co.		15,000,000	15,000,000			8,017,850.00		8,017,850.00			
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	\$ 11,460,000	\$ 33,665,000	\$ 45,125,000	\$ 1,353,300	\$7,512,450	\$21,260,681.67	\$57,615.17	\$28,830,746.84	\$1,353,300	\$ 25,000	

*Series A—7% Preferred Stock, Amount \$5,213,531.67

Series B—6½% Preferred Stock, Amount 1,573,300.00

Series C—6% Preferred Stock, Amount 4,428,900.00

Total \$11,215,731.67

TABLE 2—CAPITAL STOCK—YEAR 1932—Continued

PART 2—B—WITHOUT PAR VALUE AND STOCK ISSUED DURING YEAR AND UNMATURED FUNDED DEBT

Number	Electric Interurban Railway Companies	B—Without Par Value		Stocks Issued During Year		Unmatured Funded Debt—Table 3—Part 1			
		Number of shares outstanding at close of year —common	Cash value of con- sideration received for stocks actually outstanding —common	Par value preferred	Cash received as consideration for issue—preferred	Par Value of Extent of Indebtedness Authorized			
						Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Total
1	Cedar Rapids & Marion City Ry.....								
2	Charles City Western Ry.....					\$ 350,000.00			\$ 350,000.00
3	Clinton, Davenport & Muscatine Ry.....								
4	Colfax Springs Railway.....			\$ *25,000.00	\$ *25,000.00				
5	Des Moines & Central Iowa R. R.....					2,500,000.00	\$ 633,500.00		3,133,500.00
6	Ft. Dodge, Des Moines & So. R. R.....					6,550,000.00	200,000.00	\$ 579,604.00	7,329,604.00
7	Iowa Electric Light & Power Co.....	^a 110,000.00	\$ 6,250,000.00	^b 1,311,577.72	^b 1,311,577.72	Unlimited			
8	Iowa Southern Utilities Co.....	100,000.00	1,000,000.00	12,600.00	12,600.00	15,142,800.00		5,351,300.00	20,494,100.00
9	Mason City & Clear Lake R. R.....								
10	Tama & Toledo R. R.....					150,000.00			150,000.00
11	Waterloo, Cedar Falls & No. Ry.....					21,000,000.00	1,260,000.00		22,260,000.00
	Total.....	210,000.00	\$ 7,250,000.00	\$ 1,349,177.72	\$ 1,349,177.72	\$45,692,800.00	\$ 2,093,500.00	\$ 5,930,904.00	\$53,717,204.00

*Common.

^aIncludes 25,000 shares class "A" stock.

^bIncludes \$750,000.00 common and \$124,977.72 receipts preferred series "C" and \$436,600.00 preferred series "C."

TABLE 3—UNMATURED FUNDED DEBT—YEAR 1932

PART 2—TOTAL PAR VALUE ACTUALLY OUTSTANDING AT CLOSE OF YEAR

Number	Electric Interurban Railway Companies	Total Par Value Actually Outstanding at Close of Year				Amount of interest accrued during year charged to income	Amount of interest paid during year	Total par value nominally but not actually issued	Total par value reac- quired after actual issue and held alive at close of year	Matured funded debt unpaid
		Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Total					
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.	\$ 119,200	\$ 140,000		\$ 259,200.00	\$ 15,552.00	\$ 3,576.00	\$ 230,800		
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	85,522.50	4,820.46	795,000		350,000
6	Ft. Dodge, Des Moines & So. R. R.	5,250,000	200,000	\$ 333,341.25	5,783,341.25	298,038.00	1,829.17	600,000		
7	Iowa Electric Light & Power Co.	13,600,000		2,116,080.29	15,716,080.29	912,862.23	869,893.16		\$ 3,000	
8	Iowa Southern Utilities Co.	12,628,500		3,517,800.00	16,146,300.00	969,930.31	965,340.03	1,684,600	202,400	68,000
9	Mason City & Clear Lake R. R.									324,000
10	Tama & Toledo R. R.	25,000			25,000.00	1,500.00				
11	Waterloo, Cedar Falls & No. Ry.	5,773,000	1,260,000		7,033,000.00	364,250.00		2,202,000		286,875
	Total	\$ 38,029,200	\$ 2,233,500	\$ 5,967,221.54	\$46,229,921.54	\$ 2,647,655.04	\$ 1,845,458.82	\$ 5,512,400	\$ 205,400	\$ 2,091,875

TABLE 3—UNMATURED FUNDED DEBT—YEAR 1932—Continued

PART 3—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Electric Interurban Railway Companies	Amount Bearing Interest Rate Per Annum of						Grand total unmatured funded debt	Matured funded debt unpaid
		5%	5½%	5¾%	6%	7%	8%		
1	Cedar Rapids & Marion City Ry.								
2	Charles City Western Ry.				\$ 259,200.00		\$ 259,200.00		
3	Clinton, Davenport & Muscatine Ry.							\$ 1,063,000.00	
4	Colfax Springs Railway								
5	Des Moines & Central Iowa R. R.				633,500.00	\$ 633,500.00	1,267,000.00	350,000.00	
6	Ft. Dodge, Des Moines & So. R. R.	\$ 5,250,000.00			217,650.00	315,691.25	5,783,341.25		
7	Iowa Electric Light & Power Co.	3,600,000.00	\$ 4,001,500.00		2,109,036.90	6,005,543.39	15,716,080.29		
8	Iowa Southern Utilities Co.		7,335,600.00	\$ 25,800.00	5,913,400.00	1,516,500.00	16,146,300.00	68,000.00	
9	Mason City & Clear Lake R. R.							324,000.00	
10	Tama & Toledo R. R.				25,000.00		25,000.00		
11	Waterloo, Cedar Falls & No. Ry.	5,773,000.00			1,260,000.00		7,033,000.00	286,875.00	
	Total	\$14,623,000.00	\$11,337,100.00	\$ 25,800.00	\$10,417,786.90	\$ 8,471,234.64	\$1,355,000.00	\$46,229,921.54	\$ 2,091,875.00

^a7½% per annum.

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT—YEAR 1932

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.						\$ 426,174.95	\$ 274,335.33	\$ 700,510.28	21.32	\$ 32,856.95	
3	C., D. & M. Ry.	\$ *487.23	\$ *1,331.98	\$ 227.69	\$ 3,440.91	\$ 1,849.39	\$1,363,394.91	1,038,659.36	583,510.94	2,985,565.21	58.32	51,192.82
4	Colfax Springs Ry.						26,566.82	186.70	26,753.52	1.00	26,753.52	
5	D. M. & C. I. R. R.						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.	8,387.52	*287,985.39	2,392.56	*36.89	*277,242.20	7,327,458.01	2,479,018.92	9,806,476.93	148.37	66,094.74	
7	I. E. L. & P. Co.	51,823.06	*471.44	214,839.67	*116,839.44	149,351.85		31,110,630.64	31,110,630.64	27.30	1,139,583.54	
8	Ia. So. Util. Co.	5,620.91	10,162.02	15,803.60	475.16	32,061.69		289,148.70	920,125.20	1,209,273.90	29.62	40,826.26
9	M. C. & C. L. R. R.	2,410.15	*9.00	2.04	6,463.58	8,866.77		764,338.84	400,347.34	1,164,686.18	15.53	74,995.89
10	Tama & Toledo R. R.		300.00			300.00			143,368.81	143,368.81	3.50	40,962.52
11	W., C. F. & N. Ry.	9,751.20	12,459.45	4,050.48		26,261.13	2,441,886.86	4,653,505.83	2,799,131.69	9,894,524.38	111.12	89,043.60
	Total	\$77,505.61	\$*266,876.34	\$237,316.04	\$*106,496.68	\$*58,551.37	\$6,292,231.51	\$14,845,988.69	\$39,305,856.48	\$60,444,076.68	475.80	

*Credit.

TABLE 5—INCOME STATEMENT—YEAR 1932
PART 1—OPERATING, NON-OPERATING AND GROSS INCOME

Number	Electric Interurban Railway Companies	Operating		Net Revenue from		Net operating revenues	Taxes assigned to railway operations	Operating income	Total non-operating income	Gross income	Total deductions from gross income	Income transferred to profit and loss
		Revenues	Expenses	Railway operations	Auxiliary operations (net)							
1	C. R. & M. C.---	\$ 20,817.69	\$ 21,046.70	\$ *229.01		\$ *229.01	\$ 1,188.52	\$ *1,417.53		\$ *1,417.53		\$ *1,417.53
2	C. C. W. Ry.---	50,773.61	47,884.32	2,889.29		2,889.29	4,348.01	*1,458.72		*1,458.72	\$ 16,820.05	*18,278.77
3	C., D. & M.---	244,896.40	254,769.33	*9,872.93	\$ 31,404.39	21,531.46	16,401.74	5,129.72	\$ 2,171.14	7,300.86	17,638.24	*10,337.38
4	C. S. Ry.---											
5	D. M. & C. I.---	285,460.49	315,327.40	*29,866.91		*29,866.91	19,401.94	*49,268.85	3,979.61	*45,289.24	128,068.55	*173,357.79
6	Ft. D. D. M. & S.---	436,705.40	741,380.98	*304,675.58	79,780.78	*224,894.80	41,806.20	*266,701.00	10,856.45	*255,844.55	323,258.84	*579,103.39
7	I. E. L. & P.---	333,246.84	273,704.55	59,422.29	2,548,623.88	2,608,166.17	12,734.83	2,595,431.34	52,285.48	2,647,716.82	1,192,594.06	1,455,122.76
8	I. S. U. Co.---	151,776.38	107,601.90	44,174.48		44,174.48	6,126.92	38,047.56	1,568,609.98	1,606,657.54	1,155,550.16	451,107.38
9	M. C. & C. L.---	99,101.96	101,652.29	*2,550.33		*2,550.33	4,149.29	*6,699.62	4,389.21	*2,310.41	41,716.09	*44,026.50
10	T. & T. R. R.---	12,552.16	9,379.96	3,172.20		3,172.20	528.57	2,643.63	776.16	3,419.79	1,500.00	1,919.79
11	W., C. F. & N.---	564,316.04	609,341.29	*45,025.25		*45,025.25	28,632.51	*73,657.76	9,738.08	*63,919.68	461,870.28	*525,789.96
	Total-----	\$2,199,646.97	\$2,482,088.72	\$*282,441.75	\$2,659,809.05	\$2,377,367.30	\$135,318.53	\$2,242,048.77	\$1,652,806.11	\$3,894,854.88	\$3,339,016.27	\$555,838.61

*Deficit.

TABLE 6—PROFIT AND LOSS STATEMENT—YEAR 1932

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 appro- priations of surplus	Loss on road and equipment retired	Miscellaneous debts
		At beginning of year	Transferred from income account							
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.	\$ 26,178.53	\$ 18,278.77							
3	Clinton, Davenport & Muscatine Ry.	1,346,066.87	10,337.38							\$ 1,425.43
4	Colfax Springs Railway	6,012.30	95.50							
5	Des Moines & Central Iowa R. R.	1,430,970.83	173,357.79							
6	Ft. Dodge, Des Moines & So. R. R.	1,233,610.36	579,103.39						\$ 2,859.91	2,338.43
7	Iowa Electric Light & Power Co.			\$ 602,842.50	\$ 415,997.81	\$ 831.96				64,848.06
8	Iowa Southern Utilities Co.					436.21	\$ 737.45	\$ 2,055.86		37,906.99
9	Mason City & Clear Lake R. R.	3,764.44	44,026.50					300.00		
10	Tama & Toledo R. R.	147,602.90								
11	Waterloo, Cedar Falls & No. Ry.	4,718,326.97	525,789.96						3,914.35	229.04
	Total	\$ 8,912,533.20	\$ 1,350,989.29	\$ 602,842.50	\$ 415,997.81	\$ 1,268.17	\$ 737.45	\$ 2,355.86	\$ 6,774.26	\$ 106,747.95

TABLE 6—PROFIT AND LOSS STATEMENT—YEAR 1932—Continued

PART 2—DEBITS AND CREDITS

Number	Electric Interurban Railway Companies	Debits		Credits						
		Credit balance carried forward to balance sheet	Total debits	Credit Balance		Profit on road and equipment sold	Donations	Miscellaneous credits	Debit balance car- ried forward to balance sheet	Total credits
				At beginning of year	Transferred from balance sheet					
1	Cedar Rapids & Marlon City Ry.....									
2	Charles City Western Ry.....		\$ 44,457.30						\$ 44,457.30	\$ 44,457.30
3	Clinton, Davenport & Muscatine Ry.....		1,357,829.68							1,357,829.68
4	Colfax Springs Railway.....		6,107.80					\$ 173.98	1,357,655.70	1,357,829.68
5	Des Moines & Central Iowa R. R.....		1,604,328.62						6,107.80	6,107.80
6	Ft. Dodge, Des Moines & So. R. R.....		1,817,912.09						1,604,328.62	1,604,328.62
7	Iowa Electric Light & Power Co.....	\$ 598,365.31	1,682,885.64	\$ 219,956.03	\$ 1,455,122.76	\$ 15.02		101.67	1,817,795.40	1,817,912.09
8	Iowa Southern Utilities Co.....	1,182,826.15	1,223,962.66	763,624.07	451,107.38		\$ 831.96	6,974.89		1,682,885.64
9	Mason City & Clear Lake R. R.....		48,090.94					9,231.21		1,223,962.66
10	Tama & Toledo R. R.....		147,602.90					294.82	47,796.12	48,090.94
11	Waterloo, Cedar Falls & No. Ry.....		5,248,260.32					8.47	145,674.64	147,602.90
	Total.....	\$ 1,781,191.46	\$13,181,437.95	\$ 983,580.10	\$ 1,908,149.93	\$ 15.02	\$ 831.96	\$ 20,404.39	\$10,268,456.55	\$13,181,437.95

TABLE 7—RAILWAY OPERATING REVENUES—YEAR 1932

PART 1—OPERATING REVENUES

Number	Electric Interurban Railway Companies	Revenue from Transportation						Total transpor- tation revenues	Total revenue from other railway operations	Grand total operating revenues
		Passenger	Mail	Baggage and express	Freight	Switching	All other trans- portation revenue			
1	Cedar Rapids & Marion City Ry.-----	\$ 18,300.33		\$ 2,285.59			\$ 7.33	\$ 20,593.25	\$ 224.44	\$ 20,817.69
2	Charles City Western Ry.-----	559.72	\$ 1,058.03	1,216.03	\$ 47,436.73	\$ 38.25		50,308.76	464.85	50,773.61
3	Clinton, Davenport & Muscatine Ry.-----	33,914.12	4,519.11	111.25	195,456.04	1,109.97	5,331.04	240,441.53	4,454.87	244,896.40
4	Colfax Springs Railway-----									
5	Des Moines & Central Iowa R. R.-----	16,681.99	1,258.39	1,859.16	204,016.59	6,460.48	1,538.55	231,815.16	53,645.33	285,460.49
6	Ft. Dodge, Des Moines & So. R. R.-----	9,285.11	1,802.40	1,644.32	405,632.97	13,036.14		431,400.94	5,304.46	436,705.40
7	Iowa Electric Light & Power Co.-----	56,199.44	2,951.04	1,432.42	250,539.96	11,428.07		322,550.93	10,695.91	333,246.84
8	Iowa Southern Utilities Co.-----	9,547.88	2,448.32	1,161.96	131,558.94	3,963.87		148,680.97	3,095.41	151,776.38
9	Mason City & Clear Lake R. R.-----	32,146.29	369.30	2.82	53,184.94	8,227.80		93,931.15	5,170.81	99,101.96
10	Tama & Toledo R. R.-----			999.46	11,340.16			12,339.62	212.54	12,552.16
11	Waterloo, Cedar Falls & No. Ry.-----	156,692.96	2,844.61	2,949.60	366,118.88	7,836.31		536,442.36	27,873.68	564,316.04
	Total-----	\$ 333,327.84	\$ 17,251.20	\$ 13,662.61	\$ 1,665,285.21	\$ 52,100.89	\$ 6,876.92	\$ 2,088,504.67	\$ 111,142.30	\$ 2,199,646.97

TABLE 8—RAILWAY OPERATING EXPENSES—YEAR 1932

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.....	\$ 5,095.57	\$ 3,079.57	\$ 3,171.50	\$ 7,076.59	\$ 18.60	\$ 2,604.87	\$ 21,046.70	100.10
2	Charles City Western Ry.....	12,861.51	4,323.61	3,164.40	11,048.86	2,906.20	13,579.74	47,884.32	94.31
3	Clinton, Davenport & Muscatine Ry.....	52,695.69	30,690.31	34,036.76	64,817.79	4,937.93	67,590.85	254,769.33	104.03
4	Colfax Springs Railway.....								
5	Des Moines & Central Iowa R. R.....	71,189.33	30,520.39	50,493.44	72,697.14	9,476.31	80,950.79	315,327.40	110.46
6	Ft. Dodge, Des Moines & So. R. R.....	97,262.25	198,489.49	129,548.13	168,572.40	25,421.17	122,087.54	741,380.98	169.76
7	Iowa Electric Light & Power Co.....	60,374.33	23,946.09	28,470.26	96,011.86	10,343.94	54,558.07	273,704.55	82.13
8	Iowa Southern Utilities Co.....	20,689.93	11,062.84	15,888.65	28,682.46	2,692.52	28,585.50	107,601.90	70.90
9	Mason City & Clear Lake R. R.....	12,687.49	15,844.12	16,165.65	35,189.97	575.76	21,189.30	101,652.29	102.57
10	Tama & Toledo R. R.....	960.03	1,213.75	830.53	3,792.24	41.85	2,541.56	9,379.96	74.73
11	Waterloo, Cedar Falls & No. Ry.....	76,060.55	78,260.39	88,552.26	194,518.20	24,113.22	147,836.67	609,341.29	107.98
	Total.....	\$ 409,876.68	\$ 397,430.56	\$ 370,321.58	\$ 682,407.51	\$ 80,527.50	\$ 541,524.89	\$ 2,482,088.72	

TABLE 9—TAXES ASSIGNABLE TO RAILWAY OPERATIONS—YEAR 1932
PART 1—TAXES AND COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

Number	Electric Interurban Railway Companies	Taxes					Comparative General Balance Sheet —Asset Side		
		Other than U. S. government taxes	U. S. government taxes	Total taxes	Miles of road owned—single track	Average tax per mile of road owned	Table 10—Part 1—Total Investments		
							December 31, 1932	December 31, 1931	Increase or de- crease, 1932
1	Cedar Rapids & Marion City Ry.....								
2	Charles City Western Ry.....	\$ 4,340.35	\$ 7.66	\$ 4,348.01	21.32	\$ 203.94	\$ 700,510.28	\$ 700,510.28	
3	Clinton, Davenport & Muscatine Ry.....	16,365.63	36.11	16,401.74	58.32	281.23	3,236,252.13	3,218,285.32	\$ 17,966.81
4	Colfax Springs Railway.....						26,753.52	26,753.52	
5	Des Moines & Central Iowa R. R.....	19,401.94		19,401.94	59.72	324.88	3,404,739.00	3,404,739.00	
6	Ft. Dodge, Des Moines & So. R. R.....	41,089.60	716.60	41,806.20	148.37	281.77	9,986,618.80	10,261,661.00	*275,042.20
7	Iowa Electric Light & Power Co.....	12,734.83		12,734.83	27.30	466.46	33,942,719.25	34,647,118.67	*704,399.42
8	Iowa Southern Utilities Co.....	6,126.92		6,126.92	29.62	206.85	26,077,902.21	26,157,440.05	*79,537.84
9	Mason City & Clear Lake R. R.....	4,123.20	26.09	4,149.29	15.53	267.17	1,170,469.28	1,161,887.99	8,581.29
10	Tama & Toledo R. R.....	528.57		528.57	3.50	151.02	143,368.81	143,068.81	300.00
11	Waterloo, Cedar Falls & No. Ry.....	28,632.51		28,632.51	111.12	257.67	9,901,214.38	10,027,541.10	*126,326.72
	Total.....	\$ 133,343.55	\$ 786.46	\$ 134,130.01	474.80	282.49	\$ 88,590,547.66	\$ 89,749,005.74	\$ 1,158,458.08

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—YEAR 1932

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, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.	\$ 19,152.63	\$ 15,799.59	\$ 3,353.04						
3	Clinton, Davenport & Muscatine Ry.	113,971.83	168,737.80	*54,765.97				\$ 6,308.70	\$ 7,174.84	\$ *866.14
4	Colfax Springs Railway	550.00	550.00					18,334.66	22,861.82	*4,527.16
5	Des Moines & Central Iowa R. R.	104,478.92	106,874.05	*2,395.13				168,357.55	165,672.32	2,685.23
6	Ft. Dodge, Des Moines & So. R. R.	523,306.90	525,278.38	*1,971.48	\$ 410,817.57	\$ 219,857.37	\$ 190,960.20	83,725.10	98,687.68	*14,962.58
7	Iowa Electric Light & Power Co.	1,435,962.16	1,345,191.19	90,770.97				1,098,843.93	1,789,782.30	*690,938.37
8	Iowa Southern Utilities Co.	1,183,642.47	1,316,368.28	*132,725.81	8,419.42	11,677.58	*3,258.16	1,091,519.62	1,098,772.16	*7,252.54
9	Mason City & Clear Lake R. R.	59,315.74	69,729.74	*10,414.00				10,307.82	3,651.66	6,656.16
10	Tama & Toledo R. R.	2,866.17	4,025.66	*1,159.49				481.45	150.10	331.35
11	Waterloo, Cedar Falls & No. Ry.	448,952.52	372,309.04	76,643.48				358,096.30	409,020.46	*50,924.16
	Total	\$ 3,892,199.34	\$ 3,924,863.73	\$ *32,664.39	\$ 419,236.99	\$ 231,534.95	\$ 187,702.04	\$ 2,835,975.13	\$ 3,595,773.34	\$ *759,798.21

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—YEAR 1932—Continued
PART 3—GRAND TOTAL ASSETS AND CAPITAL STOCK AND GOVERNMENTAL GRANTS—LIABILITY SIDE

Number	Electric Interurban Railway Companies	Grand Total Assets			Total Capital Stock			Total Government Grants		
		December 31, 1932	December 31, 1931	Increase or de- crease, 1932	December 31, 1932	December 31, 1931	Increase or de- crease, 1932	December 31, 1932	December 31, 1931	Increase or de- crease, 1932
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.	\$ 725,971.61	\$ 723,484.71	\$ 2,486.90	\$ 290,400.00	\$ 290,400.00		\$ 126,107.75	\$ 126,107.75	
3	Clinton, Davenport & Muscatine Ry.	3,368,558.62	3,409,884.94	*41,326.32	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.	3,677,575.47	3,677,285.37	290.10	1,160,000.00	1,160,000.00				
6	Ft. Dodge, Des Moines & So. R. R.	11,004,468.37	11,105,484.43	*101,016.06	3,997,100.00	3,997,100.00				
7	Iowa Electric Light & Power Co.	36,477,525.34	37,782,092.16	*1,304,566.82	17,523,346.84	19,801,008.60	\$*2,277,661.76			
8	Iowa Southern Utilities Co.	28,361,483.72	28,584,258.07	*222,774.35	9,017,850.00	9,045,010.64	*27,160.64			
9	Mason City & Clear Lake R. R.	1,240,092.84	1,235,269.39	4,823.45	400,000.00	400,000.00				
10	Tama & Toledo R. R.	146,716.43	147,244.57	*528.14	23,300.00	23,300.00				
11	Waterloo, Cedar Falls & No. Ry.	10,708,263.20	10,808,870.60	*100,607.40	2,997,050.00	2,997,050.00				
	Total	\$95,737,959.12	\$97,501,177.76	\$*1,763,218.64	\$36,080,746.84	\$38,385,569.24	\$*2,304,822.40	\$ 126,107.75	\$ 126,107.75	

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—YEAR 1932

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, 1932	December 31, 1931	Increase or de- crease, 1932	December 31, 1932	December 31, 1931	Increase or de- crease, 1932	December 31, 1932	December 31, 1931	Increase or de- crease, 1932
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.	\$ 259,200.00	\$ 259,200.00		\$ 45,417.12	\$ 26,411.83	\$ 19,005.29	\$ 224.96	\$ 253.08	\$ *28.12
3	Clinton, Davenport & Muscatine Ry.	187,771.32	229,753.82	\$ *41,982.50	3,811,392.61	3,831,354.08	*19,961.47	225.28	300.36	*75.08
4	Colfax Springs Railway				8,411.32	8,315.82	95.50			
5	Des Moines & Central Iowa R. R.	1,542,723.31	1,542,723.31		1,442,121.87	1,331,551.72	110,570.15	1,388.70	3,566.73	*2,178.03
6	Ft. Dodge, Des Moines & So. R. R.	5,783,341.25	5,796,541.25	*13,200.00	1,151,809.60	881,667.48	270,142.12	460,956.60	260,238.00	200,718.60
7	Iowa Electric Light & Power Co.	15,716,080.29	16,367,929.93	*651,849.64	581,277.36	666,553.95	*85,276.59	93,214.42	93,741.27	*526.85
8	Iowa Southern Utilities Co.	16,146,300.00	16,412,900.00	*266,600.00	631,631.04	970,301.40	*338,670.36	114,962.34	114,394.31	568.03
9	Mason City & Clear Lake R. R.	410,857.08	673,520.00	*262,662.92	347,948.46	42,940.83	305,007.63			
10	Tama & Toledo R. R.	25,000.00	25,000.00		241,744.53	244,676.33	*2,931.80			
11	Waterloo, Cedar Falls & No. Ry.	7,633,000.00	7,033,000.00		5,650,070.14	5,234,218.30	415,851.84			
	Total	\$47,104,273.25	\$48,340,568.31	\$*1,236,295.06	\$13,911,824.05	\$13,237,991.74	\$ 673,832.31	\$ 670,972.30	\$ 472,493.75	\$ 198,478.55

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—YEAR 1932—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, 1932	December 31, 1931	Increase or de- crease, 1932	December 31, 1932	December 31, 1931	Increase or de- crease, 1932	December 31, 1932	December 31, 1931	Increase or de- crease, 1932
1	Cedar Rapids & Marion City Ry.....									
2	Charles City Western Ry.....	\$ 49,079.08	\$ 47,290.58	\$ 1,788.50	\$ 44,457.30	\$ 26,178.53	\$ 18,278.77	\$ 725,971.61	\$ 723,484.71	\$ 2,486.90
3	Clinton, Davenport & Muscatine Ry.....	80,125.11	47,843.55	32,281.56	^a 1,357,655.70	^a 1,346,066.87	^b 11,588.83	3,368,558.62	3,409,884.94	*41,326.32
4	Colfax Springs Railway.....				^a 6,107.80	^a 6,012.30	^b 95.50	27,303.52	27,303.52	
5	Des Moines & Central Iowa R. R.....	1,135,670.21	1,070,414.44	65,255.77	^a 1,604,328.62	^a 1,430,970.83	^b 173,357.79	3,677,575.47	3,677,285.37	290.10
6	Ft. Dodge, Des Moines & So. R. R.....	1,329,056.32	1,303,548.06	25,508.26	^a 1,717,795.40	^a 1,133,610.36	^b 584,185.04	11,004,468.37	11,105,484.43	*101,016.06
7	Iowa Electric Light & Power Co.....	888,485.52	621,668.90	266,816.62	1,675,120.91	231,189.51	^c 1,443,931.40	36,477,525.34	37,782,092.16	*1,304,566.82
8	Iowa Southern Utilities Co.....	1,104,064.08	1,129,170.07	*25,105.99	1,346,676.26	912,481.65	^c 434,194.61	28,361,483.72	28,584,258.07	*222,774.35
9	Mason City & Clear Lake R. R.....	117,212.53	112,573.00	4,639.53	^a 35,925.23	6,235.56	^b 42,160.79	1,240,092.84	1,235,269.39	4,823.45
10	Tama & Toledo R. R.....	2,346.54	1,871.14	475.40	^a 145,674.64	^a 147,602.90	^d 1,928.26	146,716.43	147,244.57	*528.14
11	Waterloo, Cedar Falls & No. Ry.....	272,784.03	262,929.27	9,854.76	^a 5,244,640.97	^a 4,718,326.97	^b 526,314.00	10,708,263.20	10,808,870.60	*100,607.40
	Total.....	\$4,978,823.42	\$4,597,309.01	\$381,514.41	\$7,134,788.49	\$7,658,862.04	\$524,073.55	\$95,737,959.12	\$97,501,177.76	\$*1,763,218.64

*Decrease.

