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State of Iowa
1934

Fifty-seventh Annual Report

OF THE BOARD OF

Railroad Commissioners

FOR THE

Year Ending December 1, 1934

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

GEO. L. McCAUGHAN, *Executive Secretary*

Published by
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Des Moines

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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-seventh Annual Report of this Commission for the year ended December 1, 1934.

Respectfully submitted,

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

December 1, 1934.

ROSTER

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

GENERAL OFFICE

JOHN H. GILLESPIE.....	Assistant Secretary
HARRY C. HOPKINS.....	Reporter
J. C. HENDRICKSON.....	Assistant Reporter
HENRY R. ASHLEY.....	Clerk
ORRIN FARLEY.....	Examiner
JEANNE SIGNS.....	Stenographer

ENGINEERING DIVISION

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

MOTOR TRANSPORTATION DIVISION

L. C. DONOHOE.....	Superintendent
L. B. HIBBS.....	Assistant Superintendent
DEWEY CHIZEK.....	Assistant Superintendent
O. E. BOYD.....	Tax Auditor
MABEL WATT.....	Clerk
LOUIS G. LASHER.....	Examiner
JOHN F. BERG.....	Examiner
W. B. BLAKE.....	Examiner
E. A. WILCOX.....	Examiner
HAROLD C. MARCUSEN.....	Examiner
B. C. DRURY.....	Special Investigator
DOROTHY FLYNN.....	Permit Clerk
DWIGHT SMITH.....	Clerk
J. W. GRIFFIN.....	Chief Inspector
BEN B. BAUGH.....	Inspector
L. T. BOWEN.....	Inspector
L. E. CHARLTON.....	Inspector
F. A. DOOLITTLE.....	Inspector
A. E. GRIFFIN.....	Inspector
CHARLES W. KJAR.....	Inspector
FRED W. LERCHE.....	Inspector
F. B. LOMAS.....	Inspector
FRANK I. MACE.....	Inspector
L. F. ORR.....	Inspector
C. L. PRICE.....	Inspector
L. J. ROARK.....	Inspector
FRANK SIELEMAN.....	Inspector
JOHN M. WILSON.....	Inspector
FRED W. WOOLSEY.....	Inspector
CYNTHIA TAYLOR.....	Chief Stenographer
TWILA BAIE.....	Stenographer
MARJORIE COLE.....	Stenographer
IVA McCALL.....	Stenographer
BERYL REHLANDER.....	Stenographer
MARY E. SMITH.....	Stenographer
HELEN WILLIAMS.....	Stenographer
LEA WIUFF.....	Stenographer

RAILROAD COMMISSIONERS' REPORT

RATE DIVISION

W. F. PARSONS.....	Chief Rate Clerk
CARL A. HANSEN.....	Rate Clerk
P. J. O'LEARY.....	Assistant Rate Clerk
M. L. PARKS.....	Examiner

STATISTICAL DIVISION

C. BAILIE ELLIS.....	Statistician
C. S. KEVE.....	Examiner

VALUATION DIVISION

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

COMMERCE COUNSEL

J. H. HENDERSON.....	Chief Counsel
WALTER CONDRAN.....	Assistant Counsel
STEPHEN ROBINSON.....	Assistant 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, 2,401 cases, distributed as follows:

Involving Airports	21
Involving Railroad Companies	263
Involving Railway Express Agency, Inc.....	0
Involving Condemnation Cases	0
Involving Electric Transmission Lines.....	86
Involving Motor Carriers	290
Involving Truck Operator Permits.....	1,703
*Involving Signal Engineering Department.....	38

*Not including regular inspections of interlockers and other safety devices or the granting of Pipe Line Permits.

ORGANIZATION OF THE BOARD

On January 9, 1934, the Board organized and elected Commissioner Woodruff Chairman for the year 1934, 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	20,512,393.05	11,511,572.98	1,816.44
1883	7,014.95	34,433,354.77	22,827,450.50	11,605,904.27	1,654.45
1884	7,249.25	35,735,271.85	23,250,916.03	12,484,355.82	1,654.45
1885	7,478.43	36,123,587.45	23,093,581.04	13,030,006.41	1,742.34
1886	7,564.67	36,093,106.54	22,931,555.10	13,161,551.44	1,739.87
1887	7,997.50	37,529,730.62	24,152,990.71	13,376,739.91	1,672.50
1888	8,346.31	37,295,586.68	26,297,163.92	10,998,422.76	1,377.73
1889	8,346.00	37,138,399.75	25,286,309.30	11,852,090.45	1,420.19
1890	8,412.72	41,318,133.69	27,296,282.83	14,021,849.76	1,666.75
1891	8,413.16	43,102,399.35	28,639,292.77	14,463,106.58	1,719.15
1892	8,407.34	43,741,686.52	29,659,096.54	14,082,589.98	1,675.02
1893	8,401.76	45,003,680.51	32,622,594.43	12,381,086.09	1,474.81
1894	8,489.88	40,699,679.92	28,020,531.03	12,679,148.89	1,493.56
1895	8,486.36	35,835,910.47	24,726,072.45	11,109,838.02	1,309.25
1896	8,495.07	41,841,292.55	28,735,652.59	13,105,639.96	1,542.85
1897	8,478.63	38,269,503.04	25,336,714.38	12,932,788.06	1,513.54
1898	8,484.16	45,944,596.00	29,813,031.67	16,135,564.33	1,901.84
1899	8,514.51	48,466,158.44	31,476,771.68	16,986,386.76	1,994.64
1900	9,171.49	52,074,571.77	35,409,424.92	16,655,146.79	1,815.04
1901	9,353.90	54,764,635.95	37,449,971.10	17,314,664.85	1,851.06
1902	9,485.22	59,170,526.34	39,876,480.47	19,294,045.87	2,034.12
1903	9,496.00	57,159,083.09	40,752,847.60	16,433,235.49	1,730.55
1904	9,803.52	57,692,095.10	42,694,060.85	14,998,034.25	1,529.86
1905	9,826.77	58,474,377.66	41,954,530.94	16,519,846.72	1,681.11
1906	9,827.28	65,856,083.49	46,710,090.54	19,145,992.95	1,948.24
1907	9,817.23	72,826,331.94	51,112,377.66	21,713,954.28	2,211.82
1908	9,823.34	67,748,279.53	49,491,027.91	18,257,251.62	1,857.61
1909	9,869.22	69,405,318.65	50,673,878.42	18,731,440.23	1,897.96

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

Year Ending June 30	Mileage— Excluding Trackage Rights	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
1910.....	9,781.65	74,890,965.34	59,081,554.54	15,809,410.80	1,616.23
1911.....	9,871.81	78,872,412.92	60,628,526.43	18,243,886.49	1,848.08
1912.....	9,901.86	76,295,881.43	59,791,778.66	16,504,102.77	1,666.76
1913.....	9,939.20	86,275,192.41	65,162,511.42	21,112,680.99	2,124.18
1914.....	10,018.92	88,537,613.50	66,338,471.51	22,199,141.93	2,215.92
1915.....	10,002.39	88,444,255.31	65,363,453.51	23,080,801.80	2,307.55
1916.....	9,994.34	92,250,858.89	68,363,170.42	23,887,688.47	2,390.12
1916—Dec. 31.....	9,942.75	98,288,402.67	70,904,673.45	27,383,729.22	2,754.14
1917—Dec. 31.....	9,871.78	103,192,601.66	81,637,015.19	21,555,586.47	2,183.56
1918—Dec. 31.....	9,841.17	117,851,156.00	113,651,157.29	4,199,998.80	426.77
1919—Dec. 31.....	9,842.05	134,719,330.84	127,963,671.90	6,755,658.94	686.41
1920—Dec. 31.....	9,841.99	157,537,018.20	167,325,291.87	*9,788,273.67	*994.44
1921—Dec. 31.....	9,841.97	148,509,282.24	138,621,111.06	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	1,905.61
1923—Dec. 31.....	9,827.37	153,216,540.96	131,589,054.44	21,627,486.51	2,200.74
1924—Dec. 31.....	9,834.17	143,547,959.68	120,996,195.83	22,550,863.85	2,293.11
1925—Dec. 31.....	9,756.92	139,763,705.89	115,818,978.54	23,944,727.35	2,454.13
1926—Dec. 31.....	9,744.29	142,946,247.02	117,920,822.03	25,025,424.79	2,568.21
1927—Dec. 31.....	9,744.16	141,778,880.40	116,616,670.31	25,162,210.09	2,582.29
1928—Dec. 31.....	9,738.25	147,706,969.80	117,276,798.60	30,429,971.17	3,124.79
1929—Dec. 31.....	9,699.88	151,472,376.10	118,757,274.15	32,715,101.95	3,372.33
1930—Dec. 31.....	9,687.59	132,483,286.72	104,861,100.91	27,622,185.81	2,851.28
1931—Dec. 31.....	9,675.38	107,696,072.61	87,469,228.60	20,226,844.01	2,090.54
1932—Dec. 31.....	9,592.31	79,640,520.16	68,454,547.85	11,185,972.31	1,166.14
1933—Dec. 31.....	9,511.23	77,724,799.30	61,621,167.06	16,103,632.24	1,693.12

*Operating deficit.

There is a decrease in mileage of steam railways in Iowa, single track owned, of 82.35 miles made up as follows:

Chicago, Burlington & Quincy R. R. shows net decrease of 20.26 miles. 18.99 miles abandoned line, Osceola to Van Wert and Decatur to Leon, Iowa, resurvey, 1.27 miles. Chicago, St. Paul, M. & Omaha Ry. shows net decrease of 17.44 miles abandonment, Iowa state line to Doon, Iowa.

Chicago, Mil., St. Paul & Pac. R. R. shows net decrease of 35.84 miles, Bellevue to Cascade, 35.72 miles sold to Bellevue & Cascade R. R. Co., resurvey, Savanna to Council Bluffs, Iowa, .121 miles.

Chicago, Rock Island & Pac. Ry. shows net decrease of .02 miles, 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	107,847.00	220,996.82	4,712.09	1,040,500.00	671,000.00

TERMINAL COMPANIES—ALL IN IOWA—Continued

Year Ended June 30	Mileage—All Tracks	Gross Earnings	Operating Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding—Stocks	Amount Outstanding—Debt
1912.....	48.63	327,949.04	110,900.55	216,988.49	4,462.03	918,200.00	671,000.00
1913.....	49.67	348,005.14	100,837.89	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	362,678.60	111,857.23	250,821.43	4,887.40	949,300.00	671,000.00
1916.....	51.43	435,407.50	160,786.12	274,620.58	5,339.70	956,500.00	671,000.00
1916—							
Dec. 31....	51.61	474,112.48	191,728.09	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	891,459.19	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	330,102.62	191,791.82	2,280.52	1,358,500.00	894,694.78
1928—							
Dec. 31....	85.16	537,323.83	338,884.12	198,439.71	2,330.19	1,358,500.00	827,878.00
1929—							
Dec. 31....	212.57	580,251.51	334,420.18	245,831.33	1,104.18	4,418,500.00	1,818,492.68
1930—							
Dec. 31....	211.67	607,321.30	331,638.75	275,682.55	1,302.41	4,458,500.00	1,781,444.14
1931—							
Dec. 31....	211.78	576,442.89	296,702.62	279,740.27	1,320.90	4,458,500.00	1,826,561.17
1932—							
Dec. 31....	211.82	503,335.20	247,499.02	255,836.18	1,207.80	4,458,500.00	1,858,932.60
1933—							
Dec. 31....	211.82	491,952.68	211,857.34	280,095.34	1,322.32	4,458,500.00	1,790,977.12

The mileage of terminal companies shows no change in miles, all tracks, in 1933.

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

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
1917—							
Dec. 31—	38.04	502,257.71	22,769.05	479,488.66	12,604.85	9,875,800.00	1,709,003.97
1918—							
Dec. 31—	39.91	635,292.93	21,288.42	614,004.51	15,384.73	9,875,800.00	1,688,301.61
1919—							
Dec. 31—	43.19	750,871.94	25,528.00	725,343.94	16,794.25	9,875,800.00	1,713,184.84
1920—							
Dec. 31—	43.27	434,370.78	34,867.67	399,503.11	9,232.79	9,875,800.00	1,712,604.06
1921—							
Dec. 31—	36.40	351,176.86	39,551.98	311,624.88	8,561.12	7,945,800.00	1,730,793.80
1922—							
Dec. 31—	36.50	337,960.66	43,802.85	294,157.81	8,059.11	7,945,800.00	1,762,947.95
1923—							
Dec. 31—	36.50	347,306.27	62,614.08	284,692.19	7,799.79	7,945,800.00	1,783,565.04
1924—							
Dec. 31—	36.87	314,988.92	61,244.76	253,744.16	6,882.02	7,945,800.00	1,802,436.74
1925—							
Dec. 31—	36.63	369,124.91	61,861.16	307,263.75	8,388.30	7,945,800.00	1,817,946.29
1926—							
Dec. 31—	36.72	340,017.59	57,209.62	282,807.97	7,701.70	7,945,800.00	1,826,631.60
1927—							
Dec. 31—	36.72	479,317.71	111,302.25	368,015.46	10,022.20	7,945,800.00	1,948,021.43
1928—							
Dec. 31—	38.06	414,177.67	121,859.39	292,318.08	7,680.45	7,945,800.00	2,215,149.65
1929—							
Dec. 31—	38.31	417,257.88	127,530.74	289,727.14	7,562.70	7,945,800.00	2,620,358.31
1930—							
Dec. 31—	39.78	423,327.95	128,706.00	294,621.95	7,406.28	7,945,800.00	3,630,363.53
1931—							
Dec. 31—	38.31	395,318.68	100,871.31	294,447.37	7,685.91	7,945,800.00	3,882,953.88
1932—							
Dec. 31—	38.70	373,474.89	56,011.94	317,462.95	8,302.18	7,945,800.00	3,863,590.49
1933—							
Dec. 31—	38.70	375,309.98	52,856.63	322,453.35	8,332.13	7,945,800.00	3,863,590.49

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

ELECTRIC INTERURBAN COMPANIES—COMPARATIVE STATISTICS—Continued

Year Ended June 30	Mileage —Single Track	Gross Earnings from Operations	Operating Expenses	Net Earnings from Operation	Net Earnings Per Mile
1925—Dec. 31	521.05	4,516,026.24	3,884,903.15	631,123.09	1,211.25
1926—Dec. 31	508.76	4,474,964.35	3,706,156.86	768,807.49	1,511.13
1927—Dec. 31	508.76	4,285,211.33	3,735,824.20	549,387.13	1,079.86
1928—Dec. 31	507.32	4,210,901.82	3,983,069.73	227,837.09	463.39
1929—Dec. 31	498.15	4,728,367.08	4,205,083.81	523,283.27	1,050.45
1930—Dec. 31	497.23	3,927,194.60	3,387,218.19	539,976.41	1,065.85
1931—Dec. 31	496.44	2,833,298.88	2,936,787.25	*103,488.37	*208.46
1932—Dec. 31	496.52	2,199,646.97	2,482,088.72	*282,441.75	*568.84
1933—Dec. 31	495.44	2,042,696.28	2,219,681.11	*176,984.83	*357.23

*Deficit.

ELECTRIC INTERURBAN COMPANIES—Continued

Years Ended	Stock			Debt		
	Mileage Owned —Single Track	Amount Outstanding	Amount Per Mile	Mileage	Amount Outstanding	Amount Per Mile
June 30, 1908	192.57	\$ 6,709,200.00	\$ 35,359.60	188.47	\$ 3,012,000.00	\$ 20,756.61
" " 1909	370.85	13,785,319.32	37,172.22	364.45	9,934,700.00	27,259.43
" " 1910	395.99	14,773,681.11	37,308.22	388.59	11,268,900.00	28,999.46
" " 1911	389.84	14,995,987.40	38,467.03	386.54	12,112,900.00	31,336.73
" " 1912	401.20	16,225,904.66	40,443.40	397.90	13,272,544.90	33,356.48
" " 1913	462.87	18,437,328.00	39,832.63	423.02	16,215,900.00	38,333.65
" " 1914	626.17	19,722,724.00	31,018.29	585.45	23,903,205.30	40,362.47
" " 1915	469.68	13,334,762.67	28,391.17	442.55	18,810,000.00	42,503.67
" " 1916	480.51	15,483,052.53	32,222.12	476.64	19,647,000.00	41,219.79
Dec. 31, 1916	491.10	16,830,178.73	34,270.37	484.43	20,700,500.00	42,778.91
" " 1917	507.89	16,424,320.05	32,838.34	504.02	21,510,866.67	42,678.60
" " 1918	509.33	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	505.89	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	29,099,328.45	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	56,881.09	506.58	44,394,709.74	87,636.13
" " 1928	488.40	33,850,466.49	69,308.90	488.40	43,756,637.46	89,591.80
" " 1929	480.23	35,613,517.91	74,159.29	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	101,304.06
" " 1931	478.52	38,385,569.24	80,217.27	478.52	49,177,446.18	102,769.88
" " 1932	478.60	36,080,746.84	75,388.10	478.60	48,321,796.54	100,964.89
" " 1933	477.33	36,237,334.69	75,937.68	477.33	45,869,134.70	96,095.22

General Cases Involving Railroads

No. A-4589—1933. Citizens of Maurice, Iowa, by J. E. Mieras, v. C. & N. W. Railway Company. Discontinuance of station agency. This case was set down for hearing at the office of the Board, Des Moines, Iowa, February 7, 1933, but was postponed at the request of the Maurice Commercial Club. A special agreement was entered into between the Chicago and North Western Railway Company and the Order of Railroad Telegraphers to install a part-time non-telegraphic agency at Maurice, Iowa, which was satisfactory to the patrons at that point.

Filed November 29, 1932. Closed March 27, 1933.

No. A-4592—1933. Citizens of Boyer, Iowa, v. C. & N. W. Ry. Co. Discontinuance of station agency. Before this case came to a hearing a special agreement was entered into between the Chicago and North Western Railway Company and the Order of Railroad Telegraphers to install a part-time non-telegraph agency at Boyer, Iowa, which was satisfactory to the patrons at that point.

Filed January 14, 1933. Closed March 27, 1933.

Rate Cases Closed During 1934

No. B-1593—1933. Fort Dodge Chamber of Commerce, by L. M. O'Leary, Secretary-Manager, Fort Dodge. Intrastate rates on coal. The District Court of Polk County, Iowa, upheld the Board's Decision of September 2, 1933, by denying the relief prayed for by the plaintiffs. The Board then ordered the new tariffs to be on file on or before February 20, 1934, and to be effective as of October 9, 1933. (For Supplemental Order dated February 9, 1934, see Docket No. B-1656 of this report.)

No. B-1656—1933. The Iowa Coal Institute, Petitioners, v. A., T. & S. F. Ry. Co., et al, Defendants. Petition for investigation of the present rates on soft coal, carloads, intrastate. The District Court of Polk County, Iowa, upheld the Board's Decision of September 2, 1933, by denying the relief prayed for by the plaintiffs. The Board then ordered the new tariffs to be on file on or before February 20, 1934, and to be effective as of October 9, 1933. Under date of February 9, 1934, the following Supplemental Order was issued granting relief from the long and short haul clause contained in Section 8049, Code of Iowa, 1931:

On application of the carriers operating within Iowa and for good and sufficient reasons shown,

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

No. B-1561—1934. Western Classification Committee, by R. C. Fyfe, Chairman. Application for fourth class rating on empty returned cement bags. Considerable correspondence was had relative to this application, and it appearing that the petitioner did not desire a hearing at this time, the case was closed without prejudice as to the filing of a new application.

Filed January 18, 1928. Closed January 30, 1934.

No. B-1631—1934. Investigation and suspension of increased Classification Rating on Melons and Vegetables, carload, as published in Supplement 30 to Western Classification 61, effective October 15, 1931. Under date of September 23, 1931, the Board issued an Order suspending the classifications, rates and charges contained in the above tariff until the 12th day of February, 1932, as follows:

IT APPEARING, That there has been filed with the Iowa Board of Railroad Commissioners, by R. C. Fyfe, Agent, tariff containing schedules stating new classifications, rates and charges to become effective on the 15th day of October, 1931, designated as follows:

R. C. Fyfe, Agent: Supplement No. 30 to I. C. C. No. 19;

IT IS ORDERED, That the Board upon complaint, without formal pleading enter upon a hearing concerning the lawfulness of the classi-

fications, rates, and charges stated in the said schedules contained in said tariff, viz.: on page 45 thereof, Items 1, 2, 3 and 4; page 71, Items 1 to 10, inclusive; page 72, Item 1;

IT FURTHER APPEARING, That said schedules make certain increases in rates for the intrastate transportation of Melons and Vegetables, carloads, and the rights and interests of the public to be injuriously affected thereby, and it being the opinion of the Board that the effective date of said schedules contained in said tariff should be postponed pending said hearing and decision thereon;

IT IS FURTHER ORDERED, That the operation of said schedules contained in said tariff be suspended, and that the use of the classifications, rates and charges therein stated be deferred upon Iowa intrastate traffic until the 12th day of February, 1932, unless otherwise ordered by the Board, and no change shall be made in such classification, rates and charges during the said period of suspension unless authorized by special permission of the Board.

The carriers voluntarily allowed the tariffs herein to remain suspended until June 14, 1934, at which time the schedules complained of were cancelled.

Filed September 17, 1931. Closed June 14, 1934.

No. B-1649—1934. Burlington Shippers Association, Burlington, by Leo E. Golden, Traffic Counselor. Application for investigation and suspension of proposed cancellation of rates on furniture in carloads, intrastate in Iowa. The tariffs in this case were further voluntarily suspended by the carriers until December 31, 1933, at which time the proposed schedules complained of were withdrawn.

Filed August 9, 1932. Closed December 31, 1933. (See Page 45, 1933 Report.)

No. B-1657—1934. River Products Company, Iowa City, v. Chicago, Rock Island & Pacific Railway Company. Application for establishment of rate for switching services and for reparation refund. This case was set down for hearing on September 20, 1933, but was continued to a date to be named later at the request of both parties, who asked that the petition be dismissed in case they reached an agreement. Freight Tariff 34339 promulgated in conformity with the stipulation of settlement reached herein was effective April 12, 1934, and the file was closed as of that date.

Filed July 22, 1933. Closed April 12, 1934.

No. B-1661—1934. Mason City Chamber of Commerce, by B. J. Drummond, Manager, Transportation Department, Mason City, et al, v. C. & N. W. Railway Company, et al. Application for investigation and suspension of increased rates on Plaster and related articles, in carloads, intrastate in Iowa. Under date of April 10, 1934, the Board ordered the schedules contained in these tariffs suspended pending hearing and investigation until the 10th day of August, 1934, as follows:

IT APPEARING, That there have been filed with this Commission, by E. B. Boyd, Agent for the Iowa Lines, tariffs containing schedules stating new individual joint rates and charges, and new individual and joint regulations and practices affecting such rates and charges, to become effective on the 13th day of April, 1934, designated as follows:

E. B. Boyd's Freight Tariff No. 293, I. C. C. No. A-2422.
Supplement No. 3 to E. B. Boyd's Freight Tariff No. 160-J,
I. C. C. No. A-2411.

IT FURTHER APPEARING, That said schedules contained in said tariffs make certain increases in rates for intrastate transportation on Plaster and related articles, 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 10th day of August, 1934, 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.

Effective August 10, 1934, the carriers agreed to withdraw and cancel the supplement under suspension in this case, and the file was closed.

Filed March 24, 1934. Closed August 10, 1934.

No. B-1662—1934. Mason City Chamber of Commerce, by B. J. Drummond, Manager, Transportation Department, Mason City, v. Chicago & North Western Railway Company, et al. Petition for suspension of W. T. L. Tariff 297 fixing intrastate rates on Potatoes and other Vegetables. Withdrawn when carriers agreed to provide alternation with class rates.

Filed May 22, 1934. Closed May 29, 1934.

No. B-1664—1934. Investigation and suspension of reduced rates on bituminous coal, in carloads, Tracy to McCoy and Des Moines, Iowa. Under date of August 16, 1934, the Board issued an order suspending until the 9th day of November, 1934, unless otherwise ordered, the rates in question, and fixed August 31, 1934, Office of the Board, Des Moines, Iowa, as time and place for hearing as follows:

IT APPEARING, That there has been filed with this Commission, by the Wabash Railway Company, tariff containing schedules stating new individual and joint rates and charges, and new individual and joint regulations and practices affecting such rates and charges, to become effective on the 10th day of September, 1934, designated as follows:

Supplement No 1 to Wabash Railway Local Freight Tariff
No. AK-11065.

IT FURTHER APPEARING, That said schedules contained in said tariff make certain reductions in rates for intrastate transportation of Bituminous Coal, in carloads, and the rights and interests of the public appearing to be injuriously affected thereby, and it being the opinion of the Commission that the effective date of said schedules contained in said tariff should be postponed pending hearing and decision thereon;

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

IT IS FURTHER ORDERED, That the operation of said schedules contained in said tariff be suspended, and that the use of ~~the rates~~, charges, regulations and practices therein stated be ~~deferred~~ upon intrastate traffic until the 9th day of November, 1934, unless otherwise ordered by the Commission, and no change shall be made in such rates, charges, regulations and practices during the said period of suspension unless authorized by special permission of the Commission.

IT IS FURTHER ORDERED, That the above entitled proceeding is hereby set for hearing on August 31, 1934, at 9:30 o'clock A. M., at the office of the Board in Des Moines, Iowa.

Hearing was held on August 31, 1934, and under date of September 6, 1934, the following decision was rendered:

For the Respondents:

For the Wabash Railway Company, Norman B. Pitcairn and Frank C. Nicodemus, Jr., Receivers—L. H. Strasser, A. G. C., 1167 Railway Exchange Bldg., St. Louis, Mo.; Thos. R. Farrell, G. C. & C. Frt. Agent, St. Louis, Mo.; Phil Schorr, D. F. A., Des Moines, Iowa.

For the Pershing Fuel Company—Fred C. Huebner, Atty., Des Moines, Iowa; R. J. Bannister, Secretary-Treasurer, Des Moines, Iowa; L. P. Love, Gen. Mgr., 903 Capitol Theatre Bldg., Des Moines, Iowa; Chas. Jones, Pershing, Iowa; Earl Watkins, Pershing, Iowa.

For the Chamber of Commerce, Knoxville, Iowa—A. C. Bryan, Secretary, Knoxville, Iowa; E. H. Collins, Member Board of Directors, Knoxville, Iowa.

For the Protestants:

For the Chicago & North Western Railway Company—J. E. Flansburg, Asst. to V. P., Chicago, Ill.

For the Chicago, Burlington & Quincy Railroad Company—H. J. Polack, Asst. to C. T. M., 547 Jackson, Chicago, Ill.

For the Chicago, Milwaukee, St. Paul & Pacific Railroad Co.—W. H. Kuhls, Chief Clerk, Coal Traffic Dept., Room 703, Union Station, Chicago, Ill.

For the Chicago, Rock Island & Pacific Railway Company—E. Rigg, A. G. F. A., Room 821 La Salle St. Station, Chicago, Ill.; T. O. Jennings, G. C. A., Room 700, La Salle St. Station, Chicago, Ill.; R. I. Colvin, A. G. F. A., Des Moines, Iowa.

For the Minneapolis & St. Louis Railroad Company, W. H. Bremner, Receiver—E. T. Harvey, Minneapolis, Minn.

For the Scandia Coal Company—K. G. Carney, Sales Mgr., 606 Grand Ave., Des Moines, Iowa.

For the Shuler Coal Company—John D. Shuler, Pres., Des Moines, Iowa.

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

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

By schedule filed to become effective on September 10, 1934, the Wabash Railway Company, Norman B. Pitcairn and Frank C. Nicodemus, its Receivers, proposed to reduce the rates on bituminous coal, in carloads, from Tracy, Iowa, to McCoy and Des Moines, Iowa.

Upon protests filed by certain competing carriers and two individual mine operators, the schedules were suspended until November 9, 1934, pending hearing which was set for August 31, 1934, at the office of this Board in Des Moines, Iowa. The matter was fully heard on that date and taken under advisement.

The following shows present and proposed rates, in cents per net ton, from Tracy, Iowa, to McCoy and Des Moines, Iowa:

To	LUMP		FINE	
	Present	Proposed	Present	Proposed
McCoy, Iowa	76	64	65	56
Des Moines, Iowa.....	78	68	67	60

It was testified at the hearing by the Wabash representative that no higher rates would be charged from and to intermediate points.

It was further testified that the proposed rates were being established to meet motor truck competition from mines in the immediate vicinity of Tracy as well as other mines nearer Des Moines to permit the mine at Tracy to compete with the nearby mines in the Des Moines market and continue in operation.

This Commission, in Dockets Nos. B-1593 and B-1656, decided September 2, 1933, prescribed reasonable maximum rates for the transportation of bituminous coal, in carloads, over single and joint-line hauls within the State of Iowa.

The Wabash Railway has for many years maintained rates between points on its line lower than the reasonable maximum rates fixed by this Commission.

IT APPEARING, That under Chapter 373 of the 1931 Code of Iowa, this Commission is not invested with power to prescribe minimum rates. The rail carriers may establish rates less than the maximum rates as fixed by this Commission. The proposed rates do not create any discrimination under the Iowa law.

IT IS THEREFORE ORDERED, That our Order of August 16, 1934, suspending the proposed schedules be vacated and set aside, and the proceeding discontinued, thereby permitting said schedules to become effective on September 10, 1934, provided, however, that no higher rates shall be charged from or to intermediate points.

No. L-517—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish rates on sugar, carloads, from Mason City to certain destinations on the Chicago, Milwaukee, St. Paul & Pacific Railroad to meet rate applicable via short line on one day's notice, also for relief from the long and short haul provisions in connections therewith.

Granted January 8, 1934.

No. L-695—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 60 cents per net ton on sand and gravel, carloads, from Mason City to Dike, Iowa.

Granted December 6, 1933.

No. L-696—1934. Western Trunk Line Committee, by E. B. Boyd, Chairman. Application for authority to eliminate on one day's notice from all individual lines' tariffs containing rules and charges governing diversion and reconsignment of freight provision regarding non-application of such rules and charges on intoxicating liquors.

Granted December 4, 1933.

No. L-697—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice rate of \$1.10 on rip rap stone, carloads, from Stone City, Iowa, to Des Moines, Iowa.

Granted December 9, 1933.

No. L-698—1934. 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, Iowa, to Lone Tree, Kalona, West Branch and Oasis, Iowa.

Granted December 13, 1933.

No. L-699—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 15 cents

per 100 pounds on sugar, carloads, from Mason City to Des Moines, Iowa, and 12 cents per 100 pounds when destined beyond.

Granted December 14, 1933.

No. L-700—1934. Great Northern Railway Company. Application for authority to publish on one day's notice extension of the expiration date on Item 670-G, G. N. Ry. Tariff 30-J to March 31, 1934.

Granted December 13, 1933.

No. L-701—1934. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice reduced rates on lump and fine coal from Lockman, Iowa, to Des Moines and Valley Junction, Iowa.

Granted December 13, 1933.

No. L-702—1934. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice extension of the expiration date of Tariffs 909-E and 913-A to March 31, 1934, and Tariff 1898-C to December 31, 1934.

Granted December 14, 1933.

No. L-703—1934. Clinton, Davenport and Muscatine Railway Company. Application for authority to publish on one day's notice Supplement No. 5 to Passenger Tariff No. 8.

Granted December 14, 1933.

No. L-704—1934. Western Trunk Line Committee, by E. B. Boyd, Chairman. Application for authority to publish on one day's notice supplement amending routing in connection with Item 2269 $\frac{1}{2}$ -F in Supplement 29 to Iowa Lines Tariff No. 160-I.

Granted December 14, 1933.

No. L-705—1934. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice rate of 60.5 cents per net ton on sand and gravel, carloads, from Humboldt, Iowa, to Somers, Iowa, via Gowrie and the C., R. I. & P. Ry.

Granted December 14, 1933.

No. L-706—1934. Des Moines & Central Iowa Railroad. Application for authority to publish on one day's notice round trip fares to correct error in fares established December 3, 1933.

Granted December 16, 1933.

No. L-707—1934. Western Trunk Line Committee, by E. B. Boyd, Chairman. Application for authority to publish on one day's notice Column 37 $\frac{1}{2}$ rating in Tariff 253-B on advertising matter as described in said item.

Granted December 16, 1933.

No. L-708—1934. Western Trunk Line Committee, by E. B. Boyd, Chairman. Application for authority to publish on one day's notice Supplement to W. T. L. Circular 1-T, cancelling the Terminal Charge of \$15.00 per car for policing shipments of intoxicating liquors as now published in Rule 1010.

Granted December 21, 1933.

No. L-709—1934. Western Trunk Line Committee, by E. B. Boyd, Chairman. Application for authority to publish on one day's notice supplement to Iowa Lines' Tariff No. 160-I withdrawing and canceling items under suspension in Docket No. B-1649 applicable to Furniture intrastate in Iowa.

Granted December 22, 1933.

No. L-710—1934. Western Trunk Line Committee, by E. B. Boyd, Chairman. Application for authority to publish on one day's notice supplement to W. T. L. Circular 1-T providing a rule for the application of Class B (interstate scale) on Seeds, Alfalfa and Sweet Clover, carloads, to apply between points in Iowa.

Granted December 23, 1933.

No. L-711—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice supplement extending expiration date of tariff naming reduced rates on crushed stone, carload, from Le Grand Limestone Company's pit to stations Belle Plaine, Iowa, to What Cheer, Iowa, inclusive, from December 31, 1933, to July 31, 1934.

Granted December 23, 1933.

No. L-712—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice supplement extending expiration date of Tariff 17263-B from December 31, 1933, to June 30, 1934.

Granted December 23, 1933.

No. L-713—1934. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice rate of 49 cents per net ton on sand and gravel, carloads, from Burlington to Mt. Pleasant, Iowa.

Granted December 26, 1933.

No. L-714—1934. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice rate of \$2.06 per net ton on lump coal, carload, and rate of \$1.68 per net ton on fine coal, carload, from Centerville, Iowa, to Waterloo, Iowa, via I. S. U., Albia, M. & St. L., Ackley and Illinois Central.

Granted December 26, 1933.

No. L-715—1934. Western Trunk Line Committee, by E. B. Boyd, Chairman. Application for authority to publish on one day's notice supplement to Freight Tariff No. 236-C adding new item (124½) to provide for the following:

ATTENDANT ELIGIBLE TO REFUND OF FARES
PAID GOING TO LIVE STOCK SHIPPING POINT

Granted December 29, 1933.

No. L-716—1934. Western Trunk Line Committee, by E. B. Boyd, Chairman. Application for authority to publish on one day's notice supplement to Freight Tariff 271-A providing for stopping in transit on Butter, Eggs, Cheese or Dressed Poultry in straight or mixed carloads.

Granted December 29, 1933.

Under date of January 2, 1934, application was made to amend the above supplement by adding thereto the C., St. P., M. & O. Ry. Co., which was granted same date.

No. L-717—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 20 cents per 100 pounds on Sugar, carloads, from Mason City to Knoxville, Iowa.

Granted December 30, 1933.

No. L-718—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice rate of 40 cents per net ton on crushed stone, carloads, from Marquette,

Iowa, to Waukon, Iowa, and 40 cents per net ton on sand and gravel, carloads, from Milcks Pit Spur, Iowa, to Waukon, Iowa.

Granted January 2, 1934.

No. L-719—1934. Wabash Railway Company. Application for authority to publish on one day's notice rate of 167 cents per net ton on lump coal, carloads, and 129 cents per net ton on fine coal, carloads, from Hamilton to Marshalltown, Iowa, via Albia and the M. & St. L.

Granted January 4, 1934.

No. L-720—1934. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice rule in G. F. O. 3652-Q to provide for ATTENDANT ELIGIBLE TO REFUND OF FARES PAID GOING TO LIVE STOCK SHIPPING POINT.

Granted January 11, 1934.

No. L-721—1934. Western Trunk Line Committee, by E. B. Boyd, Chairman. Application for authority to publish on one day's notice new rule in Freight Circular 1-T providing for ATTENDANT ELIGIBLE TO REFUND OF FARES PAID GOING TO LIVE POULTRY SHIPPING POINT.

Granted January 12, 1934.

No. L-722—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 12 cents per 100 pounds on Sugar, carloads, Mason City to Des Moines, Iowa, on traffic destined to stations on connecting lines and applies as terminal rate only.

Granted January 13, 1934.

No. L-723—1934. Wabash Railway Company. Application for authority to publish on one day's notice rate of 20.5 cents per 100 pounds on Hogs, carloads, from Shenandoah to Des Moines, Iowa, to apply as terminal rate only.

Granted January 17, 1934.

No. L-724—1934. Minneapolis and St. Louis Railroad Company and Illinois Central Railroad Company. Joint application for authority to publish on one day's notice rates on sugar, carload from Mason City to Cedar Falls, Iowa, and from Belmond, Iowa, to various destinations named.

Granted January 19, 1934, as amended.

No. L-725—1934. Western Trunk Line Committee, by E. B. Boyd, Chairman. Application for authority to publish on one day's notice supplement to Circular 1-T amending Rule 2245-A by reinstating Alfalfa and Clover Seed thereunder.

Granted January 22, 1934.

No. L-726—1934. Waterloo, Cedar Falls & Northern Railway Company. Application for authority to reinstate on one day's notice rates on Crushed Stone, in carloads, from Glory, Iowa, to various destinations as published in W. C. F. & N. G. F. D. No. 332-A, which expired with December 31, 1933.

Granted January 22, 1934.

No. L-727—1934. Wabash Railway Company. Application for authority to publish on one day's notice exception to car demurrage rules and charges.

Granted January 25, 1934.

No. L-728—1934. Western Trunk Line Committee, by E. B. Boyd,

Chairman. Application for authority to establish on three days' notice Column 20 ratings (interstate basis) on Chloride of Zinc Solution in tank cars, subject to Rule 35 of current Western Classification.

Granted January 26, 1934.

No. L-729—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 16 cents per 100 pounds on Field Seeds, carload, from Sioux City, Iowa, to Carroll, Iowa, via Illinois Central Railroad, Fort Dodge, Iowa, and the Chicago Great Western Railroad.

Granted January 29, 1934.

No. L-730—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to reinstate on one day's notice rates formerly published in Supplement No. 5 to C., R. I. & P. Tariff 33899-T on sand, gravel and crushed stone, carloads, to Belknap, Iowa, from Ottumwa, Iowa, 48 cents per net ton on sand; from Eddyville, Iowa, 61 cents per net ton on gravel and from Douds, Iowa, 43.5 cents per net ton on crushed stone, these rates being requested to meet motor truck competition and expire June 30, 1934.

Granted February 7, 1934.

No. L-731—1934. Western Trunk Line Committee, by E. B. Boyd, Chairman. Application for authority to publish on one day's notice amendment to Rule 1453 published in Supplement No. 135 to Circular 1-T, substituting the words "Live Poultry Contract" for the words "Bill of Lading."

Granted February 6, 1934.

No. L-732—1934. Great Northern Railway Company. Application for authority to publish 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 February 14, 1934.

No. L-733—1934. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice rate of 26 cents per net ton on sand and gravel, carloads, from Empire Sand and Gravel Company's pit to Marshalltown, Iowa.

Granted February 16, 1934.

No. L-734—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 48 cents per net ton on sand and gravel, carloads, from Le Grand Limestone Company pit near Sutherland, Iowa, to Alton, Iowa, and 57 cents per net ton to Hospers, Iowa, to meet truck competition from pits near Hawarden, Iowa.

Granted February 17, 1934.

No. L-735—1934. Iowa Southern Utilities Company, Centerville. Application for authority to publish on one day's notice supplement to mileage tariff showing distances from I. S. U. stations to points of interchange with the C., B. & Q. R. R. at Centerville, Iowa.

Granted February 17, 1934.

No. L-736—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice rate of 6 cents per cwt. on ice from Spirit Lake to Sioux City, Iowa.

Granted February 17, 1934.

No. L-737—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 17.5

cents per 100 pounds, minimum weight 60,000 pounds on sugar, carload, from Mason City to Clinton, Iowa, and 15 cents per 100 pounds, minimum weight 80,000 pounds, these rates to apply via Iowa Falls or Manly, Iowa, C. & N. W. and C., M., St. P. & P.

Granted February 20, 1934.

No. L-738—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 40 cents per net ton on sand and gravel, carloads, from Lake View and Sacton, Iowa, to Deloit, Denison and State Highway Commission set-up three and one-half miles south of Deloit, Iowa, said rate to expire September 15, 1934, and is to meet truck competition from pit about one mile west of Denison, Iowa.

Granted February 27, 1934.

No. L-739—1934. Minneapolis & St. Louis Railroad Company. Application for authority to publish on less than thirty days' notice rate of 50½ cents per net ton on sand and gravel, carloads, from Mason City, Iowa, to Latimer, Iowa.

Granted February 28, 1934.

No. L-740—1934. Wabash Railway Company. Application for authority to publish on one day's notice reduced rates on lump and fine coal, Tracy, Iowa, to Des Moines, Iowa.

Denied March 2, 1934.

No. L-741—1934. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on less than thirty days' notice to this Commission and the general public rate of 49 cents per net ton on sand and gravel, carloads, from Burlington, Iowa, to Mt. Pleasant, Iowa, said rate to expire June 30, 1934.

Granted March 3, 1934.

No. L-742—1934. Western Trunk Line Committee, by E. B. Boyd, Chairman. Application for authority to publish on one day's notice changes as outlined in Item 130-A as published in Supplement 4 to Freight Tariff No. 286, Rules Governing Feeding in Transit of Live Stock.

Granted March 13, 1934.

No. L-743—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice supplement to C., R. I. & P. Tariff No. 21432-P eliminating the Penn Coal Company as an industry located at Harvey, Iowa.

Granted March 14, 1934.

No. L-744—1934. Western Trunk Line Committee, by E. B. Boyd, Chairman. Application for authority to publish on one day's notice supplement to Iowa Lines Freight Tariff 253-B providing for mixed carloads of commodities listed in application in Item 535.

Granted March 15, 1934.

No. L-745—1934. Western Trunk Line Committee, by E. B. Boyd, Chairman. Application for authority to publish on one day's notice supplement to Freight Tariff 253-B establishing minimum carload weight of 20,000 pounds on Binder Twine moving at Column 40 rating.

Granted March 15, 1934.

No. L-746—1934. Western Trunk Line Committee, by E. B. Boyd, Chairman. Application for authority to publish on one day's notice supplement to Freight Tariff 253-B establishing under Column B Col-

umn 57 rating in lieu of Column 55 rating, which was erroneously published.

Granted March 15, 1934.

No. L-747—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement to E. B. Boyd's Circular 1-T as an exception to Rule 41 of the Western Classification, FRESH OR GREEN FRUITS AND/OR VEGETABLES, WHEN IN FIBREBOARD BASKETS OF THE CLIMAX TYPE.

Granted March 16, 1934.

No. L-748—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice rate of \$1.00 per net ton on clam or oyster shells, carload minimum weight 70,000 pounds, from Guttenburg, Iowa, to Muscatine, Iowa, said rate to expire sixty days from date of publication.

Granted March 19, 1934.

No. L-749—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 30.5 cents per net ton on sand and gravel, carloads, from Lake View, Iowa, to Sac City and Early, Iowa; and 35 cents per net ton on sand and gravel, carloads, from Sacton, Iowa, to Sac City and Early, Iowa. Reduced rates are requested to meet motor truck competition from wayside pits between Lake View and Sac City, Iowa, and are to expire August 31, 1934.

Granted March 20, 1934.

No. L-750—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice rate of 8.5 cents per 100 pounds on brick, carloads, between Des Moines, Iowa, and Cedar Rapids, Iowa, via the following routes:

C. & N. W. Ry., C., R. I. & P. Ry., C., M., St. P. & P. R. R. or C., R. I. & P. Ry., Iowa City, Iowa, C. R. & I. C. R. R.

Granted March 19, 1934.

No. L-751—1934. Clinton, Davenport & Muscatine Railway Company. Application for authority to publish on one day's notice rate of 35 cents per net ton on sand and gravel, carloads, from Muscatine, Iowa, to Pleasant Prairie, Iowa, to meet truck competition and expire with May 30, 1934.

Granted March 19, 1934.

No. L-752—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice cancellation of the rate on crushed stone, carloads, from River Products, Iowa, to Kalona, Lone Tree, Oasis and West Branch, Iowa, as the movement has been completed.

Granted March 20, 1934.

No. L-753—1934. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice supplement to M. & St. L. Freight Tariff 44-C providing for the use of motor trucks in the performance of trap car switching at Des Moines, Iowa, the same now being in effect by other lines at that point.

Granted March 20, 1934.

No. L-754—1934. Great Northern Railway Company. Application for authority to publish on one day's notice an extension of the expiration date of March 31, 1934, as shown in Item 670-H of Great Northern

Tariff 30-J, to December 31, 1934, which is a rate of 56 cents per net ton on sand and gravel, carloads, Doon, Iowa, to Sioux City, Iowa.

Granted March 26, 1934.

No. L-755—1934. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to publish on one day's notice rate of 20 cents per ton on crushed stone, carloads, from Ames, Iowa, to Campus, Iowa, said rate being requested to meet truck competition and expires May 1, 1934.

Granted March 28, 1934.

No. L-756—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 44 cents per net ton on sand and gravel, carloads, from Des Moines to Mingo, Iowa, and 55 cents per net ton, Des Moines to Baxter, Iowa, said rates to expire September 30, 1934, and are requested to meet truck competition from pits near Marietta, Iowa.

Granted March 31, 1934.

No. L-757—1934. Central Freight Association, by B. T. Jones, Agent. Application for authority to publish on one day's notice an extension of the expiration date from April 19, 1934, to April 19, 1935, on Paragraph (b) Section A-1, Item 345, Page 47 of Tariff 4-N, I. C. C. 2639.

Granted March 31, 1934.

No. L-758—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 35 cents per ton on sand, gravel and crushed stone, carloads, from Cedar Rapids to Fairfax, Iowa. This rate is not to be subject to the 80% basis of joint hauls, expires August 31, 1934, and is granted to meet truck competition.

Granted April 4, 1934.

No. L-759—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 61 cents per net ton on sand and gravel, carload, from Hawarden, Iowa, to Sergeant Bluff, Iowa, this rate being requested to meet truck competition and will expire August 31, 1934, unless changed, cancelled or extended.

Granted April 6, 1934.

No. L-760—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to reinstate on one day's notice rate of \$1.10 per net ton on riprap, carload, from Stone City, Iowa, to Des Moines, Iowa, this rate expiring March 31, 1934, in C., M., St. P. & P. Tariff 17306-A.

Granted April 6, 1934.

No. L-761—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement to Freight Tariff No. 253-B amending Item 440-A of Supplement No. 5, which applies only on wooden refrigerators (not mechanical), metal refrigerators to be included in item in straight or mixed carloads, to meet motor truck competition.

Granted April 9, 1934.

No. L-762—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice tariff providing for a switching allowance of \$1.00 per car to the River Products Company for service performed in switching from its plant in Coralville, Iowa, to the interchange tracks of the C., R. I. & P. Ry.

Granted April 10, 1934.

No. L-763—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice reduced carload rates and minimum weights on beverages and containers (empty), returned, changes to be published in the next consecutively numbered supplement to Freight Tariff No. 253-B.

Granted April 10, 1934.

No. L-764—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 33.7 cents per net ton on sand and gravel, carloads, from Commerce, Iowa, to the C., R. I. & P. Euclid Avenue Team Track, Des Moines, Iowa; 30 cents per net ton on sand and gravel, Des Moines to Euclid Avenue Team Track and 47.2 cents per net ton on crushed stone, carloads, from Hawkeye Portland Cement Quarry to Euclid Avenue Team Track, the above rates being requested to meet motor truck competition from points within the Des Moines district.

Granted April 10, 1934.

No. L-765—1934. 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, from Estherville to Pocahontas, Iowa, said rate being requested to meet truck competition from wayside pits and rock quarry at Gilmore City, Iowa.

Granted April 10, 1934.

No. L-766—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice a rate of 11 cents per net ton on sand and gravel, carloads, from Muscatine to Summit, Iowa, which is to reinstate a rate that expired November 30, 1933.

Granted April 13, 1934.

No. L-767—1934. Waterloo, Cedar Falls & Northern Railway Company. Application for authority to publish on one day's notice rate of 35 cents per net ton on Agricultural Limestone, carloads, from Glory, Iowa, to Cedar Falls, Iowa, this rate being requested to meet truck competition from wayside pits.

Granted April 13, 1934.

No. L-768—1934. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice rate of 53 cents per net ton on sand and gravel, carload, from Keller, Iowa, to Baxter and Mingo, Iowa, via M. & St. L., Marshalltown and the C. G. W., this rate to expire December 31, 1934, and is requested to meet truck rate cross country from same pit.

Granted April 13, 1934.

No. L-769—1934. Minneapolis & St. Louis 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 Eddyville to Richland, Iowa.

Granted April 14, 1934.

No. L-770—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice reduced rates on crushed stone from the Le Grand Limestone Company's Pit (Quarry, Iowa) to Baxter, Iowa, 63.9 cents per net ton, to Ira, Iowa, 68.2 cents per net ton and to Mingo, Iowa, 68.2 cents per net ton, shipments to be routed via Marshalltown and the C. G. W. R. R. These rates are to expire July 31, 1934, and are authorized to meet truck competition.

Granted April 16, 1934.

No. L-771—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice, rate of 60 cents per net ton on sand and gravel, carloads, from Estherville, Iowa, to Pocahontas, Iowa. This rate is requested to meet truck competition from wayside pits in the immediate vicinity.

Granted April 18, 1934.

No. L-772—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 28 cents per net ton on sand and gravel, carloads, from Shell Rock, Iowa, to Waverly, Iowa. This rate is to expire September 30, 1934, and is granted to meet truck competition.

Granted April 20, 1934.

No. L-773—1934. Waterloo, Cedar Falls & Northern Railway Company. Application for authority to publish on one day's notice rate of 35 cents per net ton on agricultural limestone, in carloads, from Glory Stone Quarry to Denver, Iowa, to meet roadside competition near Cedar Falls, Iowa.

Granted April 23, 1934.

No. L-774—1934. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice rate of 60 cents per net ton on sand and gravel, in carloads, from Humboldt to Algona, Iowa, to meet truck competition from roadside pits located about four miles south of Algona, said rate subject to usual minimum weight and to expire with July 31, 1934.

Granted April 25, 1934.

No. L-775—1934. Cedar Rapids & Iowa City Railway. Application for authority to publish on three days' notice Supplement A to Switching Tariff I. C. C. 56, establishing a reduced rate on grain for movement within the Cedar Rapids switching district.

Granted April 25, 1934.

No. L-776—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish in connection with Item 80 of Freight Tariff No. 286 on one day's notice the following:

“Charges at final destination will be readjusted to basis of combination of applicable rates to and from transit point if lower than charges resulting from use of transit privileges outlined in this tariff.”

Granted April 25, 1934.

No. L-777—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 30½ cents per net ton on sand and gravel, in carloads, from Hawarden to Maurice, Iowa, to meet truck competition, said rate to be subject to the established minimum weights and to expire with September 30, 1934.

Granted April 26, 1934.

No. L-778—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 30½ cents per net ton on sand and gravel, in carloads, from Sacton to Sac City and Early, Iowa, to meet truck competition. This rate is to be subject to the established minimum weight and is to expire with August 31, 1934.

Granted April 26, 1934.

No. L-779—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice on cement in carloads terminal rates as follows:

Mason City to Somers, Iowa	10½ cents per cwt.
Mason City to Pocahontas, Iowa	11 cents per cwt.

These rates are requested to meet rates applicable via the short line and expire with August 31, 1934.

Granted April 27, 1934.

No. L-780—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice Column 32½ rating on Binder Twine in lieu of Column 40 now in effect in Freight Tariff No. 253-B to meet truck competition.

Granted April 30, 1934.

No. L-781—1934. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice reduced rates on sand and gravel, carloads, from Thayer, Iowa, to stations on the Cumberland Branch. These rates are requested to meet truck competition and expire May 31, 1934.

Granted May 1, 1934.

No. L-782—1934. Illinois Central 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 Quimby to Storm Lake, Iowa. This rate is requested to meet truck competition.

Granted May 1, 1934.

No. L-783—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice the following rates in cents per net ton on sand and gravel, carloads, from Muscatine, Iowa, to:

West Liberty	40 cents
Stockton	40 cents
Atalissa	36 cents
Durant	36 cents
Nichols	36 cents
Wilton	33 cents

These rates are requested to meet truck competition from wayside pits.

Granted May 3, 1934.

No. L-784—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 8½ cents per 100 pounds on brick, carloads, from Des Moines to Cedar Rapids, Iowa, via C. G. W., Waterloo and the W. C. F. & N., minimum weight 50,000 pounds. This request is made to equalize the short line tariff and applies as a terminal rate only.

Granted May 3, 1934.

No. L-785—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 9 cents per 100 pounds on brick, carloads, minimum weight 50,000 pounds from Acme to Cedar Rapids, Iowa, via D. M. & C. I., C. G. W., Waterloo and W. C. F. & N. This request is made to meet the short line tariff and applies as a terminal rate only.

Granted May 3, 1934.

No. L-786—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one

day's notice Column 55 rates in Tariff 253-B on less than carload shipments of Ammonia Compounds, Washing Compounds, Liquid Soap, etc.

Granted May 4, 1934.

No. L-787—1934. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to publish on one day's notice extension of expiration date of Tariff 465 to June 1, 1934, naming proportional rates on crushed stone from Ames to Campus, Iowa.

Granted May 7, 1934.

No. L-788—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice rate of 80 cents per net ton on sand and gravel from Koss Spur to Hopkinton, Iowa, and a rate of 56½ cents per net ton on sand, gravel and crushed stone from Cedar Rapids to Hopkinton, Iowa, to meet competition from pits in the vicinity of Hopkinton.

Granted May 7, 1934.

No. L-789—1934. Burlington, Muscatine & Northwestern Railway Company. Application for authority to publish on one day's notice Tariff No. 23 applying on sand and gravel.

Granted May 8, 1934.

No. L-790—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 65 cents per net ton on crushed stone, carloads, from Hawkeye Portland Cement Quarry, Iowa, to Lewis, Iowa, said rate being requested to meet truck competition from wayside pits and to expire August 30, 1934.

Granted May 15, 1934.

No. L-791—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 28 cents per net ton on crushed stone, carloads, from Waterloo, Iowa, to Hudson, Iowa. This rate is requested to meet truck competition and expires July 31, 1934.

Granted May 14, 1934.

No. L-792—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice Class 38 in lieu of Class 40 under Column 40 in connection with description of bakery goods shown in Section B, Item 85, Freight Tariff 253-B, said reduction requested to meet truck competition.

Granted May 15, 1934.

No. L-793—1934. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice extension of the expiration date of C., B. & Q. Tariff 18677-A from May 31, 1934, to June 30, 1934.

Granted May 15, 1934.

No. L-794—1934. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice rate of 10½ cents on brick, carloads, from Fort Dodge to Iowa City, Iowa, via the M. & St. L., Des Moines and C., R. I. & P. Ry. This rate is requested to meet the three line rate via Illinois Central, Iowa Falls; C., R. I. & P., Cedar Rapids, and C. R. & I. C. to Iowa City.

Granted May 16, 1934. Under date of May 22, 1934, permission was granted to amend and reissue on one day's notice Tariff No. 1179-A containing the above authority to show that the rate named

therein is to apply as a terminal rate only and not applicable at intermediate points.

No. L-795—1934. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to publish on one day's notice rate of 10½ cents per 100 pounds on brick and articles taking same rates, carloads, from Fort Dodge to Iowa City via Des Moines and C., R. I. & P. Ry., this request being made to meet the short line rate.

Granted May 17, 1934.

No. L-796—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 9 cents per 100 pounds on brick and related articles, carload, from Acme, Iowa, to Cedar Rapids, Iowa, via D. M. & C. I. to Des Moines and C., R. I. & P. to Cedar Rapids; also via D. M. & C. I. to Des Moines, C., R. I. & P. to Iowa City and C. R. & I. C. to Cedar Rapids, Iowa. This rate is requested to meet the short line rate and applies as a terminal charge only, not being applicable at intermediate points.

Granted May 24, 1934.

No. L-797—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice the following rates in cents per net ton of 2,000 pounds on sand and gravel, carloads, to expire October 31, 1934, and requested to meet truck competition:

To	From Hawarden	From Lake View	From Sacton
Sloan, Iowa	66	77	77
Castana, Iowa	62	58
Mapleton, Iowa	53.5	49
Onawa, Iowa	68	65
Soldier, Iowa	58	53.5
Turin, Iowa	65	62
Ute, Iowa	49	49
Whiting, Iowa	74	71
Moorhead, Iowa	62	58

Granted May 24, 1934.

No. L-798—1934. Chicago, Rock Island & Pacific Railway. Application for authority to publish on one day's notice rate of 48.5 cents per net ton on sand and gravel, carloads, Eddyville to Sigourney, Iowa; and 72 cents per net ton Muscatine to Sigourney, Iowa. These rates are requested to meet truck competition and expire September 30, 1934.

Granted May 26, 1934.

No. L-799—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice correction to first paragraph of Item 80 of Tariff 297 to read as follows:

"If the charges accruing under class rates published in tariffs enumerated below, including supplements thereto or subsequent issues thereof on potatoes and vegetables are lower than the rates published in this tariff, the lower charges resulting from such class rates will apply."

Granted May 28, 1934.

No. L-800—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice the following rates in cents per net ton on sand and gravel, carloads, to expire September 30, 1934, and requested to meet truck competition from Iowa City and roadside quarry near Solon, Iowa:

From	To	
Muscatine, Iowa	West Branch, Iowa.....	44 cents
Muscatine, Iowa	Tipton, Iowa	44 ½ cents
Muscatine, Iowa	Riverside, Iowa	48 cents
Muscatine, Iowa	Kalona, Iowa	52 ½ cents
Muscatine, Iowa	Lone Tree, Iowa.....	39 ½ cents

Granted May 31, 1934.

No. L-801—1934. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to publish on one day's notice rate of 25 cents per net ton on crushed stone, carloads, from Fort Dodge to Webster City, Iowa.

Granted June 2, 1934.

No. L-802—1934. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice rate of 35 cents per net ton on crushed stone, carloads, from Humboldt, Iowa, to Fort Dodge, Iowa.

Granted June 4, 1934.

No. L-803—1934. Iowa Southern Utilities Company. Application for authority to publish on one day's notice rate of 3 cents per 100 pounds on brick, carload, minimum weight 80,000 pounds, Centerville to Albia, Iowa, to meet truck competition from Centerville.

Granted June 4, 1934.

No. L-804—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 80 cents per net ton on cinders, carload, from Clinton, Iowa, to Cedar Rapids, Iowa, to meet rate in effect via the C., M., St. P. & P. R. R.

Granted June 8, 1934.

No. L-805—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice rate of 9 cents per 100 pounds on brick and related articles, carloads, from Acme, Iowa, to Cedar Rapids, Iowa—D. M. & C. I., Des Moines, Iowa, C., R. I. & P., C. & N. W. or C., M. St. P. & P., to meet the short line rate and apply as terminal charge only.

Granted June 11, 1934. Authority to amend the application to include routing via D. M. & C. I., Des Moines, Iowa, M. & St. L., Hedrick, C., M., St. P. & P., was given on June 14, 1934.

No. L-806—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice rate of 70 cents per ton for distances up to and including 30 miles; rate of 90 cents per ton for distances over 30 miles and including 65 miles for single line application on clay products, carloads. For two line hauls the rates are to be 10 cents per ton higher than the single line basis, the above rates to apply throughout Iowa where they make lower than the existing rates.

Granted June 11, 1934.

No. L-807—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement to Iowa Lines' Tariff 253-B to include therein Column 41 scale of rates in the "Class Rate Base Scale" so as to conform with Item 440-C as published on Page 6, Supplement 9 to Tariff 253-B.

Granted June 11, 1934.

No. L-808—1934. 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, carload, from Hawkeye Portland Cement Quarry, Iowa, to Atlantic, Iowa, said rate to expire September 30, 1934, and is requested to meet truck competition from wayside pits in the vicinity of Macedonia, Stennett and Grant, Iowa.

Granted June 11, 1934.

No. L-809—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 45 cents per net ton on sand and gravel, carload, from Muscatine, Iowa, to Davenport, Iowa, said rate to expire September 30, 1934, and is requested to meet motor truck competition.

Granted June 11, 1934.

No. L-810—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice supplement or reissue of Tariff 214-A, extending the expiration date from June 30, 1934, to December 31, 1934. The above tariff names rate of 50 cents per net ton on sand and gravel, carload, from Shell Rock to Fredericksburg, Iowa, and the paving job will not be completed by June 30, 1934.

Granted June 12, 1934.

No. L-811—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice rate of 45 cents per net ton on sand and gravel, carloads, from Muscatine to Bettendorf, Iowa.

Granted June 12, 1934.

No. L-812—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice reduced rates on Ice, carloads, as follows, to meet motor truck competition:

From	To	Rate
Fort Dodge, Iowa.....	Clarion, Iowa	67 cents per ton
Fort Dodge, Iowa.....	Eagle Grove, Iowa.....	67 cents per ton
Fort Dodge, Iowa.....	Webster City, Iowa.....	67 cents per ton
Fort Dodge, Iowa.....	Hampton, Iowa	80 cents per ton

Granted June 14, 1934.

No. L-813—1934. Burlington, Muscatine & Northwestern Railway Company. Application for authority to publish on one day's notice a tariff naming new industries located on the B. M. & N. W. Ry. at Muscatine, Iowa.

Granted June 13, 1934.

No. L-814—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement to Iowa Lines' Tariff 253-B amending Item 535-B by revising the description as outlined in Exhibit "A" on file with the above request.

Granted June 14, 1934.

No. L-815—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice Column 50 rating in Tariff 253-B on cherries, fresh, in boxes or crates, carload, minimum weight 17,000 pounds, to meet motor truck competition.

Granted June 15, 1934.

No. L-816—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 40

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cents per ton on crushed stone, carloads, from Buffalo-Linwood, Iowa, to Wolcott, Iowa. This rate is to expire September 30, 1934, and is requested to meet truck competition.

Granted June 19, 1934.

No. L-817—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice reduced rates on sand and gravel, carloads, in cents per ton as follows, to meet truck competition from wayside pits:

From	To	Rate
Muscatine, Iowa	Wellman, Iowa	53
Muscatine, Iowa	Nira, Iowa	57½
Muscatine, Iowa	Kinross, Iowa	62
Muscatine, Iowa	South English	66

Granted June 22, 1934.

No. L-818—1934. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice rate of 45 cents per net ton on sand and gravel, carloads, from Valley Junction to Perry, Iowa, to meet truck competition.

Granted June 25, 1934.

No. L-819—1934. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice rate of 43 cents per net ton on sand and gravel, carloads, from Thayer to Lucas, Iowa, to meet truck competition, expiring September 30, 1934.

Granted June 25, 1934.

No. L-820—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice changes in Item 362 of Freight Tariff No. 236-D as indicated in Exhibit "A" attached to the file, to be published in the next consecutively numbered supplement to Freight Tariff No. 236-D.

Granted June 26, 1934.

No. L-821—1934. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice rate of 10 cents per 100 pounds on empty tin cans, carload, from Roland to Marshalltown, Iowa. This rate is requested to meet truck competition and expires thirty days after publication.

Granted June 27, 1934.

No. L-822—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice amendment to C., M., St. P. & P. Tariff 17405-A to show that the rates named therein on sand and gravel, carload, from Muscatine to Davenport and Bettendorf, Iowa, apply as terminal rates only and are not applicable at intermediate points.

Granted June 27, 1934.

No. L-823—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice rate of 45 cents per net ton on sand and gravel, carload, from Muscatine to Davenport, Iowa. This rate is requested to meet truck competition and is to expire September 30, 1934.

Granted June 28, 1934.

No. L-824—1934. Burlington, Muscatine & Northwestern Railway Company. Application for authority to publish on one day's notice

Tariff No. 25 naming rate of \$3.80 per carload on sand and gravel when destined to Davenport, Iowa.

Granted June 29, 1934.

No. L-825—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice in Freight Tariff No. 253-B, Column 40 basis on peaches, carload, in lieu of Column 45 as now published in Item 430 of the above tariff.

Granted July 3, 1934.

No. L-826—1934. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to extend on one day's notice the expiration date of Tariff 475, naming rates on sand and gravel from Fort Dodge, Iowa, to Webster City, Iowa, from July 1 to August 1, 1934.

Granted July 6, 1934.

No. L-827—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to amend on one day's notice Item 811 of Supplement No. 9 to Freight Tariff No. 253-B by correcting Note 1 to read "Mixed carloads" instead of "Mixed shipments."

Granted July 6, 1934.

No. L-828—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice rate of 92.8 cents per net ton on agricultural limestone, carload, and rate of 109.8 cents per net ton on crushed stone, carload, from Alden to Des Moines, Iowa, via the C. & N. W. Ry. The above rates are to apply as terminal rates and are not applicable at intermediate points as they are published to meet joint line rates, C. & N. W., Iowa Falls, C., R. I. & P., Des Moines, Iowa.

Granted July 7, 1934.

No. L-829—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice provision for absorbing the switching charge of the D., R. I. & N. W. at Davenport, Iowa, on sand and gravel moving from Muscatine to Davenport, Iowa.

Granted July 7, 1934.

No. L-830—1934. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice rate of \$19.00 per car on water, Council Bluffs, Iowa, to Creston, Iowa.

Granted July 7, 1934.

No. L-831—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 45 cents per net ton on sand and gravel, carload, from Des Moines to Newton, Iowa, and 54 cents per net ton from Des Moines to Wilson, Iowa. These rates are requested to meet truck competition from way-side pits and expire with September 30, 1934.

Granted July 9, 1934.

No. L-832—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement to Freight Tariff 253-B providing for Class 44½ rating on books, N. O. I. B. N., carload, minimum weight 30,000 pounds, between points in Iowa.

Granted July 10, 1934.

No. L-833—1934. Chicago, Milwaukee, St. Paul & Pacific Railway Company. Application for authority to publish on one day's notice rate of 20 cents per net ton on sand and gravel, carload, from Ideal Sand & Gravel Company to connection with other roads on traffic destined to industries or team tracks within the switching limits at Mason City, Iowa.

Granted July 12, 1934.

No. L-834—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 76 cents per net ton on sand and gravel, carloads, from Des Moines to Atlantic, Iowa, to meet rate in effect from Louisville, Nebraska.

Granted July 17, 1934.

No. L-835—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of \$1.33 per net ton on crushed stone, carload, from Anamosa to Boone, Iowa, to apply as terminal rate only, being published to meet short line rate via C., M., St. P. & P. R. R.

Granted July 16, 1934.

No. L-836—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice extension of the expiration date from July 31, 1934, to December 31, 1934, on rate of 28 cents per net ton on crushed stone, carload, from Waterloo, Iowa, to Hudson, Iowa.

Granted July 19, 1934.

No. L-837—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice cancellation of the reduced rates on crushed stone, carload, from Quarry to Boone, Iowa, also on sand and gravel, carload, from Des Moines, Iowa, to Boone, Iowa, as named in Item 260½-A and 414½-A, Page 4, Supplement 37 to C. & N. W. Tariff 11010-K.

Granted July 20, 1934.

No. L-838—1934. Clinton, Davenport & Muscatine Railway Company. Application for authority to publish on one day's notice supplement to Tariff 3-G extending the expiration date from July 31, 1934, to August 31, 1934, on switching cars from Harmons, Iowa, to West Clinton.

Granted July 23, 1934.

No. L-839—1934. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice supplement to M. & St. L. Tariff 1476-A providing that the M. & St. L. will absorb switching charges at Fort Dodge, Iowa, not to exceed \$3.60 per car.

Granted July 23, 1934.

No. L-840—1934. Chicago & North Western Railway Company. Application for authority to establish on one day's notice rate of 74.6 cents per net ton on sand and gravel, carloads, from Quimby to Whiting, Iowa, routing I. C. R. R., Onawa, C. & N. W. Ry. This rate is requested to meet roadside pit and truck competition and is subject to the usual minimum weight per car, expiring with October 31, 1934.

Granted July 25, 1934.

No. L-841—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to establish on one day's notice Class 37½ and Class 70 on Wall Paper, in carloads, and less than carloads, respectively, to meet motor truck competition, expiring with December 31, 1934, unless sooner cancelled, changed or extended. The carload minimum weight is to be 30,000 pounds.

Granted July 25, 1934.

No. L-842—1934. Waterloo, Cedar Falls & Northern Railway Company. Application for authority to establish on one day's notice rate of 7 cents per 100 pounds on lumber, in carloads, from Waterloo to Cedar Rapids, Iowa, to meet motor truck competition, subject to minimum weight of 30,000 pounds.

Granted July 27, 1934.

No. L-843—1934. Clinton, Davenport & Muscatine Railway Company. Application for authority to publish on one day's notice rate of 55 cents per net ton on agricultural limestone, carload, from Davenport to North Muscatine, Iowa, and all intermediate stations, to meet motor truck competition and expires with December 31, 1934.

Granted July 27, 1934.

No. L-844—1934. Illinois Central Railroad Company. Application for authority to publish on one day's notice rate of 49 cents per net ton on sand and gravel, carload, from Quimby to Kennebec, Iowa, and 58 cents per net ton on sand and gravel, carloads, from Quimby to Onawa, Iowa, these rates to expire October 30, 1934, and are requested to meet truck competition from wayside pits.

Granted July 27, 1934.

No. L-845—1934. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice extension of the expiration date on C., B. & Q. Tariff 18735-A to September 10, 1934, applying on water in tank cars from Council Bluffs to Creston, Iowa.

Granted August 4, 1934.

No. L-846—1934. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice rate of \$17.50 per car on water from Council Bluffs to Corning, Iowa. This rate is to be published as an emergency rate and expires September 10, 1934.

Granted August 4, 1934.

No. L-847—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement withdrawing and cancelling, effective August 10, 1934, revision in rates on plaster and related articles published in Supplement 3 to Iowa Lines Tariff 160-J and in Freight Tariff 293 now under suspension in Docket No. B-1661.

Granted August 7, 1934.

No. L-848—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice as a terminal charge, rate of 16 cents per cwt. on field seeds, carloads, between Sioux City and Carroll, Iowa, routing via Fort Dodge in connection with the Illinois Central R. R.

Granted August 10, 1934.

No. L-849—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish as a terminal charge only on statutory notice a rate of 10 cents per 100 pounds on dried beet pulp, carloads, from Mason City to Waverly, Iowa, routing C. G. W. R. R., Waverly, W. C. F. & N. Ry. to meet rate applicable via the C., R. I. & P. Ry., the direct line.

Granted August 10, 1934.

No. L-850—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to establish on one day's notice rates on brick and articles taking same rates, in carloads, from Fort Dodge, Iowa, to the following points:

To	Routing	Rates in Cents Per 100 Pounds
Jefferson, Iowa	FDS, Boone C&NW	6.5
West Side, Iowa	FDS, Boone C&NW	7.5
Missouri Valley, Iowa	FDS, Harcourt C&NW	8.5
Churdan, Iowa	M&St.L, Grand Jct., Ia., C&NW FDS, Rockwell City CMStP&P	6.5
Adaza, Iowa	FDS, Rockwell City CMStP&P	6.5
Farlin, Iowa	M&StL, Perry, Ia., CMStP&P FDS, Rockwell City, CMStP&P	6.5
Cooper, Iowa	M&StL, Perry, Ia., CMStP&P FDS, Rockwell City CMStP&P	7.0

Granted August 10, 1934.

No. L-851—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to establish on one day's notice rate of 10 cents per 100 pounds on brick and articles taking same rates, in carloads, from Des Moines to Keokuk, Iowa, routing via C., B. & Q. R. R. direct to meet rate applicable via the C., R. I. & P. Ry. over its direct line.

Granted August 10, 1934.

No. L-852—1934. Illinois Central Railroad Company. Application for authority to publish on one day's notice rate of 25 cents per net ton on crushed stone, carloads, from quarry of the Fort Dodge Limestone Company at Fort Dodge, Iowa, to deliveries on the Illinois Central R. R. in Fort Dodge. This rate is requested to meet local truck competition and expires with December 31, 1934.

Granted August 14, 1934.

No. L-853—1934. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice rate of 35 cents per net ton on sand and gravel, carload, from Kalo to Fort Dodge, Iowa.

Granted August 14, 1934.

No. L-854—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice the following rates in cents per 100 pounds on grain, carloads, to Des Moines, Iowa, from:

	Wheat, Cents	Coarse Grain, Cents
Boone, Iowa	9.0	8.0
Grand Junction, Iowa	9.5	8.5
Harcourt, Iowa	10.5	9.5

These rates are published to meet the short line rates and apply as terminal charges; not applicable at intermediate points.

Granted August 15, 1934.

No. L-855—1934. Western Trunk Line Committee, by E. B. Boyd, Chairman. Application for authority to publish on statutory notice

rates as shown below on beet sugar, carload, as terminal charges; not applicable at intermediate points, as request is to meet the present single or joint line rates:

From	To	Rates	
		in Cents Per 100 Lbs.	Route
Belmond, Iowa	Cedar Rapids, Iowa	15.5	A
Mason City, Iowa	Rockwell City, Iowa	16.4	B
	Iowa Falls, Iowa	11.0	
	Waterloo, Iowa	12.0	
	Dubuque, Iowa	19.5	
	Waverly, Iowa	11.5	
	Cedar Falls, Iowa	11.5	

ROUTING: A—Via M. & St. L. R. R., Marshalltown, Iowa, and C. & N. W. Ry.
 B—Via C. & N. W. Ry., Parkersburg, Iowa, and Ill. Cent. R. R.

Granted August 17, 1934.

No. L-856—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement amending Item 896 of Supplement 145 to Circular 1-T by adding: "Water, Mineral or Spring, Plain, Concentrated or Fortified, Carbonated (charged) or not Carbonated. Plain Spring Water." Also correcting Note 1 of same item.

Granted August 18, 1934.

No. L-857—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice reduced rate of 35 cents per net ton on sand, in carloads, from Bellevue to Dubuque, Iowa, to meet truck and barge line competition, said rate to expire with December 31, 1934, unless sooner cancelled, changed or extended.

Granted August 28, 1934.

No. L-858—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to reissue C., R. I. & P. Ry. Freight Tariff No. 33899-U on one day's notice.

Granted August 29, 1934.

No. L-859—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on twenty days' notice the following rating and minimum weights on cottonseed and its products and related articles cancelling all existing commodity rates on the commodities involved:

Products	Per Cent of First Class	Minimum Weight
Cottonseed, Cottonseed Cake, Cottonseed Meal, Flaxseed Cake, Flaxseed Meal, and other Vegetable Cakes and Meals in straight and mixed carloads (Lists 3 and 6 of Exhibit A)	18.5	40,000
Vegetable Oil, Fish Oil and Sea Animal Oils, in straight or mixed carloads, (List 1 of Exhibit A)	25.0	¹ 30,000 ² 60,000
Cottonseed Hulls (List 4 of Exhibit A)	14.0	³ 30,000

Vegetable Oil Foots, Sediments and Tank Bottoms, Inedible Greases, Inedible Tallows and other Soap Stock covered by this report, in straight and in mixed carloads (List 2 of Exhibit A).....	20.0	¹ 30,000 ² 60,000
Cottonseed Linters and Fiber, in straight and mixed carloads (List 5 of Exhibit A).....	22.5	40,000
	30.0	29,000
(Subject to Rule 34)	40.0	20,000

¹When in box cars.

²When in tank cars.

³Where Cottonseed Hulls are shipped in mixed carloads with cake or meal or with cake and meal the rate to be applied, based upon a carload minimum of 40,000 pounds, shall be those which would be applicable if the commodities were shipped separately in carload lots, the deficiency in carload minimum, if any, to be charged for at the rate applicable to Cottonseed Hulls.

Granted August 30, 1934.

No. L-860—1934. Minneapolis & St. Louis Railroad Company. Application for authority to extend on one day's notice, the expiration date of Tariff No. 1896-B, which names a 16 cent rate on Hogs, carloads, from Lynnville and Sully, Iowa, to Ottumwa, Iowa, to December 31, 1934.

Granted September 4, 1934.

No. L-861—1934. Chicago, Rock Island & Pacific Railway Company. Application to publish on one day's notice the following reduced rates on crushed stone, carloads:

From	To	
Linwood, Iowa	Nichols, Iowa	49 cents per net ton
	Cone, Iowa	53½ cents per net ton
	Columbus Junction, Iowa	53½ cents per net ton

The above rates are requested to meet truck competition from Muscatine and Iowa City, and will expire December 31, 1934.

Granted September 5, 1934.

No. L-862—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice a provision for absorbing switching charges of the C. G. W. R. R. at Mason City, Iowa, on Sugar Beets when originating at Garner, Hutchins and Britt, Iowa, to be published in Supplement to C., M., St. P. & P. G.F.D. No. 4900-Q.

Granted September 5, 1934.

No. L-863—1934. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice C., B. & Q. Tariff No. 18735-B, naming rates on Water, in tank cars, Council Bluffs, Iowa, to Corning and Creston, Iowa, same to expire with October 10, 1934.

Granted September 6, 1934.

No. L-864—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 14 cents per 100 pounds on wheat, carloads, and 12½ cents per 100 pounds on corn and related articles from Boone to Council Bluffs, Iowa, via Ft. D., Des M. & Sou., Rinard, Iowa, and C. G. W. R. R. The above rates are requested to meet the rates in effect via the C. & N. W. Ry. and apply as terminal rates only.

Granted September 12, 1934.

No. L-865—1934. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice rate of 18½ cents per 100 pounds on Fresh Meats, carloads, and 15 cents per 100 pounds on Packing House Products and Green Salted Meats, carloads, from Webster City, Iowa, to Marshalltown, Iowa, via Illinois Central, Ackley, Iowa, and M. & St. L. R. R., to meet rates via the C. & N. W. Ry.

Granted September 12, 1934.

No. L-866—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 44 cents per net ton on sand, gravel and crushed stone, carloads, from Cedar Rapids to Stanwood, Iowa. The above rate is published to meet truck competition from wayside pits and will expire with October 31, 1934.

Granted September 14, 1934.

No. L-867—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice rate of 48 cents per net ton on crushed stone, sand and gravel, carloads, from Cedar Rapids to Olin, Iowa, to meet truck competition from Oxford Junction and Hale, Iowa.

Granted September 17, 1934.

No. L-868—1934. Wabash Railway Company. Application for authority to publish on one day's notice Supplement to Wabash Tariff A-K-11065 correcting clause on Page 3 thereof by eliminating the word "distance," making the application apply to "rates" named in tariff.

Granted September 18, 1934.

No. L-869—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice the following rates on sand and gravel, carloads, from Muscatine, Iowa, to

Washington, Iowa	50 cents per net ton.
Webster, Iowa	73 cents per net ton.
Keswick, Iowa	76 cents per net ton.

The above rates are requested to meet truck competition from wayside pits north of Sigourney and quarries near Washington, Iowa, and will expire December 31, 1934.

Granted September 19, 1934.

No. L-870—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 40½ cents per net ton on sand and gravel, carloads, from Muscatine, Iowa, to Columbus Junction, Iowa, to meet truck competition from Muscatine and Iowa City and expires with December 31, 1934.

Granted September 19, 1934.

No. L-871—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice supplement to C., R. I. & P. Tariff No. 21432-Q, correcting clerical error by reinstating the Rutherford Coal Company as an industry on the C., R. I. & P. Ry. at Evans, Iowa.