^aDeficit.

^bIncrease in corporate surplus deficit, 1932 over 1931.

^cIncrease in corporate surplus, 1932 over 1931.

^dDecrease in corporate deficit, 1932 over 1931.

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—YEAR 1932

PART 1—MILEAGE AND MISCELLANEOUS TRAFFIC STATISTICS

Number	Electric Interurban Railway Companies	Total		Total			Grand total passengers carried	Employees and others carried free	Passenger revenue	Average Fare		Total revenue from transportation
		Car mileage	Car hours	Regular fare passengers carried	Revenue transfer passengers carried	Free transfer passengers carried				Revenue passengers	All passengers	
1	Cedar Rapids & Marion City Ry.....	150,994	16,531	129,710			129,710		\$ 18,300.33	\$.14108	\$.14108	\$ 20,593.25
2	Charles City Western Ry.....	45,991	4,850	1,753			1,753	72	559.72	.31872	.31872	50,308.76
3	Clinton, Davenport & Muscatine Ry.....	716,197	25,344	35,189			35,189	13,067	19,845.92	.56398	.56398	218,747.51
4	Colfax Springs Railway.....											
5	Des Moines & Central Iowa R. R.....	366,737	14,414	34,587			34,616*	14,409	16,681.99	.48232	.48192	231,815.16
6	Ft. Dodge, Des Moines & So. R. R.....	1,377,137	450,478	12,328			12,328	23,537	9,285.11	.75317	.75317	431,400.94
7	Iowa Electric Light & Power Co.....	649,507		271,766	3,806		275,572	27,253	56,199.44	.20394	.20394	322,550.93
8	Iowa Southern Utilities Co.....	362,507	11,982	43,024			43,024	8,371	9,547.88	.22190	.22190	148,680.97
9	Mason City & Clear Lake R. R.....	382,534	39,919	367,553			370,060	38,660	32,146.29	.08746	.08687	93,931.15
10	Tama & Toledo R. R.....	15,375										12,339.62
11	Waterloo, Cedar Falls & No. Ry.....	2,164,662	220,901	1,039,898		127,147	1,167,045		130,651.35	.12564	.11195	509,810.47
	Total Year 1932.....	6,231,641	784,419	1,935,808	3,806	129,683	2,069,297	125,369	\$ 293,218.03	\$.15664	\$.14169	\$ 2,040,178.76
	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
	Decrease, 1932.....	1,123,130	178,441	664,940	1,409	79,632	745,981	16,595	\$ 119,413.60	\$.00343	\$.00529	\$ 571,258.17

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—YEAR 1932—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 Rev- enues Per		Total operating expenses	Operating Ex- penses Per	
		Car mile	Car hour		Car mile	Car hour		Car mile	Car hour		Car mile	Car hour
1	Cedar Rapids & Marion City Ry.....	\$.13638	\$ 1.24572	\$ 224.44	\$.00148	\$.01357	\$ 20,817.69	\$.13787	\$ 1.25931	\$ 21,046.70	\$.13938	\$ 1.27316
2	Charles City Western Ry.....	1.09388	10.37294	464.85	.01010	.09584	50,773.61	1.10399	10.46878	47,884.32	1.04116	9.87305
3	Clinton, Davenport & Muscatine Ry....	.30542	8.63114	4,454.87	.00622	.17578	223,202.38	.31165	8.80691	225,320.14	.31461	8.89047
4	Colfax Springs Railway.....											
5	Des Moines & Central Iowa R. R.....	.63210	16.08264	53,645.33	.14628	3.72175	285,460.49	.77838	19.80439	315,327.40	.85982	21.87647
6	Ft. Dodge, Des Moines & So. R. R.....	.31325	.95765	5,304.46	.00385	.01177	436,705.40	.31711	.96943	741,380.98	.53835	1.64576
7	Iowa Electric Light & Power Co.....	.49661		10,695.91	.01647		333,246.84	.51308		273,704.55	.42140	
8	Iowa Southern Utilities Co.....	.41040		3,095.41	.00853		151,776.38	.41860		107,601.90	.29680	
9	Mason City & Clear Lake R. R.....	.24555	2.35044	5,170.81	.01352	.12953	99,101.96	.25907	2.48257	101,652.29	.26573	2.54646
10	Tama & Toledo R. R.....	.80258		212.54	.01382		12,552.16	.81640		9,379.96	.61008	
11	Waterloo, Cedar Falls & No. Ry.....	.23552	2.30787	27,873.68	.01288	.12618	537,684.15	.24839	2.43405	585,657.92	.27055	2.65122
	Total.....	\$.32739	\$ 2.17395	\$ 111,142.30	\$.01783	\$.12575	\$ 2,151,321.06	\$.34522	\$ 2.14094	\$ 2,428,956.16	\$.38978	\$ 2.63875

TABLE 12—ACCIDENTS TO PERSONS AND EMPLOYEES, YEAR 1932, AND AGGREGATE SALARIES AND WAGES PAID DURING YEAR

Number	Electric Interurban Railway Companies	Accidents							General Administration		Maintenance of Way and Structures		Maintenance of Equipment		Power		Transportation		Total employees	Aggregate salary and wages paid during year
		Killed				Injured			General officers	General office clerks	Superintendents	Other employees	Superintendents	Other employees	Superintendents	Other employees	Superintendents	Other employees		
		Passengers	Employees	Other persons	Total	Passengers	Employees	Other persons													Total
1	Cedar Rapids & Marion City Ry.																			
2	Charles City Western Ry.					1		1	5	1	1	3								
3	Clinton, Davenport & Muscatine Ry.								7	14	2	21	1					1	6	18
4	Colfax Springs Railway																	3	49	96
5	Des Moines & Central Iowa R. R.			4	4		12	6	3	7	2	16	2	4	1	1				
6	Ft. Dodge, Des Moines & So. R. R.	1	1	2	1	23	3	27	4	12	2	38	1	23	2	15	2	46	84	127,159.21
7	Iowa Electric Light & Power Co.	2		2		18	2	20	5	105	3	23	1	16	3	33	28	585	247	386,657.11
8	Iowa Southern Utilities Co.				3	2	1	6	8	2	1	10	1	8			1	18	49	51,037.24
9	Mason City & Clear Lake R. R.								3	3		5	1	3		2		16	33	65,909.30
10	Tama & Toledo R. R.								4									3	8	4,258.46
11	Waterloo, Cedar Falls & No. Ry.			1	1	14	33	15	62	8	27	6	53	1	51	1	9	6	121	283
	Total	3	6	9	18	89	27	134	47	171	17	169	8	105	7	60	44	992	1,620	\$2,347,364.52

TABLE 13—DESCRIPTION OF EQUIPMENT—YEAR 1932

Number	Electric Interurban Railway Companies	Passenger Cars								All Other Equipment																Passenger Cars											
		Closed		Open		Combination cars, closed and open		Total		Freight cars		Express cars		Mail and baggage cars		Work cars		Snow plows		Sweepers		Miscellaneous		Locomotives		Grand total equipment		Aggregate seating capacity	Average seating capacity per car								
		B	C	B	C	B	C	B	C	B	C	B	C	B	C	B	C	B	C	B	C	B	C	B	C	B	C										
1	C. R. & M. C. Ry.																																				
2	C. C. W. Ry.	5						5									2				1				3		9	2	150	30							
3	C., D. & M. Ry.	6	^d 3					6	^d 3			12	6				^e 2							2		14	17	283	31								
4	Colfax Springs Ry.																						5	7	22	174	560	56									
5	D. M. & C. I. R. R.	10						10			153	2	2			3	12		2					7		22	346	473	43								
6	Ft. D., D. M. & S.	8	3					8	3		314					1	27		2				13		22	346	473	43									
7	I. E. L. & P. Co.	16	2					16	2		16	1			5	1		2		1			8	4	25	31	738	41									
8	Ia. So. Util. Co.	5						5			18					4		1		2			3		8	25	186	37									
9	M. C. & C. L. R. R.	12	9		6			12	15	4	1					1	3			1					18	19	1,176	44									
10	Tama & Toledo R. R.																					2			1		3										
11	W., C. F. & N. Ry.	49	2					49	2		119			3	2	2	10		1	3			^f 31	7	64	165	1,911	39									
	Total	111	19		6			111	25	4	633	9	2	3	7	8	60	2	6	6	2		46	39	1	182	782	5,477	38								

B—With electrical equipment.
 C—Without electrical equipment.
^dBuses.
^eFreight trucks.
^fIncludes seven buses.

STATISTICS
OF
Railway Bridge
AND
Terminal Railway Companies
For the Year Ended December 31, 1932

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, 1932—ENTIRE LINE

PART 1—MILEAGE OPERATED SINGLE TRACK AND ALL TRACKS

Number	Railway Bridge and Terminal Railway Companies	Mileage Operated—Single Track						Total Mileage Owned Solely		Mileage Operated—All Tracks						Total miles operated— all tracks	Changes during year— all tracks	Mileage Owned, Not Operated		Total Mileage Owned Solely		
		Mileage Owned			Trackage Rights			Single track	Changes during year	Miles of				Total miles operated— all tracks	Main line			Yard tracks and sidings, etc.	All tracks	Changes during year		
		Iowa	Illinois	Nebraska	Iowa	Illinois	Nebraska			First Main Track		Yard Tracks, Sidings, Etc.										
										Iowa	Illinois	Nebraska	All other main tracks								Iowa	Illinois	Nebraska
1	Dun. & Dub. Br. Co.	1.18	.12				1.30	1.30	1.18	.12			.99			2.29			2.29			
2	Keo. & Ham. Br. Co.	.34	.32				.66	.66	.34	.32						.66			.66			
3	Om. Br. & Ter. Ry. Co.	.58		1.45		7.89	9.92	2.03	.58		1.45	^a 12.56		25.26		39.85			30.05			
4	Sioux City Bridge 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	2.36	20.11	48.76	5.35	11.61		3.15	22.58	16.32	59.01	31.80		86.75				
7	Des Moines Terminal Co.	.98					.98	.98	.98				8.36		9.34		3.74	13.08				
8	Des Moines Union Ry.	6.15			.97		7.12	6.15	7.12				34.37		41.49	7.29		29.53	.04			
9	Des Moines West'n Ry.*	1.47					1.47	1.47	1.47				3.73		5.20	1.47	3.73	5.20				
10	Iowa Transfer Railway	.24					.24	.24	.24				3.88		4.12			4.12				
11	Sioux City Ter. Ry.	2.62					2.62	2.62	2.62				15.15		17.77			17.77				
	Total Year 1932	26.15	12.05	3.59	1.76	2.36	7.89	53.80	115.86	27.12	12.05	3.59	15.71	95.83	16.32	25.91	196.53	7.29	75.54	9.47	250.52	.04
	Total Year 1931	26.15	12.05	3.59	1.76	2.36	7.89	53.80	115.86	27.12	12.05	3.59	15.71	88.54	16.32	25.91	189.24		75.54	9.47	250.48	
	Increase or decrease, 1932													7.29		7.29					.04	

^aIn Nebraska.

*Operated by Ft. Dodge, Des Moines & Southern.

NOTE—Numbers 1 to 4 inclusive are railway bridge companies and numbers 5 to 11 inclusive are terminal railway companies.

TABLE 2—CAPITAL STOCK AND INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR 1932
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							Miles of road owned—single track	Average investment per mile of road owned			
		Par value of amount authorized—common	Total par value actually outstanding at close of year—common	Investment to June 30, 1907		Investment from July 1, 1907 to June 30, 1914			Investment Since June 30, 1914				Total investment in road and equipment		
				Road	Equipment	Road	Equipment	General	Road	Equipment				General	
1	Dun. & Dub. Br. Co.-----	\$ 1,000,000	\$ 1,000,000	\$ 1,016,863		\$ 33,142				\$ 28,875			\$ 1,078,880	1.30	\$ 829,907
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. Co.-----	7,500,000	5,000,000	6,738,391	\$ 18,785	2,560	\$ ^a 18,785			933,241		11,066	7,685,258	2.03	3,785,841
4	Sioux City Bridge Co.-----	945,800	945,800	945,800		915				29,430			976,145	3.88	251,584
5	B., M. & N. W. Ry.-----	100,000	100,000							124,985	\$ 36,665	13,463	175,113	^b 5.50	31,839
6	D., R. I. & N. W. Ry.-----	3,000,000	3,000,000	3,139,766	144,050	188,092	19,368			503,862	^a 78,985	3,681	3,919,834	48.76	80,390
7	Des Moines Terminal Co.-----	500,000	327,000	85,099		66,972				60,058			212,129	.98	216,458
8	Des Moines Union Ry.-----	400,000	400,000	1,180,948	43,196	68,350	23,050	235		196,696	92,337	1,305	1,606,117	6.15	260,836
9	Des Moines Western Ry.-----	300,000	151,000	185,131		^a 86,918				23,907			122,120	1.47	23,485
10	Iowa Transfer Railway-----	80,500	80,500	30,862		2,860				53,582			87,304	.24	363,767
11	Sioux City Ter. Ry.-----	400,000	400,000			100,030	34,919			358,329	40,175	9,817	543,270	2.62	207,355
	Total-----	\$ 15,226,300	\$ 12,404,300	\$ 15,322,860	\$206,031	\$376,003	\$ 58,552	\$ 235		\$2,312,965	\$ 90,192	\$402,911	\$ 18,769,749	73.59	

^aCredit.

^bOwned and operated 5.5 miles (42.27 miles owned, not operated, not included.)

TABLE 3—INCOME ACCOUNT, YEAR 1932

PART 1—OPERATING REVENUES AND EXPENSES AND INCOME TRANSFERRED TO PROFIT AND LOSS

Number	Railway Bridge and Terminal Railway Companies	Railway Operating		Net from railway operations	Railway tax accruals	Uncollectible 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
		Revenues	Expenses										
1	Dun. & Dub. Br. Co.				\$ 13,951.42		\$ *13,951.42	\$137,222.39	\$123,270.97		\$123,270.97	\$123,270.97	
2	Keo. & Ham. Br. Co.	\$ 86,759.00	\$ 55,422.60	\$31,336.40	13,800.00		17,536.40	37,972.58	55,508.98	\$ 64,420.00	*8,911.02		\$ *8,911.02
3	Om. Br. & Ter. Ry. Co.												
4	Sioux City Bridge Co.		589.34	*589.34	31,611.14		*32,200.48	111,520.92	79,320.44		79,320.44	53,374.00	25,946.44
5	B., M. & N. W. Ry.	28,306.35	45,383.61	*17,077.26	2,000.00		*19,077.26		*19,077.26	7,782.62	*26,859.88		*26,859.88
6	D., R. I. & N. W. Ry.				69,921.96		*69,921.46	108,899.26	38,977.30	38,807.72	169.58		169.58
7	Des Moines Terminal Co.				1,600.00		*1,600.00	17,934.21	16,334.21	7,750.18	8,584.03		8,584.03
8	Des Moines Union Ry.				76,293.68	\$ 16.00	*76,309.68	106,407.27	30,097.59	29,973.68	123.91		123.91
9	Des Moines Western Ry.							7,991.37	7,991.37	2,602.87	5,388.50		5,388.50
10	Iowa Transfer Railway	55,849.72	49,421.02	6,428.70	2,068.30		4,360.40	455.74	4,816.14		4,816.14		4,816.14
11	Sioux City Ter. Ry.	177,253.48	152,694.39	24,559.09	6,924.81	85.43	17,548.85	237.80	17,786.65	92,200.29	*74,413.64	68.20	*74,481.84
	Total	\$348,168.55	\$303,510.96	\$44,657.59	\$218,171.31	\$ 101.43	\$*173,615.15	\$528,641.54	\$355,026.39	\$243,537.36	\$111,489.03	\$176,713.17	\$*65,224.14

*Deficit.

TABLE 4—PROFIT AND LOSS ACCOUNT, YEAR 1932
PART 1—DEBITS AND CREDITS

Number	Railway Bridge and Terminal Railway Companies	Debits					Credits				
		Debit Balance		Miscellaneous debits	Credit balance carried to balance sheet	Total	Credit Balance		Miscellaneous credits	Debit balance carried to balance sheet	Total
		At beginning of year	Transferred from income				At beginning of year	Transferred from income			
1	Dun. & Dub. Br. Co.				\$ 32,202.01	\$ 32,202.01					\$ 32,202.01
2	Keo. & Ham. Br. Co.		\$ 8,911.02	\$ 525.00	58,168.26	67,604.28					67,604.28
3	Om. Br. & Ter. Ry. Co.				47,695.62	47,695.62					47,695.62
4	Sioux City Bridge Co.				226,017.62	226,017.62					226,017.62
5	B., M. & N. W. Ry.	\$ 72,563.24	26,859.88			99,423.12					99,423.12
6	D., R. I. & N. W. Ry.	31,664.53		216.76		31,881.29			\$ 99,423.12		99,423.12
7	Des Moines Terminal Co.			443.25	83,582.39	84,025.64	72,838.24	8,584.03	\$ 1,072.03	30,809.26	31,881.29
8	Des Moines Union Ry.			229.00		229.00		2,603.37			84,025.64
9	Des Moines Western Ry.			7,550.00	25,543.60	33,093.60	27,705.10	123.91	105.09		229.00
10	Iowa Transfer Railway			5,735.52	18,342.52	24,078.04	19,261.90	5,388.50			33,093.60
11	Sioux City Ter. Ry.		74,481.84	140.23	18,423.90	93,045.97	91,455.59	4,816.14			24,078.04
	Total	\$ 104,227.77	\$ 110,252.74	\$ 14,839.76	\$ 509,975.92	\$ 739,296.19	\$ 558,833.92	\$ 44,859.02	\$ 5,370.87	\$ 130,232.38	\$ 739,296.19

TABLE 5—RAILWAY OPERATING REVENUES AND EXPENSES, YEAR 1932

PART 1—REVENUES AND EXPENSES

Number	Railway Bridge and Terminal Railway Companies	Operating Revenues				Operating Expenses						Operating ratio—per cent	
		Total rail-line transportation revenue	Total incidental operating revenue	Total joint facility operating revenue—debit	Total railway operating revenue	Maintenance of		Transportation—rail-line	Miscellaneous operations	General	Joint facility—credit		Total operating expenses
						Way and structures	Equipment						
1	Dun. & Dub. Br. Co.					\$ 5,779.86		\$ 15,969.00		\$ 3,195.15	\$ 24,944.01		
2	Keo. & Ham. Br. Co.		\$ 86,759.00		\$ 86,759.00	23,131.11		3,925.00	\$ 7,298.88	21,067.61		\$ 55,422.60	63.88
3	Om. Br. & Ter. Ry. Co.												
4	Sioux City Bridge Co.					18,530.89		6,801.24		589.34	25,332.13	589.34	
5	B., M. & N. W. Ry.	\$ 21,157.96	7,148.39		28,306.35	8,252.40	\$ 9,164.99	11,891.62		16,074.60		45,383.61	160.33
6	D., R. I. & N. W. Ry.	53,155.52	8,474.08	\$ 61,629.60		120,344.80	18,735.66	149,887.02		9,606.24	298,573.72		
7	Des Moines Terminal Co.												
8	Des Moines Union Ry.	72,495.30	9,923.55	82,418.85		40,207.10	29,205.69	264,800.13		32,676.44	366,889.36		
9	Des Moines Western Ry.												
10	Iowa Transfer Railway		55,849.72		55,849.72	3,826.28	1,291.14	31,565.12	7,839.64	4,898.84		49,421.02	88.49
11	Sioux City Ter. Ry.	172,710.19	4,543.29		177,253.48	18,880.31	22,194.07	91,789.91	1,767.43	18,062.67		152,694.39	86.14
	Total	\$319,518.97	\$172,698.03	\$144,048.45	\$348,168.55	\$238,952.75	\$ 80,591.55	\$576,629.04	\$ 16,905.95	\$106,170.89	\$715,739.22	\$303,510.96	

TABLE 6—TAXES ON RAILWAY PROPERTY AND COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE,
YEAR 1932

PART 1—TAXES AND INVESTMENTS

Number	Railway Bridge and Terminal Railway Companies	Taxes on Railway Property			Miles 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, 1932	December 31, 1931	Increase or de- crease, 1932
1	Dunleith & Dubuque Bridge Co.....	\$ 27,000.00	\$ *13,048.50	\$ 13,951.50	1.30	\$ 10,731.92	\$ 1,078,880.33	\$ 1,078,824.03	\$ 56.30
2	Keokuk & Hamilton Bridge Co.....	13,800.00		13,800.00	.66	20,909.09	2,365,167.65	2,373,630.15	*8,462.50
3	Omaha Bridge & Terminal Railway Co.....						7,685,257.88	7,684,621.27	636.61
4	Sioux City Bridge Co.....	25,561.63	6,049.51	31,611.14	3.88	8,147.20	976,144.82	973,106.82	3,038.00
5	Burlington, Muscatine & Northwestern Ry.....	2,000.00		2,000.00	5.50	363.64	186,814.76	186,814.76	
6	Davenport, Rock Island & Northwestern Ry.....	69,896.48	25.48	69,921.96	48.76	1,290.44	3,934,683.62	3,898,050.59	36,633.03
7	Des Moines Terminal Company.....		1,600.00	1,600.00	.98	1,632.65	401,875.78	402,421.53	*545.75
8	Des Moines Union Railway.....	76,239.25	54.43	76,293.68	6.15	12,405.48	1,682,606.73	1,682,506.00	100.73
9	Des Moines Western Railway.....						218,818.51	218,811.66	6.85
10	Iowa Transfer Railway.....	1,847.24	221.06	2,068.30	.24	8,617.92	87,304.18	87,134.18	170.00
11	Sioux City Terminal Railway.....	6,924.81		6,924.81	2.62	2,643.06	544,107.07	542,535.64	1,571.43
	Total.....	\$ 223,269.41	\$ *5,098.02	\$ 218,171.39	70.09		\$19,161,661.33	\$19,128,456.63	\$ 33,204.70

*Credit.

*Decrease.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET, YEAR 1932
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, 1932	December 31, 1931	Increase or de- crease, 1932	December 31, 1932	December 31, 1931	Increase or de- crease, 1932	December 31, 1932	December 31, 1931	Increase or de- crease, 1932
1	Dunleith & Dubuque Bridge Co.-----	\$ 7,602.64	\$ 24,860.82	\$ *17,258.18						
2	Keokuk & Hamilton Bridge Co.-----	34,968.03	38,251.70	*3,283.67	\$ 75.00	\$ 1,525.00	\$*1,450.00	\$ 5,020.32	\$ 6,585.29	\$*1,564.97
3	Omaha Bridge & Terminal Railway Co.-----									
4	Sioux City Bridge Co.-----	513,303.81	499,246.75	14,057.06				11,500.00	12,000.00	*500.00
5	Burlington, Muscatine & Northwestern Ry.-----	1,556.63	2,446.11	*889.48						
6	Davenport, Rock Island & Northwestern Ry.-----	170,416.08	166,294.86	4,121.22	141,237.62	139,113.57	2,124.05	6,303.94	43.01	6,260.93
7	Des Moines Terminal Company-----	16,178.72	6,384.43	9,794.29				2,717.70	2,717.70	
8	Des Moines Union Railway-----	272,954.86	277,763.11	*4,808.25	140,105.68	144,667.15	*4,561.47	1,714.04	2,421.24	*707.20
9	Des Moines Western Railway-----	4,478.81	4,574.65	*95.84				3,867.45	3,867.45	
10	Iowa Transfer Railway-----	25,242.79	26,774.56	*1,531.77	8,842.38	7,936.86	905.52	125.13	97.60	27.53
11	Sioux City Terminal Railway-----	27,955.61	44,275.71	*16,320.10	5,427.80	5,359.60	68.20	8,851.24	6,126.90	2,724.34
	Total-----	\$ 1,074,657.98	\$ 1,090,872.70	\$ *16,214.72	\$ 295,688.48	\$ 298,602.18	\$*2,913.70	\$40,099.82	\$33,859.19	\$ 6,240.63

*Decrease.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET, YEAR 1932—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, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932
1	Dun. & Dub. Br. Co.....	\$ 1,086,482.97	\$ 1,103,684.85	\$ *17,201.88	\$ 1,000,000.00	\$ 1,000,000.00				
2	Keo. & Ham. Br. Co.....	2,405,231.00	2,419,992.14	*14,761.14	1,000,000.00	1,000,000.00				
3	Om. Br. & Ter. Ry. Co.....	7,685,257.88	7,684,621.27	636.61	5,000,000.00	5,000,000.00	\$ 1,231,000.00	\$ 1,251,000.00	\$ *20,000.00	
4	Sioux City Bridge Co.....	1,500,948.63	1,484,353.57	16,595.06	945,800.00	945,800.00				
5	B., M. & N. W. Ry.....	188,371.39	189,260.87	*889.48	100,000.00	100,000.00				
6	D., R. I. & N. W. Ry.....	4,252,641.26	4,203,502.03	49,139.23	3,000,000.00	3,000,000.00	1,144,403.07	1,102,481.61	41,921.46	
7	Des Moines Terminal Co.....	420,772.20	411,523.66	9,248.54	327,000.00	327,000.00				
8	Des Moines Union Ry.....	2,097,381.31	2,107,357.50	*9,976.19	400,000.00	400,000.00	714,529.53	724,079.56	*9,550.03	
9	Des Moines Western Ry.....	227,164.77	227,253.76	*88.99	151,000.00	151,000.00				
10	Iowa Transfer Railway.....	121,514.48	121,943.20	*428.72	80,500.00	80,500.00				
11	Sioux City Ter. Ry.....	586,341.72	598,297.85	*11,956.13	400,000.00	400,000.00				
	Total.....	\$20,572,107.61	\$20,551,790.70	\$ 20,316.91	\$12,404,300.00	\$12,404,300.00	\$ 5,722,523.09	\$ 5,709,515.05	\$ 13,008.04	

*Decrease.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET, YEAR 1932—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, 1932	December 31, 1931	Increase or de- crease, 1932	December 31, 1932	December 31, 1931	Increase or de- crease, 1932	December 31, 1932	December 31, 1931	Increase or de- crease, 1932
1	Dunleith & Dubuque Bridge Co.....	\$ 460.21	\$ 551.07	\$ *90.86				\$ 33,284.71	\$ 50,395.73	\$ *17,111.02
2	Keokuk & Hamilton Bridge Co.....	12,512.50	12,512.50					103,550.24	88,875.36	14,674.88
3	Omaha Bridge & Terminal Railway Co.....									
4	Sioux City Bridge Co.....	53,670.70	68,522.08	*14,851.38				272,934.63	267,434.63	5,500.00
5	Burlington, Muscatine & Northwestern Ry.....	130,768.96	112,108.10	18,660.86				57,025.55	49,716.01	7,309.54
6	Davenport, Rock Island & Northwestern Ry.....	31,981.99	33,290.05	*1,308.06	\$ 1,086.81	\$ 1,473.03	\$ *386.22	99,413.05	92,051.66	7,361.39
7	Des Moines Terminal Company.....		2,000.00	*2,000.00				3,850.00	3,345.61	504.39
8	Des Moines Union Railway.....	716,471.31	722,978.32	*6,507.01		141.09	*141.09	239,804.47	233,582.53	6,221.94
9	Des Moines Western Railway.....	325.23	706.72	*381.49				47,774.44	45,320.44	2,454.00
10	Iowa Transfer Railway.....	2,927.20	4,267.58	*1,340.38				10,902.38	9,976.86	925.52
11	Sioux City Terminal Railway.....	74,104.35	15,937.71	58,166.64				88,395.67	85,554.95	2,840.72
	Total.....	\$ 1,023,222.45	\$ 972,874.13	\$ 50,348.32	\$ 1,086.81	\$ 1,614.12	\$ *527.31	\$ 956,935.14	\$ 926,253.78	\$ 30,681.36

*Decrease.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET, YEAR 1932—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, 1932	December 31, 1931	Increase or de- crease, 1932	December 31, 1932	December 31, 1931	Increase or de- crease, 1932
1	Dunleith & Dubuque Bridge Co.....	\$ 52,738.05	\$ 52,738.05		\$ 1,086,482.97	\$ 1,103,684.85	\$ *17,201.88
2	Keokuk & Hamilton Bridge Co.....	58,168.26	67,604.28	\$ * 9,436.02	2,405,231.00	2,419,992.14	*14,761.14
3	Omaha Bridge & Terminal Railway Co.....	52,667.39	52,667.39		7,685,257.88	7,684,621.27	636.61
4	Sioux City Bridge Co.....	228,543.30	202,596.86	25,946.44	1,500,948.63	1,484,353.57	16,595.06
5	Burlington, Muscatine & Northwestern Ry.....	^a 99,423.12	^a 72,563.24	*26,859.88	188,371.39	189,260.87	*889.48
6	Davenport, Rock Island & Northwestern Ry.....	^a 24,243.66	^a 25,794.32	1,550.66	4,252,641.26	4,203,502.03	49,139.23
7	Des Moines Terminal Company.....	89,922.20	79,178.05	10,744.15	420,772.20	411,523.66	9,248.54
8	Des Moines Union Railway.....	26,576.00	26,576.00		2,097,381.31	2,107,357.50	*9,976.19
9	Des Moines Western Railway.....	28,065.10	30,226.60	*2,161.50	227,164.77	227,253.76	*88.99
10	Iowa Transfer Railway.....	27,184.90	27,198.76	*13.86	121,514.48	121,943.20	*428.72
11	Sioux City Terminal Railway.....	23,841.70	96,805.19	*72,963.49	586,341.72	598,297.85	*11,956.13
	Total.....	\$ 464,040.12	\$ 537,233.62	\$ *73,193.50	\$ 20,572,107.61	\$ 20,551,790.70	\$ 20,316.91

*Decrease.

^aDeficit.

TABLE 7—EMPLOYEES AND COMPENSATION, DIVIDEND APPROPRIATIONS
SWITCHING, TERMINAL, TRAFFIC AND CAR STATISTICS, YEAR 1932

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			
				Rate per cent—regular	Par value of amount on which dividend was declared—common	Distribution of Charge		Freight Traffic				Passenger Traffic			In revenue service	In work service			
						Income	Profit and loss	Number of Cars Handled in Switching Operations		Number of Cars Handled at Cost for Tenant Companies		Number of Cars Handled at Cost for Tenant Companies							
				Earning Revenue				Not Earning Revenue		Terminal Operations		Terminal Operations							
				Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Work service							
1	Dun. & Dub. Br. Co.....	7	\$ 5,334.63	12.327	\$1,000,000	\$ 123,270.97							*391,513		*25,549			417,062	
2	Keo. & Ham. Br. Co.....	12	21,223.28																
3	Om. Br. & Ter. Ry. Co.....																		
4	Sioux City Bridge Co.....			5.64+	945,800	53,374.00													
5	B., M. & N. W. Ry.....	17	25,099.19																
6	D., R. I. & N. W. Ry.....	134	181,517.21				5,195			10	5,209							10,414	10
7	Des Moines Terminal Co...	2	6,040.00				18,912											18,912	
8	Des Moines Union Ry.....	232	356,027.73																
9	Des Moines Western Ry....	1	2,400.00	5.0	151,000	\$ 7,550.00	15,951	15,951				38,152	23,946			10,109		104,109	
10	Iowa Transfer Railway.....	22	34,691.28	6.0	80,500	4,830.00													
11	Sioux City Ter. Ry.....	57	95,759.29				46,714	490			46,300							95,504	
	Total.....	484	\$ 728,093.21		\$2,177,300	\$ 176,644.97	\$12,380.00	86,772	16,441	10	51,509	429,665	23,946	25,549	10,109			646,001	10

*Not separated between loaded and empty.

TABLE 8—TIES AND RAILS LAID IN REPLACEMENT AND IN NEW LINES AND EXTENSIONS, YEAR 1932

PART 1—TIES AND RAILS LAID DURING YEAR

Number	Railway Bridge and Terminal Railway Companies	Ties Laid in Replacement and in New Lines and Extensions					Rails Laid in Replacement and in 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	Dun. & Dub. Br. Co.				9,628	\$ 432.30	\$ 44.90	1	\$ 34.25	26.49			
2	Keo. & Ham. Br. Co.												
3	Om. Br. & Ter. Ry. Co.												
4	Sioux City Bridge Co.												
5	B., M. & N. W. Ry.	108	\$ 124.20	\$ 1.15									
6	D., R. I. & N. W. Ry.	17,463	30,743.73	1.76	69,774	2,562.32	36.72	797	32,841.59	41.20	156	\$ 4,049.85	\$ 25.96
7	Des Moines Terminal Co.												
8	Des Moines Union Ry.	3,097	3,518.68	1.13	17,264	814.83	47.19	9	370.79	41.20	11	361.00	32.82
9	Des Moines Western Ry.												
10	Iowa Transfer Railway												
11	Sioux City Ter. Ry.	1,260	1,215.42	.97	18,204	701.65	38.54				30	998.82	33.29
	Total	21,928	\$ 35,602.03	\$ 1.62	114,870	\$ 4,511.10	\$ 39.27	807	\$ 33,246.63	\$ 41.19	197	\$ 5,409.67	\$ 27.46

STATISTICS

OF

Railway Express Agency, Incorporated

For the Year Ended December 31, 1932

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED,
FOR THE YEAR ENDED DECEMBER 31, 1932

Items Reported	Amount Year 1932
MILEAGE COVERED—ENTIRE LINE	
Steam roads	213,756.64
Electric lines	2,622.80
Steamboat lines	24,945.00
Stage lines	5,048.70
Ferries	35.50
Aircraft lines	10,687.00
Gas motors—rail lines	410.32
Total	257,685.96
MILEAGE COVERED—IOWA	
Steam roads	9,690.66
Electric lines	312.21
Aircraft lines	484.00
Stage lines	30.90
Miscellaneous	
Total	10,517.77
CAPITAL STOCK	
Number of shares authorized	1,000
Par value of one share	No par value
Total par value authorized	
Total par value outstanding	
Total par value held by respondent	
Total par value not held by respondent	
FUNDED DEBT	
Total par value authorized	\$ 50,000,000.00
Total par value outstanding	32,000,000.00
Total par value held by respondent	
Total par value not held by respondent	32,000,000.00
Interest: Amount accrued during year	1,681,319.46
Amount paid during year	1,694,011.13
COST OF REAL PROPERTY AND EQUIPMENT	
Land	\$ 8,041,071.98
Buildings:	
Buildings and appurtenances on land owned	\$ 8,022,189.01
Buildings and appurtenances on land not owned	3,813,746.52
Improvements to buildings not owned	78,590.82
Total buildings	\$ 11,914,526.35
Equipment:	
Cars	\$ 964,919.32
Horses	959.14
Automobiles	21,500,089.77
Wagons and sleighs	71,387.25
Harness equipment	842.81
Office furniture and equipment	3,024,149.01
Office safes	485,207.54
Trucks	2,875,831.12
Stable equipment	1,584.67
Garage equipment	730,406.80
Line equipment	522,318.54
Shop equipment	234,595.93
Miscellaneous equipment	5,352.78
Total equipment	\$ 30,417,644.68
Total real property and equipment	\$ 50,373,243.01

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED,
FOR THE YEAR ENDED DECEMBER 31, 1932—Continued

Items Reported	Amount Year 1932
DEPRECIATION—BUILDING AND EQUIPMENT	
Buildings:	
Buildings and appurtenances on land owned.....	\$ 2,756,610.19
Buildings and appurtenances on land not owned.....	1,297,602.53
Improvements to buildings not owned.....	23,075.02
Total buildings.....	\$ 4,077,287.74
Equipment:	
Cars.....	\$ 800,219.31
Horses.....	787.02
Automobiles.....	14,692,152.93
Wagons and sleighs.....	58,265.96
Harness equipment.....	633.43
Office furniture and equipment.....	1,994,203.83
Office safes.....	339,946.10
Trucks.....	2,068,445.78
Stable equipment.....	1,079.81
Garage equipment.....	413,724.29
Line equipment.....	353,591.56
Shop equipment.....	148,634.92
Miscellaneous equipment.....	3,239.00
Total equipment.....	\$ 20,874,923.94
Total real property and equipment.....	\$ 24,952,211.68
INCOME ACCOUNT	
Operating Income:	
Charges for transportation.....	\$ 137,703,061.09
Express privileges—Dr.	53,085,259.60
Revenue from transportation.....	\$ 84,617,801.49
Revenue from operations other than transportation.....	2,817,763.59
Total operating revenues.....	\$ 87,435,565.08
Operating expenses.....	84,512,534.87
Net operating revenue.....	\$ 2,923,030.21
Uncollectible revenue from transportation.....	30,183.04
Express taxes.....	1,379,539.93
Operating income.....	\$ 1,513,307.24
Other Income:	
Rent from real property and equipment used jointly.....	\$ 212.63
Miscellaneous rent income.....	117,881.48
Income from funded securities.....	12,595.61
Income from unfunded securities and accounts.....	103,170.80
Contributions from other companies.....	—
Total other income.....	\$ 233,860.52
Gross income.....	\$ 1,747,167.76
Deductions from Gross Income:	
Rent for real property and equipment used jointly.....	\$ 786.02
Miscellaneous rents.....	—
Interest on funded debt.....	1,681,319.46
Interest on unfunded debt.....	4,757.09
Amortization of discount on funded debt.....	64,559.05
Separately operated properties—loss.....	—
Miscellaneous income debits.....	333.95
Total deductions from gross income.....	\$ 1,751,755.57
Net income.....	\$ *4,587.81

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED,
FOR THE YEAR ENDED DECEMBER 31, 1932—Continued

Items Reported	Amount Year 1932
Disposition of Net Income:	
Total appropriations of income.....	
Income balance transferred to profit and loss.....	\$ *4,587.81
*Deficit.	
PROFIT AND LOSS ACCOUNT	
Debit Items:	
Debit balance at beginning of year.....	
Debit balance transferred from income.....	\$ 4,587.81
Loss on land sold.....	1,216.50
Miscellaneous debits.....	3,740.29
Balance carried to balance sheet.....	
Total.....	\$ 9,544.60
Credit Items:	
Credit balance at beginning of year.....	
Credit balance transferred from income.....	
Profit on real property and equipment sold.....	1,635.65
Unrefunded overcharges.....	930.01
Miscellaneous credits.....	6,978.94
Total.....	\$ 9,544.60
OPERATING REVENUES	
Transportation:	
Express, domestic.....	\$ 137,570,001.53
Miscellaneous.....	133,059.56
Total transportation.....	\$ 137,703,061.09
Contract Payments:	
Express privileges—Dr.	
Revenue from transportation.....	
Operations Other Than Transportation:	
Customs brokerage fees.....	\$ 113,524.98
Order and commission.....	4,303.17
Rents of buildings and other property.....	99,779.06
C. O. D. checks.....	1,448,048.63
Profit or exchange and other financial revenue.....	10.91
Miscellaneous.....	1,152,096.84
Total other than transportation.....	\$ 2,817,763.59
Total operating revenues.....	\$ 87,435,565.08
OPERATING EXPENSES	
Maintenance.....	\$ 6,120,659.79
Traffic.....	370,707.91
Transportation.....	72,530,340.58
General.....	5,490,826.59
Total operating expenses.....	\$ 84,512,534.87
Ratio of operating expenses to operating revenues.....	96.66%
TAXES AND ASSESSMENTS	
Total tax—entire line.....	\$ 1,379,539.93
Total tax—Iowa.....	12,055.55

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED,
 FOR THE YEAR ENDED DECEMBER 31, 1932—Continued

Items Reported	Amount Year 1932
COMPARATIVE BALANCE SHEET—ASSET SIDE	
Investments:	
December 31, 1932.....	\$ 50,867,707.31
December 31, 1931.....	51,515,254.94
Decrease, 1932	\$ 647,547.63
Current Assets:	
December 31, 1932.....	\$ 19,638,148.85
December 31, 1931.....	21,527,305.68
Decrease, 1932	\$ 1,889,246.83
Deferred Assets:	
December 31, 1932.....	\$ 32,972.88
December 31, 1931.....	34,269.25
Decrease, 1932	\$ 1,296.37
Unadjusted Debits:	
December 31, 1932.....	\$ 918,894.92
December 31, 1931.....	1,181,191.48
Decrease, 1932	\$ 262,296.56
Grand Total Asset Side:	
December 31, 1932.....	\$ 71,457,723.96
December 31, 1931.....	74,258,111.35
Decrease, 1932	\$ 2,800,387.39
COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE	
Total Stock Liabilities:	
December 31, 1932.....	\$ 100,000.00
December 31, 1931.....	100,000.00
No change	
Long Term Debt:	
December 31, 1932.....	\$ 32,000,000.00
December 31, 1931.....	32,800,000.00
Decrease	\$ 800,000.00
Current Liabilities:	
December 31, 1932.....	\$ 12,330,751.56
December 31, 1931.....	15,711,098.69
Decrease, 1932	\$ 3,380,347.13
Deferred Liabilities:	
December 31, 1932.....	\$ 33,181.75
December 31, 1931.....	34,269.25
Decrease, 1932	\$ 1,087.50
Unadjusted Credits:	
December 31, 1932.....	\$ 26,993,700.65
December 31, 1931.....	25,612,743.41
Increase, 1932	\$ 1,381,047.24
Corporate Surplus:	
December 31, 1932.....	None
December 31, 1931.....	None
No change	
Grand Total Liability Side:	
December 31, 1932.....	\$ 71,457,723.96
December 31, 1931.....	74,258,111.35
Decrease, 1932	\$ 2,800,387.39

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED,
FOR THE YEAR ENDED DECEMBER 31, 1932—Continued

Equipment Owned	Number	Value
Cars	246	\$ 164,700.01
Horses	5	172.12
Automobiles:		
Gasoline	7,713	4,569,883.24
Electric	1,532	1,110,241.96
Trailers	461	284,596.97
Batteries	1,807	843,214.67
Wagons and Sleighs:		
Wagons, double	129	12,792.64
Wagons, single	16	298.16
Sleighs	3	10.33
Buggies	1	20.16
Harness equipment		209.38
Office furniture and equipment		1,029,945.18
Office safes	16,882	145,261.44
Trucks:		
Trucks	60,893	763,986.28
Truck batteries, electric power	632	43,399.06
Stable equipment		504.86
Garage equipment		316,682.51
Line Equipment:		
Safes, car	2,420	67,199.65
Safes, messengers'	6,786	12,971.41
Trunks, packing	7,518	36,523.09
Other line equipment		52,032.83
Shop equipment		85,961.01
Miscellaneous equipment		2,113.78
Total		\$ 9,542,720.74
Railway Express Agency does not issue financial paper.		
Number of express offices in the United States at close of year ended December 31, 1932:		
Joint with railroads		18,637
All others		3,420
Total		22,057
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 during year		
		103,876,568

EMPLOYEES, SERVICE AND COMPENSATION

Number of employees in service	34,522
Total compensation during year	\$ 59,771,581.08
Average yearly compensation	1,731.40
Average monthly compensation	144.28
Average daily compensation	4.81
Distribution:	
Maintenance	1,570,673.40
Per cent of total	2.63
Traffic	\$ 187,881.56
Per cent of total .....	.31
Transportation	\$ 54,497,056.16
Per cent of total	91.18
General	3,515,969.96
Per cent of total	5.88
Total compensation	\$ 59,771,581.08

STATISTICS
OF
Passenger and Freight Motor Carriers

For the Year Ended December 31, 1932

Class "1" Motor Carriers are those having Annual Gross Operating Revenues of \$30,000.00 and above.

Class "2" Motor Carriers are those having Annual Gross Operating Revenues under \$30,000.00.

TABLE 10—CLASS 1 PASSENGER CARRIERS—COMPARATIVE GENERAL BALANCE SHEET, YEAR 1932

PART 1—ASSETS AND LIABILITIES

Items	Burlington Transportation Co.			Crandie Stages—Nevin Lines			Interstate Transit Lines			Pickwick Greyhound Lines, Inc. (1-1 to 2-7-32)		
	December 31, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932
ASSETS												
Total investment.....	\$414,134	\$399,663	\$ 14,471	\$569,556	\$676,675	\$ *107,119	\$3,191,643	\$2,957,166	\$ 234,477	\$ 246,186	\$ 330,862	\$ *84,676
Current assets.....	71,638	62,146	9,492	6,889	23,625	*16,736	518,557	534,157	*15,600	-----	4,916	*4,916
Deferred assets.....	500	600	*100	-----	1,390	*1,390	913,458	760,805	152,653	-----	-----	-----
Unadjusted debits.....	2,681	19,052	*16,371	-----	14,795	*14,795	66,329	69,381	*3,052	-----	1,384	*1,384
Grand total assets.....	\$488,953	\$481,461	\$ 7,492	\$576,445	\$716,485	\$ *140,040	\$4,689,987	\$4,321,509	\$ 368,478	\$ 246,186	\$ 337,162	\$ *90,976
LIABILITIES												
Capital stock.....	\$500,000	\$500,000	-----	\$540,000	\$540,000	-----	\$2,635,660	\$2,622,830	\$ 12,830	\$ 74,901	\$ 74,901	-----
Long term debt.....	-----	-----	-----	-----	175,991	\$ *175,991	-----	-----	-----	165,781	198,399	\$ *32,618
Current liabilities.....	6,149	24,608	*18,459	268,141	54,174	213,967	160,150	405,276	*245,126	-----	2,450	*2,450
Deferred liabilities.....	-----	-----	-----	-----	-----	-----	47,786	-----	47,786	-----	-----	-----
Unadjusted credits.....	194,820	144,024	50,796	29,156	96,086	*66,930	1,954,396	1,401,408	552,988	-----	51,071	*51,071
Corporate surplus.....	*212,016	*187,171	*24,845	*260,852	*149,766	*111,086	*108,005	*108,005	-----	5,504	10,341	*4,837
Grand total liabilities.....	\$488,953	\$481,461	\$ 7,492	\$576,445	\$716,485	\$ *140,040	\$4,689,987	\$4,321,509	\$ 368,478	\$ 246,186	\$ 337,162	\$ *90,976

^aDeficit.
*Decrease.

TABLE 10—CLASS 1 PASSENGER CARRIERS—COMPARATIVE GENERAL BALANCE SHEET, YEAR 1932
—Continued

PART 2—ASSETS AND LIABILITIES

Items	Jefferson Transportation Company			Northland Transportation Company			Waterloo, Cedar Falls & Northern Ry.			F. W. Smith—Rapid Transit Lines		
	December 31, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932	December 31, 1932	December 31, 1931	Increase or decrease, 1932
ASSETS												
Total investment.....	\$ 772,932	\$ 788,941	\$ *16,009	\$4,457,004	\$4,325,367	\$ 131,637	\$ 102,154	\$102,154		\$ 20,000	\$ 3,400	\$ 16,600
Current assets.....	78,996	80,097	*1,101	384,826	393,940	*9,114	2,784	2,882	\$ *98	987	600	387
Deferred assets.....	11,326	10,287	1,039	905	1,120	*215						
Unadjusted debits.....	6,417	9,132	*2,715	28,027	31,738	*3,711						
Grand total assets.....	\$ 869,671	\$ 888,457	\$ *18,786	\$4,870,762	\$4,752,165	\$ 118,597	\$ 104,938	\$105,036	\$ *98	\$ 20,987	\$ 4,000	\$ 16,987
LIABILITIES												
Capital stock.....	\$ 236,584	\$ 236,584		\$3,000,000	\$3,000,000					\$ 8,366		\$ 8,366
Long term debt.....	81,640	103,476	\$ *21,836	110,010		\$ 110,010						
Current liabilities.....	86,826	107,296	*20,470	151,007	203,048	*52,041				5,665	\$ 1,425	4,240
Deferred liabilities.....												
Unadjusted credits.....	337,671	293,889	43,782	1,237,907	1,118,767	119,140	\$ 75,627	\$ 74,395	\$ 1,232	5,000	1,000	4,000
Corporate surplus.....	126,950	147,212	*20,262	371,838	430,350	*58,512	29,311	30,641	*1,330	1,956	1,575	381
Grand total liabilities.....	\$ 869,671	\$ 888,457	\$ *18,786	\$4,870,762	\$4,752,165	\$ 118,597	\$ 104,938	\$105,036	\$ *98	\$ 20,987	\$ 4,000	\$ 16,987

*Decrease.

TABLE 20—CLASS 1 PASSENGER CARRIERS—INCOME ACCOUNT, YEAR 1932

PART 1—INCOME ACCOUNT

Number	Items	Burlington Transportation Co.	Clinton, Davenport & Muscatine Ry.	Interstate Transit Lines	Jefferson Transportation Co.	Northland Transportation Co.	Pickwick Greyhound Lines, Inc. (1-1 to 2-7-32)	Rapid Transit Lines—F. W. Smith	Waterloo, Cedar Falls & Northern Ry.	Grandic Stages, Inc. (Nevin Lines)	Total All Companies
1	Operating revenues.....	\$ 223,408.83	\$ 21,694.02	\$ 2,413,631.67	\$ 628,851.17	\$ 1,412,618.88	\$33,323.21	\$90,233.92	\$26,631.89	\$ 240,783.92	\$ 5,091,177.51
2	Operating expenses.....	282,401.61	33,187.09	2,481,344.95	610,671.18	1,395,579.79	31,774.84	88,278.26	23,683.37	418,150.69	5,365,071.78
3	Net revenue from operations.....	\$ *58,992.78	\$ *11,493.07	\$ *67,713.28	\$ 18,179.99	\$ 17,039.09	\$ 1,548.37	\$ 1,955.66	\$ 2,948.52	\$*177,366.77	\$ *278,894.27
4	Taxes.....	22,738.14		84,375.80	1,797.89	26,477.24			4,279.10		139,668.17
5	Uncollectible revenues.....			2,108.03		676.62					2,784.65
6	Total operating income.....	\$ *81,730.92	\$ *11,493.07	\$ *154,197.11	\$ 16,382.10	\$ *10,114.77	\$ 1,548.37	\$ 1,955.66	\$*1,330.58	\$*177,366.77	\$ *416,347.09
7	Total nonoperating income.....	56,882.07		2,769.67		73,801.21	47.46			68,616.32	202,116.73
8	Gross income.....	\$ *24,848.85	\$ *11,493.07	\$ *151,427.44	\$ 16,382.10	\$ 63,686.44	\$ 1,595.83	\$ 1,955.66	\$*1,330.58	\$*108,750.45	\$ *214,230.36
9	Deductions from gross income.....			7,990.30	6,382.73	4,429.94	6,433.39			1,780.88	27,017.24
10	Net income.....	\$ *24,848.85	\$ *11,493.07	\$ *159,417.74	\$ 9,999.37	\$ 59,256.50	\$*4,837.56	\$ 1,955.66	\$*1,330.58	\$*110,531.33	\$ *241,247.60
11	Total appropriations of income.....				30,861.50						30,861.50
12	Income transferred to profit and loss.....	\$ *24,848.85	\$ *11,493.07	\$ *159,417.74	\$ *20,862.13	\$ 59,256.50	\$*4,837.56	\$ 1,955.66	\$*1,330.58	\$*110,531.33	\$ *272,109.10

*Deficit.