Granted September 19, 1934.

No. L-872—1934. Chicago, Burlington & Quincy 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 Spring Grove, Iowa, to Winfield, Iowa. The above rates are requested to meet truck competition from wayside pits in the vicinity of Winfield, and expire December 31, 1934.

Granted September 19, 1934.

No. L-873—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 42 cents per net ton on sand and gravel, carload, from Des Moines, Iowa, to Ira, Iowa, and 46.5 cents per net ton on sand and gravel, carload, from Des Moines to Baxter, Iowa. The above rates are requested to meet truck competition from wayside pit near Maxwell, Iowa, and will expire with December 31, 1934.

Granted September 19, 1934.

No. L-874—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice reduced rates on commodities named in application, account drought conditions in western territory.

Granted September 24, 1934.

No. L-875—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to adjust on ten days' notice the mileages in C., R. I. & P. Tariff 33300 caused by the abandonment of the line from Muscatine, Iowa, to Wilton, Iowa.

Granted September 22, 1934.

No. L-876—1934. Illinois Central Railroad Company. Application for authority to publish on one day's notice switching rate of \$8.10 per car at Fort Dodge, Iowa, on brick and clay products from connection with the M. & St. L. R. R. when originating within switching limits at Fort Dodge to plant of Tobin Packing Company now under construction. This rate is published to meet truck competition and will expire with December 31, 1934.

Granted September 25, 1934.

No. L-877—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 24.5 cents per net ton on sand and gravel, carloads, from Des Moines to Bondurant, Iowa. This rate is requested to meet truck competition and expires July 12, 1935.

Granted September 26, 1934.

No. L-878—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 73 cents per net ton on sand and gravel, carloads, from Des Moines to Diagonal, Iowa, and 79 cents per net ton on sand and gravel, carloads, from Des Moines to Benton, Iowa. These rates are requested to meet truck competition and expire May 15, 1935.

Granted September 26, 1934.

No. L-879—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 69.4 cents per net ton on crushed rock, carload, Tileville to Bondurant, Iowa, via C., R. I. & P., Des Moines, and C. G. W. This rate is requested to meet truck competition and expires July 12, 1935.

Granted September 26, 1934.

No. L-880—1934. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to publish on three days' notice reduced rates on lump coal, carloads, from North Ogden, Iowa, to stations on the Ft. D., D. M. & S. R. R. Rates on fine coal are not to exceed the rates published on lump coal between North Ogden and stations named in tariff.

Granted September 26, 1934. Under date of October 10, 1934, permission was granted to include a reduction on pea and slack coal under the above authority.

No. L-881—1934. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice terminal rate not applicable at intermediate points of 73 cents per net ton on sand and gravel, carloads, from Des Moines to Diagonal, Iowa. This rate is to expire with May 15, 1935, and is requested to meet truck competition and the short line rate published by the C. G. W. R. R. in its Tariff 223-A, effective October 1, 1934.

Granted September 27, 1934.

No. L-882—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to extend on one day's notice extension of the expiration date from September 30, 1934, to November 30, 1934, on rates named in C., R. I. & P. Tariff 33899-V on sand and gravel, carloads, from Des Moines to Atlantic, Newton and Wilson, Iowa; crushed stone, carloads, from Hawkeye Portland Cement Quarry to Atlantic and Des Moines (Euclid Avenue Team Track) and on sand and gravel from Muscatine to Kalona, Kinross, Lone Tree, Nichols, Nira, Riverside, South English and Wellman, Iowa.

Granted September 28, 1934.

No. L-883—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice a rate of \$6.50 per car on cinders from the American Beet Sugar Company at Mason City to the C. G. W. R. R. team tracks at Mason City, Iowa.

Granted September 28, 1934.

No. L-884—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement to Freight Tariff 160-J amending paragraph (b) of exception shown in Item 485 of Supplement 16 to include Marshalltown, Iowa, permitting rates in Items 1695 and 2585 to apply thereat.

Granted September 28, 1934.

No. L-885—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement to Freight Tariff 160-J providing therein in Item 1435-C of Supplement 16 from Mason City to Rockwell City, Iowa, rate of 16.4 cents per 100 pounds on sugar, cane or beet, carloads, routed via C. G. W. R. R., Gypsum, Iowa, and Illinois Central R. R. The above tariff is requested to meet the short line and applies as a terminal rate only.

Granted September 28, 1934.

No. L-886—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice Supplement to Freight Tariff 160-J amending Item 1435-C of Supplement 16 thereto to provide for a route in connection with the rate on sugar, cane or beet, carload, from Mason City to Waverly, Iowa, via C. G. W. R. R. direct. The above supplement is requested to meet joint line charge via M. & St. L. and C. & N. W. and applies as terminal rate only.

Granted September 28, 1934.

No. L-887—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement to Freight Tariff 160-J amending Route No. 126 of Supplement 16 on Page 15 thereof to read, "Ft. D., D. M. & S., Boone, Ia., C. & N. W." in lieu of Ft. D., D. M. & S., Harcourt, Ia., C. & N. W., permitting rate of 8.5 cents per 100 pounds on brick shown in Item 1152-A from Fort Dodge, Iowa, to Missouri Valley, Iowa. The

above supplement is requested to meet the short line charge and applies as a terminal rate only.

Granted September 28, 1934.

No. L-888—1934. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to establish on five days' notice rate of 10 cents per cwt, subject to a minimum weight of 30,000 pounds, on all freight from Des Moines to Fort Dodge and Webster City, Iowa.

Granted October 1, 1934. Request to have the above charge established as a terminal rate only was denied.

No. L-889—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish the following rates on one day's notice, but denied the application to establish said reductions as terminal rates:

Commodity	From	To	Rate per Net Ton
Sand and Gravel	Clear Lake Pit, Iowa	Osage, Iowa	56.2 cents
Crushed Stone	Mason City, Iowa	Osage, Iowa	53.0 cents

Said rates are to be subject to minimum weight of 90 per cent of marked capacity of car, except when loaded to full visible capacity actual weight, but not less than 40,000 pounds per car will apply, and will expire with December 31, 1934, unless sooner cancelled, changed or extended. Rates are to be net to the C., M., St. P. & P. R. R. and Illinois Central R. R. and no switching charges will be absorbed.

Granted October 2, 1934. Under date of October 9, 1934, permission was given the C., M., St. P. & P. R. R. Co. to absorb not to exceed \$2.25 per car as switching charges at Mason City, Iowa.

No. L-890—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to amend on one day's notice Item 1130 of Iowa Lines' Tariff 160-J to provide for rates on barrels, wooden, tight or slack, as described, between points in Iowa as indicated in Exhibit "A" attached with application.

Granted October 3, 1934.

No. L-891—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice reduced rate of 50 cents per net ton on sand and gravel, in carloads, from Muscatine to Morning Sun, Iowa, to meet truck competition from wayside pits located in the vicinity of Wapello and Oakville, Iowa.

Granted October 3, 1934.

No. L-892—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 56 cents per net ton on sand and gravel, carloads, from Hawarden, Iowa, to Seney, Iowa; and 60.5 cents per net ton on sand and gravel, carloads, from Le Grand Limestone Pit (between Peterson and Sutherland) to Seney, Iowa, routed via C. & N. W., Alton, C., St. P., M. & O. The above rates are requested to meet motor truck competition from wayside pit near Seney, Iowa, and are to expire December 31, 1934.

Granted October 4, 1934.

No. L-893—1934. Minneapolis & St. Louis Railroad Company. Application for authority to reinstate on one day's notice Tariff 932-A naming rate of 10 cents per cwt. on Tin Cans, carloads, from Roland to Marshalltown, Iowa.

Granted October 5, 1934.

No. L-894—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to establish on one day's notice Column 72 rating on Gas, Gasoline and Oil Stoves as described in Item 17, Page 448 of Western Classification, less carloads, and Column 57 ratings applicable on Charcoal, Coal and Wood Stoves, as described in Items 26 to 29 inclusive, Page 447 of Western Classification, less carloads. The above rates are published to meet motor truck competition and will expire, unless sooner cancelled, changed or extended, with December 31, 1934.

Granted October 5, 1934.

No. L-895—1934. Chicago, Burlington & Quincy Railroad Company. Application for authority to reissue on one day's notice Tariff 18735-C extending the expiration date from October 10, 1934, to December 31, 1934, for the reason that there is still a shortage of water at Corning and Creston, Iowa.

Granted October 9, 1934.

No. L-896—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to cancel on one day's notice rate of 47.2 cents per net ton on crushed stone, carloads, from Hawkeye Portland Cement Company Quarry, Iowa, to Des Moines (Euclid Avenue Team Track), Iowa, published in C., R. I. & P. Tariff 33899-V, as the project has been completed for which the rate was requested.

Granted October 10, 1934.

No. L-897—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice rate of 60 cents per net ton on crushed stone, carloads, from Linwood to Center Junction, Iowa, and 51.5 cents per net ton from Cedar Rapids to Center Junction, Iowa. The above rates are to expire with December 31, 1934, and are requested to meet truck competition from quarries within four or six miles of Center Junction.

Granted October 11, 1934.

No. L-898—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice rate of 24 cents per 100 pounds on Fresh Meats, carloads, from Muscatine to Marshalltown, Iowa, via Cedar Rapids and C. & N. W. Ry. The above request is made to meet the rates now in effect via the C., R. I. & P. Ry. direct

Granted October 11, 1934.

No. L-899—1934. Chicago & North Western Railway Company. Application for authority to establish on short notice transit arrangement on grain originating in Iowa granted transit at intermediate points when destined to points between the transit station and points east of the transit station as far east as Clinton, including the Anamosa Branch, on basis of the rate from point of origin to Peoria, Illinois.

Granted October 11, 1934.

No. L-900—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 76.5 cents per net ton on sand and gravel, carloads, from Muscatine to Delta, Iowa, and 82 cents per net ton from Muscatine to What Cheer, Iowa. The above rates are requested to meet truck competition from wayside pits north of Sigourney, Iowa, and will expire with December 31, 1934.

Granted October 12, 1934.

No. L-901—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement to Freight Tariff 160-J eliminating reference

to the C. & N. W. Ry., C., St. P., M. & O. and G. N. in Exception No. 1 to Item 1178-A of Supplement 16 to Tariff 160-J.

Granted October 13, 1934.

No. L-902—1934. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice rate of \$25.00 per tank carload on Water from Council Bluffs to Lenox, Iowa.

Granted October 13, 1934.

No. L-903—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 48 cents per net ton on sand, gravel and crushed stone, carload, from Cedar Rapids to Belle Plaine, Iowa. The above request is to meet truck competition from wayside pits and expires with December 31, 1934.

Granted October 13, 1934.

No. L-904—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 30.5 cents per net ton on sand and gravel, carloads, from Cedar Rapids to Solon, Iowa. The above rate is requested to meet truck competition from wayside pits in the vicinity of Brighton, Wapello and Oakville and will expire with December 31, 1934.

Granted October 15, 1934.

No. L-905—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 69.3 cents per net ton on sand and gravel, carloads, from Muscatine to Winfield, Iowa; and 80.1 cents per net ton to Wayland, Iowa, via C., R. I. & P., Morning Sun and M. & St. L. The above rates are requested to meet truck competition from wayside pits in the vicinity of Brighton, Wapello and Oakville and expire with December 31, 1934.

Granted October 15, 1934.

No. L-906—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 44 cents per net ton on crushed stone, carloads, from River Products Company, Iowa, to Marengo, Iowa. The above rate is requested to meet truck competition from wayside pits and Garrison, Iowa, and will expire with December 31, 1934.

Granted October 15, 1934.

No. L-907—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice rate of 12 cents per 100 pounds on hogs in double deck cars and 14 cents per 100 pounds on hogs in single deck cars from Gowrie to Des Moines, Iowa, via C. & N. W. Ry., C., R. I. & P. Ry., Ft. D., D. M. & S. R. R. or M. & St. L. R. R. The above rates are requested to meet the short line rate and apply as terminal charges only, not applicable at intermediate points.

Granted October 17, 1934.

No. L-908—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice distance rate on Sewer Pipe, Flue Lining and/or Wall Copping, straight or mixed carloads, minimum weight 50,000 pounds, in cents per ton of 2,000 pounds as follows:

<i>Single Line Haul</i>	<i>Two Line Haul</i>
70 cents for distances up to and including 30 miles; 90 cents for distances over 30 miles, to and including 65 miles.	10 cents per ton higher than the single line basis.

The above rates are requested to meet truck competition and expire with December 31, 1934.

Granted October 19, 1934.

No. L-909—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice Supplement to Freight Tariff 271-B establishing an item in Section No. 1 reading as follows:

"Live stock or other animals, except live poultry, as provided in Items Nos. 575 and 580."

This request is made to correct clerical error in reissuing Freight Tariff No. 271-B.

Granted October 19, 1934.

No. L-910—1934. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 8 cents per 100 pounds on cement, carloads; 5 cents per 100 pounds on brick and tile, carloads, and 59 cents per net ton on sand and gravel, carloads, from Mason City to Hampton, Iowa, via the C. G. W. R. R. direct. The above rates are requested to meet joint line rates via the M. & St. L. and C., R. I. & P. and apply as terminal rates only.

Granted October 22, 1934.

No. L-911—1934. Chicago Great Western Railroad Company. Application for authority to establish on one day's notice reduced rate of 28 cents per net ton on sand and gravel, in carloads, from Shell Rock to Clarksville, Iowa, to meet motor truck competition. The minimum weight is to be 90 per cent of marked capacity of car except where cars are loaded to full capacity actual weight will apply, but not less than 40,000 pounds per car.

Granted October 23, 1934.

No. L-912—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to amend Item 1130 Series to Iowa Lines Tariff 160-J on one day's notice by establishing rates from Clinton, Keokuk, Burlington, Mason City and Fort Dodge, Iowa, to Clarion, Manchester, New Hampton, Kalona and Hampton, Iowa, as set out in Exhibit "A" of application.

Granted October 24, 1934.

No. L-913—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to amend Items 280-A and 280-B of Iowa Lines Tariff 160-J on one day's notice, to become effective November 1, 1934, by publishing therein a Note 3 to read as follows:

"Note 3—The rates in Item 2365 will only apply on shipments over two or more railroads via junctions at which track connections exist for the interchange of carload freight, for the combined distance haul."

Granted October 25, 1934.

No. L-914—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to establish on one day's notice rates of 18.4 cents and 16.4 cents on wheat and coarse grains, respectively, in carloads, from Britt to Council Bluffs, Iowa, as terminal rates and not to be applicable at intermediate points, via the C., M., St. P. & P. R. R. direct, to meet rates applicable via short line which is M. & St. L. R. R., Ft. Dodge, C. G. W. R. R.

Granted October 26, 1934.

No. L-915—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to establish on one day's notice rates of 14 cents and 12.5 cents on wheat and coarse grains, respectively, in carloads, from Boone, Iowa, to Council Bluffs, Iowa, as terminal rates and not to be applicable at intermediate points via Ft. D., D. M. & S. R. R., Rinard, Iowa, C. G. W. R. R., to meet short line rates applicable via the C. & N. W. direct.

Granted October 26, 1934.

No. L-916—1934. Chicago Great Western Railroad Company. Application for authority to establish on one day's notice rate of 85 cents per net ton on sand and gravel, in carloads, from Des Moines to Blockton, Iowa, to meet truck competition from wayside pits near Corning. The above rate is subject to minimum weight of 90 per cent of marked capacity of car except where cars are loaded to full capacity actual weight will apply, but not less than 40,000 pounds per car and is to expire February 1, 1935.

Granted October 26, 1934.

No. L-917—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice rates on wheat and coarse grains, carloads, between C., M., St. P. & P. R. R. Stations shown in Exhibit "A" and Cedar Rapids, Des Moines and Clinton, Iowa. The above rates are requested to meet the short line rate between stations named, via the C. & N. W. Ry. and to apply as terminal rates only.

Granted October 29, 1934.

No. L-918—1934. Chicago & North Western Railway Company. Application for authority to republish on one day's notice rates on sand and gravel, carloads, from Lake View and Sacton to Onawa and Turin, Iowa, as now published in Supplement 78 to C. & N. W. Ry Tariff 13514-F which expires with October 31, 1934. The republished rates are to expire with May 15, 1935, as the work started in the vicinity of Onawa and Turin will not be completed before May, 1935.

Granted October 30, 1934.

No. L-919—1934. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice rate of 87 cents per net ton on sand and gravel, carloads, from Des Moines to Clearfield, Iowa. The above rate is to apply as a terminal rate only and is requested to meet truck competition from wayside pits near Decatur, Iowa, and the joint line rate via C. G. W. R. R., Diagonal, C., B. & Q. R. R.

Granted October 30, 1934.

No. L-920—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice rate of 12 cents per 100 pounds on potatoes, carload, from Britt, Clear Lake and Garner to Des Moines, Iowa, and 13 cents per 100 pounds on cabbages and onions, in straight or mixed carloads, or in mixed carloads with potatoes, from Britt, Clear Lake and Garner to Des Moines, M. & St. L. The above rates are now in effect via the C., R. I. & P. and M. & St. L.

Granted November 2, 1934. Under date of November 13, 1934, the Board granted further authority to insert in the tariff an expiration date, December 31, 1934.

No. L-921—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement amending the list of articles shown under ref-

erence mark "(5)" of Section "P," Item 1980 of Tariff 207-E and the same reference mark of List 11, Item 160-K of Tariff 208-A as indicated in Exhibit "A" filed with the application, also to correct similar items in tariffs of individual lines, naming rates on Grain, Grain Products, etc., when mixed Animal Feed referred to in Tariff 208-A is carried.

Granted November 5, 1934.

No. L-922—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 81 cents per net ton on sand and gravel, carloads, from Ottumwa to Chariton, Iowa. The above rate is requested to meet short line rate via the C., B. & Q. R. R., and is not applicable at intermediate points.

Granted November 7, 1934.

No. L-923—1934. Wabash Railway Company. Application for authority to publish on one day's notice rate of 16 cents per 100 pounds on hogs in single deck cars and 14 cents per 100 pounds on hogs in double deck cars from Des Moines to Ottumwa, Iowa, and when originating beyond Des Moines on connecting lines 12.8 cents per 100 pounds on hogs in single deck cars and 11.9 cents per 100 pounds on hogs in double deck cars. The above rates are requested to meet the rate in effect via C., R. I. & P. Ry. and is not applicable at intermediate stations.

Granted November 9, 1934.

No. L-924—1934. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 67 cents per net ton on sand and gravel, carload, from Lake View and Sacton, Iowa, to Orson, Iowa, and 64 cents per net ton to Pisgah, Iowa. The above rates are requested to meet truck competition from wayside pits and will expire May 15, 1935.

Granted November 10, 1934.

No. L-925—1934. Illinois Central Railroad Company. Application for authority to publish on one day's notice rate of 49 cents per net ton to Kennebec and 58 cents to Onawa, Iowa, and sand and gravel, carloads, from Northwestern Gravel Company Pit, Quimby, Iowa. The above rates are requested to meet truck competition and will expire with May 15, 1935.

Granted November 13, 1934.

No. L-926—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice rate of 10.5 cents per 100 pounds on Shells, Clam, Mussel or Oyster, crushed or ground, carloads, minimum weight 80,000 pounds, from Muscatine to Sioux City, Iowa, via the C., M., St. P. & P. R. R. direct, to become effective December 1, 1934. The above rate is published to meet the interstate rate via C., R. I. & P. Ry. and G. N. Ry.

Granted November 10, 1934.

No. L-927—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement to Freight Tariff 253-B cancelling the provision shown in Item 642 which provides for Column 55 basis on Petroleum and Petroleum Products. Freight Tariff 207-E now provides for Column 50 basis in Section 1 of Tariff 253-B which is lower than proposed in Item 642.

Granted November 13, 1934.

No. L-928—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one

day's notice supplement to Freight Tariff 253-B amending Item 725 of Supplement 15 by adding uniform description on Salt, as follows:

"Salt, common (Sodium Chloride) when phosphated or calcium phosphated, in packages or in machine pressed or fused blocks, carloads, minimum weight 45,000 pounds."

Granted November 17, 1934. Additional authority in this case was granted under date of December 1, 1934, to amend Item 725 of Iowa Lines Tariff No. 253-B to provide for the bulk salt rates, subject to a minimum of 80,000 pounds to apply on salt, phosphated or calcium phosphated when shipped in bulk.

No. L-929—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement to Freight Tariff 160-J establishing the following rates on reinforced concrete pipe, carloads, minimum weight 50,000 pounds:

For Single Line Hauls

70 cents per ton of 2,000 pounds for distances up to and including 30 miles.

90 cents per ton of 2,000 pounds for distances over 30 miles to and including 65 miles.

For Two Line Hauls

Rates to be 10 cents per ton higher than the single line basis proposed herein.

The above item containing the rates is to also contain the following:

- (a) Rates published in this item are to be used as a distance scale throughout the State of Iowa where they make lower than the existing rates.
- (b) Rates published in this item will expire with June 30, 1935, and are established to meet motor truck competition.

Granted November 17, 1934.

No. L-930—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement to Freight Tariff 160-J amending Item 1395-C and Item 1400-B naming rates on Plaster, Stucco, etc., from Fort Dodge to various points in Iowa, providing that the rates published in such items apply as terminal rates only and will not be applicable to or from intermediate points. The rates are requested to place interested lines on a parity with other lines.

Granted November 19, 1934.

No. L-931—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice supplement cancelling C., R. I. & P. Freight Tariff 34447-A. The project for which the reduced rates were published has been completed.

Granted November 29, 1934.

No. L-932—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to establish as a terminal rate only on one day's notice a rate of 6½ cents per cwt. on brick and articles taking same rates, in carloads, from Cedar Rapids to Clinton, Iowa, via the C., R. I. & P. Ry., to meet rate applicable via the C. & N. W. Ry., the short line.

Granted November 24, 1934.

No. L-933—1934. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to establish on one day's notice rate

of 60 cents per net ton on lump coal from Des Moines to Lundgren, Iowa, to meet motor truck competition.

Granted November 27, 1934.

No. L-934—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice the following reduced rates from Cedar Rapids, Iowa, on crushed stone, in carloads, to meet motor truck competition:

To	*Rates in Cents Per Ton of 2,000 Pounds
Sand Springs, Iowa _____	52
Hopkinton, Iowa _____	56½
Delhi, Iowa _____	61
Delaware, Iowa _____	65

*Rates are established to meet motor truck competition and the 80 per cent basis will not apply in connection with joint traffic.

Rates will expire with March 31, 1935, unless sooner cancelled, changed or extended.

Granted November 30, 1934.

No. L-935—1934. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to amend List 4 of Item 160-K of W. T. L. Freight Tariff No. 208-A by adding "Clover Meal (Ground Clover Hay)" on one day's notice.

Granted December 1, 1934.

Sidetracks, Switching, Refunds, Claims

No. D-895—1934. Chicago & North Western Railway Company. Application for permission to waive collection of undercharges on 15 cars of gravel from Sacton to Castana, Iowa, forwarded October 8, 1933.

Filed December 16, 1933. Granted December 18, 1933.

No. D-896—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to waive collection of undercharges in the amount of \$1,515.38 on shipments of gravel moving during the period of June 11, 1932, to and including June 22, 1933.

Filed December 19, 1933. Granted December 22, 1933.

No. D-897—1934. Chicago, Rock Island & Pacific Railway Company. Application for adjustment of charges on shipments moving from Linwood, Iowa, to Iowa destinations, as per statement attached to file.

Filed March 7, 1934. Granted March 7, 1934.

No. D-898—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of undercharges in the amount of \$1,412.16, covering shipments of gravel from Muscatine, Iowa, to Wellman and West Chester, Iowa.

Filed April 13, 1934. Granted April 19, 1934.

No. D-899—1934. Illinois Central Railroad Company. Application for authority to waive collection of undercharges in the amount of \$10.44, due from T. M. Sinclair & Company, Cedar Rapids, Iowa, on account of shipper ordering a double deck car and for carrier's convenience two single deck cars were furnished.

Filed July 7, 1934. Granted July 9, 1934.

No. D-900—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to refund \$8.62 on one car of sand from Muscatine to Wellman, Iowa, shipped on November 2, 1933, charges having been assessed on basis of 72 cents per ton as published in Iowa Lines Tariff 160-J, and contemporaneously in C., R. I. & P. Ry. Freight Tariff 33899-T, a rate of 53 cents per ton on gravel was in effect, which rate was permitted to be protected on the car of sand.

Filed August 24, 1934. Granted August 24, 1934.

No. D-901—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of overcharges in the amount of \$55.34 on three cars of hogs from Millerton to Ottumwa, reconsigned at Allerton, Iowa, resulting in necessity of charging combination of local rates over Allerton due to no reconsignment privilege being provided at time of movement on shipments of live stock destined to points other than Public Live Stock Markets, but later established in Item 580-C of C., R. I. & P. Ry. Freight Tariff No. 18400-I, effective May 1, 1934.

Filed August 27, 1934. Granted August 27, 1934.

No. D-902—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of undercharges on three cars of cattle shipped from McCallsburg to Ottumwa, Iowa, April 14, 1934. Cars were originally billed to Des Moines and reconsigned from Des Moines to Ottumwa, the combination of local rates being applicable as Ottumwa is not a public live stock market.

Filed September 15, 1934. Granted September 18, 1934.

No. D-903—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of undercharges on movement of hogs from Clutier to Davenport, Iowa.

Filed August 31, 1934. Denied September 18, 1934.

No. D-904—1934. Chicago, Rock Island & Pacific Railway Company. Application for authority to waive collection of undercharge on a movement of sand and gravel from Muscatine to Summit, Iowa.

Filed September 4, 1934. Denied September 19, 1934.

Motor Transportation Division

No. H-1365—1932. D. E. Lamb, Mt. Ayr. Application for authority to operate as a motor carrier of freight one way southbound between Des Moines, Murray, Thayer, Talmage, Afton, Arispe, Tingley and Mt. Ayr. The Board under date of January 2, 1934, issued Certificate of Convenience and Necessity No. 511 in the above entitled case. (For decision see Page 93, 1932 Report.)

Filed September 10, 1931. Closed January 2, 1934.

No. H-1361—1933. Crandic Stages, Inc., Cedar Rapids. Application for authority to operate as a motor carrier of passengers between Iowa City, Hills and Ainsworth. This case was heard on October 6, 1931, and under date of October 12, 1931, the Board granted the application as applied for. On November 9, 1931, the Board granted the applicant until December 1, 1931, in which to establish service. On December 30, 1932, the operating rights granted under the above numbered file were transferred to the Northwestern Light and Power Company, Cedar Rapids, Iowa, and again transferred under date of March 27, 1933, to Otto and Stanley Jackson, Oskaloosa, Iowa, a partnership composed of Otto Jackson of Washington, Iowa, and Stanley Jackson of Oskaloosa, Iowa.

Filed September 2, 1931. Closed March 27, 1933.

No. H-1561—1933. Reuben Baxter, Battle Creek. This operator discontinued service on February 1, 1933, and after much correspondence the Board was able to collect all delinquent motor carrier taxes and penalties due on past operation. (See Page 128, 1933 Report.)

Filed May 25, 1932. Closed November 30, 1934.

No. H-1619—1933. M. A. Krejci, dba Frank's Motor Freight, Platts-mouth, Neb. Application for authority to operate as a motor carrier of interstate freight exclusively between the west line of the State at Council Bluffs and Des Moines. The Board was unable to make collection of delinquent taxes and penalty amounting to \$8.34, the carrier ceasing operation prior to February 1, 1933.

Filed August 11, 1932. Closed November 15, 1934.

No. H-1634—1933. Brady Transfer & Storage Co., Fort Dodge. Motor Carrier—Freight—Various routes. Certificate of Convenience and Necessity No. 441 issued on February 13, 1933, failed to authorize the transportation of freight to or from Belmond, Iowa, and under date of December 22, 1933, a Resolution amending and extending said Certificate No. 441 was issued to correct the omission. (For Decision see Page 140, 1933 Report.)

Filed August 9, 1932. Closed February 15, 1933.

Reopened December 21, 1933. Closed December 22, 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. In accordance with the terms of the Board's Supplemental Decision of May 22, 1933, Resolution revoking Certificate of Convenience and Necessity No. 240 was issued on September 17, 1934, and Certificate of Convenience and Necessity No. 543 authorizing the transportation of passengers and a limited amount of freight over Route No. 1 between Boone, Ogden, Boxholm, Dayton, Harcourt and Fort Dodge was issued on September 17, 1934. (For Decision see Page 171, 1933 Report.)

Filed January 12, 1933. Closed September 17, 1934.

No. H-1801—1933. Ray C. Nichols, Wellsburg. Application for suspension of freight motor carrier service authorized by Certificate of Convenience and Necessity No. 60. Under date of April 15, 1933, the Board granted a suspension of service under the above Certificate until June 1, 1933. Under date of June 30, 1933, the Board granted the carrier until September 1, 1933, to reinstate the service. Failure to resume service resulted in the revocation of Certificate of Convenience and Necessity No. 60 under date of September 26, 1933. (See H-1919—1933, Page 219, 1933 Report.)

Filed March 31, 1933. Closed September 21, 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. Resolution amending and extending Certificates of Convenience and Necessity Nos. 424 and 427 issued on December 6, 1933. (See Page 188, 1933 Report.)

No. H-1841—1933. Loren L. Adams, Osceola. Application for authority to operate as a motor carrier of freight between Osceola and Chariton and between Osceola and Villisca. Resolution revoking Certificate of Convenience and Necessity No. 372 and amending and extending Certificate of Convenience and Necessity No. 177 in accordance with decision of November 29, 1933, was issued under date of December 9, 1933. (For Decision see Page 206, 1933 Report.)

Filed June 3, 1933. Closed December 11, 1933.

No. H-1903—1933. Centrox Dairy, Inc., Centerville. Application for authority to operate as a motor carrier of freight between Centerville and Mystic. Under date of March 7, 1934, Certificate of Convenience and Necessity No. 519 was issued. (See Page 217, 1933 Report.)

Filed August 23, 1933. Closed March 7, 1934.

H-802—1934. Dougherty Storage & Van Company, Sioux City. Motor Carrier—Freight—Appeal from Board's decision in Docket No. H-761—1928. Dismissed May 15, 1934. (See Page 111, 1928 Report.)

Filed August 8, 1928. Closed September 10, 1934.

No. H-1230—1934. Bert Alexander, doing business as Chicago and Des Moines Motor Ways, Rock Island, Illinois. Motor Carrier—Interstate Freight—Polk, Story, Marshall, Tama, Benton, Linn, Cedar and Clinton Counties. Before a Certificate was issued in this case the Motor Carrier operator ceased service with unpaid ton mile taxes and penalty due the Board of \$303.58. In an effort to satisfy the delinquent taxes and penalty the Board levied on a Ford truck being purchased under contract by this operator, which action was resisted by the Universal Credit Company, who sought to obtain an injunction preventing sale of the equipment in question by the Sheriff of Grundy County. The plaintiff was granted a permanent injunction by the District Court of Grundy County, and on appeal to the Iowa Supreme Court the decision of the lower Court was affirmed.

Filed February 4, 1931. Closed September 10, 1934.

No. H-1317—1934. R. J. Nott, Sutherland. Motor Carrier—Passenger and Freight—O'Brien County. Application for authority to operate as a Motor Carrier of passengers and a limited amount of freight between Sutherland and Calumet. This case was heard on July 16, 1931, and granted under date of July 21st. On September 4, 1931, the Board granted the applicant until September 21, 1931, in which to comply with the preliminary requirements of the law and the Rules and Regulations Governing the Operation of Motor Carriers, preparatory to

establishing service. Later the applicant decided not to inaugurate the service, and the case was dismissed before Certificate was issued.

Filed May 28, 1931. Closed December 1, 1934.

No. H-1341—1934. Trenton, Lineville and Leon Stages, Sedalia, Missouri, a partnership composed of R. L. Short, Sam Short and A. G. Thurman of Marshall, Missouri, and Sedalia-Marshall-Booneville Stage Lines, Inc., Sedalia, Missouri. Motor Carrier—Joint application for approval of leasing of Certificate No. 310 to Sedalia-Marshall-Booneville Stage Lines, Inc., Sedalia, Missouri. Application withdrawn and case dismissed.

Filed July 22, 1931. Closed December 1, 1934.

No. H-1533—1934. Brady Transfer & Storage Company, Fort Dodge. Motor Carrier—Appeal from decision in Docket No. H-1445. Withdrawn by appellant and case dismissed.

Filed April 20, 1932. Closed December 21, 1933.

No. H-1535—1934. Rolla Eyerly, Macksburg. Application for authority to operate as a motor carrier of freight between Des Moines and Macksburg. This case was heard on May 10, 1932, and granted under date of July 19, 1932. On September 7, 1933, an order and warrant was issued to levy upon this carrier's equipment to collect delinquent motor carrier taxes and penalties in the sum of \$27.73. After the tax item had been properly taken care of, Certificate of Convenience and Necessity No. 523 was issued on April 5, 1934.

Filed April 20, 1932. Closed April 5, 1934.

No. H-1557—1934. Service Motor Express, Chicago, Illinois, a partnership composed of Dewey Claar, Union City, Michigan, and Harry Claar, Coldwater, Michigan. Application for authority to operate as a motor carrier of interstate freight 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 on November 1, 1932, but did not respond when the case was called. The carrier ceased operating and the unpaid taxes and penalties were considered as uncollectable.

Filed May 23, 1932. Closed August 16, 1934.

No. H-1618—1934. A. B. C. Motor Freight, a partnership composed of Glenn R. Morse and Adolph Washa, Omaha, 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 Des Moines. This operator was cited to make a showing as to financial responsibility before the Board on November 1, 1932, but did not appear. The operation was discontinued and the unpaid motor carrier taxes and penalties were considered to be uncollectable.

Filed August 10, 1932. Closed November 15, 1934.

No. H-1630—1934. O. J. Robison, and/or The Highway Limited, Minneapolis, Minnesota. Application for authority to operate as a motor carrier of interstate passengers exclusively between the east line of the State at Dubuque and the north line of the State near Northwood. This operator was cited to appear before the Board on November 1, 1932, to show financial responsibility, and his counsel stated a bond would be filed to guarantee the payment of the motor carrier taxes and penalties for a six months' period. This bond was never furnished and under date of March 30, 1933, an order and warrant was issued to levy on the equipment to cover taxes and penalties. Investigation revealed that the operation had been discontinued, and the case was closed.

Filed August 18, 1932. Closed January 10, 1933.

Reopened March 29, 1933. Closed November 15, 1934.

No. H-1691—1934. Roberts Transfer, Audubon. Application for authority to furnish freight service of a strictly interstate character to the town of Brayton under Certificate No. 383. Granted by Resolution dated January 22, 1934.

Filed November 16, 1932. Closed January 22, 1934.

No. H-1713—1934. Denver-Chicago Trucking Company, of Denver, Colorado, a partnership composed of Lawrence, Felix, Dave and Harry Cohen, all of Denver, Colorado. Application for authority to operate as a motor carrier of interstate freight exclusively one way between the east line of the State at Davenport and the west line of the State at Council Bluffs, and between the east line of the State at Clinton and the west line of the State near Missouri Valley. After considerable investigation it was found this operation was amenable to the Motor Carrier law and under date of September 10, 1934, an order and warrant was issued against the equipment or any other property of this carrier for the collection of motor carrier taxes and penalties estimated at \$1,000.00. Remittance received on September 13, 1934, paid all delinquent taxes and penalties, and after the application had been placed in proper form, Certificate No. 547 was issued on November 13, 1934.

Filed December 17, 1932. Closed June 7, 1932.

Reopened June 27, 1933. Closed November 14, 1934.

No. H-1720—1934. Northwestern Light & Power Company, Cedar Rapids. Motor Carrier—Application to suspend service between Cedar Rapids and Iowa City. On December 30, 1932, this motor carrier operator was granted a 90 days' suspension over the route in question, commencing January 1, 1933. At the end of this period service was not resumed and the case was set down for hearing at the Office of the Linn County Auditor, Cedar Rapids, Iowa, November 15, 1933. On December 5, 1933, the Board issued a Resolution amending Certificate of Convenience and Necessity No. 429 by eliminating therefrom the operating rights between Cedar Rapids, Shueyville, Curtis, North Liberty and Iowa City over route designated No. 3.

Filed December 23, 1932. Closed December 14, 1933.

No. H-1742—1934. Iowa Film Delivery, Des Moines, a partnership composed of Charles Iles and Harold McKinney, Des Moines. Application for authority to operate as a motor carrier of interstate freight between the west line of the State at Council Bluffs, Oakland, Lewis and Atlantic. Granted under date of November 3, 1933, by Certificate No. 503.

Filed January 20, 1933. Closed December 14, 1933.

No. H-1744—1934. Federal Motor Express Lines, Denver, Colorado. 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 at Burlington; between the west line of the State at Council Bluffs and east line at Davenport, and between the west line of the State at Council Bluffs and the east line at Clinton. Operation discontinued before file was completed.

Filed January 27, 1933. Closed November 15, 1934.

No. H-1753—1934. E. E. Mille, Owner and Operator, Western Transportation Co., South Sioux City, Nebraska. Application for authority to operate as a motor carrier of interstate freight between the west line of the State at Sioux City and the east line at Clinton. Also between Sioux City and the west line of the State at Council Bluffs. After considerable correspondence and investigation this file was placed in proper order and under date of December 14, 1933, Certificate No. 508 was issued.

Filed February 4, 1933. Closed December 14, 1933.

No. H-1762—1934. Cramer & Blystone, Sterling, Colorado, a partnership composed of J. C. Cramer and L. E. Blystone, both of Sterling, Colorado. 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 at Clinton. It was concluded as the result of investigation that the service being rendered by this operator was not amenable to the motor carrier law other than that authorized by Certificate No. 470, held by the Hoey Cartage Company of Chicago, Illinois.

Filed February 6, 1933. Closed December 19, 1933.

No. H-1772—1934. Thomas W. Hannah, Fairfield, v. Otto and Stanley Jackson, Oskaloosa. Motor Carrier—Objection to Time Schedule of Operation No. 14. This case was set down for hearing at the Office of the Washington County Auditor, Washington, Iowa, March 14, 1933, but was continued to a time and place to be named later, due to the illness of Mr. Hannah. The defendants did not desire to change their Time Schedule of Operation and the file was closed after Mr. Hannah ceased operation in October, 1933.

Filed March 10, 1933. Closed April 24, 1933.

Reopened September 20, 1933. Closed December 2, 1933.

No. H-1780—1934. Iowa Film Delivery, Des Moines. Application for authority to operate as a freight motor carrier over various routes other than and in addition to present authorized route under Certificate of Convenience and Necessity No. 427. File not completed. (See H-1812—1933, Page 188, 1933 Report.)

Filed March 17, 1933. Closed December 8, 1933.

No. H-1783—1934. Burlington Transportation Company, Chicago, Illinois. Motor Carrier—Application to suspend service between Clarinda and the south line of the State at Braddyville under Certificate of Convenience and Necessity No. 363. On March 25, 1933, the Board granted authority to suspend operation for 90 days from March 25, 1933. On June 30, 1933, the Board granted authority to suspend operation until September 21, 1933. On September 22, 1933, the Board granted authority to suspend operation until the highway is open for traffic. Certificate of Convenience and Necessity No. 363 transferred effective July 1, 1934, to the Thoroughbred Coach Lines, Inc., St. Joseph, Missouri.

Filed March 24, 1933. Closed June 30, 1934.

No. H-1820—1934. M. C. and M. E. Worley, Exline. Application for authority to operate as a motor carrier of interstate freight exclusively between Ottumwa and the south line of the State near Cincinnati. Applicant failed to comply with Rule 53 of the Board's Rules and Regulations governing motor carriers, and the file was closed.

Filed May 10, 1933. Closed January 3, 1934.

No. H-1835—1934. J. B. Rees, Owner and Operator Rees Motor Freight Lines, Dunlap. Application for authority to operate as a motor carrier of interstate freight between the west line of the State at Council Bluffs and Denison. Operator advised he did not wish to inaugurate this service, and the file was closed.

Filed May 24, 1933. Closed December 14, 1933.

No. H-1848—1934. Ray Seaton, doing business as Seaton Freight Lines, Cedar Rapids. Application for authority to operate as a motor carrier of freight between Burlington and Washington. This case was originally set down for hearing at Washington, Iowa, July 18, 1933, was continued to November 14, 1933, at which time it was jointly heard

with Docket No. H-1907, and under date of May 28, 1934, Decision denying the application was rendered as follows:

APPEARANCES in Docket No. H-1848 at consolidated hearing:

For Applicant—B. M. Richardson, Special Representative, Cedar Rapids, Iowa; Ray Seaton, Cedar Rapids, Iowa.

For Chicago, Rock Island & Pacific Railway Co., Objector—J. G. Gamble, Attorney for Iowa, Des Moines, Iowa, by A. T. Blake, Assistant Attorney.

For Chicago, Burlington & Quincy Railroad Co., Objector—I. E. Appleton, Division Freight Agent, Burlington, Iowa.

For W. H. Bremner, Receiver of Minneapolis & St. Louis Railroad Co., Objector—Devitt, Eichorn & Devitt, Attorneys, Oskaloosa, Iowa, by J. L. Devitt.

For H. W. Rieke, Burlington, Iowa, doing business as Rieke Motor Transfer Line, Objector—D. C. Nolan, Attorney, Iowa City, Iowa.

For Railway Express Agency, Inc., Objector—J. G. Gamble, Attorney, Des Moines, Iowa, by A. T. Blake, Assistant Attorney.

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

APPEARANCES in Docket No. H-1907 at consolidated hearing:

For Applicant—D. C. Nolan, Attorney, Iowa City, Iowa; H. W. Rieke, Burlington, Iowa.

For Chicago, Rock Island & Pacific Railway Co., Objector—J. G. Gamble, Attorney for Iowa, Des Moines, Iowa, by A. T. Blake, Assistant Attorney.

For Chicago, Burlington & Quincy Railroad Co., Objector—I. E. Appleton, Division Freight Agent, Burlington, Iowa.

For W. H. Bremner, Receiver of Minneapolis & St. Louis Railroad Co., Objector—Devitt, Eichorn & Devitt, Attys., Oskaloosa, Iowa, by J. L. Devitt.

For Ray Seaton, Cedar Rapids, Iowa, doing business as Seaton Freight Lines, and T. H. DeWees, Cedar Rapids, Iowa, doing business as Hawkeye Express, Objectors—B. M. Richardson, Special Representative, Cedar Rapids, Iowa.

For Railway Express Agency, Inc., Objector—J. G. Gamble, Attorney, Des Moines, Iowa, by A. T. Blake, Assistant Attorney.

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

The application of Ray Seaton, Cedar Rapids, Iowa, doing business as Seaton Freight Lines, Docket No. H-1848, for authority to operate as a Motor Carrier of freight between Burlington and Washington and certain intermediate points, and the application of H. W. Rieke, Burlington, Iowa, doing business as Rieke Motor Transfer Line, Docket No. H-1907, for authority to operate as a Motor Carrier of freight between Burlington and Oskaloosa and certain intermediate points, were fully heard and taken under advisement by the Commission on November 14, 1933.

These two applications were filed shortly after the Commission dismissed the application in Docket No. H-1677 and the record and decision in that case were made a part of the record in these cases. We, therefore, believe it well to here set out the purpose and disposition of the application in Docket No. H-1677.

The application in Docket No. H-1677 was filed with the Commission on October 25, 1932, by said H. W. Rieke under the provisions of Chapter 252-A1, Code of Iowa, 1931, and was for a Certificate of Convenience and Necessity to operate as a Motor Carrier of freight between Burlington, West Burlington, Middletown, Danville, New London, Mt. Pleasant, Swedesburg, Olds, Crawfordsville, Ainsworth, Washington, West Chester, Keota, Sigourney, What Cheer, Rose Hill and Oskaloosa, except for the transportation of local freight between Burlington, Mt. Pleasant

and points intermediate thereto and local freight between Sigourney, Rose Hill and Oskaloosa. This case was heard at Washington, Iowa, on March 14, 1933, and was dismissed by the Commission on May 22, 1933. This application was dismissed for the reason that the Commission was convinced from the record in the case that H. W. Rieke had continued to furnish intrastate freight Motor Carrier service to the points on the route applied for from October 18, 1932, to March 14, 1933, in violation of the provisions of said Chapter 252-A1, and a Restraining Order issued by the District Court of Washington County, Iowa, on October 18, 1932. On June 6, 1933, the Commission was served with notice that said H. W. Rieke had taken an appeal from the Commission's decision of May 22, 1933, to the District Court of the State of Iowa in and for Washington County, Iowa. This appeal is still pending and has not been heard.

On June 8, 1933, said Ray Seaton filed an application with the Commission, Docket No. H-1848, under the provisions of Chapter 252-A1, Code of Iowa, 1931, for a Certificate of Convenience and Necessity to operate as a Motor Carrier of freight between Burlington, West Burlington, Middletown, Danville, New London, Mt. Pleasant, Swedesburg, Olds, Crawfordsville, Ainsworth and Washington in Des Moines, Henry and Washington Counties, Iowa, except for the transportation of local freight between Burlington, Mt. Pleasant and points intermediate thereto. On June 13, 1933, the Commission named July 18, 1933, ten-thirty A. M., at the office of the Washington County Auditor, Washington, Iowa, as time and place for hearing on this application and notice of the hearing was published as required by said Chapter 252-A1. However, on July 3, 1933, said H. W. Rieke filed written objections to the granting of this application and also a motion for continuance of the hearing which had been fixed for July 18, 1933. After having considered the motion for continuance and Ray Seaton's resistance thereto, the Commission postponed the hearing fixed for July 18, 1933, to a time and place to be later named by the Commission.

On August 24, 1933, said H. W. Rieke filed an application with the Commission, Docket No. H-1907, under the provisions of said Chapter 252-A1, for a Certificate of Convenience and Necessity to operate as a Motor Carrier of freight between Burlington, Mediapolis, Newport, Morning Sun, Winfield, Olds, Wayne Station, Crawfordsville, Ainsworth, Washington, West Chester, Keota, Sigourney, Rose Hill and Oskaloosa in Des Moines, Louisa, Henry, Washington, Keokuk and Mahaska Counties, Iowa, except for the transportation of local freight between Burlington, Newport and points intermediate thereto, and local freight between Sigourney, Oskaloosa and points intermediate thereto.

Ray Seaton is operating as a freight Motor Carrier from Ottumwa to Eldon and between Ottumwa, Agency, Batavia, Fairfield, Pleasant Plain, Brighton, Washington, Ainsworth, Haskins, Riverside, Hills, Iowa City, North Liberty, Midriver, Curtis, Shueyville, Western College and Cedar Rapids, except for the transportation of local freight between Ottumwa, Fairfield and points intermediate thereto, and local freight between Iowa City, Cedar Rapids and points intermediate thereto.

H. W. Rieke is operating as a Motor Carrier of interstate freight exclusively, between Chicago and the points which he proposed to serve in Docket No. H-1677.

On September 28, 1933, the Commission named November 14, 1933, nine-thirty A. M., at the office of the Washington County Auditor, Washington, Iowa, as time and place for postponed hearing in Docket No. H-1848 and for hearing in Docket No. H-1907. Notice of the hearing in Docket No. H-1907 was published as required by said Chapter 252-A1.

Written objections to the granting of the application of Ray Seaton were filed by the Chicago, Burlington and Quincy Railroad Company,

Railway Express Agency, Inc., Illinois Central Railroad Company, H. W. Rieke and Chicago, Rock Island and Pacific Railway Company.

Written objections to the granting of the application of H. W. Rieke were filed by the Chicago, Burlington and Quincy Railroad Company, Railway Express Agency, Inc., Illinois Central Railroad Company, Chicago, Rock Island and Pacific Railway Company, Ray Seaton, T. H. DeWees, Cedar Rapids, Iowa, doing business as Hawkeye Motor Express, and the Minneapolis and St. Louis Railroad Company.

A consolidated public hearing was held on these applications at Washington, Iowa, on November 14, 1933, at the close of which the applications were taken under advisement by the Commission. The appearances at this hearing are shown on the title page of this Decision and Order.

Ray Seaton proposes to operate daily, except Sundays and holidays, over his existing Ottumwa-Cedar Rapids route and over his proposed Burlington-Washington route on the following Schedule as to the terminals:

9:00 A. M.	Lv. Cedar Rapids	Ar.	5:00 P. M.
12:30 P. M.	Lv. Washington	Lv.	12:30 P. M.
4:00 P. M.	Ar. Ottumwa	Lv.	9:00 A. M.
2:00 P. M.	Lv. Washington	Ar.	11:30 A. M.
4:30 P. M.	Ar. Burlington	Lv.	9:00 A. M.

H. W. Rieke proposes to operate over his proposed route on the following schedule:

Daily, Except Sundays and Holidays READ DOWN			Daily, Except Mondays, Thursdays, Sundays and Holidays READ UP
9:00 A. M.	Lv. Burlington	Ar.	2:00 P. M.
*	Lv. Mediapolis	Lv.	*
*	Lv. Newport	Lv.	*
9:50 A. M.	Lv. Morning Sun	Lv.	12:50 P. M.
10:20 A. M.	Lv. Winfield	Lv.	12:30 P. M.
10:50 A. M.	Lv. Olds	Lv.	12:00 P. M.
*	Lv. Wayne Station	Lv.	*
11:10 A. M.	Lv. Crawfordsville	Lv.	11:50 A. M.
11:30 A. M.	Lv. Ainsworth	Lv.	11:20 A. M.
12:30 P. M.	Lv. Washington	Lv.	11:05 A. M.
1:15 P. M.	Lv. West Chester	Lv.	10:30 A. M.
1:45 P. M.	Lv. Keota	Lv.	10:10 A. M.
2:15 P. M.	Lv. Sigourney	Lv.	9:50 A. M.
2:45 P. M.	Lv. Rose Hill	Lv.	9:20 A. M.
3:15 P. M.	Ar. Oskaloosa	Lv.	9:00 A. M.

*Proposed schedule does not show leaving times for these points.

Five witnesses testified at the hearing of November 14, 1933, on behalf of the applicant, Ray Seaton. These witnesses were Ray Seaton, a general merchant of Brighton, the Receiver of the Mercer Transfer and Storage Company of Burlington, a representative of the International Harvester Company of Cedar Rapids and the Manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce. The witness representing the International Harvester Company of Cedar Rapids testified that his company would furnish Ray Seaton with any additional equipment which might be necessary to furnish the service proposed. This applicant also submitted letters from seventy-eight busi-

ness men of Shueyville, North Liberty, Iowa City, Hills, Riverside, Haskins, Ainsworth, Washington, Brighton, Crawfordsville, Olds, Swedesburg, Mt. Pleasant and Burlington, favoring the granting of his application, which included letters from the Chamber of Commerce of Mt. Pleasant and the Merchants Bureau of the Chamber of Commerce of Iowa City.

Twenty-three witnesses testified at the hearing of November 14, 1933, on behalf of applicant, H. W. Rieke. These witnesses included applicant and one of his employees, two inspectors for the Motor Transportation Division of the Commission, a representative of a jobber of Oskaloosa, representatives of eight wholesalers, manufacturers and jobbers of Burlington, two merchants of Olds, one merchant of Crawfordsville, two merchants of Morning Sun and five merchants of Washington. The two inspectors for the Commission appeared at the hearing at the request of counsel for H. W. Rieke and testified as to the results of their investigations of applicant's past operations in the territory proposed to be served by him. This applicant also submitted petitions and letters signed by one hundred forty-four business men of all of the points proposed to be served by him, except Mediapolis, Newport, Wayne Station and Rose Hill, favoring the granting of his application.

Eight witnesses testified at the hearing of November 14, 1933, on behalf of the objectors in these cases. These witnesses included three business men of Sigourney, two business men of Keota and one representative each of the Railway Express Agency, Inc., Minneapolis and St. Louis Railroad Company and Chicago, Burlington and Quincy Railroad Company. Objectors submitted letter and petitions signed by fifty-two business men of Washington, Ainsworth, West Burlington, Middletown and New London, opposing the granting of the application of Ray Seaton, which included a letter from the Chamber of Commerce of New London. Objectors also submitted letters and petitions signed by two hundred thirty-four business men of Oskaloosa, Rose Hill, Sigourney, Keota, West Chester, Washington, Ainsworth, Crawfordsville, Morning Sun and Mediapolis, opposing the granting of the application of H. W. Rieke, which included letters from the Community Club of Morning Sun and the Retail Merchants Association of Sigourney.

At the hearing of November 14, 1933, H. W. Rieke amended his application by withdrawing his request for authority to transport local freight between Ainsworth and Washington.

Each of these applicants expressed a willingness to arrange for the transfer of interline freight with the other in the event the application of H. W. Rieke were granted and that of Ray Seaton were denied.

T. H. DeWees of Cedar Rapids, doing business as Hawkeye Express, who is an objector in the H. W. Rieke case is operating as a Motor Carrier of freight between Sigourney, Delta, Rose Hill and Oskaloosa, and between Sigourney, Hayesville, Martensberg and Ottumwa.

The last Time Schedule filed with the Commission by Ray Seaton for his Ottumwa-Cedar Rapids route shows that he operates from Cedar Rapids to Ottumwa on Mondays, Wednesdays and Fridays, and from Ottumwa to Cedar Rapids on Tuesdays and Thursdays. The Time Schedule filed with his present application shows that he proposes to operate daily, except Sundays and holidays, between Ottumwa and Cedar Rapids, if that application is granted.

Applicant Seaton proposes to transport freight between all points on his existing routes and all points on his proposed route. There is, however, direct freight Motor Carrier service between many of those points and interline freight Motor Carrier service between many others. This applicant testified, among other things, that there is a need for freight Motor Carrier service between Burlington, Olds, Crawfordsville, Ainsworth and Washington and that such service should be supplied, either by him or by some other responsible operator.

Section 5105-A7 of said Chapter 252-A1 provides in part that "Before

a certificate shall be issued, the Commission shall, after a public hearing, make a finding that the service proposed to be rendered will promote the public convenience and necessity." Section 5105-a18 of said Chapter provides that the Commission " * * * may grant the application in whole or in part upon such terms, conditions, and restrictions and with such modifications as to schedule and route as may seem to it just and proper."

In order to reach a decision in cases of this kind, the Commission gives due consideration to the testimony and evidence of record and usually goes outside the record in order to get a more complete picture of the transportation needs of the territory proposed to be served, but finds it impracticable to attempt to refer to all of these matters in a decision. The usual reasons were advanced in these cases by those who desire the establishment of the proposed service, such as the benefits of door-to-door service, the elimination of local drayage charges, the elimination of the expense of crating shipments, the necessity of quick service on emergency shipments and perishable freight and because of the inability of merchants to maintain complete stocks on hand, the demands made by retail merchants to wholesalers, manufacturers and jobbers for truck service and the necessity of truck service to manufacturers, wholesalers and jobbers in order to meet competition from other distributing centers having such service.

The Commission accepted a great many letters and petitions for and against the authorization of the service proposed by these applicants, but its position with reference to such evidence is well known and was again announced at the hearing on these applications. While many of such letters and petitions were undoubtedly signed after careful consideration of applicants' proposals, many others were undoubtedly signed with little or no consideration given to the purpose of the applications and the petitioners, with a few exceptions, did not appear at the hearing and were not, therefore, subject to examination. Such letters and petitions are usually prepared in the same form and in most cases are of little value to the Commission. In some instances, letters and petitions undoubtedly reflect the sentiment of a community and are so considered by the Commission, but in other instances, it is difficult to determine the sentiment of a community merely from petitions and letters. In examining the record in these cases, the Commission finds that many business men signed letters and petitions both for and against the granting of one or both of these applications.

Although these applicants propose to follow different routes and to serve different towns between Burlington and Olds, they propose to follow the same route and to serve the same points from Olds to Washington, inclusive. Neither applicant contends that there was a necessity for the establishment of both routes between Burlington and Washington and the evidence does not, in the opinion of the Commission, warrant the authorization of both of these routes. While several of the witnesses from the towns proposed to be served by both applicants testified that they would be satisfied with any dependable operator, several others testified that they would prefer to have the authority granted to H. W. Rieke.

The Commission has given careful consideration to the financial condition, experience, equipment and facilities of these applicants and is of the opinion that H. W. Rieke is the better qualified of the two applicants to give adequate, sustained and dependable freight Motor Carrier service.

After full consideration of these applications and the record in connection therewith, the Commission is of the opinion and hereby finds that the establishment of freight Motor Carrier service between Burlington, Mediapolis, Newport, Morning Sun, Winfield, Olds, Wayne Station, Crawfordsville, Ainsworth and Washington, except for the transportation of local freight between Burlington, Newport and points

intermediate thereto, and local freight between Ainsworth, Washington and points intermediate thereto, as proposed by said H. W. Rieke, and as hereinafter provided for, will promote the public convenience and necessity.

The Commission is also of the opinion that said H. W. Rieke should furnish freight Motor Carrier service daily, except Sundays and holidays, in both directions between Burlington and Washington; that H. W. Rieke and Ray Seaton should arrange for the transfer and prompt handling of interline shipments at either Washington or Ainsworth and that the Certificate of Convenience and Necessity to be issued to said H. W. Rieke should contain a provision restricting him from accepting freight at Burlington which is destined to Fairfield, Batavia, Agency Rieke and Ray Seaton shall, therefore, enter into a written agreement regarding the transfer of interline freight and shall submit such agreement to the Commission and H. W. Rieke shall file a Time Schedule providing for round-trip freight Motor Carrier service daily, except Sundays and holidays, between Burlington and Washington. If the agreement to be entered into by these two operators for the transfer of interline freight necessitates the changing of Ray Seaton's effective Time Schedule between Ottumwa and Cedar Rapids, that carrier will, of course, prepare and file a new Time Schedule with the Commission. These two applicants shall also prepare and file schedules providing for joint rates between points on their routes.

As soon as H. W. Rieke has complied with the necessary requirements of the law and the Commission's Rules and Regulations and the conditions set out in this Decision and Order have been complied with, a Certificate of Convenience and Necessity will issue to H. W. Rieke in accordance with the finding made in this Decision and Order.

That part of H. W. Rieke's application which is for authority to operate as a freight Motor Carrier between Washington and Oskaloosa and certain intermediate points is dismissed for the reason that the record does not, in the opinion of the Commission, warrant a finding that the establishment of the service proposed between those points will promote the public convenience and necessity.

The application of Ray Seaton is also dismissed for the reason that the record does not, in the opinion of the Commission, warrant a finding that the establishment of the service proposed by him between Burlington and Washington and certain intermediate points will promote the public convenience and necessity.

Under date of June 14, 1934, the Board denied petition of the Chamber of Commerce, Traffic Bureau, Cedar Rapids, Iowa, for oral argument and for reconsideration of its Decision and Order of May 28, 1934, in this case, as follows:

The Commission has before it the petition of the Chamber of Commerce, Traffic Bureau, Cedar Rapids, Iowa, for oral argument and for reconsideration of its Decision and Order of May 28, 1934, in Dockets Nos. H-1848 and H-1907, dismissing the application of Ray Seaton, Cedar Rapids, Iowa, doing business as Seaton Freight Lines, Docket No. H-1848, for a Certificate of Convenience and Necessity to operate as a freight motor carrier between Burlington and Washington and certain points intermediate thereto.

The application filed by said Ray Seaton, Docket No. H-1848, was in the required form, notice of hearing thereon was given as required by law, various objections were made to the granting of the application, public hearing was held on said application, full opportunity was given to all interested parties to introduce testimony and the Commission, as hereinabove stated and after due consideration, issued a Decision and Order on May 28, 1934, dismissing said application.

The Commission, upon mature consideration of said petition for oral argument and for reconsideration of its Decision and Order of May 28,

1934, in Docket No. H-1848, finds that the hearing held on said application for a Certificate of Convenience and Necessity covered the entire case; that no good and sufficient reason has been given why the Commission should again hear the case upon the facts as alleged, and that said petition for oral argument and for reconsideration of its Decision and Order of May 28, 1934, in Docket No. H-1848 should be and is, therefore, hereby denied. It is so ordered.

No. H-1850—1934. Fred H. Herberts, doing business as Firth Independence Produce & Transfer Co., Firth, Nebraska. Application for authority to operate as an interstate freight motor carrier between the west line of the State at Council Bluffs and the east line at Clinton. Investigation developed that this operation was not amenable to the Motor Carrier law, and the case was closed.

Filed June 9, 1933. Closed April 3, 1934.

No. H-1853—1934. Interstate Transit Lines, Omaha, Nebraska. Application for suspension of service between Storm Lake and Sioux City under Route No. 5 of Certificate of Convenience and Necessity No. 322. This application was heard at Des Moines, Iowa, on June 13, 1933, and permission to suspend service for a period of ninety days was granted on June 19, 1933. Owing to failure to resume service, the Board revoked the operating rights granted over Route No. 5 of Certificate of Convenience and Necessity No. 322 on December 13, 1933.

Filed June 13, 1933. Closed December 13, 1933.

No. H-1858—1934. Lett & Company, Inc., Indianapolis, Indiana. Request for opinion as to whether or not service proposed is amenable to the provisions of the Motor Carrier law. Service discontinued.

Filed June 20, 1933. Closed December 14, 1933.

No. H-1863—1934. Commonwealth Despatch, Chicago, Illinois. Application for authority to operate as a motor carrier of interstate freight exclusively over various routes in Iowa. Service not inaugurated and file closed.

Filed June 17, 1933. Closed December 5, 1933.

No. H-1870—1934. J. L. Weese, Blockton. Application for authority to operate as a motor carrier of interstate freight between the south line of the State near Bedford and Blockton. Applicant failed to comply with Rule 53 of the Board's Rules and Regulations relative to the furnishing of a bond or cash deposit to cover the payment of motor carrier taxes for a six-month period, and the case was, therefore, closed.

Filed June 23, 1933. Closed December 12, 1933.

No. H-1871—1934. Happel Cartage Company, Palmyra, Missouri. Application for authority to operate as a motor carrier of interstate freight between the south line of the State at Keokuk and Burlington. This operator performed service for a short period but failed to complete his application so that a Certificate could be granted. Under date of January 6, 1934, an Order and Warrant was issued to levy upon the equipment or other property of the motor carrier to enforce the collection of \$82.59 in delinquent taxes and penalties. Continued failure of the applicant to complete the application resulted in the file being closed.

Filed June 28, 1933. Closed October 29, 1934.

No. H-1875—1934. Esther M. Smith, doing business as Film Transportation Company, Des Moines. Application for authority to extend routes under Certificates of Convenience and Necessity Nos. 397 and 452. This application was heard at the Office of the Board, Des Moines,

Iowa, September 12, 1933, and granted under date of September 12, 1933. Under date of December 29, 1933, the Board issued a Resolution amending and extending Certificates of Convenience and Necessity Nos. 397 and 452 to cover the additional service authorized herein.

Filed July 10, 1933. Closed December 29, 1933.

No. H-1881—1934. Robert J. McComas, doing business as Southern Iowa Limited, Iowa City. Application for authority to operate as a motor carrier of passengers between Iowa City and Burlington. Application withdrawn.

Filed July 19, 1933. Closed December 6, 1933.

No. H-1882—1934. J. A. Whitney, Chariton. Application for authority to operate as a motor carrier of passengers between Chariton and Coal Mine No. 4 of the Central Iowa Fuel Company. Before this file was placed in proper form for hearing the applicant decided not to continue further with the case, and the file was, therefore, closed.

Filed April 19, 1933. Closed November 20, 1934.

No. H-1883—1934. Northwestern Light & Power Company, Cedar Rapids, and William F. Hendrick, Rock Island, Illinois. Motor Carrier—Application for approval to transfer rights over Routes Nos. 1 and 2 under Certificate of Convenience and Necessity No. 429. Later it appeared that the transfer was not desired and the application was dismissed without prejudice.

Filed July 19, 1933. Closed March 23, 1934.

No. H-1886—1934. Blue Line Storage Company, Des Moines. Application for authority to operate as a motor carrier of interstate freight between Des Moines and the west line of the State at Council Bluffs. Withdrawn by the applicant.

Filed July 25, 1933. Closed November 15, 1934.

No. H-1887—1934. Esther M. Smith, Des Moines. Motor Carrier—Application to amend route authorized under Certificate of Convenience and Necessity No. 452 between Cedar Rapids and Waterloo, omitting service to Tama, Chelsea and Belle Plaine. Granted by Resolution dated December 29, 1933.

Filed July 20, 1933. Closed December 29, 1933.

No. H-1892—1934. C. W. James, Sioux City. Application for authority to operate as a motor carrier of interstate freight one way from the east line of the State at Clinton to the west line at Council Bluffs; one way from the east line of the State at Clinton to Sioux City and between Sioux City and the west line of the State at Council Bluffs. Operation was permitted in letter from the Board under date of August 24, 1933, between the west line of the State at Council Bluffs and Sioux City. Certificate No. 529 authorizing the entire service was issued on June 8, 1934.

Filed July 20, 1933. Closed June 11, 1934.

No. H-1893—1934. Motor Freight Terminals. Under date of September 20, 1933, the Board issued the following Order for Investigation, fixing Tuesday, September 26, 1933, 10:00 o'clock A. M. at the Office of the Black Hawk County Auditor, Waterloo, Iowa, as time and place for hearing on the Waterloo Terminal situation:

It has come to the attention of this Commission that several different persons, firms or corporations at Waterloo are operating freight motor carrier terminals, soliciting the transportation of freight, issuing bills of lading and, either separately or as agents for freight motor carriers, otherwise handling shipments incidental to that business; further, that

certain freight motor carriers serving Waterloo have for various reasons refused to receive or discharge shipments at certain terminals, causing, it is alleged, unnecessary delay in the movement of freight and otherwise affecting the interests of the shippers and receivers of freight, the terminals and the carriers.

It is the opinion of this Commission that freight motor carrier terminals, either separately or as agents for freight motor carriers, form a vital and integral part of the service afforded by freight motor carriers and in so doing come within the purview of Chapter 252-A1, Code of Iowa, 1931.

Now, therefore, it is ordered:

1. That an investigation be made by this Commission to determine the terminals in Waterloo at which the carriers serving that town shall receive and discharge shipments.

2. That an investigation be made to determine whether or not the freight motor carrier terminals existing at Waterloo comply with the law governing Motor Carriers and the rules and regulations thereunder adopted, insofar as they apply to freight motor carrier terminals.

3. That the freight motor carrier terminals at Waterloo shall show cause why they should not obtain authority to operate, file schedules showing rates and service, and otherwise submit to the jurisdiction of this Commission under the provisions of Chapter 252-A1, Code of Iowa, 1931.

4. That upon such hearing and consideration the Board may then determine such rules and regulations covering the situation at Waterloo, including the number of terminals and location thereof, bond, insurance and all other matters connected therewith proper or necessary to provide just and reasonable regulations governing the said terminals.

5. That this investigation be set for hearing at the office of the Black Hawk County Auditor in Waterloo at ten o'clock A. M., on Tuesday, September 26, 1933.

6. That this Order be served by mail upon each terminal known to exist at Waterloo, the freight motor carriers serving Waterloo, the Traffic Manager of the Waterloo Chamber of Commerce and such other parties as may be known to be interested therein.

Under date of September 21, 1933, the Board issued the following Order setting out the procedure to be followed at the hearing in Waterloo, Iowa, September 26, 1933:

For the purpose of the presentation of evidence and an orderly record, hearing fixed for Tuesday, September 26, 1933, at Waterloo, in the above entitled matter will be divided into three parts, each of which will be subdivided and considered in order as follows:

PART 1.

Each carrier serving Waterloo shall and such other parties as may be interested may show:

1. Cause why freight should not be received and the usual dockage and other charges paid at each terminal at Waterloo.
 - (a) As those terminals are now located and do business.
 - (b) Providing terminals conform to requirements of law, furnish bond, insurance, schedules of rates and service and are efficiently managed on a non-discriminatory basis.
2. Cause why carriers should not on the proper basis cause to be established or arrange to use such common terminal or terminals as may be necessary to adequately serve the need at Waterloo for both local and interline shipments, the number and the approximate location therefor.

PART 2.

Terminals at Waterloo shall and such other persons as may be interested may show:

1. Cause why they should not obtain authority to operate, furnish bond guaranteeing fulfillment of obligations, insurance to make compensation for injuries to persons and loss of or damage to property, file schedules providing for rates and service and otherwise submit to the jurisdiction of this Commission under the provisions of Chapter 252-A1, Code of Iowa, 1931.

PART 3.

Parties interested may present evidence as to:

1. Type of terminal best suited to Motor Carrier service.
 - (a) Common or private.
 - (b) Management.
 - (c) Relationship between carriers and terminals.
 - (d) Location of terminals.
2. Usual and preferred practice of terminals in receiving, handling and delivering shipments.
 - (a) Liability and protection necessary for loss of or damage to property in its charge.
 - (b) Liability and protection necessary in the handling of C. O. D., prepaid and collect shipments and such other money as may be handled in the usual course of business.
 - (c) Issuance of bills of lading and receipts for freight.
 - (d) Routing of shipments where not designated.
 - (e) Charges for delivery, pick-up, dockage, telephone and such other service as may ordinarily be rendered.
 - (f) Records and reports maintained by terminals.
 - (g) Conditions under which terminals shall be authorized.
 - (1) Showing, if any, as to need for terminals.
 - (2) Bond and insurance.
 - (3) Rates and service.
 - (4) Records and reports.

Under date of October 24, 1933, the Board issued an Order for Investigation with reference to Motor Freight Terminals generally in the state, to be held at the Office of the Board, Des Moines, Iowa, 10:00 A. M., November 8, 1933, as follows:

The attention of the Commission has been directed to the situation existing at various distributing centers with reference to motor freight terminals. Section 5105-a2, Code of Iowa, 1931, provides that the Commission shall, among other things, "Supervise and regulate motor carriers in all * * * matters affecting the relationship between such carriers and the traveling and shipping public."

It appears there is now no assurance that the motor freight terminals are responsible; that adequate protection is provided against the loss of or damage to property; that charges are fair and reasonable; and that the terminals are otherwise managed and operated in a manner best suited to the interests of the public and the carriers. It also appears that the maintenance of separate terminals sometimes causes delay in the movement of interline shipments, is expensive to the carrier and misleading and bewildering to the shipping public.

Now, therefore, it is ordered that freight motor carriers and other parties interested appear before the Commission at its office in Des Moines, at ten o'clock A. M., on the 8th day of November, 1933, to show:

1. Cause why freight motor carriers should not receive and discharge freight at only such terminals as may have complied with reasonable rules and regulations approved by the Commission.

2. Cause why the Commission should not, after hearing, determine the terminal facilities best suited to the common good of the shippers and the carriers and restrict the operation of the motor carriers accordingly.

3. Cause why terminals used by freight motor carriers should not be governed by rules and regulations as follows:

RULES AND REGULATIONS GOVERNING THE OPERATION OF MOTOR FREIGHT TERMINALS AND THEIR USE BY FREIGHT MOTOR CARRIERS

Rule 1. *Definition.* For the purpose of these rules and regulations:

1. The term "terminal" shall mean any dock, warehouse, depot or other place of business used for the purpose of accepting and otherwise handling shipments for freight motor carriers.

2. The term "terminal operator" shall mean any person, firm or corporation operating a terminal.

3. The term "freight motor carrier" shall mean anyone so defined by Chapters 252-A1 and 252-A2, Code of Iowa, 1931.

Rule 2. Freight motor carriers shall receive and discharge shipments at only such terminals holding, from the Commission, a Certificate of Compliance with these rules and regulations.

Rule 3. *Application for Certificate.* Application for a Certificate of Compliance shall be made to the Board of Railroad Commissioners of the State of Iowa upon forms prescribed for that purpose. Such applications must be typewritten, accompanied by a financial statement, plans of buildings, dock and grounds adjacent thereto and such other information as the Commission may require.

Rule 4. *Responsibility and Bond.* Terminal operators shall establish to the satisfaction of the Commission ability, financially and otherwise, to engage in the undertaking proposed. They shall also file with the Commission, in form prescribed, a surety bond, issued by some bonding company authorized to do business in this State, guaranteeing faithful performance and discharge of obligations.

Rule 5. *Insurance Requirements.* Terminal operators shall at all times have in effect and on file with the Commission an insurance policy, policies or a surety bond in form to be approved by the Commission, issued by some insurance carrier or bonding company authorized to do business in this State, covering the legal liability of the terminal operator for loss of or damage to property in the possession or custody of the terminal operator, except property of the terminal operator, as a result of any one mishap or other cause.....
Dollars.

Such policy, policies or surety bond shall be written for a period of not less than one (1) year and shall have attached thereto the following endorsement:

Iowa Terminal Endorsement

In consideration of the premium at which this policy is written, it is hereby understood and agreed that:

The Iowa Board of Railroad Commissioners will be given fifteen (15) days' prior written notice of the suspension or cancellation of the policy to which this endorsement is attached; such notice to correctly give the name and address of the named assured or

assureds as then shown in the policy and the name of the insurance company.

The obligations and promises of such policy, including this endorsement, shall not be affected by any act or omission of the named assured or of any employee of the named assured with respect to any condition or requirement of said policy or any endorsement now or hereafter attached thereto, nor by any default of the assured in the payment of premium or in the giving of any notice required by said policy or otherwise, nor by the death, insolvency, bankruptcy, legal incapacity or inability of the named assured.

Notwithstanding anything in the policy or any endorsement now or hereafter attached thereto to the contrary, it is the intent of this endorsement to amend the policy so as to fully comply with the provisions of Chapter 252-A1, Code of Iowa, 1931, and to give all of the coverage required by Rule 5 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Motor Freight Terminals.

The policy is hereby amended and extended to provide that any person, firm, association or corporation having a right of action under the policy against the assured may, when service cannot be obtained on said assured within the State of Iowa, bring action for recovery directly upon such policy and against the insurer that issued such policy.

Rule 6. *Schedules of Service and Charges.* Schedules must be printed or typewritten, numbered consecutively, beginning with No. 1, and show:

Name and address of terminal operator.
Number of schedule cancelled thereby.
Date issued.
Date effective.

Service offered, including telephone, pick-up and delivery, dockage, loading and unloading, preparation receipts and bills of lading, solicitation, etc., and the charges therefor.

Such schedules shall not be changed until after at least thirty (30) days' notice of the change proposed has been given the Commission and to each carrier to whom services are available.

No terminal operator shall charge, demand, collect or receive a greater, lesser or different compensation for any service rendered other than as specified by the schedule on file with the Commission; nor shall any terminal operator refund or remit in any manner or by any device any portion of the rates, fares or charges so specified, except upon order of the Court or of the Board as may be now or hereafter by law provided, nor extend to any carrier or other person any privilege or facility in the handling of freight, except such as are specified in such schedule.

Rule 7. *Accounts.* Accounts between terminal operators and motor carriers shall be adjusted on the first and fifteenth days of each month, and more often by mutual agreement or when the occasion requires.

Rule 8. *Shipments—Acceptance and Routing.* Terminal operators shall:

Accept only shipments that are packed or enclosed in such containers as will afford reasonably safe protection against loss or damage in transit, and/or otherwise in accordance with the rules and classification of the line over which the shipment is to move.

Route shipments over the cheapest and most direct authorized route, except where otherwise designated by the shipper, with due regard to time of departure and arrival.

Accept and otherwise handle for motor carriers only such shipments as originate at or are destined to points on an authorized motor carrier route, except with specific shipping order that it has or will move lawfully through connection or as an interline shipment with rail or other proper carrier.

Rule 9. *Receipts for Freight.* Terminal operators shall issue a receipt for freight received, which receipt shall clearly show:

Date.

Name of terminal.

Name of Consignor.

Name of Consignee.

Destination.

Description of shipment, including weight.

Routing.

Copy of such receipt shall be furnished the consignor, the carrier receiving the shipment and be retained by the terminal operator.

Rule 10. *Terminal Facilities.* Terminals shall be located with the approval of the city or town involved, be maintained in an orderly condition and provide:

Reasonable space and other dockage facilities for the orderly loading and unloading of trucks.

Reasonable protection against fire, including, among other things, fire extinguishers bearing the label of approval by the Underwriters Laboratories, Inc.

Proper facilities for handling explosives, acids and highly inflammable articles.

Suitable facilities for the handling of perishable shipments.

Rule 11. Motor Carriers shall call at terminals designated by the Commission to receive shipments, subject to the terms and conditions of schedules of service and rates on file with the Commission, reserving the right to receive and discharge shipments at such other places as they may designate with due regard to service and the convenience of the shipper.

Rule 12. *Remittances.* Terminal operators shall have the privilege and it shall be their duty to require from motor carriers such protection as may be reasonable and just to safeguard remittances and the proper handling of C. O. D. shipments. Terminal operators shall immediately report in writing to the Commission the failure of any motor carrier to promptly remit or otherwise properly handle C. O. D. shipments.

Rule 13. *Records and Reports.* Terminal operators shall keep accurate records showing:

Specific trucks receiving and discharging freight each day; such reports to be filed with the Commission on or before the 10th day of the month following that for which they were made.

Receipts, operating expense and other information which shall annually be filed with the Commission at such time and in such form as may be prescribed. The Commission will prescribe the character of the information to be embodied in the annual report and will furnish a blank form for that purpose.

Rule 14. *Reporting of Accidents.* Accidents arising from or in connection with the operation of terminals, resulting in injury to any person or in damage to any property exceeding the sum of Fifty Dollars (\$50.00), shall be immediately reported and in full detail to the Commission. In the event full details are not immediately available, a preliminary report shall be submitted, the complete report to be made as soon thereafter as is possible.

Rule 15. *Sale, Transfer, Lease or Assignment of Certificate.* The sale, transfer, lease or assignment of a terminal shall immediately be reported in writing to the Commission. Certificates of Compliance are not subject to transfer, except under such conditions as may be prescribed by the Commission.

Rule 16. *Rules and Regulations and Amendments Thereto.* These rules and regulations are subject to such changes and modifications as the Commission from time to time may deem advisable and to such exceptions as may be considered just and reasonable in individual cases. Any amendment, unless otherwise provided therein, shall apply in the same manner to those holding certificates at the time it becomes effective as it applies to those thereafter certificated.

Rule 17. *Revocation of Certificate.* Violation of or failure to comply with Chapter 252-A1, Code of Iowa, 1931, or these rules and regulations may be considered as just cause for the revocation of the certificate held.

Hearings were held as scheduled at Waterloo, Iowa, on September 26, 1933, and at Des Moines, Iowa, November 8, 1933, and under date of April 11, 1934, the following Decision and Order was rendered, also the Rules and Regulations governing the operation of Motor Freight Terminals used by Freight Motor Carriers:

APPEARANCES (Hearing of September 26, 1933):

For the Motor Freight Depot, Waterloo, Iowa—B. M. Richardson, Special Representative, Cedar Rapids, Iowa.

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

For the Iowa Warehouse Company—R. B. Cass, Waterloo, Iowa.

For the Waterloo Truck Terminal—F. R. Shores, Waterloo, Iowa.

For the Reliable Transit Company—H. A. Smith, Cedar Rapids, Iowa.

For the Sash and Door Interests of Dubuque, Iowa—R. D. Waller, Dubuque, Iowa.

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

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

For Carr, Ryder & Adams Company, Dubuque, Iowa; for Carr & Young Company, Des Moines, Iowa—W. G. Doran, Dubuque, Iowa.

For the Black Hawk Freight Line—J. G. Minert, Waukon, Iowa.

APPEARANCES (Hearing of November 8, 1933):

For the National Transfer Company—C. T. Durand, Marshalltown, Iowa.

For the Dragoun Transfer & Storage Company—C. E. Dragoun, Ames, Iowa.

For the Bruce Terminal—G. E. Bruce, Des Moines, Iowa.

For the American Transfer & Storage Company—L. W. Knolk, Cedar Rapids, Iowa.

For the Waterloo Truck Terminal—F. R. Shores, Waterloo, Iowa.

For the Union Truck Depot, Inc.—Charles Babcock, Sioux City, Iowa.

For the Hartliep Transit Company—L. H. Hartliep, Sioux City, Iowa.

For the Motor Freight Terminal—Fred A. Hermann, Des Moines, Iowa.

For the Superior Truck Lines Co.—Paul Atchison, Chicago, Illinois.

For the Union Truck Depot—George T. DeFord, Des Moines, Iowa.

For the Des Moines Truck Terminal, Inc.—R. L. Irvine, Des Moines, Iowa.

For The Motorway Freight Term. Co., Inc.—J. W. Corderman, Rock Island, Illinois; Gerald G. Walter, Des Moines, Iowa.

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

For the Brown-Camp Hardware Company—E. C. Graves, Traffic Mgr., Des Moines, Iowa.

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

For the Daggett Transfer & Storage Company—Wm. Doty Daggett, Ottumwa, Iowa.

For the Brady Transfer & Storage Company—J. J. Brady, Fort Dodge, Iowa.

For the Wahrer Truck Lines—T. J. Wahrer, Charleston, Iowa.

For the United Freight Line—M. L. Canott, Des Moines, Iowa.

For the Osceola Transfer Company—L. L. Adams, Osceola, Iowa.

For the Luthe Hardware Company—R. M. Griffith, Traffic Dept., Des Moines, Iowa.

For the Des Moines Truck Terminal, Inc.—G. E. Willard, Des Moines, Iowa.

For Shores Transfer & Storage Company—C. L. Martin, Waterloo, Iowa.

For the Motor Freight Depot—L. L. Amburn, Waterloo, Iowa.

For the White Line Transfer & Storage Company; for the White Line Motor Freight Company—L. E. Stone, Des Moines, Iowa.

For the Cedar Rapids & Iowa City Railway—J. E. Reid, Cedar Rapids, Iowa.

For the Cedar Rapids & Iowa City Railway; for the Northwestern Power & Light Company—A. R. Swem, Cedar Rapids, Iowa.

For Schlick Freight Motor Carrier—M. F. Schlick, Charles City, Iowa.

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

For the H. & W. Motor Express Company—U. J. Haas, Dubuque, Iowa; Cyril H. Wissel, Dubuque, Iowa.

For the Keokuk Shippers Association—H. C. Phillips, Keokuk, Iowa.

For Jas. Cameron's Sons—John Cronin, Keokuk, Iowa.

For the Redman Freight Lines—Dave Redman, Ottumwa, Iowa.

For the Des Moines Motor Express—Fred A. Guinn, Des Moines, Iowa.

For the Dakota Transportation Company, Inc.—Emil Dobash, Sioux Falls, S. D.; Leroy Anderson, Sioux Falls, S. D.

For Clark's Transfer & Storage Company—R. B. Fearing, Cedar Falls, Iowa.

For the Western Freight Lines—H. C. Kleineck, Cedar Rapids, Iowa.

E. J. Boyd, Terminal Operator, Burlington, Iowa.

L. S. Baker, Newton, Iowa.

Charles E. Baker, Newton, Iowa.

This investigation, conducted by public hearings and otherwise, was made for the purpose of determining the following:

Cause why Freight Motor Carriers should not receive and discharge freight at only such terminals as may have complied with reasonable rules and regulations approved by the Commission, and the nature of such rules if any are necessary.

Cause why the Commission should not, after public hearing, determine the terminal facilities best suited to the common good of the shippers and the carriers and restrict the operations of the Motor Carriers accordingly.

Terminal operations embracing a multitude of services constitute a factor directly influencing more than is readily appreciated, the character, efficiency and cost of transportation. Until recently, motor freight terminals were undeveloped and of slight consequence. However, rapid growth during the past few years, accelerated by the establishment of competitive interstate lines, development of joint hauls and the use of larger equipment has created a problem involving responsibility, duplication, unnecessary expense and delay as well as being mis-

leading and bewildering to the shipping public. Terminal ownership does not necessarily rest with the carrier, but is the exception. Nor is it likely that the intrastate carriers will soon be in a position to maintain individual terminals even though that might be desired. The records of the Commission disclose that during the year 1932 the gross revenue from tonnage handled in motor carrier service by intrastate operators ranged from a low of less than \$400.00 to an exceptional high of \$144,000.00 with an average of approximately \$6,600.00. This, considered with the fact that for the most part the carriers are domiciled at points other than distributing centers, clearly indicates that few alone are in a position to maintain proper terminal facilities at the points where they appear to be needed, and that where facilities of this kind are necessary they can be supplied only through a consolidation of interests.

While, comparatively speaking, the lines individually are small, together they form a specialized transportation agency of no little importance to the business of this State. Operation is rapidly developing to a responsible service, dependable for handling interline and other shipments on regular schedule. No longer does it serve the purpose only to the extent of servicing orders gathered before reaching the center from which distribution is made. Neither can it satisfy that purpose by merely driving a truck through the jobbing and wholesaling districts without headquarters readily located by those interested in employing the medium of transportation offered. It, therefore, follows that facilities must be maintained at some points for interchange of freight, billing, orders and other similar service.

The record in this case clearly shows that convenience to the shippers increases with tendency toward one terminal common to all carriers. This is also substantiated in other forms of transportation by the recommendation of some authorities for a unification of terminal facilities even to the point of abandoning those individually established at enormous cost, and the subordination of the individual to the public interest. There the problem is made difficult because of a competitive situation not existing with the intrastate motor carriers. Power conveyed through regulation as exercised by this Commission has, with few exceptions, eliminated duplication of service, making a terminal common to all intrastate freight motor carriers conveniently possible not only in the interest of the shippers but as a reasonable practical solution of the terminal problem confronting the carrier. On the other hand, it is apparent that the establishment of separate terminals, either by individuals or groups, without regard to the public and other carriers is unnecessary, economically unwise, inconvenient and confusing to all concerned; further, that the uncertainty, dissension, usually following with possibility of irresponsible terminal management, is anything but conducive to the development of a substantial, reliable service by motor carrier.

It is also apparent that the interests of all concerned demands some assurance that the motor freight terminals are responsible; that adequate protection is provided against the loss of or damage to property; that charges are fair, reasonable and not discriminatory; and that the terminals are otherwise managed and operated in the manner best suited to the interests of the public and the carriers.

The Commission at this time is of the opinion the intrastate freight motor carriers should establish in the cities of Des Moines, Mason City, Sioux City and Waterloo at least one common terminal for the purpose of receiving such shipments as may there be properly tendered for transportation, with the privilege of receiving and discharging shipments at such other terminals or places as may be convenient to all concerned; provided, interline shipments shall be exchanged at a common terminal unless the carriers involved agree upon some other place for that purpose.

It has been urged that the Commission arbitrarily select and designate motor freight terminals at these various distributing centers. This it hesitates to do. Confidence is had in the integrity and judgment of the intrastate freight motor carriers authorized to do business in this State and in their ability to conduct their affairs which come properly within the scope of management. Inasmuch, therefore, as there appears to be no compelling reason for such selection and designation of common terminals by the Commission, unless and until after the carriers fail to provide proper facilities themselves by mutual agreement, no order is made at this time for that purpose, with the distinct reservation that if the carriers themselves fail within thirty days from the date hereof to agree upon and notify this Commission that at least one common terminal has been selected in each of the cities named, the Commission will by formal order make such selection and designation.

As a suggestion only, we propose that the intrastate freight motor carriers in the cities affected by this order meet, organize by the selection of a chairman and decide the matter, if possible. As dates for such meetings we suggest the following:

- Des Moines—Tuesday, April 24, 1934.
- Mason City—Thursday, April 26, 1934.
- Sioux City—Tuesday, May 1, 1934.
- Waterloo—Thursday, May 3, 1934.

The Commission also finds and orders that, effective May 15, 1934, the intrastate freight motor carriers shall receive and discharge shipments at only such terminals as may hold a Certificate of Compliance with the rules and regulations outlined as follows:

RULES AND REGULATIONS GOVERNING THE OPERATION OF MOTOR FREIGHT TERMINALS USED BY FREIGHT MOTOR CARRIERS

Rule 1. *Definition.* For the purpose of these rules and regulations:

1. The term, "terminal," shall mean any dock, warehouse, depot or other place of business used for the purpose of accepting and otherwise handling shipments for freight motor carriers, except those maintained by a motor carrier or an authorized agent of a motor carrier for the purpose of handling freight moving over the line of the carrier operating the terminal.

2. The term, "terminal operator," shall mean any person, firm or corporation operating a terminal.

3. The term, "freight motor carrier," shall mean anyone so defined by Chapters 252-A1 and 252-A2, Code of Iowa, 1931.

Rule 2. Freight motor carriers shall receive and discharge shipments at only terminals holding a Certificate of Compliance with these rules and regulations.

Rule 3. *Application for Certificate.* Application for a Certificate of Compliance shall be made to the Board of Railroad Commissioners of the State of Iowa upon forms prescribed for that purpose. Such applications must be typewritten, accompanied by a financial statement, plans of buildings, docks and grounds adjacent thereto and such other information as the Commission may require.

Rule 4. *Responsibility and Bond.* Terminal operators shall establish to the satisfaction of the Commission ability, financially and otherwise, to engage in the undertaking proposed. They shall also file with the Commission, in form prescribed, a surety bond, issued by some bonding company authorized to do business in this State, guaranteeing faithful performance and discharge of obligations.

Rule 5. *Insurance Requirements.* Terminal operators shall at all times have in effect and on file with the Commission an insurance policy, policies or a surety bond in form to be approved by the Commission, issued by some insurance carrier or bonding company authorized to do business in this State, covering the legal liability of the terminal operator for loss of or damage to property in the possession or custody of the terminal operator, except property of the terminal operator, such policy to be in such amount as the Commission may deem necessary to protect the interests of the public.

Such policy, policies or surety bond shall be written for a period of not less than one (1) year and shall have attached thereto the following endorsement:

Iowa Terminal Endorsement

It is hereby 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 fifteen (15) days' prior written notice of such proposed suspension or cancellation; such notice 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.

The obligations and promises of such policy, including this endorsement, shall not be affected by any act or omission of the named assured or of any employee of the named assured with respect to any condition or requirement of said policy or any endorsement now or hereafter attached thereto, nor by any default of the assured in the payment of the premium or in the giving of any notice required by said policy contract or otherwise, nor by the death, insolvency, bankruptcy, legal incapacity or inability of the named assured.

Notwithstanding anything in the policy or in any endorsement now or hereafter attached thereto to the contrary, it is the intent of this endorsement to amend the policy so as to fully comply with the provisions of Chapter 252-A1, Code of Iowa, 1931, and to give all of the coverage required by Rule 5 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Motor Freight Terminals Used by Freight Motor Carriers.

The policy is hereby amended and extended to provide that any person, firm, association or corporation having a right of action under the policy against the assured may, when service cannot be obtained on said assured within the State of Iowa, bring action for recovery directly upon such policy and against the insurer that issued such policy.

No other provision nor condition shall be included in the endorsement required by this rule except with the written permission of the Commission.

Rule 6. *Schedules of Service and Charges.* Schedules must be printed or typewritten, numbered consecutively, beginning with No. 1, and show:

Name and address of terminal operator.

Number of schedule cancelled thereby.

Date issued.

Date effective.

Service offered, including telephone, pick-up and delivery, dockage, loading and unloading, preparation receipts and bills of lading, solicitation, etc., and the charges therefor.

Such schedules shall not be changed until after at least thirty (30)

days' notice of the change proposed has been given the Commission and to each carrier to whom services are available.

No terminal operator shall charge, demand, collect or receive a greater, lesser or different compensation for any service rendered other than as specified by the schedule on file with the Commission; nor shall any terminal operator refund or remit in any manner or by any device any portion of the rates, fares or charges so specified, except upon order of the Court or of the Board as may be now or hereafter by law provided, nor extend to any carrier or other person any privilege or facility in the handling of freight, except such as are specified in such schedule.

Rule 7. *Accounts.* Accounts between terminal operators and motor carriers shall be adjusted on the first and fifteenth days of each month, and more often by mutual agreement or when the occasion requires.

Rule 8. *Shipments—Acceptance and Routing.* Terminal operators shall:

Accept only shipments that are packed or enclosed in such containers as will afford reasonably safe protection against loss or damage in transit, and/or otherwise in accordance with the rules and classification of the line over which the shipment is to move.

Route shipments over the cheapest and most direct authorized route, except where otherwise designated by the shipper, with due regard to time of departure and arrival.

Accept and otherwise handle for motor carriers only such shipments as originate at or are destined to points on an authorized motor carrier route, except with specific shipping order that it has or will move lawfully through connection or as an interline shipment with rail or other proper carrier.

Rule 9. *Receipts for Freight.* Terminal operators shall issue a receipt for freight received, which receipt shall clearly show:

Date.

Name of terminal.

Name of consignor.

Name of consignee.

Destination.

Description of shipment, including weight.

Routing designated by the shipper.

Copy of such receipt shall be furnished the consignor, the carrier receiving the shipment and be retained by the terminal operator.

Rule 10. *Terminal Facilities.* Terminals shall be located with the approval of the city or town involved where such approval is necessary, be maintained in an orderly condition and provide:

Reasonable space and other dockage facilities for the orderly loading and unloading of trucks.

Reasonable protection against fire, including, among other things, fire extinguishers bearing the label of approval by the Underwriters Laboratories, Inc.

Proper facilities for handling explosives, acids and highly inflammable articles.

Suitable facilities for the handling of perishable shipments.

Rule 11. Motor Carriers shall call at terminals designated by the Commission to receive shipments, subject to the terms and conditions of schedules of service and rates on file with the Commission, reserving the right to receive and discharge shipments at such other places as they may designate with due regard to service and the convenience of the shipper.

Rule 12. *Remittances.* Terminal operators shall have the privilege and it shall be their duty to require from motor carriers such protection

as may be reasonable and just to safeguard remittances and the proper handling of C. O. D. shipments. Terminal operators shall immediately report in writing to the Commission the failure of any motor carrier to promptly remit or otherwise properly handle C. O. D. shipments.

Rule 13. *Records and Reports.* Terminal operators shall keep accurate records showing:

Specific trucks receiving and discharging freight each day; such reports to be filed with the Commission on or before the 10th day of the month following that for which they were made:

Receipts, operating expense and other information which shall annually be filed with the Commission at such time and in such form as may be prescribed. The Commission will prescribe the character of the information to be embodied in the annual report and will furnish a blank form for that purpose.

Rule 14. *Reporting of Accidents.* Accidents arising from or in connection with the operation of terminals, resulting in injury to any person or in damage to any property exceeding the sum of Fifty Dollars (\$50.00), shall be immediately reported and in full detail to the Commission. In the event full details are not immediately available, a preliminary report shall be submitted, the complete report to be made as soon thereafter as is possible.

Rule 15. *Sale, Transfer, Lease or Assignment of Certificate.* The sale, transfer, lease or assignment of a terminal shall immediately be reported in writing to the Commission. Certificates of Compliance are not subject to transfer, except under such conditions as may be prescribed by the Commission.

Rule 16. *Rules and Regulations and Amendments Thereto.* These rules and regulations are subject to such changes and modifications as the Commission from time to time may deem advisable and to such exceptions as may be considered just and reasonable in individual cases. Any amendment, unless otherwise provided therein, shall apply in the same manner to those holding Certificates at the time it becomes effective as it applies to those thereafter certificated.

Rule 17. *Revocation of Certificate.* Violation of or failure to comply with Chapter 252-A1, Code of Iowa, 1931, or these rules and regulations may be considered as just cause for the revocation of the certificate held.

Under date of April 30, 1934, the following amendment to Rule 4 of the Rules and Regulations Governing the Operation of Motor Freight Terminals Used by Freight Motor Carriers was issued:

Rule 4 of the Rules and Regulations Governing the Operation of Motor Freight Terminals Used by Freight Motor Carriers is hereby amended to read as follows:

Rule 4. *Responsibility and Bond.* Terminal operators shall establish to the satisfaction of the Commission ability, financially and otherwise, to engage in the undertaking proposed. They shall also file with the Commission, in form prescribed, a surety bond issued by some bonding company authorized to do business in this State, conditioned upon accounting for and promptly paying over to the person or company entitled thereto all monies collected on interline and other shipments.

Under date of May 14, 1934, the Board issued the following order advancing the effective date of its Order of April 11, 1934, from May 15 to June 15, 1934:

It appearing there is now no assurance that the terminals will be prepared to comply with the Rules and Regulations Governing the Operation of Motor Freight Terminals Used by Freight Motor Carriers by

May 15, 1934, and that an allowance of additional time in which to do so will be to the advantage of all concerned,

NOW, THEREFORE, the date fixed for the Rules and Regulations Governing the Operation of Motor Freight Terminals Used by Freight Motor Carriers to become effective is hereby advanced from May 15, to June 15, 1934.

Under date of June 7, 1934, the Board fixed the minimum limits of bonds and insurance policies for common motor freight terminals as follows:

Bond in accordance with Rule 57—Three Thousand Dollars (\$3,000.00).

Insurance policy in accordance with Rule 58—Five Thousand Dollars (\$5,000.00).

It also indicated that in no event should the bond be in an amount less than that collected on interline and other shipments in any one fifteen (15) day period, or the policy less than seventy-five per cent (75%) of the maximum value of the freight on hand at any one time.

Under date of June 14, 1934, the Board issued an order designating common motor freight terminals as follows:

Decision and Order, dated April 11, 1934, with reference to Motor Freight Terminals (Docket No. H-1893) provides, among other things, for the establishment or selection by the intrastate freight motor carriers of at least one common terminal at Des Moines, Mason City, Sioux City and Waterloo, and failing to do so, that such terminals will be designated by the Commission.

The intrastate carriers serving Des Moines have selected the Motor Freight Terminal of Des Moines, owned and operated by Fred A. Hermann of Des Moines, and the Union Truck Freight Depot, owned and operated by the Hawkeye Transfer Company, Des Moines, and it is understood, although not clearly of record, that those serving Mason City have chosen the Mason City Warehouse Corporation of Mason City. No notice has been received as to the action taken by the carriers at Sioux City and those at Waterloo have failed after several meetings to agree. Ample time has been afforded the carriers to act and in their failure to do so, we must assume either that agreement could not be reached or that to them the matter is of slight consequence. Therefore, the Commission, in accordance with previous finding, will proceed to the disposition of the case.

Both terminals selected at Des Moines have complied with the requirements and there now appears no reason to question the selections made. Applications have also been presented by the Mason City Warehouse Corporation of Mason City, the Union Truck Depot, Inc., of Sioux City, and the Waterloo Truck Terminal, owned and operated by Shores Transfer and Storage Company, Inc., of Waterloo.

Those terminals which have presented applications for a Certificate of Compliance appear to have had considerable experience, now have reasonable facilities and are otherwise reasonably well qualified to serve as common motor freight terminals.

Now, therefore, the Commission hereby designates the following to serve as common motor freight terminals in their respective locations:

Motor Freight Terminal of Des Moines, Fifth and Tuttle Streets, Des Moines, Iowa, owned and operated by Fred A. Hermann of Des Moines, Iowa.

Union Truck Freight Depot, 115 W. Eleventh Street, Des Moines, Iowa, owned and operated by Hawkeye Transfer Company, a corporation of Des Moines, Iowa.

Mason City Warehouse Corporation, 600 Fourth Street, Southwest, Mason City, Iowa.

Union Truck Depot, Inc., 510 Jennings Street, Sioux City, Iowa.

Waterloo Truck Terminal, 178-190 West Second Street, Waterloo,

Iowa, owned and operated by Shores Transfer and Storage Company, Inc., Waterloo, Iowa.

Certificates of Compliance will issue accordingly as soon as the applicants have satisfied the preliminary requirements of the law and the Rules and Regulations Governing the Operation of Motor Carriers and Motor Freight Terminals.

No. H-1896—1934. Brady Transfer and Storage Company, Fort Dodge, a corporation doing business as Brady Freight Lines. 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, Meriden, Cleghorn, Marcus, Remsen, Oyens, Le Mars, Merrill, Hinton, James, Sioux City, Truesdale, Rembrandt, Marathon, Laurens, Havelock, Rolfe, Gilmore City, Pioneer, Clare, Sioux Rapids, Spencer, Fostoria, Milford, Arnolds Park, Okoboji, Spirit Lake, Superior, Estherville, Wallingford, Graettinger, Emmetsburg, Ruthven, and Dickens, except locally between Fort Dodge, Manson and Pomeroy; locally between Le Mars and Sioux City and points intermediate thereto and from Sioux City to Oyens, Remsen and Marcus. This case was heard at Fort Dodge on May 1st, at Storm Lake on May 2nd, at Sioux City on May 3rd and 4th and at Spencer on May 15th. Under date of September 19, 1934, the following decision was rendered, granting the applications with exceptions:

APPEARANCES AT HEARINGS:

For Applicant—Rex H. Fowler, Atty., Des Moines, Iowa (May 1, 2, 3, 4 and 15); John H. Mitchell, Atty., Ft. Dodge, Iowa (May 1, 2, 3, 4 and 15),

For Traffic Bureau and Manufacturers and Jobbers Bureau, Fort Dodge Chamber of Commerce—L. M. O'Leary, Mgr., Traffic Bureau, and Secy., Manufacturers and Jobbers Bureau, Fort Dodge, Iowa (May 1, 2 and 15).

For Traffic Bureau, Sioux City Chamber of Commerce—P. R. Wigton, Commr., Sioux City, Iowa (May 2, 3, 4 and 15).

For Des Moines Chamber of Commerce—C. C. Crouse, Mgr. Traf. Bureau, Des Moines, Iowa (May 2 and 15).

For Illinois Central Railroad Company, Objector—E. M. McCall, Atty., Fort Dodge, Iowa (May 1, 2, 3 and 4); Henderson, Hatfield and Wadden, Attys., Sioux City, Iowa, by Paul M. Hatfield (May 3, 4 and 15).

For Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Objector—Hughes, O'Brien & Faville, Attys., Des Moines, Iowa, by J. N. Hughes, Jr. (May 1, 2, 3, 4 and 15); C. W. Rink, Trav. Frt. and Pass. Agt., Des Moines, Iowa (May 1 and 2); J. W. Cory, Jr., Atty., Spencer, Iowa (May 2 and 15).

For Railway Express Agency, Inc., Objector—E. M. McCall, Atty., Fort Dodge, Iowa (May 1, 2, 3 and 4); E. M. McCall, Atty., Fort Dodge, Iowa, by Paul M. Hatfield, Atty., Sioux City, Iowa (May 15).

For C. N. Corrow, Spencer, Iowa, Objector—Cory & Sackett, Attys., Spencer, Iowa, by J. W. Cory, Jr. (May 1, 2 and 15).

For W. H. Bremner, Receiver of Minneapolis & St. Louis Railroad Co., Objector—Price & Burnquist, Attys., Fort Dodge, Iowa, by B. B. Burnquist (May 1, 2 and 15); J. W. Cory, Jr., Atty., Spencer, Iowa (May 2).

For Trustees of Chicago, Rock Island & Pacific Ry. Co., Objectors—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa, by A. T. Blake, Asst. Atty. (May 1 and 15).

For Arthur E. Wells, Sanborn, Iowa, Objector—Baldwin & James, Attys., Spencer, Iowa, by Claude W. Baldwin (May 15).

For Fred Jones, owner Jones Transfer, Spencer, Iowa, Objector—Cory & Sackett, Attys., Spencer, Iowa, by J. W. Cory, Jr. (May 15).

For Hon. J. H. Henderson, Commerce Counsel of Iowa—Stephen Robinson, Asst. Counsel, Des Moines, Iowa (May 2, 3, 4 and 15).

On August 4, 1933, the Brady Transfer and Storage Company, Fort Dodge, Iowa, a corporation doing business as Brady Freight Lines, filed an application with the Commission under the provisions of Chapter 252-A1, Code of Iowa, 1931, for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Fort Dodge, Sioux City and certain points intermediate thereto, via Iowa Highway No. 5 and U. S. Highway No. 75.

This application as filed on August 4, 1933, was incomplete but was accepted by the Commission with the understanding that it would be completed within a few days after that date. However, a date for hearing was not named for the reason that the Commission has a rule that applications for motor carrier rights must be complete before it will set them down for hearing, as it believes that complete information regarding such applications should be on file and available to everyone interested when a date for hearing is named. Nothing further was done by the applicant towards completing the application up to November 28, 1933, and so on that date the Secretary of the Commission addressed a letter to counsel for applicant, advising that unless the application were completed within ten days from that date it would be assumed that the operating rights applied for were no longer desired and the case would be referred to the Commission with the recommendation that it be dismissed without prejudice. In replying to this letter, counsel for applicant advised the Commission that applicant intended to proceed with the application but requested that the naming of a date for hearing thereon be deferred until after January 1, 1934. The application was, therefore, held in abeyance by the Commission until an amended application was filed on April 3, 1934. The amended application was then checked by the Motor Transportation Division and as a result of this work and consultations with representatives of applicant some additional amendments were made. The application, as amended, was submitted to the Commission on April 7, 1934, and the Commission at once named times and places for the hearings. This preliminary statement is made in order to show that there was absolutely no delay on the part of the Commission in setting this application down for hearing and to clear up certain misunderstandings which existed in some parts of the territory proposed to be served.

The application in this case, as amended, is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between the following points:

Route A—Between Fort Dodge, Barnum, Manson, Pomeroy, Fonda, Newell, Sulphur Springs, Storm Lake, Truesdale, Rembrandt, Marathon, Laurens, Havelock, Rolfe, Gilmore City, Pioneer, Clare and Fort Dodge, except local freight between Fort Dodge, Manson and Pomeroy.

Route B—Between Storm Lake, Truesdale, Rembrandt, Sioux Rapids, Spencer, Fostoria, Milford, Arnolds Park, Okoboji, Spirit Lake, Superior, Estherville, Wallingford, Graettinger, Emmetsburg, Ruthven, Dickens, Spencer, Sioux Rapids, Rembrandt, Truesdale and Storm Lake.

Route C—Between Storm Lake, Alta, Aurelia, Cherokee, Meriden, Cleghorn, Marcus, Remsen, Oyens, LeMars, Merrill, Hinton, James and Sioux City, except local freight between LeMars, Sioux City and points intermediate thereto and from Sioux City to Oyens, Remsen and Marcus.

These proposed routes have been designated as Routes A, B and C for convenience in reference in this decision.

Applicant proposes to furnish local freight motor carrier service over Routes A, B and C and to furnish through freight motor carrier service

between Fort Dodge and Sioux City, via Iowa Highway No. 5 and U. S. Highway No. 75, making stops only at Storm Lake. The through service between Fort Dodge, Storm Lake and Sioux City will be referred to herein as Route D, westbound, and Route E, eastbound. A copy of a map showing these routes and the rail lines in this territory is attached hereto.

Applicant also proposes to transport freight between all points which it now serves as a freight motor carrier, except Clarion, Iowa, and all points on proposed Routes A, B and C. Applicant is now furnishing intrastate freight motor carrier service between the following points:

Certificate No. 403—Between Des Moines, Ankeny, Huxley, Ames, Jewell, Blairsburg, Webster City, Highview, Duncombe and Fort Dodge, except local freight between Des Moines, Ames and points intermediate thereto.

Certificate No. 441—Between Blairsburg, Galt, Clarion, Belmond, Goodell, Klemme and Garner, except freight originating at Fort Dodge and destined to Galt; freight originating at Galt and destined to Fort Dodge, and local freight between Klemme and Garner. Service for Clarion is limited to freight originating at or destined to Des Moines.

Certificate No. 37—Between Garner, Ventura, Clear Lake and Mason City, except local freight between Clear Lake and Mason City.

Applicant is furnishing through service between Des Moines and Fort Dodge under Certificate No. 403 and through service between Des Moines and Mason City and between Mason City and Fort Dodge under all three of those certificates.

Applicant is operating as a motor carrier of interstate freight exclusively to and from the following points:

Certificate No. 500—One way, westbound, from Fort Dodge to Barnum, Manson, Nemaha, Schaller, Galva, Cushing, Correctionville, Moville and Sioux City.

Certificate No. 512—Both ways between Des Moines and the east line of the State of Iowa at Davenport and points intermediate thereto, via U. S. Highway No. 6.

Applicant also holds authority to operate as a motor carrier of interstate freight exclusively to and from the following points:

Certificate No. 500—Both ways between Fort Dodge, Barnum, Manson, Pomeroy, Fonda, Newell, Storm Lake, Alta, Aurelia, Cherokee, Meriden, Cleghorn, Remsen, LeMars, Merrill, Hinton and Sioux City.

Certificate No. 500 was amended April 27, 1934, to authorize applicant to furnish interstate freight motor carrier service over this route, but applicant has not as yet established regular service over this route. Applicant is, however, using this route westbound from Fort Dodge to Sioux City temporarily instead of the other route authorized by Certificate No. 500.

Applicant proposes to operate daily, except Sundays and holidays, over Routes A to E, inclusive, on the following schedule:

READ DOWN				READ UP			
Rt. D.	Rt. C.	Rt. B.	Rt. A.		Rt. B.	Rt. C.	Rt. E.
A. M.	A. M.	A. M.	A. M.		P. M.	P. M.	A. M.
1:00			10:00	Lv. Fort Dodge	Ar.		1:45
			10:20	Ar. Barnum			
			10:50	Ar. Manson			
			11:20	Ar. Pomeroy			
			11:50	Ar. Fonda			
				P. M.			
			12:20	Ar. Newell			
			12:50	Ar. Sulphur Springs			P. M.
3:30			1:20	Ar. Storm Lake	Lv.		11:30
4:30	7:00	7:00	1:30	Lv. Storm Lake	Ar.	4:50	5:30
	7:15			Ar. Alta	Ar.		5:00
	7:35			Ar. Aurelia	Ar.		4:30
	8:00			Ar. Cherokee	Ar.		4:10
	8:25			Ar. Meriden	Ar.		3:50
	8:45			Ar. Cleghorn	Ar.		3:35
	9:05			Ar. Marcus	Ar.		3:20
	9:30			Ar. Remsen	Ar.		2:55
	9:45			Ar. Oyens	Ar.		2:40
	10:05			Ar. LeMars	Ar.		2:20
	10:25			Ar. Merrill	Ar.		2:00
	10:45			Ar. Hinton	Ar.		1:35
	11:00			Ar. James	Ar.		1:20
7:30	11:30			Ar. Sioux City	Lv.		1:00
		7:20	1:50	Ar. Truesdale	Ar.	4:30	7:00
		7:45	2:20	Ar. Rembrandt	Ar.	4:10	
			2:50	Ar. Marathon			
			3:20	Ar. Laurens			
			3:50	Ar. Havelock			
			4:20	Ar. Rolfe			
			4:50	Ar. Gilmore City			
			5:20	Ar. Pioneer			
			5:50	Ar. Clare			
			6:30	Ar. Fort Dodge			
	8:10			Ar. Sioux Rapids	Ar.	3:50	
	8:50			Ar. Spencer	Ar.	3:15	
	9:30			Ar. Fostoria			
	10:00			Ar. Milford			
	10:30			Ar. Arnolds Park			
	10:50			Ar. Okoboji			
	11:20			Ar. Spirit Lake			
	11:50			Ar. Superior			
				P. M.			
			12:20	Ar. Estherville			
			12:50	Ar. Wallingford			
			1:20	Ar. Graettinger			
			1:50	Ar. Emmetsburg			
			2:20	Ar. Ruthven			
			2:50	Ar. Dickens	Lv.	3:00	

According to applicant's proposed Time Schedule, the equipment scheduled out of Fort Dodge at 1:00 A. M. and into Storm Lake at 3:30 A. M. on Route D and the equipment scheduled out of Sioux City at 7:00 P. M. and into Storm Lake at 10:30 P. M. on Route E would discharge freight at Storm Lake which is destined to points on Routes B and C, except Sioux City. This freight would move out of Storm Lake on Route B and westbound on Route C at 7:00 o'clock the next morning. Freight originating at Sioux City and destined to points intermediate to Storm Lake and Fort Dodge is scheduled to leave Sioux

City at 7:00 P. M. on Route E and to arrive Fort Dodge at 1:45 A. M. This freight is then scheduled to leave Fort Dodge at 10:00 A. M. on Route A and to arrive at destinations at the times shown in applicant's Time Schedule. Under this schedule, applicant would furnish same day service from Fort Dodge to all points on Route A; from Sioux City to all points on Route C; from Storm Lake to Marathon, Laurens, Havelock, Rolfe, Gilmore City, Pioneer, Clare, Fort Dodge and to all points on Routes B and C; from Spencer to all points on Route B; from Spirit Lake to all points on Route B, except Fostoria, Okoboji and points intermediate thereto; from Estherville to all points on Route B, except Fostoria, Superior and points intermediate thereto, and from Emmetsburg to Ruthven, Dickens, Spencer, Sioux Rapids, Rembrandt, Truesdale and Storm Lake. Next-day service would be furnished between all other points on the proposed routes. Next-day service would also be furnished between Des Moines, Mason City and all points on the proposed routes.

Applicant has filed, as a part of this application, a schedule of its proposed rates and charges, which includes the following rules and regulations:

"RULES AND REGULATIONS

Rule No. 1. *Minimum Charge*—The minimum charge on any one shipment between Des Moines, Mason City, Fort Dodge, and Sioux City shall be 75c, except on shipment of coffee and bakery goods only; the minimum charge shall be 50c. The minimum charge on any one shipment between all other points shall be 50c.

Rule No. 2. *Classification and Exceptions*—These rates are governed by the Western Classification, as published in the Consolidated Classification No. 6 (6) or its reissues and effective supplements and the exceptions as published in Western Trunk Line Tariff 1-T or reissues insofar as these apply to classifications with the following exceptions:

Furniture, New or Old, Loose or in boxes, bundles or crates	3T1st Class
Canoes, Loose or in crates.....	3T1st Class
Household Goods, prepaid.....	3T1st Class
Buildings, KD, Loose or in bundles.....	3T1st Class
Burial Cases (Caskets or Coffins).....	3T1st Class
Grave Vaults	3T1st Class
Plants, shrubs, trees, vines or Xmas trees.....	3T1st Class

These rates shall not apply on livestock or loose grain; see also Rules 3, 4, and 5.

Rule No. 3. *Liability to Damage Other Freight*—Rates quoted shall not apply on freight liable to impregnate or otherwise damage other freight or equipment.

Rule No. 4. *Light and Bulky Articles*—Freight charges on shipments of light and bulky articles shall be assessed at the class rate provided for in this tariff at actual weight subject to minimum weight of 15 lbs. per cubic foot (extreme dimensions).

Rule No. 5. *Interline Shipments*—On shipments moving over two or more lines the rate shall be 80% of the local rate applicable over this line.

Rule No. 6. *Shipments Must Conform to Road Laws*—Shipments must conform to Road Laws as to weight, length, width, height, etc.

Rule No. 7. *Store-door Delivery*—Rates quoted include pick-up and delivery of shipment at origin and destination. The term 'store-

door delivery or pick-up' does not cover pick-up or delivery other than first floor. When shipment of merchandise of one-man delivery is to be placed above first floor or basement, an additional charge of 5c per cwt. with a minimum of 15c will be made.

Rule No. 8. *Concealed Loss and Damage*—The Brady Transfer and Storage Company will assume no liability whatsoever on shipments that have been delivered to consignees in apparent good condition, and on which they hold consignee's clear receipt—unless damage is a shortage checked by consignees on arrival and notations of shortages or damage is made upon the freight bill setting forth all exceptions to clear delivery. These notations must be signed by the driver.

Rule No. 9. *Carrier's Responsibility*—Responsibility of the Brady Transfer & Storage Company on shipments destined to off-line ceases upon delivery of shipments to connecting line carriers.

Rule No. 10. *Special Handling*—Shipments of heavy freight for which the carrier's facilities are inadequate, an additional charge will be made. The duty of loading and unloading such freight is upon the owner of the freight and if this carrier does such loading or unloading, a charge at the rate of \$2.00 per hour for a truck and a man will be made, with an additional charge of 75c per hour each additional man. This charge shall also apply if this carrier is required to wait for said owner's crew or equipment.

Rule No. 11. *C. O. D. Shipments*—C. O. D. shipments will be accepted subject to the following schedule of charges to consignee for handling the collection:

Amounts up to \$ 50.00.....	\$.25
Amounts up to \$100.00.....	.50
Amounts up to \$150.00.....	.75
Amounts over \$150.00.....	1.00

Rule No. 12. *Unclaimed Freight*—If for any reason beyond the control of the operator shipments are not accepted by consignee upon tendering, such shipments will be classified as refused or unclaimed and shall be subject to a storage charge after forty-eight (48) hours after notification has been given consignee or consignor. Shipments unclaimed or undelivered fifteen (15) days after notification will be placed in public storage at the expense of the owner of the shipment.

Rule No. 13. *Perishable Freight*—Shipments subject to damage by atmospheric conditions are accepted at owner's risk unless bills of lading are plainly marked, 'Protect from Atmospheric Conditions,' or similar appropriate markings. In the event of possible delay, freezing, or other damage within twenty-four (24) hours to a perishable shipment, the Brady Transfer & Storage Company reserves the right to sell or destroy such shipment without incurring liability.

Rule No. 14. *Contraband or Unlawful Freight*—Contraband or unlawful freight articles will not be accepted, or except at owner's risk, articles such as documents, records, jewelry, relics, oriental rugs, draperies, furnishings, heirlooms, and consignments having a sentimental value to the owner.

Rule No. 15. *Explosives and Other Dangerous Freight*—Explosives and other dangerous freight must be fully described in shipper's bill, otherwise the owner of such shipments shall be liable for all losses and damages caused by said shipment. Dynamite and dynamite caps will not be transported in the same truck.

Rule No. 16. *Deliveries*—The Brady Transfer & Storage Company will take every care and precaution to see that shipments move on advertised schedules, no guarantee is given or implied to make delivery at a given time or date.

Rule No. 17. *Insurance*—The Brady Transfer & Storage Company will carry insurance policies covering cargo, public liability, and property damage.”

This Rate Schedule provides for four classes of rates and sets out such rates between all points which would be served by applicant if this application were granted. We believe it unnecessary to include all of these rates in this decision. However, a comparison of applicant's proposed rates with existing rail rates shows that applicant's proposed rates are five cents (5c) less per cwt. than rail rates on each class of freight from Des Moines, Fort Dodge and Sioux City to all points proposed to be served by applicant, except as shown in the following table:

	Des Moines				Fort Dodge				Sioux City			
	1	2	3	4	1	2	3	4	1	2	3	4
Barnum					†3	†3	†4	†1				
Cleghorn									†3	†2	†2	†2
Marcus												†4
Remsen												†4
Oyens												†4
Merrill	†7	†7	†6	†6								
Hinton	†7	†7	†6	†6								
James	†7	†7	†6	†6								
Laurens					‡2	‡1	*	†1				
Pioneer					‡1	*	†1	†2				
Clare					‡3	‡2	*	†1				
Superior					†3	†3	†4	†4				
Estherville					†3	†3	†4	†4				
Wallingford					†3	†3	†4	†4				
Graettinger					†3	†3	†4	†4				
Emmetsburg	†3	†3	†3	†4	‡1	*	†1	†2	†3	†3	†4	†4
Ruthven	†3	†3	†3	†4	‡1	*	†1	†2	†3	†3	†4	†4
Dickens					†1	†1	†2	†3				

†Number of cents per cwt. less than rail rates.

‡Number of cents per cwt. more than rail rates.

*Same as rail rates.

Applicant's proposed rates include pick-up and delivery service at origin and destination, whereas the rail rates are only from station to station.

On April 7, 1934, the Commission named the following times and places for hearings on this application:

Tuesday, May 1, 1934, nine o'clock A. M., at the Chamber of Commerce, Fort Dodge, Iowa.

Wednesday, May 2, 1934, nine o'clock A. M., at the County Auditor's office, Storm Lake, Iowa.

Thursday, May 3, 1934, nine-thirty o'clock A. M., at the County Auditor's office, Sioux City, Iowa.

Tuesday, May 15, 1934, nine-thirty o'clock A. M., at the County Auditor's office, Spencer, Iowa.

Notice of these hearings 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, Chicago and North Western Railway Company, Railway Express Agency, Inc., Trustees of the Chicago, Rock Island and Pacific Railway Company, Chicago, Milwaukee,

St. Paul and Pacific Railroad Company, W. H. Bremner, Receiver of Minneapolis and St. Louis Railroad Company, C. N. Corrow, Spencer, Iowa, and Arthur E. Wells, Sanborn, Iowa.

The hearing of May 1, 1934, was called at nine A. M. on that date, at the Chamber of Commerce, Fort Dodge, and immediately adjourned to the Warden Hotel, Fort Dodge. The hearing of May 2, 1934, was called at nine A. M. on that date at the office of the County Auditor, Storm Lake, and immediately adjourned to a court room in the Court House at Storm Lake. The hearing of May 3, 1934, was called at nine-thirty A. M., on that date at the office of the County Auditor, Sioux City, and immediately adjourned to the Warrior Hotel, Sioux City. This hearing lasted through May 3rd and 4th. The hearing of May 15, 1934, was called at nine-thirty A. M. on that date, at the office of the County Auditor, Spencer, Iowa, and immediately adjourned to a court room in the Court House at Spencer. Public hearings were held at the times and places named in this paragraph and at the conclusion of the hearing of May 15, 1934, the case was taken under advisement by the Commission, with permission granted to applicant and objectors to file written briefs and arguments. The appearances at these hearings are shown on the title page of this decision.

Briefs and arguments were filed on behalf of applicant, Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Illinois Central Railroad Company, Railway Express Agency, Inc., and C. N. Corrow, Spencer, Iowa.

Sixty-nine witnesses testified on behalf of applicant at the hearings in this case. These witnesses included the President of the applicant company, the Manager of the Traffic Bureau of Secretary of the Manufacturers and Jobbers Bureau of the Fort Dodge Chamber of Commerce, the Commissioner of the Traffic Bureau of the Sioux City Chamber of Commerce, the Manager of the Traffic Bureau of the Des Moines Chamber of Commerce, eleven wholesalers, jobbers and manufacturers of Fort Dodge, sixteen wholesalers, jobbers and manufacturers of Sioux City, one manufacturer of Manson, one manufacturer of Sioux Rapids, one wholesaler of Remsen, one manufacturer of Marcus, one wholesaler of Waterloo, the Manager of the Motor Freight Terminal at Sioux City, the Manager of a motor freight terminal at Des Moines and twenty-seven retail merchants of Manson, Pomeroy, Newell, Storm Lake, Cherokee, Meriden, Rembrandt, Spencer, Spirit Lake, Ruthven, Marathon, Laurens, Havelock, Rolfe and Royal.

Ninety witnesses testified at the hearings in opposition to the granting of this application. These witnesses included nine representatives of the objecting railroad companies, four representatives of the Railway Express Agency, Inc., four representatives of the brotherhoods of railway employees, two representatives of C. N. Corrow, a motor carrier, of Spencer, Iowa, the President of the Business Men's Association of Milford, the President of the Commercial Club of Arnolds Park, two wholesalers and manufacturers of Fort Dodge, six wholesalers of Sioux City, four wholesalers and manufacturers of Spencer, three wholesalers and manufacturers of Storm Lake, one manufacturer of Spirit Lake and fifty-four merchants, business men and public officials of Fort Dodge, Manson, Pomeroy, Fonda, Storm Lake, Alta, Aurelia, Cherokee, Marcus, Remsen, Oyens, Sioux City, Spencer, Spirit Lake, Estherville, Ruthven and Gilmore City.

There were no witnesses at the hearings either for or against the granting of the application from Barnum, Sulphur Springs, Cleghorn, LeMars, Merrill, Hinton, James, Truesdale, Pioneer, Clare, Fostoria, Okoboji, Superior, Wallingford, Graettinger, Emmetsburg or Dickens.

Applicant submitted letters and petitions favoring the granting of the application, which were signed by four hundred thirty-two shippers and receivers of freight at Alta, Arnolds Park, Aurelia, Barnum, Cherokee, Clare, Cleghorn, Des Moines, Dickens, Emmetsburg, Estherville, Fonda, Fort Dodge, Gilmore City, Graettinger, Manson, Marathon,

Marcus, Milford, Newell, Okoboji, Pioneer, Pomeroy, Ruthven, Sioux Rapids, Spencer, Spirit Lake, Storm Lake, Superior, Wallingford and Waterloo. However, thirty-eight of these shippers and receivers of freight later withdrew their endorsement of the application and signed letters and petitions opposing the granting of the application; sixty-two of these shippers and receivers of freight also signed letters and petitions opposing the granting of the application and ten of these shippers and receivers of freight appeared as witnesses at the hearings and testified in favor of the granting of the application. The signers of these letters and petitions included one wholesaler of Arnolds Park who was not represented at the hearings, and forty-seven wholesalers, jobbers and manufacturers of Des Moines and three wholesalers of Fort Dodge who were not individually represented at the hearings. An examination of the letters and petitions submitted by applicant shows that of the four hundred thirty-two individuals and firms who signed those letters and petitions as shippers and receivers of freight, one is engaged in the farm loan business, three in the insurance business and that twelve individuals and five firms failed to show the kind of business in which they are engaged. The other four hundred eleven signers of these letters and petitions are engaged in such lines of business as would indicate they are shippers and receivers of freight.

Objectors submitted letters and petitions opposing the granting of the application, which were signed by nine hundred fifty-eight shippers and receivers of freight and other residents and business men of all of the points proposed to be served by applicant, except James, Sioux City and Laurens. However, sixty-two of these petitioners also signed letters and petitions favoring the granting of the application; four of them appeared as witnesses favoring the granting of the application, and thirty-five of them appeared as witnesses opposing the granting of the application. The signers of these petitions included one wholesaler of Arnolds Park, two wholesalers and manufacturers of Emmetsburg, seven wholesalers, jobbers and manufacturers of Estherville, two wholesalers and manufacturers of LeMars and two wholesalers and manufacturers of Spencer who were not represented at the hearings. Sixty-five of the individuals who signed these petitions did not indicate whether they were engaged in business and eight firms who signed these petitions did not indicate the kind of business in which they are engaged. These petitions are also signed by seventeen local draymen, two employees of the express company, seven employees of railroad companies and fifty-three individuals with occupations as mayors, fair secretary, dentists, retired, bankers, doctors, insurance, secretary board of education, member board of supervisors, lawyers, postmasters, minister, city watchman, weighmaster and city marshal.

The Board of Directors of the Cherokee Chamber of Commerce and the Transportation Committee and Board of Directors of the Estherville Chamber of Commerce submitted letters to the Commission as part of the record in this case, recommending and urging that this application be denied.

Henry F. Quade of Fort Dodge is operating as a freight motor carrier between Fort Dodge, Manson, Pomeroy and certain other points. Applicant does not propose to compete with this carrier on local shipments.

Claire Hays of Remsen is operating as a freight motor carrier one way from Sioux City to Oyens, Remsen, Marcus and certain other points. Applicant does not propose to compete with this carrier on local shipments.

The LeMars Associated Retailers of LeMars is operating as a freight motor carrier between LeMars, Merrill, Hinton and Sioux City. Applicant does not propose to compete with this carrier on local shipments originating at and destined to points on this route.

C. N. Corrow of Spencer, objector herein, is operating as a freight

motor carrier between Spencer, Milford, Arnolds Park, Okoboji and Spirit Lake; between Spencer, Rembrandt, Truesdale and Storm Lake; between Spencer, Greenville, Webb, Marathon and Albert City, and between Spencer, Dickens and Emmetsburg, with service once each week over each route. Applicant proposes to compete with this carrier, except to and from Greenville, Webb and Albert City.

Arthur E. Wells, Sanborn, Iowa, objector, is operating as a motor carrier of freight one way from Sioux City to Sheldon, Sanborn and Hartley and has an application pending before the Commission to extend that service to Everly and Spencer.

Fred Jones, Spencer, Iowa, owner of Jones Transfer, objector, operates a dray line in Spencer and does general hauling anywhere for hire.

The Illinois Central Railroad Company has the following L. C. L. freight service scheduled between Fort Dodge, Sioux City and points intermediate thereto:

READ DOWN				READ UP
No. 673	No. 693	No. 691		No. 672
Daily	Daily, Except Sunday	Daily, Except Sunday	STATIONS	Daily
11:40 P. M.		7:10 A. M.	Fort Dodge	4:20 A. M.
		8:30 A. M.	Barnum	
		9:15 A. M.	Manson	
		9:50 A. M.	Pomeroy	
		10:50 A. M.	Fonda	
		12:20 P. M.	Newell	
		12:45 P. M.	Sulphur Springs	
		1:40 P. M.	Storm Lake	
		2:12 P. M.	Alta	
		2:45 P. M.	Aurelia	
3:15 A. M.	7:15 A. M.	3:10 P. M.	Cherokee	10:45 P. M.
	8:15 A. M.		Meriden	
	8:30 A. M.		Cleghorn	
	9:10 A. M.		Marcus	
	10:00 A. M.		Remsen	
	10:20 A. M.		Oyens	
	11:45 A. M.		LeMars	
	12:01 P. M.		Merrill	
	12:40 P. M.		Hinton	
	1:00 P. M.		James	
6:00 A. M.	2:00 P. M.		Sioux City	7:00 P. M.

Trains Nos. 672 and 673 are through freights and Trains Nos. 691 and 693 are local freights. There is no local freight service scheduled east-bound on the line from Sioux City to Fort Dodge. Freight received at Sioux City and destined to Cherokee and Fort Dodge is handled through to those destinations on Train No. 672. Freight received at Sioux City and destined to points Barnum to Aurelia, inclusive, is scheduled from Sioux City to Fort Dodge on Train No. 672 and from Fort Dodge to those destinations on Train No. 691. Freight received at Sioux City and destined to points Meriden to James, inclusive, is scheduled from Sioux City to Cherokee on Train No. 672 and from Cherokee to those destinations on Train No. 693. Freight received at Cherokee and destined to points Fort Dodge to Aurelia, inclusive, goes through to Fort Dodge on Train No. 672 and is peddled west from Fort Dodge on Train No. 691. From November 15 to April 15 of each year, Train No. 672 contains a heated car on Tuesdays and Thursdays from Sioux City to Fort Dodge proper, a heated car on Mondays and Wednesdays from Sioux City for Storm Lake proper, a heated car on Mondays,

Tuesdays and Thursdays from Sioux City for Cherokee proper, a heated car on Tuesdays and Thursdays containing freight received at Sioux City and destined to points Barnum to Aurelia, inclusive, except Storm Lake, which goes through to Fort Dodge and peddles west from Fort Dodge on Wednesdays and Fridays on Train No. 691, and a heated car on Mondays, Wednesdays and Thursdays containing freight received at Sioux City and destined to points Meriden to James, inclusive, which goes through to Cherokee and peddles west on Tuesdays, Thursdays and Fridays on Train No. 693. During the summer months, Train No. 672 contains an iced car on Tuesdays and Thursdays, containing freight received at Sioux City and destined to points Fort Dodge to Aurelia, inclusive, which goes through to Fort Dodge and peddles west on Wednesdays and Fridays on Train No. 691, and an iced car on Mondays and Thursdays containing freight received at Sioux City and destined to points Cherokee to James, inclusive, which goes through to Cherokee and peddles west on Tuesdays and Fridays on Train No. 693. Box car freight received at Fort Dodge and destined to Cherokee and Sioux City is handled through to those points on Train No. 673. Freight received at Fort Dodge and destined to points Barnum to Aurelia, inclusive, is handled by Train No. 691. Freight received at Fort Dodge and destined to points Meriden to James, inclusive, goes through to Cherokee on Train No. 673 and from Cherokee to destinations on Train No. 693. Train No. 693 also handles freight received at Cherokee and destined to points Meriden to Sioux City, inclusive. Exhibit No. 5 shows that Train No. 691 contains heated cars on Mondays and Thursdays, containing freight received at Fort Dodge and destined to points Barnum to Cherokee, inclusive, and freight received at Fort Dodge and destined to points Cherokee to Sioux City, inclusive. This exhibit also shows that Train No. 673 contains iced cars on Mondays and Wednesdays, containing freight received at Fort Dodge and destined to points Cherokee to Sioux City, inclusive.

The Chicago, Milwaukee, St. Paul and Pacific Railroad Company has the following L. C. L. freight service scheduled from Des Moines to Storm Lake, Fonda and Marathon and from Des Moines and Sioux City to Spencer, Fostoria, Milford, Arnolds park, Okoboji, Spirit Lake, Dickens, Ruthven and Emmetsburg, with next-day delivery in each instance:

No. 75	No. 72	No. 169	No. 63	No. 261	STATIONS
Daily	Daily	Daily, Ex- cept Sunday	Daily, Ex- cept Sunday	Daily, Ex- cept Sunday	
8:15 P.M.					Lv. Sioux City
11:55 P.M.					Ar. Canton, S. D.
	1:00 A.M.				Lv. Canton, S. D.
	11:15 A.M.				Ar. Spencer
	11:30 A.M.				Ar. Dickens
	12:01 P.M.				Ar. Ruthven
	12:50 P.M.				Ar. Emmetsburg
		7:30 P.M.			Lv. Des Moines
		9:10 P.M.			Ar. Madrid
			12:01 A.M.		Lv. Madrid
			4:15 A.M.		Ar. Rockwell City
				8:30 A.M.	Lv. Rockwell City
				11:20 A.M.	Ar. Storm Lake
			6:00 A.M.		Lv. Rockwell City
			6:55 A.M.		Ar. Fonda
			7:15 A.M.		Lv. Fonda
			9:00 A.M.		Ar. Marathon
			11:00 A.M.		Ar. Spencer
			12:01 P.M.		Lv. Spencer
			12:20 P.M.		Ar. Fostoria
			12:35 P.M.		Ar. Milford
			12:50 P.M.		Ar. Arnolds Park
			12:55 P.M.		Ar. Okoboji
			1:10 P.M.		Ar. Spirit Lake

This schedule provides for connections at Spencer between Trains Nos. 72 and 63. Freight received at Sioux City and destined to points Fostoria to Spirit Lake, inclusive, is scheduled for next-day delivery by Train No. 63, and freight received at Des Moines and destined to points Dickens to Emmetsburg, inclusive, is scheduled for next-day delivery by Train No. 72. No refrigerator car service is scheduled from Sioux City to Spencer or to points north or east thereof which are served by Trains Nos. 72 and 63, but a representative of this carrier testified that the company is prepared to operate a refrigerator car from Sioux City to those points at any time there is such a demand for the service as would justify the icing and operation of a car. No refrigerator or heated car service is scheduled from Des Moines to Storm Lake, Fonda, Marathon, Spencer or to points north or east of Spencer which are served by Trains Nos. 63 and 72. This carrier is furnishing box car freight service daily, except Sunday, leaving Des Moines at 7:30 P. M., arriving Sioux City at 11:20 A. M. the next day and leaving Sioux City at 11:50 P. M., arriving Des Moines at 9:45 A. M. the next day. This carrier is also furnishing heated car service twice weekly during the winter months in each direction between Des Moines and Sioux City, but is not operating any iced cars between those points during the summer months.

The Minneapolis and St. Louis Railroad Company has the following L. C. L. freight service scheduled from Des Moines, Fort Dodge, Storm Lake and Spencer to the points on its lines which are proposed to be served by applicant:

No. 197—Time No. 57—Local No. 51—Local No. 59—Mixed No. 61—Local

Daily	Monday, Wednesday and Friday	Except Sunday	Tuesday, Thursday and Saturday	Tuesday, Thursday and Saturday	STATIONS
8:40 P.M. 3:00 A.M.					Des Moines Fort Dodge
	7:30 A.M. 8:50 A.M. 9:20 A.M. 9:50 A.M. 10:20 A.M. 12:55 P.M. 1:10 P.M. 1:40 P.M.				Fort Dodge Clare Pioneer Gilmore City Rolfe Ruthven Dickens Spencer
		7:00 A.M. 9:10 A.M.			Fort Dodge Livermore
			12:30 P.M. 12:50 P.M. 1:15 P.M. 1:35 P.M. 2:40 P.M.		Storm Lake Truesdale Rembrandt Sioux Rapids Spencer
				7:00 A.M. 9:00 A.M.	Spencer Estherville

Exhibit No. 4, which is this carrier's Central Division Time Table No. 29, and which became effective June 11, 1933, shows that Train No. 59 is scheduled to operate daily, except Sundays, from Storm Lake to Spencer and the record shows that this service was effective at the time the hearings were held on this application. However, this service was curtailed on July 15, 1934, and since that date this train has been scheduled to operate from Storm Lake to Spencer on Tuesdays, Thursdays and Saturdays. Freight received at Des Moines and destined to Fort Dodge and to points on the lines of this carrier which are northwest of Fort Dodge is scheduled from Des Moines to Fort Dodge on Train No. 197. Freight received at Fort Dodge, including that received from Des Moines on Train No. 197, moves out of Fort Dodge on

the local freights shown in the above table. This carrier has no scheduled heated or iced car service in the territory covered by the above table, but that service is available and is given whenever necessary.

The Chicago and North Western Railway Company has the following L. C. L. freight service scheduled between Rolfe, Sioux Rapids and points intermediate thereto:

READ DOWN			READ UP	
No. 27—Local			No. 28—Local	
Monday, Wednesday and Friday		STATIONS	Tuesday, Thursday and Saturday	
9:34 A. M.		Rolfe	2:05 P. M.	
10:00 A. M.		Havelock	1:45 P. M.	
10:45 A. M.		Laurens	1:25 P. M.	
11:10 A. M.		Marathon	12:55 P. M.	
11:40 A. M.		Sioux Rapids	12:30 P. M.	

Freight loaded at Des Moines on Tuesdays, Thursdays and Saturdays and destined to the points named in the above table is scheduled for delivery to these points by Train No. 27 on Wednesdays, Fridays and Mondays, respectively. Freight loaded at Sioux City on Mondays, Wednesdays and Fridays and destined to the points named in the above table is scheduled for delivery to those points by train No. 28 on Tuesdays, Thursdays and Saturdays, respectively. There is no scheduled heated or iced car service on the line between Rolfe and Sioux Rapids.

The Chicago, Rock Island and Pacific Railway Company has the following L. C. L. freight service scheduled between Des Moines and Estherville, Estherville and Sioux Falls, and Des Moines and Laurens:

READ DOWN						READ UP	
No. 919 —Time	No. 435 —Mixed	No. 81 —Local	No. 83 —Local	No. 431 —Mixed		No. 84 —Local	No. 82 —Local
Daily	Ex. Sun.	Tues., Thurs. and Sat.	Mon., Wed. and Fri.	Ex. Sun.	STATIONS	Tues., Thurs. and Sat.	Mon., Wed. and Fri.
9:45 PM					Des Moines		
1:30 AM					Iowa Falls		
	6:30 AM	7:00 AM			Iowa Falls		2:30 PM
		10:55 AM			Livermore		10:55 AM
		1:10 PM			Emmetsburg		8:35 AM
		1:45 PM			Graettinger		7:53 AM
		2:10 PM			Wallingford		7:15 AM
	2:20 PM	2:40 PM			Estherville		6:50 AM
			7:00 AM		Estherville	2:30 PM	
			7:35 AM		Superior	1:40 PM	
			8:20 AM		Spirit Lake	1:00 PM	
			3:00 PM		Sioux Falls	6:30 AM	
				6:15 AM	Valley Junction		
				10:55 AM	Manson		
				12:35 PM	Laurens		

Freight received at Des Moines on Mondays, Wednesdays and Fridays and destined to points Emmetsburg to Estherville, inclusive, goes to Iowa Falls on Train No. 919 and is scheduled for delivery to destinations on Tuesdays, Thursdays and Saturdays by Train No. 81. Freight received at Des Moines on Tuesdays, Thursdays and Saturdays and destined to Estherville, goes to Iowa Falls on Train No. 919 and is scheduled for delivery by Train No. 435 on Wednesdays, Fridays and Mondays, respectively. This gives daily, except Sunday, service from

Des Moines to Estherville and tri-weekly service from Des Moines to Emmetsburg, Graettinger and Wallingford. Freight received at Sioux City on Mondays, Wednesdays and Fridays and destined to Spirit Lake, Superior and Estherville, is scheduled for delivery at those points on Tuesdays, Thursdays and Saturdays, respectively, by Train No. 84. No iced car service is scheduled to any of the points named in the schedule which are proposed to be served by applicant. The heated car schedule for the coming winter is not yet available for these lines, but it will undoubtedly be once each week.

This is the second time that this applicant has attempted to secure authority to operate as a motor carrier of intrastate freight between Fort Dodge, Sioux City and points intermediate thereto. The first attempt was made by the filing of an 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 local freight between Fort Dodge, Manson and Pomeroy, and by securing an option to lease an existing freight motor carrier line between Holstein and Sioux City. If the application for authority to operate between Fort Dodge and Holstein had been granted, applicant then proposed to exercise its option on the line between Holstein and Sioux City and to apply for the Commission's approval of the leasing of that line. The authorization of the line between Fort Dodge and Holstein and the approval of the leasing of the Holstein-Sioux City line would have given applicant a through motor carrier line between Fort Dodge and Sioux City. The application for authority to operate between Fort Dodge and Holstein was a part of the application in the Commission's Docket No. H-1634, which application also included requests for authority to operate as a freight motor carrier between Blairsburg and Garner and between Blairsburg and Waterloo. The application in Docket No. H-1634 was filed August 9, 1932, and was heard September 28 and 29, 1932, at Fort Dodge. On December 19, 1932, a majority decision was issued in this case in which the Commission found that the evidence did not warrant the issuance of a certificate authorizing the service proposed between Fort Dodge and Holstein. That part of the application was, therefore, denied by the Commission. One member of the Commission dissented from this decision, being of the opinion 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.

Section 5105-a7 of said Chapter 252-A1 provides that: "Before a certificate shall be issued, the commission shall, after a public hearing, make a finding that the service proposed to be rendered will promote the public convenience and necessity. If such finding be made, it shall be its duty to issue a certificate."

Section 5105-a17 of said Chapter 252-A1 provides that the Commission "* * *" shall consider the application and any objections thereto, and may hear testimony to aid it in determining the propriety of granting the application." The Commission has heretofore held that the burden of proof rests with the applicant and that he must make a substantial showing that the service proposed will promote the public convenience and necessity in order to justify the finding required by law. The Commission does, however, consider pertinent facts outside the record in deciding cases of this kind.

As a result of the hearing in Docket No. H-1634 and its experience since the issuance of the decision in that case, the Commission was well aware of the widespread interest in this application and, therefore, fixed the hearings thereon for Fort Dodge, Storm Lake, Sioux City and Spencer so as to make it convenient for those interested to attend one of the hearings. The hearing at Sioux City was fixed for May 3, with the understanding that it would continue through May 4 and 5, if necessary, and the hearing of May 15, was fixed with the understanding

that it would continue through May 16, if necessary. All of this time was assigned for the hearing of this application so that everyone interested in the case and who desired to testify could be given ample time to do so.

The hearings on this application consumed more time than on any motor carrier application which has been heard by the Commission. One hundred fifty-nine witnesses testified at the hearings and fifty-two exhibits were introduced. All of this testimony and evidence has been considered by the Commission, but it is impracticable to attempt to discuss it all in a decision. We believe it advisable, however, to refer to some of the testimony and evidence.

L. M. O'Leary, Manager of the Traffic Bureau and Secretary of the Manufacturers and Jobbers Bureau of the Fort Dodge Chamber of Commerce, testified, among other things, that he was delegated to represent the important jobbing interests of Fort Dodge in this proceeding; that for some time the jobbers of Fort Dodge had been urging the Brady Transfer and Storage Company to apply for authority to furnish motor carrier service to the points proposed to be served because of poor rail service to those points, which made it impossible for them to compete with jobbing houses in Sioux Falls, the Twin Cities, Omaha, Mankato and Chicago in this territory, which is nearer to Fort Dodge than to any other jobbing center; that in order to hold their business in this territory they must have improved transportation service on L. C. L. merchandise; that the schedule of the Illinois Central Railroad Company provides for next-day delivery to points west of Fort Dodge to Sioux City, but in many instances it takes freight two to three days to be delivered to many of these points; that there is better rail service from Chicago, the Twin Cities, Sioux Falls and Omaha to points in the territory on the lines of the Milwaukee, North Western and Rock Island than there is from Fort Dodge; that many points in this territory which are within thirty to one hundred miles of Fort Dodge are receiving next-day service by truck from Sioux Falls, the Twin Cities, Mankato and Omaha and second or third morning delivery from Chicago, whereas it takes from five to six days to get delivery of merchandise from Fort Dodge; that many of the jobbers and manufacturers of Fort Dodge have been in business for many years and have built up a trade in this territory but are losing it because of better transportation service from points outside the State of Iowa; that other jobbing points in Iowa have more freight motor carrier service available for the distribution of their merchandise than does Fort Dodge; that Fort Dodge's principal trade territory lies north and west of there; that it is essential that Fort Dodge distributors have an equality of opportunity to trade in this State with competing cities from outside the State, especially in what is considered as Fort Dodge territory; that experience has shown that it is impossible to continue to serve this territory on L. C. L. merchandise by rail and that it must be done by motor carrier; that in sponsoring this application, every consideration was given to the existing transportation facilities but the service proposed by the applicant is quite superior to that offered by the rail lines and is so essential to the Fort Dodge distributors that they feel it must necessarily have the support of those interested in the welfare of Fort Dodge; that applicant proposes a service which is different from the existing rail service in that it proposes to have lower rates than rail lines, it proposes pick-up and delivery service without extra charge, it proposes faster schedules than the rails, it proposes coordinating service and joint rates with motor carriers operating beyond its terminal points, it proposes less stringent packing requirements for shipments and does not propose any time limit for pick-up service as compared to the fixed closing hours of the railroad freight houses; that interstate truck lines are giving faster service from Sioux Falls, Omaha, the Twin Cities, Mankato and other points outside the State of Iowa to points

in this territory than is available to the distributors of Fort Dodge and they are asking for the same kind of service for themselves and their customers; that the jobbers and manufacturers of Fort Dodge are not unfriendly to the railroads and believe that the giving of better distribution service by the proposed motor carrier line will increase the carload business by rail into Fort Dodge; that the railroad companies serving Fort Dodge and their connecting lines have curtailed service to such an extent that the distributors of Fort Dodge are unable to meet the competition of out of state distributors and are, therefore, turning from the railroads to the motor carriers in order to continue in business; that many of the larger distributors of Fort Dodge, especially in the food lines, have had to discontinue the use of rail service and to either go into the trucking business themselves or hire contract carriers in order to remain in business; that many Fort Dodge jobbers do not have sufficient tonnage to warrant the operation of their own trucks or the hiring of contract trucks and the service proposed by applicant would not only be a convenience to them, but is an actual necessity if they are to remain in business; that the jobbing business of Fort Dodge is approximately \$18,000,000.00 and the manufacturing business \$11,000,000.00; that many Fort Dodge jobbing houses have failed because the service was not adequate to meet competition and that unless relief is granted by the Commission or they can collectively utilize contract carrier trucks, many more firms will move or fail and that the shippers of Fort Dodge are asking the Commission to grant this application so as to give them service to this territory equal to that which is available to outside shippers. This witness also testified that approximately 80% of the L. C. L. merchandise from Fort Dodge to points in the territory proposed to be served by applicant is being transported by truck; that retail merchants will not buy from a jobbing point that does not have motor carrier pick-up and delivery service if that service is available from another jobbing point; that the rates proposed by applicant are important because everybody is trying to cut down operating expenses, but they are not so important as the proposed service; that retail merchants are now doing business with small stocks and require quick service from the jobbing centers; that the granting of this application is required in the interest of public convenience and necessity; that the Fort Dodge Manufacturers and Jobbers Bureau felt that the matter of securing quick transportation service to this territory was of such importance that they called a meeting and attempted to organize a shippers' association which would either operate its own trucks or hire contract trucks for this purpose, but this plan was abandoned because of the probability that the service proposed would be in conflict with the Iowa Motor Carrier Law; that the shipments now moving out of Fort Dodge by private and contract truck would continue to be transported in that manner if this application were denied; that the granting or denying of this application would make little difference in the amount of L. C. L. business done by the rails; that forty to fifty per cent of the business of some firms in Fort Dodge is with customers who come after merchandise with their own trucks and that the granting of this application would tend to transfer shipments from the private and so-called contract trucks to applicant's proposed motor carrier line.

P. R. Wigton, Commissioner of the Traffic Bureau of the Sioux City Chamber of Commerce, testified, among other things, that the Sioux City Traffic Bureau embraces substantially all of the principal shippers and jobbers of Sioux City and is organized as a voluntary association to further the transportation interests of Sioux City as a whole and of its members in particular; that, with respect to truck transportation in general and as it applies to this application in particular, it has been the attitude of his organization in past years to assume more or less of a "hands off" policy, a neutral attitude, believing that the diffi-

cult and perplexing problem of short haul distribution would eventually work out on an equitable and stable basis; that, starting some six or seven years ago and increasing in intensity ever since, there has developed in the Sioux City territory, as well as elsewhere, a very definite and distinct demand for a different and improved type of transportation than that which had previously been in operation by the various rail systems in the territory; that this changing trend has been caused by a number of factors, including increased competition for business generally among jobbers and manufacturers, as well as the merchants in the smaller towns, the development of chain stores and that type of merchandising distribution entailing the need for a much quicker turnover, the tightening up of credit practices as compared with former years and the development of a more general distribution of perishable goods and a more universal consumption of that class of goods; that the testimony of the retail merchants of the towns proposed to be served shows that this change has taken place and that they are now engaged in a class of merchandising entirely different than that which existed ten or twenty years ago; that Sioux City is a highly competitive point and has been compelled to recognize these changes; that Sioux City handles a large and varied line of many classes of commodities which are distributed not only throughout the nearby territory, but throughout the United States; that Sioux City is in competition in the territory proposed to be served by applicant with similar jobbers, manufacturers and producers in Omaha, Kansas City, Sioux Falls, the Twin Cities, Chicago, St. Louis, Des Moines and other towns in the eastern part of the State of Iowa; that, after recognizing the new demand for a change in transportation, the first efforts of his organization were directed toward securing improvements in existing rail service to meet these conditions and demands; that some improvements were secured, but these efforts have been more or less negative and on the whole the transportation distribution service by rail out of Sioux City into the territory involved in this case is substantially less advantageous and less expeditious than it was ten or twenty years ago; that tri-weekly train service has been established throughout much of this territory; that the witness in this case from Sioux Rapids testified that it usually took four days to get shipments from Sioux City and that this service will not enable Sioux City jobbers, manufacturers and distributors to do business in competition with others who are entering that territory by more expeditious service; that on September 16, 1932, he and representatives of a number of jobbing centers in the Sioux City territory met with a committee of rail officials at Sioux Falls and had an all-day discussion of the questions which are confronting the jobbers generally in that territory, including more expeditious service and lower transportation costs; that this conference occurred after the institution of the so-called 17,000 Class Rates which made substantial increases in rail rates and had the effect of definitely retarding the distribution of freight by rail; that, at this hearing, he recommended the improvement of existing rail facilities by the adoption of an entirely different and more expeditious type of rail vehicle or motor truck service by the rail lines themselves; that he also recommended to this rail committee, and this recommendation was joined in by other jobbing centers, that the rails extend into this territory in western Iowa, southwestern Minnesota, South Dakota and Nebraska the same or a similar scale of L. C. L. merchandise rates for general application equal to or approximately the same as those which the railway lines and the Minnesota Railroad and Warehouse Commission adopted and established some time ago within the State of Minnesota and which are very substantially lower than the general level prevailing in Iowa, South Dakota and Nebraska; that his Committee was assured that the rail lines were giving very serious consideration to the adoption of that schedule of rates and that it was the opinion of the rail officials on the committee that their pronouncement would be forthcoming within the very near

future; that these rates have not been adopted by the rail lines and that the same rates as were then in effect are in effect with the exception that certain lines, particularly the Milwaukee and the North Western, have established so-called competitive truck rates on general store supplies; that this jobbers' committee also urged the establishment of pick-up and delivery service by the rails; that pick-up and delivery service was established by the lines represented at this meeting on an experimental basis in Nebraska and South Dakota, but the service was not included in the freight rates and it has been generally unproductive of the desired results in attracting business back to the rail lines; that pick-up and delivery service has become very important to the country towns and larger centers because it tends to shorten the time a shipment is in transit; that none of the things which the jobbers' committee urged upon the rail lines has occurred; that he, as a member of a voluntary committee appointed by the Co-ordinator of Transportation, renewed these or similar recommendations to the Hon. Joseph B. Eastman, whose views on the subject of rail versus truck and water transportation have been recently announced and are referred to in part in Exhibit No. 8; that at least fourteen firms in Sioux City have met the present-day need for improved transportation by establishing their own truck service and other firms have supplied this demand or are endeavoring to supply it by establishing local branch distributing points out in the territory; that the fourteen firms referred to as operating their own trucks are handling fruit, creamery supplies, groceries, mill products, bakery products, meat, furniture, tires and batteries; that, because of the ease with which authority may be secured to establish an interstate freight line, there has been developed into the territory of northwestern Iowa numerous truck operators who serve that territory from the jobbing points of Omaha, Minneapolis, St. Paul, Chicago, Sioux Falls and St. Louis; that Sioux City's competition in this territory in northwestern Iowa is especially keen with jobbers of Omaha and Minneapolis; that Sioux City is handicapped by the lack of motor carrier lines from there to the other principal distributing centers of Iowa; that Sioux City has a number of distributors, manufacturers and jobbers who constantly demand motor truck service to Des Moines, Cedar Rapids, Mason City, Fort Dodge, Ottumwa, Burlington, Waterloo and other points in the eastern part of the State and the connections proposed by applicant are, therefore, an important feature so far as Sioux City is concerned; that Sioux City is woefully underserved by authorized freight motor carriers; that the Sioux City jobbers have no objection to the development of motor carrier lines from other centers into any territory, including what is considered as Sioux City territory, provided Sioux City has equal and fair access to such lines; that he believed it desirable to create regularly established and scheduled motor carrier service as a substitute for the present irregular and private operator service; that Sioux City is a distributing point of considerable consequence and improved distribution service would have a definite tendency to increase the railroad movement of various commodities into that point; that the Sioux City Traffic Bureau is interested solely in transportation and is not interested in the Brady Transfer and Storage Company or the railroads in and of themselves; that his organization would not be appearing at the hearings in support of this application if the service which it finds necessary were available by any other means; that the towns on the Illinois Central Railroad are perhaps the best served out of Sioux City but that the service of the Illinois Central Railroad is entirely inadequate to meet the needs on perishable and other merchandise; that the service from Sioux City to points on the Minneapolis and St. Louis Railroad from Storm Lake to Spencer and to points on the Rock Island from Manson to Sibley is very poor and practically bars any extensive jobbing into that territory except by truck as a transfer in transit is necessary, which not only occasions a delay of usually one day, but makes it out of the

question to transport perishable commodities from Sioux City to those points and that his organization approached the Brady Transfer and Storage Company with the view to supplying this service.

C. C. Crouse, Manager of the Traffic Bureau of the Des Moines Chamber of Commerce, appeared at the hearings in the interest of the Des Moines Manufacturers and Jobbers and testified that he was instructed by the Board of Directors of the Traffic Bureau to appear in support of this application; that Des Moines is competing in the northwest Iowa territory, not only with intrastate jobbing and distributing points, but also with interstate points, such as Omaha, Sioux Falls, and the Twin Cities; that throughout western and northwestern Iowa the Des Moines jobbers are continually confronted with the operation of unregulated trucks, such as interstate operators and live stock haulers who are hauling merchandise on the return trip from the stock yards; that another obstacle which must be met by the Des Moines distributors is the special rail rates applying from Sioux City and Sioux Falls to this territory and which apply on a wide range of articles; that these special rates were established about two years ago and originally applied to what was termed groceries and general store supplies, but their application has been enlarged until they now include not only grocery items, but hardware items, automobile accessories and parts, drugs and practically everything with the exception of the furniture line which is handled through a jobbing house. This witness introduced Exhibit No. 11, which is as follows:

"Special rail rates published to meet motor truck competition. These rates are published by the C., M., St. P. & P. and the C., R. I. & P. from Sioux City and Sioux Falls. The class rates applicable from Des Moines to same destinations are also shown.

	C., M., ST. P. & P.				Des Moines			
	Sioux City		Sioux Falls		1	2	3	4
	1st	Special	1st	Special				
Spencer	55	28	66	28	66	56	45	33
Fostoria	55	28	66	28	66	56	45	33
Milford	58	30	66	28	70	60	47	35
Arnolds Park	58	30	66	28	70	60	47	35
Okoboji	58	30	66	28	70	60	47	35
Spirit Lake	58	30	66	28	70	60	47	35
Dickens	55	31	66	31	66	56	45	33
Ruthven	60	31	73	31	64	54	43	32
Emmetsburg	60	31	73	31	64	54	43	32
	C., R. I. & P.							
Spirit Lake	58	28	66	30	70	60	47	35
Superior	62	30	71	31	70	60	47	35
Estherville	62	30	71	31	70	60	47	35
Wallingford	62	30	71	31	70	60	47	35
Graettinger	62	30	71	31	70	60	47	35
Emmetsburg	60	31	73	31	64	54	43	32"

This witness also testified that when these special rates became effective his organization made a request for a similar adjustment from Des Moines, but was advised that this was an experiment and would not be extended to other jobbing or distributing points at that time; that he has since made requests for a relative adjustment, but has been unable to obtain it; that Des Moines distributors are forced in some instances to absorb the difference between their freight rates and those of their competitors, but are unable to do this in a great many instances; that Des Moines has felt a loss of business to Sioux Falls because of these special rates and believes it necessary to have truck service to the territory proposed to be served by applicant; that the lower rates

proposed by applicant and which include pick-up and delivery service will more nearly allow Des Moines jobbers to meet the competition from without the State; that his organization is not finding a great deal of fault with the rail service from Des Moines to this territory, except to some points, but it is particularly interested in the rate feature; that store-door delivery will mean a saving to the shipper and receiver of freight; that applicant's proposed service would be a superior service at a lower rate than is now given by the railroads; that better than 90% of the groceries, fruit and vegetables moving out of Des Moines are transported by contract trucks with practically none by rail; that groceries would undoubtedly continue to move on contract trucks, even though the proposed service were established, but the motor carrier service would be used by distributors of paper, automobile accessories, hardware, drugs, oils, greases, tire and materials of that kind; that Des Moines is suffering from competition in the drug line from Minneapolis and Sioux City; that the railroads will get back some of the business which they have lost if they will develop some means of expediting the movement of L. C. L. freight and establish a reasonable rate for that service; that the railroads have made no attempt insofar as the State of Iowa is concerned to retain L. C. L. business, either by reducing the rate or expediting the service; that, to his knowledge, the various truck lines operating out of Des Moines have not impaired the rail service which existed prior to the establishment of those lines; that he has had no complaint regarding the Milwaukee service into this territory, but it is not a complete service; that the service of the Illinois Central Railroad Company between Fort Dodge and Sioux City is very good "railroad service"; that his organization is not interested in the applicant company itself, but is interested in securing transportation service; that he believes this territory would continue to be served by contract and private trucks even though this application were denied and the traffic would not go back to the rails; that some shippers would prefer to use a regulated motor carrier service rather than contract or private truck service; that the motor carrier pays a ton-mile tax which is not paid by contract or private trucks; that, as a general rule, tri-weekly service is not a satisfactory service; that retailers are buying "from hand to mouth"; that Des Moines is not in competition with wholesalers of fruit in the territory proposed to be served; that the Spencer distributor of automobile supplies and accessories does not carry a complete line and that, at the St. Paul hearing in I. C. C. Docket No. 17,000-2, representatives of the railroads testified that L. C. L. short haul traffic was handled at a loss and, so far as they were concerned, the trucks could have it.