TABLE 20—CLASS 1 PASSENGER CARRIERS—PROFIT AND LOSS STATEMENT, YEAR 1932

PART 2—CREDITS AND DEBITS

Items	Burlington Transportation Co.	Clinton, Davenport & Muscatine Ry.	Crandic Stages (Nevins Lines)	Interstate Transit Lines	Jefferson Transportation Co.	Northland Transportation Co.	Pickwick Greyhound Lines (1-1 to 2-7-32)	Rapid Transit Lines (F. W. Smith)	Waterloo, Cedar Falls & Northern Railway Co.	Total—All Companies
Credit balance at beginning of year					\$ 146,711.92	\$ 430,350.16		\$ 1,575.00	\$20,641.53	\$ 609,278.61
Credit balance transferred from income					9,999.37	59,256.50		1,955.66		71,211.53
Property and equipment retired from service						1,582.01				1,582.01
Miscellaneous credits	\$ 4.45		\$ 4,285.78	\$ 29,841.69	713.82					34,845.74
Contributions from owning companies				137,063.84						137,063.84
Debit balance carried to balance sheet	212,016.16		260,852.66	108,005.41			\$34,496.29			615,370.52
Total credits	\$ 212,020.61		\$ 265,138.44	\$ 274,910.94	\$ 157,425.11	\$ 491,188.67	\$34,496.29	\$ 3,530.66	\$30,641.53	\$ 1,469,352.25
Debit balance at beginning of year	\$ 187,171.76		\$ 149,765.96	\$ 108,005.41			\$29,658.73			\$ 474,601.86
Debit balance transferred from income	24,848.85		110,531.33	159,417.74			4,837.56		\$ 1,330.58	300,966.06
Dividend appropriations					\$ 23,000.00	\$ 118,500.00				141,500.00
Loss on equipment sold or retired						850.17				850.17
Miscellaneous debits			4,841.15	7,487.79	8,575.32			\$ 1,575.00		22,479.26
Credit balance carried to balance sheet					125,849.79	371,838.50		1,955.66	29,310.95	528,954.90
Total debits	\$ 212,020.61		\$ 265,138.44	\$ 274,910.94	\$ 157,425.11	\$ 491,188.67	\$34,496.29	\$ 3,530.66	\$30,641.53	\$ 1,469,352.25

STATISTICS OF MOTOR CARRIERS

TABLE 30—CLASS 1 PASSENGER
PART 1—OPERATING REVENUES AND EXPENSES.

Items	Burlington Trans- portation Company	Clinton, Davenport and Muscatine Ry. Co.	Grand Stages, Inc. (Nevin) Lines)
Passenger revenue—regular fare—Iowa.....	\$ 88,937.06	\$ 14,068.20	\$ 200,470.94
Passenger revenue—charter fare—Iowa.....	2,310.79		4,461.90
Total passenger revenue—Iowa.....	\$ 91,247.85	\$ 14,068.20	\$ 204,932.84
Passenger revenue—regular fare—without Iowa.....	\$ 109,111.96		\$ 15,553.74
Passenger revenue—charter fare—without Iowa.....	6,166.55		
Total passenger revenue—without Iowa.....	\$ 115,278.51		\$ 15,553.74
Total passenger revenue.....	\$ 206,526.36	\$ 14,068.20	\$ 220,486.58
Other transportation revenue—Iowa.....	\$ 10,279.46	\$ 1,971.02	\$ 2,639.26
Other transportation revenue—without Iowa.....	6,603.01		204.77
Total other transportation revenue.....	\$ 16,882.47	\$ 1,971.02	\$ 2,844.03
Total transportation revenue—Iowa.....	\$ 101,527.31	\$ 16,039.22	\$ 207,572.10
Total transportation revenue—without Iowa.....	121,881.52		15,758.51
Grand total transportation revenues.....	\$ 223,408.83	\$ 16,039.22	\$ 223,330.61
Revenue from other operations—Iowa.....		\$ 5,654.80	\$ 17,237.26
Revenue from other operations—without Iowa.....			216.05
Total revenue from other operations.....		\$ 5,654.80	\$ 17,453.31
Total operating revenues—Iowa.....	\$ 101,527.31	\$ 21,694.02	\$ 224,809.36
Total operating revenues—without Iowa.....	121,881.52		15,974.56
Grand total operating revenues.....	\$ 223,408.83	\$ 21,694.02	\$ 240,783.92
Operating expenses—maintenance—Iowa.....	\$ 52,439.18	\$ 11,370.97	\$ 126,251.61
Operating expenses—maintenance—without Iowa.....	68,630.78		9,356.90
Total maintenance expenses.....	\$ 121,069.96	\$ 11,370.97	\$ 135,608.60
Operating expenses—transportation—Iowa.....	\$ 75,904.14	\$ 18,720.98	\$ 240,020.67
Operating expenses—transportation—without Iowa.....	80,138.25		14,612.27
Total transportation expenses.....	\$ 156,042.39	\$ 18,720.98	\$ 254,632.94
Operating expenses—general—Iowa.....	\$ 10,724.63	\$ 3,095.14	\$ 25,983.42
Operating expenses—general—without Iowa.....	17,302.77		1,925.73
Total general expenses.....	\$ 28,027.40	\$ 3,095.14	\$ 27,909.15
Total operating expenses—Iowa.....	\$ 139,067.95	\$ 33,187.09	\$ 392,255.70
Total operating expenses—without Iowa.....	166,071.80		25,894.90
Grand total operating expenses.....	\$ 305,139.75	\$ 33,187.09	\$ 418,150.69
Motor operating income—Iowa.....	\$ *37,540.64	\$ *11,493.07	\$ *167,446.34
Motor operating income—without Iowa.....	*44,190.28		*9,920.43
Grand total motor operating income.....	\$ *81,730.92	\$ *11,493.07	\$ *177,366.77
Nonoperating income—system.....	\$ 56,882.07		\$ 68,616.32
Gross income—system.....	\$ *24,848.85	\$ *11,493.07	\$ *108,750.45
Deductions from gross income—system.....			1,780.88
Net income—system.....	\$ *24,848.85	\$ *11,493.07	\$ *110,531.33

*Deficit.

MOTOR CARRIERS, YEAR 1932

NON-OPERATING INCOME AND GROSS AND NET INCOME

Interstate Transit Lines	Jefferson Trans- portation Company	Northland Trans- portation Company	Pickwick Greyhound Lines, Inc. (1-1 to 2-7-32)	Rapid Transit Lines (F. W. Smith)	Waterloo, Cedar Falls & Northern Railway Co.	Total All Carriers
\$ 606,274.80 11,013.30	\$ 231,137.30 3,575.19	\$ 9,411.88 221.56	\$ 12,066.58 1,088.10	\$ 23,635.48	\$ 24,344.61 1,697.00	\$ 1,210,346.85 24,867.84
\$ 617,288.10	\$ 234,712.49	\$ 9,633.44	\$ 13,154.68	\$ 23,635.48	\$ 26,041.61	\$ 1,234,714.69
\$ 1,577,036.40 17,210.50	\$ 370,782.76 5,735.21	\$ 1,296,785.31 31,429.49	\$ 18,997.49 628.90	\$ 66,598.44		\$ 3,454,866.10 61,170.65
\$ 1,594,246.90	\$ 376,517.97	\$ 1,328,214.80	\$ 19,626.39	\$ 66,598.44		\$ 3,516,036.75
\$ 2,211,535.00	\$ 611,230.46	\$ 1,337,848.24	\$ 32,781.07	\$ 90,233.92	\$ 26,041.61	\$ 4,750,751.44
\$ 33,291.00 77,568.16	\$ 4,712.82 7,560.18	\$ 488.88 67,227.15	\$ 235.48 156.99		\$ 590.28	\$ 54,208.20 159,320.26
\$ 110,859.16	\$ 12,273.00	\$ 67,716.03	\$ 392.47		\$ 590.28	\$ 213,528.46
\$ 650,579.10 1,671,815.06	\$ 239,425.31 384,078.15	\$ 10,122.32 1,395,441.95	\$ 13,390.16 19,783.38	\$ 23,635.48 66,598.44	\$ 26,631.89	\$ 1,288,922.89 3,675,357.01
\$ 2,322,394.16	\$ 623,503.46	\$ 1,405,564.27	\$ 33,173.54	\$ 90,233.92	26,631.89	\$ 4,964,279.90
\$ 27,398.62 63,838.89	\$ 2,053.51 3,294.20	\$ 52.91 7,001.70	\$ 89.80 59.87			\$ 52,486.90 74,410.71
\$ 91,237.51	\$ 5,347.71	\$ 7,054.61	\$ 149.67			\$ 126,897.61
\$ 677,977.72 1,735,653.95	\$ 241,478.82 387,372.35	\$ 10,175.23 1,402,443.65	\$ 13,479.96 19,843.25	\$ 23,635.48 66,598.44	\$ 26,631.89	\$ 1,341,409.79 3,749,767.72
\$ 2,413,631.67	\$ 628,851.17	\$ 1,412,618.88	\$ 33,323.21	\$ 90,233.92	\$ 26,631.89	\$ 5,091,177.51
\$ 282,037.08 657,147.35	\$ 86,184.81 88,643.37	\$ 5,083.73 536,421.14	\$ 6,094.16 4,062.77	\$ 4,388.68 15,203.64	\$ 9,586.57	\$ 583,436.79 1,379,466.04
\$ 939,184.43	\$ 174,828.18	\$ 541,504.87	\$ 10,156.93	\$ 19,592.32	\$ 9,586.57	\$ 1,062,902.83
\$ 493,094.24 1,044,552.00	\$ 214,435.50 191,690.65	\$ 8,811.93 813,212.02	\$ 11,521.48 6,412.99	\$ 16,204.15 47,950.90	\$ 17,150.29	\$ 1,095,863.38 2,198,569.08
\$ 1,537,646.24	\$ 406,126.15	\$ 822,023.95	\$ 17,934.47	\$ 64,155.05	\$ 17,150.29	\$ 3,294,432.46
\$ 27,326.73 63,671.38	\$ 15,535.76 15,978.98	\$ 556.71 58,648.12	\$ 2,210.06 1,473.38	\$ 1,014.92 3,515.97	\$ 1,225.61	\$ 87,672.98 162,516.33
\$ 90,998.11	\$ 31,514.74	\$ 59,204.83	\$ 3,683.44	\$ 4,530.89	\$ 1,225.61	\$ 250,189.31
\$ 802,458.05 1,765,370.73	\$ 316,156.07 296,313.00	\$ 14,452.37 1,408,281.28	\$ 19,825.70 11,949.14	\$ 21,607.75 66,670.51	\$ 27,962.47	\$ 1,766,973.15 3,740,551.45
\$ 2,567,828.78	\$ 612,469.07	\$ 1,422,733.65	\$ 31,774.84	\$ 88,278.26	\$ 27,962.47	\$ 5,507,524.60
\$ *124,480.33 *29,716.78	\$ *74,677.25 91,059.35	\$ *4,277.14 *5,837.63	\$ *6,345.74 7,894.11	\$ 2,027.73 *72.07	\$ *1,330.58	\$ *425,563.36 9,216.27
\$ *154,197.11	\$ 16,382.10	\$ *10,114.77	\$ 1,548.37	\$ 1,955.66	\$ *1,330.58	\$ *416,347.09
\$ 2,769.67		\$ 73,801.21	\$ 47.46			202,116.73
\$ *151,427.44 7,990.30	\$ 16,382.10 6,382.73	\$ 63,686.44 4,429.94	\$ 1,595.83 6,433.39	\$ 1,955.66	\$ *1,330.58	\$ *214,230.36 27,017.24
\$ *159,417.74	\$ 9,999.37	\$ 59,256.50	\$ *4,837.56	\$ 1,955.66	\$ *1,330.58	\$ *241,247.60

TABLE 40—CLASS 1 PASSENGER
PART 1—MILEAGE TRAFFIC

Items	Burlington Trans- portation Company	Clinton, Davenport and Muscatine Ry. Co.	Crandle Stages, Inc. (Nevin) Lines)
Motor miles—Iowa -----	761,240	195,491	1,407,278
Motor miles—without Iowa -----	958,983		101,369
Total passenger motor miles -----	1,720,223	195,491	1,508,647
Revenue passengers carried—Iowa -----	79,422	30,829	137,727
Revenue passengers carried—without Iowa -----	102,678		1,711
Total revenue passengers carried -----	182,100	30,829	139,438
Nonrevenue passengers carried—system -----	10,051	4,203	1,008
Total passengers carried—system -----	192,151	35,032	140,536
Average fare revenue passengers—system -----	\$ 1.19125	\$.45633	\$ 1.58
Average fare all passengers—system -----	\$ 1.12597	\$.40158	\$ 1.57
Total operating revenues—system -----	\$ 223,408.83	\$ 21,694.02	\$ 240,783.02
Total operating revenues per motor miles—system -----	\$.12987	\$.09819	\$.15251
Motor passenger miles—revenue—system -----	7,282,942	562,729	10,657,234
Revenue per motor passenger mile—system -----	\$.02836	\$.025	\$.02069
Average miles carried—revenue passengers—system -----	42.01	18.25	76.43
Operating expenses—system -----	\$ 305,139.75	\$ 33,187.09	\$ 418,150.69
Operating expenses—revenue motor mile—system -----	\$.17738	\$.15021	\$.26486
Ton-miles operated—Iowa -----	5,725,938	1,544,392	15,629,701
Operating revenues—Iowa -----	\$ 101,527.31	\$ 21,694.02	\$ 224,809.36
Gas tax (3 cents per gallon)—Iowa -----	\$ 4,111.72	\$ 805.08	\$ 10,233.12
Ton-mile tax—Iowa -----	14,319.04	3,860.90	34,340.92
Motor vehicle licenses—Iowa -----	1,933.57	377.00	8,520.00
Total taxes—Iowa -----	\$ 20,364.33	\$ 5,042.98	\$ 53,154.04
Ratio taxes to revenues (%)—Iowa -----	20.05	23.24	23.64
Miles per gallon—gasoline—Iowa -----	6.47	8.2	4.31
Miles per gallon—oil—Iowa -----	304.00	304.0	125.50
Units of equipment—busses—system -----	44	4	37
Units of equipment—other—system -----	6	2	3
Miles of route (passenger) one way—Iowa -----	526.10	66.74	630.75
Average number of employees—system -----	59	5	115
Aggregate compensation—system -----	\$ 107,286.19	\$ 6,359.54	\$ 105,946.54
Accidents to passengers—killed—Iowa -----			
Accidents to passengers—injured—Iowa -----	1		2
Accidents to employees—killed—Iowa -----			
Accidents to employees—injured—Iowa -----	1		
Accidents to other persons—killed—Iowa -----			
Accidents to other persons—injured—Iowa -----	2		5
Total—killed—Iowa -----			
Total—injured—Iowa -----	4		7
Accidents to passengers—killed—without Iowa -----			
Accidents to passengers—injured—without Iowa -----	1		
Accidents to employees—killed—without Iowa -----			
Accidents to employees—injured—without Iowa -----	2		
Accidents to other persons—killed—without Iowa -----			
Accidents to other persons—injured—without Iowa -----	2		
Total—killed—without Iowa -----			
Total—injured—without Iowa -----	5		
Gallons gasoline consumed—Iowa -----	117,657	26,836	343,104
Gallons oil consumed—Iowa -----	2,868	727	11,772
Motor passenger revenue—system -----	\$ 206,526.36	\$ 14,068.20	\$ 220,486.58
Motor passenger revenue—Iowa -----	\$ 91,247.85	\$ 14,068.20	\$ 204,932.84
Operating expenses—Iowa -----	\$ 139,067.95	\$ 33,187.09	\$ 392,255.70

*Estimated.

MOTOR CARRIERS, YEAR 1932
AND MISCELLANEOUS STATISTICS

Interstate Transit Lines	Jefferson Trans- portation Company	Northland Trans- portation Company	Pickwick Greyhound Lines, Inc. (1-1 to 2-7-32)	Rapid Transit Lines (F. W. Smith)	Waterloo, Cedar Falls & Northern Railway Co.	Total All Carriers
2,885,096 6,739,242	1,654,238 1,701,434	68,149 7,153,068	95,086 34,835	226,158 783,317	199,473	7,492,209 17,472,248
9,624,338	3,355,672	7,221,217	129,921	1,009,475	199,473	24,964,457
736,731 396,039	142,799 236,020	5,791 1,577,077	3,704 6,246	6,643 3,231	102,902	1,246,608 2,323,002
1,132,770	378,819	1,582,868 27,981	10,010 80	9,874 55	102,902 19,648	3,569,610 63,116
1,132,770	378,819	1,610,849	10,090	9,929	122,550	3,632,726
\$.83787	\$ 1.61351	\$.84521	\$ 3.27483	\$ 9.13854	\$.25307	\$ 1.33088
	\$ 1.61351	\$.83052	\$ 3.24897	\$ 9.08792	\$.21250	\$ 1.30776
\$ 2,413,631.67	\$ 628,851.17	\$ 1,412,618.88	\$ 33,323.21	\$ 90,233.92	\$ 26,631.89	\$ 5,091,177.51
\$.25078	\$.18738	\$.19562	\$.25649	\$.08939	\$.14074	\$.20393
85,058,827	25,459,397	57,102,422	1,311,310	8,956,872	723,378	197,115,111
\$.026	\$.02470	\$.02474	\$.02500	\$.01007	\$.036	\$.02410
75.089	88.58	36.08	131.00	90.71	7.03	55.22
\$ 2,567,828.78	\$ 612,469.07	\$ 1,422,733.65	\$ 31,774.84	\$ 88,278.26	\$ 27,962.47	\$ 5,507,524.60
\$.26680	\$.18251	\$.19702	\$.24457	\$.08745	\$.12517	\$.22061
28,130,159	16,591,576	645,746	820,684	945,060	1,430,604	71,363,860
\$ 677,977.72	\$ 241,478.82	\$ 10,175.23	\$ 13,479.96	\$ 23,635.48	\$ 26,631.89	\$ 1,341,409.79
\$ 10,839.34	\$ 7,768.92	\$ 1,128.19	\$ 518.31	\$ 975.12	\$ 1,320.84	\$ 37,760.64
70,383.10	41,478.96	2,072.45	2,051.71	2,362.66	3,576.51	174,446.25
7,651.50	5,695.00	402.40	93.01	210.85	702.59	25,585.92
\$ 88,873.94	\$ 54,942.88	\$ 3,603.04	\$ 2,663.03	\$ 3,548.63	\$ 5,599.94	\$ 237,792.81
13.11	22.75	35.41	19.75	15.01	21.02	17.73
7.51	6.38	4.73	5.33	8.61	6.26	6.13
	337.00	308.37	183.90	151.40	93.41	186.39
265	40	129		10	8	537
5		13				29
1,325.00	944.22	186.57	883.38	320.00	73.00	4,955.76
445	126	511	63	21	7	13.52
\$ 700,781.20	\$ 187,330.07	\$ 298,669.50	\$ 7,509.84	\$ 21,943.40	\$ 10,148.00	\$ 1,445,984.28
50	11		5		1	70
1						1
16	7				1	25
	2					2
25	4	6				42
1	2					3
91	22	6	5		2	137
2						2
331	29	50		4		415
86	13	83				184
5	3					8
82	8	39				131
7	3					10
499	50	172		4		730
384,065	258,964	14,401	17,851	26,265	33,021	1,222,164
	4,895	221	517	1,493	2,224	24,717
\$ 2,211,535.00	\$ 611,230.46	\$ 1,337,848.24	\$ 32,781.07	\$ 90,233.92	\$ 26,041.61	\$ 4,750,751.44
\$ 617,288.10	\$ 234,712.49	\$ 9,633.44	\$ 19,626.39	\$ 23,635.48	\$ 26,041.61	\$ 1,241,186.40
\$ 802,458.05	\$ 316,156.07	\$ 14,452.37	\$ 19,825.70	\$ 21,607.75	\$ 27,962.47	\$ 1,766,973.15

TABLE 60—CLASS 2 PASSENGER MOTOR CARRIERS, YEAR 1932
PART 1—GENERAL BALANCE SHEET—ASSET SIDE

Number	Companies Reporting	Motor equipment	Garage equipment and shop machinery and tools	Cash	Loans, notes and accounts receivable	Insurance paid in advance	Licenses paid in advance	Franchises and organization expenses	Other debt items	Total asset side
1	Canon, Bert.....	\$ 2,600.00		\$ 60.00	\$ 40.00		\$ 28.00			\$ 2,728.00
2	Central Transportation Co.....	23,406.96		469.94	2,039.67				\$ 208.73	26,125.30
3	Chi., Mil., St. Paul & Pac. R. R. Co.....									
4	Des Moines-Winterset Bus Co.....	15,001.72	\$ 381.40	161.24	355.00	\$ 75.00				15,974.36
5	Davis, Paul.....	10,650.00		200.00		550.00	\$ 73.00			11,473.00
6	Hannah, Thomas W.....	110.00				52.33	26.00			188.33
7	Jackson, Otto and Stanley.....	11,035.00		800.00	10,800.00		110.00			22,745.00
8	Livezey, Wm.....	760.00		20.00		96.00	16.00			892.00
9	Hendrick, Wm. F., Charter Coach Lines.....	11,500.00				117.08	19.25			11,636.33
10	Manchester & Oneida Ry. Co.....									
11	Sevier, H. G.....	1,800.00	100.00				50.00	\$ 2,910.00		4,860.00
12	Thorsten, Ralph S.....									
13	Walrod, Ward D.....	5,565.00		100.00			31.00			5,696.00
14	Whitney, J. A.....	1,000.00					25.00	75.00		1,100.00
	Total.....	\$ 83,428.68	\$ 481.40	\$ 1,811.18	\$ 13,234.67	\$ 890.41	\$ 378.25	\$ 2,985.00	\$ 208.73	\$ 103,418.32

TABLE 60—CLASS 2 PASSENGER MOTOR CARRIERS, YEAR 1932—Continued

PART 2—GENERAL BALANCE SHEET—LIABILITY SIDE

Number	Companies Reporting	Accounts and notes payable	Deferred liabilities	Deferred liabilities—equipment	Capital stock out-standing at close of year	Depreciation reserves	Other credit items	Total liabilities	Corporate surplus	Total liability side
1	Canon, Bert.....	\$ 300.00				\$ 1,821.11		\$ 2,121.11	\$ 606.89	\$ 2,728.00
2	Central Transportation Co.....	\$ 5,002.23			\$ 10,000.00	10,259.80	\$ 863.27	26,125.30		26,125.30
3	Chi., Mil., St. Paul & Pac. R. R. Co.....									
4	Des Moines-Winterset Bus Co.....	750.00				12,643.71		13,393.71	2,580.65	15,974.36
5	Davis, Paul.....	425.00		\$ 1,850.00		4,432.06		6,707.06	4,765.94	11,473.00
6	Hannah, Thomas W.....					48.88		48.88	139.45	188.33
7	Jackson, Otto and Stanley.....		\$ 1,000.00			5,190.84		6,190.84	16,554.16	22,745.00
8	Livezey, Wm.....					610.00		610.00	282.00	892.00
9	Hendrick, Wm. F., Charter Coach Lines.....					679.25		679.25	10,957.08	11,636.33
10	Manchester & Oneida Ry. Co.....									
11	Sevier, H. G.....					700.00		700.00	4,160.00	4,860.00
12	Thorsten, Ralph S.....									
13	Walrod, Ward D.....					5,065.00		5,065.00	631.00	5,696.00
14	Whitney, J. A.....					1,000.00		1,000.00	100.00	1,100.00
	Total.....	\$ 6,477.23	\$ 1,000.00	\$ 1,850.00	\$ 10,000.00	\$ 42,450.65	\$ 863.27	\$ 62,641.15	\$ 40,777.17	\$ 103,418.32

STATISTICS OF MOTOR CARRIERS

TABLE 70—CLASS 2 PASSENGER MOTOR CARRIERS, YEAR 1932
PART 1—OPERATING REVENUES

Number	Companies Reporting	Revenues from								Total operating revenues	
		Passenger	Express	Baggage	Transporting newspapers	Advertising in busses	Profit on equipment retired or sold	Milk	Mall		Miscellaneous
1	Canon, Bert	\$ 2,700.00	\$ 1,350.00		\$ 1,020.00						\$ 5,070.00
2	Central Transportation Co.	14,565.11	102.00		57.21			\$ 617.04			15,341.36
3	Chi., Mil., St. Paul & Pac. R. R. Co.	2,843.40	1,008.88	\$ 3.78							8,509.93
4	Des Moines-Winterset Bus Co.	5,363.31	162.85		362.66			\$ 4,616.02	\$ 37.85		8,509.93
5	Davis, Paul	6,200.00	400.00		65.00			3,000.00	567.72		9,456.54
6	Hannah, Thomas W.	1,662.88	300.91	1.00	37.38		\$ 75.00				6,665.00
7	Hendrick Coach Lines	2,168.10									2,077.17
8	Jackson, Otto and Stanley	11,420.92		200.00	525.00						2,168.10
9	Livezey, Wm.	348.00	139.50		1,476.00						12,145.92
10	Manchester & Oneida Ry. Co.	128.30	483.17	.43							1,963.50
11	Sevier, H. G.	2,448.00	144.00						1,248.00		1,859.90
12	Thorsten, Ralph S.	1,438.57	158.80								2,592.00
13	Walrod, Ward D.	3,010.70			100.00	\$ 172.50					1,597.37
14	Whitney, J. A.	1,103.90							265.25		3,548.45
	Total	\$ 55,401.19	\$ 4,250.11	\$ 205.21	\$ 3,643.25	\$ 172.50	\$ 75.00	\$ 617.04	\$ 7,616.02	\$ 2,118.82	\$ 74,099.14

TABLE 70—CLASS 2 PASSENGER MOTOR CARRIERS, YEAR 1932—Continued

PART 2—OPERATING EXPENSES

Number	Companies Reporting	Salaries of officers	Salary and commission to agents	Drivers' salary and wages	Wages of other employees	Gasoline	Oil	Other lubricants, grease, etc.	Tires and tubes, and repairs thereto	Repairs motor busses, cars and trucks	Rent equipment and other property
1	Canon, Bert					\$ 466.80	\$ 66.00	\$ 5.00	\$ 65.00	\$ 250.00	
2	Central Transportation Co.	\$ 25.00	\$ 130.79	\$ 3,257.46		3,923.27	686.32	70.93	1,234.73	3,257.16	\$ 1,094.00
3	Chi., Mil., St. Paul & Pac. R. R. Co.			4,106.83		2,234.67	275.50	42.97	315.76	2,496.79	2,176.46
4	Des Moines-Winterset Bus Co.	2,483.06			\$ 558.35	1,305.05	160.00	68.00	465.42	960.00	178.00
5	Davis, Paul			200.00		1,700.00	375.00		200.00	350.00	90.00
6	Hannah, Thomas W.			600.00		700.80	25.20		35.00	25.00	
7	Hendrick Coach Lines			300.00	85.00	404.83	148.43		539.77	44.00	
8	Jackson, Otto and Stanley			2,000.00		2,064.15	385.00	65.00	327.00	275.00	250.00
9	Livezey, Wm.					150.24	15.00		50.00	40.00	
10	Manchester & Oneida Ry. Co.			570.00		292.04	11.80		30.00	118.62	
11	Sevier, H. G.					528.72	114.00		140.00	70.00	
12	Thorsten, Ralph S.			255.00		107.80	22.00		82.40	79.00	54.00
13	Walrod, Ward D.					458.43	99.96		80.00	232.00	60.00
14	Whitney, J. A.					143.90	38.13	14.10	3.75	193.78	
	Total	\$ 2,508.06	\$ 130.79	\$11,289.29	\$ 643.35	\$ 14,480.70	\$ 2,422.34	\$ 266.00	\$ 3,678.83	\$ 8,391.35	\$ 3,902.46

TABLE 70—CLASS 2 PASSENGER MOTOR CARRIERS, YEAR 1932—Continued

PART 3—OPERATING EXPENSES AND NET FROM OPERATIONS

Number	Companies Reporting	Insurance—liability, property damage and cargo	Taxes—ton-mile tax and penalties	Licenses—cars, busses and trucks	Gas tax	Interest paid	Depreciation	Loss on equipment retired or sold	Miscellaneous	Total operating expenses	Surplus from operations
1	Canon, Bert.....	\$ 198.00	\$ 216.41	\$ 28.00			\$ 946.66		\$ 326.80	\$ 2,568.67	\$ 2,501.33
2	Central Transportation Co.....	1,528.87	3,826.13	300.00			3,901.08		1,541.11	24,826.85	*9,485.49
3	Chi., Mil., St. Paul & Pac. R. R. Co.....		2,248.51	858.00	\$ 582.48		4,639.52		693.71	20,171.20	*11,661.27
4	Des Moines-Winterset Bus Co.....	587.82	1,213.57	437.36		\$ 101.58	1,895.43		689.16	11,102.80	*1,646.26
5	Davis, Paul.....	550.00	982.59	73.00		25.00	2,130.00		466.00	7,201.59	*536.59
6	Hannah, Thomas W.....	314.00	359.63	26.00			36.66		43.25	2,165.54	*88.37
7	Hendrick Coach Lines.....	117.08	322.18	19.25			679.25		216.82	2,876.61	*708.51
8	Jackson, Otto and Stanley.....	784.20	1,894.45	251.00			4,428.34	\$ 1,850.00		14,574.14	*2,428.22
9	Livezey, Wm.....	115.00	81.75	16.00			103.30			571.29	1,392.21
10	Manchester & Oneida Ry. Co.....	189.00	106.80	25.00			150.00			1,493.26	366.64
11	Sevier, H. G.....	231.62	243.46	50.00			400.00			1,777.80	814.20
12	Thorsten, Ralph S.....	670.95	114.74	140.00		39.84		100.00	43.50	1,709.23	*111.86
13	Walrod, Ward D.....	77.82	246.30	31.00			500.00		64.00	1,849.51	1,698.94
14	Whitney, J. A.....	52.22	43.07	25.00			200.00			713.95	389.95
	Total.....	\$ 5,416.58	\$11,899.59	\$ 1,779.61	\$ 582.48	\$ 166.42	\$ 20,010.24	\$ 1,950.00	\$ 4,084.35	\$ 93,602.44	\$ *19,503.30

*Deficit.

TABLE 80—CLASS 2 PASSENGER MOTOR CARRIERS, YEAR 1932

PART 1—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Carriers Reporting	Passenger motor miles	Passengers Carried			Passenger revenues	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 pas-sengers	All passengers	Revenues	Per motor mile	Expenses	Per motor mile			
1	Canon, Bert.....	36,933	2,065		2,065	\$ 2,700.00	\$1.30751	\$1.30751	\$ 5,070.88	\$.13728	\$ 2,568.67	\$.06955	60,009	\$.04500	29.06
2	Central Transportation Co.....	148,325	11,252		11,252	14,565.11	1.29400	1.29400	15,341.36	.10300	24,826.85	.16738	462,315	.03150	41.09
3	Chi., Mil., St. Paul & Pac. R. R. Co....	113,022	4,232	1,756	5,988	2,843.40	.67188	.47485	8,509.93	.07529	20,171.20	.17847	93,922	.03027	22.19
4	Des Moines-Winterset Bus Co.....	67,262	6,643		6,643	5,363.31	.80736	.80736	9,456.54	.14059	11,102.80	.16507	148,983	.03600	22.43
5	Davis, Paul.....	82,271	4,592		4,592	6,200.00	1.35017	1.35017	6,665.00	.08101	7,201.59	.08754	206,685	.03000	45.01
6	Hannah, Thomas W.....	58,715	1,604		1,604	1,662.88	1.03670	1.03670	2,077.17	.03538	2,165.54	.03688	43,834	.03790	27.30
7	Hendrick Charter Coach Lines ^a	26,989	1,876	22	1,898	2,168.10	1.15570	1.14231	2,168.10	.08033	2,876.61	.10659	72,263	.03000	38.52
8	Jackson, Otto and Stanley.....	206,413	14,690		14,690	11,420.92	.77746	.77746	12,145.92	.05884	14,574.14	.07061	326,265	.03500	22.21
9	Livezey, Wm.....	16,717	479		479	348.00	.72651	.72651	1,963.50	.11746	571.29	.03417	11,600	.03000	24.22
10	Manchester & Oneida Ry. Co.....	16,279	297	27	324	128.30	.42265	.39598	1,859.90	.11412	1,493.26	.09172	2,569	.04604	8.65
11	Sevier, H. G.....	57,284	2,750		2,750	2,448.00	.89018	.89018	2,592.00	.04525	1,777.80	.03103	97,377	.02533	35.41
12	Thorsten, Ralph S.....														
13	Walrod, Ward D.....	39,546	5,474		5,474	3,010.70	.55000	.55000	3,548.45	.08973	1,849.51	.04677	75,267	.04000	13.75
14	Whitney, J. A.....	3,380	3,154		3,154	1,103.90	.35000	.35000	1,103.90	.32660	713.95	.21123	65,603	.01683	35.00
	Total.....	873,136	59,108	1,805	60,913	\$53,962.52	\$.91294	\$.88589	\$72,501.77	\$.08304	\$91,893.21	\$.10524	1,666,692	\$.03232	28.20

^aFrom 11-1 to 12-31-32.

TABLE 80—CLASS 2 PASSENGER MOTOR CARRIERS, YEAR 1932—Continued

PART 2—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—Concluded

Number	Companies Reporting	Lubricating Oil		Ton-miles operated— Iowa	Number of busses	Miles of routes one way— Iowa	Employees		Totals Taxes and Licenses and Ratio to Revenues—Within the State of Iowa					Gasoline	
		Gallons consumed	Miles per gallon				Average number	Aggregate compensation	Gas tax 3 cents per gallon	Ton-mile tax	Licenses on motor vehicles	Total taxes	Ratio (per cent total taxes to total revenues)	Gallons consumed	Miles per gallon
1	Canon, Bert.....	330	112.00	86,558	2	46.10	*		\$ 116.70	\$ 216.41	\$ 28.00	\$ 361.11	7.12	3,890	9.50
2	Central Transportation Co.....	1,105	132.39	1,530,452	2	192.00	2	\$ 3,258.46	\$ 815.07	3,826.13	300.00	4,941.20	32.21	27,169	5.46
3	Chi., Mil., St. Paul & Pac. R. R. Co.....	551	205.12	899,388	3	171.55	3	4,826.83	582.48	2,248.51	358.00	3,188.99	37.47	20,254	5.58
4	Des Moines-Winterset Bus Co.....	320	210.00	462,746	3	35.20	2.5	3,041.41	305.79	1,213.57	437.36	1,956.72	20.69	10,193	6.60
5	Davis, Paul.....	468	176.00	329,094	3	57.00	1	200.00	339.90	982.59	73.00	1,395.58	20.94	11,333	7.30
6	Hannah, Thomas W.....	360	163.00	143,840	1	52.44	1	600.00	131.40	359.63	26.00	517.03	24.89	4,380	13.40
7	Hendrick Charter Coach Lines ^a	270	100.00	128,870	3	169.56	2	385.00	80.97	322.18	19.25	422.40	19.48	2,699	10.00
8	Jackson, Otto and Stanley.....	962	215.00	757,793	6	128.75	2	2,000.00	458.10	1,894.95	251.00	2,604.05	21.44	15,270	13.50
9	Livezey, Wm.....	30	557.00	32,435	1	26.75	*		28.17	81.75	16.00	125.92	6.41	939	17.80
10	Manchester & Oneida Ry. Co.....	15	1,086.00	16,279	1	8.65	1	570.00	55.89	106.80	25.00	187.69	10.09	1,863	9.20
11	Sevier, H. G.....	286	200.00	97,379	2	51.15	*		132.18	243.46	50.00	425.64	16.42	4,406	13.00
12	Thorsten, Ralph S.....														
13	Walrod, Ward D.....	104	380.00	98,497	2	36.91	*		98.49	246.30	31.00	375.79	10.59	3,283	12.00
14	Whitney, J. A.....	53	64.00	16,865	1	9.95	*		25.62	43.07	25.00	93.69	8.49	854	3.96
	Total.....	4,854	179.88	4,600,196	30	986.01	14.5	\$14,881.70	\$ 3,170.85	\$11,785.35	\$ 1,639.61	\$16,595.81	22.89	106,533	8.19

^aFrom 11-1 to 12-31-32.

*Operated by owner.

TABLE 10—FREIGHT MOTOR CARRIERS, 1932

PART 1—BALANCE SHEET

Number	Carriers Reporting	Asset Side				Liability Side					
		Investments		Current Assets	Unad-justed Debits	Total Assets	Current Liabilities	Depre-ciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
		Motor Equip-ment	Garage and Shop Equipm't, Buildings, and Other								
1	Akron Truck Co.....	\$ 817.00		\$ 112.50	\$ 929.50		\$ 367.65		\$ 561.85	\$ 929.50	
2	Amburn, L. L.....	750.00	\$ 1,000.00	\$ 100.00	1,891.50		125.00		1,766.50	1,891.50	
3	Anderson Transfer Co.....	986.50		23.07	1,277.66		54.67	\$ 1,648.19	*425.20	1,277.66	
4	Ausenhuis, Adolph.....	2,475.00		350.00	2,920.00	\$ 425.00	2,165.62	160.00	169.38	2,920.00	
5	Baldwin, Ray S.....	3,571.00		667.00	4,343.00		2,947.66	800.00	595.34	4,343.00	
6	Barta, J. E.....	1,325.00		1,111.00	2,476.00		9.20	825.00	1,641.80	2,476.00	
7	Baxter Motor Express.....	2,000.00	1,200.00	300.00	3,644.00		333.33		3,310.67	3,644.00	
8	Beckjorden & Company.....	6,978.69	525.00	1,000.00	9,125.40		5,064.66		4,060.74	9,125.40	
9	Blue, W. O.....	1,867.00			1,967.00		158.51		1,808.49	1,967.00	
10	Bos Truck Lines (1-1 to 8-16).....	1,280.76		112.17	1,392.93		320.19		1,072.74	1,392.93	
11	Boyer, Don (4-26 to 12-31).....	1,200.00	750.00	350.65	2,403.65		240.00	280.00	1,883.65	2,403.65	
12	Boyer Transfer.....	2,000.00	450.00	450.00	2,900.00	240.00	329.00	566.00	1,765.00	2,900.00	
13	Brady Transfer & Storage.....										
14	Brown, Carl.....	14,629.00	5,250.00	1,040.18	21,556.18	680.96	11,814.86		9,060.36	21,556.18	
15	Bruce, Glen E.....	32,951.34	2,974.65	7,529.93	46,016.78	430.48	16,128.84	18,280.41	11,177.05	46,016.78	
16	Buechele, Alvin C.....	2,050.00		500.00	2,655.00		1,620.87		1,034.13	2,655.00	
17	Burgett, E. F.....	1,000.00	100.00	250.00	1,423.00	80.00	105.30	630.60	607.70	1,423.00	
18	Bullock, Orval W.....	1,096.00			1,190.00		639.33		550.67	1,190.00	
19	Butterworth, M. E.....	3,025.00		200.00	3,506.00		2,348.65		1,157.35	3,506.00	
20	Campbell's Motor Express.....	3,472.50		780.00	4,272.50		3,472.50		800.00	4,272.50	
21	Campbell, Wm. F.....	971.00			971.00		364.12		606.88	971.00	
22	Carson, Ray (10-26 to 12-31).....	650.00		300.00	1,070.00		38.00		1,032.00	1,070.00	
23	Cass, M. J.....	5,460.00	10,068.21	250.29	16,178.50		3,551.00		12,627.50	16,178.50	
24	Christensen, John C. (3-16 to 12-31).....	394.00	4,300.00	6.00	4,700.00	169.00	55.75	525.00	3,950.25	4,700.00	
25	Claussen, Herman H. (6-20 to 12-31).....	4,601.30	388.50	425.35	5,815.15	680.50	1,647.75		3,486.90	5,815.15	
26	Cohen, Sam (10-2 to 12-31).....	612.00		500.00	1,237.00	60.00	70.65		1,106.35	1,237.00	
27	Conrad, R. L.....	6,642.00	250.00	50.00	6,992.00	250.00	6,345.80	72.60	323.60	6,992.00	
28	Corrow, C. N.....	790.00	50.00		880.00		526.17		353.83	880.00	
29	Cross, C. D.....	1,800.00		150.00	2,025.00	100.00	728.34	600.00	596.66	2,025.00	
30	Cross, W. D.....	20,154.11	800.00	450.00	21,604.11	800.00	15,633.64	1,893.10	3,277.37	21,604.11	
31	Denhart, J. R.....	800.00	25.00	70.00	935.00		44.44	638.00	252.56	935.00	
32	Dennis, J. A.....	4,200.00	440.00	970.19	5,910.19		2,416.00		3,494.19	5,910.19	
33	Doyle, H. F.....	1,025.00	875.00	1,710.00	3,680.00		647.92		3,032.08	3,680.00	
34	Dragoun, C. E.....	6,350.00	4,858.02	4,110.10	17,791.52	630.00	2,151.51		15,010.01	17,791.52	
35	Eldridge, J. E.....	8,421.00	16,100.00	686.99	25,577.99	1,263.48	4,724.60	4,046.00	15,543.91	25,577.99	
36	England, J. R.....	810.00	1,000.00		1,810.00		573.70		1,236.30	1,810.00	
	Total Part 1.....	\$ 147,155.20	\$ 51,404.38	\$ 24,442.92	\$ 233,067.56	\$ 5,809.42	\$ 87,765.23	\$ 30,964.30	\$ 108,528.61	\$ 233,067.56	

*Deficit.

STATISTICS OF MOTOR CARRIERS

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TABLE 10—FREIGHT MOTOR CARRIERS, 1932

PART 2—BALANCE SHEET—Continued

Number	Carriers Reporting	Asset Side					Liability Side				
		Investments		Current Assets	Unad-justed Debits	Total Assets	Current Liabilities	Depre- ciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
		Motor Equip- ment	Garage and Shop Equipm't, Buildings, and Other								
37	Fearing, R. B.	\$ 5,060.00	\$ 6,105.00	\$ 417.50	\$ 167.15	\$ 11,749.65	\$ 100.00	\$ 1,444.17	\$ 725.45	\$ 9,480.03	\$ 11,749.65
38	Frank & Morton Transfer	14,016.00	350.00	1,050.00	587.00	16,003.00	125.00	10,741.60		5,136.40	16,003.00
39	Frederickson, J. H. & Son	2,460.00		931.90	102.50	3,494.40	170.00	717.50		3,606.90	3,494.40
40	Furness, Bert H.	600.00		1,050.00	92.00	1,742.00	300.00	352.78		1,089.22	1,742.00
41	Gateway City Transfer Co.	24,555.13	20,982.92	7,708.63	2,833.02	56,079.70	9,068.63	19,969.34	^a 34,265.15	[*] 7,223.42	56,079.70
42	Gerdes, Toney	2,411.52	2,018.80	117.85	24.54	4,572.71		2,160.91		2,411.80	4,572.71
43	Gordon Storage Warehouses, Inc.	57,904.70	20,045.30	148,281.75	987.05	227,218.80	19,894.04	53,986.07	^b 151,376.52	1,962.17	227,218.80
44	Graham, Clyde O.	500.00	50.00		34.37	584.37		335.32		249.05	584.37
45	Graybill, H. H.	350.00			40.00	390.00		204.16		185.84	390.00
46	Green, H. B.	19,534.10	2,775.00	1,000.00	1,177.00	24,486.10		11,311.77	1,814.00	11,360.33	24,486.10
47	Grell, Ferd.	420.00		150.00		570.00		223.50		346.50	570.00
48	Grothaus, O. E.	5,300.00	115.00	350.00	185.00	5,950.00		5,300.00	25.00	625.00	5,950.00
49	Guinn, Fred	1,691.75	2,000.00	140.04	157.60	3,989.39	1,253.00	679.40	488.50	1,568.49	3,989.39
50	H. & W. Motor Express Co.	15,852.99	11,733.56	5,059.16	1,868.31	34,514.02	674.34	6,670.23	10,480.11	16,689.34	34,514.02
51	Harless Bros.	1,105.00	200.00	50.00	90.00	1,445.00		337.64	124.00	983.36	1,445.00
52	Harper, Thomas	752.00				752.00		376.00		376.00	752.00
53	Haye, Claire	1,600.00	4,375.00	172.44	257.57	6,405.01	429.00	483.33		5,492.68	6,405.01
54	Headrick & Marshall	2,100.00	2,335.00	49.33		4,484.33		1,968.75		2,515.58	4,484.33
55	Heimendinger, Geo. L.	2,410.00	6,258.00	926.00	220.00	9,814.00		1,095.61	2,100.00	6,618.39	9,814.00
56	Herbst, John	1,000.00	50.00	100.00	50.00	1,200.00		704.16	47.63	448.21	1,200.00
57	Hess, Harry	3,500.00	150.00	634.70	200.00	4,484.70	914.75	1,100.00	48.50	2,421.45	4,484.70
58	Hi-Speed Motor Express	3,935.00	705.06	544.60	125.00	5,309.66	943.79	3,169.29	2,218.01	[*] 1,021.43	5,309.66
59	Hiatt, D. N.	3,840.00		243.91	102.00	4,185.91	26.79	3,707.69		451.43	4,185.91
60	Hill, H. G. (1-1 to 8-1)	8,430.07	845.00	150.00		9,425.07	1,234.00	5,082.42	2,300.00	858.65	9,425.07
61	Holderoft, Max	2,100.00		150.00	125.00	2,375.00		1,750.00		625.00	2,375.00
62	Hosmer, H. Ray	6,860.00	5,150.00	275.00	100.00	12,385.00	750.00	1,993.80	962.00	8,679.20	12,385.00
63	Huebner, Ben (10-10 to 12-31)	850.00		106.67	40.00	996.67	292.25		583.00	121.42	996.67
64	Iowa Film Delivery	1,948.86	14,850.00	2,990.76	191.25	19,980.87	1,189.24	359.31	10,869.36	7,562.96	19,980.87
65	Iowa Central Motor Express	2,000.00	4,750.00	177.87	255.00	7,182.87		2,000.00	^c 4,750.00	432.87	7,182.87
66	Kasischke, Gust	450.00		475.00		925.00		210.00		715.00	925.00
67	Kibler, Chas. E.	3,575.00	2,050.00	300.00	268.60	6,193.60		1,672.65		4,520.95	6,193.60
68	Kier, Walter H.	2,692.30	500.00	192.98	96.50	3,481.78	34.46	2,392.60		1,054.72	3,481.78
69	King, Geo.	1,575.00	575.00	100.00	65.00	2,315.00		393.75	48.21	1,873.04	2,315.00
70	Kirkpatrick, Geo. F.	766.00		800.00	65.00	1,631.00		676.95		954.05	1,631.00
71	Kirkwood, Will M.	700.00	500.00	100.00	65.50	1,365.50		29.00		1,336.50	1,365.50
72	Koss, Geo.	735.00			25.00	760.00		73.50		686.50	760.00
	Total Part 2	\$ 203,580.42	\$109,468.64	\$174,796.09	\$10,596.96	\$ 498,442.11	\$ 37,399.29	\$143,623.20	\$ 223,225.44	\$ 94,194.18	\$ 498,442.11

*Deficit. ^aCapital stock \$33,700 included. ^bCapital stock \$150,000 included. ^cCapital stock

TABLE 10—FREIGHT MOTOR CARRIERS, 1932
PART 3—BALANCE SHEET—Continued

Number	Carriers Reporting	Asset Side					Liability Side				
		Investments		Current Assets	Unad-justed Debits	Total Assets	Current Liabilities	Depre- ciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
		Motor Equip- ment	Garage and Shop Equipm't, Buildings, and Other								
73	Kristensen, Harold	\$ 740.00		\$ 92.55	\$ 105.85	\$ 938.40		\$ 185.00		\$ 753.40	\$ 938.40
74	Kroeger, Ray	1,060.00			40.00	1,100.00		927.50		172.50	1,100.00
75	La Tour, R. R.	725.00	\$ 650.00	150.00	55.00	1,580.00	\$ 1,200.00	2.00		378.00	1,580.00
76	Lamb, D. E.	1,200.00	75.00	200.00	80.00	1,555.00		300.00		1,255.00	1,555.00
77	Lambert, M. L.	7,792.81	208.46	2,391.63	338.50	10,731.40	2,845.30	640.86		7,245.24	10,731.40
78	Lau, C. E.	425.00		150.00	55.00	630.00		159.38		470.62	630.00
79	Lee, Theodore (1-1 to 4-25)			728.00	300.00	1,028.00	175.00			853.00	1,028.00
80	Le Mars Associated Retailers	3,345.00	50.00	30.18	280.80	3,705.98		3,286.25	\$ *2,325.00	*1,905.27	3,705.98
81	Loomis, L. L.	780.00	300.00	47.40		1,127.40		520.00		607.40	1,127.40
82	Maxwell, J. P. & Son	879.00	75.00	277.19	51.74	1,282.93	373.16	463.94		445.83	1,282.93
83	Markusen, Oscar	1,400.00			40.00	1,440.00		612.50		827.50	1,440.00
84	Mason, F. Claire	4,500.00	300.00	800.00	486.00	6,086.00	840.00	1,516.38	300.00	3,429.62	6,086.00
85	Martin, C. V.	300.00		50.00	40.00	390.00		50.00		340.00	390.00
86	McCullough Transfer	350.00		40.00		390.00		87.50		302.50	390.00
87	McIntyre, Robert L.	2,185.00	59.00	104.28	70.68	2,418.96	184.30	1,911.87		322.79	2,418.96
88	McCabe, Francis	4,247.00	100.00	430.00	140.00	4,917.00	522.68	1,413.62		2,980.70	4,917.00
89	Mercer Transfer & Storage ^b		1,500.00			1,500.00				1,500.00	1,500.00
90	Meinhardt Trsfr. Co. (7-1 to 12-31)	4,700.00	845.00	397.70		5,942.70		587.50	1,200.00	4,155.20	5,942.70
91	Miller, A. C.	4,965.00	750.00	261.50	278.00	6,254.50		2,155.00	480.00	3,619.50	6,254.50
92	Moore, Guy	850.00			25.00	884.00		286.33		597.67	884.00
93	Murphy Motor Freight	176,718.26	557,205.47	19,488.71	3,215.95	756,628.39	27,114.15	58,528.80	*701,997.30	*31,011.86	756,628.39
94	National Freight Lines	30,335.99	1,481.00	2,892.50		34,709.49	500.00	12,272.93	4,192.85	17,743.71	34,709.49
95	Nauvoo Transp. Co. (5-1 to 12-31)	700.00	50.00	68.43		818.43		155.50		662.93	818.43
96	Neth, Earl	401.00		100.00	65.00	566.00		401.00		165.00	566.00
97	Nichols, Ray C.	695.00	100.00	75.00	53.50	923.50		529.90		393.60	923.50
98	Notbohm, H. G.	1,460.00	45.00	975.00	165.00	2,645.00		556.34		2,088.66	2,645.00
99	On Time Transfer Co.	19,375.02	1,015.51	7,047.86		27,438.39	7,343.46	7,103.67	*15,000.00	*2,008.74	27,438.39
100	Osceola Transfer Co.	9,155.48	617.25	200.00	103.00	10,075.73		5,664.58	3,176.78	1,234.37	10,075.73
101	Otis, Carol	3,955.00	400.00	100.00	175.00	4,630.00		2,190.25		2,439.75	4,630.00
102	Otis, Roy	954.00	2,565.00	439.16	51.00	4,009.16	50.00	536.63		3,422.53	4,009.16
103	Otto Freight Line	350.00	2,200.00			2,550.00		151.00	2,592.00	*193.00	2,550.00
104	Patrick, Wm. (9-21 to 12-31)	500.00	175.00		40.00	715.00		150.00		565.00	715.00
105	Peterson, J. A.	2,585.00	50.00			2,635.00	450.00	1,507.90	400.00	277.10	2,635.00
106	Peterson Bros.	1,285.00	25.00	100.00	13.75	1,423.75		26.76	627.00	769.99	1,423.75
107	Phippin Trucks	5,680.00	600.00	400.00	225.00	6,905.00	135.00	3,069.44		3,700.56	6,905.00
108	Plagge, Edgar	3,965.00	45.00	125.00	346.00	4,481.00		2,458.46	100.00	1,922.54	4,481.00
109	Quade, H. F.	4,025.25			40.00	4,065.25		4,025.25		40.00	4,065.25
Total Part 3		\$ 302,592.81	\$571,486.69	\$ 38,162.09	\$ 6,879.77	\$ 919,121.36	\$ 41,733.05	\$114,434.04	\$ 732,390.93	\$ 30,563.34	\$ 919,121.36

*Deficit. ^aCapital stock. ^bDelbert Murray, receiver. ^cCapital stock \$700,000.00 included. ^eCapital stock \$15,000.00.