L. M. O'Leary of Fort Dodge introduced Exhibit No. 12, which is the same as Exhibit No. 11 except that it shows the railroad class rates from Fort Dodge to the thirteen points in this territory which have special rates from Sioux City and Sioux Falls instead of the railroad class rates from Des Moines to those points. The railroad class rates from Fort Dodge to these thirteen points are as follows:

	1	2	3	4
Spencer	51	43	36	28
Fostoria	51	43	36	28
Milford	55	47	39	30
Arnolds Park	55	47	39	30
Okoboji	55	47	39	30
Spirit Lake	55	47	39	30
Dickens	51	43	36	28
Ruthven	49	42	34	27
Emmetsburg	49	42	34	27
Superior	53	45	37	29
Estherville	53	45	37	29
Wallingford	53	45	37	29
Graettinger	53	45	37	29

This witness also testified that he had made several attempts since the special rates were established out of Sioux Falls and Sioux City to have similar rates established out of Fort Dodge, but without success.

The testimony of the representatives of the Chambers of Commerce of Fort Dodge and Sioux City was supplemented by the testimony of other representatives of certain manufacturers, jobbers and wholesalers of those points. These representatives testified as to their inability to retain business in the territory proposed to be served because of quicker service or lower transportation costs or both from competitive points outside the State of Iowa, including Mankato, New Ulm, Fairmont, Albert Lea, New Prague, Worthington, Omaha, Sioux Falls, Minneapolis, St. Paul, Brookings and Chicago. Some of these witnesses testified that their companies had lost from twenty to fifty per cent of their business in the towns proposed to be served and they were of the opinion that the establishment of the proposed service would enable them to regain most of that business. Several of these witnesses testified that the service scheduled by the Illinois Central Railroad Company between Fort Dodge and Sioux City is good "railroad service," but is not as complete a transportation service as is required under present-day conditions. These witnesses also contended that the railroads in this territory are not giving the station-to-station service on shipments which is called for by their train schedules and referred to several specific instances where shipments were not handled in accordance with the train schedules. According to the testimony of these witnesses, their companies usually ship by rail when the consignee does not designate the routing but more and more of their customers are requesting that orders be shipped by truck and the customers will not continue to do business with them if that service can be obtained from another distributing center.

Practically all of the witnesses who were presented by the objectors in this case, testified that the existing transportation service was adequate and that there was no necessity for the service proposed by applicant. Some of these witnesses were not shippers or receivers of freight and some of them expressed no special objection to the establishment of the proposed service. Many reasons were given by the objecting witnesses as to why they were opposed to the establishment of the proposed service, some of which were that there are now too many trucks on the highways; that trucks destroy the highways and interfere with other traffic on the highways; that the establishment of the proposed service might result in the further curtailment or abandonment of railroad service with a consequent loss of service and employment; that the railroads are substantial tax payers in the counties through which applicant proposes to operate; that the establishment of the proposed service would result in additional competition for the wholesalers and jobbers in the proposed territory from Sioux City, Des Moines and Fort Dodge; that the loss of additional tonnage by the rails might result in increased rail rates and that the establishment of this service would take business away from local truck operators. Some of the objecting witnesses were largely car-load shippers or receivers and were interested in maintaining the rail service which is now available.

In compliance with a request made at one of the hearings, the Illinois Central Railroad Company furnished the Commission with a report showing the scheduled and actual operations of its local freight trains from Fort Dodge to Cherokee and from Cherokee to Sioux City, daily except Sundays during the month of April, 1934. This report has been condensed and the following table prepared from the information contained therein:

Train No. 691	Time Due	Earliest Arrival	Latest Arrival	Average Time of Arrival
Fort Dodge	* 7:10 A. M.	* 7:40 A. M.	*10:50 A. M.	* 8:02 A. M.
Barnum	8:30 A. M.	8:44 A. M.	12:03 P. M.	9:18 A. M.
Manson	9:15 A. M.	9:07 A. M.	12:25 P. M.	9:50 A. M.
Pomeroy	9:50 A. M.	9:46 A. M.	1:45 P. M.	11:07 A. M.
Fonda	10:50 A. M.	10:50 A. M.	2:17 P. M.	11:46 A. M.
Newell	12:20 P. M.	10:52 A. M.	2:55 P. M.	12:49 P. M.
Sulphur Springs	12:45 P. M.			
Storm Lake	1:40 P. M.	11:45 A. M.	3:50 P. M.	2:14 P. M.
Alta	2:12 P. M.	1:40 P. M.	5:37 P. M.	3:40 P. M.
Aurelia	2:45 P. M.	2:35 P. M.	5:20 P. M.	4:10 P. M.
Cherokee	3:10 P. M.	3:15 P. M.	7:55 P. M.	5:44 P. M.
Train No. 693				
Cherokee	* 7:15 A. M.	* 8:25 A. M.	*11:05 A. M.	* 8:39 A. M.
Meriden	8:15 A. M.	8:40 A. M.	11:33 A. M.	9:03 A. M.
Cleghorn	8:30 A. M.	8:54 A. M.	11:55 A. M.	9:21 A. M.
Marcus	9:10 A. M.	9:05 A. M.	12:21 A. M.	9:38 A. M.
Remsen	10:00 A. M.	9:25 A. M.	1:14 P. M.	10:18 A. M.
Oyens	10:20 A. M.	10:05 A. M.	1:42 P. M.	10:44 A. M.
LeMars	11:45 A. M.	10:30 A. M.	1:55 P. M.	11:10 A. M.
Merrill	12:01 P. M.	11:04 A. M.	2:58 P. M.	12:19 P. M.
Hinton	12:40 P. M.	11:14 A. M.	3:10 P. M.	12:35 P. M.
Sioux City	2:00 P. M.	12:01 P. M.	4:05 P. M.	2:06 P. M.

*Departure.

The following table, which is made up from data compiled and furnished the Commission by the Illinois Central Railroad Company, shows the total revenue received by that company on L. C. L. freight forwarded from Sioux City to points Hinton to Fort Dodge, inclusive, for the years 1928 and 1933, and from Fort Dodge to points Barnum to Sioux City, inclusive, for the years 1929 and 1933:

	From Sioux City		From Fort Dodge	
	1928	1933	*1929	1933
Fort Dodge	\$ 6,657.21	\$ 593.12		
Barnum	112.55	1.81	\$ 26.96	\$ 3.80
Manson	1,137.78	211.68	109.26	36.61
Pomeroy	884.31	99.83	245.10	29.37
Fonda	1,026.56	250.04	664.90	93.83
Newell	1,259.32	378.17	568.79	105.28
Sulphur Springs	140.93	19.08	113.39	9.63
Storm Lake	5,469.88	1,091.40	1,436.01	417.23
Alta	2,853.64	522.96	631.88	115.55
Aurelia	2,100.09	348.06	316.64	89.32
Cherokee	10,547.05	2,793.45	2,405.72	236.17
Meriden	850.29	86.40	212.75	19.40
Cleghorn	806.87	177.38	242.67	41.65
Marcus	3,686.44	292.84	654.54	50.54
Remsen	3,219.16	178.92	188.38	61.87
Oyens	730.41	103.22	32.68	1.21
LeMars	3,361.45	118.33	223.89	36.85
Merrill	123.63	23.01	85.18	
Hinton	86.83	9.10	44.80	1.73
James				
Sioux City			413.77	77.42

*1928 figures not available.

Exhibits introduced by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company show that the total weight of the L. C. L. shipments

transported by that company from Sioux City to Spencer decreased from 2,237,089 pounds during the year 1929 to 541,269 pounds during the year 1933; that the total weight of such shipments from Sioux City to Spirit Lake decreased from 547,813 pounds during the year 1927 to 121,717 pounds during the year 1933 and that the total weight of such shipments from Sioux City to Emmetsburg decreased from 530,960 pounds during the year 1927 to 103,814 pounds during the year 1933.

Fort Dodge has tri-weekly rail service to Clare, Pioneer, Gilmore City, Rolfe, Havelock, Sioux Rapids, Rembrandt, Truesdale, Spencer, Dickens, Ruthven, Emmetsburg, Graettinger, Wallingford, Estherville and Superior, with a transfer in transit to nine of those points. Illinois Central Train No. 691, which is a local freight westbound out of Fort Dodge, does not arrive at Fonda in time to make a same-day transfer of freight to Milwaukee Train No. 63 for Marathon and points on the Milwaukee from Spencer to Spirit Lake, inclusive. Illinois Central Train No. 691 also does not arrive at Storm Lake in time to make a same-day transfer of freight to Minneapolis and St. Louis Train No. 59 for Truesdale, Rembrandt and Sioux Rapids. Minneapolis and St. Louis Train No. 57 does not arrive at Ruthven in time to make a same-day transfer of freight to Milwaukee Train No. 72 for Emmetsburg or at Spencer in time to make a same-day transfer of freight to Milwaukee Train No. 63 for points Fostoria to Spirit Lake, inclusive. Milwaukee Train No. 63 does not arrive at Spirit Lake in time to make a same-day transfer of freight to Rock Island Train No. 84 for Superior or Estherville.

Sioux City has tri-weekly rail service to Truesdale, Rembrandt, Sioux Rapids, Marathon, Havelock, Rolfe, Gilmore City, Pioneer, Clare, Graettinger, Wallingford, Estherville and Superior, with a transfer in transit to nine of those points.

Des Moines has tri-weekly rail service to Clare, Pioneer, Gilmore City, Rolfe, Havelock, Sioux Rapids, Rembrandt, Truesdale, Graettinger, Wallingford and Superior, with a transfer in transit to two of those points.

The testimony shows that the service of the Railway Express Agency, Inc., is as a rule adequate and satisfactory in the territory involved in this case. The wholesale and retail merchants contend, however, that they cannot afford to use that service for the transportation of general merchandise and that they do not use it for that purpose except on small shipments and for certain emergency shipments where quick service is essential. Some of the witnesses testified that the extensive use made of the express and parcel post service in that territory is a result of the inadequacy of the railroad freight service.

It was testified on behalf of some of the objectors that the wholesalers, jobbers and manufacturers of Des Moines, Fort Dodge and Sioux City desire the establishment of the proposed service so that they may extend their respective trade territories, but representatives of those wholesalers, jobbers and manufacturers contend that they are demanding the establishment of the service proposed so that they will be in a better position to retain what business they have in this territory and to attempt to regain the business they have lost.

The record in this case, as in other cases of this kind, shows that jobbing and distributing centers have no well defined trade territories and that the territories overlap to a considerable extent. There are many elements which enter into the establishment of what might be termed as a legitimate trade territory, such as the number and variety of commodities handled, selling prices, credit practices, transportation service, transportation costs and many others. On some kinds of commodities a trade territory is limited to between fifty and one hundred miles, whereas on others it extends for several hundred miles.

Some of the manufacturers and distributors who have little, if any,

competition in the territory involved in this case desire the establishment of the service proposed so that they may give quicker service to their customers and several of their customers also testified as to the necessity for quicker service.

The record shows that retail merchants, as a rule, are not carrying as complete stocks as they have in the past and must, therefore, depend upon quick transportation service in order to remain in business. Some items of merchandise are not ordered by the retailer until they have been sold and in many cases the retailer is required to make prompt delivery to the customer. If Fort Dodge, for instance, is unable to make quick delivery of this merchandise, the retailer either goes there after it with his own car or truck or orders it from a jobbing point which can give prompt delivery.

Des Moines, Fort Dodge and Sioux City have very little authorized intrastate freight motor carrier service to the territory proposed to be served by applicant. Des Moines has this service via two lines to two points in the territory, Fort Dodge has this service to two points in the territory and Sioux City has this service to seven points in the territory. There is also an authorized intrastate freight motor carrier line between Storm Lake, Spencer, Spirit Lake and Emmetsburg, but service over that line is limited to once a week.

The testimony, including that of the witnesses who testified on behalf of objectors, shows that retail merchants in this territory are receiving approximately seventy-five per cent of their merchandise by truck and that a large proportion of this is delivered by contract and private trucks. Several of these witnesses testified that they are receiving prompt service by truck from points outside the State of Iowa as far as Minneapolis and Chicago. Practically all of the meat, fruit, vegetables, groceries, bakery goods and bottled beverages moving into this territory are handled by truck. It was the opinion of most of these witnesses that this tonnage is lost to the rails and will continue to move by truck unless the rails provide more expeditious service at a lower rate or laws are enacted placing restrictions on the operation of contract, private and interstate common carrier trucks.

The testimony of the representatives of the Chambers of Commerce of Des Moines, Fort Dodge and Sioux City, part of which is set out in this decision, shows the extent to which private and contract trucks are used out of those points. The record also shows that practically all of the wholesalers and distributors at other points in this territory, most of whom appeared as witnesses on behalf of objectors or signed letters and petitions on behalf of objectors, are distributing their merchandise with their own trucks.

The testimony of the wholesalers, manufacturers and jobbers shows that there is an increasing demand on the part of retailers that their orders be shipped by truck and that this demand must be met if they are to retain this business. The record shows that at Sioux City, for instance, large numbers of live stock haulers call at the wholesale and jobbing houses on their return trips from the stock yards and pick up orders for delivery on their way home. This service is not, however, furnished on any regular schedule and is not satisfactory to the wholesalers and retailers for several other reasons.

The Commission finds itself in a rather peculiar predicament in attempting to decide cases of this kind, for the reason that it must find that the proposed service will promote the public convenience and necessity before it may issue a certificate authorizing the establishment of the service, whereas any other kind of truck service may be established regardless of whether or not it will promote the public convenience and necessity. The Iowa Motor Carrier Law has been in effect since 1923 and applies only to persons operating "motor vehicles" upon the highways of the State of Iowa which are used for the public transportation of freight or passengers for compensation between fixed termini or

over a regular route. This law provides for the regulation and taxation of motor carriers, both intrastate and interstate. Freight motor carriers are required to pay a tax of one-fourth cent per ton-mile of travel and at least eighty per cent of this tax must be used for the maintenance and repair of the highways over which they operate. Motor carriers of interstate freight exclusively are not required to make a showing that the service they propose will promote the public convenience and necessity and it is, therefore, a fairly simple matter to obtain authority to establish such service. There is no federal regulation of interstate freight motor carriers and the ease with which this authority may be secured in the State of Iowa has resulted in the establishment of a great many of these lines into this State. There is no regulation or taxation of private or contract trucks, except that which is provided for in the Iowa Motor Vehicle Law and which also applies to freight motor carriers. The Iowa Truck Operator Law, which is administered by this Commission, has been in effect since 1929 and applies to persons operating "motor trucks" upon the highways of this State which are used for the public transportation of freight for compensation and not operated between fixed termini or over a regular route. "Truck Operators" are required to pay an annual permit fee of \$5.00 for each "motor truck" operated and to comply with the other requirements of that law, but are not required to pay a ton-mile tax. The original Iowa Motor Carrier Law contained a provision that persons then operating as motor carriers in good faith were entitled to a certificate without a showing of convenience or necessity and the operators of some of the motor carrier lines in this territory were granted certificates under that provision of the law.

There was some contention during the hearings that the ton-mile tax which is provided for by the Iowa Motor Carrier Law is not an adequate tax for the use which motor carriers make of the highways of the State. However, this Commission had nothing whatever to do with the fixing of the rate of taxation for motor carriers and feels that it is not within its province to attempt to determine whether or not the rate now provided for is adequate. The rate of taxation was fixed by the legislature without any recommendation from this Commission and the Commission feels that any question as to the adequacy of this tax is not one for consideration in deciding whether a certificate should be issued.

The Class One railroads of the United States recently filed a petition with the Interstate Commerce Commission, Ex Parte Docket No. 115, for authority to increase their interstate freight rates and charges and on September 7, 1934, the rail carriers in the State of Iowa filed a petition with this Commission for authority to make increases in their Iowa intrastate freight rates and charges corresponding to those which may be authorized or directed by the Interstate Commerce Commission in Ex Parte Docket No. 115 with respect to interstate freight rates and charges. A statement in the petition filed with the Interstate Commerce Commission, which petition is made a part of the petition filed with this Commission, shows the number of tons of revenue freight originating on the lines of Class One railroads in the United States during the calendar years 1932 and 1933 and during the first three months of the year 1934. This statement shows that all of the L. C. L. freight originating on those lines during the calendar year 1932 amounted to approximately 2.4 per cent of the total freight tonnage originating on those lines during that year; that all of the L. C. L. freight originating on those lines during the calendar year 1933 amounted to approximately 2 per cent of the total freight tonnage originating on those lines during that year and that all of the L. C. L. freight originating on those lines during the first three months of year 1934 amounted to approximately 1.85 per cent of the total freight tonnage originating on those lines during that period. In estimating the amount of revenue to be produced

by the proposed increases in their freight rates and charges, petitioners set out that they have taken into consideration "* * * such traffic as they may lose to competing agencies of transportation as a result of these increases * * *."

While the Commission realizes the necessity of railroad service in this territory and in the State as a whole and is fully aware of its duty to protect the rail carriers from unnecessary motor carrier competition, it also realizes that railroad service in some instances is not as complete a transportation service as is required under present day conditions and that Iowa wholesalers, manufacturers and jobbers are entitled to as good transportation service in their respective trade territories as is available to their competitors from without the State of Iowa. The Commission also realizes that many manufacturers, jobbers and wholesalers cannot afford to operate their own trucks or to hire contract trucks and must depend upon common carrier service to distribute their merchandise.

While the railroads and motor carriers are both engaged in the transportation business, it is necessary, in many instances, to have both of these transportation agencies as freight motor service is not a satisfactory substitute for rail service and the railroads do not furnish as complete a transportation service as is required in some territories. Each of these agencies has its place in the field of transportation and must be protected from unnecessary competition if the shipping public is to receive the benefits of adequate and sustained transportation service at a reasonable cost. Freight motor carrier service is more advantageous than railroad freight service for the handling of many L. C. L. shipments for the reason that it is more flexible, it is usually more expeditious for short hauls, it provides door-to-door service, it requires less stringent packing requirements, it eliminates the expense of local drayage and permits of a more general distribution of perishable merchandise.

The record shows that approximately 75% of the L. C. L. freight tonnage in this territory is being transported by private, contract and interstate common carrier trucks and the Commission is convinced from the record that this traffic is lost to the rails and that, regardless of whether this application is granted or denied, still more of this traffic will be transported by trucks unless a more complete and expeditious service is furnished by the railroads or drastic restrictions are placed on the operation of private, contract and interstate common carrier trucks.

Several factors have contributed to the loss of L. C. L. freight by the rails, such as competition from trucks, the general depression in business, the curtailment of train service, the increase in rail rates, the demand for a more complete and expeditious transportation service, competition between distributing points and between retailers, the establishment of chain stores and many others. While it is generally recognized that the business depression which has been in existence for some time has necessitated many changes in the methods of conducting wholesale and retail businesses and has increased the necessity for quick transportation service at the lowest possible cost, it has been shown in this case that the railroads in this territory are furnishing less expeditious service and are assessing higher rates than they did prior to the depression. The question as to whether or not the reductions in service and increases in rates were necessary is not one for discussion in this decision. These changes have, however, helped to create the conditions which now exist in this territory.

The Commission is also convinced from the record that the competition of authorized intrastate freight motor carriers has had very little to do with the loss of L. C. L. tonnage by the railroads in this territory. At the time the hearings were being held on this application, the Minneapolis and St. Louis Railroad Company was furnishing daily except

Sunday freight service between Storm Lake and Spencer, but that service has since been reduced to tri-weekly without any recent increase in authorized intrastate freight motor carrier service between those points. It is true that there is an authorized intrastate freight motor carrier operating between Storm Lake and Spencer, but that carrier testified that he has made only one trip a week for at least eleven years and that there has never been a demand for more frequent freight motor carrier service between those points.

Because of the many conflicting interests in this case, the Commission has not only given very careful consideration to the entire record, but has gone outside the record in an effort to be as fully informed as is possible on transportation and other conditions in the territory proposed to be served. The Commission's past experience in hearing and deciding cases of this kind has also been of considerable value in weighing the testimony and evidence in this case. And now, after full consideration of this application and the objections thereto and being fully advised in the premises, the Commission is of the opinion that the requirements of the statute as to the promotion of public convenience and necessity have been met and that applicant is qualified to engage in the undertaking proposed.

The Commission therefore finds that the establishment of the service proposed will promote the public convenience and necessity and a Certificate of Convenience and Necessity will issue to applicant as applied for as soon as it has complied with the necessary preliminary requirements of the law and this Commission's Rules and Regulations Governing the Operation of Motor Carriers.

SUPPLEMENTARY STATEMENT BY COMMISSIONER WEBSTER:

This case is one of the most important, if not the most important, freight motor carrier applications that has been before the Commission. It embraces territory in the northwest portion of the State of Iowa approximating three hundred forty route miles.

This territory is served by railroads, intrastate motor carriers, contract carriers, private carriers and interstate motor carriers.

It will affect the jobbing centers of Des Moines, Sioux City, Fort Dodge and Mason City, also jobbing points between these cities. These cities are very anxious for the establishment of the proposed service, while many intermediate or smaller towns are as strongly against it. It has been shown that many of the companies that are opposing this application are trucking their own merchandise. The northwest part of the State has fewer intrastate freight motor carriers than other sections.

It goes without saying that I appreciate the necessity for the railroads and the disaster to many cities if they are eliminated in the loss of service and of taxes and the throwing out of employment of many men who have devoted their lives to this work.

The interstate competition of unregulated trucks is very strong. Unfortunately, the Commission has no authority over contract carriers and but a limited authority over interstate motor carriers and they will continue to operate, regardless of our decision.

If this application is granted, the applicant will be obliged to remunerate the State for the privilege of using the highways. If it is refused, private and contract carriers will continue to operate without paying for this privilege. I, therefore, vote to grant the application in full.

Certificate of Convenience and Necessity No. 544 was issued on September 25, 1934.

Filed August 4, 1933. Closed September 25, 1934.

No. H-1907—1934. H. W. Rieke, doing business as Rieke Motor Transfer Line, Burlington. Application for authority to operate as a motor carrier of freight between Burlington and Oskaloosa. This application was heard at Washington, Iowa, November 14, 1933, in a joint hearing with Docket No. H-1848, and under date of May 28, 1934, the Board granted the authority sought, with exceptions. (For Decision see Docket No. H-1848 of this report.)

Under date of June 15, 1934, the following Supplemental Order was issued:

It appearing that H. W. Rieke, Burlington, Iowa, doing business as Rieke Motor Transfer Line, the applicant in the above named case, has been unable through no fault of his own to complete arrangements for connecting line service at Washington or Ainsworth in accordance with the Commission's Decision and Order of May 28, 1934, in its Dockets Nos. H-1848 and H-1907, said Decision and Order is hereby amended to provide that a Certificate of Convenience and Necessity will issue to said H. W. Rieke, authorizing him to establish local freight motor carrier service between Burlington, Med'apolis, Newport, Morning Sun, Winfield, Olds, Wayne Station, Crawfordsville, Ainsworth and Washington, except for the transportation of local freight between Burlington, Newport and points intermediate thereto and local freight between Ainsworth, Washington and points intermediate thereto, as soon as he has complied with the necessary requirements of Chapter 252-A1, Code of Iowa, 1931, and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

Under date of July 3, 1934, Certificate of Convenience and Necessity No. 535 was issued.

Filed August 24, 1933. Closed July 3, 1934.

No. H-1915—1934. Arthur L. Freeman, Villisca. Application for authority to operate as a motor carrier of interstate freight between Villisca and the west line of the State at Council Bluffs. Application not completed and file closed.

Filed September 15, 1933. Closed December 6, 1933.

No. H-1921—1934. Charles T. Durand, owner and operator National Transfer & Storage Company, Marshalltown. Application for authority to operate as a motor carrier of freight between Iowa Falls and Hampton. This case was originally set down for hearing at the Community Club, Iowa Falls, Iowa, November 21, 1933, but was continued to December 5, 1933, at the Office of the Board, Des Moines, Iowa, at which time full hearing was held. Under date of April 20, 1934, the Board rendered a decision, granting the authority applied for, with exceptions, as follows:

For Applicant—B. M. Richardson, Cedar Rapids, Iowa; Charles T. Durand, Marshalltown, Iowa.

For Chicago, Rock Island & Pacific Railway Co., Objector—J. G. Gamble, Attorney for Iowa, Des Moines, Iowa, by A. T. Blake, Assistant Attorney.

For Railway Express Agency, Inc., Objector—J. G. Gamble, Atty., Des Moines, Iowa, by A. T. Blake.

For Brady Transfer & Storage Company, Objector—J. J. Brady, Fort Dodge, Iowa.

For Roy Otis, Hampton, Iowa, owner and operator of Hampton Truck Line, Objector—Roy Otis, Hampton, Iowa.

For M. F. Schlick, Charles City, Iowa, Objector—M. F. Schlick, Charles City, Iowa.

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

This application was filed with the Commission on September 27, 1933, by Charles T. Durand, Marshalltown, Iowa, owner and operator

of National Transfer and Storage Company, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity to operate as a Motor Carrier of freight between Iowa Falls and Hampton in Hardin and Franklin Counties, Iowa.

Applicant herein is now operating as a Motor Carrier of freight between Marshalltown and Waterloo; Marshalltown and Cedar Rapids; Marshalltown and Ottumwa; Marshalltown and Newton; Marshalltown and Grundy Center; Marshalltown and Iowa Falls; Marshalltown and Des Moines; Hampton and Mason City and certain points intermediate to those terminals, and desires authority to operate as a freight Motor Carrier between Iowa Falls and Hampton for the purpose of connecting his Mason City-Hampton route with his other routes which are south of Iowa Falls. Applicant does not propose to transport freight originating at Hampton and destined to Iowa Falls or freight originating at Iowa Falls and destined to Hampton.

Hearing on this application was originally fixed for November 21, 1933, ten o'clock A. M., at the Community Club, Iowa Falls, Iowa, but it was necessary to postpone this hearing because of applicant's failure to secure publication of notice of the hearing as required by law. The postponed hearing was fixed for December 5, 1933, ten o'clock A. M., at the office of the Commission in Des Moines, and notice of that hearing was published as required by said Chapter 252-A1.

Written objections to the granting of this application were filed by the Illinois Central Railroad Company, Chicago, Rock Island and Pacific Railway Company, R. B. Fearing, Cedar Falls, Iowa, owner and operator of Clark's Transfer and Storage, and the Mason City Chamber of Commerce.

Public hearing was held on this application on December 5, 1933, at the office of the Commission, 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.

This application was amended by applicant at the hearing of December 5, 1933, by withdrawing his request for authority to transport freight from Mason City to Cedar Falls and Waterloo and from Waterloo and Cedar Falls to Mason City. Applicant proposes to transport freight as a Motor Carrier between any two points on his existing and proposed route, except as now restricted in his operating certificates and as hereinabove excepted.

Nine witnesses testified at the hearing of December 5, 1933, in favor of the granting of this application. These witnesses included applicant and two of his traffic representatives, a representative of a nursery company of Hampton, the manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce, two business men of Hampton, one business man of Iowa Falls and one business man of Gladbrook. Applicant also submitted letters favoring the granting of the application, which were signed by one hundred fifteen business men of Mason City, Rockwell, Sheffield, Hampton, Chapin and Iowa Falls.

Five witnesses testified at the hearing of December 5, 1933, in opposition to the granting of the application. These witnesses included Roy Otis, Hampton, Iowa, owner and operator of Hampton Truck Line, a representative of the Chicago, Rock Island and Pacific Railway Company, a representative of the Railway Express Agency, Inc., and two representatives of the Brady Transfer and Storage Company of Fort Dodge, Iowa. Objectors also submitted petitions opposing the granting of the application, which were signed by one hundred fifty-five residents and business men of Hampton, Iowa Falls and Mason City and a petition of objection of the Mason City Chamber of Commerce. The petition from Mason City which is signed by fifty-three shippers and receivers of freight, sets out that the petitioners are satisfied with the service of the Brady Transfer and Storage Company between Des Moines and Mason City and can see no good reason for duplicating this service.

Roy Otis, objector, is operating as a freight motor carrier between

Hampton and Iowa Falls, via United States Highway No. 65, which is the highway proposed to be used by applicant herein.

The Brady Transfer and Storage Company, objector, is operating as a freight motor carrier between Des Moines, Mason City and Fort Dodge, via Ames, Blairsburg, Garner, Webster City and certain other points.

M. F. Schlick, Charles City, Iowa, is operating as a freight motor carrier, among other points, between Mason City and Waterloo, via Charles City and certain other points.

R. B. Fearing, objector, is operating as a freight motor carrier, among other places, between Waterloo and Fort Dodge, via Cedar Falls, Hampton and certain other points.

A representative of the Chicago, Rock Island and Pacific Railway Company introduced exhibits showing the train service furnished by his company from Des Moines to Iowa Falls and Hampton and from Mason City to Hampton and Iowa Falls. According to the testimony of this witness, there is daily except Sunday service on freight from Des Moines and Mason City to Hampton and Iowa Falls.

Roy Otis has a schedule on file with the Commission which provides for the following service between Hampton and Iowa Falls:

READ DOWN			READ UP	
7:00 A. M.	Lv. Hampton	Ar.	12:45 P. M.	
8:15 A. M.	Ar. Iowa Falls	Lv.	11:30 A. M.	

The schedule on file with the Commission does not show the days of the week on which this service is to be given. At the hearing of December 5, 1933, this Motor Carrier testified that he did not know what service was provided for by his schedule on file with the Commission as he had never looked it up. He stated that when he purchased the operating rights over this route he adopted the schedule then on file with the Commission but never found out what service was provided for by that schedule. He also testified that he operated daily except Sundays and holidays and that about once a week he would not make a scheduled trip because there was nothing to haul. According to this carrier's testimony, he leaves Hampton between 7:00 A. M. and 8:00 A. M. and arrives Iowa Falls between 7:40 A. M. and 8:40 A. M., and leaves Iowa Falls as soon as he gets his freight, which is sometimes 11:00 A. M. and sometimes 12:00 o'clock, noon, and arrives back at Hampton between 1:00 P. M. and 1:30 P. M.

Applicant herein is operating daily except Sundays between Mason City and Hampton on the following schedule as to the terminals:

READ DOWN			READ UP	
10:30 A. M.	Lv. Mason City	Ar.	3:30 P. M.	
12:00 P. M.	Ar. Hampton	Lv.	2:00 P. M.	

Applicant is also operating daily except Sundays between Iowa Falls and Marshalltown, via Colo and certain other points, on the following schedule as to the terminals:

READ DOWN			READ UP	
3:00 P. M.	Lv. Iowa Falls	Ar.	2:30 P. M.	
7:30 P. M.	Ar. Marshalltown	Lv.	10:00 A. M.	

Since the hearing on this application, applicant has acquired another route between Iowa Falls and Marshalltown, via Eldora, Albion and certain other points, and is operating daily except Sundays over that route on the following schedule as to the terminals:

READ DOWN			READ UP	
2:30 P. M.	Lv. Iowa Falls	Ar.	1:30 P. M.	
6:00 P. M.	Ar. Marshalltown	Lv.	10:00 A. M.	

Roy Otis testified that he was opposed to the granting of this application for the reason that he would lose the interchange freight at Hampton and Iowa Falls if the proposed service were established, which would hurt his business.

From an examination of the Mason City-Hampton, Hampton-Iowa Falls and Iowa Falls-Marshalltown schedules, it appears that little, if any, consideration was given in the preparation of those schedules to the making of connections between those routes. Roy Otis testified that he had never made any effort to arrange connecting schedules with Charles T. Durand and had never tried to talk to him about it. The record shows that applicant and Roy Otis have no terminal facilities for interchanging freight at Hampton and that such freight is transferred direct from truck to truck. Under this arrangement, freight originating at Mason City and destined to Iowa Falls is transported from Mason City to Hampton by Charles T. Durand, leaving Mason City at 10:30 A. M. and arriving Hampton at 12:00 o'clock, noon, where it is transferred to Roy Otis' truck. This freight is then kept in Roy Otis' truck or elsewhere overnight and delivered to Iowa Falls the following morning. The only same-day delivery on interchange freight between these routes is on freight originating at Iowa Falls and destined to points on the Mason City-Hampton route and on freight originating at Hampton and destined to points on the Iowa Falls-Marshalltown route. However, the record shows that these two carriers have no terminal facilities for interchanging freight at Iowa Falls, except an arrangement for leaving it at a filling station at that point. Under the schedules of these two carriers, freight transported out of Mason City on Monday morning, for instance, would not be delivered to Iowa Falls until Tuesday morning, to points Iowa Falls to Marshalltown, inclusive, until Tuesday afternoon and to points on applicant's routes beyond Marshalltown until Wednesday. As another instance, freight shipped out of Cedar Rapids or Des Moines on Monday and destined to points north of Iowa Falls would not be delivered until Wednesday afternoon if routed via the lines of Charles T. Durand and Roy Otis. In response to a question as to whether he would be agreeable to changing his schedule in order to cooperate with applicant's lines, Roy Otis testified that it would be necessary for him to change his route around in order to do that but he could do it if there were sufficient business to justify the change. The record shows that most of the local freight transported by Roy Otis is from Iowa Falls to Hampton, with very little local freight from Hampton to Iowa Falls and that most of the interchange freight which he handles is from Hampton to Iowa Falls, with very little northbound from Iowa Falls to Hampton. It also appears that Roy Otis' schedule and service is primarily for the convenience and benefit of the merchants of Hampton in securing merchandise from Iowa Falls, as he testified that he never made an effort to make a northbound connection at Iowa Falls with Charles T. Durand for the reason that the merchants of Hampton wanted their merchandise from Iowa Falls around noon.

Applicant proposes to operate all of his trucks into and out of Marshalltown, where he maintains a large terminal building for interchanging freight between his several routes.

If the present application is granted, applicant proposes to furnish daily except Sunday service over all of his routes, except the Marshalltown-Newton route, which would be tri-weekly, on the following schedule as to the terminals.

READ DOWN

		AM †	AM *	AM †	AM *	AM †	AM *	AM *	AM *	AM *	AM †	AM *
Marshalltown	Lv.	4:00	9:00 PM	4:00	9:00	4:00	9:00	6:00	10:00	9:00	4:00	10:00
Des Moines	Ar.	7:00	1:00									
Waterloo	Ar.			7:00	2:00 PM							
Cedar Rapids	Ar.					7:00	2:00 PM					
Ottumwa	Ar.							12:00 PM				
Newton	Ar.								11:30			
Grundy Center	Ar.									11:00		
Iowa Falls	Lv.										6:00	
Hampton	Lv.										5:30	12:00 PM
Mason City	Ar.										7:30	2:30

READ DOWN

		AM *	PM †	PM *	PM *	PM *	AM *	PM †	AM *	PM †	AM *	PM †
Mason City	Lv.	10:00	4:00									
Hampton	Lv.	11:10 PM										
Iowa Falls	Lv.	12:10										
Grundy Center	Lv.			12:00								
Newton	Lv.				1:00							
Ottumwa	Lv.					2:00						
Cedar Rapids	Lv.						11:00	6:00				
Waterloo	Lv.								10:00	6:00		
Des Moines	Lv.										11:00	6:00 P.M.
Marshalltown	Ar.	2:30	7:30	5:00	2:30	8:00	4:00 PM	9:00	3:00 PM	9:00	3:00 PM	9:00

*Local service to intermediate points.

†Through service between terminals.

Under this schedule, applicant would be furnishing same-day service from Mason City to all points south of Hampton on his Mason City-Marshalltown route and same-day service from Marshalltown to all points north of Iowa Falls on that route. Applicant would also be furnishing next-day service from Mason City to all points which he would have authority to serve on his other routes, except on the Marshalltown-Newton route, and next day service from Des Moines, Waterloo, Cedar Rapids, Ottumwa and Grundy Center to all points which he would have authority to serve on his proposed Marshalltown-Mason City route.

H. F. Sundberg, Manager Traffic Bureau, Cedar Rapids Chamber of Commerce, testified that he was delegated to represent the shipping interests of Cedar Rapids at the hearing in this case, instead of having a dozen or more shippers attend and give the same testimony as he would give. This witness testified, among other things, that the shippers of Cedar Rapids have been urging Charles T. Durand for several months

to apply for authority to operate over the route between Iowa Falls and Hampton for the reason that they desire through service to Hampton, Rockwell and Mason City because of the poor rail service to those points; that Cedar Rapids has several jobbing houses that are rather exclusive and are in competition largely with jobbers in Minneapolis and Chicago; that in order to hold their trade in the territory around Mason City, the jobbers of Cedar Rapids must have improved transportation service to that territory; that Cedar Rapids has the largest dry goods house between Chicago and the Missouri River and between Chicago and the Twin Cities, which serves the entire State of Iowa; that Cedar Rapids has a wholesale drug house which is in competition with a like house in Des Moines, but which meets its keenest competition in the Mason City territory from the Twin Cities; that Cedar Rapids is not entirely competitive with Mason City and finds it necessary to have good service to that point in order to compete with out-of-state jobbing centers and that trade which the Cedar Rapids jobbers desire to reach is receiving joint truck service on interstate traffic, whereas Cedar Rapids can't have truck service, except by a three-line haul.

A representative of a nursery company at Hampton testified that his company maintains a sales station at Des Moines and ships direct to its customers; that it ships between one hundred fifty and two hundred ton of perishable products from Hampton to Des Moines during the spring season; that its products stand up better when shipped by truck than by rail; that they have had very poor service from Hampton to Des Moines; that it has taken as much as a week to get a shipment from Hampton to Des Moines by rail; that his company has used the existing freight motor carrier service from Hampton to Des Moines, but found that it was not satisfactory and that he thought applicant's proposal was a very good plan.

In referring to freight originating at points on applicant's routes which are south of Iowa Falls and destined to Hampton, one of applicant's traffic representatives testified that such freight is transported to Waterloo by applicant and from Waterloo to Hampton by R. B. Fearing; that the routing of this freight via Waterloo provides quicker service than via Iowa Falls, for delivery by Roy Otis; that if such freight were routed via Iowa Falls it would have to be left overnight at a filling station in Iowa Falls, whereas applicant has an adequate and responsible terminal at Waterloo; that the handling of this freight by two carriers results in a higher transportation cost to the shipper and that applicant proposes to make next-morning delivery on such freight at Hampton at 6:30 A. M. Applicant's representative also testified that shipments from Des Moines to Hampton and points between there and Mason City are being transported from Des Moines to Mason City by the Brady Transfer and Storage Company and from Mason City to destinations by applicant in order to get quicker service to those points.

The Brady Transfer and Storage Company is operating daily except Sundays between Des Moines and Mason City, serving Ankeny, Huxley, Ames and certain other points, except on local shipments between Des Moines and Ames and points intermediate thereto and objects to the granting of authority to applicant to compete with it in serving those points. The president of the Brady Transfer and Storage Company testified that they consult the shippers of Des Moines and Mason City from time to time and are trying to furnish the service that is necessary; that they have been and are willing to change their schedules at any time to serve the greatest number of shippers and receivers of freight and that his company is willing and able to furnish any additional service which may be necessary.

The Mason City Chamber of Commerce filed a petition of objection on behalf of "certain" of its members to the granting of this application. This petition recites, among other things, that the membership

of objector's organization includes "* * * several railroads serving Mason City; certain individuals and firms who depend, in part at least, upon the trade of railroad employees and who prefer to patronize railroads; certain transfer companies who depend, in part, upon hauling freight to and from railroad depots, all of whom object to the granting of the application * * * because to do so would close a gap in their operation and permit them to engage in the transportation of freight between Mason City and Des Moines as to which there is now adequate transportation service by railroad and highway." The petition then recites additional arguments in support of the objection. This objection is to the proposed transportation of freight from Mason City to Des Moines and from Des Moines to Mason City and does not include any of the other service proposed by applicant.

At the hearing of December 5, 1933, it was stated on behalf of applicant that he did not propose to solicit the transportation of freight from Des Moines to Mason City, but that he would accept and transport such freight if it were offered to him.

The application in this case brings up many points which must be considered by the Commission, one of which is the proposed overlapping of an existing motor carrier route, but the interested parties are familiar with the record made and we believe it unnecessary to refer to all these matters in this decision. The Commission has heretofore gone on record as opposed to the duplication of motor routes if such duplications could be avoided without having an adverse effect on the service proposed or materially increasing the cost of transportation to the shippers. The Commission has not, however, adopted any hard and fast rule against the overlapping of all or a part of an existing motor carrier route and is of the opinion that each case must be decided on its merits.

We have carefully considered applicant's proposal in this case, the testimony and evidence of record, the probable effect the establishment of the service proposed will have upon other transportation agencies and the needs of the shippers and receivers of freight and are of the opinion that the establishment of the service proposed, with certain exceptions, will be in the interest of the public.

We, therefore, find that the establishment of the service proposed by applicant, with certain restrictions as hereinafter set out, will promote the public convenience and necessity.

A Certificate of Convenience and Necessity authorizing applicant to operate as a motor carrier of freight over the route proposed between Iowa Falls and Hampton will, therefore, issue as soon as applicant has complied with the necessary requirements of the law and this Commission's Rules and Regulations and such certificate will contain the following provisions:

1. That freight shall not be accepted at Iowa Falls for transportation to Hampton or at Hampton for transportation to Iowa Falls;

2. That freight shall not be accepted at Hampton or Mason City for transportation to Cedar Falls, Waterloo or points intermediate thereto or at Waterloo, Cedar Falls or points intermediate thereto for transportation to Hampton or Mason City;

3. That freight shall not be accepted at Des Moines, Ankeny, Huxley, Ames or points intermediate thereto for transportation to Mason City or at Mason City for transportation to Ames, Huxley, Ankeny, Des Moines or points intermediate thereto.

The following is the concurring statement of Commissioner Webster:

"I concur in the above opinion, being influenced, among other things, by the necessities of Cedar Rapids."

No. H-1922—1934. Motor Carrier and Truck Operator insurance. Hearings were held at the Office of the Board, Des Moines, Iowa, on

the change of endorsement proposed in this case on November 7, 1933, January 10, 1934, and March 7, 1934. Under date of March 9, 1934, the following Opinion and Order was issued:

APPEARANCES (Hearing of November 7, 1933):

For the Casualty Club of Des Moines, Iowa; for the United States Fidelity & Guaranty Co.—H. B. White, Atty., Des Moines, Iowa.

For the Insurance Federation of America, Iowa Branch—Gibson & Stewart, Attys., Des Moines, Iowa, by Neill Garrett.

For the Western Marine Department of the Automobile Insurance Company of Hartford, Conn.—P. B. Moran, Chicago, Illinois.

For the Autoist Mutual Automobile Insurance Co.—E. E. Hielscher, Chicago, Illinois.

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

APPEARANCES (Hearing of January 10, 1934):

For Insurance Federation of America, Iowa Branch—Gibson & Stewart, Attys., Des Moines, Iowa, by Neill Garrett.

For Casualty & Surety Club of Des Moines, Iowa; for the United States Fidelity & Guaranty Co.—H. B. White, Atty., Des Moines, Iowa.

For State Automobile Insurance Association, Des Moines, Iowa—A. B. Lorz, Des Moines, Iowa.

For Employers Mutual Casualty Company—J. A. Gunn, Des Moines, Iowa.

For Petty Insurance Agency—J. I. Petty, Des Moines, Iowa.

For Hawkeye Casualty Company—H. F. Storjohann, Secy., Des Moines, Iowa.

For Automobile Insurance Company of Hartford, Conn.—H. R. Cleaveland, Chicago, Illinois.

For Central Mutual Insurance Company of Chicago—T. B. McCauley, Des Moines, Iowa.

For Merchants Transfer & Storage Company—H. D. Liddle, Des Moines, Iowa.

For Dragoun Transfer & Storage Company—C. E. Dragoun, Ames, Iowa.

APPEARANCES (Hearing of March 7, 1934):

For Central Mutual Insurance Company of Chicago—T. B. McCauley, Des Moines, Iowa.

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

This investigation was initiated upon motion of the Commission in pursuance of the general power and duties imposed under the provisions of Chapters 252-A1 and 252-C1, Code of Iowa, 1931, for the purpose of obtaining information as to the type or form of insurance best suited to the needs of the public and the carriers with due regard to the requirements of law and the underwriting practices of the insurance companies.

The case was called for hearing in accordance with notice to all parties concerned, at the office of the Board in Des Moines, on November 7, 1933, partially heard and continued pending further study of the changes proposed by a committee composed of representatives of the insurance companies, insurance agents, motor carriers, truck operators and the Commission. Continued hearing was held at the same place on January 10, 1934, after which the case was taken under advisement with allowance for a reasonable time in which to submit additional suggestions. Further opportunity was afforded on March 7, 1934, to present arguments as to authority under the law to adopt and enforce the rules suggested, although none in opposition were offered.

The Rules and Regulations suggested in the Order for Investigation were designed primarily to accomplish the following:

Require fifteen instead of ten days' notice of suspension or cancellation of the policy.

Increase the higher limits of liability on buses with a capacity of fifteen or less passengers to Twenty Thousand Dollars (\$20,000.00).

Require so-called cargo insurance to cover freight and baggage at all times while in the possession or custody of the carrier, instead of while in or upon the motor vehicle operated.

Require so-called blanket coverage providing protection against legal liability of the carrier, irrespective of motor vehicle employed, instead of restricted coverage on designated equipment.

Objections to the changes proposed were raised for the most part by the insurance companies, it being contended, among other things, there is a possibility of the underwriters being unable to determine extent of equipment insured, which, together with other hazards, may tend to increase considerably the cost of insurance. In addition, the rules suggested were subjected to considerable criticism and lengthy discussion, all of which there is no need to here recite, other than to mention it has been helpful, led to a better understanding of the problems confronting the underwriters and given careful consideration in the disposition of this case.

The law requires that policies shall bind the obligors thereunder to make compensation for injuries to persons and loss of or damage to property resulting from the operation of the carrier and for which the carrier would be legally liable, such policies to be issued by some company authorized to do business within the State in such form and amount as the Commission may deem necessary to protect the interests of the public. It, therefore, appears that while the Commission is to approve the form and fix the minimum limits, the policies must cover the legal liability of the carrier. Experience has shown that the present rules with reference to insurance, which are based upon restrictions placed upon the activities of the carriers, do not, in all respects, satisfy that requirement or needs otherwise. It appears that ten days' notice of suspension or cancellation of a policy does not allow sufficient time to handle through the office and permit the law-abiding carrier to arrange for reinstatement or other insurance without interruption of service; that higher limits of liability of less than Twenty Thousand Dollars (\$20,000.00) on buses with a capacity of fifteen or less passengers is not reasonably sufficient; that the liability of the carrier for loss of or damage to freight extends beyond the time the freight is actually in the truck; and that policies restricted to specific units are no longer suited to the needs of the carriers and jeopardize protection to the public. The numerous motor vehicles employed are constantly changing through obsolescence and transfer. In the event of overloads, breakdowns or other emergencies, additional equipment must be immediately procured. Changes otherwise and for other purposes are numerous, all of which, by custom and practice are recognized as part of the business. The Commission does not contend that too many privileges in this respect are necessary, but to attempt to confine and restrict the carriers to the operation of only designated units is to fail to appreciate the practice in satisfying the demands placed upon an operation.

While the Commission is concerned primarily with a type or form of coverage best suited to the needs of all concerned, it has also given careful consideration to the underwriting practices of the insurance companies and the effect the changes proposed may have upon costs and the many other factors involved. To that end, extensive investigation made as to the experience had over a period of several years in some fourteen states demanding from regulated carriers some form of blanket coverage shows that costs have not increased because of that requirement; further, that the determination of exposure under such a policy contract presents a practical problem which is overcome to

the extent of the supervision exercised by the insuring company. Reasonable supervision by the insurer combined with the advantage of the records available should solve that problem in this state. The advantages otherwise accruing should, therefore, tend to decrease rather than increase cost of insurance. At least there appears to be no justification for any increase provided present rates are adequate for the coverage now provided.

After a careful consideration of the requirements of the law, the record in this case and the needs of the carriers as well as the public, this Commission is of the opinion and hereby finds that the rules and regulations hereinafter outlined are better suited to the purpose than the effective rules identified by the same numbers. The rules hereinafter following are, therefore, hereby adopted and substituted as described in lieu of and as amendment to rules bearing the same numbers of the Rules and Regulations Governing the Operation of Motor Carriers and Truck Operators, effective April 15, 1934; provided, that carriers with policies on file at that time shall have until May 15, 1934, in which to arrange for an extension of present insurance or submit additional coverage necessary to satisfy the requirements.

RULES 7, 8, 9 AND 10 OF THE RULES AND REGULATIONS GOVERNING THE OPERATION OF MOTOR CARRIERS

Insurance Requirements

Rule 7. Each Motor Carrier shall at all times maintain on file with the Commission an effective insurance policy, policies, or surety bond made out in accordance with the requirements of Section 5105-a26, Code of Iowa, 1931, and these rules and regulations, covering any and all motor vehicles used in furnishing motor carrier service in and/or between the points named in his operating certificate, such policy, policies, or surety bond to be written for a period of not less than one year and with minimum limits of liability as follows:

Passenger Motor Carriers

(a) To cover the assured's legal liability as a motor carrier for personal injury or death resulting therefrom:

Vehicle with a maximum seating capacity of	For any recovery by one person as a result of any one accident or other cause.	For all persons receiving personal injury as a result of any one accident or other cause.
20 or less		\$20,000
21 to 25		25,000
26 to 30	\$5,000	30,000
31 to 35	5,000	35,000
36 to 40	5,000	40,000
41 to 45	5,000	45,000
46 to 50	5,000	50,000
For each motor ve-	5,000	

(b) To cover the assured's legal liability as a motor carrier for damage to or destruction of any property other than that of or in charge of the assured, as a result of any one accident or other cause, One Thousand Dollars (\$1,000.00).

(c) To cover the assured's legal liability as a motor carrier for loss of or damage to property of passengers as a result of any one accident or other cause, One Thousand Dollars (\$1,000.00).

Freight Motor Carriers

(d) To cover the assured's legal liability as a motor carrier for personal injury or death resulting therefrom, as a result of any one accident or other cause, Five Thousand Dollars (\$5,000.00) for any

recovery by one person and Ten Thousand Dollars (\$10,000.00) for more than one person.

(e) To cover the assured's legal liability as a motor carrier for damage to or destruction of any property other than that of or in charge of the assured, as a result of any one accident or other cause, One Thousand Dollars (\$1,000.00).

(f) To cover the assured's legal liability as a motor carrier for loss of or damage to property in the possession or custody of the assured while for the purpose of or being transported, except property of the assured, as a result of any one accident or other cause, One Thousand Dollars (\$1,000.00).

Rule 8. *Endorsement for Policies.* Each policy filed with the Commission by a motor carrier shall have attached thereto the following endorsement:

Iowa Motor Carrier Endorsement

It is understood and agreed that:

Before the policy to which this endorsement is attached may be suspended or cancelled, the Board of Railroad Commissioners, Des Moines, Iowa, will be given fifteen (15) days' prior written notice of such proposed suspension or cancellation; such notice 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.

This policy is hereby amended and extended so as to cover any and all motor vehicles, trailers and semi-trailers used in furnishing motor carrier service in and/or between the points named in the operating certificate issued to the Assured by the Iowa Board of Railroad Commissioners.

The obligations and promises of said policy, including this endorsement, shall not be affected by any act or omission of the named assured or of any employee of the named assured with respect to any condition or requirement of said policy or any endorsement now or hereafter attached thereto nor by any default of the assured in payment of premium or in the giving of any notice required by said policy contract or otherwise, nor by the death, insolvency, bankruptcy, legal incapacity or inability of the named assured.

Notwithstanding anything in the policy or in any endorsement now or hereafter attached thereto to the contrary, it is the intent of this endorsement to amend the policy so as to fully comply with the provisions of Chapter 252-A1, Code of Iowa, 1931, and to give all of the coverage required by paragraphs (see Rule 7) of Rule 7 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Motor Carriers.

The policy is hereby amended and extended to provide that any person, firm, association or corporation having a right of action under the policy against the assured may, when service cannot be obtained on said assured within the State of Iowa, bring action for recovery directly upon such policy and against the insurer that issued such policy.

No other provision nor condition shall be included in the endorsement required by this rule, except with the written permission of the Commission.

Rule 8A. *Insurance Binders.* Binders filed to comply with the insurance requirements of Section 5105-a26, Code of Iowa, 1931, and these rules and regulations, pending the issuance and filing of an insurance policy, must be issued by some insurance carrier authorized to do business in the State of Iowa and made out in accordance with the following form:

This will bind the _____, of _____, in favor of _____, of _____, as of _____ M., on _____, 19____, for the coverage required by paragraphs _____ of Rule 7 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Motor Carriers on any and all motor vehicles, trailers and semi-trailers used in furnishing motor carrier service in and/or between the points named in the operating certificate issued to the assured by the Iowa Board of Railroad Commissioners.

It is the intent of this binder to fully comply with the requirements of Section 5105-a26, Code of Iowa, 1931, and to be subject to Rules 7 and 8 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Motor Carriers.

Dated at _____, this day of _____, 19____.

Authorized Agent.

Rule 9. *Renewal Policies.* Motor Carriers shall file a renewal of each insurance policy on file with the Commission not less than twenty (20) days before the expiration of such policy.

Rule 10. *Placing Cars in Service.* Motor Carriers shall, immediately upon placing any motor vehicle in service, furnish the Commission a complete description of such vehicle, together with information as to the time it was placed in operation. The description shall show the license number; make; year built; factory number; engine number; maximum capacity in pounds and classification by letter of overloading license, if a truck; maximum seating capacity, if a bus; weight empty in pounds supported by scale certificate; and whether equipped with pneumatic or solid tires.

RULES 6, 7, 8, 9, 10, 15, 17 AND AMENDMENT TO RULE 5 OF THE RULES AND REGULATIONS GOVERNING THE OPERATION OF TRUCK OPERATORS

Insurance Requirements

Amend Rule 5 to include the following:

Before placing any additional motor truck in service after a Truck Operator Permit has been issued, the Truck Operator shall pay to the Commission the annual permit fee for such motor truck for the current year and furnish the Commission with the information required by Rule 17.

Rule 6. Each Truck Operator shall at all times maintain on file with the Commission an effective insurance policy, policies, or surety bond made out in accordance with the requirements of Section 5105-c14, Code of Iowa, 1931, and these rules and regulations, covering any and all motor trucks used in furnishing truck operator service under his Truck Operator Permit, such policy, policies, or surety bond to be written for a period of not less than one (1) year by some insurance carrier or bonding company authorized to do business in this State.

Rule 7. *Limits of Liability.* The minimum limits of liability for any policy, policies or surety bond shall, for each motor truck thereby covered, be as follows:

(a) To cover the assured's legal liability as a truck operator for personal injury or death resulting therefrom, as a result of any one accident or other cause, Five Thousand Dollars (\$5,000.00) for any recovery by one person and Ten Thousand Dollars (\$10,000.00) for more than one person.

(b) To cover the assured's legal liability as a truck operator for damage to or destruction of any property, other than that of or in charge of the assured, or a result of any one accident or other cause, One Thousand Dollars (\$1,000.00).

(c) To cover the assured's legal liability as a truck operator for loss of or damage to property in the possession or custody of the assured while for the purpose of or being transported, except property of the assured, as a result of any one accident or other cause, One Thousand Dollars (\$1,000.00).

Rule 8. *Endorsement for Policies.* Every policy filed with the Commission by a truck operator shall have attached thereto the following endorsement:

Iowa Truck Operator Endorsement

It is understood and agreed that:

Before the policy to which this endorsement is attached may be suspended or cancelled, the Board of Railroad Commissioners, Des Moines, Iowa, will be given fifteen (15) days' prior written notice of such proposed suspension or cancellation; such notice 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:

This policy is hereby amended and extended so as to cover any and all motor vehicles, trailers and semi-trailers used in furnishing truck operator service under the Truck Operator Permit issued to the assured by the Iowa Board of Railroad Commissioners.

The obligations and promises of said policy, including this endorsement, shall not be affected by any act or omission of the named assured or of any employee of the named assured with respect to any condition or requirement of said policy or any endorsement now or hereafter attached thereto nor by any default of the assured in payment of premium or in the giving of any notice required by said policy contract or otherwise, nor by the death, insolvency, bankruptcy, legal incapacity or inability of the named assured.

Notwithstanding anything in the policy or any endorsement now or hereafter attached thereto to the contrary, it is the intent of this endorsement to amend the policy so as to fully comply with the provisions of Chapter 252-C1, Code of Iowa, 1931, and to give all of the coverage required by paragraphs (see Rule 7) of Rule 7 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Truck Operators.

The policy is hereby amended and extended to provide that any person, firm, association or corporation having a right of action under the policy against the assured may, when service cannot be obtained on said assured within the State of Iowa, bring action for recovery directly upon such policy and against the insurer that issued such policy.

No other provision nor condition shall be included in the endorsement required by this rule, except with the written permission of the Commission.

Rule 9. *Insurance Binders.* Binders filed to comply with the insurance requirements of Section 5105-c14, Code of Iowa, 1931, and these rules and regulations, pending the issuance and filing of any insurance policy, must be issued by some insurance carrier authorized to do business in the State of Iowa and made out in accordance with the following form:

This will bind the....., of
, in favor of.....,
 of....., as of..... M.,
 on....., 19.....,
 for the coverage required by paragraphs.....

of Rule 7 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Truck Operators, on any and all motor trucks, trailers and semi-trailers used in furnishing truck operator service under the Truck Operator Permit issued to the assured by the Iowa Board of Railroad Commissioners.

It is the intent of this binder to fully comply with the requirements of Section 5105-c14, Code of Iowa, 1931, and to be subject to the requirements of Rules 6, 7 and 8 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Truck Operators.

Dated at _____, this _____ day of _____, 19_____.

Authorized Agent.

Rule 10. *Renewal Policies.* Truck Operators shall file a renewal of each insurance policy on file with the Commission not less than twenty (20) days before the expiration of such policy.

Rule 15. *Permit and Receipt for Fee.* Permit to operate as a truck operator and receipt for the annual fee will be issued upon the filing of proper application, insurance policy, policies or surety bond and the payment of the annual permit fee.

Rule 17. *Placing Trucks in Service.* Before placing any additional motor truck in service, the Truck Operator shall furnish the Commission a complete description of such motor truck, together with information as to the time it will be placed in service. The description shall show the license number; make; year built; factory number; motor number; capacity; weight empty; and whether equipped with solid or pneumatic tires.

Also under date of March 9, 1934, the Board approved the following record:

IT APPEARING THAT, under Rules and Regulations adopted in the above entitled matter, the companies insuring equipment operated by Motor Carriers and Truck Operators will have cause to periodically check the records maintained by this Commission, and that such checks made at unexpected times will tend to cause confusion, interfere with the maintenance of proper records and disrupt routine in the office, and

IT ALSO APPEARING that time and expense may be saved, and the interests of all may be properly served by the Commission furnishing the information desired in the usual course of business.

NOW, THEREFORE, the Secretary of this Commission shall cause information as to any additions in equipment operated by Motor Carriers and Truck Operators to be furnished the insuring company in such manner and form as may be best suited to the interests of the office as soon thereafter as may be reasonably possible.

Under date of March 27, 1934, the Board approved the following record:

WHEREAS, it appears that some of the insurance companies may for good cause desire permission to include the provisions of the Motor Carrier and Truck Operator Endorsements under the policy contract in unobjectional form other than that specifically prescribed,

NOW, THEREFORE, the Secretary of this Commission is hereby authorized to approve and accept policies containing the provisions of the Motor Carrier and Truck Operator Endorsements in such form and manner as may be proper in the judgment of the department.

Filed October 2, 1933. Closed March 9, 1934.

No. H-1925—1934. Interstate Transit Lines, Omaha, Nebraska, and L. R. Thomas, Fort Dodge. Application for approval to transfer certain operating rights granted in Docket No. H-1737. Applicant L. R. Thomas, Fort Dodge, failed to comply with the preliminary requirements of the law, and the case was, therefore, dismissed.

Filed September 29, 1933. Closed September 15, 1934.

No. H-1928—1934. Arthur E. Wells, Sanborn. Application for authority to operate as a motor carrier of freight between Hartley and Spencer. This application was fully heard at the office of the Woodbury County Auditor, Sioux City, Iowa, January 24, 1934, and under date of September 19, 1934, the following decision was rendered, denying the application:

APPEARANCES:

For Applicant—B. M. Richardson, Special Representative, Cedar Rapids, Iowa; Baldwin & James, Attys., Spencer, Iowa, by C. W. Baldwin.

For Traffic Bureau, Sioux City Chamber of Commerce, intervener on behalf of applicant—P. R. Wigton, Traffic Commissioner, Sioux City, Iowa.

For Railway Express Agency, Inc., Objector—D. K. Brown, Supt., by E. A. Strand, Special Representative, Des Moines, Iowa.

For Fred J. Jones, Drayman, Spencer, Iowa, Objector—Cory & Sackett, Attys., Spencer, Iowa, by J. W. Cory, Jr.

Arthur E. Wells, Sanborn, Iowa, the applicant in this case, holds Certificate of Convenience and Necessity No. 296, under which he is operating as a motor carrier of freight one way from Sioux City to Sheldon, Sanborn and Hartley. This Certificate authorizes applicant to transport freight from Sioux City to Sheldon, Sanborn and Hartley; from Sheldon to Sanborn and Hartley, and from Sanborn to Hartley, but does not authorize applicant to transport freight originating at or destined to points intermediate to Sioux City and Sheldon, nor to furnish any freight motor carrier service on the return trips to Sioux City.

The application in this case was filed with the Commission on October 19, 1933, under provisions of Chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity authorizing an extension of applicant's present service from Hartley to Everly and Spencer. Applicant does not propose to transport local freight from Everly to Spencer, nor to furnish any freight motor carrier service on the return trips from Spencer to Everly and Hartley.

Hearing on this application was fixed for Wednesday, January 24, 1934, ten o'clock A. M., at the office of the Woodbury County Auditor, Sioux City, 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, Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Railway Express Agency, Inc., and Fred J. Jones, Spencer, Iowa.

Public hearing was held on this application on January 24, 1934, at Sioux City, and the case was taken under advisement by the Commission. The appearances at this hearing are shown on the title page of this decision.

Counsel for Fred J. Jones, Spencer, Iowa, objector herein, was given permission at the hearing to file a brief and argument and counsel for application was given permission to reply thereto, but this brief and argument was not filed.

Six witnesses testified at the hearing of January 24, 1934, in favor of the granting of this application. These witnesses included applicant, three business men of Spencer, the Manager of the Union Truck Terminal at Sioux City and the Commissioner of the Sioux City Traffic Bureau. Applicant submitted letters signed by ten business men of Everly and by twenty business men of Spencer, favoring the granting

of the application. Applicant also submitted a petition signed by twenty-nine residents and business men of Hartley, stating that they had no objection to the granting of this application.

The objectors submitted affidavits, letters and petitions signed by one hundred eighteen residents and business men of Spencer, letters signed by seven business men of Everly and letters signed by eleven business men of Hartley, opposing the granting of this application.

Three business men of Everly and five business men of Spencer who signed letters favoring the granting of this application also signed letters opposing the granting of the application. The record shows that the Spencer Chamber of Commerce took no action on this application, but decided to leave the matter to the business men of Spencer to act individually as they saw fit.

According to the Time Schedule filed in this case, applicant proposes to operate out of Sioux City daily, except Saturdays, Sundays and holidays, on the following schedule:

2:00 P. M.	Lv.	Sioux City
4:00 P. M.	Ar.	Sheldon
5:00 P. M.	Ar.	Sanborn
7:00 A. M.	Ar.	Hartley
8:00 A. M.	Ar.	Everly
9:00 A. M.	Ar.	Spencer

Under this schedule, freight picked up at Sioux City, Sheldon and Sanborn and destined to Hartley, Everly and Spencer would not be delivered to those destinations until the following morning.

According to the record in this case, the Chicago, Milwaukee, St. Paul and Pacific Railroad Company is furnishing daily, except Sunday, service on less than carload freight from Sioux City to Everly and Spencer on a schedule which calls for delivery at those two points a little before noon the next day after loading at Sioux City. The testimony shows that occasionally deliveries are not made to Spencer according to this schedule. The testimony also shows that some shipments were not delivered to Spencer when expected by the consignee, but the witnesses were unable to state whether this was the fault of the railroad company, whether the order was delayed in the mails, whether there was some delay on the part of the shipper in filling and delivering the order to the railroad company or whether the delay was caused by the local drayman at Spencer.

The main purpose of this application is to secure authority to transport freight from Sioux City to Everly and Spencer and all of the testimony on behalf of the granting of the application was with reference to that part of the service proposed. However, applicant also proposes to transport freight from Sheldon to Sanborn, Hartley, Everly and Spencer; from Sanborn to Hartley, Everly and Spencer, and from Hartley to Everly and Spencer. Applicant testified that he made no investigation at Sheldon, Sanborn or Hartley and found no necessity for eastbound service out of those points.

Fred J. Jones, Spencer, Iowa, owner and operator of Jones Transfer Company, objector herein, holds a permit from this Commission to operate as a "truck operator" under the provisions of the Chapter 252-C1, Code of Iowa, 1931, and is engaged in the local drayage business at Spencer.

The records of the Commission show that A. M. Schoenewe, Everly, Iowa, holds Certificate of Convenience and Necessity No. 40, under which he is operating as a freight motor carrier between Everly and Spencer.

While the Commission has in the past authorized the establishment of several one-way freight motor carrier lines including the one operated by applicant under Certificate of Convenience and Necessity No. 296, it has gone on record in several decisions during the last two

years as being opposed to the establishment of additional one-way lines. The attitude of the Commission with reference to one-way lines, as expressed in those several decisions, was called to the attention of applicant's representative before a date was named for hearing in this case with the suggestion that, unless there were extremely peculiar conditions in the territory proposed to be served, applicant might desire to amend his application to provide for service in both directions over his existing and proposed routes.

The Commission was advised, however, that applicant had determined upon submitting a showing of convenience and necessity for the service proposed.

In the consideration of this case, the Commission has given careful thought to the present and future transportation needs of the wholesalers, jobbers and manufacturers of Sioux City and of the shippers and receivers of freight at Everly and Spencer. It has also given further consideration to the proposal of establishing additional one-way service and to the probable effect such lines would have upon the establishment of an adequate transportation system in this State. While there may be some cases where conditions are so peculiar as to warrant the establishment of a one-way operation, the Commission believes that it is generally conceded that two-way service is necessary in the development of an adequate transportation system.

Section 5105-a7, of said Chapter 252-A1, provides that, "Before a certificate shall be issued, the commission shall, after a public hearing, make a finding that the service proposed to be rendered will promote the public convenience and necessity. * * *" 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 law.

The Commission has given careful consideration to this application and to the record made in connection therewith and is of the opinion that the showing made by applicant does not warrant the finding required of said Section 5105-a7. The application is, therefore, hereby denied.

Filed October 19, 1933. Closed September 19, 1934.

No. H-1929—1934. R. O. Seaton, doing business as Seaton Truck Line, Osage. Application for authority to operate as a motor carrier of freight between Osage and Waterloo. The applicant in this case was requested to appear at the Office of the Board, Des Moines, Iowa, December 12, 1933, to show cause why the application should be heard inside a period of six months after denial of the Schlick application for a similar service. Hearing was held on December 12, 1933, as scheduled, and under date of February 14, 1934, the Board rendered a decision dismissing the application as follows:

APPEARANCES:

For Applicant—Darwin J. Paulson, Atty., Osage, Iowa; R. O. Seaton, Osage, Iowa.

For M. F. Schlick, Charles City, Iowa, Objector—M. F. Schlick, Charles City, Iowa.

This application was filed with the Commission on October 25, 1933, by R. O. Seaton, Osage, Iowa, doing business as Seaton Truck Line, 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 Osage, Floyd, Charles City, Nashua, Plainfield, Waverly, Denver and Waterloo, except for the transportation of local freight between Floyd and Waterloo and points intermediate thereto.

The applicant in this case is now operating as a motor carrier of freight between Mason City, Osage, Mitchell, St. Ansgar, Stacyville, Little Cedar, New Haven, Riceville, Orchard and Meroa.

M. F. Schlick, Charles City, Iowa, objector in this case, is now operating as a motor carrier of freight, among other places, between Charles City, Floyd, Rudd, Nora Springs and Mason City and between Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls, Cedar Heights, Casle Hill and Waterloo, except for the transportation of local freight between Waterloo and Waverly and points intermediate thereto.

On May 24, 1933, said M. F. Schlick filed an application with the Commission 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 for the transportation of freight originating at Mason City and destined to Osage and freight originating at Osage and destined to Mason City. This application, Docket No. H-1836, was fully heard by the Commission at a public hearing on June 21, 1933, and was denied by the Commission in a decision issued September 25, 1933. The record and decision in Docket No. H-1836 are by reference made a part of the record and decision in this case.

The application now under consideration was filed with the Commission thirty days after the decision in Docket No. H-1836 and is for practically the same authority as was applied for and denied in that case. In cases of this kind, where the Commission has heard and denied an application for certain motor carrier operating authority and shortly thereafter receives another application for practically the same authority, the Commission has refused to hear the second application until at least six months' time has elapsed, unless there has been such a material change in conditions in the territory proposed to be served as would justify another hearing. The reasons for this practice we believe are obvious. In view of this established policy, the Commission fixed December 12, 1933, ten o'clock A. M., at its office in Des Moines, as time and place for R. O. Seaton to appear before the Commission and show cause why the application in Docket No. H-1929 should be heard so soon after the application in Docket No. H-1836 had been denied.

Hearing was held in this case on December 12, 1933, and the case was then taken under advisement by the Commission. The appearances at that hearing are shown on the title page of this decision.

After full consideration of the testimony and evidence submitted at the hearing of December 12, 1933, and of the record and decision in Docket No. H-1836, the Commission is of the opinion that the showing made at that hearing does not justify the holding of a public hearing on this application at this time. The application is, therefore, dismissed without prejudice.

Filed October 25, 1933. Closed February 16, 1934.

No. H-1930—1934. Thomas W. Hannah, Fairfield. Motor Carrier—Discontinuance of service authorized by Certificates of Convenience and Necessity Nos. 61 and 166. This motor carrier operator was cited to appear before the Board at the Office of the Washington County Auditor, Washington, Iowa, November 14, 1933, to show cause why Certificates of Convenience and Necessity Nos. 61 and 166 should not be revoked because of failure to maintain insurance in full force and effect and because service under the two certificates was discontinued without authority, but failed to appear. Testimony was taken and under date of December 19, 1933, the Board ordered the certificates in question revoked as follows:

APPEARANCES:

For Thomas W. Hannah, Fairfield, Iowa—None.

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

Thomas W. Hannah, Fairfield, Iowa, holds Certificates of Convenience and Necessity Nos. 61 and 166, which authorize him to operate as a motor carrier of passengers and a limited amount of freight on his passenger carrying motor vehicles between Fairfield, Birmingham, Mt. Zion and Keosauqua in Jefferson and Van Buren Counties, Iowa, and between Fairfield, Pleasant Plain, Brighton and Washington in Jefferson and Washington Counties, Iowa, respectively.

On October 4, 1933, the Commission received notice that the insurance policy which this motor carrier filed with the Commission to comply with the insurance requirements of Chapter 252-A1, Code of Iowa, would be cancelled by the insurance company on October 14, 1933, for nonpayment of premium. The Commission accepted notice that the policy would be cancelled at 8:00 A. M. on October 14, 1933, and so advised the insurance company and this motor carrier. The Commission also instructed Thomas W. Hannah to discontinue operating as a motor carrier at 8:00 A. M. on October 14, 1933, unless this policy were reinstated or other insurance were filed with the Commission prior to that time. This policy was not reinstated and no other insurance has been filed with the Commission since October 14, 1933, by this motor carrier.

On October 14, 1933, the Commission received an application from this motor carrier for authority to temporarily suspend operations under Certificates Nos. 61 and 166 in which applicant alleged that the revenue was not sufficient under conditions which existed at that time to cover operating expenses. Upon receipt of this application, the Commission requested applicant to submit a statement of his operating revenues and expenses for a period of at least six months and to also advise for how long a period of time he desired to suspend operations. On October 24, 1933, this motor carrier advised the Commission that during the period April 1, 1933, to September 30, 1933, his total operating revenue amounted to \$510.39 and his operating expenses, not including depreciation and tire expense, amounted to \$904.31, leaving a loss of \$393.92 for that period. This carrier also advised the Commission that, "We are no longer financially able to carry on this bus line as we have operated at a loss so long that we have no capital left. The line will not pay its way." According to this carrier's monthly report to the Commission for October, 1933, he discontinued operating as a motor carrier on October 10, 1933.

On October 27, 1933, the Commission named November 14, 1933, 10:00 o'clock A. M., at the office of the Washington County Auditor, Washington, Iowa, as time and place for this motor carrier to appear before the Commission and show cause why Certificates Nos. 61 and 166 should not be revoked because of his failure to maintain the required insurance on file and in effect and to furnish the service authorized by these certificates. Notice of this hearing was mailed to Thomas W. Hannah on October 28, 1933.

The hearing in this case was called at Washington, Iowa, on November 14, 1933, but this motor carrier did not appear and was not represented by anyone. Ben B. Baugh, who is the Commission's inspector in the territory in which this motor carrier operates, was sworn as a witness and testified that he had talked with this motor carrier about two weeks prior to the date of the hearing and was advised by him that he wanted his certificate revoked as he did not intend to resume operation or to sell or lease his operating rights. At the close of this hearing, the case was taken under advisement by the Commission.

The Commission's records show that the ton mile tax on this carrier's operations during the months of August, September and October, 1933, is unpaid and delinquent and that this tax and the penalty thereon amounts to \$65.70.

It is therefore ordered that Certificates of Convenience and Necessity Nos. 61 and 166 which were issued to Thomas W. Hannah of Fairfield, Iowa, be and they are hereby revoked.

Filed October 14, 1933. Closed December 20, 1933.

No. H-1932—1934. Carl Brown, Charter Oak. Application for authority to operate as a motor carrier of freight between Charter Oak and Sioux City. This case was heard at the Office of the Woodbury County Auditor, Sioux City, Iowa, February 27, 1934, and concluded at the Office of the Board, Des Moines, Iowa, March 27, 1934. On March 27, 1934, the applicant filed an assignment of whatever rights he might have in Docket No. H-1932 to the Hartlep Transit Company, Sioux City. Decision granting the application under date of June 1, 1934, is as follows:

APPEARANCES at hearing of February 27, 1934:

For Applicant—Carl Brown, Charter Oak, Iowa.

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

For Chicago and North Western Railway Company, Objector—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by George R. Hise.

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.

APPEARANCES at hearing of March 27, 1934:

For Applicant—None.

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 with the Commission on October 28, 1933, by Carl Brown, Charter Oak, 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 Charter Oak, Ute, Mapleton, Smithland, Holly Springs and Sioux City in Crawford, Monona and Woodbury Counties, Iowa.

Hearing on this application was originally fixed for January 24, 1934, ten o'clock A. M., at the office of the Woodbury County Auditor, Sioux City, Iowa, but that hearing was cancelled on January 9, 1934, because of applicant's failure to secure publication of the official notice of hearing as required by said Chapter 252-A1.

On January 15, 1934, the Commission named February 27, 1934, ten o'clock A. M., at the office of the Woodbury County Auditor, Sioux City, Iowa, as time and place for hearing on this application and notice of this hearing was published as required by law in Crawford and Monona Counties, Iowa.

Public hearing was held on this application at Sioux City, Iowa, on February 27, 1934, and at the conclusion of this hearing, the Commission continued the case to March 27, 1934, ten o'clock A. M., at the office of the Commission in Des Moines, because of applicant's failure to secure proper publication of notice of the February 27, 1934, hearing in Woodbury County, Iowa.

The continued hearing was called at the office of the Commission on March 27, 1934, but no testimony or evidence was offered at this hearing and notice of the hearing having been published in Woodbury County as required by law, the case was taken under advisement by the Commission. 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 Railway Express Agency, Inc., Chicago and Northwestern Railway Company, Illinois Central Railroad Company and Chicago, Milwaukee, St. Paul and Pacific Railroad Company.

Twelve witnesses testified at the hearing of February 27, 1934, in favor of the granting of this application. These witnesses included applicant, representatives of three wholesale houses of Sioux City, the Commissioner of the Sioux City Traffic Bureau, an interstate Motor Carrier who operates between Chicago and Sioux City and six retail

merchants of Charter Oak, Iowa. Applicant also submitted petitions signed by eighty-two wholesale and retail merchants of Charter Oak, Ute, Mapleton, Smithland, Holly Springs and Sioux City favoring the granting of his application.

Five witnesses testified at the hearing of February 27, 1934, in opposition to the granting of this application. These witnesses included two representatives of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, two representatives of the Chicago and North Western Railway Company and one representative of the Railway Express Agency, Inc. Objectors also submitted letters signed by seventeen business men of Ute and Mapleton opposing the granting of this application.

This applicant originally proposed to operate on Tuesday and Friday of each week and to make special trips whenever necessary, but he amended this schedule at the hearing of February 27, 1934, to provide for service daily, except Saturdays, Sundays and holidays.

On March 27, 1934, there was filed with the Commission a written agreement, entered into between Carl Brown and Hartliep Transit Company, a corporation of Sioux City, Iowa, in which Carl Brown assigned all of his right, title and interest as applicant in this case to said Hartliep Transit Company. The Hartliep Transit Company filed a financial statement and a proposed Time Schedule with the Commission and also adopted as its proposed Rate Schedule the Rate Schedule filed with the Commission by Carl Brown.

The Commission recognizes the substitution of the Hartliep Transit Company for the original applicant herein, Carl Brown, and will dispose of the application with the Hartliep Transit Company as the applicant.

The Time Schedule filed with the Commission by the Hartliep Transit Company provides for service daily, except Saturdays, Sundays and holidays, between Sioux City and Charter Oak on the following schedule:

READ DOWN			READ UP		
10:00 A. M.	Lv.	Sioux City	Ar.	6:30 P. M.	
10:45 A. M.	Ar.	Holly Springs	Ar.	5:30 P. M.	
11:30 A. M.	Ar.	Smithland	Ar.	4:45 P. M.	
1:00 P. M.	Ar.	Mapleton	Ar.	3:45 P. M.	
*	Ar.	Ute	Ar.	*	
2:00 P. M.	Ar.	Charter Oak	Lv.	3:00 P. M.	

*Schedule does not show arrival times at Ute.

There is no authorized intrastate freight Motor Carrier service between the points proposed to be served by applicant therein and the town of Holly Springs is not on a railroad.

After full consideration of this application and the record in connection therewith, the Commission is of the opinion and hereby finds that the establishment of freight Motor Carrier service between Sioux City, Holly Springs, Smithland, Mapleton, Ute and Charter Oak, as proposed by the Hartliep Transit Company, will promote the public convenience and necessity. The Commission is also of the opinion that the Hartliep Transit Company is qualified to engage in the undertaking herein proposed. A Certificate of Convenience and Necessity authorizing the Hartliep Transit Company to Operate as a Motor Carrier of Freight, over the route proposed will, therefore, issue to that company as soon as it has complied with the necessary requirements of the law and this Commission's Rules and Regulations.

Certificate of Convenience and Necessity No. 536 in the name of Hartliep Transit Company, a corporation of Sioux City, Iowa, was issued July 5, 1934.

Filed October 28, 1933. Closed July 5, 1934.

No. H-1933—1934. R. B. Fearing, owner and operator Clark's Freight Lines, Cedar Falls. Application for authority to operate as a freight

motor carrier to and from Clarion on route between Waterloo and Fort Dodge. Hearing was held jointly with Docket No. H-1934, an application of the Brady Transfer & Storage Company, of Fort Dodge, for authority to give service to and from Clarion, at Iowa Falls, on November 22, 1933. On January 16, 1934, decision granting part of each application was rendered as follows:

APPEARANCES:

For R. B. Fearing, Applicant—F. D. Riley, Atty., Clarion, Iowa; R. B. Fearing, Cedar Falls, Iowa.

For Brady Transfer & Storage Company, Applicant—F. D. Riley, Atty., Clarion, Iowa; J. J. Brady, Pres., Fort Dodge, Iowa.

For Chicago & North Western Railway Company, Objector—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by Geo. R. Hise.

For Chicago Great Western Railroad Company, Objector—Carr, Cox, Evans & Riley, Attys., Des Moines, Iowa, by Ehlers English; C. F. Koehn, D. F. and P. A., Fort Dodge, Iowa.

For Railway Express Agency, Inc., Objector—D. K. Brown, Supt., Des Moines, Iowa, by E. A. Strand, Asst. Supt.

For Chicago, Rock Island & Pacific Railway Company, Objector—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa, by A. T. Blake, Asst. Atty. for Iowa.

R. B. Fearing, Cedar Falls, Iowa, the applicant in Docket No. H-1933, is now operating as a motor carrier of freight, among other places, between Waterloo, Shell Rock, Clarksville, Allison, Bristow, Dumont, Hansell, Hampton, Coulter, Latimer, Alexander, Galt, Rowan, Holmes, Goldfield, Eagle Grove, Vincent and Fort Dodge under Certificates of Convenience and Necessity Nos. 173 and 449, but does not have authority to transport freight originating at or destined to the points on his route which are between Waterloo and Shell Rock nor freight originating at or destined to Clarion, which is also on his Waterloo-Fort Dodge route.

The Brady Transfer and Storage Company, the applicant in Docket No. H-1934, is the holder of Certificates of Convenience and Necessity Nos. 403 and 441 and is the lessee of Certificate of Convenience and Necessity No. 37, under which it is operating as a motor carrier of freight between Des Moines, Ankeny, Huxley, Ames, Jewell, Blairsburg, Webster City, Highview, Duncombe and Fort Dodge, except for the transportation of local freight between Des Moines and Ames and points intermediate thereto, and as a motor carrier of freight between Blairsburg, Galt, Belmont, Goodell, Klemme, Garner, Ventura, Clear Lake and Mason City, except for the transportation of freight originating at Fort Dodge and destined to Galt; freight originating at Galt and destined to Fort Dodge; local freight between Klemme and Garner and local freight between Clear Lake and Mason City.

The application of R. B. Fearing, Docket No. H-1933, was filed with the Commission on October 31, 1933, and is for authority to transport freight originating at or destined to Clarion, Iowa, as a part of the freight motor carrier service now being furnished by this applicant.

The application of the Brady Transfer and Storage Company, Docket No. H-1934, was also filed with the Commission on October 31, 1933, and as originally filed was for authority to extend its Blairburg-Garner route from the intersection of Iowa Highways Nos. 10 and 15 to the town of Clarion and to transport freight originating at or destined to Clarion as a part of the freight motor carrier service which it is now furnishing. This application was, however, amended by applicant on November 16, 1933, by withdrawing the request for authority to transport freight from Fort Dodge to Clarion and from Clarion to Fort Dodge.

These applications were set down for hearing on November 22, 1933, ten o'clock A. M., at the Community Club, Iowa Falls, Iowa, and notices of the hearings were published in Wright County, Iowa, as required by Chapter 252-A1, Code of Iowa, 1931.

Written objections to the granting of the application of R. B. Fearing were filed by the Illinois Central Railroad Company and Chicago, Rock Island and Pacific Railway Company.

Written objections to the granting of the application of the Brady Transfer and Storage Company were filed by the Chicago and North Western Railway Company, Illinois Central Railroad Company, Chicago, Rock Island and Pacific Railway Company, Chicago Great Western Railroad Company and Railway Express Agency, Inc.

These two applications were heard together at Iowa Falls on November 22, 1933, and were taken under advisement by the Commission at the conclusion of the hearing. The appearances at the hearing are shown on the title page of this decision.

R. B. Fearing proposes to operate a truck westbound out of Waterloo at 8:00 A. M., daily except Sundays and holidays, which would arrive Clarion at 2:55 P. M., leave Clarion at 3:05 P. M., and arrive Fort Dodge at 5:00 P. M. This applicant also proposes to operate an eastbound truck out of Fort Dodge at 8:00 A. M., daily except Sundays and holidays, which would arrive Clarion at 9:55 A. M., leave Clarion at 10:05 A. M., and arrive Waterloo at 5:00 P. M.

The Brady Transfer & Storage Company proposes to operate a truck northbound out of Des Moines at 6:00 P. M., daily except Sundays and holidays, which would arrive Mason City at 10:30 P. M. This truck would not go into the town of Clarion and would make no stops between Des Moines and Mason City to deliver freight. This applicant also proposes to operate a southbound truck out of Mason City at 7:00 A. M., daily except Sundays and holidays, which would arrive Clarion at 9:45 A. M., leave Clarion at 10:00 A. M., and arrive Des Moines at 1:55 P. M.

Ten witnesses testified at the consolidated hearing on November 22, 1933, on behalf of the applicants in these cases. These witnesses included six business men of Clarion, R. B. Fearing, J. J. Brady, Pres., Brady Transfer and Storage Company and a solicitor for each of these applicants. R. B. Fearing also submitted letters prior to the hearing and at the hearing from five other business men of Clarion and a letter from a Waterloo jobber favoring the granting of his application. The Brady Transfer and Storage Company also submitted letters subsequent to the hearing from three jobbers of Mason City favoring the granting of its application.

Four witnesses testified at the hearing of November 22, 1933, on behalf of objectors. These witnesses represented the Railway Express Agency, Inc., Chicago, Rock Island and Pacific Railway Company and the Chicago Great Western Railroad Company. Objectors also submitted sixty-six letters from twenty-three business men of Clarion and letters from the Clarion Commercial Club objecting to the granting of one or both of these applications. Twenty-two of these business men objected to the granting of the application of R. B. Fearing, twenty-three of them objected to the granting of the application of the Brady Transfer and Storage Company and the Clarion Commercial Club objected to the granting of either application. These letters set out that the present rail service is entirely adequate and satisfactory and that the establishment of the service proposed by applicants would not promote the public convenience and necessity.

According to the record in these cases, the Chicago Great Western Railroad Company is furnishing daily except Sunday way freight service between Fort Dodge and Clarion and between Mason City and Clarion on the following schedule:

Fort Dodge—Clarion				
11:30 A. M.	Lv. Fort Dodge	Ar.	6:00 A. M.	
12:30 P. M.	Ar. Clarion	Lv.	5:00 A. M.	
Mason City-Clarion				
10:00 A. M.	Lv. Mason City	Ar.	4:45 P. M.	
12:30 P. M.	Ar. Clarion	Lv.	2:00 P. M.	

The Chicago, Rock Island and Pacific Railway Company is furnishing tri-weekly L. C. L. freight service from Des Moines to Clarion and leads three cars at Des Moines each week in furnishing this service. The first car is loaded with freight received on Saturdays and Mondays and is scheduled to arrive Clarion at 9:00 A. M. on Tuesdays; the second car is loaded with freight received on Tuesdays and Wednesdays and is scheduled to arrive Clarion at 9:00 A. M. on Thursdays, and the third car is loaded with freight received on Thursdays and Fridays and is scheduled to arrive Clarion at 9:00 A. M. on Saturdays. This carrier is also furnishing tri-weekly L. C. L. freight service from Mason City to Clarion. This freight is scheduled to leave Mason City at 10:40 P. M. on Mondays, Wednesdays and Fridays and to arrive Clarion at 9:00 A. M. on Tuesdays, Thursdays and Saturdays, respectively.

The record shows that the Chicago Great Western Railroad Company is furnishing tri-weekly L. C. L. freight service from Waterloo to Clarion with a way freight which is scheduled to arrive Clarion at 2:15 P. M. on Mondays, Wednesdays and Fridays.

The main purpose of these applications is to secure authority to transport such freight as originates at and beyond Fort Dodge, Mason City, Waterloo and Des Moines and is destined to Clarion and all of the testimony and evidence was with reference to the existing and proposed service from those points to Clarion.

Applicants' first witness testified that he gets eighty-five per cent of his merchandise from Waterloo and Des Moines and also some from Fort Dodge; that it usually takes two days to get shipments from Des Moines; that it sometimes takes as much as five days to get shipments from Waterloo; that he could order merchandise from Fort Dodge early in the morning and receive it in the afternoon; that on several occasions where it was necessary to get better service from Waterloo than was provided by rail he has had R. B. Fearing deliver shipments to Goldfield, which is ten miles from Clarion, and has gone over there after them; that he is unable to carry as large a stock of merchandise as he has in the past and must order merchandise as it is needed; that he has orders practically daily from Des Moines, Waterloo or Fort Dodge and that the establishment of the service proposed in these cases would be a great convenience to him.

Applicants' second witness testified that most of the merchandise which he buys in the State of Iowa comes from Burlington, Cedar Rapids and Des Moines and some from Fort Dodge; that he gets two-day service from Des Moines, which is pretty good service and is ordinarily all right; that the proposed service would save one day on shipments from Des Moines, which would be of considerable help and a convenience on rush orders; that he gets pretty good service from Cedar Rapids and Burlington and has no complaint to offer regarding the service furnished by the Chicago, Rock Island and Pacific Railway Company; that a majority of the merchants of Clarion are getting the convenience of contract truck service; that he buys considerable merchandise from Minneapolis; that it takes from four to eight days to get delivery out of Minneapolis by rail; that his main complaint is with reference to the service from Minneapolis to Clarion and that he understood that he could get shipments from Minneapolis in two days if the service proposed from Mason City to Clarion were established.

Applicants' third witness testified that he buys about ninety-five per cent of his repair parts from Mason City; that he has quite frequent orders for repair parts for farm machinery; that it is necessary for him to use the parcel post service for the smaller shipments of repair parts; that he could obtain quick service by truck at a lower rate than by parcel post if the proposed service were established; that his main difficulty is the lack of good rail freight service on shipments of repair parts which are too large to go by parcel post; that his particular use of the proposed service would be with the larger pieces of

merchandise which would normally go by freight; that he has been forced to send his own truck to Mason City for the larger pieces of merchandise for the reason that the rail freight service is too slow; that the proposed door-to-door service would be helpful to him; that in order to get reasonable service he must split up some shipments and have them come by parcel post; that he could call Mason City any time before noon and the order would arrive Clarion by parcel post or express by 3:00 P. M.; that he has not found the service of the Chicago Great Western Railroad Company from Mason City to Clarion as good as is scheduled by that company, that is, leaving Mason City daily except Sunday at 10:00 A. M. and arriving Clarion at 12:30 P. M. and that he would not be maintaining his own truck to transport his merchandise from Mason City if he found he could get that kind of service. This witness first testified that it would take an average of about four days for him to get rail freight shipments from Mason City and later testified that it generally took around two to four days to get such shipments.

Applicants' fourth witness testified that he buys furnaces and repair parts at various towns in Iowa; that about ninety per cent of his furnaces come from Marshalltown; that it takes six or seven days to get a furnace by rail from Marshalltown; that he could get furnaces from Marshalltown in two days if the service proposed from Waterloo to Clarion were established; that two-day truck service from Marshalltown to Clarion would be a great convenience and is practically a necessity for him; that he buys considerable flat sheet metal and gas pipe from Fort Dodge; that he gets pretty fair rail freight service from Fort Dodge and could not really complain on that service; that he could not tell when he would get an order out of Des Moines; that he could buy a lot of repair material from St. Paul if the service were all right, but discontinued doing so about two years ago because it took about a week to get shipments from there; that it was his understanding that he could get two-day service from St. Paul if the service proposed from Mason City to Clarion were established and that two-day service from St. Paul would be a great convenience to him and would permit him to buy some supplies from there.

Applicants' fifth witness testified that he buys most of his tires from Des Moines; that the rail service from Des Moines had been rather slow; that he endeavored to order tires far enough ahead so as not to run out; that the rail freight service from Des Moines is sufficient except on orders for odd sized tires; that he orders his odd sized tires shipped by express for the reason that it usually takes two days to get them by freight; that the establishment of the service proposed from Des Moines to Clarion would be a convenience and an economy to him; that his batteries are delivered to him about every two weeks by the battery company with its own trucks, which is a great convenience to him; that he gets most of his other supplies from Fort Dodge and Mason City; that the rail freight service from Fort Dodge to Clarion is very satisfactory; that he does not buy much from Mason City at present because of the slow rail freight service, but would buy a lot of supplies from there if the service proposed from Mason City to Clarion were established; that truck service from Des Moines and Mason City would be a great convenience and is necessary at this time on rush orders, but better rail freight service from those points would be all right; that it would not only be a convenience but is almost a necessity in his line of business to have some cheaper and faster freight service; that it would be a great convenience to him if he did not have to carry such a large stock of tires and could order tires as he needed them; that the lack of truck service places him at a disadvantage with competitors in nearby towns which have truck service and that inasmuch as the trucks were operating through Clarion he felt there was a necessity for the proposed service because it would be a great advantage to save a little in freight or express charges.

Applicants' sixth witness testified that he buys most of his supplies from Des Moines; that he has been getting most of his supplies from Des Moines by parcel post during the last several months for the reason that he is not financially able to keep a large stock on hand; that it is frequently necessary for him to order small amounts of material and to use the parcel post service, whereas he could order a little more at a time if the service proposed from Des Moines to Clarion were established; that it was necessary for him to discontinue using rail freight service about three months prior to the date of hearing because of his inability to buy in large amounts; that it costs him more to use the parcel post service than it would to use the proposed motor carrier service; that it took about three or four days to get shipments from Des Moines the last time he used the rail freight service, which is the main reason he has been using the parcel post service and that the establishment of the service proposed from Des Moines to Clarion would be quite a convenience to him.

With reference to the service proposed from Mason City to Clarion, it appears to the Commission that practically all, if not all, of the freight which would be transported on the truck proposing to leave Mason City at 7:00 A. M. would have to be delivered to the motor carrier the preceding day and that this truck would, therefore, be furnishing next day delivery. On the other hand, however, the Chicago Great Western Railroad Company's schedule calls for same day service on freight delivered to it before 10:00 A. M. and for next day delivery on freight delivered to it after 10:00 A. M.

With reference to the service proposed from Fort Dodge to Clarion, it appears to the Commission that practically all, if not all, of the freight which would be transported on the truck proposing to leave Fort Dodge at 8:00 A. M. would have to be delivered to the motor carrier the preceding day and that this truck would, therefore, be furnishing next day delivery. On the other hand, however, the Chicago Great Western Railroad Company's schedule calls for same day service on freight delivered to it by 11:25 A. M. and for next day delivery on freight delivered to it after 11:25 A. M.

The testimony of applicants' witnesses and the comparison just made between the existing and proposed service from Mason City to Clarion and from Fort Dodge to Clarion do not, in our opinion, show such a need for the service proposed between those points as would warrant a finding that the establishment of the proposed service would promote the public convenience and necessity.

Some of the testimony in these cases was to the effect that the Chicago Great Western Railroad Company is not furnishing service from Mason City to Clarion and from Fort Dodge to Clarion in accordance with its schedule, but no definite evidence was introduced to support this contention. However, if such a condition does exist, the Commission is of the opinion that an attempt should first be made to have it corrected through complaint to the Commission and that, in the absence of such a complaint, it would not warrant the establishment of the proposed freight motor carrier service.

Some of the applicants' witnesses testified that the establishment of the proposed intrastate freight motor carrier service from Mason City to Clarion would enable them to secure quicker service on shipments from Minneapolis and St. Paul for the reason that there is interstate freight motor carrier service from those points to Mason City and the shipments could be transferred at that point. It is not, however, necessary to authorize the establishment of intrastate freight motor carrier service from Mason City to Clarion in order to enable those witnesses to obtain interstate freight motor carrier service from the Twin Cities.

The Brady Transfer and Storage Company may secure authority to extend its line to Clarion for the purpose of transporting interstate

shipments to and from that point by complying with the requirements which are applicable to interstate motor carriers and without making a showing that such a service would promote the public convenience and necessity. R. B. Fearing now operates through Clarion and may transport interstate shipments to and from that point without any additional authority. It would, therefore, appear that freight motor carrier service should now be available from the Twin Cities to Clarion for the reason that there are interstate freight motor carriers operating between the Twin Cities and Hampton and those carriers could transfer Clarion freight to R. B. Fearing at Hampton.

While the Commission is of the opinion that the tri-weekly L. C. L. freight service between Des Moines and Clarion and between Waterloo and Clarion is perhaps all the rail freight service that is warranted by the traffic at this time, it is also of the opinion that there is a reasonable need that such service be supplemented by the freight motor carrier service proposed between those points.

After fully considering the record in these cases, the Commission is of the opinion and hereby finds:

1. That the transportation of freight from Waterloo to Clarion and from Clarion to Waterloo, as proposed by R. B. Fearing, will promote the public convenience and necessity;

2. That the establishment of the other freight motor carrier service proposed by said R. B. Fearing would not promote the public convenience and necessity;

3. That the transportation of freight from Des Moines to Clarion and from Clarion to Des Moines, as proposed by the Brady Transfer and Storage Company, will promote the public convenience and necessity, and

4. That the establishment of the other freight motor carrier service proposed by the Brady Transfer and Storage Company would not promote the public convenience and necessity.

The motor carrier operating rights now held by said R. B. Fearing will, therefore, be amended so as to authorize him to transport freight from Waterloo to Clarion and from Clarion to Waterloo and the motor carrier operating rights now held by the Brady Transfer and Storage Company will be amended and extended so as to authorize it to transport freight from Des Moines to Clarion and from Clarion to Des Moines, such additional authority to be given as soon as these applicants have complied with the necessary preliminary requirements of the law and the Commission's Rules and Regulations.

The balance of the authority applied for in these two cases is denied.

A resolution amending the Certificate of Convenience and Necessity No. 449, held by R. B. Fearing, owner and operator Clark's Freight Lines, Cedar Falls, to permit the transportation of freight to or from Clarion, originating at or destined to Waterloo, was issued under date of January 31, 1934.

Filed October 31, 1933. Closed January 31, 1934.

No. H-1934—1934. Brady Transfer & Storage Company, Fort Dodge. Application for authority to serve Clarion with motor carrier freight service. Hearing held jointly with Docket No. H-1933 at Iowa Falls, on November 22, 1933. On January 16, 1934, a decision of the Board was rendered granting part of the authority applied for. (See decision in connection with Docket No. H-1933.) A resolution amending and extending Certificate of Convenience and Necessity No. 441 held by Brady Transfer & Storage Company of Fort Dodge, to permit the transportation of freight over such route as may be authorized to or from Clarion, originating at or destined to Des Moines, was issued by the Board on February 5, 1934.

No. H-1936—1934. M. F. Boyce, Elyria, Kansas. Application for authority to operate as an interstate freight motor carrier over various routes. Service discontinued before application was completed.

Filed October 28, 1933. Closed December 26, 1933.

No. H-1937—1934. Jefferson Transportation Company, Minneapolis, Minnesota. Application to discontinue station at the Arling Hotel in Iowa Falls. Hearing was held on this case at Iowa Falls, on November 22, 1933. On December 18, 1933, decision and order was rendered as follows:

APPEARANCES:

For Applicant—Edgar F. Zelle, Pres., Minneapolis, Minnesota.

For the Arling Hotel, Iowa Falls, Iowa, Objector—Bryson & Bryson, Attys., Iowa Falls, Iowa, by C. A. Bryson.

For the Iowa Falls Community Club, Iowa Falls, Iowa, Objector—C. H. Benedict, Secretary, Iowa Falls, Iowa.

The Jefferson Transportation Company of Minneapolis, Minnesota, the applicant in this case, is operating as a motor carrier of passengers over several routes in the State of Iowa, one of which is between Des Moines and Mason City, via Iowa Falls and certain other points, and has been maintaining two passenger depots at Iowa Falls. One of these depots is at the Woods Hotel and the other is at the Arling Hotel.

The application in this case was filed with the Commission on November 1, 1933, and is for authority to discontinue the depot at the Arling Hotel and to abandon that part of applicant's authorized route which is between the intersection of Rocksylvania Avenue and Oak Street and the Arling Hotel in Iowa Falls.

This is the second time this matter has been before the Commission. On February 8, 1932, the Jefferson Transportation Company notified the Commission that, effective February 7, 1932, it had discontinued its station at the Arling Hotel and abandoned that part of its route within Iowa Falls which is between the intersection of Rocksylvania Avenue and Oak Street and the Arling Hotel. Written objections to the discontinuance of this station were filed on behalf of the Arling Hotel on March 22, 1932, and the matter was set down for hearing before the Commission at Iowa Falls on May 24, 1932. This case, Docket No. H-1512, was fully heard at Iowa Falls on May 24, 1932, and taken under advisement by the Commission. On July 20, 1932, the Commission issued a Decision in this case in which it ordered the Jefferson Transportation Company to resume service to and from the Arling Hotel within five days from the date of the Decision. On July 22, 1932, the Jefferson Transportation Company notified the Commission that this service would be resumed on July 23, 1932.

The present application was set down for hearing before the Commission on November 22, 1933, 10:00 o'clock A. M., at the Community Club, Iowa Falls, and notice of such hearing was given to all interested parties. Full hearing was had at Iowa Falls on November 22, 1933, and the case was taken under advisement by the Commission. The appearances at this hearing are shown on the title page of this Decision and Order.

Written objections to the granting of this application were filed on behalf of the Arling Hotel, the City of Iowa Falls, and the business men and Community Club of Iowa Falls.

The applicant in this case operates over United States Highway No. 65 between Des Moines and Mason City, except where it is necessary to leave that highway in going to and from its depots in the cities and towns along that route. This highway follows Oak Street in a northerly and southerly direction through a part of the business district of Iowa Falls. The Woods Hotel is located two blocks west of United States Highway No. 65 on Washington Avenue and the Arling Hotel is located

four blocks east of United States Highway No. 65 on Rocksylvana Avenue. The Woods Hotel is in the business district of Iowa Falls and the Arling Hotel is at the edge of the residence section near the depots of the Illinois Central Railroad Company and the Chicago, Rock Island and Pacific Railway Company and is also near the wholesale district.

The application in this case shows that applicant obtained a total of 1,268 passengers from these two depots during the first nine months of the year 1933 and that the total revenue received from the passengers amounted to \$2,486.80. 1,149 of the passengers were obtained at the Woods Hotel and the revenue received from them amounted to \$2,314.95. 119 of the passengers were obtained from the Arling Hotel and the revenue received from them amounted to \$171.85. After reciting these figures, the application continues as follows:

"From the above figures it will readily be seen that the number of people who utilize the Arling Hotel is extremely limited and that the Woods Hotel, located in the downtown section of the city is the depot which is patronized by the great majority of the people using the buses at Iowa Falls.

"There is only one street leading to the Arling Hotel that is suitable for a bus to travel and this causes each bus to make a complete turn at the hotel and travel this same street back to the regular highway route. There is a hazard involved in making a complete turn at the Arling Hotel because a bus cannot make the turn without heading north on the east side of the hotel and then backing into the street. This is a very dangerous practice during the winter months. This entire procedure delays all of the passengers who are traveling through Iowa Falls on each bus, not only because of the time required to make the dangerous turn at the depot, but also because the Arling Hotel is located a quarter of a mile east of the direct route through the town.

"If the location of the Arling Hotel were such that the principal patronage of Iowa Falls came at that hotel instead of the Woods, it would be our desire to accommodate the traveling public by having our equipment take the additional time and expense to make this out-of-the-way stop.

"We respectfully petition your Commission to permit us to discontinue that portion of our route which is made necessary by leaving the regular highway in order to make a stop at the Arling Hotel."

On November 17, 1933, the Arling Hotel Company filed written objections to the granting of this application as follows:

"Comes now the Arling Hotel Company and make objections to the discontinuance of the stop or station at the Arling Hotel in Iowa Falls, Iowa, for the following reasons:

First.

"For the reason that the Arling Hotel is one of the two leading hotels of the city of Iowa Falls, Iowa, and said hotel has been a bus station or stop for several years and the discontinuance of said station would be a discrimination against said hotel and in favor of its competitor, Hotel Woods, which would become the sole stopping place of said bus line.

Second.

"That said bus line does not maintain any regular bus depot in the city of Iowa Falls but takes on and discharges passengers at both leading hotels.

Third.

"That the Arling Hotel is the only hotel in close proximity to

the railroad stations of Iowa Falls and for that reason is the natural stopping place for the traveling public who desire to transfer from a bus to a train or vice versa, and the discontinuance of said stop would be a great inconvenience to the traveling public, and cause said hotel a loss of patronage.

Fourth.

"That a reasonable route is available to said Arling Hotel, has been maintained for years and should continue.

Fifth.

"That this matter was fully heard on May 24th, 1932, and determined by your honorable body on July 20, 1932, and said ruling should stand.

Sixth.

"That said Arling Hotel has been a bus stop ever since said bus line has been in operation.

"Wherefore your objector prays that said stop be not discontinued."

Written objections to the granting of this application were filed at the hearing of November 22, 1933, on behalf of the business men and the Community Club of Iowa Falls, as follows:

"On behalf of the business men and the Community Club of the city of Iowa Falls, Iowa, we desire to protest any changes being made in the bus stops in Iowa Falls, at the present time. The reasons being that the Arling Hotel bus stop is the only bus stop close to the depots and wholesale houses in this city, and serves the general public perhaps better than any other stop that could be made in the city.

"The present stop has been made ever since the bus line was established in this city and the traveling public and the people have been accustomed to the stops as heretofore made and any change would greatly discommode the traveling public.

"The bus stop made at the Woods Hotel is made by a seven block detour from Highway 65, and the stop made at the Arling Hotel is made by an approximate nine block detour from Federal Highway 65.

On behalf of the Community Club and the Business men of this city we ask that no changes be made in either of the present bus stops."

Written objections to the granting of this application were also filed at the hearing of November 22, 1933, on behalf of the city of Iowa Falls as follows:

"The city of Iowa Falls, Iowa, wishes to enter its protest against any changes being made in the present bus routings or stops in the city.

"The present stops have been made ever since the bus line has been operated and the traveling public expect it to continue and will be much discommoded if any change is made.

"The stops at present are being made at the two leading hotels of the city and any change would be a decided discrimination against one hotel.

"The Arling Hotel stop is the one in close proximity with the depots of the railroads and is of great service to the traveling public.

"We all appreciate the fact that things are not as prosperous in any line at the present as they were formerly, but that is no good reason for any changes in the bus stops at the present time;

we therefore ask that your Honorable body make no changes in the present regulations and that the Arling Hotel stop be continued as usual."

At the hearing in this case it was contended on behalf of objectors that applicant's statement of the number of passengers picked up at the Arling Hotel and the revenue derived therefrom was not correct and that a correct statement would be more favorable to the Arling Hotel. It was also brought out at the hearing that applicant has not been operating all of its buses to and from the Arling Hotel during the past several months but has, with the permission of that hotel, been operating certain buses to the hotel only when there were passengers on the buses for the hotel. The testimony shows that on some trips where there were no passengers for the Arling Hotel, the driver of the bus would call the hotel from another point in Iowa Falls to find out whether there were any passengers waiting for the bus and if not the bus would not go to the hotel. Under this arrangement, fewer buses operated to and from the Arling Hotel and objectors contend that many people who formerly patronized the Arling Hotel depot discontinued doing so for the reason that they were under the impression that it had been discontinued as a regular stop. The testimony also indicates that applicant's drivers have not been in accord with the stop at the Arling Hotel and that there has been a disposition on the part of some of them to discriminate against that depot. Because of the conditions which have prevailed at Iowa Falls during the past several months, the Commission is of the opinion that it should not make a final order in this case at this time but that the Jefferson Transportation Company should continue its station at the Arling Hotel under the same conditions as it maintains its station at the Woods Hotel for a reasonable period in order to more accurately determine what use is made of the station when it receives the same service as the station at the Woods Hotel.

It is therefore ordered that the Jefferson Transportation Company continue to maintain a passenger depot at the Arling Hotel and that it operate each of its buses which passes through Iowa Falls to and from that station until April 1, 1934, and thereafter until it has again applied for and received authority to discontinue that station.

It is further ordered that the Jefferson Transportation Company keep a daily record of the number of passengers received and discharged by each of its buses at each of its depots in Iowa Falls and the revenue derived from such passengers during the period January 1 to March 31, 1934, inclusive, and submit that information to the Commission in the event it desires to renew its request after March 31, 1934, for authority to discontinue the station at the Arling Hotel.

The application was renewed on April 12, 1934, and on July 13, 1934, the following supplemental decision was rendered:

The Jefferson Transportation Company, Minneapolis, Minnesota, the applicant in this case, is operating as a Motor Carrier of passengers over several routes in the State of Iowa, one of which is between Des Moines and Mason City, via Iowa Falls and certain other points, and has been maintaining two passenger depots at Iowa Falls. One of these depots is at the Woods Hotel and the other is at the Arling Hotel.

The application in this case was filed with the Commission on November 1, 1933, and is for authority to discontinue the depot at the Arling Hotel and to abandon that part of applicant's authorized route which is between the intersection of Rocksylvania Avenue and Oak Street and the Arling Hotel in Iowa Falls.

Full hearing was had at Iowa Falls, Iowa, on November 22, 1933, and the case was taken under advisement by the Commission. On December 18, 1933, the Commission issued a Decision and Order in this case which reads in part as follows:

"At the hearing in this case it was contended on behalf of

objectors that applicant's statement of the number of passengers picked up at the Arling Hotel and the revenue derived therefrom was not correct and that a correct statement would be more favorable to the Arling Hotel. It was also brought out at the hearing that applicant has not been operating all of its buses to and from the Arling Hotel during the past several months but has, with the permission of that hotel, been operating certain buses to the hotel only when there were passengers on the buses for the hotel. The testimony shows that on some trips where there were no passengers for the Arling Hotel, the driver of the bus would call the hotel from another point in Iowa Falls to find out whether there were any passengers waiting for the bus and if not the bus would not go to the hotel. Under this arrangement, fewer buses operated to and from the Arling Hotel and objectors contend that many people who formerly patronized the Arling Hotel Depot discontinued doing so for the reason that they were under the impression that it had been discontinued as a regular stop. The testimony also indicates that applicant's drivers have not been accord with the stop at the Arling Hotel and that there has been a disposition on the part of some of them to discriminate against that depot. Because of the conditions which have prevailed at Iowa Falls during the past several months, the Commission is of the opinion that it should not make a final order in this case at this time but that the Jefferson Transportation Company should continue its station at the Arling Hotel under the same conditions as it maintains its station at the Woods Hotel for a reasonable period in order to more accurately determine what use is made of the station when it receives the same service as the station at the Woods Hotel.

"It is therefore ordered that the Jefferson Transportation Company continue to maintain a passenger depot at the Arling Hotel and that it operate each of its buses which passes through Iowa Falls to and from that station until April 1, 1934, and thereafter until it has again applied for and received authority to discontinue that station.

"It is further ordered that the Jefferson Transportation Company keep a daily record of the number of passengers received and discharged by each of its buses at each of its depots in Iowa Falls and the revenue derived from such passengers during the period January 1 to March 31, 1934, inclusive, and submit that information to the Commission in the event it desires to renew its request after March 31, 1934, for authority to discontinue the station at the Arling Hotel."

On December 21, 1933, the Jefferson Transportation Company acknowledged receipt of a copy of the Commission's Decision and Order of December 18, 1933, and advised the Commission that it would comply in every respect with the requirements of that Decision and Order and would immediately restore full service to and from the Arling Hotel. On April 12, 1934, the Jefferson Transportation Company submitted records "* * *" of the number of passengers received and discharged by each of its buses at each of its depots in Iowa Falls and the revenue derived from such passengers during the period January 1 to March 31, 1934, inclusive, "* * *" and renewed its request for authority to discontinue its station at the Arling Hotel. Copies of these records and the renewal request were mailed to the objectors in this case.

The original application in this case shows that the Jefferson Transportation Company obtained a total of 1,268 passengers from these two stations during the first nine months of the year 1933; that 1,149 of these passengers, or approximately 90.6%, were from the Woods Hotel and that 119 of these passengers, or approximately 9.4%, were from the Arling Hotel.

The records submitted by the Jefferson Transportation Company on April 12, 1934, show that it transported a total of 1,448 passengers to and from these two stations during the first three months of the year 1934; that 1,284 of these passengers, or approximately 88.7%, were transported to and from the Woods Hotel and that 164 of these passengers, or approximately 11.3%, were transported to and from the Arling Hotel.

The records submitted by the Jefferson Transportation Company on April 12, 1934, also show that it made a total of 540 trips to each of these stations during the first three months of the year 1934; that 116 of these trips, or approximately 21.5% were made with passengers to and/or from the Arling Hotel; that 424 of these trips, or approximately 78.5%, were made with no passengers to or from the Arling Hotel; that 406 of these trips, or approximately 75.2%, were made with passengers to and/or from the Woods Hotel and that 134 of these trips, or approximately 24.8%, were made with no passengers to or from the Woods Hotel.

The renewal application in this case, which was filed with the Commission on April 12, 1934, reads in part as follows:

"In bringing to the attention of the Commission the result of this trial period, we are willing to admit the convenience of the accommodation stop at the Arling Hotel for the benefit of the few who find it convenient to use the Arling rather than the Woods Hotel, where the records show the great majority of the Iowa Falls residents take or leave our buses. Even if the expense to our company of operating these buses off the route to the Arling Hotel was entirely discounted, we feel that the interests of the great number of passengers who are traveling on our buses through Iowa Falls should be given consideration. One needs but to visualize himself as a regular passenger on our buses making all of these trips to the Arling Hotel when only occasionally does the bus discharge or take on a passenger. During the three months trial period, 6,118 passengers were occupants of our buses as they passed through Iowa Falls and of the 540 side trips made to the Arling Hotel, 424 useless trips were made.

"We wish to assure the Commission that if we felt that the service to the public would be improved by making this stop, we would not be making this application to have the Arling Hotel stop eliminated. We believe that the Commission feels from its experience with our company in the past that we have always tried to render good service. But when service to a few is carried to the point where it is a serious inconvenience to the great majority and it is not asking anything unreasonable of the few to avail themselves of the service where the majority find it convenient, we are sure that the Commission's decision will take into account the entire situation."

With reference to the allegation of the Arling Hotel Company that the discontinuance of the station at the Arling Hotel would be a discrimination against that hotel and in favor of its competitor, the Woods Hotel, the Commission realizes that the maintenance of a bus station at a hotel increases the patronage of the hotel to some extent, but believes that the question of competition between hotels is not one for consideration in determining what service and facilities should be furnished to the public by a passenger motor carrier.

As shown by the Commission's Decision and Order of December 18, 1933, the Commission did not at that time authorize the Jefferson Transportation Company to discontinue its station at the Arling Hotel, but ordered this carrier to maintain that station under the same conditions as it maintained its station at the Woods Hotel and to keep certain records so that the Commission could more accurately determine what use was made of the station under such conditions.

Undoubtedly the maintenance of the station at the Arling Hotel would be quite a convenience for a few of this carrier's patrons at Iowa Falls, but in deciding a case of this kind the Commission must, of course, consider the convenience and necessity of the public as a whole. The records in this case show that the station at the Woods Hotel, which is located in the business district of Iowa Falls, is patronized by a large majority of the persons using bus service to and from Iowa Falls and that comparatively few of such persons patronize the station at the Arling Hotel.

The Commission has given very careful consideration to this case and is of the opinion that there is no necessity for the continuance of the station at the Arling Hotel by the Jefferson Transportation Company. The application in this case is, therefore, granted, effective five days from the date of this decision.

Filed November 1, 1933. Closed July 14, 1934.

No. H-1938—1934. Iowa Film Delivery, Des Moines. Application to amend routes as a freight motor carrier under Certificates of Convenience and Necessity Nos. 316 and 424. Acting under an opinion of the Commerce Counsel, that the application was not completed by proper publication of notices in the counties to be traversed, the Board so notified the applicant, who failed to carry the matter further.

Filed October 30, 1933. Closed December 6, 1933.

No. H-1940—1934. William H. Hendrick, Rock Island, Illinois. Failure to comply with the law and the Rules and Regulations Governing Motor Carriers. After a hearing was held at Cedar Rapids, on November 15, 1933, and before the Board could render a decision thereon, the carrier involved discontinued service within the State of Iowa.

Filed November 7, 1933. Closed November 27, 1934.

No. H-1941—1934. Clifford R. Stewart, Crystal Lake. Application for authority to act as a motor carrier of freight between Mason City, Titonka and certain points intermediate thereto. Hearing held at Mason City on February 6, 1934. On July 5, 1934, decision denying the application was rendered as follows:

APPEARANCES:

For Applicant—Frank W. Senneff, Atty., Britt, Iowa; Clifford R. Stewart, Crystal Lake, Iowa.

For Chicago, Rock Island & Pacific Ry. Co., Objector—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa, by A. T. Blake, Asst. Atty., Des Moines, Iowa.

For Railway Express Agency, Inc., and Mason City and Clear Lake Railroad, Objectors—J. G. Gamble, Atty., Des Moines, Iowa, by A. T. Blake, Asst. Atty., Des Moines, Iowa.

For George L. Heimendinger, Mason City, Iowa, Objector—Breese & Cornwell, Attys., Mason City, Iowa, by Garfield E. Breese.

This application was filed with the Commission by Clifford R. Stewart, Crystal Lake, Iowa, on November 7, 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 Mason City, Clear Lake, Miller, Hayfield, Crystal Lake, Woden and Titonka in Cerro Gordo, Hancock and Kossuth Counties, Iowa, except for the transportation of local freight between Mason City, Clear Lake and points intermediate thereto.

Hearing on this application was fixed for February 6, 1934, eleven o'clock A. M., at the Hanford Hotel, Mason City, Iowa, and notice of this hearing was published as required by said Chapter 252-A1.

Written objections to the granting of this application were filed prior to the hearing by the Illinois Central Railroad Company, Chicago, Rock Island and Pacific Railway Company and Railway Express Agency, Inc.

Public hearing was held on this application on February 6, 1934, at Mason City, 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.

Although the application in this case excepted the transportation of local freight between Mason City, Clear Lake and points intermediate thereto, this exception was inadvertently omitted from the official notice of hearing, which accounts for the appearances at the hearing on behalf of the Mason City and Clear Lake Railroad and George L. Heimen-dinger as objectors.

Applicant herein proposes to operate over the route applied for on Tuesdays, Thursdays and Saturdays on the following schedule:

READ DOWN

1:00 P. M.	Lv.	Mason City
*	Ar.	Clear Lake
1:40 P. M.	Ar.	Miller
2:10 P. M.	Ar.	Hayfield
2:50 P. M.	Ar.	Crystal Lake
3:30 P. M.	Lv.	Crystal Lake
3:50 P. M.	Ar.	Woden
4:50 P. M.	Ar.	Titonka

READ UP

Ar.	9:00 A. M.
Ar.	*
Ar.	8:10 A. M.
Ar.	7:45 A. M.
Lv.	7:30 A. M.
Ar.	6:00 P. M.
Ar.	5:45 P. M.
Lv.	5:30 P. M.

*Arrival times not shown.

Clifford R. Stewart, the applicant in this case, and A. R. Janssen, Crystal Lake, Iowa, who is engaged in the Insurance business, were the only witnesses who testified at the hearing of February 6, 1934, in favor of granting this application. Applicant also submitted a petition dated January 26, 1934, signed by eleven business men of Crystal Lake, one of Miller, two of Woden and two of Mason City, favoring the granting of his application.

Three representatives of the Chicago, Rock Island and Pacific Railway Company and one each of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company and the Railway Express Agency, Inc., testified at the hearing of February 6, 1934. Objectors also submitted letters, signed by eighteen business men of Mason City, ten of Clear Lake, ten of Woden, ten of Titonka and three of Hayfield, opposing the granting of this application.

The main purpose of this application is to secure authority to transport freight as a Motor Carrier from Mason City to all of the other points proposed to be served, except Clear Lake.

The record shows that at the time this application was filed, the Chicago, Rock Island and Pacific Railway Company was furnishing tri-weekly service from Mason City to Miller, Hayfield, Crystal Lake, Woden and Titonka and that, effective February 5, 1934, this was increased to daily, except Sunday, service. The record also shows that freight loaded at Mason City by the Chicago, Rock Island and Pacific Railway Company on Monday, for instance, and destined to the points which applicant proposes to serve out of Mason City is scheduled for delivery at destinations the following day. This same service is also available via the Chicago, Milwaukee, St. Paul and Pacific Railroad Company and the Chicago, Rock Island and Pacific Railway Company with a transfer at Garner. A representative of the Chicago, Rock Island and Pacific Railway Company testified that he made an investigation at the towns proposed to be served by applicant some time prior to the date of the hearing in this case and found that some of the merchandise was not arriving as promptly as the merchants wanted it and, upon the assurance of the merchants that they would increase their patronage of the railroad, he arranged with the officials of his company to increase the service from tri-weekly to daily, except Sunday,

As hereinabove shown, there were no shippers or receivers of freight

present at the hearing on this application and the petition favoring the granting of the application is dated January 26, 1934, which was ten days prior to the establishment of the daily, except Sunday, service by the Chicago, Rock Island and Pacific Railway Company.

Section 5105-a7 of said Chapter 252-A1 provides that "Before a certificate shall be issued, the commission shall, after a public hearing, make a finding that the service proposed to be rendered will promote the public convenience and necessity. * * *". 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 law.

The Commission has given careful consideration to this application and to the record made in connection therewith and is of the opinion that the showing made by the applicant does not warrant the finding required by said Section 5105-a7. The application is, therefore, hereby denied.

The Commission is very favorably impressed by applicant and is convinced he would furnish good service if the certificate applied for were granted to him, but is unable, under the law, to grant the application upon the showing made.

Filed November 7, 1933. Closed July 7, 1934.

No. H-1945—1934. J. H. Bevauns, Marion, and M. J. Cass, Monticello. Cancellation of the leasing of Certificate of Convenience and Necessity No. 418 to J. H. Bevauns, Marion, approved by resolution issued on December 12, 1933.

Filed November 16, 1933. Closed December 12, 1933.

No. H-1949—1934. Corn Belt Transportation Company, Chicago, Illinois. Motor Carrier—Alleged failure to remit promptly for C. O. D. shipments and reply to correspondence. This case was heard at the Office of the Board, Des Moines, on December 5, 1933, and under date of December 20, 1933, the Board found that the C. O. D.'s in question have been satisfied, that the carrier agrees in the future to promptly reply to correspondence and furnish other information necessary for the records, and dismissed the complaint.

Filed November 28, 1933. Closed November 15, 1934.

No. H-1951—1934. Merchants Motor Freight, Inc., Des Moines. Application for authority to operate as a motor carrier of freight, interstate exclusively, over various routes. Authorized by Certificate No. 507 issued on December 5, 1933.

Filed November 13, 1933. Closed December 5, 1933.

No. H-1952—1934. Carl Peterson, Corning. Application to amend Certificate No. 504. Approved by resolution dated December 7, 1933.

Filed December 6, 1933. Closed December 7, 1933.

No. H-1953—1934. Loren L. Adams, owner and operator Osceola Transfer Company, Osceola. Revocation of Certificate of Convenience and Necessity No. 372. Amending and extending Certificate of Convenience and Necessity No. 177. Approved by resolution dated December 9, 1933.

Filed December 9, 1933. Closed December 11, 1933.

No. H-1954—1934. George Ottin, Odebolt. Revocation of Certificate of Convenience and Necessity No. 497, permitting the transportation of passengers interstate exclusively. Approved by resolution of the Board dated December 12, 1933.

Filed December 12, 1933. Closed December 12, 1933.

No. H-1955—1934. Al Goetz, Panama. Revocation of Certificate of Convenience and Necessity No. 487, permitting the transportation of interstate freight over certain authorized routes. Approved by resolution dated December 13, 1933.

Filed December 13, 1933. Closed December 13, 1933.

No. H-1956—1934. Western Freight Line, Clinton. Investigation of service, responsibility and alleged illegal practices. Before a full investigation and hearing could be had into these charges, an application was filed asking the transfer of Certificate No. 31 to the Iowa Freight Lines. (See Docket No. H-1966 in this report.)

Filed December 15, 1933. Closed January 29, 1934.

No. H-1957—1934. Frank & Morton Transfer, Atlantic, and Atlantic Motor Freight, Atlantic. Transfer of Certificate No. 388 and Certificates of Convenience and Necessity Nos. 110 and 190 from Frank & Morton Transfer to Atlantic Motor Freight. Approved by resolution dated January 10, 1934.

Filed December 15, 1933. Closed January 10, 1934.

No. H-1958—1934. H. F. Doyle, owner and operator Doyle Transfer, Persia. Amendment of operating rights granted under Certificate No. 238. Approved by Resolution dated December 19, 1933.

Filed December 18, 1933. Closed December 19, 1933.

No. H-1959—1934. Werner Transportation Company, Minneapolis, Minnesota. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the north line of the state near Burr Oak and the east line of the state at Dubuque. Authorized by Certificate No. 510 issued January 2, 1934. Certificate amended and extended by resolution of the Board on January 2, 1934, to include the transportation of freight over such line as may be authorized between the north line of the state near Northwood and the east line of the state at Clinton.

Filed December 15, 1933. Closed December 20, 1933.

Reopened December 22, 1933. Closed January 2, 1934.

No. H-1960—1934. Redman Freight Lines, Des Moines, and H. Ray Hosmer, dba Vos & Cruzen, Des Moines. Application for approval of transfer of Certificate of Convenience and Necessity No. 306 from H. Ray Hosmer to Redman Freight Lines. Resolution approving transfer adopted February 20, 1934.

Filed December 15, 1933. Closed February 20, 1934.

No. H-1961—1934. J. D. Smith, owner and operator Bell Transfer, Kansas City, Missouri. Application to amend and extend Certificate No. 295. Resolution amending and extending Certificate No. 295 to permit the transportation of freight of a strictly interstate character dated January 23, 1934.

Filed November 21, 1933. Closed January 23, 1934.

No. H-1962—1934. J. D. Smith, owner and operator Bell Transfer Company, Kansas City, Missouri, and Bell Transfer, Inc., Kansas City, Missouri. Application for approval to transfer Certificate No. 295 to Bell Transfer, Inc., Kansas City, Missouri. Resolution amending Certificate No. 295 issued October 18, 1934.

Filed December 15, 1933. Closed October 18, 1934.

No. H-1963—1934. Esther M. Smith, Des Moines. Application for extension of routes under Certificates of Convenience and Necessity Nos. 397 and 452. Resolution revoking and amending and extending Certificates Nos. 397 and 452 dated December 29, 1933.

Filed December 22, 1933. Closed December 29, 1933.

No. H-1964—1934. Hollie T. Dann, owner and operator Progressive Transportation Company, Minneapolis, Minnesota. Application to amend and extend Certificate No. 478. Resolution amending and extending Certificate No. 478 dated January 3, 1934.

Filed December 20, 1933. Closed January 3, 1934.

No. H-1965—1934. Union Transfer Company, Fremont, Nebraska. Application to amend and extend operating rights under Certificate No. 307. Resolution amending and extending Certificate No. 307 to permit the transportation of freight, interstate exclusively, over a route from the west line of the state at Council Bluffs, to the north line of the state at Northwood, dated December 27, 1933.

Filed December 20, 1933. Closed December 27, 1933.

No. H-1966—1934. Western Freight Line, Clinton. Application to transfer Certificate of Convenience and Necessity No. 31 to the Iowa Freight Lines, Inc., of Cedar Rapids. Hearing held at Des Moines on January 5, 1934. Resolution approving transfer of Certificate of Convenience and Necessity No. 31 dated January 27, 1934.

Filed December 26, 1933. Closed January 29, 1934.

No. H-1967—1934. H. H. Graybill, Fairbank. Alleged failure to properly handle C. O. D. shipments and otherwise to comply with the requirements of law. Hearing held on January 3, 1934, at Waterloo. Opinion and order of the Board dated January 15, 1934, revoked Certificate of Convenience and Necessity No. 336.

Filed December 27, 1933. Closed January 15, 1934.

No. H-1968—1934. Carl Harold, Tabor. Application for authority to operate as a motor carrier of freight between Tabor and Malvern. This case was heard at the Office of the Board, Des Moines, April 3, 1934, and granted the same date. Certificate of Convenience and Necessity No. 524 was issued on April 20, 1934.

Filed December 27, 1933. Closed April 20, 1934.

No. H-1969—1934. G. Nagel, doing business as Northwest Freight Lines, Chicago, Illinois. Revocation of Certificate No. 496. Resolution revoking Certificate No. 496, which permitted the transportation of freight of a strictly interstate character over portion of interstate routes therein described between the east line of the state at Davenport and Waterloo, and between the east line of the state at Clinton and Waterloo, dated January 4, 1934.

Filed January 4, 1934. Closed January 4, 1934.

No. H-1970—1934. Knowles Storage & Moving Company, Omaha, Nebraska. Application to amend and extend operating rights granted under Certificate No. 451. Resolution amending and extending Certificate No. 451 to permit the transportation of freight of a strictly interstate character over such routes as may be authorized between the west line of the state at the west line of Harrison County, and the west line of the state at Council Bluffs; between the west line of the state at the west line of Fremont County and the west line of the state at Council Bluffs; between the west line of the state at Council Bluffs and Sioux City; between the west line of the state at Council Bluffs and Des Moines; and between the west line of the state at Council Bluffs and the south line of the state at the south line of Fremont County, dated January 5, 1934.

Filed January 2, 1934. Closed January 5, 1934.

No. H-1971—1934. Fred A. Wiebers, Ricketts. Application for authority to transport interstate freight one way from the west line of

the state at Council Bluffs to Ricketts. Application withdrawn on February 26, 1934.

Filed January 4, 1934. Closed February 28, 1934.

No. H-1972—1934. James Briggs, Des Moines, vs. Mason City Warehouse Corporation, Mason City. Claim for damages to merchandise shipped from Mason City to Des Moines. Claim adjusted.

Filed January 8, 1934. Closed November 20, 1934.

No. H-1973—1934. Ben Huebner, Denison, and Carl Pautsch, Denison. Application for approval of transfer of Certificate No. 469 from Ben Huebner to Carl Pautsch. Resolution approving the transfer of Certificate No. 469 dated February 1, 1934.

Filed January 11, 1934. Closed February 1, 1934.

No. H-1974—1934. Crandic Stages, Inc., Cedar Rapids. Application to suspend service between Audubon and Sioux City over Route 16, Certificate of Convenience and Necessity No. 253. Permission to suspend service for a sixty-day period was granted on January 16, 1934, at the expiration of which no service was performed up to the end of this fiscal year.

Filed January 13, 1934. Closed November 23, 1934.

No. H-1975—1934. Roberts Transfer, a partnership composed of W. S. Roberts and Roy Chard, Audubon, and Roberts Transfer, a partnership composed of Roy Chard, May Roberts and Lizzie Wiley, Audubon. Joint application for approval of the transfer of Certificate No. 383 and Certificate of Convenience and Necessity No. 447 to Roberts Transfer, Audubon, a partnership composed of Roy Chard, May Roberts and Lizzie Wiley, all of Audubon, Iowa. Approved by resolution dated January 22, 1934.

Filed January 8, 1934. Closed January 22, 1934.

No. H-1976—1934. Carl Reuter, West Union. Application to amend Certificate of Convenience and Necessity No. 168. Amended by resolution dated January 19, 1934.

Filed January 19, 1934. Closed January 19, 1934.

No. H-1977—1934. Earl Marsh, Villisca. Application for authority to operate as a motor carrier of interstate freight exclusively between Villisca and the west line of the state at Council Bluffs. Authorized by Certificate No. 517 under date of February 26, 1934.

Filed January 25, 1934. Closed February 26, 1934.

No. H-1978—1934. Brady Transfer & Storage Company, doing business as Brady Freight Lines, Fort Dodge. 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, West Liberty, Iowa City, Coralville, Tiffin, Homestead, Marengo, Ladora, Victor, Carnforth, Brooklyn, Grinnell, Newton, Colfax, Altoona, and Des Moines. Authorized by Certificate No. 512, issued on January 31, 1934.

Filed January 29, 1934. Closed January 31, 1934.

No. H-1979—1934. Interstate Motor Freight System, Grand Rapids, Michigan. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the north line of the state near Mona and the east line of the state at Clinton; between the east line of the state at Dubuque and the north line of the state near Burr Oak; and between the east line of the state at Davenport and Des Moines. Authorized by Certificate No. 513 issued on February 5, 1934.

Filed January 29, 1934. Closed February 5, 1934.

No. H-1980—1934. Inter City Transfer Company, Peoria, Illinois. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Keokuk and Fort Madison and between Keokuk and Burlington. Application dismissed without prejudice because applicant ceased operations.

Filed January 26, 1934. Closed October 2, 1934.

No. H-1981—1934. James J. Ollie, doing business as James J. Ollie Transfer Company, 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 Des Moines. Applicant failed to comply with the provisions of Rule 53 within the time specified. Case dismissed.

Filed February 1, 1934. Closed March 16, 1934.

No. H-1982—1934. Guy Moore, Battle Creek, and Richard Wilton, Ida Grove. Application for approval of the transfer of Certificate of Convenience and Necessity No. 178 from Guy Moore, Battle Creek, to Richard Wilton, Ida Grove. Resolution approving transfer of Certificate of Convenience and Necessity No. 178 adopted April 23, 1934.

Filed February 6, 1934. Closed April 23, 1934.

No. H-1983—1934. Missouri Transit Company, Macon, Missouri. Revocation of Certificate No. 494, permitting the transportation of passengers and a limited amount of freight, interstate exclusively, between Des Moines, Carlisle, Pleasantville, Knoxville, Hamilton, Lovilia, Albia, Moravia, Centerville, Streppyville, Cincinnati and the south line of the state. Resolution revoking certificate dated February 7, 1934.

Filed February 7, 1934. Closed February 7, 1934.

No. H-1984—1934. Paul Katz, doing business as Northern Express Company, St. Louis, Missouri. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the south line of the state at Keokuk and Davenport. Application dropped at request of applicant.

Filed February 5, 1934. Closed March 21, 1934.

No. H-1985—1934. Des Moines Truck Terminal, Inc., Des Moines. Revocation of Certificate No. 488, permitting the transportation of freight of a strictly interstate character over portion of interstate route between Des Moines and the west line of the state at Council Bluffs. Revoked by resolution dated February 8, 1934.

Filed February 8, 1934. Closed February 8, 1934.

No. H-1986—1934. 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 Clinton and Maquoketa. Authorized by Certificate No. 514 issued on February 10, 1934.

Filed February 8, 1934. Closed February 10, 1934.

No. H-1987—1934. Arthur Van Horsen, Orange City. Application to amend route under Certificate No. 226. Resolution amending Certificate No. 226 dated March 1, 1934.

Filed February 10, 1934. Closed March 1, 1934.

No. H-1988—1934. Patterson Transfer Company, Greenfield. 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 and Greenfield. Certificate No. 516 issued on February 15, 1934.

Filed February 9, 1934. Closed February 15, 1934.

No. H-1989—1934. H. G. Sevier, Ottumwa. Application for authority

to operate as a motor carrier of passengers and a limited amount of freight between Centerville and the south line of the state. Hearing held at Des Moines on March 6, 1934. Decision of the Board was rendered on April 3, 1934, granting the authority applied for as follows:

APPEARANCES:

For Applicant—John F. Webber, Atty., Ottumwa, Iowa; H. G. Sevier, Ottumwa, Iowa.

For Railway Express Agency, Inc., Objector—S. B. Culbertson, Supt., Lincoln, Nebraska, by E. A. Strand, Special Rep., Des Moines, Iowa.

This application was filed with the Commission on February 12, 1934, by H. G. Sevier, Ottumwa, 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 Centerville, Streppyville, Cincinnati and the south line of the State of Iowa, via Iowa Highway No. 60. Applicant proposes to transport not to exceed two hundred pounds of freight at any one time on any of his passenger carrying motor vehicles.

Hearing on this application was fixed for March 6, 1934, ten o'clock A. M., at the office of the Commission in Des Moines, 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 date of the hearing by the Trustees of the Chicago, Rock Island and Pacific Railway Company and by the Railway Express Agency, Inc.

Public hearing was held on the application on March 6, 1934, at the office of the Commission, and the case was then taken under advisement. The appearances at this hearing are shown on the title page of this decision.

This applicant is now operating as a motor carrier of passengers and a limited amount of freight between Ottumwa, Bloomfield, West Grove, Moulton and Centerville and, if the present application is granted, proposes to extend that operation to Brookfield, Missouri. Applicant is also operating as a motor carrier of interstate passengers and a limited amount of interstate freight between Ottumwa, Iowa, and Kirksville, Missouri, via United States Highway No. 63.

If the present application is granted, applicant proposes to operate one round trip daily between Ottumwa, Iowa, and Brookfield, Missouri, with a bus leaving Ottumwa at 7 A. M., Bloomfield at 7:45 A. M., Centerville at 8:35 A. M., Cincinnati at 8:50 A. M., and arriving Brookfield at 11:30 A. M., and with a bus leaving Brookfield at 12:01 P. M., Cincinnati at 2:35 P. M., Centerville at 3:05 P. M., Bloomfield at 4 P. M., and arriving Ottumwa at 4:45 P. M.

Applicant and three other witnesses testified at the hearing of March 6, 1934, in favor of the granting of this application, and certain exhibits were introduced on behalf of applicant and the Railway Express Agency, Inc., showing the passenger train and express service between the points proposed to be served by the applicant.

The records of the Commission show that on May 27, 1933, A. B. Fletcher, Centerville, Iowa, filed an application with the Commission, Docket H-1838, 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 of Iowa, via Iowa Highway No. 60, and that on June 20, 1933, the Burlington Transportation Company, Chicago, Illinois, filed an application with the Commission, Docket H-1859, for authority to operate as a motor carrier of passengers and a limited amount of freight between Albia, Moravia and Centerville. On July 29, 1933, the Commission issued a joint decision in these two cases, the last paragraph of which reads as follows:

“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 interests 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."

The records of the Commission also show that the Burlington Transportation Company established motor carrier service between Albia, Moravia and Centerville in accordance with the Commission's decision of July 29, 1933, and that A. B. Fletcher advised the Commission on August 2, 1933, that he did not intend to establish motor carrier service between Centerville and the south line of the State of Iowa. A. B. Fletcher, therefore, forfeited the operating right granted to him between Centerville and the south line of the State of Iowa.

The record in this case shows that there has been no material change in the passenger transportation service between Centerville, Streppyville, Cincinnati and the south line of the State of Iowa since the Commission's decision of July 29, 1933, in Dockets Nos. H-1838, and H-1859.

The Commission, therefore, finds that the motor carrier service proposed in this case by H. G. Sevier will promote the public convenience and necessity, and a Certificate of Convenience and Necessity authorizing such service will issue to him as soon as he has complied with the necessary requirements of the law and the Commission's rules and regulations.

Filed February 12, 1934. Closed April.18, 1934.

No. H-1990—1934. W. S. Chapman, doing business as Chapman Transfer Company, Sioux City. Application to amend Certificate No. 485. Amended by resolution dated February 13, 1934.

Filed January 30, 1934. Closed February 13, 1934.

No. H-1991—1934. Missouri Transit Company, Macon, Missouri. Application for approval to lease portion of operating rights conveyed under Certificate No. 494 to H. G. Sevier, Ottumwa, Iowa. Application withdrawn under date of February 12, 1934.

Filed February 8, 1934. Closed February 12, 1934.

No. H-1992—1934. H. G. Albaugh, Des Moines. 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. Certificate No. 515 authorizing such service issued on February 13, 1934.

Filed February 12, 1934. Closed February 14, 1934.

No. H-1993—1934. E. T. Thomas, owner and operator Arrow Motor Freight Company, Des Moines. Revocation of Certificate No. 416 approved by the Board in resolution dated February 15, 1934.

Filed February 15, 1934. Closed February 15, 1934.

No. H-1994—1934. Charles E. Kibler, Waterloo, and John R. Owen, Waterloo. Application for approval to transfer Certificate No. 317 from Charles E. Kibler to John R. Owen approved by the Board in resolution dated February 27, 1934.

Filed February 16, 1934. Closed February 27, 1934.

No. H-1995—1934. Beauford Wall, doing business as Wall Transfer Company, Fremont, 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 Des Moines. Certificate No. 521 authorizing such service issued on March 21, 1934.

Filed February 15, 1934. Closed March 21, 1934.

No. H-1996—1934. Brady Transfer & Storage Company, Fort Dodge, and N. C. Christensen, Algona. Joint application for approval to lease Certificate of Convenience and Necessity No. 88 to the Brady Transfer & Storage Company. Hearing held on March 21, 1934, at Fort Dodge. Decision of the Board was rendered on June 15, 1934, dismissing the application without prejudice on the ground that the board did not have authority to act, as follows:

APPEARANCES:

For the Brady Transfer & Storage Company, Fort Dodge, Iowa—John H. Mitchell, Atty., Fort Dodge, Iowa; J. J. Brady, President, Brady Transfer & Storage Co., Fort Dodge, Iowa.

For N. C. Christensen, Algona, Iowa—H. E. White, Atty., Algona, Iowa; N. C. Christensen, Algona, Iowa.

For M. E. Butterworth, Humboldt, Iowa—C. W. Garfield, Atty., Humboldt, Iowa; Earl Butterworth, Humboldt, Iowa.

This application was filed with the Commission on February 17, 1934, by N. C. Christensen, Algona, Iowa, holder of Certificate of Convenience and Necessity No. 88, and the Brady Transfer and Storage Company, Fort Dodge, Iowa, a corporation, and is for the Commission's approval of the proposed leasing of said Certificate by said N. C. Christensen to said Brady Transfer and Storage Company.

Certificate of Convenience and Necessity No. 88 authorizes the holder thereof to operate as a motor carrier of freight under the provisions of Chapter 252-A1, Code of Iowa, 1931, between Fort Dodge, Dakota City, Humboldt and Algona and the records of the Commission show that it has been leased by N. C. Christensen to M. E. Butterworth, Humboldt, Iowa, with the approval of the Commission, since April 1, 1929.

Written objections to the approval of the leasing proposed in this case were filed with the Commission by said M. E. Butterworth on February 28, 1934. The case was fully heard by the Commission at Fort Dodge on March 21, 1934, and the interested parties were permitted to file briefs and arguments.

M. E. Butterworth also holds Certificate of Convenience and Necessity No. 29 authorizing her to operate as a motor carrier of freight between Fort Dodge, Dakota City and Humboldt.

The objector, Butterworth, contends, among other things, that the rights under Certificates Nos. 29 and 88 are conflicting as to service

between Fort Dodge, Dakota City and Humboldt; that by virtue of the lease held, service authorized by both certificates has been consolidated under one operation; that there is no need for the establishment of another carrier; that to do so will divide tonnage, both local and inter-line, for Dakota City and Humboldt, curtailing revenue necessary to the continuance of the local service; that the objector, Butterworth, is willing to continue the lease now held; that that lease has not been cancelled and that the Commission is, therefore, without authority to approve the leasing proposed in this application.

The applicants, Christensen and Brady Transfer and Storage Company, contend, among other things, that the objector, Butterworth, has failed to pay the rental for the operating rights leased; that that lease has been cancelled; that it is the privilege of the holder of the Certificate to lease the operating rights thereunder conveyed to whomsoever he may choose, subject to the approval of the Commission, and that the applicant, Brady, is willing and qualified to conduct the service. There is also some contention that the objector, Butterworth, has failed to furnish to Algona the service required.

Some evidence was submitted at the hearing that an effort was made to cancel the Christensen-Butterworth lease; however, the records of the Commission show that the certificate involved is leased to and the service conducted by M. E. Butterworth of Humboldt, Iowa.

Until such time as the Commission's records show a conclusive cancellation of said lease, it is without authority to act, as it is not within the province of the Commission to adjudicate matters involving validity of contracts.

This application is, therefore, dismissed without prejudice or the consideration of other matters involved.

Duplication of operating rights exist between Fort Dodge, Humboldt and Dakota City through the issuance of Certificates Nos. 29 and 88 under the "Grandfather Clause" of the original Iowa Motor Carrier Law and without a finding by the Commission that the service thereunder would promote the public convenience and necessity.

Filed February 17, 1934. Closed June 16, 1934.

No. H-1997—1934. J. R. England, doing business as Blue Line Freighters, Marshalltown. Citation to establish ability to continue service as a motor carrier of freight authorized by Certificate of Convenience and Necessity No. 243. Hearing held at Des Moines, on March 6, 1934, but before any decision could be rendered thereon, the Certificate in question was transferred to Charles T. Durand, owner and operator of the National Transfer & Storage Company, Marshalltown, effective March 19, 1934.

Filed February 20, 1934. Closed March 19, 1934.

No. H-1999—1934. Crandic Stages, Inc., Cedar Rapids, and Interstate Transit Lines, Omaha, Nebraska. Joint application for approval to transfer Certificate of Convenience and Necessity No. 253 from the Crandic Stages, Inc., to Interstate Transit Lines, Inc. Resolution authorizing such transfer dated February 21, 1934.

Filed February 21, 1934. Closed February 22, 1934.

No. H-2000—1934. Adams Transfer & Storage Company, Kansas City, Missouri. 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. Certificate No. 530 authorizing such service granted on June 13, 1934.

Filed February 26, 1934. Closed June 14, 1934.

No. H-2001—1934. Elmer Jacobs, Sioux City. Application for authority to operate as a motor carrier of freight, interstate exclusively,

between the north line of the state near Sibley and the west line of the state near Inwood. Application withdrawn on May 14, 1934.

Filed February 27, 1934. Closed May 17, 1934.

No. H-2002—1934. Northwestern Light & Power Company, Cedar Rapids, and Interstate Transit Lines, Omaha, Nebraska. Joint application for approval to transfer Certificate of Convenience and Necessity No. 429 from the Northwestern Light & Power Company to the Interstate Transit Lines. Board approved the transfer of Certificate No. 429 by resolution dated March 24, 1934.

Filed February 26, 1934. Closed March 26, 1934.

No. H-2003—1934. J. H. Frederickson & Son, Harlan. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the west line of the state at Council Bluffs and Harlan. Certificate No. 518 authorizing such service granted by the Board on March 5, 1934.

Filed March 3, 1934. Closed March 5, 1934.

No. H-2005—1934. J. R. England, doing business as Blue Line Freighters, Marshalltown, and Charles T. Durand, owner and operator National Transfer & Storage Company, Marshalltown. Joint application for approval to transfer Certificate of Convenience and Necessity No. 243 from J. R. England to Charles T. Durand. Resolution approving transfer of Certificate No. 243 dated March 17, 1934.

Filed March 5, 1934. Closed March 19, 1934.

No. H-2006—1934. J. A. Peterson, Logan. Revocation of Certificate No. 314. Certificate 314 revoked by resolution dated March 13, 1934.

Filed March 7, 1934. Closed March 13, 1934.

No. H-2007—1934. W. C. Otto, Durant. Application for authority to operate as a motor carrier of freight between Wilton and Muscatine. Hearing held at Davenport, on June 20, 1934. Decision of the Board was rendered on August 3, 1934, granting Certificate of Convenience and Necessity No. 165, with restrictions prohibiting the transportation of freight originating at Davenport and destined to Muscatine or originating at Muscatine and destined to Davenport. Resolution amending and extending Certificate of Convenience and Necessity to include the service authorized dated August 9, 1934.

Filed March 14, 1934. Closed August 9, 1934.

No. H-2008—1934. Interstate Transit Lines, Omaha, Nebraska, and Paul Davis, Avoca. Joint application for approval of the leasing of a portion of the operating rights conveyed under Certificate of Convenience and Necessity No. 203 to Interstate Transit Lines. Approved by resolution dated April 28, 1934.

Filed March 6, 1934. Closed May 11, 1934.

No. H-2009—1934. J. A. Peterson, Logan. Application for reinstating the authority conveyed under Certificate No. 314. Resolution reinstating the authority granted under Certificate No. 314 dated March 16, 1934.

Filed March 15, 1934. Closed March 16, 1934.

No. H-2010—1934. White Line Motor Freight Company, Inc., Des Moines. Application for authority to operate as a motor carrier of interstate freight between Iowa City and Cedar Rapids. Certificate No. 520 authorizing such service issued on March 16, 1934.

Filed March 14, 1934. Closed March 16, 1934.

No. H-2011—1934. Iowa Freight Lines, Inc., Cedar Rapids. Application for authority to operate as a motor carrier of freight between Stanwood and Tipton. Hearing was held at Tipton, Iowa, on May 10, 1934. Decision of the Board was rendered on August 28, 1934, granting the Certificate of Convenience and Necessity as applied for.

Filed March 20, 1934. Closed August 28, 1934.

No. H-2012—1934. Burlington Transportation Company, Chicago, Illinois, and Thoroughbred Coach Lines, Inc., St. Joseph, Missouri. Joint application for approval to transfer Certificate of Convenience and Necessity No. 363 to the Thoroughbred Coach Lines, Inc. Resolution approving transfer of Certificate No. 363 issued on June 30, 1934.

Filed March 19, 1934. Closed July 2, 1934.

No. H-2013—1934. Hollie T. Dann, owner and operator Progressive Transportation Company, Minneapolis, Minnesota. Application to amend and extend Certificate No. 478. Amended and extended by resolution of the Board dated March 22, 1934.

Filed March 19, 1934. Closed March 22, 1934.

No. H-2014—1934. Western Freight Lines, Inc., Chicago, Illinois. Application for additional service under Certificate No. 421. Resolution amending and extending Certificate No. 421 issued by the Board on March 23, 1934.

Filed March 15, 1934. Closed March 23, 1934.

No. H-2016—1934. Commercial Freight Lines, Des Moines. Application for authority to operate as a motor carrier of interstate freight between Des Moines and the east line of the state at Davenport, and between Des Moines and the west line of the state at Council Bluffs. Certificate No. 522 granting such authority issued on March 30, 1934.

Filed March 26, 1934. Closed March 30, 1934.

No. H-2017—1934. J. P. Maxwell & Son, St. Charles, a partnership composed of J. P. Maxwell and W. W. Maxwell, and J. P. Maxwell & Son, St. Charles, a partnership composed of Mrs. Anna Z. Maxwell and W. W. Maxwell. Application for approval to transfer Certificate of Convenience and Necessity No. 335. Resolution approving the transfer issued on June 20, 1934.

Filed March 31, 1934. Closed June 20, 1934.

No. H-2018—1934. Mutual Trucking Company, Chicago, Illinois. Application for authority to operate as a motor carrier of freight, interstate exclusively, between the east line of the state at Dubuque and the north line of the state near Burr Oak. Application incomplete, insurance cancelled, and case dismissed.

Filed April 2, 1934. Closed September 17, 1934.

No. H-2019—1934. Fred Weldon, Randolph. Application for authority to operate as a motor carrier of freight between Randolph and Council Bluffs. Hearing was held at Council Bluffs on June 18, 1934. The Board rendered decision on August 3, 1934, granting the service as applied for. Certificate of Convenience and Necessity No. 545 was issued on September 26, 1934.

Filed March 30, 1934. Closed September 26, 1934.

No. H-2020—1934. Dakota Transportation Company, Inc., Sioux Falls, South Dakota. Application for authority to operate as a motor carrier of interstate freight between the east line of the state at Clinton and the west line of the state at Sioux City. Certificate No. 533 granting such service was issued on June 22, 1934.

Filed April 2, 1934. Closed June 22, 1934.

No. H-2021—1934. Brady Transfer & Storage Company, doing business as Brady Freight Lines, Fort Dodge. Application to extend Certificate No. 500 to permit interstate freight service over an additional route between Fort Dodge and Sioux City. Resolution amending and extending certificate issued on April 27, 1934.

Filed April 5, 1934. Closed April 27, 1934.

No. H-2022—1934. Brady Transfer & Storage Company, doing business as Brady Freight Lines, Fort Dodge. Application to extend Certificate No. 512 to permit a round trip service from the east line of the state at Davenport to Des Moines over U. S. Highway No. 6. Resolution amending and extending certificate issued on April 27, 1934.

Filed April 5, 1934. Closed April 27, 1934.

No. H-2023—1934. Werner Transportation Company, Minneapolis, Minnesota. Application to amend the name of the holder of Certificate No. 510. Resolution amending Certificate No. 510 to show that the Werner Transportation Company, a corporation, holds it instead of the Werner Transportation Company, a partnership, issued on April 6, 1934.

Filed April 5, 1934. Closed April 6, 1934.

No. H-2024—1934. Aaron W. Bernd, New Richmond, Wisconsin. Application for authority to operate as a motor carrier of interstate freight between the north line of the state near Burr Oak and the east line near Dubuque. Application was never completed and therefore no certificate was issued.

Filed April 4, 1934. Closed September 15, 1934.

No. H-2025—1934. Elmer Dilts, doing business as Kinhart Transfer & Storage Company, Mason City. Application for authority to operate as a motor carrier of freight one way from the north line of the state near Northwood to Mason City. Application not completed.

Filed April 6, 1934. Closed November 15, 1934.

No. H-2026—1934. Robert Mellam, doing business as Associated Freight Forwarding Company, Omaha, Nebraska. Application for authority to operate as a motor carrier of interstate freight between the west line of the state at Council Bluffs and the east line at Davenport and Clinton. Certificate No. 525 issued on April 28, 1934, to authorize such service.

Filed April 7, 1934. Closed April 28, 1934.

No. H-2029—1934. Union Transfer Company, Fremont, Nebraska. Application to extend the authority granted under Certificate No. 307 to permit the transportation of interstate freight over an additional route between the north line of the state near Northwood and Sioux City. Resolution amending and extending certificate No. 307 issued on April 26, 1934.

Filed April 16, 1934. Closed April 26, 1934.

No. H-2030—1934. W. O. Blue, Red Oak. Application for authority to operate as a motor carrier of freight between Red Oak and Council Bluffs. Hearing held at Council Bluffs, Iowa, on May 17, 1934. The Board rendered decision on July 27, 1934, denying the application, as follows:

APPEARANCES:

For the Applicant—L. L. Orsborn, Atty., Red Oak, Iowa; W. O. Blue, Red Oak, Iowa.

For the Chicago, Burlington & Quincy Railroad Co., Objector—J. C. Pryor, Atty. for Iowa, Burlington, Iowa.

For the Railway Express Agency, Inc., Objector—J. C. Pryor, Atty., Burlington, Iowa.

For the Glenwood Transit Line, Glenwood, Iowa, Objector; for F. C. Scherer, Red Oak, Iowa, Objector—W. H. T. Wellons, Atty., Glenwood, Iowa.

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

The applicant, W. O. Blue, of Red Oak, Iowa, now operating as a motor carrier for the transportation of freight of a strictly interstate character between Omaha, Council Bluffs, Glenwood, Malvern, Hastings, Emerson and Red Oak, seeks a Certificate of Convenience and Necessity authorizing intrastate freight motor carrier service over the portion of that route within the State of Iowa, except locally between Council Bluffs and Glenwood.

Pursuant to notice published in the manner prescribed by law, the matter was fully heard at Council Bluffs on May 17, 1934, and taken under advisement with allowance for reasonable time in which to file briefs and arguments.

Written objections to the granting of the application were submitted on behalf of the Chicago, Burlington and Quincy Railroad Company, Railway Express Agency, Inc., F. C. Scherer Freight Line, Red Oak, Iowa, and the Glenwood Transit Line, Glenwood, Iowa. The Chicago, Burlington and Quincy Railroad Company, Railway Express Agency, Inc., and F. C. Scherer of Red Oak, offer intrastate service between all the points involved in this case, while the Glenwood Transit Line operates between Omaha, Council Bluffs and Glenwood, and the Wabash Railway Company furnishes service between Omaha, Council Bluffs and Malvern.

Much evidence was introduced, particularly on behalf of the applicant and the objector, F. C. Scherer of Red Oak. It is contended by the applicant that the service afforded by the existing motor carrier and objector, F. C. Scherer, is not adequate; that the shippers are dissatisfied with the service and method of doing business; that F. C. Scherer is unable financially to replace equipment no longer suited to the service; that the existing carrier has catered to the interstate movement to the detriment of intrastate traffic; that the Council Bluffs shippers are being penalized; that the ability of the applicant to furnish the service required is demonstrated by the standard maintained for the interstate operation and the patronage accorded that service, and that the applicant is financially able and now has the facilities, as well as the personnel, necessary to furnish the type of service best suited to the needs of the territory involved.

The objector, Scherer, contends that the service now afforded is adequate; that the rates charged are fair and reasonable; that there is not intrastate traffic sufficient to warrant service by another carrier, and that the establishment of the service proposed would tend to divide revenue, jeopardizing the efficiency of the service now available; further, "that he has more than sufficient equipment to take care of the present volume of business and is ready and willing at all times and able financially and in every other way to meet any further demands for service that might be made on him."

We have here to consider whether the establishment of an operation directly competitive to a like mode of transportation will promote the public convenience and necessity. A number of the retailers have expressed a preference for the service afforded by the applicant, which is further indicated by insisting, at considerable inconvenience and expense to the wholesalers and jobbers at Council Bluffs, that shipments be delivered to Omaha in order that they may move over the interstate route now operated. This practice necessitates the conclusion that either the intrastate service now available is inadequate or that there exists a strong personal feeling favorable to the applicant. Provided the intrastate service now afforded does not conform to the standard

expected of a common carrier recourse is readily available, and in the absence of any major complaint during the several years it has been rendered, we must assume the deficiencies, if any, are of slight consequence. The Commission regards highly the opinion of the shippers and fully appreciates the situation peculiar to Council Bluffs due to unrestricted interstate operation, but if we expect to build a substantial system of common carrier service by truck and enjoy fully the benefits accruing therefrom, then the carriers must be protected to a reasonable extent from the inroads of unnecessary competition. This was undoubtedly the intent of the Legislature in requiring a showing of convenience and necessity as a condition precedent to the establishment of an intrastate operation. The fact that congress has delayed in placing similar restrictions upon interstate operations cannot be considered as a controlling factor.

An advantage of truck operation lies in its ability to furnish within a reasonable distance an expedited service designed to place merchandise upon the shelves of the retailers the same day it is shipped, and we are unable to approve any practice which fails to accomplish that result where reasonably possible to do so. The existing carrier is urged to study carefully the transportation needs of the territory involved with a view to making any improvement necessary to satisfy the demand, particularly insofar as it applies to intrastate traffic. The certificate held was issued for the purpose of supplying the need shown for intrastate service, and obligation must be discharged accordingly.

The applicant comes to the Commission well recommended and with a good record as an interstate operator, but we fail to find evidence sufficient to warrant the establishment of the intrastate service proposed. The application is, therefore, denied.

Filed April 16, 1934. Closed July 28, 1934.

No. H-2031—1934. H. N. McCoy, doing business as McCoy Truck Line, Waterloo. Application for authority to operate as a motor carrier of interstate freight between Cedar Falls and the east line of the state at Dubuque. Authority granted by Certificate No. 526 on May 8, 1934.

Filed April 16, 1934. Closed May 8, 1934.