TABLE 10—FREIGHT MOTOR CARRIERS, 1932
PART 4—BALANCE SHEET—Continued

Number	Carriers Reporting	Asset Side					Liability Side				
		Investments		Current Assets	Unad-justed Debits	Total Assets	Current Liabilities	Depre- ciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
		Motor Equip- ment	Garage and Shop Equipm't, Buildings, and Other								
110	Redman, Dave	\$ 50,665.00	\$ 4,000.00	\$ 6,175.93	\$ 1,350.00	\$ 62,190.93	\$ 3,300.00	\$ 38,471.75	\$ 8,000.00	\$ 12,419.18	\$ 62,190.93
111	Reuter, Carl	843.00		125.20	94.75	1,062.95	22.25	149.78	117.00	773.92	1,062.95
112	Revell Transfer	1,700.00				1,700.00	525.00	822.22		352.78	1,700.00
113	Rihner Bros.	3,150.00		1,000.00	330.00	4,480.00		858.00	1,000.00	2,622.00	4,480.00
114	Roddy, Lynn	709.00	300.00	200.00	25.00	1,234.00		376.66		857.34	1,234.00
115	Roberts Transfer	2,500.00	995.00	190.00	305.00	3,990.00	50.00	572.90	129.00	3,238.10	3,990.00
116	Ruse, Olony	2,800.00		70.00	100.00	2,970.00		1,493.32		1,476.68	2,970.00
117	Sahl, Elmer	4,500.00	420.00			4,920.00	300.00	4,500.00		120.00	4,920.00
118	Sarvis Transfer	15,135.00	800.00	500.00	985.00	17,420.00		1,891.87		15,528.13	17,420.00
119	Schaefer, Anton	5,100.00		250.00	430.00	5,780.00		1,304.00	2,500.00	1,976.00	5,780.00
120	Scherer, F. C.	12,024.06	150.00	650.00		13,424.06	960.00	7,172.02	549.99	4,742.05	13,424.06
121	Schlick, M. F.	8,847.50	3,070.00	700.88	1,080.90	13,699.28		6,756.95	2,300.00	4,642.33	13,699.28
122	Schocnewe, A. M.	800.00	50.00	275.00	122.55	1,247.55		80.00		1,167.55	1,247.55
123	Seaton, Ray	7,180.00		150.00	107.66	7,437.66		3,709.08	462.00	3,266.58	7,437.66
124	Seaton, R. O.	6,055.00	2,000.00	1,100.00	372.42	9,527.42		3,671.85		5,855.57	9,527.42
125	Shannon, Clarence E.	350.00		100.00	40.00	490.00		97.22		392.78	490.00
126	Sievers, A. H.	275.00				275.00		103.00	57.00	115.00	275.00
127	Smith, E. M.	2,510.00		3,140.00	45.00	5,695.00	345.15	941.25	1,369.35	3,039.25	5,695.00
128	Smith, J. D.	12,400.00	641.95	5,503.85		18,545.80	1,815.99	2,937.16	1,528.63	12,264.02	18,545.80
129	Smith, James M.	1,000.00		1,007.35	103.00	2,110.35		237.50		1,872.85	2,110.35
130	Smith, R. L.	23,415.00	10,000.00	3,000.00		36,415.00	755.00	23,525.76	4,000.00	8,134.24	36,415.00
131	Sonnichsen, W. E.	4,280.00	200.00	2,252.06	470.80	7,202.86	3,640.00	1,201.25		2,361.61	7,202.86
132	Southern Iowa Transit	700.00	950.00	300.00	187.00	2,137.00	150.00	180.00		1,807.00	2,137.00
133	Stanley, L. B.	2,150.00		25.00	82.75	2,257.75		1,467.66		790.09	2,257.75
134	Stevens, R. K.	500.00	25.00		25.00	550.00		333.32		216.68	550.00
135	Strait, Paul	8,285.00			80.00	8,365.00		5,485.66		2,879.34	8,365.00
136	Thiel, Jorgen	1,050.00		50.00	82.00	1,182.00	100.00	223.13		858.87	1,182.00
137	Throssel, Wesley	1,000.00	600.00		59.82	1,659.82		687.50		972.32	1,659.82
138	Trindle, Elbert H.	1,826.00		250.00	237.25	2,313.25		485.21	258.00	1,570.04	2,313.25
139	United Freight Lines	1,909.00		754.35	184.00	2,847.35	36.64	342.51		2,468.20	2,847.35
140	Van der Kool & Kulper	1,300.00		100.00	69.00	1,469.00				1,469.00	1,469.00
141	Wahrer Truck Lines	5,199.00	665.00	2,600.00	130.00	8,594.00		3,899.25		4,694.75	8,594.00
142	Watson Bros.	95,318.86	4,664.53	35,917.02	1,016.21	136,916.62	30,455.43	48,007.71	*61,546.88	*3,093.40	136,916.62
143	Waite, N. M.	960.00	50.00	348.93	136.00	1,494.93	64.14	543.15		887.64	1,494.93
144	Wells, Arthur E.	2,364.44	125.00	200.00		2,689.44		290.20	1,140.42	1,258.82	2,689.44
145	Wells, Vilas D.	6,239.54			364.00	6,603.54		6,239.54		364.00	6,603.54
Total Part 4		\$ 295,640.40	\$ 29,706.48	\$ 66,935.57	\$ 8,615.11	\$ 400,897.56	\$ 42,519.60	\$169,058.38	\$ 84,958.27	\$104,361.31	\$ 400,897.56

TABLE 10—FREIGHT MOTOR CARRIERS, 1932
PART 5—BALANCE SHEET—Concluded—AND GRAND TOTAL

Number	Carriers Reporting	Asset Side				Liability Side					
		Investments		Current Assets	Unad-justed Debits	Total Assets	Current Liabilities	Depre- ciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
		Motor Equip- ment	Garage and Shop Equipm't, Buildings, and Other								
146	Weldon, Fred.....	\$ 4,400.00		\$ 1,300.00	\$ 250.00	\$ 5,950.00		\$ 1,100.00	\$ 500.00	\$ 4,350.00	\$ 5,950.00
147	Wenzel, Gus. H.....	1,150.00	\$ 500.00	\$ 55.00		1,705.00	\$ 85.00	542.59		1,077.41	1,705.00
148	Western Freight Lines.....	2,360.00	3,500.00	36.49		5,896.49		2,021.63		3,874.86	5,896.49
149	White Line Motor Freight.....	71,149.24	3,914.43	10,116.73	^a 1,274.68	86,455.08	14,097.95	38,468.55	^b 46,125.30	[*] 12,236.72	86,455.08
150	Whitney Transfer.....	2,395.00	1.00	1,100.00	283.51	3,779.51	200.00	242.37	372.00	2,965.14	3,779.51
	Total Part 5.....	\$ 81,454.24	\$ 7,915.43	\$ 12,608.22	\$ 1,808.19	\$ 103,786.08	\$ 14,382.95	\$ 42,375.14	\$ 46,997.30	\$ 30.69	\$ 103,786.08
	Total Part 1.....	147,155.20	51,404.38	24,442.92	10,065.06	233,067.56	5,809.42	87,765.23	30,964.30	108,528.61	233,067.56
	Total Part 2.....	203,580.42	109,468.64	174,796.09	10,596.96	498,442.11	37,399.29	143,623.20	223,225.44	94,194.18	498,442.11
	Total Part 3.....	302,592.81	571,486.69	38,162.09	6,879.77	919,121.36	41,733.05	114,434.04	732,390.93	30,563.34	919,121.36
	Total Part 4.....	295,640.40	29,706.48	66,935.57	8,615.11	400,897.56	42,519.60	169,058.38	84,958.27	104,361.31	400,897.56
	Grand Total—Freight Carriers.....	\$1,030,423.07	\$769,981.62	\$316,944.89	\$37,965.09	\$2,155,314.67	\$141,844.31	\$557,255.99	\$1,118,536.24	\$337,678.13	\$2,155,314.67

*Deficit. ^aDeferred assets. ^bCapital stock \$14,400.00 included.

TABLE 20—OPERATING REVENUES AND EXPENSES—FREIGHT MOTOR CARRIERS, 1932

PART 1—CARRIERS 1 TO 36

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
1	Akron Truck Co.	\$ 2,061.73		\$ 2,061.73		\$ 752.00	\$ 304.94	\$ 46.36	\$ 7.85	\$ 85.50	\$ 53.25
2	Amburn, L. L.	2,982.71		2,982.71			362.10	30.00	3.00	4.00	28.66
3	Anderson Transfer Co.	156.19	\$ 8.30	164.49			129.90	9.90	5.00		38.70
4	Ausenhuis, Adolph	1,672.00	90.00	1,762.00			595.62	62.32	50.00		96.00
5	Baldwin, Ray S.	1,420.80	3,859.40	5,280.20		1,526.00	820.80	64.60	10.00	148.00	255.00
6	Barta, J. E.	960.00	1,950.70	2,910.70		259.00	583.73	57.60	39.00	109.60	26.00
7	Baxter Motor Express	1,800.00	175.00	1,975.00		210.00	425.18	52.00	3.50		100.00
8	Beckjorden & Company	7,055.85	1,746.89	8,802.74	\$ 1,020.00	1,181.60	1,636.51	211.22	22.80	285.05	349.81
9	Blue, W. O.	5,745.49	100.00	5,845.49	1,566.00	960.00	561.18	66.00	52.00	342.00	914.00
10	Bos Truck Line	1,457.84		1,457.84		300.00	301.35	6.00			
11	Boyer, Don	2,490.00	80.00	2,570.00	50.00	680.00	252.37	34.25	38.00	32.70	23.00
12	Boyer Transfer	5,000.00	4,160.00	9,160.00	1,000.00	1,200.00	1,080.00	360.00	60.00	420.00	450.00
13	Brady Transfer & Storage	11,360.00		11,360.00	3,600.00	2,880.00	967.44	64.50	45.00	18.00	90.00
14	Brown, Carl	8,824.20	2,893.97	11,718.17	85.00	4,380.00	1,721.92	119.45	45.06	228.34	640.22
15	Bruce, Glen E.	27,989.95		27,989.95	6,436.66	3,773.98	2,471.47				
16	Buechele, Alvin C.	1,200.00		1,200.00			79.20	15.40	5.00	50.00	50.00
17	Burgett, E. F.	106.76	1,187.22	1,293.98	5.00		217.33	27.24	4.45	32.00	134.86
18	Bullock, Orval W.	1,948.00	75.00	2,023.00	100.00		235.00	40.00	10.00	90.00	100.00
19	Butterworth, M. E.	2,623.75	300.00	2,923.75		600.00	263.50	52.50	7.25	125.00	268.30
20	Campbell's Motor Express	554.50	2,088.11	2,642.61			280.00	72.00	6.90	74.80	66.76
21	Campbell, Wm. F.	904.43	1,086.00	1,990.43		720.00	184.91	19.50	40.00	47.25	120.25
22	Carson, Ray	180.00		180.00			19.38	5.60			
23	Cass, M. J.	10,060.23		10,060.23	382.13	2,408.00	984.95	123.75	5.38	169.20	125.61
24	Christensen, John C.	1,133.08		1,133.08			291.60	30.25	4.50	87.35	189.82
25	Claussen, Herman H.	2,426.23	4,294.32	6,720.55	1,240.00	1,880.00	1,380.20	284.10	38.00	480.00	193.30
26	Cohen, Sam	480.00		480.00			56.70	6.20	3.00	14.40	10.00
27	Conrad, R. L.	3,395.80	1,500.00	4,895.80		1,020.00	411.57	55.12	18.00	260.00	340.00
28	Corrow, C. N.	2,535.00		2,535.00			93.60	22.80	12.00	168.00	100.00
29	Cross, C. D.	3,981.34	50.00	4,031.34			806.65	108.00		230.00	200.00
30	Cross, W. D.	8,536.27	2,741.50	11,277.77		2,920.22	2,007.51	300.00	28.00	86.83	636.57
31	Denhart, J. R.	126.00	100.00	226.00			26.40	3.75	3.00	18.00	10.00
32	Dennis, J. A.	8,395.92		8,395.92	600.00	1,460.85	743.13	104.50		310.84	284.38
33	Doyle, H. F.	703.25	1,430.82	2,134.07		100.00	224.08	46.00	12.00	126.00	100.00
34	Dragoun, C. E.	7,477.52		7,477.52	1,680.95	1,040.00	511.15	44.00			291.72
35	Eldridge, J. E.	13,833.82	6,981.11	20,814.93	900.00	4,460.28	3,120.26	378.30		637.48	2,041.20
36	England, J. R.	2,641.01		2,641.01		665.00	284.52	21.33	17.50	160.00	42.00
Total Part 1		\$ 154,219.67	\$ 36,958.34	\$ 191,178.01	\$ 18,665.74	\$ 36,163.93	\$ 24,436.10	\$ 2,944.54	\$ 596.19	\$ 4,840.34	\$ 8,369.41

*Includes oil.

TABLE 20—OPERATING REVENUES AND EXPENSES—FREIGHT MOTOR CARRIERS, 1932—Continued

PART 2—CARRIERS 37 TO 72

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
37	Fearing, R. B.	\$ 9,361.04	\$ 4,163.50	\$ 13,524.54	\$ 1,910.00	\$ 4,245.32	\$ 3,552.12	\$ 350.14	\$ 25.60	\$ 392.40	\$ 496.17
38	Frank & Morton Transfer	10,750.00	4,000.00	14,750.00	50.00	3,120.00	1,286.00	228.20		320.00	800.00
39	Frederickson, J. H. & Son	3,086.50	492.40	3,578.90		960.00	438.00	66.90	24.40	238.50	
40	Furness, Bert H.	1,115.00		1,115.00		300.00	75.00	10.40		30.00	82.00
41	Gateway City Transfer Co.	3,686.68		3,686.68	200.00	896.40	462.88	72.00		225.00	695.01
42	Gerdes, Toney	4,217.10		4,217.10		399.00	372.23	29.45	10.40	16.00	95.97
43	Gordon Storage Warehouses, Inc.										
44	Graham, Clyde O.	1,600.00	75.50	1,675.50		30.00	225.00	40.00	10.00	55.00	87.50
45	Graybill, H. H.	385.00		385.00			81.00	13.00		160.00	
46	Green, H. B.	6,941.49	19,917.38	26,858.87	1,560.00	5,936.78	4,447.59	678.01	90.76	678.84	1,176.51
47	Grell, Ferd.	1,709.28		1,709.28		4.00	145.80	35.00	50.00	75.00	75.00
48	Grothaus, C. E.	3,121.61	250.00	3,371.61	300.00	900.00	541.28	108.80		75.00	100.00
49	Guinn, Fred	4,938.50	493.19	5,431.69	600.00	923.43	407.03	44.47	7.80	97.61	178.65
50	H. & W. Motor Express Co.	39,528.62		39,528.62	4,963.18	5,934.08	5,329.37	988.73		2,717.65	1,380.24
51	Harless Bros.	884.65	1,630.00	2,514.65		700.00	700.00	48.00		314.35	65.00
52	Harper, Thomas	1,676.30		1,676.30			229.35	54.00		60.00	40.00
53	Haye, Claire	2,526.71	291.48	2,818.19		640.90	340.95	56.00		180.00	80.00
54	Headrick & Marshall	2,176.42		2,176.42	11.25		271.70	40.50	4.42	53.00	30.61
55	Heimendinger, Geo. L.	5,520.00	740.00	6,260.00		1,260.00	680.00	78.00		300.00	163.00
56	Herbst, John	2,840.17		2,840.17			657.00	63.62	2.60	112.00	327.21
57	Hess, Harry	13,094.92		13,094.92	3,161.70		1,941.50	210.25	100.00	477.47	744.28
58	Hi-Speed Motor Express	9,052.03	16,782.48	25,834.51	4,120.00	5,200.00	3,713.82	447.58	15.60	949.07	2,347.78
59	Hiatt, D. N.	3,232.68		3,232.68		913.00	273.27	17.01	6.30	95.24	563.00
60	Hill, H. G.	7,000.00		7,000.00		1,313.08	1,120.65	75.00	50.00	150.00	300.00
61	Holdercroft, Max	1,600.00	900.00	2,500.00		520.00	168.75	19.20		46.00	52.00
62	Hosmer, H. Ray	11,700.00		11,700.00	500.00	2,500.00	1,151.55	246.00	115.00	240.00	600.00
63	Huebner, Ben	302.53	212.92	515.45	68.00		73.92	30.96	7.25	21.00	58.00
64	Iowa Film Delivery	17,900.00		17,900.00	2,920.00	2,540.00	2,756.00	452.00	127.00	380.20	635.30
65	Iowa Central Motor Express	5,193.00		5,193.00	600.00	1,443.00	782.85	92.70		378.40	
66	Kasischke, Gust	392.00		392.00			39.20	20.00	1.75		28.00
67	Kibler, Chas. E.	6,934.00		6,934.00		1,040.00	1,158.75	124.00	31.00	150.70	172.50
68	Kier, Walter H.	2,543.24		2,543.24	1,388.06		304.45	45.82	44.45	169.49	71.28
69	King, Geo.	2,137.04	1,460.19	3,597.23		30.75	466.53	34.40		106.90	186.67
70	Kirkpatrick, Geo. F.	373.77		373.77		27.25	32.23	4.80		9.00	
71	Kirkwood, Will M.	1,232.44		1,232.44			168.81	25.20	7.00		130.38
72	Koss, Geo.	350.75		350.75			33.58	8.15			6.00
Total Part 2		\$ 189,103.47	\$ 51,409.04	\$ 240,512.51	\$ 22,352.19	\$ 41,776.99	\$ 34,428.16	\$ 4,858.29	\$ 731.33	\$ 9,273.82	\$11,768.06

STATISTICS OF MOTOR CARRIERS

TABLE 20—OPERATING REVENUES AND EXPENSES—FREIGHT MOTOR CARRIERS, 1932—Continued

PART 3—CARRIERS 73 TO 108

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
73	Kristensen, Harold	\$ 1,762.40	\$ 98.95	\$ 1,861.35			\$ 102.34	\$ 19.50	\$ 22.50		
74	Kroeger, Ray	504.50		504.50			41.25	8.40	1.50	\$ 8.65	\$ 11.87
75	La Tour, R. R.	2,991.33		2,991.33	\$ 136.00		323.13	39.00	8.55	39.20	49.88
76	Lamb, D. E.	1,512.00		1,512.00		\$ 175.00	160.50	29.00		45.00	25.00
77	Lambert, M. L.	11,376.96		11,376.96	1,000.00	1,048.69	1,436.14	159.08		496.53	879.09
78	Lau, C. E.	1,346.30		1,346.30			146.40	30.00	14.50	31.25	44.00
79	Lee, Theodore	1,080.00	40.00	1,120.00	400.00	320.00	93.60	3.60		28.50	
80	Le Mars Associated Retailers	4,874.43		4,874.43	165.00	3,238.10	581.12	57.93			248.08
81	Loomis, L. L.	3,471.32		3,471.32		50.00	393.59	43.68	26.00	183.00	260.00
82	Maxwell, J. P. & Son	4,111.73		4,111.73	321.00	900.00	540.00	40.85	10.00	56.95	449.56
83	Markusen, Oscar	1,879.13		1,879.13			268.80	10.00	12.00	85.00	12.50
84	Mason, F. Claire	14,107.16		14,107.16	379.00	1,300.00	1,638.84	92.40	27.00	267.85	137.00
85	Martin, C. V.	1,627.20		1,627.20		260.00	293.80	13.53	5.00	60.00	48.00
86	McCullough Transfer	1,924.00		1,924.00		720.00	261.80	13.00	5.00	77.00	23.00
87	McIntyre, Robert L.	3,972.10		3,972.10			541.50	115.20	36.50	192.00	439.42
88	McCabe, Francis	881.16		881.16		212.80	138.69	10.80		62.50	25.00
89	Mercer Transfer & Storage	6,276.11		6,276.11	782.40	1,900.98	821.90	171.23	52.00	391.95	1,014.88
90	Meinhardt Transfer Co.	9,900.00		9,900.00		1,452.00	2,756.00	99.72	21.00	385.00	250.00
91	Miller, A. C.	3,126.00		3,126.00	700.00	600.00	585.00	63.00		240.00	249.50
92	Moore, Guy	2,100.00	250.00	2,350.00		400.00	529.28	44.46		40.00	50.00
93	Murphy Motor Freight	4,059.41		4,059.41	339.31	385.24	341.74			214.85	585.80
94	National Freight Lines	76,084.98		76,084.98	8,213.24	13,012.02	7,839.76	1,131.76		2,486.18	5,530.56
95	Nauvoo Transportation Co.	585.23		585.23	120.00	112.00	48.60	6.16		26.00	12.00
96	Neth, Earl	800.00		800.00			144.00	45.00	5.00	40.00	35.60
97	Nichols, Ray C.	1,200.00		1,200.00			159.36	14.40		110.00	10.00
98	Notbohm, H. G.	2,250.00		2,250.00		720.00	154.00	25.00		50.00	42.00
99	On Time Transfer Co.	9,440.00		9,440.00	1,800.00	1,475.00	1,460.55	126.50	59.00	659.58	879.44
100	Osceola Transfer Co.	13,966.99		13,966.99		3,914.04	2,082.25	207.09	28.00	160.45	295.00
101	Otis, Carol	3,885.83	304.05	4,189.88	30.00	988.00	545.75	68.40	20.00	133.25	60.05
102	Otis, Roy	2,234.48	767.39	3,001.87	104.95	914.61	355.30	43.76	3.15	36.20	89.15
103	Otto Freight Line	2,531.30	21.30	2,552.60	5.00	720.00	396.18	38.50	3.00	122.80	124.60
104	Patrick, William	323.84		323.84			118.37	17.30	9.75	17.88	4.52
105	Peterson, J. A.	500.00	45.00	545.00		150.00	63.04	2.00		16.60	18.60
106	Peterson Bros.	197.65		197.65	40.00	50.00	47.25	2.75			
107	Phippin Trucks	6,628.87	5,467.24	12,096.11	1,200.00	3,180.00	1,616.10	200.00		325.00	200.00
108	Plagge, Edgar	2,864.86		2,864.86		960.00	360.00	43.20		112.00	24.50
Total Part 3		\$ 206,377.27	\$ 6,993.93	\$ 213,371.20	\$ 15,735.90	\$ 39,158.48	\$ 27,385.93	\$ 3,036.20	\$ 369.45	\$ 7,201.17	\$ 12,128.00

TABLE 20—OPERATING REVENUES AND EXPENSES—FREIGHT MOTOR CARRIERS, 1932—Continued

PART 4—CARRIERS 109 TO 144

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
109	Quade, H. F.	\$ 2,040.89		\$ 2,040.89		\$ 330.50	\$ 395.34	\$ 58.70	\$ 8.15	\$ 137.25	\$ 225.00
110	Redman, Dave	6,981.29		6,981.29	\$ 356.29	1,468.36	1,469.99	167.10			1,398.98
111	Reuter, Carl	3,145.61	\$ 442.60	3,588.21			470.86	94.24	21.50	14.00	74.00
112	Revell Transfer	4,638.19		4,638.19		572.00	737.40	135.24	67.00	272.40	131.45
113	Rihner Bros.	200.00	4,410.00	4,610.00		1,200.00	1,190.00	160.00	60.00	350.00	375.00
114	Roddy, Lynn	3,843.67		3,843.67		780.00	431.97	82.50	12.51	62.16	156.31
115	Roberts Transfer	6,263.11		6,263.11	90.00	2,000.00	1,579.31	106.71		160.00	201.46
116	Ruse, Olony	125.50		125.50		87.00	48.00	8.40		19.89	21.78
117	Sahl, Elmer	1,765.00	9,224.00	10,989.00	780.00	1,200.00	841.45	122.72	77.00	391.80	360.62
118	Sarvis Transfer	1,008.18	222.00	1,230.18		475.00	189.14	11.20			4.00
119	Schaefer, Anton	2,827.75	5,301.64	8,129.39	878.00	960.00	1,459.19	100.80	30.00	170.00	265.00
120	Scherer, F. C.	6,100.00	6,189.01	12,289.01		2,690.00	1,841.87	216.00		839.67	1,133.00
121	Schlick, M. F.	19,993.80		19,993.80	878.80	4,881.95	2,103.81	186.70	86.85	630.19	1,086.74
122	Schoenewe, A. M.	780.00	1,750.00	2,530.00		840.00	157.50	18.00		83.00	19.85
123	Seaton, Ray	7,200.00		7,200.00		1,092.00	1,080.00	180.00	25.00	1,000.00	500.00
124	Seaton, R. O.	4,017.21		4,017.21	420.00	1,200.00	385.70	55.00	4.50	16.75	75.00
125	Shannon, Clarence E.	160.00		160.00			45.45	6.12		16.00	
126	Sievers, A. H.	480.00		480.00			192.78	16.80	2.00	25.00	30.00
127	Smith, E. M.	18,090.13		18,090.13	4,088.00	2,120.00	2,682.63	1,066.55	78.00	249.00	355.00
128	Smith, J. D.	26,272.00	345.00	26,617.00	9,290.00	3,220.00	3,280.00	865.00	298.50	346.00	508.60
129	Smith, James M.	3,539.26	14.26	3,553.52		1,000.00	306.15	48.00	18.00	85.72	24.00
130	Smith, R. L.	964.61	1,927.53	2,892.14		918.00	372.66	64.46		115.68	45.23
131	Sonnichsen, W. E.	2,376.81	11,878.73	14,255.54	895.33	2,238.06	2,621.10	485.77	99.48	831.30	1,097.98
132	Southern Iowa Transit	4,003.89		4,003.89	149.25	899.52	1,842.01	82.00	7.10	382.50	522.50
133	Stanley, L. B.	1,339.17	746.93	2,086.10		8.50	352.55	45.00	23.40	103.26	289.50
134	Stevens, R. K.	280.00	50.00	330.00			50.25	6.15	2.40	21.00	12.00
135	Strait, Paul	1,414.00	100.00	1,514.00	150.00	780.00	970.84	175.95		128.00	50.00
136	Thiel, Jorgen	1,845.40		1,845.40			479.92	25.96	7.50		
137	Throssel, Wesley	1,313.70		1,313.70			155.85	8.95		31.75	
138	Trindle, Elbert H.	501.00	1,377.00	1,878.00		480.00	303.50	42.34	40.00	127.24	89.75
139	United Freight Lines	8,543.35		8,543.35	195.00	2,280.48	1,232.70	46.11	5.55	286.46	312.96
140	Van der Kooi & Kuiper	1,200.00		1,200.00			276.50	19.20	8.00	150.00	120.00
141	Wahrer Truck Lines	2,700.00	4,750.00	7,450.00	1,200.00	1,500.00	937.50	150.00	50.00	250.00	125.00
142	Watson Bros.										
143	Waite, N. M.	1,896.25		1,896.25	64.00	600.00	284.16	60.00	9.60	90.00	35.00
144	Wells, Arthur E.	3,745.46	1,000.00	4,745.46		520.50	675.96	148.90		100.00	146.11
	Total Part 4	\$ 151,595.23	\$ 49,728.70	\$ 201,323.93	\$ 19,434.67	\$ 36,341.87	\$ 31,444.04	\$ 5,066.57	\$ 1,042.04	\$ 7,486.02	\$ 9,791.82

STATISTICS OF MOTOR CARRIERS

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TABLE 20—OPERATING REVENUES AND EXPENSES—FREIGHT MOTOR CARRIERS, 1932—Continued

PART 5—CARRIERS 145 TO 150 AND GRAND TOTAL REVENUES AND EXPENSES

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
145	Wells, Vilas D.....	\$ 777.60	\$ 2,580.00	\$ 3,357.60		\$ 110.50	\$ 243.75	\$ 42.00	\$ 16.00	\$ 38.00	\$ 36.00
146	Weldon, Fred.....	350.00	2,150.00	2,500.00		400.00	500.00	50.00		200.00	150.00
147	Wenzel, Gus. H.....	1,950.00	60.00	2,010.00			410.00	54.00		62.00	148.50
148	Western Freight Lines.....	9,900.00		9,900.00		2,340.00	1,316.64	365.04	78.00	335.00	125.00
149	White Line Motor Freight.....	145,477.90		145,477.90	\$ 9,940.01	24,009.41	18,718.40	921.20		6,921.43	16,933.94
150	Whitney Transfer.....	6,605.85	20.00	6,625.85	1,000.00	1,200.00	1,280.00	122.88	25.00	137.00	125.00
	Total Part 5.....	\$ 165,061.35	\$ 4,810.00	\$ 169,871.35	\$ 10,940.01	\$ 28,059.91	\$ 22,468.79	\$ 1,555.12	\$ 119.00	\$ 7,693.43	\$17,518.44
	Total Part 1.....	154,219.67	36,958.34	191,178.01	18,665.74	36,163.93	24,436.10	2,944.54	596.19	4,840.34	8,369.41
	Total Part 2.....	189,103.47	51,409.04	240,512.51	22,352.19	41,776.99	34,428.16	4,858.29	731.33	9,273.82	11,768.06
	Total Part 3.....	206,377.27	6,993.93	213,371.20	15,735.90	39,158.48	27,385.93	3,036.20	369.45	7,201.17	12,128.00
	Total Part 4.....	151,595.23	49,728.70	201,323.93	19,434.67	36,341.87	31,444.04	5,066.57	1,042.04	7,486.02	9,791.82
	Grand total.....	\$ 866,356.99	\$ 149,900.01	\$ 1,016,257.00	\$ 87,128.51	\$ 181,501.18	\$ 140,163.02	\$17,460.72	\$ 2,858.01	\$36,494.78	\$59,575.73

TABLE 20—OPERATING EXPENSES CONCLUDED AND SURPLUS—FREIGHT MOTOR CARRIERS, 1932—Continued

PART 6—CARRIERS 1 TO 36

Number	Freight Carriers Reporting	Operating Expenses—Concluded								Surplus from Operations	
		Rent	Insurance	Ton-Mile Tax	Licenses	Interest	Depreciation	Loss on Equipment Retired	Miscellaneous		Total Operating Expenses
1	Akron Truck Co.....		\$ 47.50	\$ 84.89	\$ 65.00		\$ 163.40		\$ 270.92	\$ 1,881.61	\$ 180.12
2	Amburn, L. L.....	\$ 20.00	\$ 66.00	\$ 276.64	\$ 25.00		208.33	\$ 320.86	72.81	1,417.40	1,565.31
3	Anderson Transfer Co.....		18.87	93.02	65.00		54.67		20.00	507.06	*342.57
4	Ausenhuis, Adolph.....	60.00	65.00	233.81	40.00		825.00			2,742.75	*980.75
5	Baldwin, Ray S.....	120.00	235.00	86.69	105.00		873.09	181.66	120.00	4,545.84	734.36
6	Barta, J. E.....	47.00	54.00	75.59	40.00		200.70	142.50	15.00	1,649.72	1,260.98
7	Baxter Motor Express.....	30.00	88.00	145.02	165.00		333.33		396.00	1,948.03	26.97
8	Beckjorden & Company.....	180.00	331.62	348.99	290.09		1,876.33		48.00	7,782.02	1,020.72
9	Blue, W. O.....	60.00	75.00	237.97	200.00		365.51		622.72	6,022.33	*176.84
10	Bos Truck Line.....	18.75		150.19			320.19			1,096.48	361.36
11	Boyer, Don.....	125.00	63.00	126.03	30.00		240.00		256.00	1,950.35	619.65
12	Boyer Transfer.....	360.00	200.00	199.33			329.00		200.00	5,858.33	3,301.67
13	Brady Transfer & Storage.....		75.76	913.96	125.00		1,100.00		1,153.56	11,033.22	326.78
14	Brown, Carl.....		342.95	524.94	477.00	\$ 199.11	2,123.92		504.66	11,392.57	325.60
15	Bruce, Glen E.....	591.64	296.96	1,690.23	580.83	250.95	2,335.64		5,172.52	23,600.88	4,389.07
16	Buechele, Alvin C.....	36.00	70.00	70.23	65.00		225.00			665.83	534.17
17	Burgett, E. F.....		48.00	5.19	13.50	13.30	105.30	200.00	56.80	862.97	431.01
18	Bullock, Orval W.....		54.00	81.76	40.00		365.33			1,116.09	906.91
19	Butterworth, M. E.....	14.00	146.00	243.86	125.00		750.36	163.54	148.12	2,907.43	16.32
20	Campbell's Motor Express.....	61.20	55.00	18.37			165.02			800.05	1,842.56
21	Campbell, Wm. F.....	45.00	144.00	101.28	26.00		242.75		127.30	1,818.24	172.19
22	Carson, Ray.....		55.00	13.86	32.50	19.00			5.00	150.34	29.66
23	Cass, M. J.....	324.12	100.00	732.13	200.00		1,007.00		172.73	6,735.00	3,325.23
24	Christensen, John O.....		63.00	136.99			55.75		173.15	1,032.41	100.67
25	Claussen, Herman H.....	106.50	260.00	310.60	280.00		570.34		170.50	7,193.54	*472.99
26	Cohen, Sam.....	2.40		3.77	61.00		11.75		10.00	179.22	300.78
27	Conrad, R. L.....	96.00	100.00	205.08	25.00		45.80		181.00	2,757.57	2,198.23
28	Corrow, C. N.....		85.00	85.15	40.00		197.25		12.00	815.80	1,719.20
29	Cross, C. D.....		50.00	107.76			645.00			2,147.41	1,883.93
30	Cross, W. D.....	800.18	760.86	716.88			3,781.06		513.90	12,552.01	*1,274.24
31	Denhart, J. R.....			5.41	40.00		44.44			151.00	75.00
32	Dennis, J. A.....	150.00	200.00	653.51	300.00		1,216.00		480.15	6,503.36	1,892.56
33	Doyle, H. F.....		54.00	56.99	45.00		366.67		140.00	1,270.74	863.33
34	Dragoun, C. E.....	254.42	216.38	483.27	210.26		609.00	8.48	1,014.46	6,364.09	1,113.43
35	Eldridge, J. E.....	178.46	534.44	597.17	370.00	244.00	2,366.03	728.00	1,196.06	17,751.77	3,063.16
36	England, J. R.....	60.00	36.50	338.17			227.50			1,852.52	788.49
	Total Part 6.....	\$ 3,740.67	\$ 4,991.84	\$10,154.73	\$ 4,081.18	\$ 726.36	\$ 24,346.46	\$ 1,745.13	\$ 13,253.36	\$ 150,055.98	\$ 32,122.03

STATISTICS OF MOTOR CARRIERS

*Deficit.

TABLE 20—OPERATING REVENUES AND EXPENSES—FREIGHT MOTOR CARRIERS, 1932—Continued

PART 7—CARRIERS 37 TO 72

Number	Freight Carriers Reporting	Operating Expenses—Concluded								Surplus from Operations	
		Rent	Insurance	Ton-Mile Tax	Licenses	Interest	Depreciation	Loss on Equipment Retired	Miscellaneous		Total Operating Expenses
37	Fearing, R. B.	\$ 887.50	\$ 377.70	\$ 1,105.93	\$ 400.00		\$ 1,444.17		\$ 614.05	\$ 15,801.10	\$ *2,276.56
38	Frank & Morton Transfer	240.00	450.00	730.03	325.00		2,151.74			9,700.97	5,049.03
39	Frederickson, J. H. & Son		44.50	201.52			615.00		168.70	2,757.52	821.38
40	Furness, Bert H.		52.00	35.76	40.00		100.00			725.16	389.84
41	Gateway City Transfer Co.		157.94	194.75	175.48		781.25			3,860.21	*174.03
42	Gerdes, Toney		58.91	218.13	155.00		602.30		256.14	2,213.53	2,003.57
43	Gordon Storage Warehouses, Inc.										
44	Graham, Clyde O.	37.50	37.50	93.85	25.00		182.66		14.25	838.26	837.24
45	Graybill, H. H.		53.00	35.32	40.00		116.66			498.98	*113.98
46	Green, H. B.	230.00	603.00	438.69	835.50		3,440.53		1,342.50	21,458.71	5,400.16
47	Grell, Ferd	25.00	57.55	118.10	40.00		223.50		45.00	893.95	815.33
48	Grothaus, C. E.		145.00	317.54	40.00					2,527.62	843.99
49	Guinn, Fred	120.00	149.85	229.26	130.00	\$ 64.25	613.08		192.19	3,757.62	1,674.07
50	H. & W. Motor Express Co.	1,040.69	2,341.49	1,074.06	569.00		4,108.24		8,889.14	39,335.87	192.75
51	Harless Bros.		55.00	109.30	65.00		370.97		102.00	2,529.62	*14.97
52	Harper, Thomas		54.00	126.47	25.00		150.40			739.22	937.08
53	Haye, Claire	78.00	90.00	302.45	130.00		400.00		746.86	3,045.16	*226.97
54	Headrick & Marshall	33.00	56.00	182.96	40.00		525.00		46.28	1,294.72	881.70
55	Heimendinger, Geo. L.	180.00	311.00	320.36	90.00	24.00	602.50		44.00	4,052.86	2,207.14
56	Herbst, John		53.00	119.15	25.00		133.33		35.00	1,527.91	1,312.26
57	Hess, Harry		279.63	277.52	225.00		650.00		1,334.00	9,401.35	3,693.57
58	Hi-Speed Motor Express	720.00	478.09	595.18	665.00		1,283.01		3,011.50	23,546.63	2,287.88
59	Hiatt, D. N.		104.00	183.84	65.00		315.63		411.30	2,947.59	285.09
60	Hill, H. G.	259.00	232.33	664.47			2,071.64		227.34	6,463.51	536.49
61	Holderoft, Max		42.41	70.39	25.00		225.00		5.00	1,173.75	1,326.25
62	Hosmer, H. Ray		300.00	994.83	435.00	120.00	1,993.80		525.00	9,721.18	1,978.82
63	Huebner, Ben		12.53	22.22	40.00		9.38		98.75	442.01	73.44
64	Iowa Film Delivery	120.00	358.00	1,111.57	90.00	80.00	847.59	\$ 198.50	180.00	12,796.16	5,103.84
65	Iowa Central Motor Express	360.00	407.40	591.31	160.00		375.00		69.50	5,260.16	*67.16
66	Kasischke, Gust		30.00	23.61	25.00		90.00			257.56	134.44
67	Kibler, Chas. E.	120.00	143.60	757.53	150.00		768.75	64.04	180.00	4,860.87	2,073.13
68	Kier, Walter H.		101.00	203.80	40.00		372.60		102.06	2,843.01	*299.77
69	King, Geo.	10.00	51.43	118.08	65.00		393.75		708.85	2,172.36	1,424.87
70	Kirkpatrick, Geo. F.		40.00	15.81	25.00		45.00		6.40	205.49	168.28
71	Kirkwood, Will M.		51.00	83.20	40.00		350.00	59.00		914.59	317.85
72	Koss, Geo.		50.00	12.94			73.50			184.17	166.58
	Total Part 7	\$ 4,460.69	\$ 7,828.86	\$11,679.93	\$ 5,199.98	\$ 288.25	\$ 26,425.98	\$ 321.54	\$ 19,355.81	\$ 200,749.88	\$ 39,762.63

*Deficit.

TABLE 20—OPERATING REVENUES AND EXPENSES—FREIGHT MOTOR CARRIERS, 1932—Continued

PART 8—CARRIERS 73 TO 108

Number	Freight Carriers Reporting	Operating Expenses—Concluded								Surplus from Operations	
		Rent	Insurance	Ton-Mile Tax	Licenses	Interest	Depreciation	Loss on Equipment Retired	Miscellaneous		Total Operating Expenses
73	Kristensen, Harold		\$ 60.85	\$ 56.44	\$ 45.00		\$ 185.00	\$ 148.75	\$ 70.00	\$ 710.38	\$ 1,150.97
74	Kroeger, Ray		25.00	15.04	10.00		66.23		51.00	238.96	265.54
75	La Tour, R. R.	\$ 153.87	73.65	237.54	40.00	\$ 84.00	620.75		5.00	1,810.57	1,180.76
76	Lamb, D. E.	54.00	18.33	112.06	13.33		33.30		91.80	757.32	754.68
77	Lambert, M. L.	825.00	450.25	305.14	293.00		696.81		3,214.05	10,803.78	573.18
78	Lau, C. E.		30.00	97.86	40.00		106.25		27.25	567.51	778.79
79	Lee, Theodore	20.00		55.82			144.58		41.60	1,107.70	12.30
80	Le Mars Associated Retailers	136.60	150.80	271.47	130.00		543.98		28.67	5,551.75	*677.32
81	Loomis, L. L.		22.40	98.36	25.00		269.00		254.38	1,616.41	1,854.91
82	Maxwell, J. P. & Son		192.00	268.51	40.00	17.40	233.00		118.13	3,247.40	864.33
83	Markusen, Oscar	55.00	66.86	101.13	40.00		350.00			1,001.29	877.84
84	Mason, F. Claire		160.00	1,404.56	300.00		1,216.66		1,665.00	8,618.31	5,488.85
85	Martin, C. V.		75.00	322.56			158.33		60.00	1,296.22	330.98
86	McCullough Transfer	36.00	55.00	185.97	40.00		87.50		516.00	2,020.27	*96.27
87	McIntyre, Robert L.	84.00	52.60	281.50	40.00		546.25		225.41	2,554.38	1,417.72
88	McCabe, Francis	28.75	27.50	62.26	20.00		2.00		36.20	824.50	56.66
89	Mercer Transfer & Storage	1,035.00	240.08	984.22			518.00	696.64	92.05	8,760.73	*2,484.62
90	Meinhardt Transfer Co.		336.00	100.91	109.50		587.50		60.00	6,157.63	3,742.37
91	Miller, A. C.	300.00	225.50	400.43	35.00		481.72	106.37	370.00	4,356.52	*1,230.52
92	Moore, Guy	36.00	57.00	159.97	25.00		214.75		260.00	1,816.46	533.54
93	Murphy Motor Freight	234.36	105.08	669.40	384.75		350.53		1,176.72	4,787.78	*728.37
94	National Freight Lines	1,500.00	2,554.01	5,576.45	1,377.50		7,188.07		7,491.44	63,901.01	12,183.97
95	Nauvoo Transportation Co.	20.00	20.43	17.52	12.00		38.75		27.20	460.66	124.57
96	Neth, Earl		50.00	39.52	15.00					373.52	426.48
97	Nichols, Ray C.	36.00	40.00	66.02	25.00		208.50			669.28	530.72
98	Notbohm, H. G.		125.00	118.41	40.00		258.00	168.50		1,700.91	549.09
99	On Time Transfer Co.		250.75	1,597.52	204.00		879.44		1,440.00	10,831.78	*1,391.78
100	Osceola Transfer Co.	420.00	309.63	1,829.03			3,316.11	114.47	822.00	13,498.07	468.92
101	Otis, Carol	35.00	113.00	296.42	125.00		855.25		50.00	3,320.12	869.76
102	Otis, Roy	225.00	45.70	85.78	40.00	47.50	238.50		161.93	2,391.53	610.34
103	Otto Freight Line	42.00	50.00	234.16	41.00	133.67	140.00		153.73	2,210.64	341.96
104	Patrick, William	6.00	13.25	109.39	40.00		150.00		8.50	494.96	*171.12
105	Peterson, J. A.	5.80	41.00	59.10	22.30		385.06	445.75	110.80	1,320.05	*775.05
106	Peterson Bros.		55.00	23.03	5.40		96.76		27.05	277.24	*79.59
107	Phippin Trucks	120.00	275.00	640.72	225.00		1,063.89		500.40	10,146.11	1,950.00
108	Plagge, Edgar	72.00	176.00	253.76	280.00		245.00			2,526.46	338.40
Total Part 8		\$ 5,540.38	\$ 6,542.67	\$17,137.98	\$ 4,082.78	\$ 288.57	\$ 23,284.51	\$ 1,679.88	\$ 19,156.31	\$ 182,728.21	\$ 30,642.99

*Deficit.

STATISTICS OF MOTOR CARRIERS

TABLE 20—OPERATING REVENUES AND EXPENSES—FREIGHT MOTOR CARRIERS, 1932—Continued

PART 9—CARRIERS 109 TO 144

Number	Freight Carriers Reporting	Operating Expenses—Concluded								Surplus from Operations	
		Rent	Insurance	Ton-Mile Tax	Licenses	Interest	Depreciation	Loss on Equipment Retired	Miscellaneous		Total Operating Expenses
109	Quade, H. F.	\$ 40.00	\$ 60.00	\$ 139.51	\$ 40.00				\$ 13.50	\$ 1,447.95	\$ 592.94
110	Redman, Dave	95.56	123.74	652.42	265.59	\$ 14.99	\$ 799.51		599.49	7,411.93	*430.64
111	Reuter, Carl		69.75	330.33	25.00		205.19		68.40	1,373.27	2,214.94
112	Revell Transfer	114.00	72.00	253.11	80.00	36.00	488.89		132.00	3,091.49	1,546.70
113	Rihner Bros.	132.00	240.00	28.16	270.00	30.00	903.00	\$ 355.00	50.00	5,343.16	*733.16
114	Roddy, Lynn	96.00	66.00	196.75	25.00		177.25		75.00	2,161.45	1,682.22
115	Roberts Transfer		163.00	649.10	130.00		572.90		277.00	5,929.48	333.63
116	Ruse, Olony	6.80	15.30	51.73	17.00		129.20			405.10	*279.60
117	Sahl, Elmer	180.00	96.80	171.81	65.00		1,375.00		500.00	6,162.20	4,826.80
118	Sarvis Transfer	15.00	35.00	81.70	113.75		141.87		90.65	1,157.31	72.87
119	Schaefer, Anton	60.00	335.00	189.38	360.00		1,224.00	120.00		6,451.37	1,678.02
120	Scherer, F. C.	500.00	338.59	968.14	415.00		3,097.68		428.31	12,468.26	*179.25
121	Schlick, M. F.	180.60	670.90	1,355.64	410.00	524.47	1,887.83		863.98	15,748.46	4,245.34
122	Schoenewe, A. M.		57.55	28.70	65.00		192.00		12.50	1,474.10	1,055.90
123	Seaton, Ray		232.80	618.03	300.00	250.00	1,436.83		50.00	6,764.66	435.34
124	Seaton, R. O.		164.85	350.34	140.00		974.21			3,786.35	230.86
125	Shannon, Clarence E.		9.72	36.78	8.00		19.45			141.52	18.48
126	Sievers, A. H.		52.00	104.71			209.25	221.81		854.35	*374.35
127	Smith, E. M.	3,975.00	292.00	1,440.05	45.00		849.25		95.40	17,335.88	754.25
128	Smith, J. D.	1,080.00	1,195.00	1,174.14	183.00		1,100.00	210.40	2,170.20	24,920.84	1,696.16
129	Smith, James M.	50.00	114.00	131.15	95.00		237.50		96.00	2,205.52	1,348.00
130	Smith, R. L.		60.00	73.38			605.73			2,255.14	637.00
131	Sonnichsen, W. F.	13.00	262.80	276.86	716.00	16.21	1,745.00	303.68	1,306.24	12,908.81	1,346.73
132	Southern Iowa Transit	155.00	177.00	286.64	187.00		180.00			4,870.52	*866.63
133	Stanley, L. B.		51.05	242.40	65.00		401.00		100.25	1,681.91	404.19
134	Stevens, R. K.		30.00	17.72	8.33		55.55			203.40	126.60
135	Strait, Paul		60.50	344.89	65.00		431.00			3,156.18	*1,642.18
136	Thiel, Jorgen	36.00	57.00	245.68	25.00		157.50		68.40	1,102.96	742.44
137	Throssel, Wesley	100.00	85.00	99.74	40.00		250.00			771.29	542.41
138	Trindle, Elbert H.		108.00	83.41	227.50		340.37			1,842.11	35.89
139	United Freight Lines	100.00	189.95	513.46	281.20		342.51		1,847.33	7,633.71	909.64
140	Van der Kool & Kuiper	30.00	44.00	108.66	25.00		200.00	130.00		1,111.36	88.64
141	Wahrer Truck Lines	60.00	260.00	292.65	130.00		1,299.75		110.00	6,364.90	1,085.10
142	Watson Bros.										
143	Waite, N. M.		54.00	118.61	20.00		214.30		18.00	1,567.67	328.58
144	Wells, Arthur E.		148.92	279.05	195.00		627.70		755.30	3,597.44	1,148.02
	Total Part 9	\$ 7,018.96	\$ 5,992.22	\$11,934.83	\$ 5,037.28	\$ 871.67	\$ 22,871.22	\$ 1,640.89	\$ 9,727.95	\$ 175,702.05	\$ 25,621.88

*Deficit.

TABLE 20—OPERATING REVENUES AND EXPENSES—FREIGHT MOTOR CARRIERS, 1932—Continued

PART 10—CARRIERS 145 TO 150 AND GRAND TOTAL EXPENSES

Number	Freight Carriers Reporting	Operating Expenses—Concluded								Surplus from Operations	
		Rent	Insurance	Ton-Mile Tax	Licenses	Interest	Depreciation	Loss on Equipment Retired	Miscellaneous		Total Operating Expenses
145	Wells, Vilas D.	\$ 72.00	\$ 104.00	\$ 109.66	\$ 260.00				\$ 18.00	\$ 1,049.91	\$ 2,307.69
146	Weldon, Fred	360.00	150.00	26.06	200.00		\$ 700.00			2,736.06	*236.06
147	Wenzel, Gus. H.		60.00	209.04		\$ 11.25	383.33		14.00	1,352.12	657.88
148	Western Freight Lines	50.00	172.00	843.80	80.00		536.00		162.00	6,403.48	3,496.52
149	White Line Motor Freight	1,208.98	2,687.31	4,725.01	2,357.00		20,887.58		*37,180.96	146,491.23	*1,013.33
150	Whitney Transfer		190.00	295.75			242.37		95.00	4,713.00	1,912.85
	Total Part 10	\$ 1,690.98	\$ 3,363.31	\$ 6,209.32	\$ 2,897.00	\$ 11.25	\$ 22,749.28		\$ 37,469.96	\$ 162,745.80	\$ 7,125.55
	Total Part 6	3,740.67	4,991.84	10,154.73	4,081.18	726.36	24,346.46	\$ 1,745.13	13,253.36	159,055.98	32,122.03
	Total Part 7	4,460.69	7,828.86	11,679.93	5,199.98	288.25	26,425.98	321.54	19,355.81	200,749.88	39,762.63
	Total Part 8	5,540.38	6,542.67	17,137.98	4,082.78	288.57	23,284.51	1,679.88	19,156.31	182,728.21	30,642.99
	Total Part 9	7,018.96	5,992.22	11,934.83	5,037.28	871.67	22,871.22	1,640.89	9,727.95	175,702.05	25,621.88
	Grand Total	\$ 22,451.68	\$ 28,718.90	\$57,116.79	\$21,298.22	\$ 2,186.10	\$ 119,677.45	\$ 5,387.44	\$ 98,963.39	\$ 880,981.92	\$ 135,275.08

*Deficit.

*Pickup and delivery \$29,258.35, included.

TABLE 30—MILEAGE TRAFFIC AND MISCELLANEOUS

PART 1—NUMBERS

Number	Freight Carriers Reporting	Motor Miles Operated		Total Operating Revenues		Total Ope Expen
		Iowa	System	Revenues—system	Revenue per mile—system	Expenses—system
1	Akron Truck Co.....	14,612	14,612	\$ 2,061.73	\$.14110	\$ 1,881.61
2	Amburn, L. L.....	29,236	29,236	2,982.71	.10202	1,417.40
3	Anderson Transfer Co.....	7,655	7,655	164.49	.02149	507.06
4	Ausenhuis, Adolph.....	15,015	16,545	1,762.00	.10650	2,742.75
5	Baldwin, Ray S.....		49,950	5,280.20	.10571	4,545.84
6	Barta, J. E.....	46,692	46,692	2,910.70	.06234	1,649.72
7	Baxter Motor Express.....	18,584	18,584	1,975.00	.10627	1,948.03
8	Beckjorden & Company.....	71,596	71,596	8,802.74	.12295	7,782.02
9	Blue, W. O.....	25,506	25,506	5,845.49	.22918	6,022.33
10	Bos Truck Line.....	13,064	13,064	1,457.84	.11159	1,096.48
11	Boyer, Don.....	10,453	10,453	2,570.00	.24587	1,950.35
12	Boyer Transfer.....			9,160.00		5,858.33
13	Brady Transfer & Storage.....	48,375	48,375	11,360.00	.23483	11,033.22
14	Brown, Carl.....	48,060	48,060	11,718.17	.24382	11,392.57
15	Bruce, Glen E.....	88,924	88,924	27,989.95	.31476	23,600.88
16	Buechele, Alvin C.....	6,240	6,240	1,200.00	.19231	665.83
17	Burgett, E. F.....	10,052	10,052	1,293.98	.12873	862.97
18	Bullock, Orval W.....	10,842	10,842	2,023.00	.18659	1,116.09
19	Butterworth, M. E.....	22,678	22,678	2,923.75	.12892	2,907.43
20	Campbell's Motor Express.....	18,000	18,000	2,642.61	.14681	800.05
21	Campbell, Wm. F.....	11,925	11,925	1,990.43	.16691	1,818.24
22	Carson, Ray.....	1,102	1,102	180.00	.16334	150.34
23	Cass, M. J.....	43,170	43,170	10,060.23	.23304	6,735.00
24	Christensen, John C.....	11,297	12,297	1,133.08	.09214	1,032.41
25	Claussen, Herman H.....	45,029	49,502	6,720.55	.13576	7,193.54
26	Cohen, Sam.....	523	3,643	480.00	.13176	179.22
27	Conrad, R. L.....	22,011	22,011	4,955.80	.22515	2,757.57
28	Corrow, C. N.....	8,742	8,742	2,535.00	.28998	815.80
29	Cross, C. D.....	28,999	32,688	4,031.34	.12332	2,147.41
30	Cross, W. D.....	66,253	66,253	11,277.77	.17022	12,552.01
31	Denhart, J. R.....	852	1,716	226.00	.11317	151.00
32	Dennis, J. A.....	29,592	29,592	8,395.92	.28372	6,503.36
33	Doyle, H. F.....	11,398	11,688	2,134.07	.18259	1,270.74
34	Dragoun, C. E.....	19,930	19,930	7,477.52	.37519	6,364.09
35	Eldridge, J. E.....	130,010	130,010	20,814.93	.16010	17,751.77
36	England, J. R.....	35,565	35,565	2,641.01	.07426	1,852.52
37	Fearing, R. B.....	181,468	191,276	13,524.54	.07071	15,801.10
38	Frank & Morton Transfer.....	48,864	48,864	14,750.00	.30186	9,700.97
39	Frederickson, J. H. & Son.....	19,545	19,545	3,578.90	.18311	2,757.52
40	Furness, Bert H.....	4,805	4,805	1,115.00	.23205	725.16
41	Gateway City Transfer Co.....	11,972	20,251	3,686.68	.18205	3,860.71
42	Gerdes, Toney.....	15,671	15,671	4,217.10	.26910	2,213.53
43	Gordon Storage Warehouses, Inc.....					
44	Graham, Clyde O.....	13,413	13,413	1,675.50	.12492	838.26
45	Graybill, H. H.....	4,457	4,457	385.00	.08638	408.98
46	Green, H. B.....		167,485	26,858.87	.16037	21,458.71
47	Grell, Ferd.....	12,434	12,434	1,709.28	.13747	893.95
48	Grothaus, C. E.....	18,929	18,929	3,371.61	.17812	2,527.62
49	Guinn, Fred.....	19,852	20,152	5,431.69	.26954	3,757.62
50	H. & W. Motor Express Co.....	98,261	224,793	39,528.62	.17584	39,335.87
51	Harless Bros.....		40,000	2,514.65	.06287	2,529.62
52	Harper, Thomas.....	12,736	12,736	1,676.30	.13162	739.22
53	Haye, Claire.....	34,683	34,683	2,818.19	.08126	3,045.16
54	Headrick & Marshall.....	14,475	14,475	2,176.42	.15036	1,294.72
55	Heimendinger, Geo. J.....	29,399	29,399	6,260.00	.21293	4,052.86

*Truck driven by owner.