No. H-2032—1934. Carey Brothers & Speer, Westbrook, Minnesota. Application for authority to operate as a motor carrier of interstate freight between the north line of the state in Mitchell County and the east line of the state at Dubuque. Service authorized by Certificate No. 534 issued on June 29, 1934.

Filed April 13, 1934. Closed June 29, 1934.

No. H-2033—1934. Frank Cortesio, doing business as Cortesio Bus Line, Mystic. Application for authority to operate as a motor carrier of passengers between Centerville and Mystic. Hearing held at Des Moines, on June 12, 1934. Decision of the Board was rendered on June 19, 1934, granting the application as applied for. Certificate of Convenience and Necessity No. 537 issued on July 5, 1934.

Filed April 20, 1934. Closed July 5, 1934.

No. H-2034—1934. Marvin R. Short, doing business as Short Line Coaches, Omaha, Nebraska. Application for authority to operate as a motor carrier of passengers interstate between the west line of the state at Council Bluffs and the south line of the state near Hamburg. Certificate No. 538 granting the service as applied for issued on July 6, 1934.

Filed April 18, 1934. Closed July 7, 1934.

No. H-2035—1934. Dave Redman, Ottumwa; Perry Bonar, New London, and McCullough Transfer, Mount Pleasant. Application for ap-

proval to cancel the leasing of Certificate of Convenience and Necessity No. 119 and a part of the operating rights granted by Certificate of Convenience and Necessity No. 277. Resolution approving the cancellation and the leasing of the operating rights issued by the Board on July 19, 1934.

Filed April 25, 1934. Closed July 19, 1934.

No. H-2036—1934. Dave Redman, Ottumwa; Perry Bonar, New London, and M. J. McCullough, owner and operator McCullough Motor Transfer, Mount Pleasant. Joint application for approval to lease Certificates of Convenience and Necessity Nos. 119 and 277 to M. J. McCullough. Resolution approving the leasing of Certificates Nos. 119 and 277 issued on July 19, 1934.

Filed April 25, 1934. Closed July 19, 1934.

No. H-2037—1934. Motor Freight Terminal, Des Moines. Application for authority to operate a common Motor Freight Terminal at Des Moines. Authority granted by Certificate of Compliance No. 1 issued on July 17, 1934.

Filed April 17, 1934. Closed July 20, 1934.

No. H-2038—1934. Waterloo Truck Terminal, Waterloo. Application for authority to operate as a common Motor Freight Terminal. Authority granted by Certificate of Compliance No. 2 issued on July 17, 1934.

Filed April 21, 1934. Closed July 20, 1934.

No. H-2039—1934. Exhibitor's Cooperative Film Service Association, Britt. Application for authority to operate over a circuitous route from Des Moines to Webster City. Hearing held at Des Moines, on June 19, 1934. Decision of the Board denying the application rendered on August 6, 1934, as follows:

APPEARANCES:

For Applicant—V. W. Lynch, Atty., Des Moines, Iowa.

For Esther M. Smith, dba The Film Transportation Co., Objector—A. J. Myers, Atty., Des Moines, Iowa.

For the Railway Express Agency, Inc., Objector—D. K. Brown, Supt., Des Moines, Iowa, by E. A. Strand, Asst. Supt.

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

This application, made under the provisions of Chapters 252-A1 and 252-A2, Code of Iowa, 1931, for authority to transport motion picture films and accessories by motor truck between Des Moines, Ames, Nevada, Eldora, Iowa Falls, Hampton, Mason City, Rockford, Greene, Charles City, New Hampton, Osage, Riceville, Clear Lake, Northwood, Lake Mills, Forest City, Garner, Britt, Kanawha, Clarion, Eagle Grove and Webster City, was fully heard at the office of the Board in Des Moines on June 19, 1934, and taken under advisement.

The applicant, Exhibitor's Cooperative Film Service Association with headquarters at Britt, Iowa, is an association formed for the purpose of furnishing "to its members the best transportation service, the best film service obtainable, to promote peace and harmony in the motion picture exhibitors industry, to protect all members of the association and to unite the motion picture exhibitors, feeling that greater progress can be made with a united group." The Articles of Association are signed by representatives of theatres located at Forest City, Hampton, Britt, Kanawha, Clarion, Eagle Grove, Clear Lake, New Hampton, Charles City, Greene and Eldora.

The nature and extent of the service afforded by the objector, Railway Express Agency, Inc., is for the most part well known. The objector, Esther M. Smith, has for some time held Certificates issued

strictly for the purpose of furnishing service of the type here proposed over several routes, including the towns applicant seeks to serve, except Rockford, Greene and Riceville.

Applicant contends that service afforded by the Railway Express Agency, Inc., is not suited to the needs; further, that the service afforded by the carrier, Smith, is inadequate and transactions with that operator have been unsatisfactory. The objector, Smith, contends that the service afforded is adequate; that such additional service as may be required will be supplied; that complaints have been promptly and satisfactorily adjusted, and that a similar policy will be pursued in the future. Some effort was made to establish in the record that the association seeking the certificate is the outgrowth of an organization formed by or as a result of the efforts of an employee or person formerly affiliated with the existing carrier, although the truth or falsity of that contention is immaterial to the disposition of this case.

The material question here is somewhat similar to that raised in Docket No. H-2030. We quote from recent decision in that case as follows:

"We have here to consider whether the establishment of an operation directly competitive to a like mode of transportation will promote the public convenience and necessity. A number of the retailers have expressed a preference for the service afforded by the applicant, which is further indicated by insisting, at considerable inconvenience and expense to the wholesalers and jobbers at Council Bluffs, that shipments be delivered to Omaha in order that they may move over the interstate route now operated. This practice necessitates the conclusion that either the intrastate service now available is inadequate or that there exists a strong personal feeling favorable to the applicant. Provided the intrastate service now afforded does not conform to the standard expected of a common carrier recourse is readily available, and in the absence of any major complaint during the several years it has been rendered, we must assume the deficiencies, if any, are of slight consequence. The Commission regards highly the opinion of the shippers and fully appreciates the situation peculiar to Council Bluffs due to unrestricted interstate operation, but if we expect to build a substantial system of common carrier service by truck and enjoy fully the benefits accruing therefrom, then the carriers must be protected to a reasonable extent from the inroads of unnecessary competition. This was undoubtedly the intent of the Legislature in requiring a showing of convenience and necessity as a condition precedent to the establishment of an intrastate operation."

The class of freight handled is such that not more than one shipper in the majority of the towns involved has occasion to use the service offered, and operating rights would be of value only to the carrier able to secure the account. In this instance, it appears from the character of the organization seeking the Certificate, that rights held by the existing carrier at the majority of the points involved would be rendered worthless. Consideration must also be given the balance of the towns in the network served by the existing carrier to the extent that the service as a whole is dependent upon each part thereof. On the other hand, it appears the application would not have been presented had the service now available conformed in every respect to that expected of a public servant, but here again attention is directed to the remedy provided by law with assurance that we will not hesitate to take such action as may be necessary to correct any deficiencies properly brought to our attention. A franchise is not a license to the holder to conduct his business exactly as he pleases without regard to the convenience and requirements of his patrons. Good public relations are essential and should at all times be cultivated for the best interests of the carrier and shipper alike.

The establishment of a directly competitive operation such as is proposed in this case is, in our opinion, contrary to sound public policy and the intent of law. The application is, therefore, denied.

Filed April 27, 1934. Closed August 6, 1934.

No. H-2040—1934. Interstate Transit Lines, Omaha, Nebraska. Application for authority to carry freight on all passenger carrying buses operating under Certificates of Convenience and Necessity Nos. 253 and 429. Hearing was held at Des Moines, on July 10, 1934. Decision of the Board was rendered on July 17, 1934, granting the application. Resolution amending and extending Certificates of Convenience and Necessity issued on July 30, 1934.

Filed April 25, 1934. Closed July 30, 1934.

No. H-2041—1934. A. H. Bos, Marshalltown. Application for authority to operate as a motor carrier of interstate freight one way from the north line of the state near Northwood to Marshalltown. Service authorized by Certificate No. 527 issued on May 16, 1934.

Filed April 26, 1934. Closed May 16, 1934.

No. H-2042—1934. Robert L. McIntyre, Pleasantville, and C. G. Prange, Pleasantville. Joint application for approval to transfer Certificate of Convenience and Necessity No. 174 from Robert L. McIntyre to C. G. Prange. Approved by resolution issued on April 30, 1934.

Filed April 28, 1934. Closed April 30, 1934.

No. H-2043—1934. M. F. Schlick, Charles City. Application for reconsideration of decision in Docket No. H-1836. Application withdrawn on May 4, 1934.

Filed April 28, 1934. Closed May 7, 1934.

No. H-2044—1934. H. & W. Motor Express Company, a partnership composed of Urban J. Haas and Cyril H. Wissel, both of Dubuque. Revocation of Certificate No. 514. Revoked by resolution adopted on May 3, 1934.

Filed April 4, 1934. Closed May 3, 1934.

No. H-2045—1934. Ben H. Thompson, Mount Ayr, and Thompson Truck Line, Mount Ayr, a partnership composed of James and Jasper Thompson, both of Mount Ayr. Application for approval to transfer Certificate of Convenience and Necessity No. 438 from Ben H. Thompson to the Thompson Truck Line. Approved by resolution issued May 4, 1934.

Filed May 3, 1934. Closed May 4, 1934.

No. H-2047—1934. Glen S. Boyer, Glenwood, and John A. Anderson, Corning. Application for approval to transfer Certificates of Convenience and Necessity Nos. 501 and 502 from Glen S. Boyer to John A. Anderson. Application incomplete and file closed.

Filed May 2, 1934. Closed October 29, 1934.

No. H-2048—1934. Commercial Freight Lines, Des Moines. Application to amend and extend Certificate No. 522 to permit the transportation of freight between Des Moines and the south line of the state at Keokuk. Approved by resolution issued on May 8, 1934.

Filed May 3, 1934. Closed May 8, 1934.

No. H-2049—1934. P. R. Davis, Avoca. Motor Carrier—Suspension of service over portion of route authorized under Certificate of Convenience and Necessity No. 203 between Avoca, Hancock and Oakland. Granted under date of February 26, 1934, for a period of sixty days,

effective same date. Granted additional extension for ninety days under date of June 7, 1934. No service was performed between the above points during the balance of the fiscal year.

No. H-2051—1934. Union Truck Freight Depot, Des Moines, owned and operated by Hawkeye Transfer Company, Des Moines. Application to operate as a common Motor Freight Terminal. Authority granted by Certificate of Compliance No. 3, issued on August 3, 1934.

Filed May 15, 1934. Closed August 3, 1934.

No. H-2052—1934. Mason City Warehouse Corporation, Mason City. Application for authority to operate as a common Motor Freight Terminal. Authority granted by Certificate of Compliance No. 4 issued on July 17, 1934.

Filed May 15, 1934. Closed July 20, 1934.

No. H-2053—1934. Union Truck Depot, Inc., Sioux City. Application for authority to operate as a common Motor Freight Terminal. Authority granted by Certificate of Compliance No. 5, issued on July 26, 1934.

Filed May 19, 1934. Closed July 26, 1934.

No. H-2054—1934. Union Transfer Company, Fremont, Nebraska. Application to amend and extend Certificate No. 307 to permit the transportation of interstate freight between the north line of the state and Sioux City. Amended and extended by resolution issued May 28, 1934.

Filed May 18, 1934. Closed May 28, 1934.

No. H-2055—1934. A. H. Bos, doing business as Bos Transfer, Marshalltown. Application to amend and extend Certificate No. 527 to permit the transportation of interstate freight one way from the south line of the state near Lamoni to Marshalltown. Certificate amended and extended by resolution issued June 6, 1934.

Filed June 5, 1934. Closed June 6, 1934.

No. H-2056—1934. Ben Parchefsky, doing business as Commerce Motor Service, Chicago, Illinois. Application for authority to operate as a motor carrier of interstate freight over various routes. Certificate No. 528 granted on June 7, 1934 authorizing operations from the east line of the state at Davenport to Cedar Rapids, from the east line of the state at Clinton to Waterloo, and from the east line of the state at Dubuque to Waterloo.

Filed June 2, 1934. Closed June 7, 1934.

No. H-2057—1934. Henry Watje & Son, a partnership composed of Henry Watje and Charles Watje, Denison. Certificate No. 465 revoked on June 12, 1934.

Filed June 12, 1934. Closed June 12, 1934.

No. H-2058—1934. Atlantic Motor Freight, Atlantic. Application to extend and amend Certificate No. 388 to permit the transportation of interstate freight one way from the intersection of U. S. Highway No. 30 and Primary Road No. 25 near Menlo to Greenfield, Fontanelle, Bridgewater, Massena, Cumberland, and Atlantic. Certificate amended and extended by resolution issued July 27, 1934.

Filed June 11, 1934. Closed July 27, 1934.

No. H-2059—1934. Waterloo, Cedar Falls & Northern Railway Company, Waterloo. Application for approval to suspend motor carrier service between Waterloo and Dubuque. Hearing called at Dubuque, on June 21, 1934, at which time the application was withdrawn and the case dismissed.

Filed June 12, 1934. Closed July 12, 1934.

No. H-2060—1934. Kaiser Truck Service, Inc., St. Louis, Missouri. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Mount Pleasant and the north line of the state near Burr Oak. Resolution granting application issued June 15, 1934.

Filed June 13, 1934. Closed June 15, 1934.

No. H-2061—1934. Carl Harold, Tabor. Revocation of Certificate of Convenience and Necessity No. 524 by resolution adopted June 20, 1934.

Filed June 14, 1934. Closed June 20, 1934.

No. H-2062—1934. F. W. Smith, owner and operator Rapid Transit Lines, Omaha, Nebraska. Motor Carrier—Citation to show cause why Certificate No. 378 should not be revoked. Original hearing in this case was held at the Office of the Board, Des Moines, July 10, 1934, continued hearing held at the Office of the Board, Des Moines, on July 31, 1934, and under date of August 18, 1934, the following decision was rendered, which revoked Certificate No. 378 effective September 15, 1934, subject to reinstatement on a satisfactory showing prior to that date, and suspended service being furnished thereunder:

APPEARANCES at hearing of July 10, 1934:

For F. W. Smith, owner and operator Rapid Transit Lines, Omaha, Nebraska—F. W. Smith, Chicago, Illinois.

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

For the Interstate Transit Lines, Omaha, Nebraska—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by James C. Davis, Jr.

For George Brown, Grinnell, Iowa—Patton, Hockenbury & Billington, Grinnell, Iowa, by Kenneth Hockenbury.

For the Victory Bus Lines of Illinois, Inc., Chicago, Ill.—Harris Nevin, New York, New York.

APPEARANCES at hearing of July 31, 1934, in Docket No. H-2062:

For F. W. Smith, owner and operator Rapid Transit Lines, Omaha, Nebraska—G. O. Switzer, Atty., Des Moines, Iowa. F. W. Smith, Chicago, Ill.

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

For the Interstate Transit Lines, Omaha, Nebraska—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by James C. Davis, Jr.

For the Burlington Transportation Company, Chicago, Illinois—J. C. Pryor, Atty., Burlington, Iowa.

APPEARANCES at hearing of July 31, 1934, in Docket No. H-2070:

For F. W. Smith, owner and operator Rapid Transit Lines, Omaha, Nebraska.

For the Victory Bus Lines of Illinois, Inc., Chicago, Illinois—C. O. Switzer, Atty., Des Moines, Iowa.

For the Interstate Transit Lines, Omaha, Nebraska, Objector—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by James C. Davis, Jr.

For the Burlington Transportation Company, Chicago, Illinois, Objector—J. C. Pryor, Atty., Burlington, Iowa.

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

Certificate No. 378, issued under the provisions of Chapters 252-A1 and 252-A2, Code of Iowa, 1931, permits interstate passenger motor carrier service over portion of Chicago-Denver route located on U. S. Highway No. 6 between the east line of the State at Davenport and the west line at Council Bluffs.

The holder of that Certificate, F. W. Smith, owner and operator

Rapid Transit Lines, Omaha, Nebraska, was cited to appear before this Commission to show cause why that certificate should not be revoked for reasons set out as follows:

Failure to maintain proper insurance on file and in effect.

Alleged failure to provide and maintain equipment in a safe and sanitary condition and to operate in conformity with the laws of the road and duly prescribed street traffic regulations.

Alleged failure and inability, financially and otherwise, to comply with the requirements imposed upon motor carriers furnishing service of a strictly interstate character.

For such other reasons as may be made to appear at the hearing.

Hearings on the citation and the application for approval to transfer the certificate to the Victory Bus Lines of Illinois, Inc., of Chicago, Illinois, were completed on August 1, 1934, and both cases taken under advisement with allowance for reasonable time in which to submit briefs and arguments. While separate records were maintained for each of these cases, it is now found that they are interwoven to the extent they must be considered together.

The Interstate Transit Lines and the Burlington Transportation Company contend and urge that the Certificate should be revoked for the following reasons:

"1. The operator is unable to maintain adequate insurance coverage;

"2. The operator is wholly without financial responsibility to engage in the public transportation of passengers;

"3. The operator has in the past and under the evidence will in the future continue to operate his buses in an unsafe, hazardous and unsanitary condition; and

"4. The operator has been guilty of a deceit and fraud upon this Commission and has in fact abandoned all responsibility and interest in the certificate in question."

The same carriers, appearing as objectors to the transfer proposed, contend there is in fact no certificate to transfer, but if found otherwise, the application should be denied for the following reasons:

"1. That there is no contract contemplating a transfer of Certificate of Convenience and Necessity No. 378 from F. W. Smith, doing business as Rapid Transit Lines, to Victory Bus Lines of Illinois, Inc., presented to this Commission for approval, and that so far as the record in this case is concerned Victory Bus Lines of Illinois, Inc., has no interest whatsoever in this certificate;

"2. The evidence in this case fails to show that Victory Bus Lines of Illinois, Inc., is so financially responsible as to be entitled to receive a certificate at the hands of this Commission, but the evidence, on the other hand, affirmatively shows that this corporation has no financial responsibility, and

"3. The record in this case shows without dispute that Harris Nevin, the controlling officer of Victory Bus Lines of Illinois, Inc., and the officer who would dictate the policy of its bus operation, has, in all his bus operations heretofore conducted in the United States, conducted them in an unsafe, unsanitary and extremely hazardous manner, and that, therefore, it would be a hazard and danger to the public of Iowa to permit such an operation to be loosed upon its highways."

The foregoing allegations of the objectors are denied in whole by F. W. Smith and the Victory Bus Lines of Illinois, Inc.

The records of the Commission and the evidence in this case show that the operation has been in existence since January 10, 1931; that rights through this State are necessary to the operation as a whole; that there has been in the past two years many changes in insurance, including

numerous cancellations and reinstatements, resulting in lapse of coverage, interruption in service, all of which has required the constant attention of the department and inspectors in an effort to make certain that service was suspended during periods insurance was not in force; that the equipment was at times during the last few months used within this state while in a questionable condition, apparently because of lack of funds to place in proper state of repair; that a number of unsatisfied judgments are outstanding against this operator; that some equipment is now under attachment at Omaha, Nebraska, and many claims otherwise remain to be settled; that service has not been directly under the control of the holder of the operating rights, but that management has rested with a co-partnership or group of unknown, or at least questionable, standing; and that recently Harris Nevin, either as an individual or as a representative of the Victory Bus Lines of Illinois, Inc., has advanced funds, arranged for equipment and had a voice in the affairs pertaining to the operation. The carrier failed, after reasonable notice, to produce at the hearing a financial statement or to show ability in that respect to maintain equipment and properly operate a line of the type and size here involved, other than as the receipts anticipated may permit, contending that records were not at this time available and if transfer proposed is approved, such showing would not be necessary.

The testimony with reference to the Victory Bus Lines of Illinois, Inc., covering many pages of transcript and exhibits, contains numerous conflicting statements and erroneous documents submitted by the representative of that company. It appears, however, that this company, organized under the laws of the State of Illinois during the month of February of this year and recently authorized to do business within the State of Iowa, is one of ten or more corporations controlled by Harris Nevin or the "Nevin Interests" of New York, engaged in the operation of a large system of bus lines throughout the United States under the style and trade name of "Nevin Lines." Included in this group was the Nevin Western Lines, Inc., of Chicago, Illinois, whose rights within the State of Ohio were recently revoked because of "failure to operate safely within the State of Ohio," also the Nevin Victory Bus Line, Inc., of Portland, Oregon, and the Victory Bus Lines, Inc., of Portland, Oregon, whose rights within that state were recently revoked because "the equipment of the said respondent carriers and each of them listed with the Commission and used by these carriers respectively is not safe for operation and in the use of this equipment, if permitted to continue, will endanger the safety of other users of the highways and the safety of the public; that the operations conducted by these two carriers and each of them are contrary to public interests; that these respondent carriers, and each of them, have been habitual violators of the law and rules and regulations of this Commission; and that these said carriers, or either of them, have not shown that they are financially able to conduct these respective operations." It also clearly appears that during the thirteen or fourteen months in the past two years the Crandic Stages, Inc., of Cedar Rapids, Iowa, was under the control and management of the same interests, the equipment operated upon the highways of this state was improperly maintained and permitted to come to a deplorable condition unfit and unsafe for service. There is some contention that the Victory Bus Lines of Illinois, Inc., must as a corporation be considered alone, irrespective of controlling interests or those responsible for its affairs, but if the law here involved is to be properly administered, we must look not only to the financial responsibility, but the character of management in an effort to determine the type of service and the hazards to which the people of this state will be subjected. It is true the transferee proposed agrees to place in service within this state a fleet of new light type buses, but there can be no assurance that they will be continued in service or maintained and operated in a manner different than others heretofore and now used under the direction of the same management. There is also reason under the financial state-

ment submitted to doubt the ability of the corporation to carry on an extensive operation of the kind contemplated. Furthermore, the contract submitted for our approval is between a copartnership consisting of eight partners and Harris Nevin as an individual, instead of between F. W. Smith, owner and operator Rapid Transit Lines, and the Victory Bus Lines of Illinois, Inc., as represented in the application.

We are here confined by limitations imposed upon state authorities under laws governing interstate commerce to the determination of whether the operation now conducted and that proposed does or will jeopardize the rights of others using the public highways of this State. Obviously the operation conducted under conditions now existing does constitute a menace on the highways, and while the transfer was undoubtedly proposed in good faith, there is no showing that it would result in any substantial improvement. It is not our function here to determine whether the service properly conducted is or is not essential to the public, neither can we assume either of those conditions nor are we disposed to unnecessarily deprive the people of that service by denying further use of the highways to the existing carrier without further reasonable opportunity to make arrangements for the funds necessary to provide proper facilities and maintain operations to the standard required. However, until such time as that is done, further use of the highways of this State must in the public interest be denied.

The application for approval to transfer Certificate No. 378 to the Victory Bus Lines of Illinois, Inc., is denied because of failure to establish ability, financially and otherwise, to provide the facilities and direct an operation in the manner considered essential to the preservation of safety on the public highways of this State, and Certificate No. 378 is hereby revoked effective September 15, 1934, subject to reinstatement upon producing prior to that date evidence satisfactory to this Commission that the holder thereof is able to satisfy and adhere to the requirements of the Law and this Board's Rules and Regulations Governing Motor Carriers, insofar as they apply to service of a strictly interstate character. In the meantime, the rights conveyed under Certificate No. 378 are suspended and the carrier is hereby directed to discontinue service over the highways of this State.

Under date of August 22, 1934, the Board granted authority to F. W. Smith to continue service under Certificate No. 378 during the period of suspension referred to in the Board's Decision dated August 18, 1934, but the above permission was withdrawn on August 26, 1934, said action being confirmed in record made August 28, 1934. Appeal from the Board's Decision of August 18, 1934, was taken to the District Court of Polk County, a restraining order being issued on August 29, 1934, preventing the Board of Railroad Commissioners from placing in effect their Decision of August 18, 1934, pending appeal. The appeal action was later withdrawn.

No. H-2063—1934. Loren L. Adams, owner and operator Osceola Transfer Company, Osceola. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Red Oak and the west line of the state at Council Bluffs. Authorized by Certificate No. 531 issued on June 21, 1934.

Filed June 18, 1934. Closed June 21, 1934.

No. H-2064—1934. Charles T. Durand, owner and operator National Transfer & Storage Company, Marshalltown. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Marshalltown and the east line of the state at Davenport. Authorized by Certificate No. 532 issued June 22, 1934.

Filed June 20, 1934. Closed June 23, 1934.

No. H-2065—1934. J. R. Denhart, Benton. Application to amend and extend the operating rights under Certificate No. 491 to permit the

transportation of interstate freight one way from the south line of the state in Taylor County to Benton. Amended and extended by resolution adopted June 23, 1934.

Filed June 18, 1934. Closed June 23, 1934.

No. H-2067—1934. American Transfer & Storage Company, Cedar Rapids. Application for authority to operate a common Motor Freight Terminal at Cedar Rapids. Authorized by Certificate of Compliance No. 6, issued on July 17, 1934.

Filed June 14, 1934. Closed July 20, 1934.

No. H-2068—1934. H. W. Rieke, doing business as Rieke Motor Transfer Line, Burlington. Application to amend Certificate No. 437 by eliminating the route authorizing and substituting in lieu thereof Burlington, West Burlington, New London, Mt. Pleasant, Lockridge, Fairfield, Batavia, Agency and Ottumwa, and (Route No. 2) Ottumwa, Fremont and Oskaloosa.

Filed June 30, 1934. Closed July 3, 1934.

No. H-2069—1934. Interstate Transit Lines, Omaha, Nebraska. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Tama and Grinnell. Hearing was held at Des Moines on September 11, 1934, and a decision of the Board rendered on September 12, 1934, granting the service as applied for. Authorized by Certificate of Convenience and Necessity No. 542, issued on September 15, 1934.

Filed July 5, 1934. Closed September 15, 1934.

No. H-2071—1934. Waterloo, Cedar Falls & Northern Railway Company, Waterloo, and B. J. Kramer, doing business as Black & White Transportation Company, Dubuque. Application for approval to transfer Certificate of Convenience and Necessity No. 222 and to lease the operating rights over Route No. 2 under Certificate of Convenience and Necessity No. 75 to B. J. Kramer. Resolution approving transfer and lease issued on July 21, 1934.

Filed July 12, 1934. Closed July 23, 1934.

No. H-2072—1934. Marvin R. Short, doing business as Short Line Coaches, Omaha, Nebraska. Revocation of Certificate No. 538 by resolution issued July 18, 1934.

Filed July 16, 1934. Closed July 18, 1934.

No. H-2073—1934. H. N. McCoy, doing business as McCoy Truck Line, Waterloo. Application to amend and extend Certificate No. 526 to permit the transportation of freight, interstate exclusively, between Waterloo and the east line of the state at Clinton. Authorized by resolution issued July 17, 1934.

Filed July 13, 1934. Closed July 18, 1934.

No. H-2074—1934. Cecil M. McCord, Denison. Application to amend and extend Certificate No. 505 to permit the transportation of interstate freight over Route No. 3 from Denison to Charter Oak, Ute and Soldier, and also the transportation of interstate freight from Omaha to Denison and from Denison to Deloit, Kiron, Odebolt, Arthur, Ida Grove and Battle Creek. Authorized by resolution issued July 19, 1934.

Filed July 6, 1934. Closed July 19, 1934.

No. H-2075—1934. Waterloo, Cedar Falls and Northern Railway Company, Waterloo, and B. J. Kramer, doing business as Black & White Transportation Company, Dubuque. Application for approval to lease Route No. 2 under Certificate of Convenience and Necessity No. 75. Resolution approving such leasing issued July 21, 1934.

Filed July 17, 1934. Closed July 23, 1934.

No. H-2076—1934. Stanley Jackson, and William F. Hendrick, Rock Island, Illinois. Application for approval to continue agreement providing for the leasing of operating rights conveyed under Certificate of Convenience and Necessity No. 19. Authorized by resolution issued July 31, 1934.

Filed July 18, 1934. Closed August 9, 1934.

No. H-2077—1934. Corn Belt Transportation Company, Chicago, Illinois. Application to amend and extend Certificate No. 472 to permit the transportation of interstate freight between the east line of the state at Burlington and Keokuk. Authorized by resolution issued July 27, 1934.

Filed July 23, 1934. Closed July 27, 1934.

No. H-2078—1934. Emmett J. Boyd, doing business as Boyd Transfer Service, Burlington. Application for authority to operate a common Motor Freight Terminal at Burlington. Authorized by Certificate of Compliance No. 7, issued November 8, 1934.

Filed July 16, 1934. Closed November 8, 1934.

No. H-2080—1934. Earl Marsh, Villisca. Application for authority to extend and amend Certificate No. 517 to permit interstate motor carrier freight service to Nodaway, Hepburn and Morton Mills. Application incomplete. Case dismissed.

Filed July 23, 1934. Closed October 6, 1934.

No. H-2081—1934. Twin Cities-Des Moines Motor Express, a partnership composed of F. Claire Mason, Des Moines, and Fred A. Guinn, Madrid, and F. Claire Mason, Des Moines. Application for approval to transfer Certificate No. 464 to F. Claire Mason. Hearing to determine applicant's financial responsibility held at Des Moines on August 1, 1934. Authorized by resolution issued on August 8, 1934.

Filed July 31, 1934. Closed August 8, 1934.

No. H-2082—1934. Twin Cities-Des Moines Motor Express, Des Moines, a partnership composed of F. Claire Mason, Des Moines, and Fred A. Guinn, Madrid, and Fred A. Guinn, Des Moines. Application for approval to transfer Certificate of Convenience and Necessity No. 48 to Fred A. Guinn. Approved by resolution issued August 8, 1934.

Filed July 31, 1934. Closed August 8, 1934.

No. H-2083—1934. Lysle Dirrim, Villisca. Revocation of Certificate No. 473 authorized by resolution issued August 2, 1934.

Filed July 27, 1934. Closed August 2, 1934.

No. H-2085—1934. Fred A. Guinn, Des Moines. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Des Moines and Sioux City and between Des Moines and Ogden. Authorized by Certificate No. 539 issued August 8, 1934.

Filed July 24, 1934. Closed August 8, 1934.

No. H-2086—1934. Mrs. Wilma Cleveland, doing business as Cleveland Transfer, Sac City. 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 to Storm Lake. Authorized by Certificate No. 549, issued on November 20, 1934.

Filed August 6, 1934. Closed November 20, 1934.

No. H-2087—1934. State Automobile Insurance Association, et al., Des Moines. Proposed amendments to the motor carrier and truck operator endorsements. Hearing was held at Des Moines, on September 11, 1934. On October 31, 1934, the Board issued the following order:

After a careful consideration of the record in the above entitled matter, this Board is of the opinion that the following endorsements should be and they are hereby substituted for those now required by Rule 8 of the Rules and Regulations Governing the Operation of Motor Carriers and Rule 8 of the Rules and Regulations Governing the Operation of Truck Operators:

Rule 8 of the Rules and Regulations Governing the Operation of Motor Carriers:

Iowa Motor Carrier Endorsement

It is understood and agreed that:

Before the policy to which this endorsement is attached may be suspended or cancelled, the Board of Railroad Commissioners, Des Moines, Iowa, will be given fifteen (15) days' prior written notice of such proposed suspension or cancellation; such notice 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.

This policy is hereby amended and extended so as to cover any and all motor vehicles, trailers and semi-trailers used in furnishing motor carrier service in and/or between the points named in the operating certificate issued to the assured by the Iowa Board of Railroad Commissioners; provided that this provision shall not be applicable to any loss or claim made against the assured named herein on account of or in connection with the operation or maintenance of any vehicle or piece of equipment upon which there is another policy of insurance accepted by and on file with the Iowa Board of Railroad Commissioners specifically describing and insuring said other vehicle or piece of equipment.

The obligations and promises of said policy, including this endorsement, shall not be affected by any act or omission of the named assured or of any employee of the named assured with respect to any condition or requirement of said policy or any endorsement now or hereafter attached thereto nor by any default of the assured in payment of premium or in giving of any notice required by said policy contract or otherwise, nor by the death, insolvency, bankruptcy, legal incapacity or inability of the named assured.

Notwithstanding anything in the policy or in any endorsement now or hereafter attached thereto to the contrary, it is the intent of this endorsement to amend the policy so as to fully comply with the provisions of Chapter 252-A1, Code of Iowa, 1931, and to give all of the coverage required by paragraphs (*See Rule 7*) of Rule 7 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Motor Carriers.

The policy is hereby amended and extended to provide that any person, firm, association or corporation having a right of action under the policy against the assured may, when service cannot be obtained on said assured within the state of Iowa, bring action for recovery directly upon such policy and against the insurer that issued such policy.

The obligations and promises of this endorsement shall be effective only while the equipment covered by this policy is being operated within the state of Iowa under the provisions of Chapter 252-A1, Code of Iowa, 1931.

Rule 8 of the Rules and Regulations Governing the Operation of Truck Operators:

Iowa Truck Operator Endorsement

It is understood and agreed that:

Before the policy to which this endorsement is attached may be suspended or cancelled, the Board of Railroad Commissioners, Des

Moines, Iowa, will be given fifteen (15) days' prior written notice of such proposed suspension or cancellation; such notice 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.

This policy is hereby amended and extended so as to cover any and all motor vehicles, trailers and semi-trailers used in furnishing truck operator service under the truck operator permit issued to the assured by the Iowa Board of Railroad Commissioners; provided that this provision shall not be applicable to any loss or claim made against the assured named herein on account of or in connection with the operation or maintenance of any vehicle or piece of equipment upon which there is another policy of insurance accepted by and on file with the Iowa Board of Railroad Commissioners specifically describing and insuring said other vehicle or piece of equipment.

The obligations and promises of said policy, including this endorsement, shall not be affected by any act or omission of the named assured or of any employee of the named assured with respect to any condition or requirement of said policy or any endorsement now or hereafter attached thereto nor by any default of the assured in payment of premium or in the giving of any notice required by said policy contract or otherwise, nor by the death, insolvency, bankruptcy, legal incapacity or inability of the named assured.

Notwithstanding anything in the policy or in any endorsement now or hereafter attached thereto to the contrary, it is the intent of this endorsement to amend the policy so as to fully comply with the provisions of Chapter 252-C1, Code of Iowa, 1931, and to give all of the coverage required by paragraphs (*See Rule 7*) of Rule 7 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Truck Operators.

The policy is hereby amended and extended to provide that any person, firm, association or corporation having a right of action under the policy against the assured may, when service cannot be obtained on said assured within the state of Iowa, bring action for recovery directly upon such policy and against the insurer that issued such policy.

The obligations and promises of this endorsement shall be effective only while the equipment covered by this policy is being operated within the state of Iowa under the provisions of Chapter 252-C1, Code of Iowa, 1931.

Filed August 9, 1934. Closed October 31, 1934.

No. H-2088—1934. E. C. Cherry, Adel. 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 Jefferson. Authorized by Certificate No. 540 issued on August 10, 1934.

Filed August 6, 1934. Closed August 10, 1934.

No. H-2089—1934. William H. Campbell, Council Bluffs. Revocation of Certificate of Convenience and Necessity No. 351. Revoked by resolution issued August 10, 1934.

Filed August 10, 1934. Closed August 10, 1934.

No. H-2091—1934. Robert Mellam, doing business as Associated Freight Forwarding Company, Omaha, Nebraska. Revocation of Certificate No. 525. Revoked by resolution issued August 14, 1934.

Filed August 14, 1934. Closed August 14, 1934.

No. H-2092—1934. Centrox Dairy, Inc., Centerville. Revocation of

Certificate of Convenience and Necessity No. 519. Revoked by resolution issued August 15, 1934.

Filed August 14, 1934. Closed August 15, 1934.

No. H-2093—1934. H. G. Albaugh, Des Moines. Revocation of Certificate No. 515. Revoked by resolution issued August 17, 1934.

Filed August 17, 1934. Closed August 17, 1934.

No. H-2094—1934. J. D. Smith, doing business as Bell Transfer, Kansas City, Missouri, and Bell Transfer, Inc., Kansas City, Missouri. Application for approval to transfer Certificate No. 295 from J. D. Smith, dba Bell Transfer Company, to Bell Transfer, Inc., Kansas City, Missouri. Resolution approving transfer issued on October 18, 1934.

Filed August 20, 1934. Closed October 18, 1934.

No. H-2095—1934. H. G. Sevier, Ottumwa. Motor Carrier—Suspension of service under Certificate of Convenience and Necessity No. 365. Granted August 21, 1934, for a period of ninety days effective September 1, 1934, subject to any objection that may be filed.

No. H-2096—1934. F. Claire Mason, owner and operator Twin Cities-Des Moines Motor Express, Des Moines. Revocation of part of operating rights granted under Certificate No. 464. Revoked under resolution dated August 24, 1934.

Filed August 24, 1934. Closed August 24, 1934.

No. H-2097—1934. Interstate Motor Freight System, Grand Rapids, Michigan. Revocation of Certificate No. 513. Revoked by resolution issued August 24, 1934.

Filed August 24, 1934. Closed August 24, 1934.

No. H-2098—1934. E. C. Cherry, Adel. Application to amend and extend Certificate No. 540. Amended and extended by resolution issued August 27, 1934.

Filed August 23, 1934. Closed August 27, 1934.

No. H-2099—1934. Fred A. Guinn, Des Moines. Application to amend and extend Certificate No. 539 to permit the transportation of interstate freight to additional points named in the Certificate. Resolution amending and extending Certificate No. 539 issued August 28, 1934.

Filed August 15, 1934. Closed August 28, 1934.

No. H-2100—1934. C. V. Marten Transfer Company, Fontanelle. Revocation of Certificate No. 319. Revoked by resolution issued August 28, 1934.

Filed August 27, 1934. Closed August 28, 1934.

No. H-2101—1934. Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Chicago, Illinois. Application to abandon service over routes under Certificate of Convenience and Necessity No. 257. Hearing held at Des Moines, on September 11, 1934. Transfer of Certificate No. 257 to Interstate Transit Lines for a period of sixty days effective September 16, 1934, authorized by an order of the Board issued on September 12, 1934, as follows:

Upon application and for cause shown the Commission hereby approves the transfer of that portion of Certificate of Convenience and Necessity No. 257 held by the Chicago, Milwaukee, St. Paul & Pacific Railroad Company authorizing the transportation of a limited amount of freight over routes therein designated as Routes Nos. 2 and 3, to the Interstate Transit Lines, a corporation of Omaha, Nebraska, for a period of sixty days, effective on the 16th day of September, 1934, and

hereby amends and extends Certificate of Convenience and Necessity No. 96, held by the Interstate Transit Lines, to permit the transportation of not to exceed two hundred (200) pounds of freight on passenger carrying motor vehicles operated between Des Moines, Madrid, Luther and Boone during that period.

The Commission also authorizes the Chicago, Milwaukee, St. Paul & Pacific Railroad Company to abandon the service conducted under Certificate of Convenience and Necessity No. 257, effective September 15, 1934, and hereby revokes that certificate effective on that date.

Filed August 21, 1934. Closed September 14, 1934.

No. H-2103—1934. Earl Neth, Atlantic. Revocation of Certificate No. 36. Revoked by resolution issued September 7, 1934.

Filed September 4, 1934. Closed September 7, 1934.

No. H-2104—1934. Western Freight Lines, Inc., Chicago, Illinois. Application for authority to occasionally deviate from routes authorized under Certificates Nos. 421 and 486. Authorized by resolution issued September 8, 1934.

Filed September 7, 1934. Closed September 8, 1934.

No. H-2105—1934. Reliable Transit Company, Chicago, Illinois. Application for authority to occasionally deviate from routes authorized under Certificates Nos. 361, 398, and 461. Authorized by resolution issued September 8, 1934.

Filed September 7, 1934. Closed September 8, 1934.

No. H-2106—1934. John Herbst, Cambridge. Citation to show cause why Certificate of Convenience and Necessity No. 130 should not be revoked. Hearing held at Des Moines, on September 17, 1934. Case dismissed upon the Board's approval of the transfer of the Certificate involved to G. W. Enfield of Cambridge, effective October 1, 1934.

Filed September 8, 1934. Closed September 28, 1934.

No. H-2108—1934. Gust Kasischke, Buckeye. Revocation of Certificate No. 101. Revoked by resolution of September 13, 1934.

Filed September 12, 1934. Closed September 13, 1934.

No. H-2110—1934. J. R. Denhart, Benton. Application for the revocation of portion of operating rights granted under Certificate No. 491. Certificate amended to permit the transportation of interstate freight one way from the south line of the state at Bedford to Clearfield, Diagonal and Benton, by resolution issued September 15, 1934.

Filed September 10, 1934. Closed September 15, 1934.

No. H-2111—1934. Interstate Transit Lines, Omaha, Nebraska. Revocation of Certificate of Convenience and Necessity No. 240. Revoked by resolution issued September 17, 1934.

Filed September 15, 1934. Closed September 17, 1934.

No. H-2112—1934. Interstate Transit Lines, Omaha, Nebraska. Application for authority to transport a limited amount of freight under Certificate of Convenience and Necessity No. 96. Authorized by resolution issued October 11, 1934.

Filed September 15, 1934. Closed October 11, 1934.

No. H-2113—1934. L. J. Takin, owner and operator Takin Transfer Company, Waterloo. Application to amend and extend Certificate No. 506. Amended by resolution issued on September 19, 1934.

Filed September 14, 1934. Closed September 19, 1934.

No. H-2114—1934. Interstate Motor Freight System, Grand Rapids, Michigan. Reinstatement of Certificate No. 513, revoked on September 1, 1934. Reinstated by resolution issued September 21, 1934.

Filed September 20, 1934. Closed September 21, 1934.

No. H-2115—1934. John Herbst, Cambridge, and G. W. Enfield, Cambridge. Application to transfer Certificate of Convenience and Necessity No. 130 to G. W. Enfield, Cambridge. Transfer approved by resolution issued September 28, 1934.

Filed September 17, 1934. Closed September 28, 1934.

No. H-2116—1934. Fred Weldon, Randolph. Revocation of Certificate No. 297. Revoked by resolution issued September 26, 1934.

Filed September 25, 1934. Closed September 26, 1934.

No. H-2122—1934. William F. Hendrick, Rock Island, Illinois, and Stanley Jackson, Oskaloosa. Application to cancel the leasing of Certificate of Convenience and Necessity No. 19. Resolution approving the cancellation issued October 4, 1934.

Filed September 26, 1934. Closed October 4, 1934.

No. H-2123—1934. Loren L. Adams, owner and operator Osceola Transfer Company, Osceola. Motor Carrier—Revocation of Certificate No. 531. Resolution revoking above Certificate issued on October 5, 1934; cause, service discontinued.

Filed October 3, 1934. Closed October 5, 1934.

No. H-2127—1934. J. A. Peterson, Logan. Revocation of Certificate No. 314. Revoked by resolution issued October 15, 1934.

Filed October 10, 1934. Closed October 15, 1934.

No. H-2128—1934. Gnagy & Sawyer, Dysart. Revocation of Certificate No. 444. Revoked by resolution issued October 15, 1934.

Filed October 15, 1934. Closed October 15, 1934.

No. H-2129—1934. Thoroughbred Coach Lines, Inc., St. Joseph, Missouri, and Burlington Transportation Company, Chicago, Illinois. Joint application for approval to transfer Certificate of Convenience and Necessity No. 363 from the Thoroughbred Coach Lines, Inc., to the Burlington Transportation Company. Approved by resolution issued October 17, 1934.

Filed October 8, 1934. Closed October 17, 1934.

No. H-2131—1934. Brady Transfer & Storage Company, doing business as Brady Freight Lines, Fort Dodge. Application for authority to operate as a motor carrier of freight, interstate exclusively, between Fort Dodge and Waterloo. Authorized by Certificate No. 546, issued October 18, 1934.

Filed October 12, 1934. Closed October 18, 1934.

No. H-2134—1934. Clipper Motor Freight Lines, Inc., St. Paul, Minnesota. Application for authority to operate as a motor carrier of interstate freight between the south line of the state at Keokuk and the north line of the state near Burr Oak. Authorized by Certificate No. 548 issued on November 16, 1934.

Filed October 26, 1934. Closed November 16, 1934.

No. H-2135—1934. H. N. McCoy, doing business as McCoy Truck Line, Waterloo. Application for authority to operate as a motor carrier of interstate freight between Independence and Mason City, and between Cedar Falls and Mason City. Certificate No. 526 held by this

applicant amended and extended by resolution issued on October 24, 1934, to include this service.

Filed October 19, 1934. Closed October 24, 1934.

No. H-2136—1934. Carl Pautsch, Denison. Application to amend and extend Certificate No. 469 to permit the transportation of interstate freight one way from Denison to Charter Oak. Resolution amending and extending Certificate No. 469 issued on October 25, 1934.

Filed October 20, 1934. Closed October 25, 1934.

No. H-2137—1934. William F. Hendrick, Rock Island, Illinois, and Interstate Transit Lines, Omaha, Nebraska. Application for authority to cancel leasing of Certificate of Convenience and Necessity No. 429. Resolution approving the canceling of the lease issued on November 1, 1934.

Filed October 29, 1934. Closed November 1, 1934.

No. H-2140—1934. Ben Parchefsky, doing business as Commerce Motor Service, Chicago, Illinois. Motor Carrier—Application to suspend service for a period of ninety days under Certificate No. 528. Granted under date of November 14, 1934, for a period of ninety days from date.

No. H-2143—1934. Ray H. Fairbanks, doing business as Southern Iowa Transit Line, St. Joseph, Missouri. Application to amend and extend the operating rights conveyed under Certificate No. 379 to permit the transportation of interstate freight between Bedford and the south line of the state in Taylor County. Resolution amending and extending certificate issued on November 26, 1934.

Filed October 27, 1934. Closed November 26, 1934.

No. H-2148—1934. Cecil M. McCord, Denison. Revocation of Certificate No. 505. Revoked by resolution issued on November 27, 1934.

Filed November 27, 1934. Closed November 27, 1934.

No. H-2149—1934. Merchants Motor Freight, Inc., Des Moines. Application to amend and extend Certificate No. 507 to permit the transportation of interstate freight between Des Moines and the south line of the state at Lamoni. Resolution amending and extending certificate issued November 28, 1934.

Filed November 26, 1934. Closed November 28, 1934.

No. H-2150—1934. Bell Transfer, Incorporated, Kansas City, Missouri. Application to amend and extend operating rights conveyed under Certificate No. 295 to permit the transportation of interstate freight between Des Moines and the north line of the state at Northwood. Resolution amending and extending Certificate No. 295 issued on November 28, 1934.

Filed November 24, 1934. Closed November 28, 1934.

Rules and Regulations Governing the Operation of Motor Carriers and Motor Freight Terminals

Under date of May 1, 1934, the following Rules and Regulations were adopted, effective May 15, 1934:

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE
STATE OF IOWA

IN THE MATTER OF THE ADOPTION OF
RULES AND REGULATIONS GOVERNING
THE OPERATION OF MOTOR CARRIERS
AND MOTOR FREIGHT TERMINALS.

ORDER

Under the provisions of Chapter 252-A1, Code of Iowa, 1931, and in the exercise of the powers therein conferred,

IT IS HEREBY ORDERED that the rules and regulations annexed to this order, entitled:

“Rules and Regulations Governing the Operation of Motor Carriers and Motor Freight Terminals”
be and the same are hereby adopted, effective May 15, 1934.

IT IS FURTHER ORDERED that the “Rules and Regulations Governing the Operation of Motor Carriers” which were adopted August 16, 1932, effective September 1, 1932, under the provisions of Chapter 252-A1, Code of Iowa, 1931, are hereby cancelled, effective May 15, 1934.

RULES AND REGULATIONS GOVERNING THE OPERATION OF MOTOR CARRIERS

Rule 1. *Unlawful to Operate without Certificate.* Special attention is directed to Section 5105-a6, Chapter 252-A1, Code of Iowa, 1931, which declares it unlawful for any person to operate as a motor carrier without first obtaining a Certificate of Convenience and Necessity from this Board.

Rule 2. *Amendments to Rules and Regulations.* Any amendment to these rules and regulations, unless otherwise provided therein, shall apply in the same manner to persons holding Certificates at the time it becomes effective as it applies to persons thereafter certificated.

Rule 3. *Rules and Regulations (General application).* These rules and regulations are subject to such changes and modifications as the Board from time to time may deem advisable and to such exceptions as may be considered just and reasonable in individual cases.

APPLICATION, DEPOSIT AND NOTICE OF HEARING

(See Rule 53 for Interstate Carriers)

Rule 4. *Application for Certificate.* Application for a Certificate of Convenience and Necessity to operate as a motor carrier shall be made to the Board of Railroad Commissioners of Iowa, Des Moines, Iowa, upon the forms prescribed for that purpose. All such applications must be typewritten.

Rule 5. Application for a Certificate of Convenience and Necessity must be accompanied by deposit sufficient to secure the payment of all

costs and expenses of hearing and any preliminary investigation necessary in connection therewith. Such deposit shall be not less than twenty-five dollars (\$25.00); the Board reserving the right to require such additional deposit as it may deem necessary.

Deposit must be made by certified check, bank draft, express money order or postal money order, payable to "Board of Railroad Commissioners." Any unused balance of a deposit will be refunded to the applicant.

Rule 6. *Publication of Notice of Hearing.* The applicant will be notified as to the time and place for hearing as soon as named by the Board, and furnished with copies of the official notice of hearing, which he shall cause to be published once each week for two (2) consecutive weeks in some newspaper of general circulation in each county through or in which the proposed service will be rendered. The last publication of said notice *must be made not less than ten (10) days* prior to the date for hearing. Proof of publication from each newspaper in which the notice was published must be filed with the Board five (5) days prior to the date of the hearing. Failure to file such proofs may result in the cancellation of the hearing. The applicant shall pay the cost of such publication and shall file receipts from each newspaper showing that the cost of publication has been paid.

INSURANCE REQUIREMENTS

Rule 7. Each motor carrier shall at all times maintain on file with the Commissioner an effective insurance policy, policies, or surety bond made out in accordance with the requirements of Section 5105-a26, Code of Iowa, 1931, and these rules and regulations, covering any and all motor vehicles used in furnishing motor carrier service in and/or between the points named in his operating certificate, such policy, policies, or surety bond to be written for a period of not less than one year and with minimum limits of liability as follows:

PASSENGER MOTOR CARRIERS

(a) To cover the assured's legal liability as a motor carrier for personal injury or death resulting therefrom:

For each motor vehicle with a maximum seating capacity of	For any recovery by one person as a result of any one accident or other cause	For all persons receiving personal injury as a result of any one accident or other cause
20 or less	\$5,000	\$20,000
21 to 25	5,000	25,000
26 to 30	5,000	30,000
31 to 35	5,000	35,000
36 to 40	5,000	40,000
41 to 45	5,000	45,000
46 to 50	5,000	50,000

(b) To cover the assured's legal liability as a motor carrier for damage to or destruction of any property other than that of or in charge of the assured, as a result of any one accident or other cause, One Thousand Dollars (\$1,000.00).

(c) To cover the assured's legal liability as a motor carrier for loss of or damage to property of passengers as a result of any one accident or other cause, One Thousand Dollars (\$1,000.00).

FREIGHT MOTOR CARRIERS

(d) To cover the assured's legal liability as a motor carrier for personal injury or death resulting therefrom, as a result of any one

accident or other cause, Five Thousand Dollars (\$5,000.00) for any recovery by one person and Ten Thousand Dollars (\$10,000.00) for more than one person.

(e) To cover the assured's legal liability as a motor carrier for damage to or destruction of any property other than that of or in charge of the assured, as a result of any one accident or other cause, One Thousand Dollars (\$1,000.00).

(f) To cover the assured's legal liability as a motor carrier for loss of or damage to property in the possession or custody of the assured while for the purpose of or being transported, except property of the assured, as a result of any one accident or other cause, One Thousand Dollars (\$1,000.00).

Rule 8. *Endorsement for Policies.* Each policy filed with the Commission by a motor carrier shall have attached thereto the following endorsement:

Iowa Motor Carrier Endorsement

It is understood and agreed that:

Before the policy to which this endorsement is attached may be suspended or cancelled, the Board of Railroad Commissioners, Des Moines, Iowa, will be given fifteen (15) days' prior written notice of such proposed suspension or cancellation; such notice 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.

The policy is hereby amended and extended so as to cover any and all motor vehicles, trailers and semi-trailers used in furnishing motor carrier service in and/or between the points named in the operating certificate issued to the assured by the Iowa Board of Railroad Commissioners.

The obligations and promises of said policy, including this endorsement, shall not be affected by any act or omission of the named assured or of any employee of the named assured with respect to any condition or requirement of said policy or any endorsement now or hereafter attached thereto nor by any default of the assured in payment of premium or in the giving of any notice required by said policy contract or otherwise, nor by the death, insolvency, bankruptcy, legal incapacity or inability of the named assured.

Notwithstanding anything in the policy or in any endorsement now or hereafter attached thereto to the contrary, it is the intent of this endorsement to amend the policy so as to fully comply with the provisions of Chapter 252-A1, Code of Iowa, 1931, and to give all of the coverage required by paragraphs (*See Rule 7*) of Rule 7 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Motor Carriers.

The policy is hereby amended and extended to provide that any person, firm, association or corporation having a right of action under the policy against the assured may, when service cannot be obtained on said assured within the state of Iowa, bring action for recovery directly upon such policy and against the insurer that issued such policy.

No other provision nor condition shall be included in the endorsement required by this rule, except with the written permission of the Commission.

Rule 8-A. *Insurance Binders.* Binders filed to comply with the insurance requirements of Section 5105-a26, Code of Iowa, 1931, and these rules and regulations, pending the issuance and filing of an insurance policy, must be issued by some insurance carrier authorized to do business in the state of Iowa and made out in accordance with the following form:

This will bind the _____, of _____, in favor of _____, of _____, as of _____ M., on _____, 19____, for the coverage required by paragraphs _____, of Rule 7 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Motor Carriers on any and all motor vehicles, trailers and semi-trailers used in furnishing motor carrier service in and/or between the points named in the operating certificate issued to the assured by the Iowa Board of Railroad Commissioners.

It is the intent of this binder to fully comply with the requirements of Section 5105-a26, Code of Iowa, 1931, and to be subject to Rules 7 and 8 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Motor Carriers.

Dated at _____, this _____ day of _____, 19_____.

Authorized Agent.

Rule 9. *Renewal Policies.* Motor carriers shall file a renewal of each insurance policy on file with the Commission not less than twenty (20) days before the expiration of such policy.

Rule 10. *Placing Cars in Service.* Motor carriers shall, immediately upon placing any motor vehicle in service, furnish the Commission a complete description of such vehicle, together with information as to the time it was placed in operation. The description shall show the license number; make; year built; factory number; engine number; maximum capacity in pounds and classification by letter of overloading license, if a truck; maximum seating capacity, if a bus; weight empty in pounds supported by a scale certificate; and whether equipped with pneumatic or solid tires.

RESERVE EQUIPMENT

Rule 11. Sufficient reserve equipment shall be maintained by all motor carriers to insure the reasonable maintenance of established routes and fixed time schedules.

MARKING OF VEHICLES

Rule 12. Within ten (10) days after being authorized to use any motor vehicle, the motor carrier shall cause to be painted on each side of such vehicle, in letters and figures large enough to be easily read at a distance of fifty (50) feet, and of a color in contrast to the background, the following:

- (a) Name of motor carrier as set out in Certificate.
- (b) The words "Passenger Motor Carrier" or "Freight Motor Carrier," as the case may be.
- (c) "I. R. C. Certificate No. _____."

Provided that the letters and figures in line (c) shall not be less than two and one-half (2½) inches in height and the line of which shall not be less than three-eighths (¾) inches in width.

SERVICE—STARTING OF, INTERRUPTION OF, OR SUSPENSION OF

Rule 13. *Must Start Operating Within Thirty Days.* After a Certificate of Convenience and Necessity has been granted, service applied for shall commence within thirty (30) days from the date on which the application was approved or rights forfeited.

Rule 14. *Interruptions of Regular Service.* All interruptions of regular service, where such interruptions are likely to continue for more than twenty-four (24) hours, shall be promptly reported in writing to the Board, and to the public along the route, with full statement of the cause of such interruption, and its probable duration.

Rule 15. *Suspension of Service.* Suspension of service for a period of five (5) consecutive days without notice to the Board shall be deemed a forfeiture of all operating rights.

TIME AND RATE SCHEDULES

Rule 16. *Time Schedules of Operation.* Time schedules must be printed or typewritten, numbered consecutively, beginning with Number 1, and shall show:

1. Name and address of motor carrier.
2. Number of schedule cancelled thereby.
3. Time of arrival at and departure from all terminals.
4. Time of departure from all intermediate points.
5. Distance between all points shown in schedule.
6. What days each scheduled trip is made.
7. What points, if any, on the route of the carrier to which service cannot be rendered, and reasons therefor.
8. Date issued.
9. Date effective.
10. Exact location of depot or stopping place at all terminals and intermediate points.

Every application for a Certificate of Convenience and Necessity or to change time schedule must be accompanied by two (2) copies of the proposed schedule.

No motor carrier shall change time schedule until after at least fifteen (15) days' notice of the change proposed has been given the Board; competitive motor carriers serving any portion of the same route, and the public. The notice to the public shall be given by posting a copy of the schedule in a conspicuous place at each station or stopping place affected.

After such notice the time schedule will be considered in full force and effect, unless ordered withdrawn, modified or suspended.

A copy of the effective time schedule shall be kept posted in a conspicuous place, easily accessible to public inspection, at each station or stopping place on the route, and a copy shall be in possession of each driver or operator.

Time schedules as filed with the Board must be adhered to.

Rule 17. *Schedule of Rates and Fares.* Schedules of rates and fares must be printed or typewritten, numbered consecutively, beginning with Number 1, and shall show:

1. Name and address of motor carrier.
2. Number of the schedule cancelled thereby.
3. All points to which service is rendered.
4. Distance between all points named in schedule.
5. What points, if any, on the route of the carrier, to which service cannot be rendered, and reasons therefor.
6. Date issued.
7. Date effective.
8. All minimum rates, fares or charges.
9. All joint, through, local, class or commodity rates, fares, or charges.
10. Names of participating carriers if joint rates are named.
11. Rules and regulations governing the schedule.
12. Full explanation of reference marks and technical abbreviations used in the schedule.

Every application for a Certificate of Convenience and Necessity or to change rate schedule shall be accompanied by two (2) copies of the proposed schedule of rates and fares.

No motor carrier shall change rate schedule until after at least thirty (30) days' notice of the change proposed has been given the Board; competitive motor carriers serving any portion of the same route, and the public. Notice to the public shall be given by keeping open for public inspection the new schedule showing plainly the changes proposed.

After such notice, the schedule will be considered in full force and effect, unless ordered withdrawn, modified or suspended.

No motor carrier, except as otherwise provided, shall charge, demand, collect, or receive a greater or less or different compensation for the transportation of persons or property or for any service in connection therewith than the rates, fares, and charges applicable to such transportation as specified in its schedules filed and in effect at the time; nor shall any such motor carrier refund or remit in any manner or by any device any portion of the rates, fares, or charges so specified except upon order of the courts or of the Board as may be now or hereafter by law provided, nor extend to any shipper or person any privilege or facility in the transportation of passengers or property except such as are specified in such schedules.

Copies of schedules of rates and fares, together with rules and regulations, if any, governing same, shall be kept open for public inspection by every motor carrier at its principal office, and at the terminus of each route, and at the principal station or stations thereon. Schedules naming passenger rates must be posted at places regularly used for loading or unloading passengers.

Schedules of rates and fares issued by passenger motor carriers shall also contain a rule governing rates applicable to intermediate points not specifically named and show round trip fares where reductions are made, complete information regarding commutation or mileage rates, children's fares, baggage rules, excess baggage rates, etc.

Where a schedule of rates and fares issued by a motor carrier of freight names class rates, such schedule shall contain a general description of the articles or commodities in each class.

RECORDS AND REPORTS

Rule 18. *Daily Records.* A record shall be kept each day upon form prescribed by the Board for that purpose of each motor vehicle operated during the day. If a motor vehicle is operated over more than one route, a note shall be made in the "remarks" column of the Daily Record for such vehicle showing the number of trips made over each route. The Daily Record shall be submitted with the Monthly Report and as soon as checked, they will be returned to the motor carrier for preservation, as required by law.

Rule 19. *Weight of Vehicle.* In computing the ton-miles of freight travel and the ton-miles of passenger travel, as required by Sections 5105-a42 and 5105-a43, Chapter 252-A2, Code of Iowa, 1931, the "weight of the vehicle" referred to in said sections, shall be the actual weight of the vehicle when ready for service.

Rule 20. *Solid Tired Vehicle.* Any motor vehicle equipped with two (2) or more solid tires or so-called "cushion tires" shall be considered a solid tired vehicle.

Rule 21. *Monthly Reports.* On or before the tenth (10th) day of each month, every motor carrier shall file with the Board a Monthly Report, on the form prescribed and furnished by the Board, containing a summary of the Daily Records for the preceding month. A Monthly Report shall be filed for every month, and in case no service

was rendered during a month, the following statement shall be made on the report for that month: "Did not operate any motor vehicles as a motor carrier during this month."

Rule 22. *Operating Records.* Every motor carrier shall keep a permanent record of each day's operations containing the following information for each trip: Number of car used, name of driver, route number, and time of departure from and arrival at terminals.

Rule 23. *Annual Reports.* Every motor carrier shall keep an accurate record of the receipts from operation, operating and other expenses and other required information, and shall file with the Board, at such times and in such form as the Board may prescribe, an annual report, duly verified, covering the yearly period fixed by the Board. The Board will prescribe the character of the information to be embodied in such annual report, and will furnish a blank form therefor.

Rule 24. *Reporting of Accidents.* Accidents arising from, or in connection with, the operation of motor vehicles used in the transportation of persons or property, resulting in injury to any person, or in damage to any property exceeding the sum of Fifty Dollars (\$50.00), shall be *immediately* reported to the Iowa Board of Railroad Commissioners, Des Moines, Iowa, in writing. Such reports must be plainly written or typed on one side of the paper only and shall set forth:

1. The time and place of accident.
2. The names and addresses of the owners of all vehicles involved.
3. The names and addresses of the drivers or operators of all vehicles involved.
4. The age and chauffeur's license number of the driver of the motor carrier vehicle, length of time employed as a driver by the carrier and number of hours on duty during preceding twenty-four hour period.
5. The State Motor Vehicle Department license plate number, make, and type of all vehicles involved.
6. The number of passengers, if any, in each of the vehicles involved.
7. The names and addresses of persons injured or killed and extent of injuries.
8. The names and addresses of witnesses, if any.
9. A full and complete report of the accident; cause, party or parties responsible, if any; condition of roads, weather conditions; speed of vehicles involved, and any other information.

If all of the above information is not available, a preliminary report, containing all available information, should be made at once, the complete report to be made as soon as possible.

EQUIPMENT OF MOTOR VEHICLES

Rule 25. *Tools, Extra Parts, etc.* Every motor vehicle used in the transportation of passengers shall at all times carry such tools and extra parts as may be necessary to make usual and ordinary repairs while on the road.

Rule 26. *Inside Lights.* All motor vehicles used in the transportation of passengers and having a covered top or top up, shall maintain a light or lights of not less than two (2) candle power each, within the vehicle and so arranged as to light up the whole of the interior thereof, except that portion occupied by the driver.

Rule 27. *Windshield Wipers.* Every motor vehicle used by a motor carrier shall be equipped with a dependable windshield wiper, which shall be maintained in operative condition at all times.

Rule 28. *Non-skid Tire Chains.* Every motor vehicle shall at all times carry a set of non-skid tire chains which shall be kept in good condition, and which shall be applied to the rear wheels of said vehicle when the condition of the roads or streets suggest their use.

Rule 29. *Extra Tires.* Every motor vehicle used in the transportation of passengers shall, when leaving a terminus, be equipped with at least one (1) extra serviceable tire.

DRIVERS

Rule 30. Every driver employed by a motor carrier shall be at least twenty-one (21) years of age; in good physical condition; of good moral character; shall be fully competent to operate the motor vehicle under his charge, and shall hold a regular chauffeur's license from the state motor vehicle department.

Every motor carrier who acts as a driver shall comply with all requirements of the law and these rules and regulations applying to drivers.

Motor carriers shall see that all prospective drivers are familiar with the provisions of Chapter 252-A1, Code of Iowa, 1931, all other laws applying to motor carriers, and these rules and regulations, before being allowed to operate a motor vehicle.

No driver or operator of any motor vehicle used in the transportation of passengers shall carry on any unnecessary conversation with passengers or collect fares or make change while the vehicle is in motion, nor shall such driver or operator smoke in the vehicle while driving.

No motor carrier operating any motor vehicle used in the transportation of passengers or property, shall cause or allow any driver or operator of such vehicle to work as a driver or operator for more than a maximum of twelve (12) driving hours in any twenty-four (24) hour period and such driver or operator shall have at least eight (8) consecutive hours' rest in each twenty-four (24) hour period.

No passenger shall be allowed to sit on the front seat to the left of the driver if a left-hand drive motor vehicle, or to the right of the driver if a right-hand drive motor vehicle.

It shall be the duty of the driver or operator of passenger carrying motor vehicles to open and close the doors of the vehicle and a notice to that effect shall be posted on each door.

Motor vehicles must at all times be operated in a safe manner in conformity with the Laws of the Road and duly prescribed street traffic regulations.

SAFETY REQUIREMENTS

Rule 31. *Maintenance of Equipment.* Every motor vehicle and all parts thereof shall be maintained in a safe and sanitary condition at all times, and shall be at all times, subject to inspection by the commission and its duly authorized representatives.

Rule 32. *Stopping at Railroad Crossings.* All motor vehicles, upon approaching any steam or electric railroad track at grade, shall be brought to a stop at such a point within fifty (50) feet of the steam or electric railroad track as will clear the track and still allow the driver of the motor vehicle to obtain a view of the track in both directions. Before proceeding to cross said track, the driver shall look in both directions and ascertain if the way is clear.

After making such stop the motor vehicle shall not be placed in high gear until it shall have crossed the track or tracks.

Rule 33. *Red Flags and Lights.* Every motor vehicle shall be equipped at all times with two (2) red flags and two (2) red lights of suitable

size to be used when accidents or other cause makes it advisable. Such lights shall be kept in good working order at all times.

Rule 34. *Maximum Speed—Passenger Vehicles.* No passenger carrying motor vehicle shall be driven upon the highways at a greater rate of speed than forty-five (45) miles per hour.

Rule 35. *Maximum Speed—Freight Vehicles.* No freight carrying motor vehicle shall be driven upon the highways at a greater rate of speed than thirty-five (35) miles per hour.

Rule 36. *Explosives, Acids and Inflammable Articles Not to Be Carried.* No motor carrier shall knowingly suffer or permit to be carried in any motor vehicle transporting passengers, any high explosive, acid or inflammable liquid or article which will endanger life or limb.

Rule 37. *Gasoline Tanks.* Gasoline tanks must be on the outside of the passenger compartment of all passenger carrying motor vehicles and must not be filled while the engine is running.

Rule 38. *Oil Stoves in Busses.* No motor carrier shall have an oil stove burning in any passenger carrying motor vehicle, except when the vehicle is not in motion. Such stove must be securely fastened to the vehicle at all times.

Rule 39. *Fire Protection.* Every motor vehicle used for the transportation of passengers shall be equipped with a fire extinguisher bearing the label of approval by the Underwriters Laboratories Incorporated. Such extinguisher shall be attached to the vehicle in such a place as to be immediately accessible to the driver and shall be kept in satisfactory operative condition at all times.

Rule 40. *Doors on Passenger Vehicles.* Every motor vehicle used for transporting passengers shall be equipped with an exit door at the side and rear end thereof, or shall have a door on each side thereof, free and clear of any steering apparatus or other obstruction. Such exit doors shall open outwardly toward the natural means of egress and shall always be unlockable from within. But in case of left drive motor vehicles equipped with cross seats and with unobstructed exit doors from each compartment on the right side, the seats will not be considered an obstruction provided there is one exit door on the left side back of the driver's seat.

Rule 41. *Speedometers.* Every motor vehicle shall be equipped with a standard speedometer which shall be maintained in good working order.

Rule 42. *Passenger Carrying Capacity.* On passenger carrying motor vehicles, passengers shall not be permitted to ride on the running boards, fenders or on any other outside part of the vehicle.

No motor carrier shall carry a number of passengers in excess of the maximum seating capacity of the vehicle as registered with this Board, except that children under seven (7) years of age may be carried in the laps of persons accompanying them.

Rule 43. *Freight Load Dimensions.* On freight carrying motor vehicles, no part of the load shall be allowed to project more than six (6) inches beyond the running board, or measure more than eight (8) feet wide over all.

Rule 44. *Boarding and Alighting from Vehicles.* Passengers shall not be permitted to board or alight from vehicles except on the right hand side thereof, nor until the vehicle has come to a full stop.

GENERAL

Rule 45. *Certificates—Authority Granted By.* No passenger motor carrier shall transport freight other than newspapers, nor shall any freight motor carrier transport passengers unless specifically authorized by the Board to do so. Freight transported on passenger carrying motor vehicles shall be of such character and not greater in amount than can

be safely and conveniently transported without causing discomfort to passengers.

Rule 46. *Payment of Taxes and Penalties.* All remittances for taxes and penalties must be made by certified check, bank draft, postal money order or express money order, payable to "Iowa Board of Railroad Commissioners," and mailed or delivered to said Board at Des Moines. Taxes not paid by the date payable become delinquent and the motor carrier will be charged with a penalty of twenty-five (25) per cent of the taxes for such delinquency. The Board cannot relieve a motor carrier from the penalty for delinquency.

Rule 47. *Certificate Revoked for Non-payment of Taxes.* Notice is hereby given to all motor carriers that if the taxes for any month are allowed to remain delinquent and unpaid for a period of sixty (60) days, the Board will consider that the motor carrier is not financially able to properly operate, and the Certificate of Convenience and Necessity held by such motor carrier will be revoked.

Rule 48. *Receipts for Freight and Baggage.* Every motor carrier shall issue in triplicate a receipt for freight received for shipment, which receipt shall contain the following:

1. Name of motor carrier.
2. Date and place received.
3. Name of consignor.
4. Name of consignee.
5. Destination.
6. Description of shipment.
7. Weight.
8. Value.
9. Rate and charges.
10. Signature of motor carrier or agent.

Copy of such receipt shall be furnished the consignor, consignee and retained by the motor carrier.

Passenger motor carriers shall issue to passengers a check for baggage tendered to their care.

Rule 49. *Sale, Transfer, Lease or Assignment of Certificate.* Application for the Board's approval of a proposed sale, transfer, lease or assignment of a Certificate of Convenience and Necessity must be typewritten; signed and sworn to by all parties interested; filed at least fifteen (15) days prior to the effective date proposed, and contain:

1. The name and address of the holder of the Certificate, the Certificate number, and the authority granted thereby.
2. The name and address of the person proposing to take over or lease the Certificate.
3. A statement as to whether it is proposed to sell, transfer, lease or assign the Certificate, the reasons therefor, and a request that the Board approve such proposal.
4. A statement that a financial statement of the person proposing to take over or lease the Certificate is attached to the application. (Form of Financial Statement furnished by the Board upon request.)
5. A statement that two (2) copies each of the Time Schedule and Rate Schedule proposed to be placed in effect, are attached to the application.
6. The proposed consideration or amount to be paid for the Certificate.
7. A description of all property proposed to be sold, transferred, leased or assigned and the amount to be paid therefor.
8. A statement that a copy of the proposed lease is attached to the application, if it is proposed to lease the Certificate.

9. A statement that copies of all contracts, agreements and other stipulations between the parties to the application are attached to the application.

10. The following information regarding each car to be operated by the person proposing to take over or lease the Certificate; license number; make; factory number; engine number; maximum capacity in pounds and classification by letter of overloading license, if a truck; maximum seating capacity, if a bus; year built; weight of car, empty, in pounds, supported by scale certificate, and whether equipped with pneumatic or solid tires.

11. A statement that the proposed sale, transfer, lease or assignment is not for the purpose of hindering, delaying or defrauding creditors.

12. The date on which it is desired that such proposed sale, transfer, lease or assignment shall become effective.

13. A statement that there is attached to the application, a certified check, postal money order, bank draft or express money order, payable to the Board, in such an amount as will guarantee the payment of all taxes against the holder of the Certificate up to and including the date on which it is desired to have the proposed transfer become effective.

14. Such other facts as may be necessary to give the Board complete information regarding the proposed transaction.

Rule 50. *Heating, Ventilation and Smoking.* Passenger carrying motor vehicles shall be properly ventilated at all times and shall, when weather conditions require, be heated so as to be reasonably comfortable for passengers. No smoking shall be permitted in closed busses, except in the smoking compartments.

Rule 51. *Established Route.* In all cases where the route or any part of the route of any motor carrier shall be closed by the public authorities for repairs or for any purpose, the detour prescribed by the public authorities as a substitute for such road shall be the authorized route of the motor carrier until such time as the regular route shall be reopened for public travel. No motor carrier shall receive or discharge passengers or freight on a detour.

Rule 52. *Redemption of Passenger Tickets.* Passenger motor carriers shall provide for the redemption of unused passenger tickets at the place of purchase and at the carriers' main office in accordance with the provisions of Section 8133 and 8134, Code of Iowa, 1931.

Rule 53. *Interstate Carriers.* Chapters 252-A1 and 252-A2, Code of Iowa, 1931, together with the rules and regulations thereunder adopted by the Board, insofar as applicable, govern carriers affording service of a strictly interstate character.

Application for certificate permitting such an operation must be made upon forms prescribed for use in submitting applications for intrastate rights. A showing of convenience and necessity is not a condition precedent to the granting of an interstate certificate. Therefore, no hearing is held for this purpose and Rules 5 and 6 of the motor carrier rules and regulations may be disregarded in submitting application for such a certificate.

Prior to granting a certificate permitting interstate service, the Board will hold a hearing for the purpose of determining responsibility of the applicant for any tax that may be incurred, provided, in the event the applicant voluntarily submits surety bond guaranteeing the payment of all taxes and penalties that may be assessed under the provisions of the Motor Carrier Law, hearing for that purpose will be waived. In either event, however, the Board reserves the right to examine at its convenience the applicant and any employee for the purpose of determining qualification to safely operate motor vehicles upon the highways

of this state in conformity with the Laws of the Road and duly prescribed street traffic regulations.

Interstate carriers are not required to file policies providing the so-called cargo coverage required by paragraphs (c) or (f), Rule 7 of the motor carrier rules and regulations; however, such policies will be accepted provided they contain the endorsement required by Rule 8.

If applicant elects to file a surety bond, such bond should be filed with his application together with the required insurance policies. The surety bond and policies must be written by an insurance carrier or bonding company authorized to do business in Iowa. A surety bond, if filed, must be for an amount sufficient to cover the tax and penalty on applicant's operations for at least six months. The required form of bond will be furnished upon request.

RULES AND REGULATIONS GOVERNING THE OPERATION OF MOTOR FREIGHT TERMINALS USED BY FREIGHT MOTOR CARRIERS

Rule 54. *Definition.* For the purpose of these rules and regulations:

a. The term "terminal," shall mean any dock, warehouse, depot or other place of business used for the purpose of accepting and otherwise handling shipments for freight motor carriers, except those maintained by a motor carrier or an authorized agent of a motor carrier for the purpose of handling freight moving over the line of the carrier operating the terminal.

b. The term "terminal operator," shall mean any person, firm or corporation operating a terminal.

c. The term "freight motor carrier," shall mean anyone so defined by Chapters 252-A1 and 252-A2, Code of Iowa, 1931.

Rule 55. Freight motor carriers shall receive and discharge shipments at only terminals holding a Certificate of Compliance with these rules and regulations.

Rule 56. *Application for Certificate.* Application for a Certificate of Compliance shall be made to the Board of Railroad Commissioners of the State of Iowa upon forms prescribed for that purpose. Such applications must be typewritten, accompanied by a financial statement, plans of buildings, dock and grounds adjacent thereto and such other information as the Commission may require.

Rule 57. *Responsibility and Bond.* Terminal operators shall establish to the satisfaction of the Commission ability, financially and otherwise, to engage in the undertaking proposed. They shall also file with the Commission, in form prescribed, a surety bond issued by some bonding company authorized to do business in this state, conditioned upon accounting for and promptly paying over to the person or company entitled thereto all monies collected on interline and other shipments.

Rule 58. *Insurance Requirements.* Terminal operators shall at all times have in effect and on file with the Commission an insurance policy, policies or a surety bond in form to be approved by the Commission, issued by some insurance carrier or bonding company authorized to do business in this state, covering the legal liability of the terminal operator for loss of or damage to property in the possession or custody of the terminal operator, except property of the terminal operator, such policy to be in such amount as the Commission may deem necessary to protect the interests of the public.

Such policy, policies or surety bond shall be written for a period of not less than one (1) year and shall have attached thereto the following endorsement:

Iowa Terminal Endorsement

It is hereby 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 fifteen (15) days prior written notice of such proposed suspension or cancellation; such notice 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.

The obligations and promises of such policy, including this endorsement, shall not be affected by any act or omission of the named assured or of any employee of the named assured with respect to any condition or requirement of said policy or any endorsement now or hereafter attached thereto, nor by any default of the assured in the payment of premium or in the giving of any notice required by said policy contract or otherwise, nor by the death, insolvency, bankruptcy, legal incapacity or inability of the named assured.

Notwithstanding anything in the policy or in any endorsement now or hereafter attached thereto to the contrary, it is the intent of this endorsement to amend the policy so as to fully comply with the provisions of Chapter 252-A1, Code of Iowa, 1931, and to give all of the coverage required by Rule 58 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Motor Freight Terminals Used by Freight Motor Carriers.

The policy is hereby amended and extended to provide that any person, firm, association or corporation having a right of action under the policy against the assured may, when service cannot be obtained on said assured within the state of Iowa, bring action for recovery directly upon such policy and against the insurer that issued such policy.

No other provision nor condition shall be included in the endorsement required by this rule except with the written permission of the Commission.

Rule 59. *Schedules of Service and Charges.* Schedules must be printed or typewritten, numbered consecutively, beginning with No. 1, and show:

1. Name and address of terminal operator.
2. Number of schedule cancelled thereby.
3. Date issued.
4. Date effective.
5. Service offered, including telephone, pick-up and delivery, dockage, loading and unloading, preparation receipts and bills of lading, solicitation, etc., and the charges therefor.

Such schedules shall not be changed until after at least thirty (30) days' notice of the change proposed has been given the Commission and to each carrier to whom services are available.

No terminal operator shall charge, demand, collect or receive a greater, lesser or different compensation for any service rendered other than as specified by the schedule on file with the Commission; nor shall any terminal operator refund or remit in any manner or by any device any portion of the rates, fares or charges so specified, except upon order of the court or of the Board as may be now or hereafter by law provided, nor extend to any carrier or other person any privilege or facility in the handling of freight, except such as are specified in such schedule.

Rule 60. *Accounts.* Accounts between terminal operators and motor carriers shall be adjusted on the first and fifteenth days of each month, and more often by mutual agreement or when the occasion requires.

Rule 61. *Shipments—Acceptance and Routing.* Terminal operators shall:

Accept only shipments that are packed or enclosed in such containers as will afford reasonably safe protection against loss or damage in transit, and/or otherwise in accordance with the rules and classification of the line over which the shipment is to move.

Route shipments over the cheapest and most direct authorized route, except where otherwise designated by the shipper, with due regard to time of departure and arrival.

Accept and otherwise handle for motor carriers only such shipments as originate at or are destined to points on an authorized motor carrier route, except with specific shipping order that it has or will move lawfully through connection or on an interline shipment with rail or other proper carrier.