STATISTICS OF MOTOR CARRIERS

421

STATISTIC—FREIGHT MOTOR CARRIERS, 1932

1 TO 55

Rating	Gasoline		Oil		Ton-miles operated (route only)—Iowa	Number of trucks	Total miles of routes— one way—Iowa	Av. No. of Employees		Pounds hauled (on routes)	Ton-mile tax —Iowa	Mileage on which ton- mile tax was paid
	Expenses per mile—system	Total gallons —system	Miles per gallon	Total gallons —system				Miles per gallon	Drivers				Other
.12877	1,820	8.0	75	195	33,947	1	28.44	1		946,865	84.89	7,306
.04848	2,130	13.7	50	585	110,658	1	58.13	*		1,050,000	276.64	29,236
.06624	866	8.8	11	696	37,207	2	78.35	* 1		56,955	93.02	7,655
.16578	3,309	5.0	82	201	93,536	1	27.93	1		836,000	233.81	15,015
.09101	5,400	9.3	107	467	34,686	2	25.75	2		710,400	86.69	8,145
.03533	3,891	12.0	76	614	30,245	1	10.68	1		480,000	75.59	6,639
.10482	2,501	7.4	65	286	58,006	1	60.52	1		600,000	145.02	17,184
.10860	10,228	7.0	358	200	139,593	4	85.00	2 1		3,527,920	348.99	37,087
.23611	4,251	6.0	120	212	95,191	2	51.70	1 3		2,800,000	237.97	12,753
.08393	2,009	6.5	12	100	60,080	1	107.10	1			150.19	13,064
.18658	1,484	7.0	34	307	50,415	1	25.88	1 1		745,000	126.03	10,433
	7,200		554		77,371	4	125.00	2 2		1,594,640	199.33	14,263
.22807	8,062	6.0	161	300	365,584		96.56	4 5		3,786,600	913.96	48,375
.23705	10,019	4.8	221	217	195,786	5	35.26	3 1		3,118,931	524.94	27,820
.26541					842,387	3	242.45	4 6		6,512,801	1,690.23	88,924
.10670	528	11.8	22	284	28,081	2	19.59	*		820,000	70.23	6,240
.08585	1,275	7.9	32	400	3,602	1	36.16	*		43,670	5.19	796
.10294	1,570	6.9	80	136	32,176	1	34.70	* 1		633,300	81.76	5,421
.12820	1,700	13.3	65	349	97,550	3	124.60	1			243.86	22,678
.04445	2,000	9.0	120	150	6,423	2	13.50	*		169,000	18.37	1,458
.15247	1,193	10.0	30	398	110,510	1	19.42	1			101.28	11,925
.13642	114	9.7	7	157	5,519	1	30.60	*		9,000	13.86	1,102
.15601	6,949	6.2	206	209	294,594	2	70.31	2 1		3,069,779	732.13	43,170
.08396	1,944	6.3	30	407	54,799	1	58.85	*		118,923	136.99	11,297
.14532	8,626	5.7	489	101	124,239	5	111.73	1 1		639,919	310.60	22,178
.01920	405	9.0	10	364	1,508	1	21.81	*		9,600	3.77	523
.12528	3,548	6.5	104	212	82,029	2	22.74	1		1,154,000	205.08	8,320
.09332	625	14.0	38	230	34,110	1	125.67	*			85.15	7,742
.06569	4,745	6.9	180	182	40,698	1	36.18	*		1,376,493	107.76	9,044
.18950	14,227	4.7	500	133	286,760	7	94.00	3		2,902,192	716.88	46,253
.08800	220	7.8	3	572	2,164	1	48.10	*		42,000	5.41	432
.21977	4,896	6.0	104	283	307,430	1	92.50	2 1		2,541,368	653.51	29,592
.10872	1,269	9.2	46	254	22,755	1	54.70	1		302,600	56.99	5,699
.31932	3,932	5.1	80	249	183,470	5	31.99	1 2		2,594,333	483.27	19,930
.13654	26,002	5.0	756	172	308,318	5	134.25	5 1			597.17	63,942
.05209	1,778	20.0	53	671	135,269	1	105.53	1		745,080	338.17	35,565
.08261	27,324	7.0	854	224	436,163	8	216.59	4 2		4,200,000	1,105.93	98,971
.19853	6,800	7.2	458	107	281,478	6	111.30	3 2			730.03	38,617
.14109	2,380	8.2	115	170	80,607	3	51.10	1		1,130,000	201.52	16,800
.15002	500	9.6	15	320	14,293	1	11.18	*			35.76	4,805
.19064	2,893	7.0	160	127	77,897	1	48.66	1 1		1,006,451	194.75	11,972
.14089	2,012	7.8	54	290	87,250	1	25.36	*		1,343,820	218.13	15,671
.06250	1,731	7.7	80	168	37,539	1	17.00	* 1		1,000,000	93.85	11,213
.11195	540	8.3	13	343	13,814	1	33.79	*		192,500	35.32	4,457
.12812	31,016	5.4	1,136	147	175,469	8	43.82	7 3			438.69	26,990
.07190	972	12.8	70	178	52,842	1	25.69	*			118.10	12,434
.13353	3,184	5.9	136	139	127,098	1	54.80	1 1		1,560,805	317.54	18,929
.18646	2,322	8.7	57	354	91,698	2	26.70	1 1		1,454,571	229.26	17,034
.17499	40,995	5.5	1,314	171	507,133	8	175.00	4 5			1,074.06	75,733
.06324	5,000	8.0	120	333	43,724	1	46.00	1		353,860	109.30	8,166
.05804	1,390	9.2	100	127	50,601	1	32.00	*		74,500	126.47	12,736
.08780	2,373	14.6	100	347	120,988	2	74.52	1		1,203,200	302.45	21,864
.08945	2,090	6.9	54	268	73,190	1	34.63	*		836,000	182.96	14,475
.13786	4,090	7.0	147	200	128,153	3	43.90	1		2,760,000	320.36	29,399

TABLE 30—MILEAGE TRAFFIC AND MISCELLANEOUS
PART 2—NUMBERS

Number	Freight Carriers Reporting	Motor Miles Operated		Total Operating Revenues		Total Ope Expen
		Iowa	System	Revenues—system	Revenue per mile—system	Expenses—system
56	Herbst, John	24,404	24,404	2,840.17	.11638	1,527.91
57	Hess, Harry	23,855	52,970	13,094.92	.24721	9,401.35
58	Hi-Speed Motor Express	69,742	116,734	25,834.51	.22131	23,546.63
59	Hiatt, D. N.	19,990	19,990	3,232.68	.16171	2,947.59
60	Hill, H. G.	44,826	44,826	7,000.00	.15616	6,463.51
61	Holderoft, Max	14,192	14,192	2,500.00	.17616	1,173.75
62	Hosmer, H. Ray	76,773	76,773	11,700.00	.15240	9,721.18
63	Huebner, Ben	4,158	4,158	515.45	.12397	442.01
64	Iowa Film Delivery	182,898	182,898	17,900.00	.09787	12,796.16
65	Iowa Central Motor Express	33,674	33,674	5,193.00	.15421	5,260.16
66	Kasischke, Gust	2,807	2,807	392.00	.13965	257.56
67	Kibler, Chas. E.	63,928	63,928	6,934.00	.10847	4,860.87
68	Kier, Walter H.	18,630	18,630	2,543.24	.13651	2,843.01
69	King, Geo.	25,182	25,182	3,597.23	.14285	2,172.36
70	Kirkpatrick, Geo. F.	1,987	1,987	373.77	.18811	205.41
71	Kirkwood, Will M.	6,381	6,381	1,232.44	.19314	914.59
72	Koss, Geo.	1,568	1,568	350.75	.22369	184.17
73	Kristensen, Harold	5,485	5,485	1,861.35	.33935	710.38
74	Kroeger, Ray	3,042	3,042	504.50	.16584	238.96
75	La Tour, R. R.	21,430	21,430	2,991.33	.13959	1,810.57
76	Lamb, D. E.	9,746	9,746	1,512.00	.15514	757.32
77	Lambert, M. L.	47,352	88,378	11,376.96	.12873	10,803.78
78	Lau, C. E.	9,486	9,486	1,346.30	.14192	567.51
79	Lee, Theodore	4,448	4,448	1,120.00	.25180	1,107.70
80	Le Mars Associated Retailers	17,513	17,513	4,874.43	.27833	5,551.75
81	Loomis, L. L.	20,000	28,860	3,471.32	.12028	1,616.41
82	Maxwell, J. P. & Son	23,579	23,579	4,111.73	.17438	3,247.40
83	Markusen, Oscar	13,662	13,662	1,879.13	.13754	1,001.29
84	Mason, F. Claire	49,770	86,252	14,107.16	.16356	8,618.31
85	Martin, C. V.	25,770	25,770	1,627.20	.06314	1,296.22
86	McCullough Transfer	17,711	17,711	1,924.00	.10863	2,020.27
87	McIntyre, Robert L.	20,975	20,975	3,972.10	.18937	2,554.38
88	McCabe, Francis	4,470	4,470	881.16	.19713	824.50
89	Mercer Transfer & Storage	61,639	61,639	6,276.11	.10182	8,760.73
90	Meinhardt Transfer Co.	9,343	162,600	9,900.00	.06089	6,157.63
91	Miller, A. C.	21,987	21,987	3,126.00	.14217	4,356.52
92	Moore, Guy	28,458	28,458	2,350.00	.08258	1,816.46
93	Murphy Motor Freight ^a	25,506	25,506	4,059.41	.15916	4,787.78
94	National Freight Lines	340,015	340,015	76,084.98	.22377	63,901.01
95	Nauvoo Transportation Co.	1,688	4,080	585.23	.14344	460.66
96	Neth, Earl	6,696	6,696	800.00	.11947	373.52
97	Nichols, Ray C.	7,970	7,970	1,200.00	.15056	669.28
98	Notbohm, H. G.	10,288	10,288	2,250.00	.21870	1,700.91
99	On Time Transfer Co.	44,935	63,295	9,440.00	.14914	10,831.78
100	Osceola Transfer Co.	101,473	101,473	13,966.99	.13764	13,498.07
101	Otis, Carol	29,280	29,280	4,189.88	.14310	3,320.12
102	Otis, Roy	12,660	12,660	3,001.87	.23711	2,391.53
103	Otto Freight Line	21,250	21,250	2,552.60	.12012	2,210.64
104	Patrick, William	10,235	10,235	323.84	.03164	494.96
105	Peterson, J. A.	3,939	3,939	545.00	.13836	1,320.05
106	Peterson Bros.	1,645	1,645	197.65	.12015	277.24
107	Phippin Trucks	100,000	100,000	12,096.11	.12096	10,146.11
108	Plagge, Edgar	19,385	19,385	2,864.86	.14741	2,526.46

^aIowa only.

STATISTICS OF MOTOR CARRIERS

423

STATISTIC—FREIGHT MOTOR CARRIERS, 1932—Continued

56 TO 108

Rating ses	Gasoline		Oil		Ton-miles operated (route only)—Iowa	Number of trucks	Total miles of routes— one way—Iowa	Av. No. of Employees		Pounds hauled (on routes)	Ton-mile tax —Iowa	Mileage on which ton- mile tax was paid
	Total gallons —system	Miles per gallon	Total gallons —system	Miles per gallon				Drivers	Other			
.06261	4,380	5.6	111	220	47,654	2	25.50	*		361,500	119.15	13,464
.17748	12,948	4.1	525	100	111,013	3	95.65	*	4		277.52	23,855
.20171	28,568	4.1	994	117	238,080	3	378.36	4	5	2,720,000	595.18	23,837
.14745	1,583	12.6	30	666	73,533	2	33.21	1		1,302,515	183.84	19,990
.14419	7,471	6.0	150	300	265,785	4	71.22	3		2,800,000	664.47	44,826
.08271	1,350	10.5	32	441	28,152	1	21.00	1		915,000	70.39	7,096
.12662	7,677	10.0	307	250	397,938	5	93.24	4	1		994.83	76,773
.10630	462	9.0	43	97	8,177	2	118.18	*	1	78,185	22.22	4,158
.06996	21,200	8.6	753	243	444,620	3	526.00	3	3		1,111.57	182,898
.15621	4,605	7.3	134	251	236,521	1	52.50	1		792,909	591.31	33,674
.09176	235	11.9	20	140	9,538	1	14.34	*		190,000	23.61	2,807
.07604	7,725	8.3	220	291	303,016	2	207.56	1		1,052,000	757.53	63,928
.15260	2,089	8.9	66	282	81,546	1	38.51	*		1,242,000	203.80	15,941
.08627	2,798	9.0	51	494	47,182	1	38.10	*			118.08	11,807
.10342	183	10.9	6	331	6,326	1	8.21	*		249,180	15.81	1,987
.14333	993	6.4	36	177	33,274	1	30.68	*		437,940	83.20	6,381
.11746	198	8.0	15	105	5,173	1	9.80	*		230,500	12.94	1,568
.12951	602	9.1	20	274	21,837	1	9.80	*		684,000	56.44	5,485
.07855	275	11.1	11	290	6,038	1	27.50	*		226,666	15.04	1,521
.08449	1,910	11.2	75	286	95,128	2	34.57	*	1	713,705	237.54	21,430
.07771	1,070	9.1	29	336	44,765	2	91.20	1		432,000	112.06	9,746
.12225	11,047	8.0	265	333	122,057	3	880.73	6	5		305.14	29,227
.05983	915	10.4	30	333	39,137	1	15.40	*		651,775	97.86	9,486
.24903	624	7.1	8	556	22,332	1	31.30	1		360,000	55.82	4,448
.31701	4,151	4.2	89	197	108,581	2	25.24	1		2,400,000	271.47	17,513
.05601	2,634	10.9	78	370	39,344	1	44.60	*		600,000	98.36	9,901
.13772	3,600	6.5	82	288	105,447	2	39.41	1	1	1,313,607	268.51	23,579
.07329	1,680	8.1	30	455	40,444	1	33.50	*		657,200	101.13	6,831
.09092	13,657	6.3	120	719	561,828	2	156.34	1	1	2,440,000	1,404.56	49,770
.05030	2,260	11.4	33	781	129,029	2	101.10	*	1	542,400	322.56	24,870
.11407	2,014	8.8	26	681	74,361	1	28.85	1		916,000	185.97	17,711
.12178	3,610	5.8	144	145	112,598	1	31.40	*		1,543,550	281.50	20,975
.18445	890	5.0	15	298	24,879	1	43.40	*			62.26	4,470
.14213	6,849	9.0	342	180	370,320	2	100.07	2	1	2,763,000	984.22	61,639
.03787	26,000	6.3	312	521	38,195	4	42.00	2			100.91	6,943
.19814	3,900	5.6	135	163	160,188	2	92.42	2	2	936,000	400.43	21,214
.06382	2,846	10.0	78	365	63,986	1	61.60	1			159.97	14,229
.18771					270,419	3	27.55	1			669.40	25,506
.18794	50,447	6.7	1,290	264	2,282,581	13	404.11	9	7	25,364,000	5,576.45	340,015
.11291	371	11.0	8	510	7,005	2	18.7	*		228,660	17.52	1,688
.05578	900	7.5	56	120	13,374	1	10.36	*		533,333	39.52	5,637
.08397	996	8.0	24	332	26,385	1	37.97	*		666,666	66.02	7,970
.16533	1,000	10.3	40	257	46,347	2	17.50	1		112,500	118.41	10,288
.17113	9,737	6.5	253	250	596,639	7	372.64	6	4	1,059,622	1,597.52	44,935
.13302	16,656	6.1	351	289	731,622	4	157.41	4		7,178,645	1,829.03	101,473
.11339	3,268	9.0	85	344	118,577	2	60.00	1		1,067,060	296.42	29,280
.18890	2,116	6.0	100	126	32,376	1	18.34	1		647,301	85.78	7,299
.10403	2,330	9.0	70	303	91,679	1	34.50	1		989,650	234.16	21,250
.04836	742	13.8	35	292	43,754	2	83.90	*			109.39	10,235
.33512	394	10.0	8	492	23,642	1	36.48	*			59.10	3,939
.16853	315	5.2	5	329	9,213	1	78.35	*		70,050	23.03	1,645
.10146	10,774	9.3	333	300	257,110	6	113.87	5	1		640.72	54,450
.13033	2,250	8.6	72	269	90,468	4	32.46	1			253.76	19,385

TABLE 30—MILEAGE TRAFFIC AND MISCELLANEOUS

PART 3—NUMBERS

Number	Freight Carriers Reporting	Motor Miles Operated		Total Operating Revenues		Total Ope Expen
		Iowa	System	Revenues—system	Revenue per mile—system	Expenses—system
109	Quade, H. F.	9,646	9,646	2,040.89	.21158	1,447.95
110	Redman, Dave ^b	50,151	50,151	6,981.29	.13921	7,411.93
111	Reuter, Carl	32,990	32,990	3,588.21	.10877	1,373.27
112	Revell Transfer	19,304	19,304	4,638.19	.24027	3,091.49
113	Rihner Bros.	70,000	70,000	4,610.00	.06586	5,343.16
114	Roddy, Lynn	20,944	20,944	3,843.67	.18352	2,161.45
115	Roberts Transfer	51,396	51,396	6,263.11	.12186	5,929.48
116	Ruse, Olony	3,185	3,185	125.50	.03940	405.10
117	Sahl, Elmer	41,600	41,600	10,989.00	.26416	6,162.20
118	Sarvis Transfer	7,968	7,968	1,230.18	.15439	1,157.31
119	Schaefer, Anton	79,537	86,537	8,129.39	.09394	6,451.37
120	Scherer, F. C.	68,180	68,180	12,289.01	.18024	12,468.26
121	Schlick, M. F.	97,765	97,765	19,993.80	.20451	15,748.46
122	Schoenewe, A. M.	10,500	10,500	2,530.00	.24095	1,474.10
123	Seaton, Ray	42,464	42,464	7,200.00	.16956	6,764.66
124	Seaton, R. O.	25,519	25,519	4,017.21	.15742	3,786.35
125	Shannon, Clarence E.	3,634	3,634	160.00	.04403	141.52
126	Sievers, A. H.	11,336	11,336	480.00	.04234	854.35
127	Smith, E. M.	231,326	231,326	18,090.13	.07820	17,335.88
128	Smith, J. D.	52,096	114,724	26,617.00	.23201	24,920.84
129	Smith, James M.	15,033	15,033	3,553.52	.23638	2,205.52
130	Smith, R. L.	7,558	7,558	2,892.14	.38266	2,255.14
131	Sonnichsen, W. E.	114,667	114,667	14,255.54	.12432	12,908.81
132	Southern Iowa Transit	18,001	117,125	4,003.89	.03418	4,870.52
133	Stanley, L. B.	21,943	21,943	2,086.10	.09507	1,681.91
134	Stevens, R. K.	2,156	2,156	330.00	.15306	203.40
135	Strait, Paul	44,274	52,274	1,514.00	.02896	3,156.18
136	Thiel, Jorgen	26,448	26,448	1,845.40	.06977	1,102.96
137	Throssel, Wesley	8,242	8,242	1,313.70	.15939	771.29
138	Trindle, Elbert H.	22,340	22,340	1,878.00	.08406	1,842.11
139	United Freight Lines	42,962	42,962	8,543.35	.19886	7,633.71
140	Van der Kooi & Kuiper	15,800	15,800	1,200.00	.07595	1,111.36
141	Wahrer Truck Lines	50,000	50,000	7,450.00	.14900	6,364.90
142	Watson Bros.					
143	Waite, N. M.	10,715	21,430	1,896.25	.08849	1,567.67
144	Wells, Arthur E.	40,000	40,000	4,745.46	.11864	3,597.44
145	Wells, Vilas D.	11,377	11,377	3,357.60	.29512	1,049.91
146	Weldon, Fred	18,340	18,340	2,500.00	.13631	2,736.06
147	Wenzel, Gus. H.	18,512	18,512	2,010.00	.10858	1,352.12
148	Western Freight Lines	61,235	61,235	9,900.00	.16167	6,403.48
149	White Line Motor Freight			145,477.90		146,491.23
150	Whitney Transfer	23,429	23,429	6,625.85	.28281	4,713.00
	Grand Total—Table 30	4,783,345	5,724,616	\$ 1,016,257.00		\$ 880,981.92

^bApproximate.

*Truck driven by owner.

STATISTICS OF MOTOR CARRIERS

425

STATISTIC—FREIGHT MOTOR CARRIERS, 1932—Continued

109 TO 150

Rating ses	Gasoline		Oil		Ton-miles operated (route only)—Iowa	Number of trucks	Total miles of routes— one way—Iowa	Av. No. of Employees		Pounds hauled (on routes)	Ton-mile tax —Iowa	Mileage on which ton- mile tax was paid
	Total gallons —system	Miles per gallon	Total gallons —system	Miles per gallon				Drivers	Other			
.15011	2,293	4.2	94	103	55,804	1	85.38	1		680,000	\$ 139.51	9,646
.14779	8,647	5.8	557	90	260,968	11	76.80	1			652.42	50,151
.04173	3,169	10.4	76	434	132,138	1	63.20	*		595,000	330.33	32,990
.16015	4,916	3.9	147	131	99,581	2	62.48	1		1,465,000	253.11	19,304
.07633	7,000	10.0	200	350	11,269	4	34.42	1		13,000	28.16	2,535
.10320	2,618	8.0	165	127	78,698	1	34.00	1		800,000	196.75	20,944
.11537	10,287	5.0	267	192	259,651	2	79.39	2			649.10	51,396
.12719	400	8.0	21	152	20,699	1	35.00	1		43,800	51.73	3,185
.14813	5,943	7.0	208	200	68,729	1	53.75	1	1	481,564	171.81	8,330
.14524	1,328	6.0	14	570	24,817	5	43.61	1			81.70	5,772
.07455	9,600	9.0	180	442	75,739	3	64.88	2	2	1,137,000	189.38	9,537
.18287	13,636	5.0	270	253	387,380	4	58.93	3			968.14	54,151
.16109	14,025	7.0	327	299	542,254	5	88.96	4		7,898,000	1,355.64	97,765
.14039	1,050	10.0	37	284	11,481	1	11.00	1		23,400	28.70	2,882
.15930	7,200	5.9	225	189	233,399	4	124.00	1		2,000,000	618.03	42,464
.14837	2,836	9.0	55	464	140,133	3	84.48	1	1	1,608,000	350.34	25,519
.03894	303	12.0	9	404	14,716	1	20.50	*			36.78	3,634
.07537	1,134	10.0	28	400	41,089	1	60.83	*		240,000	104.71	11,336
.07494	23,531	9.8	1,882	123	604,131	5	730.20	2	5	1,525,572	1,440.05	231,326
.21722	25,231	4.5			431,180	4	86.35	2	7	4,951,200	1,174.14	52,096
.14671	2,041	7.4	60	251	52,867	2	27.13	1		943,750	131.15	14,893
.29838	2,362	3.2	99	76	29,353	5	60.52	5			73.38	4,061
.11258	16,381	7.0	927	124	117,363	5	73.78	3	2	1,061,958	276.86	14,386
.04158	15,350	7.6	204	574	118,659	3	56.50	1	1		286.64	18,001
.07665	2,243	10.0	75	293	96,962	2	49.87	*		673,465	242.40	17,742
.09434	314	6.9	10	216	7,087	1	46.70	*			17.72	2,156
.06038	7,468	7.0	345	152	137,946	5	95.60	1			344.89	22,137
.04170	2,712	9.8	45	588	99,728	1	84.77	*		783,152	245.68	26,448
.09358	890	10.0	33	254	39,153	1	23.30	*			99.74	8,242
.08246	2,428	9.2	73	306	33,367	2	21.40	1		222,660	83.41	6,719
.17769	7,704	5.6	65	661	253,122	5	79.20	2	1	2,090,000	513.46	42,962
.07034	1,975	8.0	24	658	43,466	1	55.65	*			108.66	15,800
.12730	6,250	8.0	250	200	117,064	3	69.01	2	1	1,600,000	292.65	32,430
.07315	1,776	12.1	60	357	47,104	1	69.13	1		705,498	118.61	10,715
.08994	6,145	6.5	250	160	111,618	3	88.85	1			279.05	19,187
.09228	1,625	7.0	70	162	43,861	2	33.66	*		388,800	109.66	6,977
.14919	3,000	6.1	100	183	10,598	2	42.65	1			26.06	1,834
.07304	2,733	6.8	90	206	81,910	1	33.41	*		780,000	209.04	18,202
.10457	8,777	7.0	730	84	337,514	2	87.71	3			843.80	61,235
	155,987		2,330		1,890,150	11	340.00	25	10		4,725.01	160,267
.20116	8,533	2.7	192	122	118,293	3	104.07	2		2,342,000	295.75	23,429
	987,369		28,803		23,226,887	263	12,018.51	210	116	163,575,014	\$57,116.79	3,981,260

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