Rule 62. *Receipts for Freight.* Terminal operators shall issue a receipt for freight received, which receipt shall clearly show:

Date.

Name of terminal.

Name of consignor.

Name of consignee.

Destination.

Description of shipment, including weight.

Routing designated by the shipper.

Copy of such receipt shall be furnished the consignor, the carrier receiving the shipment and be retained by the terminal operator.

Rule 63. *Terminal Facilities.* Terminals shall be located with the approval of the city or town involved where such approval is necessary, be maintained in an orderly condition and provide:

Reasonable space and other dockage facilities for the orderly loading and unloading of trucks.

Reasonable protection against fire, including, among other things, fire extinguishers bearing the label of approval by the Underwriters Laboratories, Inc.

Proper facilities for handling explosives, acids and highly inflammable articles.

Suitable facilities for the handling of perishable shipments.

Rule 64. Motor carriers shall call at terminals designated by the Commission to receive shipments, subject to the terms and conditions of schedules of service and rates on file with the Commission, reserving the right to receive and discharge shipments at such other places as they may designate with due regard to service and the convenience of the shipper.

Rule 65. *Remittances.* Terminal operators shall have the privilege and it shall be their duty to require from motor carriers such protection as may be reasonable and just to safeguard remittances and the proper handling of C. O. D. shipments. Terminal operators shall immediately report in writing to the Commission the failure of any motor carrier to promptly remit or otherwise properly handle C. O. D. shipments.

Rule 66. *Records and Reports.* Terminal operators shall keep accurate records showing:

Specific trucks receiving and discharging freight each day; such reports to be filed with the Commission on or before the tenth day of the month following that for which they were made.

Receipts, operating expense and other information which shall annually be filed with the Commission at such time and in such form as may be prescribed. The Commission will prescribe the character of the information to be embodied in the annual report and will furnish a blank form for that purpose.

Rule 67. *Reporting of Accidents.* Accidents arising from or in connection with the operation of terminals, resulting in injury to any person

or in damage to any property exceeding the sum of fifty dollars (\$50.00), shall be immediately reported and in full detail to the Commission. In the event full details are not immediately available, a preliminary report shall be submitted, the complete report to be made as soon thereafter as is possible.

Rule 68. *Sale, Transfer, Lease or Assignment of Certificate.* The sale, transfer, lease or assignment of a terminal shall immediately be reported in writing to the Commission. Certificates of Compliance are not subject to transfer, except under such conditions as may be prescribed by the Commission.

Rule 69. *Rules and Regulations and Amendments Thereto.* These rules and regulations are subject to such changes and modifications as the Commission from time to time may deem advisable and to such exceptions as may be considered just and reasonable in individual cases. Any amendment, unless otherwise provided therein, shall apply in the same manner to those holding Certificates at the time it becomes effective as it applies to those thereafter certificated.

PENALTY

Rule 70. Violation of or failure to comply with Chapter 252-A1, Code of Iowa, 1931, or these rules and regulations may be considered as just cause for the revocation of a Certificate.

Cases Involving Alleged Illegal Motor Carrier Operation

No. HA-267—1934. J. C. Barnes, Griswold. Alleged freight motor carrier service. Service discontinued. Case dismissed.

Filed November 29, 1929. Closed December 1, 1934.

No. HA-306—1934. H. J. Wehrhan, Atkins. Alleged freight motor carrier service between Cedar Rapids and Atkins. Service discontinued and case dismissed.

Filed December 12, 1930. Closed April 18, 1931.

Reopened May 2, 1931. Closed December 15, 1933.

No. HA-336—1934. Donald L. Brown, Winner, South Dakota. Unauthorized motor freight service between Omaha, Nebraska, and Sioux City, Iowa, and points in South Dakota via the Iowa side of the Missouri River. Service discontinued after granting of a temporary injunction. Case dismissed.

Filed February 23, 1931. Closed December 14, 1933.

No. HA-388—1934. Edward Beimers, Ireton. Freight between Sioux City and Ireton. Service discontinued and case dismissed when operator filed application for authority to operate as a motor carrier of freight.

Filed July 10, 1931. Closed December 4, 1933.

No. HA-429—1934. Ed Raab, Maquoketa. Alleged illegal freight motor carrier operation between Davenport and Maquoketa. Service discontinued and case dismissed.

Filed January 26, 1932. Closed December 12, 1933.

No. HA-480—1934. Leonard E. Kist, Eagle Grove. Alleged illegal freight motor carrier operations between Des Moines and Eagle Grove. Investigation failed to disclose that service was amenable to law. Case dismissed.

Filed May 16, 1932. Closed December 4, 1933.

No. HA-482—1934. Frank Rush, Van Wert. Freight motor carrier service between Des Moines, Weldon, Van Wert, Leon, and Humeston, and between Centerville, Corydon, Garden Grove, Woodland, Leon, Decatur, Van Wert and Weldon. Investigation disclosed part of service amenable to law. Service discontinued.

Filed May 17, 1932. Closed December 4, 1933.

No. HA-494—1934. Ross K. Clark, Rockwell City. Alleged illegal freight motor carrier service between Des Moines and Rockwell City. Investigation disclosed part of service amenable to law. Service discontinued. Case dismissed.

Filed May 21, 1932. Closed December 4, 1933.

No. HA-497—1934. Frank & Morton Transfer Company, Atlantic. Alleged illegal freight motor carrier service between Des Moines and Atlantic. Case taken to court where defendants plead guilty and were fined. Service discontinued.

Filed June 9, 1932. Closed December 1, 1934.

No. HA-510—1934. Central States Freight Service, Inc., and/or Central States Transit Company, Chicago, Illinois. Alleged illegal motor carrier freight operations. Case dismissed with the granting of Certificate No. 470 on June 21, 1933, to William J. Hoey dba Hoey Cartage Company, organized for the purpose of transporting freight

for the Central States Freight Service, Inc., and/or Central States Transit Company.

Filed July 23, 1932. Closed July 27, 1934.

No. HA-512—1934. Cohen Brothers, Denver, Colorado, and/or Denver-Chicago Trucking Company, Denver, Colorado. Investigation disclosed operation was in violation of law, but the case was dismissed upon the granting of Certificate No. 547, permitting the transportation of interstate freight over U. S. Highways Nos. 6 and 30 through this state.

Filed August 2, 1932. Closed June 7, 1933.

Reopened June 27, 1933. Closed November 16, 1934.

No. HA-513—1934. Woods & Son Transfer Company, Chillicothe, Missouri. Alleged illegal interstate motor carrier operations. Operations discontinued.

Filed August 6, 1932. Closed November 30, 1934.

No. HA-519—1934. Commercial Express Company, Chicago, Illinois. Investigation disclosed that this company was conducting operations across the State without a permit. Operations discontinued.

Filed August 13, 1932. Closed December 4, 1933.

No. HA-522—1934. Great Lakes Motor Express Company, Chicago, Illinois. Alleged illegal interstate freight motor carrier operations. Operations discontinued.

Filed June 14, 1932. Closed December 4, 1933.

No. HA-525—1934. Kaw Valley Despatch, Chicago, Illinois. Illegal freight motor carrier operations. Several drivers fined. Operations discontinued.

Filed August 22, 1932. Closed September 10, 1934.

No. HA-547—1934. Fastway Freight Lines, Chicago, Illinois. Alleged interstate freight motor carrier operations. Operations discontinued.

Filed October 6, 1932. Closed December 4, 1933.

No. HA-558—1934. F. A. Merriman, Melcher. Alleged illegal freight motor carrier operations between Des Moines and Melcher. Operator applied for and was granted authority to conduct this motor carrier service. Case dismissed.

Filed November 25, 1932. Closed December 15, 1933.

No. HA-566—1934. Adams Transfer & Storage Company and/or Adams Union Truck Terminal, Kansas City, Missouri. Alleged illegal freight motor carrier operations. Case dismissed when operator filed application for permit, which was granted.

Filed November 18, 1932. Closed February 27, 1934.

No. HA-570—1934. Diamond Truck Line, Sioux City. Alleged illegal freight motor carrier operations. Service discontinued.

Filed December 19, 1932. Closed December 4, 1933.

No. HA-571—1934. Western Transportation Company, South Sioux City, Nebraska. Alleged illegal freight motor carrier operations. Service discontinued after investigation.

Filed December 19, 1932. Closed December 4, 1933.

No. HA-572—1934. L. J. Koenig, Sioux City. Alleged illegal freight motor carrier operations, also failure to report an accident. Operations discontinued.

Filed December 19, 1932. Closed December 4, 1933.

No. HA-573—1934. Garley Motor Transport, Chicago, Illinois. Alleged illegal freight motor carrier operations. Case dismissed when the firm went out of business.

Filed December 23, 1932. Closed September 10, 1934.

No. HA-585—1934. Motor Freight Clearing, Chicago, Illinois. Alleged illegal freight motor carrier operations. Operator furnished proof upon investigation that all hauling was being done under contract. Case dismissed.

Filed February 15, 1933. Closed September 4, 1934.

No. HA-595—1934. Esther M. Smith, Des Moines. Alleged illegal freight motor carrier service. Case dismissed upon the granting of authority for part of the operations, and upon the discontinuance of operations not authorized.

Filed April 1, 1933. Closed January 8, 1934.

No. HA-596—1934. Werner's Transportation Company, Minneapolis, Minnesota. Alleged illegal freight motor carrier operations. Case dismissed when operator agreed to file application for authority to operate as a motor carrier of freight.

Filed April 6, 1933. Closed December 20, 1933.

No. HA-601—1934. R. G. McCormick, owner and operator McCormick Transfer, Waterloo. Alleged illegal freight motor carrier service. Investigation disclosed part of operations not amenable to law. Other operations discontinued.

Filed May 3, 1933. Closed July 22, 1933.

Reopened July 24, 1934. Closed September 15, 1934.

No. HA-629—1934. U. G. Beltz, owner and operator The Rocky Mountain Line, Lincoln, Nebraska. Alleged illegal freight motor carrier service. Investigation disclosed operations not amenable to law. Case dismissed.

Filed July 27, 1933. Closed April 14, 1934.

No. HA-644—1934. E. W. Burk, Brooklyn. Alleged illegal freight motor carrier operations. Investigation disclosed that service was not amenable to law. Case dismissed.

Filed November 9, 1933. Closed December 18, 1933.

No. HA-645—1934. George Schmelzer, Muscatine. Alleged illegal freight motor carrier operations. Investigation disclosed that service was illegal. Operations discontinued.

Filed November 23, 1933. Closed December 8, 1933.

No. HA-647—1934. C. A. Finley, Farmington. Alleged illegal freight motor carrier operations. Investigation disclosed that operation was illegal. Driver fined. Operation discontinued.

Filed November 13, 1933. Closed December 2, 1933.

No. HA-653—1934. John Wheeler, Agency. Alleged illegal freight motor carrier operations. Investigation disclosed operation not amenable to law.

Filed December 12, 1933. Closed September 26, 1934.

No. HA-655—1934. Joe Bos, Marshalltown. Alleged illegal freight motor carrier service. Investigation disclosed service was illegal. Certificate granted for extended service. Case dismissed.

Filed December 23, 1933. Closed September 15, 1934.

No. HA-656—1934. A. H. Bos, Marshalltown. Alleged illegal freight motor carrier operations. Certificate No. 527 granted authorizing service. Case dismissed.

Filed December 23, 1933. Closed June 6, 1934.

No. HA-657—1934. Lincoln Freight & Van Lines, Chicago, Illinois. Alleged illegal freight motor carrier operations. Investigation disclosed that only one trip was made into Iowa, and that was by contract. Case dismissed.

Filed November 29, 1933. Closed September 10, 1934.

No. HA-658—1934. J. G. Krebs, Rockwell City. Alleged illegal freight motor carrier operations. Investigation disclosed such illegal service was being rendered. Service discontinued.

Filed December 13, 1933. Closed January 15, 1934.

No. HA-659—1934. Brady Transfer & Storage Company, Fort Dodge. Alleged illegal freight motor carrier operations to and from Dows. Investigation disclosed such service was being rendered. Service discontinued.

Filed January 16, 1934. Closed December 1, 1934.

No. HA-660—1934. Brady Transfer & Storage Company, Fort Dodge. Failure to pay penalty on tax for August, 1933. Tax paid on February 14, 1934.

Filed October 17, 1933. Closed February 15, 1934.

No. HA-661—1934. Brady Transfer & Storage Company, dba Brady Freight Lines, Fort Dodge. Failure to report and pay tax on operations Mason City-Garner. After hearing, operator agreed to comply with all requirements, and the case was dismissed.

Filed January 18, 1933. Closed December 14, 1934.

No. HA-662—1934. Brady Transfer & Storage Company, Fort Dodge. Motor Carrier—Freight—Alleged unlawful operations between Fort Dodge and Sioux City. Under date of March 20, 1934, the Board issued the following order in the above case:

APPEARANCE:

For the Motor Transportation Division—Stephen Robinson, Asst. Counsel, Des Moines, Iowa.

BY MR. ROBINSON:

We are advised by the Motor Transportation Division that the Inspectors for the Commission are unable to procure the records and to make an examination of same from the Terminal operated by Fred Hermann, Des Moines, Iowa, the same showing operations of the Brady Transfer & Storage Company from Des Moines to various points in Iowa. An examination of the various records and investigation by the Inspectors show that the Brady Transfer & Storage Company is operating as an Intrastate Motor Carrier from Fort Dodge to Sioux City, Iowa, and that it is necessary and material in the enforcement of the Motor Carrier law to make an examination of the records of the various trips made by the Brady Transfer & Storage Company out of the Terminal operated by Fred Hermann. In accordance with the provisions of Section 7878, Code of Iowa 1931, we desire to request the Commission to instruct the Secretary of the Commission to order Fred Hermann to permit an examination of his records in reference to the operation of the Brady Transfer & Storage Company.

BY CHAIRMAN WOODRUFF: Is that all, Mr. Robinson?

BY MR. ROBINSON: Yes, Your Honor.

Upon full consideration of the above, it is so ordered, and Mr. George L. McCaughan, Secretary, is instructed to prepare and sign an order directing Fred Hermann to permit an examination of his records.

No. HA-666—1934. Western Freight Lines, Inc., Chicago, Illinois. Alleged unlawful transportation of Iowa intrastate freight. Operator found guilty in court and fined. Service discontinued.

Filed February 9, 1934. Closed July 16, 1934.

No. HA-667—1934. Lester L. Nelson, Woodbine. Alleged illegal freight motor carrier operations. Investigation disclosed operation was not amenable to law.

Filed February 27, 1934. Closed March 20, 1934.

No. HA-668—1934. D. R. Mertz, Logan. Alleged illegal freight motor carrier operations. Investigation disclosed operations not amenable to law.

Filed February 27, 1934. Closed March 20, 1934.

No. HA-671—1934. Western Freight Lines, Inc., Chicago, Illinois. Investigation disclosed that all operations were not reported for taxation. Case dismissed upon operator's promise to report all operations for taxation.

Filed March 12, 1934. Closed December 1, 1934.

No. HA-675—1934. Brady Transfer & Storage Company, dba Brady Freight Lines, Fort Dodge. Investigation disclosed that all operations were not reported for taxation. Case dismissed upon operator's promise to make complete reports for taxation.

Filed March 23, 1934. Closed December 1, 1934.

No. HA-684—1934. Bert Riggs, Sidney. Alleged illegal passenger motor carrier service. Investigation disclosed service not amenable to law.

Filed March 28, 1934. Closed May 21, 1934.

No. HA-689—1934. Frank E. Miles, owner and operator City Dray & Transfer Company, Olin. Investigation disclosed that alleged illegal freight motor carrier operations were not amenable to law.

Filed April 20, 1934. Closed June 14, 1934.

No. HA-690—1934. John A. Anderson, Corning. Alleged illegal motor freight service to Carson and Griswold. Investigation disclosed service not amenable to law.

Filed June 11, 1934. Closed August 31, 1934.

No. HA-691—1934. C. H. Perdue, Griswold. Alleged illegal freight motor carrier operations to Griswold. Investigation disclosed service not amenable to law.

Filed June 11, 1934. Closed August 31, 1934.

No. HA-692—1934. William Mauk, Griswold. Alleged illegal freight motor carrier operations. Investigation disclosed service not amenable to law.

Filed June 11, 1934. Closed August 31, 1934.

No. HA-693—1934. Cecil McCord, Denison. Alleged illegal freight motor carrier service to Charter Oak, Ute, and Soldier. Service discontinued and case dismissed upon operator's promise to pay taxes on past operations and to file an application for authority to perform service being rendered.

Filed June 16, 1934. Closed September 26, 1934.

No. HA-694—1934. Aledo Transfer Company, Aledo, Illinois. Alleged illegal freight motor carrier service between Davenport and Muscatine. Service discontinued after driver fined.

Filed June 19, 1934. Closed June 27, 1934.

No. HA-695—1934. George E. Browers, Earlville. Alleged illegal freight motor carrier service. Investigation disclosed operations not amenable to law.

Filed June 21, 1934. Closed July 25, 1934.

No. HA-699—1934. Harry W. Magel, Burlington. Alleged illegal freight motor carrier operations. Service discontinued.

Filed June 29, 1934. Closed August 9, 1934.

No. HA-700—1934. C. E. Saner, Sigourney. Alleged illegal freight motor carrier service between Des Moines and Washington. Investigation disclosed service not amenable to law.

Filed July 5, 1934. Closed September 12, 1934.

No. HA-705—1934. Seth Cleveland, Cleveland Transfer, Sac City. Alleged illegal interstate freight motor carrier service. Investigation disclosed such service illegal. Case dismissed upon receipt of application for authority to operate such service and payment of taxes on illegal operation.

Filed July 28, 1934. Closed August 9, 1934.

No. HA-706—1934. Hill Transport Company, Chicago, Illinois. Alleged illegal interstate freight motor carrier service. Service discontinued.

Filed July 14, 1934. Closed September 10, 1934.

No. HA-710—1934. Leonard E. Kist, Eagle Grove. Alleged illegal freight motor carrier operations. Investigation disclosed service not amenable to law.

Filed August 16, 1934. Closed August 25, 1934.

No. HA-712—1934. E. J. Stewart, Clinton. Alleged illegal freight motor carrier operations. Part of service found illegal, but discontinued. Other operations not amenable to law.

Filed August 22, 1934. Closed September 22, 1934.

No. HA-715—1934. Harry Pharis, Albia. Alleged illegal freight motor carrier operations. Service discontinued. Case dismissed.

Filed November 26, 1934. Closed December 6, 1934.

Orders and Warrants Issued During the Current Year to Levy Upon Property of Motor Carriers and by the Sale Collect Delinquent Taxes and Penalties

December 15, 1933. George C. Rule, Dow City. Tax and penalty for August, September and October, 1933, and tax for November and December, 1933. Amount, \$175.79.

December 19, 1933. Thomas W. Hannah, Fairfield. Tax and penalty for August, September and October, 1933. Amount, \$65.70.

December 22, 1933. J. R. England, Marshalltown. Tax and penalty for October and December, 1932, February, June, August, September and October, 1933, and tax for November, 1933. Amount, \$201.60.

January 6, 1934. Happel Cartage Company, Palmyra, Missouri. Tax and penalty for September and October, 1933. Amount, \$82.59.

January 27, 1934. P. R. Davis, Avoca. Tax and penalty for August, September, October, and November, 1933. Amount, \$113.87.

February 9, 1934. Fay Jennings, Sioux City. Tax and penalty for June and October, 1933, and tax for December, 1933, January and February, 1934. Amount unknown.

February 9, 1934. Robert Young, Ottumwa. Tax and penalty for February, 1933. Amount, \$25.00.

July 3, 1934. Missouri Transit Company, Macon, Missouri. Tax and penalty for November and December, 1933, and January, 1934. Amount, \$69.12.

July 3, 1934. Lysle Dirrim, Villisca. Tax and penalty for November and December, 1933, January, February, March and April, 1934, and tax for May, 1934. Amount, \$107.96.

July 3, 1934. Hanks and Watson, Missouri Valley. Tax and penalty for February, March, April and May, 1934. Amount, \$45.93.

August 28, 1934. John Herbst, Cambridge. Tax and penalty for December, 1933, March, April, May, and June, 1934, and tax for July, 1934. Amount, \$76.09.

September 10, 1934. Denver-Chicago Trucking Company, Denver, Colorado. No reports submitted. Taxes and penalties estimated at \$1,000.00.

September 11, 1934. T. & M. Transportation Company, Denver, Colorado. No reports submitted. Taxes and penalties estimated at \$500.00.

STATEMENT SHOWING AMOUNT OF TAX AND PENALTY ASSESSED AGAINST MOTOR CARRIERS UNDER THE PROVISIONS OF CHAPTER 252-A2, CODE OF IOWA, 1931, ON OPERATIONS JANUARY 1, 1933, TO DECEMBER 31, 1933; AMOUNT OF SUCH TAX AND PENALTY COLLECTED TO APRIL 1, 1935, AND AMOUNT OF SUCH TAX AND PENALTY UNPAID ON APRIL 1, 1935.

Total amount of taxes assessed.....	\$271,153.61	
Total amount of penalties assessed.....	2,218.78	
Total		\$273,372.39
Total amount of taxes and penalties collected.....	\$272,109.30	
Total amount of taxes and penalties unpaid.....	1,263.09	
Total		\$273,372.39

Truck Operator Permits Issued

Under the provisions of Chapter 129, laws of the Forty-third General Assembly of Iowa, the Board, during the period December 2, 1933, to and including December 1, 1934, issued 1,647 permits to truck operators.

Warehouse Licenses

The following licenses for the operation of Bonded Warehouses were in effect at the close of December 1, 1934:

- J- 5—1928. Terminal Grain Corporation, Sioux City.
- J- 8—1929. A. Sterner & Company, Jordan.
- J- 9—1929. Standard Warehouse Company, Centerville.
- J-11—1928. Victoria Elevator Company, Minneapolis, Minnesota.
- J-17—1933. Ames Grain & Coal Company, Ames. Warehouses at Ames, Napier and Kelly.
- J-18—1933. Farmers Co-operative Elevator Society, Ottosen.
- J-19—1933. Cedar Rapids Grain Company, Cedar Rapids.
- J-21—1934. Malvern Milling Company, Malvern.
- J-22—1934. W. F. Wilde—Grain, Fonda.
- J-23—1934. Daugherty Grain Company, Varina.
- J-24—1934. E. H. Tiedeman Grain Company, Fonda.
- J-26—1934. Flanley Grain Company, Sioux City.
- J-27—1934. Scarville Elevator, Scarville.
- J-28—1934. George Schissel, Varina.
- J-29—1934. W. A. Murray, Bancroft.
- J-30—1934. Farmers Cooperative Company, Mondamin.
- J-31—1934. Granville Farmers Elevator, Granville.

Municipal Airports

No. M-9—1934. City of Dubuque, Iowa. Application for approval of plans and specifications for a Municipal Airport at Dubuque.

Filed December 5, 1933. Closed December 5, 1933, as follows:

WHEREAS, the City of Dubuque, Iowa, by M. R. Kane, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Dubuque, Dubuque County, Iowa, described as follows:

Entire portions of:

Mineral Lot 298, including	13.45 acres
Mineral Lot 299, including	25.00 acres
Mineral Lot 300, including	124.00 acres

Total Acreage162.45 acres

Mineral Lot 300 is within the southeast quarter of Section 18 and a portion of the southwest quarter of Section 18. Mineral Lot 298 is all within the northeast quarter of Section 19. Mineral Lot 299 is partially within the northeast quarter of Section 19 and partially within the northwest quarter of Section 19. Mineral Lots 298, 299 and 300 are all within Township 89, north; Range 3, east of the 5th Principal Meridian.

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it,

RESOLVED, that said plans and specifications are hereby approved.

No. M-10—1934. City of Waterloo, Iowa. Application for approval of plans and specifications for a Municipal Airport at Waterloo.

Filed December 6, 1933. Granted December 8, 1933, as follows:

WHEREAS, the City of Waterloo, Iowa, by M. J. Morgan, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Waterloo, Black Hawk County, Iowa, described as follows:

The north half of the southeast quarter, and the southeast quarter of the southeast quarter of Section twenty-two (22), township eighty-nine (89), north, range twelve (12), West of the Fifth P. M. Black Hawk County, Iowa.

WHEREAS, the City of Waterloo has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of maps provided for in Rules 30 and 32 until January 8, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it,

RESOLVED, that said plans and specifications are hereby approved, subject to filing with this Board the maps, by January 8, 1934, provided for in Rules 30 and 32 of the application.

No. M-11—1934. City of Manchester, Iowa. Application for approval of plans and specifications for a Municipal Airport at Manchester.

Filed December 7, 1933. Granted December 15, 1933, as follows:

WHEREAS, the City of Manchester, Iowa, by E. G. Dittmer, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Manchester, Delaware County, Iowa, described as follows:

All that part of Lot 13 of the Subdivision of the East three-fourths of the south half of section 32, township 89, north, range 5, west of the Fifth P. M., lying east of the right of way of the Dubuque and Sioux City Railroad (now the Cedar Rapids branch of the Illinois Central Railroad Company); and all of Lot 12 lying east of the right of way of the Cedar Rapids and Chicago Railroad Company (now occupied by the Cedar Rapids branch of the Illinois Central Railroad Company), being a part of the Subdivision of the east three-fourths of the south half of section 32, township 89, north, range 5, west of the Fifth P. M., except therefrom the following, to-wit: Commencing at the southeast corner of Lot 8 of said subdivision, running thence in a northwesterly direction to the right of way of said Cedar Rapids branch of the Illinois Central Railroad Company, thence running south along said right of way 50.32 rods, thence east to the east boundary of Lot 12 of said subdivision, thence in a northerly direction to place of beginning; and also that part of Lot 1 of the Subdivision of the north part of sections 5 and 6, township 88, north, range 5, west of the Fifth P. M., and being that part of said Lot 1 lying north of a line commencing at a point 39 chains and 7 links south $45\frac{1}{2}$ degrees east from a rock representing the southeast corner of Lot 6 of the Subdivision of the east three-fourths of the south half of section 32, township 89, north, range 5, west of the Fifth P. M., said beginning being in the center of the Delhi and Independence State Road, and at a point where a three-fourths inch gas pipe is buried beneath the surface, thence west 28 chains and 47 links to a point on the east line of the right of way of said Cedar Rapids branch of the Illinois Central Railroad Company at a point where a three-fourths inch gas pipe is buried beneath the surface; being all of the real estate which we own south of the Delhi and Independence State Road.

WHEREAS, the City of Manchester has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of maps provided for in Rules 30 and 32 until January 15, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rules 30 and 32 be filed with this Board on or before January 15, 1934.

No. M-12—1934. City of Sheldon, Iowa. Application for approval of plans and specifications for a Municipal Airport at Sheldon.

Filed January 4, 1934. Granted on January 6, 1934, as follows:

WHEREAS, the City of Sheldon, Iowa, by M. F. Miller, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Sheldon, O'Brien County, Iowa, described as follows:

Beginning at the northeast (NE) corner of the Northwest (NW) quarter of Section thirty-three (33), Township ninety-seven (97), north (N), Range forty-two (42), West of the Fifth P. M., O'Brien County, Iowa; thence west (W) on the north (N) line of said Section thirty-three (33), a distance of fourteen hundred (1,400) feet; thence south (S) at right angle two thousand and fifty (2,050) feet; thence east (E) at right angle fourteen hundred (1,400) feet; thence north (N) at right angle two thousand and fifty (2,050) feet to the place of beginning, said tract of land containing sixty-six (66) acres.

WHEREAS, the City of Sheldon has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of maps provided for in Rules 30 and 32 until February 6, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rules 30 and 32 be filed with this Board on or before February 6, 1934.

No. M-13—1934. City of Cedar Rapids, Iowa. Application for approval of plans and specifications for a Municipal Airport at Cedar Rapids.

Filed January 4, 1934. Granted January 6, 1934, as follows:

WHEREAS, the City of Cedar Rapids, Iowa, by W. H. Stepanek, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Cedar Rapids, Linn County, Iowa, described as follows:

All of the East one-half ($E\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$), excepting the North thirty-three (33) feet thereof, containing seventy-nine (79) acres, more or less, and the East twenty-six (26) acres of the Southwest quarter ($SW\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$), being all of the ground lying east of a certain creek located in the southwest quarter ($SW\frac{1}{4}$), and all in the northeast quarter ($NE\frac{1}{4}$) of Section nine (9), Township eighty-two (82) north, Range seven (7), West of the Fifth P. M.

WHEREAS, the City of Cedar Rapids has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of map provided for in Rule 32 until February 6, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rule 32 be filed with this Board on or before February 6, 1934.

No. M-14—1934. City of Hawarden, Iowa. Application for approval of plans and specifications for a Municipal Airport at Hawarden.

Filed January 18, 1934. Granted January 18, 1934, as follows:

WHEREAS, the City of Hawarden, Iowa, by B. T. French, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Hawarden, Sioux County, Iowa, described as follows:

Beginning at the southeast corner of the northwest quarter of section three (3), township ninety-four (94), range forty-eight (48), West of the Fifth P. M., Sioux County, Iowa; thence forty (40) rods west to the point of beginning; thence west one hundred twenty (120) rods; thence north one hundred twenty (120) rods at right angles; thence east one hundred twenty (120) rods at right angles; thence south one hundred twenty (120) rods to the point of beginning, said description being one hundred twenty (120) rods square, and containing ninety (90) acres, more or less.

WHEREAS, the City of Hawarden has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of maps provided for in Rules 30 and 32 until February 17, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rules 30 and 32 be filed with this Board on or before February 17, 1934.

On account of the City of Hawarden not desiring to complete this project, under date of April 2, 1934, the Board rescinded its Order of January 18, 1934, as follows:

WHEREAS, on the 30th day of March, 1934, the City of Hawarden, Iowa, through its Mayor, B. T. French, filed in the office of the Board of Railroad Commissioners at Des Moines, Iowa, a communication requesting this Board to rescind its Order dated January 18, 1934, approving the plans and specifications of the City of Hawarden for the establishment of a municipal airport, Docket M-14,

BE IT RESOLVED, that the Order of this Board dated January 18, 1934, approving the plans and specifications of the City of Hawarden for the establishment of a municipal airport, Docket M-14, is hereby rescinded.

No. M-15—1934. City of Holstein, Iowa. Application for approval of plans and specifications for a Municipal Airport at Holstein.

Filed January 31, 1934. Granted February 23, 1934, as follows:

WHEREAS, the City of Holstein, Iowa, by Louis C. Goettsch, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Holstein, Ida County, Iowa, described as follows:

Beginning at a point eleven and one-half ($11\frac{1}{2}$) rods south of the northwest corner of the northeast quarter of section thirty-four (34), township eighty-nine (89), north, range forty (40), West of the Fifth P. M., Ida County, Iowa; thence south sixty-eight and five-tenths (68.5) rods; thence east at right angle eighty (80) rods; thence north at right angle eighty (80) rods; thence west at right angle forty-nine and five-tenths (49.5) rods; thence southwest paralleling the south right-of-way line of the Chicago and North Western Railway Company to the point of beginning, comprising all of Lot "B" which is a tract of thirty-seven and five-tenths (37.5) acres, and beginning at the northwest corner of the southwest quarter of the northeast quarter of said section thirty-four (34); thence south eight hundred (800) feet; thence east at right angle five hundred and thirty (530) feet; thence north at right angle four hundred and eighty (480) feet; thence east at right angle seven hundred and ninety (790) feet; thence north at right angle three hundred and twenty (320) feet; thence west at right angle thirteen hundred and twenty (1,320) feet, to the point of beginning, comprising a tract of sixteen (16) acres, comprising a tract of land with a total of fifty-three and five-tenths (53.5) acres.

WHEREAS, the City of Holstein has a limited amount of time available to use Federal Aid appropriations for municipal airport development, and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of maps provided for in Rules 30 and 32 until March 21, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rules 30 and 32 be filed with this Board on or before March 21, 1934.

On account of the City of Holstein not desiring to complete this project, under date of November 27, 1934, the Board rescinded its Order of February 23, 1934, as follows:

WHEREAS, on the 1st day of October, 1934, the City of Holstein, Iowa, through its Mayor, Louis Goettsch, filed in the office of the Board of Railroad Commissioners at Des Moines, Iowa, a communication requesting this Board to rescind its Order dated February 23, 1934,

approving the plans and specifications of the City of Holstein for the establishment of a municipal airport, Docket M-15,

BE IT RESOLVED, that the Order of this Board dated February 23, 1934, approving the plans and specifications of the City of Holstein for the establishment of a municipal airport, Docket M-15, is hereby rescinded.

No. M-16—1934. City of Fort Dodge, Iowa. Application for approval of plans and specifications for a Municipal Airport at Fort Dodge.

Filed January 25, 1934. Granted January 29, 1934, as follows:

WHEREAS, the City of Fort Dodge, Iowa, by Geo. Burnet, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Fort Dodge, Webster County, Iowa, described as follows:

The East Half ($E\frac{1}{2}$) of the Northwest Quarter ($NW\frac{1}{4}$) of Section Twenty-seven (27), in Township Eighty-nine (89), North of Range Twenty-eight (28), West of the Fifth P. M., Webster County, Iowa.

WHEREAS, the City of Fort Dodge has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of maps provided for in Rules 30 and 32 until March 1, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rules 30 and 32 be filed with this Board on or before March 1, 1934.

No. M-17—1934. City of Spencer, Iowa. Application for approval of plans and specifications for a Municipal Airport at Spencer.

Filed February 10, 1934. Granted February 14, 1934, as follows:

WHEREAS, the City of Spencer, Iowa, by W. H. Lewis, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Spencer, Clay County, Iowa, described as follows:

Northwest quarter ($NW\frac{1}{4}$) of Section Nineteen (19), Township Ninety-six (96) North, Range Thirty-six (36), West of the Fifth (5th) P. M., Clay County, Iowa, lying north and west of the M. & St. L. Railway right-of-way, containing 115 acres, more or less.

WHEREAS, the City of Spencer has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to

expedite the approval of the plans and specifications, waives the filing of maps provided for in Rules 30 and 32 until March 15, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rules 30 and 32 be filed with this Board on or before March 15, 1934.

No. M-18—1934. City of Shenandoah, Iowa. Application for approval of plans and specifications for a Municipal Airport at Shenandoah.

Filed February 16, 1934. Granted February 23, 1934, as follows:

WHEREAS, the City of Shenandoah, Iowa, by Frank Van Buskirk, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Shenandoah, Page County, Iowa, described as follows:

Commencing at the southeast corner of section twenty-four (24), township sixty-nine (69), north, range forty (40), West of the Fifth P. M., Fremont County, Iowa; thence west on the south line of said section twenty-four (24), a distance of three hundred (300) feet to the place of beginning; thence north at right angle and parallel to the east section line of said section twenty-four (24), a distance of approximately nine hundred and ninety (990) feet to the south right-of-way line of the Johnson Run Drainage Ditch; thence in a northwesterly direction parallel to the southwest right-of-way line of said Johnson Run Drainage Ditch across said section twenty-four (24), to the north and south center section line of said section twenty-four (24); thence south on the north and south center section line of said section twenty-four (24), a distance of approximately two thousand three hundred and twenty-seven (2,327) feet to the south line of said section twenty-four (24); thence east at right angle on the south line of said section twenty-four (24), a distance of approximately two thousand, three hundred and fifty (2,350) feet to the place of beginning, comprising a tract of approximately eighty-nine (89) acres.

WHEREAS, the City of Shenandoah has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of map provided for in Rule 30 until March 22, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rule 30 be filed with this Board on or before March 22, 1934.

On account of the City of Shenandoah not desiring to complete this

project, under date of August 22, 1934, the Board rescinded its Order of February 23, 1934, as follows:

WHEREAS, on the 20th day of August, 1934, the City of Shenandoah, Iowa, through its City Clerk, F. L. Cain, filed in the office of the Board of Railroad Commissioners at Des Moines, Iowa, a communication requesting this Board to rescind its Order dated February 23, 1934, approving the plans and specifications of the City of Shenandoah for the establishment of a municipal airport, Docket M-18,

BE IT RESOLVED, that the Order of this Board dated February 23, 1934, approving the plans and specifications of the City of Shenandoah for the establishment of a municipal airport, Docket M-18, is hereby rescinded.

No. M-19—1934. City of Columbus Junction, Iowa. Application for approval of plans and specifications for a Municipal Airport at Columbus Junction.

Filed February 28, 1934. Granted on April 16, 1934, as follows:

WHEREAS, the City of Columbus Junction, Iowa, by E. W. McWilliams, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Columbus Junction, Louisa County, Iowa, described as follows:

All that part of the south half ($\frac{1}{2}$) of the northeast quarter of Section six (6), Township seventy-five (75), north, Range four (4), West of the Fifth P. M., Louisa County, Iowa, which lies west of the Primary Road No. 76, containing forty-three (43) acres, more or less.

WHEREAS, the City of Columbus Junction has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of maps provided for in Rules 30 and 32 until May 16, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rules 30 and 32 be filed with this Board on or before May 16, 1934.

No. M-20—1934. City of Belle Plaine, Iowa. Application for approval of plans and specifications for a Municipal Airport at Belle Plaine.

Filed March 29, 1934. Granted on April 2, 1934, as follows:

WHEREAS, the City of Belle Plaine, Iowa, by F. B. Collins, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Belle Plaine, Benton County, Iowa, described as follows:

The Southeast one-quarter ($SE\frac{1}{4}$) of the Northwest one-quarter

(NW $\frac{1}{4}$) of Section thirty-two (32), Township eighty-two (82), North (N), Range twelve (12), West (W) of the Fifth P. M., Benton County, Iowa, being a tract of land consisting of forty (40) acres.

WHEREAS, the City of Belle Plaine has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of maps provided for in Rules 30 and 32 until May 2, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rules 30 and 32 be filed with this Board on or before May 2, 1934.

No. M-21—1934. City of Ottumwa, Iowa. Application for approval of plans and specifications for a Municipal Airport at Ottumwa.

Filed March 29, 1934. Granted on April 2, 1934, as follows:

WHEREAS, the City of Ottumwa, Iowa, by Edwin C. Manning, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Ottumwa, Wapello County, Iowa, described as follows:

The North Half (N $\frac{1}{2}$) of the Southwest Quarter (SW $\frac{1}{4}$) of Section six (6), and also all of that part of the North Fractional Half (N.Frac. $\frac{1}{2}$) of the West Half (W $\frac{1}{2}$) of Section six (6) which lies South of the right-of-way of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, except that part thereof lying Northeast (NE) of what is commonly known as the Dahlonga public road. The right-of-way herein referred to is commonly called the "Milwaukee cut-off." All said real estate lying and being in Section six (6), Township seventy-two (72), North (N), Range thirteen (13), West (W) of the Fifth P. M., Wapello County, Iowa, consisting of one hundred and twenty-four (124) acres.

WHEREAS, the City of Ottumwa has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of plans and specifications, waives the filing of maps provided for in Rules 30 and 32 until May 2, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rules 30 and 32 be filed with this Board on or before May 2, 1934.

No. M-22—1934. City of Cherokee, Iowa. Application for approval of plans and specifications for a Municipal Airport at Cherokee.

Filed April 9, 1934. Granted on April 16, 1934, as follows:

WHEREAS, the City of Cherokee, Iowa, by A. Lawrey, Jr., Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Cherokee, Cherokee County, Iowa, described as follows:

Commencing at the quarter section corner common to section 3, township 91 North, range 40 West and section 34, township 92 North, range 40 West, Cherokee County, Iowa, and the point of beginning; thence east $2^{\circ} 16'$ South, 729.6 feet, to the center of Primary Road No. 21, thence south $4^{\circ} 39'$ West, 934.2 feet, thence south $0^{\circ} 26'$ West, 683.5 feet, thence west $1^{\circ} 34'$ North, 1606.1 feet, thence north $7^{\circ} 08'$ West, 370.2 feet, thence west $7^{\circ} 08'$ South, 33.0 feet to the right-of-way fence of the Illinois Central Railroad, thence north $7^{\circ} 08'$ West, 367.5 feet, thence east $8^{\circ} 54'$ North, 325.8 feet, thence north $21^{\circ} 58'$ East, 901.5 Feet, thence east $1^{\circ} 42'$ South, 423.0 feet, to the point beginning and containing 55.0 acres, more or less.

WHEREAS, the City of Cherokee has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of maps provided for in Rules 30 and 32 until May 16, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rules 30 and 32 be filed with this Board on or before May 16, 1934.

No. M-23—1934. City of Hawarden, Iowa. Application for approval of plans and specifications for a Municipal Airport at Hawarden.

Filed April 20, 1934. Granted on April 23, 1934, as follows:

WHEREAS, the City of Hawarden, Iowa, by Clayton D. Thompson, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Hawarden, Sioux County, Iowa, described as follows:

Outlot three (3), of subdivision of part of the southwest quarter of section two (2), township ninety-four (94), north (N), range forty-eight (48) West (W) of the Fifth P. M., Sioux County, Iowa, together with private way leading thereto into it from the north (N) of outlot three (3) in Musson's subdivision of the south one hundred (100) acres of the southwest (SW) quarter of said section two (2), and containing sixty-six and thirty-two hundredths (66.32) acres, more or less.

WHEREAS, the City of Hawarden has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of maps provided for in Rules 30 and 32 until May 23, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rules 30 and 32 be filed with this Board on or before May 23, 1934.

No. M-24—1934. City of Decorah. Application for approval of plans and specifications for a Municipal Airport at Decorah.

Filed May 4, 1934. Granted on May 14, 1934, as follows:

WHEREAS, the City of Decorah, Iowa, by B. O. Marsh, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Decorah, Winneshiek County, Iowa, described as follows:

The northeast (NE) quarter of the southeast (SE) quarter, and lot two (2) of two (2) of the southeast (SE) quarter of the southeast (SE) quarter of Section seven (7), Township ninety-eight (98), north (N), Range eight (8), West of the Fifth P. M., Winneshiek County, Iowa.

WHEREAS, the City of Decorah has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of maps provided for in Rules 30 and 32 until June 14, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rules 30 and 32 be filed with this Board on or before June 14, 1934.

No. M-25—1934. City of Pocahontas. Application for approval of plans and specifications for a Municipal Airport at Pocahontas.

Filed May 11, 1934. Granted May 14, 1934, as follows:

WHEREAS, the City of Pocahontas, Iowa, by Anton Mackovets, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Pocahontas, Pocahontas County, Iowa, described as follows:

All of the east (E) half of the west (W) half of section thirty-two (32), township ninety-two (92), north (N) range thirty-two (32), West (W) of the Fifth P. M., Pocahontas County, Iowa,

excepting the southeast (SE) quarter of the southwest (SW) quarter of said section thirty-two (32).

WHEREAS, the City of Pccahontas has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of map provided for in Rule 32 until June 15, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the map provided in Rule 32 be filed with this Board on or before June 15, 1934.

No. M-26—1934. City of Forest City. Application for approval of plans and specifications for a Municipal Airport at Forest City. Granted May 14, 1934, as follows:

WHEREAS, the City of Forest City, Iowa, by N. L. Ronberg, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Forest City, Winnebago County, Iowa, described as follows:

The northeast quarter (NE $\frac{1}{4}$) of the northwest quarter (NW $\frac{1}{4}$) of the north half (N $\frac{1}{2}$) of the southeast quarter (SE $\frac{1}{4}$) of the northwest quarter (NW $\frac{1}{4}$), of Section twelve (12), Township ninety-seven (97) north, Range twenty-four (24), West of the Fifth P. M., Hancock County, Iowa.

WHEREAS, the City of Forest City has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of maps provided for in Rules 30 and 32 until June 15, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rules 30 and 32 be filed with this Board on or before June 15, 1934.

No. M-27—1934. City of Mason City. Application for approval of plans and specifications for a Municipal Airport at Mason City. Granted June 5, 1934, as follows:

WHEREAS, the City of Mason City, Iowa, by John L. Burns, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has

made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Mason City, Cerro Gordo County, Iowa, described as follows:

The south thirty-five (35) rods of the northwest quarter of section twelve (12), Township ninety-six (96), north, Range twenty-one (21), West of the Fifth P. M. (except approximately one (1) acre in the southeast corner containing a grove and farm buildings) and a strip thirty-five (35) rods wide east and west, the west line of which is parallel with and twenty (20) rods east of the west line of said section and the south line of which is the north line of said strip running east and west and the north line of which is the north line of said section, containing in all sixty (60) acres, more or less, all situated in the County of Cerro Gordo, State of Iowa.

WHEREAS, the City of Mason City has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved.

No. M-28—1934. City of Lansing. Application for approval of plans and specifications for a Municipal Airport at Lansing. Granted on July 6, 1934, as follows:

WHEREAS, the City of Lansing, Iowa, by R. C. Miller, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Lansing, Allamakee County, Iowa, described as follows:

Lot 5 in the northeast quarter ($NE\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$), and the west one-half ($W\frac{1}{2}$) of the northeast quarter ($NE\frac{1}{4}$) (except 5 acres), and the southeast quarter ($SE\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) (except small parcel), and 4.3 acres in the northwest quarter ($NW\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$), all land being in Section 32, Township 99 North, Range 3 West of the Fifth P. M., Allamakee County, Iowa, and said 4.3 acres is described as follows, to-wit: Beginning at a point 788 feet east of the northwest (NW) corner of the southeast quarter ($SE\frac{1}{4}$) of said Section 32, thence south $24\frac{1}{2}^{\circ}$ East 298 feet; thence north $64^{\circ} 45'$ east 500 feet; thence north $24\frac{1}{2}^{\circ}$ west 64 feet; thence west 552 feet to place of beginning.

WHEREAS, the City of Lansing has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of maps provided for in Rules 31 and 32 until August 9, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rules 31 and 32 be filed with this Board on or before August 9, 1934.

No. M-29—1934. City of Anamosa. Application for approval of plans and specifications for a Municipal Airport at Anamosa. Granted on July 17, 1934, as follows:

WHEREAS, the City of Anamosa, Iowa, by John W. Goodman, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Anamosa, Jones County, Iowa, described as follows:

A tract of land in the northeast quarter of the southeast quarter and the southeast quarter of the northeast quarter of section two (2), township eighty-four (84), north, range four (4), West of the Fifth P. M., bounded as follows:

Commencing at a point on the east line of section two (2), 1,776.0 feet north of the southeast corner of section two (2); thence north $88^{\circ} 21'$ west 1,844.0 feet to the center of the public highway known as the Military Road; thence northeast along the center of said highway 1,239.0 feet; thence southeast 1,120.0 feet to a point on the east line of said section two (2), 825.0 feet north of the place of beginning; thence south to the place of beginning and containing thirty-one (31) acres more or less. The same being known as the Anamosa Fair Grounds; also

A tract of land in the northwest quarter of the southwest quarter of section one (1), township eighty-four (84), north, range four (4), West of the Fifth P. M., bounded as follows:

Commencing at a point on the west line of section one (1), 1,776.0 feet north of the southwest corner of said section one (1); thence south $88^{\circ} 21'$ east 200.0 feet; thence north 270.0 feet; thence north $88^{\circ} 21'$ west 200.0 feet to a point on said section line; thence south 270.0 feet to the place of beginning and containing one and twenty-four hundredths (1.24) acres more or less; also

A tract of land in the northeast quarter of the southeast quarter of section two (2), township eighty-four (84), north, range four (4), West of the Fifth P. M., bounded as follows:

Commencing at a point on the east line of section two (2), 1,776.0 feet north of the southeast corner of said section two (2); thence north $88^{\circ} 21'$ west 420.0 feet to the place of beginning; thence south $19^{\circ} 54'$ east 520.0 feet; thence north $88^{\circ} 21'$ west 285.0 feet; thence north $19^{\circ} 54'$ west 520.0 feet; thence south $88^{\circ} 21'$ east 285.0 feet to the place of beginning and containing two and ninety-eight one-hundredths (2.98) acres more or less.

WHEREAS, the City of Anamosa has a limited amount of time available to use Federal Aid appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of map provided for in Rule 32 until August 17, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the map provided in Rule 32 be filed with this Board on or before August 17, 1934.

No. M-30—1934. City of Spirit Lake. Application for approval of plans and specifications for a Municipal Airport at Spirit Lake. Granted on August 27, 1934, as follows:

WHEREAS, the City of Spirit Lake, Iowa, by D. L. Swaney, Mayor, under the provisions of Chapter 303-C1 of the Code of Iowa, 1931, has made application to this Commission for approval of the plans and specifications for the establishment of a Municipal Airport near the City of Spirit Lake, Dickinson County, Iowa, described as follows:

Commencing at the southeast corner of the northwest quarter of the southwest quarter of section seventeen (17), township ninety-nine (99), north, range thirty-six (36), West of the Fifth P. M., Dickinson County, Iowa; thence west 433 feet to the point of beginning; thence west 1,141.5 feet; thence north $34^{\circ} 7'$, east 1,120 feet; thence north $25^{\circ} 53'$ west 773 feet; thence north $64^{\circ} 7'$ east 200 feet; thence north $88^{\circ} 20'$ east 1,071.1 feet; thence south 200 feet; thence north $88^{\circ} 20'$ west 400 feet; thence south 1,528.7 feet to the point of beginning, containing a tract of land of thirty-two (32) acres, all located in sections seventeen (17) and eighteen (18), said township and range.

WHEREAS, the City of Spirit Lake has a limited amount of time available to use Federal Air appropriations for municipal airport development; and

WHEREAS, it appears that such Federal Aid is necessary to the proper development of the proposed airport, this Board, in order to expedite the approval of the plans and specifications, waives the filing of maps provided for in Rules 30 and 32 until September 28, 1934; and

WHEREAS, this Board after full investigation finds that said plans and specifications conform to the provisions of law and are in substantial accord with the regulations of the United States Department of Commerce relating to airports, be it

RESOLVED, that said plans and specifications are hereby approved, and be it further

RESOLVED, that the maps provided in Rules 30 and 32 be filed with this Board on or before September 28, 1934.

Truck Operator Cases

No. N-232—1932. Glenn E. Parry, Remsen. Failure to assess rates and charges established by Commission. Trucker admits failure to comply with rate schedule. Operation discontinued. Case dismissed.

Filed December 28, 1931. Closed January 27, 1932.

No. N-280—1933. White Transfer & Storage Co., Fort Dodge. Alleged violation of rate schedule No. 5. Investigation disclosed that no violation occurred. Case dismissed.

Filed December 13, 1932. Closed July 26, 1933.

No. N-346—1933. Leslie J. Hughes and/or Bernice Hughes, Boone. Alleged illegal truck operator service. Investigation disclosed that service was not amenable to law.

Filed June 8, 1933. Closed November 30, 1933.

No. N-349—1933. Myron A. Hulbert, West Union. Alleged violation of rate schedule No. 5. Operator fined and service discontinued.

Filed June 15, 1933. Closed June 20, 1933.

No. N-356—1933. C. A. Crain, owner and operator The C. A. Crain Transfer, Oelwein. Alleged violation of rate schedule No. 5. Claim adjusted. Case dismissed.

Filed June 1, 1933. Closed July 26, 1933.

No. N-363—1933. George Bohnsack, Belmond. Alleged violation of rate schedule No. 5. Investigation disclosed no violation of rate schedule No. 5. Case dismissed.

Filed July 19, 1933. Closed November 25, 1933.

No. N-370—1933. Wylie Transfer Company, Burlington. Alleged violation of rate schedule No. 5. Investigation disclosed that truck operator was guilty, and he was fined.

Filed September 21, 1933. Closed September 29, 1933.

No. N-236—1934. H. G. Liddle, Wever. Alleged illegal operations. Service discontinued, and case dismissed upon trucker's promise to obtain permit before operating further.

Filed February 22, 1932. Closed September 27, 1934.

No. N-237—1934. Keeshin Motor Express Company, Chicago, Illinois. Illegal truck service into Iowa. Permit No. 7182 granted, authorizing service. Case dismissed.

Filed April 6, 1932. Closed September 27, 1934.

No. N-239—1934. John Wright, Eagle Grove. Alleged illegal operations. Permit No. 6659 granted.

Filed May 16, 1932. Closed April 14, 1934.

No. N-358—1934. Boyer Transfer Co., a partnership composed of Guy Boyer and Dale Boyer, Creston. Alleged violation of rate schedule No. 5. Investigation disclosed that there was no violation of rate schedule No. 5. Case dismissed.

Filed June 26, 1933. Closed July 1, 1934.

No. N-374—1934. Falke Motor Company, Remsen. Violation of rate schedule No. 5. Truck operator instructed as to what charge should be made. Case dismissed.

Filed October 17, 1933. Closed December 27, 1933.

No. N-376—1934. Lauron Darr, Belmond. Alleged violation of rate schedule No. 5. Investigation disclosed no violation occurred. Case dismissed.

Filed November 6, 1933. Closed December 23, 1933.

No. N-377—1934. C. F. Runion, North English. Alleged violation of rate schedule No. 5. Investigation disclosed such violation occurred. Truck operator fined.

Filed November 9, 1933. Closed January 9, 1934.

No. N-378—1934. G. A. Reitzel, Ruthven. Alleged violation of rate schedule No. 5. Investigation disclosed that no violation occurred. Case dismissed.

Filed November 20, 1933. Closed February 1, 1934.

No. N-379—1934. Wilson Brothers, Des Moines. Alleged violation of rate schedule No. 5. Investigation disclosed no violation occurred. Case dismissed.

Filed November 13, 1933. Closed April 9, 1934.

No. N-380—1934. Ira Alexander, Murray. Alleged violation of rate schedule No. 5. Investigation disclosed that no violation occurred. Case dismissed.

Filed November 2, 1933. Closed December 23, 1933.

No. N-381—1934. Stephen De Vries, Orange City. Alleged violation of rate schedule No. 6. Investigation disclosed no violation occurred. Case dismissed.

Filed November 27, 1933. Closed January 9, 1934.

No. N-382—1934. Sherman Storage & Transfer Line, Fort Dodge. Alleged violation rate schedule No. 6. Investigation disclosed violation of rate schedule. Overcharge refunded. Case dismissed.

Filed December 21, 1933. Closed May 28, 1934.

No. N-383—1934. Britton Motor Service, Inc., Chicago, Illinois. Alleged illegal operations. Operations discontinued. Case dismissed.

Filed December 26, 1933. Closed October 8, 1934.

No. N-384—1934. Marion H. Wise, Malvern. Alleged violation of rate schedule No. 5. Investigation disclosed operator violated rate schedule. Operator fined.

Filed December 22, 1933. Closed March 5, 1934.

No. N-385—1934. Joe Bos, owner and operator Bos Truck Line, Marshalltown. Alleged violation of rate schedule on file. Investigation disclosed operator violated rate schedule. Operator fined.

Filed December 28, 1933. Closed April 4, 1934.

No. N-386—1934. Dave Redman, owner and operator Redman Transfer & Storage Company, Ottumwa. Alleged violation of rate schedule No. 6. Investigation disclosed operator was using equipment not authorized for truck operator service in the transportation of household goods and assessing rates as fixed by the Commission. Fined.

Filed January 23, 1934. Closed April 12, 1934.

No. N-387—1934. Hawkeye Transfer Company, Des Moines. Alleged violation of rate schedule No. 6. Investigation disclosed no violation occurred.

Filed January 27, 1934. Closed March 17, 1934.

No. N-388—1934. Milo Edvenson, Webster City. Alleged violation of rate schedule No. 6. Investigation disclosed no violation occurred.

Filed January 27, 1934. Closed March 29, 1934.

No. N-390—1934. Elmer Dilts, dba Kinhart Transfer & Storage Company, Mason City. Alleged violation of rate schedule No. 6. Investigation disclosed no violation occurred.

Filed February 2, 1934. Closed April 10, 1934.

No. N-392—1934. George Schmelzer, Muscatine. Alleged violation of rate schedule No. 5. Case dismissed after matter adjusted to satisfaction of all parties concerned.

Filed February 6, 1934. Closed September 27, 1934.

No. N-393—1934. Fred W. Black, St. Charles. Alleged violation of rate schedule No. 6. Investigation disclosed operator violated rate schedule. Fined.

Filed February 7, 1934. Closed May 2, 1934.

No. N-394—1934. Bos Truck Line, Marshalltown. Alleged violation of rate schedule No. 6. Case dismissed after refund of overcharge.

Filed March 19, 1934. Closed May 4, 1934.

No. N-395—1934. Motorway Freight Terminal, Rock Island, Illinois. Alleged violation of rate schedule No. 6. Investigation disclosed that no violation occurred.

Filed April 11, 1934. Closed November 16, 1934.

No. N-396—1934. L. J. Takin, owner and operator Takin Transfer, Waterloo. Alleged violation of rate schedule No. 6. Investigation disclosed no violation occurred.

Filed May 8, 1934. Closed June 14, 1934.

No. N-397—1934. George A. Freese, Dows. Alleged violation of rate schedule No. 6. Investigation dropped at request of complainant.

Filed May 26, 1934. Closed September 27, 1934.

No. N-398—1934. W. D. Maurer, Spencer. Alleged violation of rate schedule No. 6. Investigation disclosed such violation did occur. Operator fined.

Filed May 26, 1934. Closed October 10, 1934.

No. N-400—1934. E. E. Kendall, Marshalltown. Alleged violation of rate schedule No. 6. Investigation disclosed no violation occurred.

Filed May 31, 1934. Closed November 23, 1934.

No. N-401—1934. Merchants Transfer & Storage Company, Davenport. Alleged violation of rate schedule No. 6. Investigation disclosed no violation occurred.

Filed June 6, 1934. Closed September 27, 1934.

No. N-403—1934. A. L. Hook, Des Moines. Alleged violation of Iowa Truck Operator Law. Investigation disclosed that the service in question was not rendered by this operator on the date referred to. Case dismissed.

Filed July 5, 1934. Closed September 27, 1934.

No. N-404—1934. Wylie Transfer, Burlington. Alleged violation of rate schedule No. 6. Investigation disclosed that the household goods in question were not moved by this operator on the date referred to. Case dismissed.

Filed July 10, 1934. Closed September 27, 1934.

No. N-406—1934. E. G. Jaques, Berwick. Alleged violation of rate schedule No. 6. Operator fined. Case dismissed when operator filed application for truck operator permit.

Filed July 10, 1934. Closed July 26, 1934.

No. N-407—1934. Jake Hohn, Eagleville, Missouri. Alleged violation of Iowa Truck Operator Law. Case dismissed because of lack of definite information that service was being rendered into or through this state.

Filed July 10, 1934. Closed September 27, 1934.

No. N-408—1934. Hale Transfer & Storage Company, Oskaloosa. Alleged violation of rate schedule No. 6. Case dismissed when operator proved small undercharge was unintentional.

Filed July 12, 1934. Closed August 2, 1934.

No. N-409—1934. Fred Pasvogel, Tipton. Alleged violation of Motor Truck Operator Law. Investigation disclosed no violation. Case dismissed.

Filed July 16, 1934. Closed September 26, 1934.

No. N-410—1934. Boseck & Spiker, a partnership composed of R. E. Boseck and L. D. Spiker, Griswold. Alleged violation of Truck Operator Law. Case dismissed after adjustment satisfactory to all parties was made, and after the operator applied for a permit.

Filed July 16, 1934. Closed July 26, 1934.

No. N-411—1934. Union Truck Depot, Sioux City. Alleged violation of the Truck Operator Law. Investigation disclosed misunderstanding as to rate schedule No. 4. Violative practices discontinued. Case dismissed.

Filed July 20, 1934. Closed August 10, 1934.

No. N-412—1934. Bert Vance, Des Moines. Alleged violation of the Truck Operator Law. Investigation disclosed operation illegal, but trial lost in Municipal Court, and further charges were therefore dismissed.

Filed July 16, 1934. Closed October 10, 1934.

No. N-415—1934. J. H. Frederickson, Harlan. Alleged violation of rate schedule No. 6. Investigation disclosed operator guilty. Fined in court.

Filed July 23, 1934. Closed October 2, 1934.

No. N-416—1934. George L. Heimendinger, Mason City. Alleged violation of rate schedule No. 6. Investigation disclosed no violation occurred.

Filed August 1, 1934. Closed October 17, 1934.

No. N-418—1934. Roy W. Chitty, Nevada. Alleged violation of rate schedule No. 6. Investigation disclosed violation occurred. Operator fined.

Filed August 3, 1934. Closed August 18, 1934.

No. N-420—1934. Dave McRoberts, Dallas. Alleged violation of Truck Operator Law and rate schedule No. 6. Investigation disclosed no definite information.

Filed August 10, 1934. Closed October 10, 1934.

No. N-421—1934. J. W. Stallman, Fairfield. Alleged violation of rate schedule No. 6. Investigation disclosed no violation occurred.

Filed August 19, 1934. Closed October 10, 1934.

No. N-422—1934. C. R. Hagermann, owner and operator Hawkeye Transport Company, Muscatine. Alleged violation of rate schedule No. 6. Investigation disclosed such violation did occur. Operator fined.

Filed August 20, 1934. Closed September 14, 1934.

No. N-423—1934. Clifford M. Custer, Altoona. Alleged violation of rate schedule No. 6. Investigation disclosed no definite information, and due to lapse of time, the case was dismissed.

Filed August 20, 1934. Closed August 28, 1934.

No. N-425—1934. Glen Swanson, Algona. Alleged violation of Truck Operator Law. Investigation disclosed truck not marked in accordance with law. Operator complied with law. Case dismissed.

Filed September 6, 1934. Closed October 18, 1934.

No. N-426—1934. Charles M. Barton, Red Oak. Alleged violation of rate schedule No. 6. Investigation disclosed no violation occurred.

Filed September 11, 1934. Closed November 26, 1934.

No. N-430—1934. E. G. Guthart, Charles City. Alleged violation of rate schedule No. 6. Investigation disclosed no violation occurred.

Filed October 1, 1934. Closed October 23, 1934.

No. N-431—1934. Shores Transfer Company, Waterloo. Alleged violation of rate schedule No. 6. Investigation disclosed no violation occurred.

Filed October 1, 1934. Closed October 19, 1934.

No. N-437—1934. Paul Mueller, Clarinda. Alleged violation of Truck Operator Law. Investigation disclosed no violation occurred.

Filed October 4, 1934. Closed October 30, 1934.

Rules and Regulations Governing the Operation of Truck Operators

Under date of May 1, 1934, the following Rules and Regulations were adopted, effective May 15, 1934:

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE
STATE OF IOWA

IN THE MATTER OF THE ADOPTION OF
RULES AND REGULATIONS GOVERNING
THE OPERATION OF TRUCK OPERATORS.

ORDER

Under the provisions of Chapter 252-C1, Code of Iowa, 1931, and in the exercise of the powers therein conferred,

IT IS HEREBY ORDERED that the rules and regulations annexed to this order, entitled:

“Rules and Regulations Governing the Operation of truck Operators,”

be and the same are hereby adopted, effective May 15, 1934.

IT IS FURTHER ORDERED that the “Rules and Regulations Governing the Operation of Truck Operators,” which were adopted June 28, 1929, effective July 4, 1929, under the provisions of Chapter 129, Laws of the Forty-third General Assembly of Iowa, are hereby cancelled, effective May 15, 1934.

RULES AND REGULATIONS GOVERNING THE OPERATION OF TRUCK OPERATORS

Rule 1. *Unlawful to Operate Without Permit.* Special attention is directed to Section 5105-c6, Code of Iowa, 1931, which declares it unlawful for any person to operate as a truck operator within the State of Iowa without first having obtained a permit to do so from this Board.

Rule 2. *Amendments to Rules and Regulations.* Any amendments to these rules and regulations, unless otherwise provided therein, shall apply in the same manner to persons holding permits at the time it becomes effective as it applies to persons obtaining permits after it becomes effective.

Rule 3. *Application of Rules and Regulations.* These rules and regulations are subject to such changes and modifications as the Board may from time to time deem advisable and to such exceptions as may be considered just and reasonable in individual cases.

Rule 4. *Application for Permit.* Application for a permit to operate as a truck operator shall be made to the “Iowa Board of Railroad Commissioners, Des Moines, Iowa,” on forms prescribed for that purpose and which will be furnished to prospective applicants upon request. All such applications must be typewritten.

Rule 5. *Annual Permit Fee.* The annual permit fee for any size motor truck for any year or for any part of a year, shall be \$5.00.

The annual permit fee shall be remitted to the Board in the form of a certified check, bank draft, cashier’s check, express money order or postal money order, payable to “Iowa Board of Railroad Commissioners.”

Each application for a permit to operate as a truck operator shall be accompanied by a remittance, in the form referred to in the preceding paragraph, for an amount sufficient to pay the annual permit fee of \$5.00 for each motor truck described in the application. This remittance will cover the permit fee for each motor truck described in the application, from the date the permit is issued until the 31st day of December of the year in which the permit is issued.

Truck operators who were operating in good faith on July 4, 1929, and who do not file application for a permit to operate as a truck operator until after January 1, 1930, shall accompany their applications with a complete description of each motor truck operated during the period July 4, 1929, to December 31, 1929, and a remittance, in the form prescribed above, for an amount sufficient to pay the annual permit fee of \$5.00 for each motor truck operated during that period and to pay the annual permit fee of \$5.00 for each motor truck proposed to be operated during the year 1930, as described in the application.

The annual permit fee of \$5.00 for each motor truck for each year after the year in which the permit is issued, shall be due and payable on or before the first day of January of each of such succeeding years and shall be remitted in the form prescribed in paragraph two of this rule.

Any truck operator who operates any motor truck or motor trucks during any year or years without a permit from this Board, shall, when he files application for a permit, accompany such application by a remittance, in the form prescribed above, for an amount sufficient to pay the annual permit fee of \$5.00 for each motor truck for each year or part of a year that he has operated such motor truck or motor trucks without a permit and to pay the annual permit fee of \$5.00 for each motor truck he proposes to operate during the year in which the application is filed. Such application shall also be accompanied by a complete description of each motor truck operated while the applicant did not hold a permit and a statement showing which year or years each of such trucks was operated.

Before placing any additional motor truck in service after a truck operator permit has been issued, the truck operator shall pay to the Commission the annual permit fee for such motor truck for the current year and furnish the Commission with the information required by Rule 17.

INSURANCE REQUIREMENTS

(Rules 6-12 inclusive)

Rule 6. Each truck operator shall at all times maintain on file with the Commission an effective insurance policy, policies, or surety bond made out in accordance with the requirements of Section 5105-c14, Code of Iowa, 1931, and these rules and regulations, covering any and all motor trucks used in furnishing truck operator service under his truck operator permit, such policy, policies, or surety bond to be written for a period of not less than one (1) year by some insurance carrier or bonding company authorized to do business in this state.

Rule 7. *Limits of Liability.* The minimum limits of liability for any policy, policies or surety bond shall, for each motor truck thereby covered, be as follows:

(a) To cover the assured's legal liability as a truck operator for personal injury or death resulting therefrom, as a result of any one accident or other cause, Five Thousand (5,000) Dollars for any recovery by one person and Ten Thousand (10,000) Dollars for more than one person.

(b) To cover the assured's legal liability as a truck operator for damage to or destruction of any property, other than that of or in charge of the assured, as a result of any one accident or other cause, One Thousand (1,000) Dollars.

(c) To cover the assured's legal liability as a truck operator for loss of or damage to property in the possession or custody of the assured while for the purpose of or being transported, except property of the assured, as a result of any one accident or other cause, One Thousand (1,000) Dollars.

Rule 8. *Endorsement for Policies.* Every policy filed with the Commission by a truck operator shall have attached thereto the following endorsement:

Iowa Truck Operator Endorsement

It is understood and agreed that:

Before the policy to which this endorsement is attached may be suspended or cancelled, the Board of Railroad Commissioners, Des Moines, Iowa, will be given fifteen (15) days' prior written notice of such proposed suspension or cancellation; such notice 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.

This policy is hereby amended and extended so as to cover any and all motor vehicles, trailers and semi-trailers used in furnishing truck operator service under the truck operator permit issued to the assured by the Iowa Board of Railroad Commissioners.

The obligations and promises of said policy, including this endorsement, shall not be affected by any act or omission of the named assured or of any employee of the named assured with respect to any condition or requirement of said policy or any endorsement now or hereafter attached thereto nor by any default of the assured in payment of premium or in the giving of any notice required by said policy contract or otherwise, nor by the death, insolvency, bankruptcy, legal incapacity or inability of the named assured.

Notwithstanding anything in the policy or in any endorsement now or hereafter attached thereto to the contrary, it is the intent of this endorsement to amend the policy so as to fully comply with the provisions of Chapter 252-C1, Code of Iowa, 1931, and to give all of the coverage required by paragraphs (*See Rule 7*) of Rule 7 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Truck Operators.

The policy is hereby amended and extended to provide that any person, firm, association or corporation having a right of action under the policy against the assured may, when service cannot be obtained on said assured within the State of Iowa, bring action for recovery directly upon such policy and against the insurer that issued such policy.

No other provision nor condition shall be included in the endorsement required by this rule, except with the written permission of the Commission.

Rule 9. *Insurance Binders.* Binders filed to comply with the insurance requirements of Section 5105-c14, Code of Iowa, 1931, and these rules and regulations, pending the issuance and filing of any insurance policy, must be issued by some insurance carrier authorized to do business in the State of Iowa and made out in accordance with the following form:

This will bind the _____
of _____, in favor of
_____, of _____,
_____, as of _____ M., on _____,
_____, 19____, for the coverage re-
quired by paragraphs _____, of Rule 7
of the Rules and Regulations of the Iowa Board of Railroad Com-
missioners Governing the Operation of Truck Operators, on any and
all motor trucks, trailers and semi-trailers used in furnishing truck
operator service under the Truck Operator Permit issued to the
assured by the Iowa Board of Railroad Commissioners.

It is the intent of this binder to fully comply with the require-
ments of Section 5105-c14, Code of Iowa, 1931, and to be subject
to the requirements of Rules 6, 7 and 8 of the Rules and Regula-
tions of the Iowa Board of Railroad Commissioners Governing the
Operation of Truck Operators.

Dated at _____,
this _____ day of _____, 19____.

Authorized Agent.

Rule 10. *Renewal Policies.* Truck operators shall file a renewal of
each insurance policy on file with the Commission not less than twenty
(20) days before the expiration of such policy.

Rule 11. *Surety Bond.* In case an applicant desires to file a surety
bond to comply with the requirements of Section 5105-c14, Code of
Iowa, 1931, and these rules and regulations, the Board will, upon request,
prescribe the form of such bond and the amount thereof.

Rule 12. *Policies and Bonds to Remain on File.* Insurance policies
and surety bonds filed with this Board by truck operators shall remain
on file in the office of the Board and must not be removed therefrom
except with the express permission of the Board.

RATES AND CHARGES

Rule 13. *Schedule of Rates.* Each application for a permit to op-
erate as a truck operator shall be accompanied by a schedule setting
out applicant's rates, charges, classifications and rules and regulations
pertaining thereto. These schedules shall also show the name and ad-
dress of the truck operator and the effective date of the schedule.

Changes may be made in rates, charges, classifications and rules
and regulations pertaining thereto, by filing a new rate schedule with
this Board, made out in accordance with the preceding paragraph.
Each new schedule shall show the number of the schedule cancelled
thereby.

These schedules shall be numbered consecutively, beginning with No.
1, and shall be kept available by the truck operator for public inspection.

Truck operators shall assess charges in accordance with the effective
rate schedule on file with this Board unless the Board, after complaint
is received, makes a change in such schedule, in which event, the truck
operator shall assess charges as ordered by the Board.

Rule 14. *Complaints on Rates.* All complaints filed with this Board
against a truck operator's rates, charges, classifications or rules and
regulations pertaining thereto, must be typewritten, signed and sworn
to by the complainant, filed in triplicate and contain the following
information:

1. The name, address and permit number of the truck operator
against whom the complaint is made.
2. Complete information as to the specific rates, charges, classi-
fications, rules or regulations about which the complaint is made.

3. An allegation setting out complainant's grounds for complaint.
4. Such other information as may be pertinent to the subject matter of the complaint.

A copy of such complaint will be sent by the Board to the truck operator about whom it is made, who shall file typewritten reply thereto, in triplicate, within ten days. Upon receipt of such reply, the Board will determine what further procedure, if any, is necessary.

PERMIT TO USE

Rule 15. *Permit and Receipt for Fee.* Permit to operate as a truck operator and receipt for the annual fee will be issued upon the filing of proper application, insurance policy, policies or surety bond and the payment of the annual permit fee.

RECEIPT TO BE DISPLAYED

Rule 16. *Manner of Displaying Receipt.* Each truck operator will be furnished with a holder for the receipt for the annual permit fee for each motor truck and shall place such holder, with the receipt inserted therein, on the inside of the left hand door of the motor truck.

PLACING TRUCKS IN SERVICE

Rule 17. *Placing Trucks in Service.* Before placing any additional motor truck in service, the truck operator shall furnish the Commission a complete description of such motor truck, together with information as to the time it will be placed in service. The description shall show the license number; make; year built; factory number; motor number; capacity; weight empty; and whether equipped with solid or pneumatic tires.

MARKING OF MOTOR TRUCKS

Rule 18. *Manner of Marking.* Within ten (10) days after receiving authority to operate any motor truck, the truck operator shall cause to be painted on each side of such motor truck, in letters and figures large enough to be easily read at a distance of fifty (50) feet, and of a color in contrast to the background, the following:

- (a) Name of truck operator as set out in permit.
- (b) The words "Truck Operator."
- (c) "I. R. C. Permit No....."

Provided that the letters and figures in line (c) shall not be less than two and one-half ($2\frac{1}{2}$) inches in height and the line of which shall not be less than three-eighths ($\frac{3}{8}$) inch in width.

RECEIPTS FOR FREIGHT

Rule 19. *Contents of Receipt.* Every truck operator shall issue a receipt for freight received for shipment, which receipt shall contain the following:

1. Name of truck operator.
2. Date and place received.
3. Name of consignor.
4. Name of consignee.
5. Destination.
6. Description of shipment.
7. Weight.
8. Value.
9. Rate and charges.
10. Signature of truck operator or agent.

These receipts shall be issued in triplicate; one for the consignor, one for the consignee and one to be kept by the truck operator.

REPORTING OF ACCIDENTS

Rule 20. *Immediate Report to Be Made—Contents of Report.* Accidents arising from, or in connection with, the operation of motor trucks by truck operators, resulting in injury to any person or in damage to any property exceeding the sum of Fifty (50) Dollars, shall be immediately reported to the Iowa Board of Railroad Commissioners, Des Moines, Iowa, in writing. Such reports must be plainly written or typed on one side of the paper only and shall set forth:

1. Time and place of accident.
2. Names and addresses of the owners of all vehicles involved.
3. Names and addresses of the drivers or operators of all vehicles involved.
4. State Motor Vehicle Department license plate number, make and type of all vehicles involved.
5. Number of passengers, if any, in each of the vehicles involved.
6. Names and addresses of persons injured or killed and extent of injuries.
7. Names and addresses of witnesses, if any.
8. Full and complete report of the accident; cause; party or parties responsible, if any; condition of roads; weather conditions; speed of vehicles involved and any other pertinent information.

If all of the above information is not available, a preliminary report, containing all available information, should be made at once, the complete report to be made as soon thereafter as possible. These reports must be signed by the truck operator.

SAFETY REQUIREMENTS

Rule 21. *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.

Rule 22. *Reflectors.* The glass reflectors required by Section 5105-c19, Code of Iowa, 1931, shall be of such size and type as will properly reflect rays of light from motor vehicles approaching the motor truck, either from the front or rear, so as to be visible for the distances hereinafter specified. The red reflectors shall reflect rays of light so that the limits of the body of the motor truck will be clearly defined from a distance of at least three hundred (300) feet to the rear of the motor truck and the green reflectors shall reflect rays of light so that the limits of the body of the motor truck will be clearly defined from a distance of at least two hundred (200) feet to the front of the motor truck when the headlights on the motor truck are on bright. These reflectors shall be attached to the motor truck in the following manner:

All motor trucks, regardless of size—

- (a) A red reflector shall be carried in addition to a tail light and in the same approximate position as the tail light.

Motor trucks, the width of which, measuring at the widest point either of the vehicle or the load, is greater than seventy-two (72) inches—

(a) A red reflector shall be attached to the bottom of each of the rear corners of the motor truck.

(b) A green reflector shall be attached to each of the front corners of the motor truck at a height of not less than four (4) feet nor more than seven (7) feet from the ground.

These reflectors shall be kept clean and shall be immediately replaced if lost or damaged to such an extent as not to reflect rays of light as required by this rule.

Rule 23. *Motor Trucks to Be Operated Carefully.* All motor trucks operated by truck operators shall be operated at all times in a careful and prudent manner and in accordance with the laws of Iowa.

Rule 24. *Drivers to Know Law and Rules.* Truck operators shall see that all prospective drivers are familiar with the provisions of Chapter 252-c1, Code of Iowa, 1931, all other laws applying to truck operators, and these rules and regulations, before being allowed to operate a motor truck.

Rule 25. *Hours of Service for Drivers.* No truck operator shall cause or allow any driver or operator of any of his motor trucks to work as a driver or operator for more than twelve (12) driving hours in any twenty-four (24) hour period and such driver or operator shall have at least eight (8) consecutive hours' rest in each twenty-four (24) hour period.

SALE, TRANSFER, LEASE OR ASSIGNMENT OF PERMIT

Rule 26. *Manner of Making Application for Board's Approval.* Application for the Board's approval of a proposed sale, transfer, lease or assignment of a permit must be typewritten, must be signed and sworn to by the holder of the permit and the person proposing to take over or lease the permit and contain:

1. The name and address of the holder of the permit and the number of the permit.

2. The name and address of the person proposing to take over or lease the permit.

3. A statement as to whether it is proposed to sell, transfer, lease or assign the permit.

4. A statement that the person proposing to take over or lease the permit will adopt the rate schedule then in effect under the permit or a statement that a copy of the rate schedule proposed to be placed in effect, is attached to the application, as the case may be.

5. The proposed consideration or amount to be paid for the permit.

6. A description of all property proposed to be sold, transferred, leased or assigned and the amount to be paid therefor.

7. A statement that a copy of the proposed lease is attached to the application, if it is proposed to lease the permit.

8. A statement that copies of all contracts, agreements and other stipulations between the parties to the application are attached to the application.

9. The following information regarding each motor truck to be operated by the person proposing to take over or lease the permit: license number; make; factory number; engine number; maximum capacity in pounds; year built; weight, empty, in pounds, and whether equipped with solid or pneumatic tires.

10. A statement that the proposed sale, transfer, lease or as-

signment is not for the purpose of hindering, delaying or defrauding creditors.

11. The date on which it is desired that such proposed sale, transfer, lease or assignment shall become effective. This date should be at least five days after the application is filed.

12. A statement that an insurance policy, policies or surety bond, providing the required coverage on the motor trucks to be operated by the person proposing to take over or lease the permit, is attached to the application or that an endorsement or endorsements, providing for the transfer of policies from the holder of the permit to the person proposing to take over or lease the permit, is attached to the application, as the case may be. The policy, policies, surety bond, endorsement or endorsements, should be made effective at 12:01 A. M. on the date that it is desired to have the proposed transfer, sale, lease or assignment of the permit become effective.

13. A statement that there is attached to the application, a certified check, postal money order, bank draft or express money order, payable to the Board, in such amount as to pay the annual permit fee for each motor truck to be operated by the person proposing to take over or lease the permit, on which the permit fee has not been paid for the then current year.

14. A request that the Board approve the proposed sale, transfer, lease or assignment.

Pipe Lines

The law relating to pipe lines as contained in Chapter 383-D1, Code of Iowa, 1931, having been held unconstitutional by the courts in case entitled State of Iowa, Ex Rel. Board of Railroad Commissioners of the State of Iowa, vs. Stanolind Pipe Line Company, 249 N. W., 366, another law relating to pipe lines known as Chapter 105, Acts of the 45th General Assembly in Special Session, was enacted and Chapter 383-D1 was repealed. Chapter 105 became effective March 24, 1934.

In accordance with the provisions of said Chapter, the Board issued the following Order, dated March 16, 1934:

"Under the provisions of Chapter 105, Acts of the Forty-fifth General Assembly of Iowa, in Special Session, and in the exercise of the powers therein conferred,

"IT IS HEREBY ORDERED that the Rules and Regulations annexed to this order, entitled:

"'RULES AND REGULATIONS RELATING TO PIPE LINES,' be and the same is hereby adopted effective April 16, 1934.

"IT IS FURTHER ORDERED that Rules and Regulations bearing same title and dated May 13, 1931, be and the same are hereby cancelled and revoked."

RULES AND REGULATIONS RELATING TO PIPE LINES IN IOWA

Issued by

**BOARD OF RAILROAD COMMISSIONERS OF THE STATE
OF IOWA**

Attention is directed to Section 2, Chapter 105, Acts of the 45th General Assembly in Special Session, which provides that no pipe line shall be constructed, operated or maintained in this state, except after having complied with the provisions of said chapter.

It further provides that any pipe line company now owning or operating a pipe line in this state shall be issued a permit by this Commission upon supplying the information as provided for in Section 5 thereof.

The effective date of Chapter 105 is March 24, 1934.

Rule No. 1. *Compliance.* No pipe line company shall hereafter commence the construction or operation of a pipe line without first having complied with the provisions of said Chapter 105, Acts of the 45th General Assembly in Special Session.

Every pipe line company owning or operating a pipe line on March 24, 1934, shall comply with the provisions of said Chapter on or before July 1, 1934.

Rule No. 2. *Amendments to Rules and Regulations.* Any amendment to these rules and regulations, unless otherwise provided herein, shall apply in the same manner to companies holding permits at the time the amendment becomes effective as it applies to companies thereafter issued permits under this Chapter or laws which may be hereafter enacted by the General Assembly.

Rule No. 3. *Rules and Regulations (General Application).* These rules and regulations are subject to such changes and modifications as the Commission from time to time may deem advisable and to such exceptions as may be considered just and reasonable in individual cases.

Any party or parties desiring to make any departure from these

rules and regulations or believing them unreasonable or inadequate may file a written petition with the Commission, whereupon the Commission will take such action as may seem to it proper.

Rule No. 4. *Definitions.* Terms not defined will be understood to have their usual meanings.

(1) "Permit" as used in these rules shall refer to the operating certificate issued for the construction and operation of a pipe line.

(2) "Consent" as used in these rules shall mean the agreement between the railroad company or the highway authority having control of a highway and the pipe line company for longitudinal construction of a pipe line on railroad right-of-way or public highway or for the construction of a pipe line on said property at other than an approximate right angle to the railroad track or to the highway.

(3) The phrase as used in Section 24 and in these rules and regulations—"longitudinally on, over or under" shall be interpreted as meaning in a general lengthwise direction of the public highway or railroad right-of-way, or at other than an approximate right angle thereto.

Rule No. 5. *Routing—General Application.* Due to the fact that petition will at times be made prior to the specific determination of the most practical details of location, the route of pipe line as finally constructed may be subject to some deviation from the contemplated route of the petition. In order to make allowances for reasonable deviation, this Commission, in such instances, will insert in the publication notice a statement to the effect that deviation will be permitted of one (1) mile on either side of the route as published. Should it be necessary, in the construction of the pipe line, to deviate more than one (1) mile on either side of the route line as petitioned for and published, the pipe line company shall cease work at that point and not again proceed until petition has been made to this Commission, route published, hearing held and permit issued to cover the alternate route, which shall be all that part outside of the one (1) mile deviation zone.

Specific routing should be furnished whenever it is consistently possible to do so. If the line has been placed prior to the adoption of these rules, then statement to that effect should be made at the time of filing for petition.

Rule No. 6. *Petition for Permit.* Petition for a permit to operate a pipe line or lines shall be made to the Board of Railroad Commissioners of the State of Iowa, Des Moines, Iowa, upon the forms prescribed for that purpose, which will be furnished upon request. All such petitions must be typewritten.

The petition for a permit to construct, operate and maintain pipe line or lines requires the filing of Exhibits "A," "B," "C," "D," "E" and "F."

Exhibit "A." This exhibit shall contain a typewritten description of the route over which the pipe line proposes to pass. The description, in most instances, will necessarily be more or less generalized but should include a legal description of preferably each quarter section of land crossed, the township and range, the general direction of the proposed route of pipe line through same, whether on private or public property, public highway or railroad right-of-way, a description of the topography of the land, and such other information as is deemed pertinent. The description of route of line should be specific and detailed where circumstances permit.

Example of Description allowing deviation of line:

Beginning at a point on the north (N) line of the northwest (NW) quarter of Section one (1), Township _____, Range _____ of the _____ P. M., thence in a general southwesterly (SWLY) direction on private property across the northwest (NW) quarter of Section one (1); the northeast (NE) and southeast (SE) quar-

ters of Section two (2); the northeast (NE), northwest (NW), and southwest (SW) quarters of Section eleven (11), to a point on the south (S) line of said Section eleven (11), thence south (S) across the west (W) half of Section fourteen (14), adjacent to and parallel with the west (W) line of said Section fourteen (14), being a distance of approximately three and one-half ($3\frac{1}{2}$) miles, all in township....., Range....., of the..... P. M., County, Iowa.

Example of Description definitely locating line:

Beginning at a point located one thousand (1,000') feet east (E) of the northwest (NW) corner of Section one (1), Township....., Range....., of the..... P. M., and extending in a southwest (SW) direction on private property across Sections one (1), two (2) and eleven (11), to a point fifty feet (50') east (E) of the southwest (SW) corner of said Section eleven (11), thence south (S) across Section fourteen (14), adjacent to and parallel with the west (W) line of said section, to a point fifty feet (50') east (E) of the southwest (SW) corner of said section, a total distance of three and three-tenths (3.3) miles all in township....., Range....., of the..... P. M., County, Iowa.

Exhibit "B." The routing of the pipe line shall be shown as accurately as is consistent on county maps of Iowa. The maps shall have a scale of not less than one inch to one mile but shall be preferably made to a larger scale. When the line is of considerable length strip maps will be acceptable. Two copies of map shall be filed for each county or two copies of complete strip maps.

Exhibit "C." A prescribed form is issued covering specific information desired in the matter of engineering specifications, materials used in construction and their strength, general manner of construction, etc. In lieu of certain information required therein, blue print copies may be filed showing standard specifications of materials used or standard construction plans.

Exhibit "D." This exhibit shall consist of the filing of one of the following instruments to insure payment of damages in the sum of not less than \$50,000.00, which may be legally recovered against the pipe line company and growing out of operation of pipe lines in this state.

(1) A schedule showing property in the state of Iowa, other than pipe lines.

(2) A surety bond, with surety satisfactory to this Commission.

(3) Security satisfactory to this Commission; same to be held as a guaranty for payment of damages.

(4) Satisfactory attested proofs of solvency and financial ability to pay damages.

Exhibit "E." This exhibit shall contain consent of public highway authority or railroad company where the pipe line will be placed longitudinally on, over or under such property or at other than an approximate right angle to the railroad tracks or to the highway. All consents for such construction shall be obtained in duplicate and one copy filed with the petition.

Should the exact and specific route be uncertain at the time of making petition, then a statement should be made by the pipe line company to the effect that all such consents will be obtained prior to construction and will be furnished to the Commission immediately after obtaining them.

Forms will be furnished to provide additional information desired in the matter of longitudinal construction on highway and railroad right-of-way.

Exhibit "F." This exhibit shall contain a statement of number of occupied residences which will be passed by pipe line at a distance of

less than 300 feet therefrom, excepting those passed at a less distance where line is located in public highway, or on railroad right-of-way, and that consent of property owner will be obtained and filed with this Commission where the pipe line passes such occupied residences at a less distance than 300 feet therefrom.

Rule No. 7. *Deposit for Expenses.* At the time of the filing of the petition the applicant shall make a deposit of twenty-five dollars (\$25.00) to secure the payment of all costs of the expenses of the hearing and necessary preliminary investigation in connection therewith. This amount shall be the minimum deposit and if not sufficient, the applicant will be required to deposit such additional amount as may be necessary. Deposit shall be made by check payable to "Iowa Board of Railroad Commissioners." Any unused balance of the deposit will be refunded to the applicant.

Rule No. 8. *Publication of Notice of Hearing.* When a petition for a permit is received accompanied by proper exhibits and attachments, it will be placed on the docket for hearing and the applicant will be advised of the time and place for hearing. The applicant will also be furnished with copies of the official notice of hearing which he will cause to be published once every week for two (2) consecutive weeks in some newspaper of general circulation in each county through or in which the proposed line or lines will pass. The last publication of said notice must be made NOT LESS THAN TEN (10) DAYS prior to the date of hearing. Failure to file such proofs may result in the cancellation of the hearing. The applicant shall pay the cost of such publication and shall file receipts from each newspaper showing that the cost of publication has been paid.

Rule No. 9. *Permits.* After the Commission has made a finding that permit should be granted, a temporary or a permanent permit will be issued.

Where the routing of the line has not been definitely established a temporary permit will be issued on the route as published, subject to deviation. Such permit will be issued with the provision that as soon as the routing has been definitely determined and that before construction is commenced, this Commission will be notified and given an opportunity to inspect the final proposed routing of the line and make such changes as are deemed advisable in such routing to assure continuity of service and safety to persons and property.

A permanent permit will be issued where the routing of the line is definitely established. This may be done either after the finding of the Commission after hearing, or at such time as the line has been placed under the provisions of a temporary permit and resurvey furnished of the line as constructed.

Rule No. 10. *Expiration of Permit.* A permanent permit will expire twenty-five (25) years from the date of issue, unless otherwise limited.

Pipe lines on which a permit is hereafter granted and which are not 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 then constructed. Application for an extension of time may be made to the Commission prior to the expiration date of permit, 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.

Rule No. 11. *Extensions.* A petition for a permit for an extension of a pipe line or lines shall take the same form and procedure as that filed in an original petition.

Rule No. 12. *Sale of Permit.* A permit for a pipe line shall not be sold until the sale has been approved by the Commission.

Rule No. 13. *Transfer of Permit.* The transfer of a permit for a pipe line before the construction of the line is completed in whole or in part may be made but shall not be effective until the pipe line company to which it was issued shall file in the office of the Commission a notice in writing giving the date of transfer and the name and address of the transferee.

Rule No. 14. *Construction Inspection Fee.* After a finding has been made after hearing that permit should be granted and before same is issued, or as hereinafter provided, the applicant company shall pay to this Commission a construction inspection fee of fifty cents (\$0.50) per mile of pipe line or fraction thereof for each inch of diameter of said lines located in Iowa.

The amount of such fee will be certified to the applicant company and shall then be due and payable.

Rule No. 15. *Annual Inspection Fee.* Each pipe line company shall pay an annual inspection fee in the sum of twenty-five cents (\$0.25) per mile of pipe line or fraction thereof for each inch of diameter of such line located in Iowa. This fee shall be payable for the calendar year in advance and before January first of each year. The amount of the fee will be certified to the pipe line company before January first of each year or as hereinafter provided.

Rule No. 16. *Fees—General.* The construction and annual inspection fees will be collected for the year in which the line is applied for, providing permit is issued in that year. Such fees will be collected on the basis of approximate mileage listed in the petition. After a resurvey has been completed and submitted to the Commission, fees will then be collected or refunded as the case may be, on adjusted mileage.

The annual inspection fee for the year 1934 will be certified on or after March 24, 1934, on all lines holding or granted permits in accordance with Chapter 105. Construction inspection fee will be certified on all pipe lines which have not heretofore paid such fee.

The pipe line company shall make remittance covering fees by check payable to the "Iowa Board of Railroad Commissioners."

Rule No. 17. *Crossings—Highway—Railroad.* This Commission has adopted minimum specifications for the construction of a pipe line under railway tracks, primary roads and secondary roads. These specifications are to apply as minimum requirements unless the pipe line company is specifically authorized by the Commission to make exceptions thereto in some particular case. Construction of a higher grade than minimums provided herein will be acceptable, but such other grades shall be submitted to this Commission for approval prior to construction.

Rule No. 18. *Resurvey.* Where the route of the pipe line is not definitely and specifically determined in the petition, a resurvey of the line shall be made by the company as soon as the construction is completed and the exact route of the line submitted to the Commission, together with the exact mileage to the tenth of a mile.

Rule No. 19. *Accidents.* Immediate report shall be made of any accident arising from, or in connection with the operation of a pipe line or any device, apparatus, or equipment, which accident results in the injury of any person or the damage of any property. Such report shall give a full and complete detail of the accident; cause; party or parties responsible, if any; weather conditions; names and addresses of persons injured or killed and extent of injuries; time and place of accident; names and addresses of witnesses, if any; and any other pertinent information.

No report need be made of an accident which incapacitates an employee from performing his ordinary duties for less than one day in the aggregate during the ten days immediately following the accident; to any person other than an employee if incapacitated for a period of less than one day; or in property damage of less than one hundred dollars (\$100.00) including the cost of repair.

The initial or immediate report shall be made by telegraph within twelve hours after accident, giving the outstanding characteristics of the accident. A complete detailed report by mail will be made as soon as all information is available.

Rule No. 20. *Inspection and Defects.* Chapter 105, Acts of the 45th General Assembly in Special Session, provides that this Commission shall have general supervision of all pipe lines and shall from time to time examine the construction, maintenance and condition of such lines and any apparatus, device or equipment used in connection therewith to determine if same is unsafe or dangerous. A duly appointed representative of this Commission shall have authority, during reasonable hours of the day, to enter upon the premises of any pipe line company operating in this state for the purpose of making inspection and/or such tests as are deemed advisable. All tests shall be made in company with a representative of the pipe line company.

Rule No. 21. *Construction, Operation and Maintenance.* Until such time as full and complete rules have been adopted by this Commission to govern the construction, operation and maintenance of pipe lines and all equipment used as a necessary part of the operation of such lines, such lines and equipment shall be constructed, operated and maintained in accordance with accepted good practice.

As a consequence of the change of the law, this Board issued an order as follows:

"Whereas, the 45th General Assembly in Special Session enacted Chapter 105, a pipe line law, conferring upon this Board powers somewhat in accordance with those provided under Chapter 383-D1, Code of Iowa, 1931, and

"Whereas, certain Temporary Permits were issued under the provisions of Chapter 383-D1, now repealed, it is the judgment of this Board that such Temporary Permits should be reinstated for their respective unexpired time limit to establish their status, it is hereby

"ORDERED, that said Temporary Permits issued under the provisions of Chapter 383-D1, Code of Iowa, 1931, as designated on attached list, be and same are hereby reinstated for their respective unexpired time limit.

"Dated at Des Moines, Iowa, April 30, 1934."

File No.	Temporary Permit No.	Name of Company	Lateral	Expiration
P-47	22	Central States Electric Co.	Creston	6-1-34
P-50	25	Natural Gas Pipeline Co. of America	Waterloo	8-12-34
P-51	26	Natural Gas Pipeline Co. of America	Muscatine (Water works line)	8-9-34
P-56	29	Natural Gas Pipeline Co. of America	Malvern	3-15-35
P-57	30	Natural Gas Pipeline Co. of America	Clarinda	3-15-35
P-58	31	Natural Gas Pipeline Co. of America	Osceola	3-15-35
P-59	32	Natural Gas Pipeline Co. of America	Chariton	3-15-35
P-60	33	Natural Gas Pipeline Co. of America	Ottumwa-Fairfield	3-15-35
P-62	35	Natural Gas Pipeline Co. of America	Sigourney	3-15-35
P-64	37	Natural Gas Pipeline Co. of America	Keota	3-15-35
P-65	38	Natural Gas Pipeline Co. of America	Washington	3-15-35
P-66	39	Natural Gas Pipeline Co. of America	Wapello, Mt. Pleasant, Burlington, Ft. Madison, Keokuk	3-15-35
P-68	41	Peoples Light Co.	Davenport	11-1-35
P-1	1	Ft. Dodge Gas & Elec. Co.	Ft. Dodge, Gypsum	5-31-34

The following order was issued as a result of the change of the law heretofore mentioned:

"WHEREAS, the Forty-fifth General Assembly in Special Session enacted House File No. 216, effective March 24, 1934, conferring upon this Board powers somewhat in accordance with those provided under Chapter 383-D1, Code of Iowa, 1931, and

"WHEREAS, the last mentioned chapter was declared unconstitutional and void in some of its principal sections by the Supreme Court of Iowa on June 20, 1933, 249 N. W., 366, and

"WHEREAS, it is the program of this Board to reissue outstanding permits as soon as time and convenience permit, and

"WHEREAS, it is now deemed advisable to establish the status of certain permits issued and outstanding under Chapter 383-D1, it is hereby

"ORDERED that permits issued under the provisions of Chapter 383-D1, Code of Iowa, 1931, as designated on attached list, be and same are hereby extended until new permits are issued to cover such lines.

"Dated at Des Moines, Iowa, April 16, 1934."

"File No.	Name of Company	Lateral
P-29	Central States Electric Company	Greenfield
P-30	Central States Electric Company	Knoxville
P-45	Central States Electric Company	Pella to Knoxville
P-12	Council Bluffs Gas Company	Council Bluffs
P-3	Natural Gas Pipeline Company of America	Main line
P-36	Natural Gas Pipeline Company of America	Indianola meter site
P-37	Natural Gas Pipeline Company of America	Winterset meter site
P-38	Natural Gas Pipeline Company of America	Greenfield meter site
P-39	Natural Gas Pipeline Company of America	Knoxville meter site
P-40	Natural Gas Pipeline Company of America	Milo meter site
P-41	Natural Gas Pipeline Company of America	Creston meter site
P-42	Natural Gas Pipeline Company of America	Muscatine meter site
P-51	Natural Gas Pipeline Company of America	Muscatine
P-55	Natural Gas Pipeline Company of America	Red Oak-Shenandoah meter site
P-61	Natural Gas Pipeline Company of America	Oskaloosa
P-63	Natural Gas Pipeline Company of America	Iowa City-Cedar Rapids
P-67	Natural Gas Pipeline Company of America	Davenport
P-21	Des Moines Gas Company	Des Moines
P-1	Fort Dodge Gas & Electric Company	Fort Dodge
P-18	Great Lakes Pipe Line Company	Osceola to Council Bluffs
P-31	Great Lakes Pipe Line Company	Coralville
P-33	Great Lakes Pipe Line Company	Main line—Missouri state line to Minnesota state line and from Des Moines to Illinois state line
P-46	Iowa-Nebraska Light & Power Co.	Red Oak and Shenandoah
P-13	Iowa Power and Light Company	Indianola
P-14	Iowa Power and Light Company	Winterset
P-43	Iowa Electric Light & Power Co.	Boone, Ames, Nevada
P-22	Peoples Gas & Electric Company	Mason City-Clear Lake
P-52	Peoples Gas & Electric Company	Northwestern Portland Cement Co.-Mason City
P-68	Peoples Light Company	Davenport, Davenport Riverside
P-2	Northern Gas & Pipe Line Company	Des Moines
P-4	Northern Gas & Pipe Line Company	Main line
P-5	Northern Gas & Pipe Line Company	Oakland
P-6	Northern Gas & Pipe Line Company	Walnut
P-8	Northern Gas & Pipe Line Company	Harcourt-Manson
P-9	Northern Gas & Pipe Line Company	Belmond
P-10	Northern Gas & Pipe Line Company	Garner
P-11	Northern Gas & Pipe Line Company	Carson
P-15	Northern Gas & Pipe Line Company	Ogden
P-16	Northern Gas & Pipe Line Company	Mason City
P-17	Northern Gas & Pipe Line Company	Fort Dodge
P-19	Northern Gas & Pipe Line Company	Council Bluffs
P-20	Northern Gas & Pipe Line Company	Britt

File No.	Name of Company	Lateral
P-23	Northern Gas & Pipe Line Company.....	Glenwood
P-24	Northern Gas & Pipe Line Company.....	Avoca
P-25	Northern Gas & Pipe Line Company.....	Dayton
P-27	Northern Gas & Pipe Line Company.....	Boxholm
P-28	Northern Gas & Pipe Line Company.....	Pilot Mound
P-32	Northern Gas & Pipe Line Company.....	Audubon and Exira
P-34	Northern Gas & Pipe Line Company.....	Jefferson
P-44	Northern Gas & Pipe Line Company.....	Forest City
P-48	Northern Gas & Pipe Line Company.....	Clarion
P-49	Northern Gas & Pipe Line Company.....	Eagle Grove
P-53	Northern Gas & Pipe Line Company.....	By-pass lateral, Pacific Junction
P-54	Northern Gas & Pipe Line Company.....	Atlantic"

No. P-1—1934. Fort Dodge Gas and Electric Company, Fort Dodge, Iowa. Pipe line in Webster County. Permanent Permit No. 52 dated June 15, 1934, issued to supersede Permit No. 20. Under date of November 19, 1934, the Board issued an order as follows:

"Under date of June 15, 1934, Permanent Permit No. 52 was issued to the Fort Dodge Gas and Electric Company, Fort Dodge, Iowa, which superseded Permanent Permit No. 20, dated November 27, 1931, covering the construction of certain pipe lines of this company in Webster County, and

"Whereas on June 16, 1934, this Board authorized the contemplated removal of a certain portion of said pipe lines, and

"Whereas under date of November 17, 1934, this Board received advice of the removal of pipe line described as follows:

'Beginning at the Johnson Clay Works Company Plant in the northwest one-fourth ($\frac{1}{4}$) of Section Eight (8), Township Eighty-eight (88), north, Range Twenty-eight (28), west of the Fifth P. M., Webster County, Iowa; thence in a southerly direction through the west one-half ($\frac{1}{2}$) of Section Eight (8) and crossing under the Minneapolis and St. Louis Railroad Company's spur track in the southwest quarter ($\frac{1}{4}$) of Section Eight (8) and continuing in a southerly direction to the Kalo Brick and Tile Company's Plant in the northwest quarter ($\frac{1}{4}$) of Section Seventeen (17), Township Eighty-eight (88) north, Range Twenty-eight (28), west of the Fifth P. M., Webster County, Iowa.'

"It is therefore ordered that Permanent Permit No. 52 be and the same is hereby corrected as follows:

'By cancelling on Page 4, beginning in the 17th line and cancelling that part after the semicolon, continuing to the end of the 23rd line; also by changing in the 24th and 25th lines the words and figures 16,385' to 10,608'.'

No. P-2—1934. Northern Natural Gas Company, Omaha, Nebraska. Pipe line in Polk, Boone and Dallas Counties. Des Moines Lateral. Permanent Permit No. 53 dated June 11, 1934, issued to supersede Permit No. 32.

No. P-3—1934. Natural Gas Pipeline Company of America, Chicago, Illinois. Cross state Main Line, Pacific Junction to Muscatine. Decision and Order was made September 12, 1934, in the matter of fees due and payable on pipe lines in the State of Iowa, for the year 1934, as due from this company. This Decision and Order applies to Docket's P-3, P-36, P-37, P-38, P-39, P-40, P-41, P-42, P-51, P-55, P-61, P-63, P-67, and is as follows:

Hearing held August 14, 1934, Des Moines, Iowa.

Continued hearing held August 15, 1934, Des Moines, Iowa.

Continued hearing held September 11, 1934, Des Moines, Iowa.

APPEARANCES:

For the Natural Gas Pipeline Company of America—George P. Garver, Attorney, Chicago, Illinois.

"On August 1, 1934, this Commission duly notified Natural Gas Pipeline Company of America, Chicago, Illinois, a pipe line company as defined in Subdivision 2 of Section 1, Chapter 105, Acts of the 45th General Assembly of the State of Iowa in Special Session, to appear before this Commission on Tuesday, August 14, 1934, at 10:00 o'clock to show cause why certain fees provided for by said Chapter 105 have not been paid for the year 1934.

"Section 12 of said Chapter 105 provides for a construction inspection fee as follows:

'Applicant shall pay all costs and expenses of the hearing and necessary preliminary investigation in connection therewith including the cost of publishing notice of hearing and shall pay a construction inspection fee in the sum of fifty cents per mile of pipe line or fraction thereof for each inch of diameter of such pipe line located in the State of Iowa.'

"Section 13 of said Chapter 105 provides for an annual inspection fee as follows:

'Every pipe line company shall pay an annual inspection fee in the sum of twenty-five cents per mile of pipe line or fraction thereof for each inch of diameter of such pipe line located in the State of Iowa and said inspection fee to be paid for the calendar year in advance and before January 1st of each year to the Board of Railroad Commissioners.'

"Section 14 of said Chapter 105 provides as follows:

'It shall be the duty of the Commission to collect all inspection fees provided in this chapter, and failure to pay any such inspection fee within thirty days after the time the same shall become due shall be cause for revocation of the permit.'

"On April 19, 1934, and on June 25, 1934, this Commission billed and certified to Natural Gas Pipeline Company of America the construction and inspection fees and annual inspection fees payable by said company for the year 1934 for its lines in the State of Iowa covered by various permits issued to said company by this Commission, said fees totaling \$1,544.75 and becoming due and payable by said company upon such certification to the company by this Commission. Said fees not having been paid this Commission set Tuesday, August 14, 1934, at 10:00 o'clock A. M., for said company to appear to show cause why said fees had not been paid. The hearing, by agreement, was continued to August 15th at the same time and place but, due to the illness of the representative of the Northern Natural Gas Company who was to appear on behalf of both companies, permission was granted to make the showing by letter. On August 16, 1934, a statement was filed in the form of a letter dated August 15, 1934, and signed by Mr. R. J. Organ on behalf of both companies, which said statement set up the following facts and allegations:

"That said company paid the permit and annual license fees for the year 1933 as provided by Chapter 383-D1 of the 1931 Code of Iowa under protest, in view of the fact that there was pending at that time in the Supreme Court of Iowa the case of Board of Railroad Commissioners vs. Stanolind Pipe Line Company, in which case the constitutionality of Chapter 383-D1 was in issue; that the Supreme Court of the State of Iowa upon the appeal of said case declared said act to be unconstitutional, (249 N. W. 366), and that the United States Supreme Court on November 6, 1933, denied a Writ of Certiorari; that said company is entitled to be reimbursed for the amount of fees paid under protest under Chapter 383-D1, or in the alternative entitled to a credit on payments due under the new pipe line law, said law being

Chapter 105 of the Acts of the 45th General Assembly in Special Session, to the extent of said payments made under protest; that this matter has been referred by said company to the Attorney General's office, which office had advised that an opinion with respect to the question would be rendered; that payment of fees under the new pipe line law had not been made for the reason that said company was awaiting said opinion of the Attorney General in order to ascertain whether or not it would be allowed a refund or a credit on the fees now due and payable.

"Upon receipt of said statement on behalf of the company, this Commission continued the hearing in this case to Tuesday, September 11, 1934, at 10:00 o'clock A. M. The company appeared on that date and contended, in addition to the facts and allegations of its statement dated August 15, 1934, that Chapter 105, Acts of the 45th General Assembly of the State of Iowa in Special Session is unconstitutional and void under the commerce clause (Const. U. S., Art. 1, Sec. 8, Cl. 3) of the United States Constitution as it imposes an undue burden and restriction upon the right of said company to engage in interstate commerce.

"We find that the facts and reasons argued by the company are not sufficient to justify further delay in the payment of the construction inspection fees and annual inspection fees, now due and payable, and it being our opinion that said fees in the amount of \$1,544.75 should be paid by said company to this Commission, it is therefore ordered:

"That Natural Gas Pipeline Company of America without further delay remit to this Commission for construction inspection fees and annual inspection fees, now due and payable by said company for the year 1934 in the total amount of \$1,544.75; and

"It is further ordered that if said fees are not received by this Commission within ten (10) days from the date of this Order that all permits covering lines for which such fees are due and payable shall be cancelled and revoked by this Commission pursuant to Section 14 of Chapter 105, Acts of the 45th General Assembly of the State of Iowa in Special Session and said company shall thereby be deprived of its rights to operate or maintain any pipe lines within the state."

Permanent Permit No. 108 dated September 14, 1934, was issued to supersede Permit No. 5.

No. P-4—1934. Northern Natural Gas Company, Omaha, Nebraska. Main line, Pacific Junction to North Iowa State. Permanent Permit No. 57 dated June 11, 1934, was issued to supersede Permit No. 6 and Permit No. 39.

No. P-5—1934. Northern Natural Gas Company, Omaha, Nebraska. Oakland Lateral. Permanent Permit No. 86 dated July 7, 1934, was issued to supersede Permit No. 10.

No. P-6—1934. Northern Natural Gas Company, Omaha, Nebraska. Walnut Lateral. Permanent Permit No. 60 dated June 14, 1934, was issued to supersede Permit No. 9.

No. P-8—1934. Northern Natural Gas Company, Omaha, Nebraska. Harcourt, Gowrie, Lake City, Rockwell City, Manson Laterals. Permanent Permit No. 56 dated June 11, 1934, was issued to supersede Permit No. 40.

No. P-9—1934. Northern Natural Gas Company, Omaha, Nebraska. Belmont Lateral. Permanent Permit No. 61 dated June 14, 1934, was issued to supersede Permit No. 33.

No. P-10—1934. Northern Natural Gas Company, Omaha, Nebraska. Garner Lateral. Permanent Permit No. 62 dated June 14, 1934, was issued to supersede Permit No. 34.

No. P-11—1934. Northern Natural Gas Company, Omaha, Nebraska. Carson Lateral. Permanent Permit No. 63 dated June 14, 1934, was issued to supersede Permit No. 8.

No. P-12—1934. Council Bluffs Gas Company, Council Bluffs, Iowa. Council Bluffs and Iowa School for Deaf and Dumb Lateral. Permanent Permit No. 98 dated July 7, 1934, was issued to supersede Permit No. 1.

No. P-13—1934. Iowa Power and Light Company, Des Moines, Iowa. Indianola Lateral. Permanent Permit No. 64 dated June 14, 1934, was issued to supersede Permit No. 19.

No. P-14—1934. Iowa Power and Light Company, Des Moines, Iowa. Winterset Lateral. Permanent Permit No. 65 dated June 14, 1934, was issued to supersede Permit No. 13.

No. P-15—1934. Northern Natural Gas Company, Omaha, Nebraska. Ogden Lateral. Permanent Permit No. 66 dated June 14, 1934, was issued to supersede Permit No. 2.

No. P-16—1934. Northern Natural Gas Company, Omaha, Nebraska. Mason City Lateral. Permanent Permit No. 67 dated June 14, 1934, was issued to supersede Permit No. 3.

No. P-17—1934. Northern Natural Gas Company, Omaha, Nebraska. Fort Dodge Lateral. Permanent Permit No. 68 dated June 14, 1934, was issued to supersede Permit No. 4.

No. P-18—1934. Great Lakes Pipe Line Company, Kansas City, Missouri. Osceola to Council Bluffs Lateral. Permanent Permit No. 107 dated August 13, 1934, was issued to supersede Temporary Permit No. 13.

No. P-19—1934. Northern Natural Gas Company, Omaha, Nebraska. Council Bluffs Lateral. Permanent Permit No. 69 dated June 14, 1934, was issued to supersede Permit No. 7.

No. P-20—1934. Northern Natural Gas Company, Omaha, Nebraska. Britt Lateral. Permanent Permit No. 70 dated June 14, 1934, was issued to supersede Permit No. 35.

No. P-21—1934. Iowa Power and Light Company, Des Moines, Iowa, and Des Moines Gas Company, Des Moines, Iowa. Des Moines Lateral. Permanent Permit No. 104 dated July 30, 1934, was issued to supersede Permit No. 23 of the Iowa Power and Light Company; also Permanent Permit No. 105 dated July 30, 1934, was issued to the Des Moines Gas Company covering additional line from the Des Moines City Limits to the Des Moines Gas Company's plant.

No. P-22—1934. People's Gas and Electric Company, Mason City, Iowa. Mason City-Clear Lake Laterals. Permanent Permit No. 111 dated October 9, 1934, was issued to supersede Permits No. 11 and No. 12.

No. P-23—1934. Northern Natural Gas Company, Omaha, Nebraska. Glenwood Lateral. Permanent Permit No. 71 dated June 14, 1934, was issued to supersede Permit No. 14.

No. P-24—1934. Northern Natural Gas Company, Omaha, Nebraska. Avoca Lateral. Permanent Permit No. 72 dated June 14, 1934, was issued to supersede Permit No. 36.

No. P-25—1934. Northern Natural Gas Company, Omaha, Nebraska. Dayton Lateral. Permanent Permit No. 75 dated June 14, 1934, was issued to supersede Permit No. 15.

No. P-27—1934. Northern Natural Gas Company, Omaha, Nebraska. Boxholm Lateral. Permanent Permit No. 85 dated July 7, 1934, was issued to supersede Permit No. 16.

No. P-28—1934. Northern Natural Gas Company, Omaha, Nebraska. Pilot Mound Lateral. Permanent Permit No. 84 dated July 7, 1934, was issued to supersede Permit No. 17.

No. P-29—1934. Central States Electric Company, Cedar Rapids, Iowa. Greenfield Lateral. Permanent Permit No. 73 dated June 14, 1934, was issued to supersede Permit No. 18.

No. P-30—1934. Central States Electric Company, Cedar Rapids, Iowa. Knoxville Lateral. Permanent Permit No. 109 dated September 13, 1934, was issued to supersede Permit No. 21.

No. P-31—1934. Great Lakes Pipe Line Company, Kansas City, Missouri. Coralville Lateral. Permanent Permit No. 80 dated July 7, 1934, was issued to supersede Permit No. 42.

No. P-32—1934. Northern Natural Gas Company, Omaha, Nebraska. Audubon and Exira Laterals. Permanent Permit No. 87 dated July 7, 1934, was issued to supersede Permit No. 37.

No. P-33—1934. Great Lakes Pipe Line Company, Kansas City, Missouri. Main line. Under date of May 2, 1934, the Great Lakes Pipe Line Company filed a petition asking that our Permit No. 22 be amended so as to grant to the petitioner authority to construct a second 8" pipe line across Decatur, Clarke, Warren and Polk Counties, said line to parallel and occupy the same right-of-way as was granted by this Board in the matter of Permit No. 22.

Under date of May 4, 1934, this Board issued the following order in this matter:

"WHEREAS, the Great Lakes Pipe Line Company, Kansas City, Missouri, filed application on September 26, 1931, for authority to construct certain pipe lines in the State of Iowa, under and by virtue of the provisions of the law then in effect, and

"WHEREAS, said company was issued Permanent Permit No. 22, dated November 3, 1931, for the construction of lines in Decatur, Clarke, Warren and Polk Counties, Iowa, and

"WHEREAS, the petitioner now asks authority for the construction of an additional line of the same size and character and alongside and parallel to the now existing line on the same right-of-way in said counties between the Iowa southern boundary line and the Des Moines compressor station of said company, it is hereby

"ORDERED, that Permanent Permit No. 22 be and same is hereby amended to include the construction of an additional eight (8) inch line parallel to and alongside of the now existing line of said company in Decatur, Clarke, Warren and Polk Counties, Iowa, and said amendment shall include all the rights and privileges afforded by the said Permanent Permit No. 22."

Permanent Permit No. 106 dated August 13, 1934, was issued to supersede Permit No. 22 dated November 3, 1931.

No. P-34—1934. Northern Natural Gas Company, Omaha, Nebraska. Jefferson Lateral. Permanent Permit No. 103 dated June 21, 1934, was issued to supersede Permit No. 38.

No. P-35—1934. Stanolind Pipe Line Company, Tulsa, Oklahoma. Main line. This company not having previously been issued a permit,

due to the fact that court proceedings were taken under Chapter 383-D1, Code of Iowa, 1931, made application under the new Chapter 105 for a permit and in due course Permanent Permit No. 99 dated July 9, 1934, was issued.

No. P-36—1934. Natural Gas Pipeline Company of America, Chicago, Illinois. Indianola meter site. Permanent Permit No. 88 dated July 7, 1934, was issued to supersede Permit No. 24. For additional information see Docket P-3.

No. P-37—1934. Natural Gas Pipeline Company of America, Chicago, Illinois. Winterset meter site. Permanent Permit No. 94 dated July 7, 1934, was issued to supersede Permit No. 25. For additional information see Docket P-3.

No. P-38—1934. Natural Gas Pipeline Company of America, Chicago, Illinois. Greenfield meter site. Permanent Permit No. 92 dated July 7, 1934, was issued to supersede Permit No. 31. For additional information see Docket P-3.

No. P-39—1934. Natural Gas Pipeline Company of America, Chicago, Illinois. Knoxville meter site. Permanent Permit No. 91 dated July 7, 1934, was issued to supersede Permit No. 30. For additional information see Docket P-3.

No. P-41—1934. Natural Gas Pipeline Company of America, Chicago, Illinois. Creston meter site. Permanent Permit No. 90 dated July 7, 1934, was issued to supersede Permit No. 27. For additional information see Docket P-3.

No. P-42—1934. Natural Gas Pipeline Company of America, Chicago, Illinois. Muscatine meter site. Permanent Permit No. 89 dated July 7, 1934, was issued to supersede Permit No. 28. For additional information see Docket P-3.

No. P-43—1934. Iowa Electric Light and Power Company, Cedar Rapids, Iowa. Boone to Nevada Lateral. Permanent Permit No. 58 dated June 11, 1934, was issued to supersede Permit No. 29.

No. P-44—1934. Northern Natural Gas Company, Omaha, Nebraska. Forest City Lateral. Permanent Permit No. 100 dated June 21, 1934, was issued to supersede Permit No. 43.

No. P-45—1934. Central States Electric Company, Cedar Rapids, Iowa. Knoxville to Pella Lateral. Permanent Permit No. 74 dated June 14, 1934, was issued to supersede Permit No. 41.

No. P-46—1934. Iowa-Nebraska Light and Power Company, Lincoln-Nebraska. Red Oak and Shenandoah Laterals. Permanent Permit No. 78 dated June 25, 1934, was issued to supersede Permit No. 50.

No. P-47—1934. Central States Electric Company, Cedar Rapids, Iowa. Creston Lateral. The following order dated June 15, 1934, was issued in this case.

"WHEREAS, on the 1st day of June, 1932, this Board granted Temporary Permit No. 22, Docket P-47, to the Central States Electric Company, Cedar Rapids, Iowa, to construct, operate and maintain a natural gas lateral line for the transmitting or transportation of natural gas in Adair and Union Counties as provided by law, and

"WHEREAS, Rule 10 of the Rules and Regulations Relating to Pipe Lines, issued by this Board, provides that unless application is made for an extension of time after a two year period provided for in said temporary permit the said temporary permit should be cancelled, and

"WHEREAS, this Board named the date of June 11, 1934, at the Linn County Auditor's office as time and place for said company to appear and show cause why said temporary permit should be extended, and

"WHEREAS, said company advised under date of June 8th that they had decided not to ask for an extension of this permit,

"IT IS THEREFORE ORDERED that Temporary Permit No. 22, dated June 1, 1932, be forfeited and same is hereby cancelled and revoked."

No. P-48—1934. Northern Natural Gas Company, Omaha, Nebraska. Clarion Lateral. Permanent Permit No. 59 dated June 14, 1934, was issued to supersede Permit No. 45.

No. P-49—1934. Northern Natural Gas Company, Omaha, Nebraska. Eagle Grove Lateral. Permanent Permit No. 96 dated July 7, 1934, was issued to supersede Permit No. 44.

No. P-50—1934. Natural Gas Pipeline Company of America, Chicago, Illinois. Waterloo Lateral. The following order dated July 17, 1934, was issued:

"This Board, after hearings held in the matter of the application of the Natural Gas Pipeline Company of America for a permit for the construction of a pipe line through Mahaska, Poweshiek, Tama and Black Hawk Counties, Iowa, to the City of Waterloo, issued Temporary Permit No. 25, dated August 12, 1932, effective for a period of one year. This period was extended by general order which made all temporary permits effective for a two year period from date of issuance, and

"WHEREAS, said Temporary Permit No. 25 expires on August 12, 1934, the matter was set down for hearing on July 10, 1934, for the purpose of applicant making a showing that this permit should be extended in time, and

"WHEREAS, hearing was held and applicant appeared and made showing of reasons why said permit should be extended, and

"WHEREAS, the reasons presented appear adequate for the allowance of an extension of time,

"IT IS HEREBY ORDERED, that Temporary Permit No. 25 be and the same is hereby extended for a period of two (2) years from and after August 12, 1934."

No. P-51—1934. Natural Gas Pipeline Company of America, Chicago, Illinois. Muscatine Lateral. Permanent Permit No. 54 dated June 11, 1934, was issued to supersede Permit No. 51. For further information in this file see Docket P-3.

There was also issued an order dated July 17, 1934, extending Temporary Permit No. 26 which covers a proposed line to the waterworks plant in the city of Muscatine. Said order is as follows:

"This Board, after hearing held in the matter of the the application of the Natural Gas Pipeline Company of America for a permit for the construction of a pipe line in Muscatine County, Iowa, to the City of Muscatine and to the Water Works Plant, issued Temporary Permit No. 26, dated August 9, 1932, effective for a period of one (1) year. This period was extended by general order which made all temporary permits effective for a two (2) year period from date of issuance, and

"WHEREAS, the line to the City of Muscatine has been constructed

and there yet remains the portion to the Water Works Plant for construction, and

"WHEREAS, said Temporary Permit as it applies to the Water Works line, expires August 9, 1934, the matter was set down for hearing on July 10, 1934, for the purpose of applicant making a showing that this permit should be extended in time, and

"WHEREAS, hearing was held and applicant appeared and made showing of reasons why said permit should be extended, and

"WHEREAS, the reasons presented appear adequate for the allowance of an extension of time,

"IT IS HEREBY ORDERED, that Temporary Permit No. 26 be and the same is hereby extended for a period of two (2) years from and after August 9, 1934."

No. P-52—1934. People's Gas & Electric Company, Mason City, Iowa. Northwestern Portland Cement Company Lateral. Permanent Permit No. 110 dated October 9, 1934, was issued to supersede Permit No. 46.

No. P-53—1934. Northern Natural Gas Company, Omaha, Nebraska. By-pass Lateral Mills County. Permanent Permit No. 55 dated June 11, 1934, was issued to supersede Permit No. 49.

No. P-54—1934. Northern Natural Gas Company, Omaha, Nebraska. Atlantic Lateral. Permanent Permit No. 97 dated July 7, 1934, was issued to supersede Permit No. 48.

No. P-55—1934. Natural Gas Pipeline Company of America, Chicago, Illinois. Red Oak meter site. Permanent Permit No. 93 dated July 7, 1934, was issued to supersede Permit No. 47. For further information see Docket P-3.

No. P-61—1934. Natural Gas Pipeline Company of America, Chicago, Illinois. Oskaloosa Lateral. Under date of May 16, 1934, this company filed an assignment setting over to the Iowa Power and Light Company, Des Moines, a portion of pipe line originally granted in Temporary Permit No. 34. The said portion of line consisted of right-of-way between the Oskaloosa meter station site and the north corporate limit of Oskaloosa, Iowa.

Permanent Permit No. 81 dated July 7, 1934, was issued to supersede Temporary Permit No. 34. For further information see Docket P-3.

No. P-63—1934. Natural Gas Pipeline Company of America, Chicago, Illinois. Iowa City-Cedar Rapids Lateral. This line having been constructed between a connection with the main line of said company and Cedar Rapids, Permanent Permit No. 76 dated June 25, 1934, was issued to supersede Temporary Permit No. 36. For further information see Docket P-3.

No. P-67—1934. Natural Gas Pipeline Company of America, Chicago, Illinois. Davenport and Cement Plant Laterals. These lines having been constructed, Permanent Permit No. 77 dated June 25, 1934, was issued to supersede Temporary Permit No. 40, excepting that portion covered by an assignment to the People's Light Company, Davenport, Iowa. Said assignment is of record July 3, 1934, and covers a portion of line originally granted in Temporary Permit No. 40, said portion being located in Sections 31, 32 and 29, Township 78 North, Range 3 East, Scott County, Iowa. For further information see Docket P-3.

No. P-68—1934. People's Light Company, Davenport, Iowa. Davenport-Riverside Laterals. Under date of June 13, 1934, this company filed of record an assignment to the Natural Gas Pipeline Company of America, Chicago, Illinois, a portion of Temporary Permit No. 41, originally issued to the said People's Light Company. The said portion assigned consisted of approximately one (1) mile extending along the C. D. & M. Ry. right-of-way from the west corporate limit to a point approximately one (1) mile west thereof.

Permanent Permit No. 102 dated July 30, 1934, was issued to supersede Temporary Permit No. 41 dated November 1, 1933, which covered a lateral from a connection with a line of the Natural Gas Pipeline Company of America to the west corporate limit of Davenport.

Permanent Permit No. 112 dated December 14, 1934, was issued to supersede Temporary Permit No. 40 dated January 19, 1933, said line extending to the Riverside Power Station Plant of the People's Light Company.

No. P-69—1934. Iowa Power and Light Company, Des Moines, Iowa. Oskaloosa Lateral. Permanent Permit No. 82 dated July 7, 1934, was issued to this company, same being the result of the assignment more definitely set out in Docket P-61.

No. P-70—1934. Sinclair Prairie Pipe Line Company, Independence, Kansas. Pipe line in Lee County. Under date of June 22, 1934, this company filed petition for permit covering certain lines in Lee County. Permanent Permit No. 79 dated June 25, 1934, was issued to cover.

No. P-71—1934. Iowa City Light and Power Company, Iowa City, Iowa. Coralville Lateral. Under date of June 14, 1934, an assignment was filed by the Natural Gas Pipeline Company of America, Chicago, Illinois, setting over to the Iowa City Light and Power Company a portion of line covered by Temporary Permit No. 36. Said portion consisting of the lateral line to the town of Coralville, Iowa. Said line having been constructed, Permanent Permit No. 101 dated July 21, 1934, was issued to cover.

No. P-72—1934. Northern Natural Gas Company, Omaha, Nebraska. Perry Lateral. Under date of June 23, 1934, a petition was filed for a permit to cover a line from a connection with the main line to the town of Perry, Iowa. Permanent Permit No. 83 dated July 7, 1934, was issued to cover.

Total pipe line mileage constructed and in operation having permits issued therefor:

NATURAL GAS	377 miles—24 inch
	85 miles—20 inch
	85 miles—16 inch
	4 miles—12 inch
	56 miles—10 inch
	16 miles— 8 inch
	29 miles— 6 inch
	190 miles— 4 inch
	39 miles— 3 inch
	46 miles— 2 inch
Total	927 miles
GASOLINE	157 miles— 8 inch
	332 miles— 6 inch
	100 miles— 4 inch
Total	589 miles

CRUDE OIL	56 miles—12 inch
	2 miles—10 inch
	35 miles— 8 inch

Total	93 miles
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Grand Total All Lines.....	1,609 miles
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Total pipe line mileage proposed and holding Temporary Permits:

	85 miles— 8 inch
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	74 miles— 6 inch
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	27 miles— 4 inch
--	------------------

	90 miles— 3 inch
--	------------------

	12 miles— 2 inch
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Total	288 miles
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Construction inspection fees are at the rate of 50 cents per inch of diameter per mile and annual inspection fee at rate of 25 cents per inch of diameter per mile under the provisions of Chapter 105, Acts of 45th General Assembly Special Session, in lieu of \$1.00 and 50 cents respectively under repealed law.

Total fees collected calendar year 1934:

Construction Inspection	\$ 333.00
1934 Annual Inspection	4,475.25
	<u>\$4,808.25</u>

Interlocking, Signal and Other Safety Devices

PLANS FOR THE ORIGINAL CONSTRUCTION OF/OR FOR
CHANGES TO BE MADE IN THE FOLLOWING INTER-
LOCKING PLANTS WERE APPROVED SUBJECT
TO INSPECTION

Name of Plant	Kind	Participating Companies
Albia	Remote Control	C. B. & Q.—Wabash
Altoona	Mechanical	C. R. I. & P.
Arion	Mechanical	I. C.—C. & N. W.—C. M. St. P. & P.
Belknap	Mechanical	C. R. I. & P.—Wabash
Belknap	Mechanical	C. R. I. & P.—Wabash
Clarion	Mechanical	C. R. I. & P.—C. G. W.
Clarion	Mechanical	C. R. I. & P.—C. G. W.
Clinton "DB"	Electric	C. & N. W.
Denison	Mechanical	C. & N. W.—I. C.
Dubuque "Jet."	Electric	C. B. & Q.—I. C.—C. G. W.
Dubuque "Jet."	Electric	C. B. & Q.—I. C.—C. G. W.
Dubuque "East"	Mechanical	C. B. & Q.—I. C.—C. G. W.
Dubuque "East"	Mechanical	C. B. & Q.—I. C.—C. G. W.
Eagle Grove	Mechanical	C. G. W.—C. & N. W.
Elberon	Mechanical	C. & N. W.—C. M. St. P. & P.
Elberon	Mechanical	C. & N. W.—C. M. St. P. & P.
Elberon	Mechanical	C. & N. W.—C. M. St. P. & P.
Elberon	Mechanical	C. & N. W.—C. M. St. P. & P.
Fairground	Mechanical	C. G. W.
Green Island	Mechanical	C. M. St. P. & P.
Hampton "B"	Electric	C. R. I. & P.—M. & St. L.—C. G. W.
Hampton "B"	Electric	C. R. I. & P.—M. & St. L.—C. G. W.
Harrison-Shannon	C. T. C.	C. B. & Q.
Herndon	Mechanical	C. M. St. P. & P.
Lake Mills	Automatic	C. & N. W.—M. & St. L.
Lohrville	Mechanical	C. & N. W.—C. G. W.—C. M. St. P. & P.
Lohrville	Mechanical	C. & N. W.—C. G. W.—C. M. St. P. & P.
Marshalltown	Mechanical	C. & N. W.—C. G. W.—M. & St. L.
Moravia	Automatic	Wabash—C. M. St. P. & P.
Neola	Mechanical	C. M. St. P. & P.—C. R. I. & P.
Oneida	Mechanical	C. G. W.—C. M. St. P. & P.—M. & O.
Sheldon	Special Protection	C. M. St. P. & P.—I. C.—C. St. P. M. & O.
Slater	Mechanical	C. & N. W.—C. M. St. P. & P.
Somers	Electric	C. G. W.—C. R. I. & P.
Tracy	Mechanical	C. B. & Q.—Wabash
Waterloo	Mechanical	C. R. I. & P.—W. C. F. & N.
Wood	Mechanical	C. B. & Q.

THE FOLLOWING NAMED PLANTS HAVING BEEN CON-
STRUCTED OR HAVING BEEN MODIFIED OR REPAIRED
IN ACCORDANCE WITH THE SUGGESTIONS OF THE
COMMISSION, INSPECTIONS WERE MADE
AND CERTIFICATES OF APPROVAL
ISSUED

Changes are frequently made in interlocking plants to better facilitate train operation or to bring about a saving of labor required in operation, as well as the providing of additional safety features. Plans of such changes are first submitted for approval, the plant inspected and certificate issued to cover after changes have been made and before the plant is again placed in operation. Eighteen (18) interlockings were so changed during the fiscal year, requiring special inspection by this department.

Name of Plant	Kind	Participating Companies	Certificate	
			Date	No.
Belknap	Mechanical	C. R. I. & P.—Wabash	12-15-33	148
Belknap	Mechanical	C. R. I. & P.—Wabash	4-27-34	150
Clarion	Mechanical	C. R. I. & P.—C. G. W.	12-14-33	147
Clarion	Mechanical	C. R. I. & P.—C. G. W.	1-31-34	150
Clinton "DB"	Electric	C. & N. W.	9-24-34	162
Council Bluffs "DB"	Electric	I. C.	12-5-33	145
Elberon	Mechanical	C. M. St. P. & P.—C. & N. W.	2-16-34	153
Elberon	Mechanical	C. M. St. P. & P.—C. & N. W.	7-20-34	159
Hampton "B"	Electric	C. R. I. & P.—M. & St. L.—C. G. W.	1-31-34	151
Harrison-Shannon	C. T. C.	C. B. & Q.	2-2-34	152
Herndon	Mechanical	C. M. St. P. & P.	4-7-34	155
Linby	Mechanical	C. M. St. P. & P.—M. & St. L.	11-13-34	164
Lohrville	Mechanical	C. G. W.—C. & N. W.—C. M. St. P. & P.	10-18-34	163
Moravia	Automatic	Wabash—C. M. St. P. & P.	7-13-34	158
New Hampton	Mechanical	C. G. W.—C. M. St. P. & P.	12-5-33	140
Oelwein	Mechanical	C. G. W.—C. R. I. & P.	1-29-34	149
Slater	Mechanical	C. M. St. P. & P.—C. & N. W.	4-7-34	154
Waterloo	Mechanical	C. R. I. & P.—W. C. F. & N.	9-4-34	161

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
Aekley	Mech.	24	18	I. C.—M. & St. L.	9-13-28
Albia	Remote Control	4	4	C. B. & Q.—Wabash	4-18-29
Alton	Special Prot.	0	0	C. & N. W.—C. St. P. M. & O.	12-10-29
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.	6-6-21
Arion	Mech.	76	55	C. & N. W.—I. C.—C. M. St. P. & P.	5-12-40
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
Belknap	Mech.	28	16	C. R. I. & P.—Wabash	4-27-34

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Work- ing		
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
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	24	C. G. W.—C. R. I. & P.	1-31-34
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	16	C. & N. W.—Drawbridge	9-24-34
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.—Jet.	9-12-30
Council Bluffs	Elec.	15	12	U. P. Bridge Approach	2-17-22
Council Bluffs	Elec.	5	5	I. C.—Drawbridge	12-5-33
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	None issued
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
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	15	C. & N. W.—C. M. St. P. & P.	7-20-34
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 track	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.	1-31-34
Harcourt	Mech.	20	19	Ft. D. D. M. & S.—C. & N. W.	6-29-27
Harrison-Shannon	C. T. C.	0	0	C. B. & Q.—Ends of double track	2-2-34
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	4-7-34
Hicks	Mech.	16	16	C. & N. W.—C. G. W.	6-8-33

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
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.—Jet.	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
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.—M. & St. L.	11-13-34
Lohrville	Mech.	28	17	C. G. W.—C. & N. W.—C. M. St. P. & P.	10-18-34
Luverne	Auto.	0	0	M. & St. L.—C. & N. W.	7-17-30
Lyons	Auto.	0	0	C. M. St. P. & P.—C. & N. W.	12-17-30
Manly	Mech.	48	37	C. G. W.—C. R. I. & P.—M. & St. L.	12-11-26
Manson	Mech.	24	12	I. C.—C. R. I. & P.	2-5-32
Maple River	Elec.	28	26	C. & N. W.—Jet.	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.	12-23-26
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	Auto.	0	0	Wabash—C. M. St. P. & P.	7-13-34
Morning Sun	Auto.	0	0	C. R. I. & P.—M. & St. L.	11-9-28
Nahant	Mech.	4	4	C. R. I. & P.—C. M. St. P. & P.	6-13-18
Neola	Mech.	28	11	C. R. I. & P.—C. M. St. P. & P.	11-17-32
New Hampton	Mech.	24	17	C. G. W.—C. M. St. P. & P.	12-5-33
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.	1-20-34
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.—Jet.	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.—Jet.	3-22-28
Red Oak-Balfour	C. T. C.	0	0	C. B. & Q.—Ends of double track.	(1-9-30)
Rinard	Mech.	20	17	Ft. D. D. M. & S.—C. G. W.	4-11-30
Rockwell City	Mech.	40	36	I. C.—C. M. St. P. & P.—Ft. D. D. M. & S.	5-26-31
Rodney	Auto.	0	0	C. M. St. P. & P.—I. C.	4-26-15
Rolfe	Auto.	0	0	M. & St. L.—C. & N. W.	7-21-26
Rowan	Mech.	24	22	C. G. W.—C. R. I. & P.	7-31-30
Sabula	Elec.	24	21	C. M. St. P. & P.—Drawbridge.	4-2-23
Sergeant Bluff	Auto.	0	0	C. & N. W.—C. M. St. P. & P.	8-10-28
Seymour	Mech.	20	19	C. R. I. & P.—C. M. St. P. & P.	1-22-27
Shopton "A"	Mech.	20	20	A T. & S. F.—Yard.	10-2-33
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.	1-27-26
Sioux City	Special Prot.	2	2	C. & N. W.—I. C.—C. St. P. M. & O.	11-25-27
Slater	Mech.	16	16	C. M. St. P. & P.—C. & N. W.	10-3-27
Spencer	Mech.	40	35	C. M. St. P. & P.—M. & St. L.	4-7-34
Tama	Mech.	69	42	C. & N. W.—C. M. St. P. & P.	9-17-32
Tracy	Mech.	4	4	C. B. & Q.—Wabash.	8-29-33
Washington	Auto.	0	0	C. M. St. P. & P.—C. R. I. & P.	7-28-26
					3-18-27

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Work- ing		
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.	9-4-31
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.—Jct. 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
Hampton "B"	Automatic	C. R. I. & P.—C. G. W.—M. & St. L.
Sheldon	Special Protection	C. M. St. P. & P.—I. C.—C. St. P. M. & O.

Twenty-five 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 crossings 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. Ry.—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. R. 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. R. I. & P.—M. & St. L.	12-2-27
Leeds	G. N.—I. C.	8-21-25
McCallsburg	C. R. I. & P.—M. & St. L.	7-13-25
Nichols	C. R. I. & P.—C. R. I. & P.	8-22-25
Oskaloosa	M. & St. L.—Junction 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
Somers	C. G. W.—C. R. I. & P.	8-1-34
Ute	C. M. St. P. & P.—C. & N. W.	6-18-34
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.

Authority for the installation of a gate and signal protection at the crossing of the C., M., St. P. & P. and C., R. I. & P. tracks at Ossian, Iowa, was extended until July 27, 1935. This authority was originally granted in 1931 and extended in 1932, 1933 and 1934.

Authority for the installation of a gated crossing protection by the C. G. W. Railroad Company at Marshalltown, Iowa, where their main and side tracks are crossed by a C. & N. W. Railway Company industry track was cancelled and revoked under date of November 27, 1934, account no action taken toward installation within one year of date on which authority was granted.

There are 143 authorized interlocking plants now in operation in the state; 78 are manually operated mechanical plants; 21 are manually controlled and electrically operated; 29 are automatic signal protection for a railroad grade crossing; 2 are special protection; 5 are remote controlled and electrically operated; 4 are centralized traffic control protection; and 4 are protected spring switches. The mechanical plants have a machine frame capacity of 1,876 levers with 1,489 working levers. The mechanically controlled and electrically operated plants have a machine frame capacity of 609 levers with 537 working levers. The remote controlled and electrically operated plants have a machine frame capacity of 26 levers with 21 working levers.

The mechanical interlocking protection at the C. & N. W.-C., M., St. P. & P. crossing at Ute, Iowa, was replaced by a crossing gate with signals.

The electric interlocking protection at the C. G. W.-C., R. I. & P. crossing at Somers, Iowa, was replaced by a crossing gate with signals.

The remote control protection at the end of double track of the C., B. & Q. Railroad at Shannon and the mechanical protection at the end of double track of the C., B. & Q. Railroad at Harrison, Iowa, were replaced by centralized traffic control operated from Chariton, Iowa.

The mechanical interlocking protection at the Wabash-C., M., St. P. & P. crossing at Moravia, Iowa, was replaced by automatic signal protection.

The mechanical interlocking protection at the C. & N. W.-I. C. crossing at Denison, Iowa, was abandoned account train service on I. C. Railroad being abandoned Denison to Deloit and I. C. track through plant being taken up.

Approval for the installation of an interlocking plant at Council Bluffs by the I. C. Railroad Company was cancelled and revoked March 28, 1934, account no action having been taken toward construction of same within time limit of approval.

Operating certificate dated October 27, 1903, covering the Linby interlocking protection and issued to the C., M., St. P. & P. and C., B. & Q. Railroad Companies was cancelled and a new operating certificate issued to the C., M., St. P. & P. and M. & St. L., account C., B. & Q. track being taken over by the M. & St. L. Railroad Company.

Authority for changes in mechanical interlocking at Fairground, Iowa, was extended to April 21, 1935.

Approval of plans for changes at Lawler mechanical interlocking, granted September 27, 1932, was cancelled as of March 28, 1934, account no action having been taken toward making of changes within time limit of approval.

Approval of plans for changes in Lohrville interlocking, granted March 22, 1932, and March 3, 1934, was cancelled as of April 16, 1934, on request of C. G. W. Railroad Company.

Approval for the replacing of the electric interlocking protection at Hampton "B" interlocking by automatic crossing protection, originally granted April 28, 1933, was extended until April 28, 1935.

There were a total of 9 derailments at interlocking plants, 6 of which were ascribed to disregarding danger signals and 3 of which were attributed to other omissions, viz.: defective equipment, improper use of signals, etc. This shows an increase in derailments, account disregarding danger signals, over the previous year when only one such case was reported.

In addition to the inspections set forth above, this department is frequently called upon to investigate and make reports on train accidents, train operation, clearances, railway bridges, condition of tracks and equipment, highway grade crossings, protective 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 43 such cases opened during the fiscal year. A total of 38 cases were satisfactorily concluded.

CASES INVESTIGATED AND HANDLED BY SIGNAL ENGINEERING DEPARTMENT

(Record for year prior to 1925 is incomplete on account of cases handled as miscellaneous.)

Year	Wire Lines Crossing Over Railroads	Railway Safety	Railway Accidents
1925	22	2	3
1926	49	12	2
1927	62	10	3
1928	388	19	8
1929	285	20	7
1930	140	9	3
1931	120	6	6
1932	12	1	4
1933	23	8	4
1934	25	10	8
Total	1,126	97	48

Railway accident cases include: Derailments, collisions, injuries to employees, bridge failures, etc.

Railway safety cases include: Train operations, highway grade crossings, hours of service, complaints, improper clearances, defective equipment, etc.

A great number of cases were handled previous to 1925 which were not handled as informal cases. These are estimated at 500 cases.

IN THE MATTER OF THE ADOPTION OF UNIFORM PROTECTIVE APPARATUS FOR HIGHWAY RAILWAY GRADE CROSSINGS IN THE STATE OF IOWA.

On October 16, 1934, the Board adopted a report submitted to it on October 8, 1934, by Engineer Franklin, recommending that rules and regulations be prescribed after hearing for new construction and reconstruction for protective devices operating automatically at highway railway grade crossings, for crossbuck signs required at each highway railway grade crossing as per Section 8000 of the Code of

Iowa, 1931, and for lateral and vertical clearances for structures and objects adjacent to a railroad, the recommendations being as follows:

Under date of August 23, a letter was written to the Commerce Counsel, and among the inquiries contained therein were the following as quoted below:

"Another question which arises is that relating to the Board's authority to prescribe requirements for a standard crossbuck warning sign and for protective signals at highway grade crossings. Section 8000 of the Code provides for the erection of the crossbuck warning sign. As to the matter of design so that maximum safety may be provided, it appears that Sections 7874-7878 are material in the interpretation. The above does not appear to conflict with the matter in paragraph one of this letter.

"Any requirements, if adopted, would, of course, only apply to new construction and reconstruction.

"There is also the matter of lateral and vertical clearance for constructions located alongside or over a railroad track. The providing of minimum lateral and vertical clearance becomes a matter of safety, particularly to railroad employees, and in some instances to the traveling public. The adoption of recommended practices would, as above, apply only to new construction and reconstruction."

Under date of September 28, 1934, the reply of the Commerce Counsel to these particular questions is contained in the following quotation taken from that letter:

"In my opinion sections 7874, 7877, 8020, 8021 and 8022 also give the Commission jurisdiction and authority to adopt a rule prescribing standard warning crossing signs, protective signals and also to adopt a rule prescribing the minimum lateral and vertical clearances. The matter of crossing warning signs and lateral and vertical clearances is a matter of public safety and comes within the power and jurisdiction of the Commission to adopt a rule prescribing standard crossing signs and prescribing standard clearances."

The requirement of the Code as relating to crossbuck signs at highway grade crossings is very general, requiring only that such sign be erected. There is a specific need of adopting a standard for a uniform sign and also for its location at crossing. It is felt that there will be no objection to the adoption of a specification.

The Joint Committee on Railroad Highway Grade Crossing Protection of the American Railway Association, in conclusions recently adopted, stated in 2C as follows:

"That the Railroad Commission should be authorized and required to prescribe uniform warning signs for use at grade crossings."

There is also a very specific need for the adoption of some standard requirements and specifications for protective signals located at highway grade crossings. The Joint Committee on Railway Highway Grade Crossing Protection of the American Railway Association stated in their conclusions, in 2A, as follows:

"That the Railroad Commission should have jurisdiction over crossing protection on all public streets and highways."

Also, the National Conference on Street and Highway Safety have in general recommended practically the same conclusions. Also, the Forty-fourth Annual Convention of the National Association of Railroad and Utilities Commissioners recommend in part as follows:

"Third: A united effort on the part of all state commissions, acting through the National Association, to agree upon and pre-

scribe a substantially standard form of protection to be installed at each classified crossing."

Many other organizations have also recommended that some state body prescribe the requirements and specifications of this type of protection.

In the matter of vertical and lateral clearances as applying to structures adjacent to tracks of railroads, there is need, many times expressed, for the adoption of such standards, and as these can and will only apply to new construction and reconstruction there can be no consistent objection to the adoption of same.

We would, of course, not expect in any event to adopt any of the above requirements or specifications until the hearing had been held, at which all parties interested were invited to attend.

It is desired that you express your attitude in the above matter.

Report of Commerce Counsel

This report, to cover the matters before the Interstate Commerce Commission, will necessarily be short. Docket No. 17000, ordered by the Interstate Commerce Commission, covering class rates, live stock, grain and its products, hay, salt, and other commodities—some thirteen in number—have all been submitted and most of them determined. This office was particularly interested and took an active part during these years in the class rates, live stock, grain and its products, hay, and salt. The other items were not of such value and interest to the citizens of this state and the department did not participate therein to any considerable extent. These cases have been pending for years and have been from year to year referred to and included in the reports of the Commerce Counsel. The report in each of the cases is very voluminous and no attempt ought to be made to set forth the decisions that have been made by the Interstate Commerce Commission, except a reference to the reports as shown in the Interstate Commerce Commission reports. In these cases there have been many hearings, especially in the class rates, live stock and more especially in the grain and grain products case. These hearings have been held at Chicago, Kansas City, St. Paul, Minneapolis, St. Louis, New York City and Washington, requiring attendance of witnesses, preparation of a large number of exhibits and filing of briefs. We think that now all of these cases have been finally submitted and determined. The final orders in the class rate case and in the grain case were out during this year.

There have been the usual number of complaints, questions as to the abolishment of stations, station agencies, farm crossings, and the many intrastate questions that have arisen, and which always arise during the year, most of which will be included in the general report of the Commission. The cases as to bus and truck operations are of considerable number and will be reported in the general report of the Commission. In some instances these bus and truck operations have been carried to and heard in the district courts of the state, in some instances in the Supreme Court of the state; there have been pipe line cases, likewise taken through the courts and even to the Supreme Court of the United States. In each of these instances a very considerable amount of work was necessary.

We note and report the following cases finally determined before the Interstate Commerce Commission:

No. 25758, State of Iowa, ex rel., et al., v. C., M., St. P. & P. R. R. Co., et al., Rates on Bituminous Coal, carloads, from Atkinson, Ill., to Oakton, Iowa. Decision of Interstate Commerce Commission on January 10, 1934, found the rates to have been unreasonable and reparation was awarded, 198 I. C. C., 425.

No. 25856, Western Grocer Company, et al., v. M. & St. L. R. R. Co., Rates on Raw Peanuts, shelled or unshelled, in carloads, from points in southeastern Virginia to Marshalltown, Mason City, Des Moines, and Cedar Rapids, Iowa, and to Albert Lea, Minn. On August 14, 1934, the Interstate Commerce Commission found rates not to be unlawful or otherwise unlawful; complaint dismissed, 203 I. C. C. 719.

I. & S. No. 3864, Class Rates Between Southern and Western Trunk Line Points. Proposed cancellation of through class rate between points in western trunk line territory, on the one hand, and Mississippi Valley territory, on the other, and of proportional class rates to and from Ohio and Mississippi River crossings applicable on traffic moving between western trunk line territory and the southeast found not justified. Suspended schedules ordered cancelled and proceeding discontinued, 198 I. C. C. 581.

There have been a number of applications in finance docket cases where the various railroads asked for loans from the government, ex-

change of securities, and the like. None of them seemed to call for any objections by the state, and therefore no resistance or objections were made. The work of the department in reference to common carriers by truck, and truck and bus operations, has largely increased and there has been very much time given in the reported violations of the truck laws. We are constantly in touch with the Commission, or rather the motor transportation department of the Commission.

There is one item of intrastate character that should be reported, and that is the intrastate rates on coal. Upon application of the Iowa Coal Institute, and an application in an old case pending filed by the Fort Dodge Chamber of Commerce, asking revision of the intrastate coal rates, the petitions were heard before the Board, with voluminous record, and the Board, on September 2, 1933, filed its report and schedule of intrastate rates. The carriers appealed to the district court of Polk County as to the legality and assailed the rates as ordered by the Railroad Commission. Trial was had, and in January of this year the district court affirmed the action of the board of railroad commissioners, and the rates were ordered in effect. No appeal was taken from that order and on February 20, 1934, the carriers published the tariffs, in accordance with the order of the Commission, under protest. This order has been assailed under the 13th section in the case of Huntsville-Sinclair Mining Company, et al., which was heard before the Examiner of the Interstate Commerce Commission. An extensive hearing was had and the report of the Examiner finds that the rates are unlawful and orders them corrected to conform to the interstate rates which he recommends under what is known as the 13th section. That case is now pending before the Interstate Commerce Commission and is to be argued in January, 1935, before the Interstate Commerce Commission. There are other cases brought by the Illinois coal operators against the Commission, in which the 13th section is invoked and which will be heard during the coming year.

The carriers in Ex Parte No. 115, Increases in Freight Rates and Charges, 1934, filed their petition with the Interstate Commerce Commission asking for general increases in freight rates, generally averaging 10 per cent. There were some exceptions. This application is of very considerable importance to Iowa, and especially in the fact that the carriers asked that the rates on coarse grains be increased to the wheat basis. Hearings were had at Washington, Chicago, and other places throughout the nation. The testimony of the Iowa witnesses was had at the hearing in Chicago, beginning November 16th. This department was represented at those hearings by the commerce counsel, the statistician and the chief rate clerk. The testimony was practically concluded within the year covered by this report. The filing of briefs, oral argument, and the determination of the case will be had within the coming year.

In this report we have only touched a few of the many matters arising within the year. To do more would render the report too voluminous to submit. In the ordinary course many matters were presented involving consultations, conferences, and correspondence, which were amicably adjusted, and upon which no proceedings were instituted.

Officers and Directors of Companies

for the Year Ended December 31, 1933.

OF STEAM RAILWAY COMPANIES

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	Gen'l Mgr., J. R. Hitchcock, Los Angeles, Calif.

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Andrew Kroman, Elkhorn, Iowa	Vice Pres., S. C. Federsen, Kimballton, Iowa
S. C. Pedersen, Kimballton, Iowa	Treasurer, Bertel Christensen, Kimballton, Iowa
Bertel Christensen, Kimballton, Iowa	Secretary, P. C. Clemensen, Atlantic, Iowa
L. H. Lauritsen, Kimballton, Iowa	Gen'l Mgr., P. C. Clemensen, Atlantic, Iowa
Niels A. Hansen, Kimballton, Iowa	
Thomas Christensen, Kimballton, Iowa	

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J. W. O'Leary, Chicago, Ill.	Pres., P. H. Joice, Chicago, Ill.
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Geo. H. Dunham, Manchester, Iowa	Treas., F. B. Wilson, Manchester, Iowa
Hubert Carr, Manchester, Iowa	Aud., Chas. J. Seeds, Manchester, Iowa
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Jos. Hutchinson, Manchester, Iowa	Supt., G. H. Dunham, Manchester, Iowa
F. B. Wilson, Manchester, Iowa	Gen'l Frt. Agt., F. B. Hutchinson, Manchester, Iowa
F. H. Arnold, Manchester, Iowa	Chmn. Bd., Hubert Carr, Manchester, Iowa
F. B. Hutchinson, Manchester, Iowa	Gen'l Pass. Agt., Hubert Carr, Manchester, Ia.
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E. E. Nash, Minneapolis, Minn.	Counsel for Rec'r, C. W. Wright, Minneapolis, Minn.
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W. S. Crandall, New York, N. Y.	Supt. Mot. Power, H. W. Johnson, Minneapolis, Minn.
C. K. Seymour, New York, N. Y.	Chief Engr., R. G. Kenly, Minneapolis, Minn.
F. M. Tompkins, New York, N. Y.	Purch. Agent, E. C. Hoffman, Minneapolis, Minn.

TABOR AND NORTHERN RAILWAY COMPANY

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R. F. Weatherhead, Tabor, Iowa	Sec'y, C. O. Laird, Tabor, Iowa
C. O. Laird, Tabor, Iowa	Treas., Dayre Williams, Tabor, Iowa
E. V. Stopper, Tabor, Iowa	Aud., E. V. Stopper, Tabor, Iowa
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Newcomb Carlton, New York, N. Y.	Sec'y and Treas., E. G. Smith, New York, N. Y.
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Robert A. Lovett, New York, N. Y.	Exc. Vice Pres., W. M. Jeffers, Omaha, Neb.
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C. B. Seger, New York, N. Y.	Val. and Com. Counsel, J. M. Souby, Omaha, Neb.
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James P. Warburg, New York, N. Y.	Pass. Traf. Mgr., W. S. Basinger, Omaha, Neb.
Herbert J. Grant, Salt Lake City, Utah	Gen'l Aud., G. E. Bissonnet, Omaha, Neb.
Carl R. Gray, Omaha, Neb.	Chief Engr., H. C. Mann, Omaha, Neb.
E. Roland Harriman, Arden, N. Y.	Gen'l Mgr., N. A. Williams, Omaha, Neb.
L. J. Tracy, New York, N. Y.	Gen'l Solicitor, C. A. Magaw, Omaha, Neb.
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	Land Comm'r, A. H. Scribner, Omaha, Neb.

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George W. Davison, New York, N. Y.	Gen'l Counsel, N. S. Brown, St. Louis, Mo.
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J. Leonard Replogle, New York, N. Y.	Treas., A. K. Atkinson, New York, N. Y.
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Walter S. Franklin, Philadelphia, Pa.	Gen'l Mgr., G. H. Sido, St. Louis, Mo.
Augustus E. Staley, Decatur, Ill.	Chief Engr., E. L. Crugar, St. Louis, Mo.
Edward D. Stair, Detroit, Mich.	Supt. Mot. Power, G. F. Hess, Decatur, Ill.
Melvin W. Ellis, Charles City, Iowa	
Allen P. Green, Mexico, Mo.	
Norman B. Pitcairn, 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. T. Gillick, Chicago, Ill.	Pres., E. Flynn, Chicago, Ill.
O. N. Harstad, Chicago, Ill.	Vice Pres., J. T. Gillick, Chicago, Ill.
Ralph Budd, Chicago, Ill.	Sec'y-Treas., P. L. Hinrichs, Davenport, Iowa
W. F. Thiehoff, Chicago, Ill.	Asst. Sec'y, A. T. Williams, Chicago, Ill.
E. Flynn, Chicago, Ill.	Aud. and Asst. Treas., J. P. Harrison, Davenport, Iowa
I. 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., R. S. Ruemper, Des Moines, Iowa

DES MOINES UNION RAILWAY COMPANY

Directors	General Officers
J. T. Gillick, Chicago, Ill.	Pres., J. T. Gillick, Chicago, Ill.
N. B. Pitcairn, St. Louis, Mo.	Vice Pres., N. B. Pitcairn, St. Louis, Mo.
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, Jr., Des Moines, Iowa
J. N. Hughes, Des Moines, Iowa	Gen'l Mgr., J. A. Wagner, Des Moines, Iowa
A. C. Pearsall, Des Moines, Iowa	Chief Engr., A. L. Morgan, Des Moines, Iowa

RAILROAD COMMISSIONERS' REPORT

DES MOINES WESTERN RAILWAY 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., J. W. Hubbell, Des Moines, Iowa
J. W. Hubbell, Des Moines, Iowa	Sec'y-Treas., F. O. Thompson, Des Moines, Ia.
F. O. Thompson, Des Moines, Iowa	Asst. Sec'y-Treasurer, O. P. Thompson, Des Moines, Iowa
O. P. Thompson, Des Moines, Iowa	Aud., R. S. Ruemper, Des Moines, Iowa

IOWA TRANSFER RAILWAY COMPANY

Directors	General Officers
F. C. Hubbell, Des Moines, Iowa	Pres., F. C. Hubbell, Des Moines, Iowa
J. A. Wagner, Des Moines, Iowa	Vice Pres., J. C. Grisinger, Burlington, Iowa
J. G. Gamble, Des Moines, Iowa	Sec'y-Treas. & Gen'l Mgr., J. A. Wagner, Des Moines, Iowa
E. A. Bogue, Des Moines, Iowa	Gen'l Counsel, J. G. Gamble, Des Moines, Iowa
J. C. Grisinger, Burlington, Iowa	Aud., T. S. Ford, Des Moines, Iowa
J. M. Baths, Chicago, Ill.	

SIOUX CITY TERMINAL RAILWAY COMPANY

Directors	General Officers
G. F. Silknitter, Sioux City, Iowa	Pres., G. F. Silknitter, Sioux City, Iowa
Wm. Milchrist, Sioux City, Iowa	Vice Pres., Wm. Milchrist, Sioux City, Iowa
H. H. Burdick, Sioux City, Iowa	Sec'y, H. C. Anderson, Sioux City, Iowa
R. M. Harben, Sioux City, Iowa	Treas., A. G. Sam, Sioux City, Iowa
W. B. Treynor, Chicago, Ill.	Supt., H. H. Burdick, Sioux City, Iowa
A. G. Sam, Sioux City, Iowa	Traffic Mgr., R. M. Harben, Sioux City, Iowa
W. K. Wright, Chicago, Ill.	
J. A. Shoemaker, Denver, Colo.	
P. D. Armour, Chicago, Ill.	

OF RAILWAY BRIDGE COMPANIES

DUNLEITH AND DUBUQUE BRIDGE COMPANY

Directors	General Officers
L. A. Downs, Chicago, Ill.	Pres., L. A. Downs, Chicago, Ill.
J. L. Beven, Chicago, Ill.	Vice Pres., J. L. Beven, Chicago, Ill.
G. J. Bunting, Chicago, Ill.	Vice Pres., G. E. Patterson, Chicago, Ill.
E. C. Craig, Chicago, Ill.	Vice Pres., G. J. Bunting, Chicago, Ill.
Burt A. Beck, Chicago, Ill.	Vice Pres., C. C. Cameron, Chicago, Ill.
	Gen'l Counsel, E. C. Craig, Chicago, Ill.
	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, 522 5th Ave., New York City, N. Y.	Pres., Royal D. Edsell, 535 5th Ave., New York City, N. Y.
Royal D. Edsel, 522 5th Ave., New York City, N. Y.	Vice Pres., Samuel S. Hall, Jr., 522 5th Ave., New York City, N. Y.
Edwin F. Gailey, Philadelphia, Pa.	Sec'y and Treas., Durant R. Miller, 522 5th Ave., New York City, N. Y.
Samuel S. Hall, Jr., 522 5th Ave., New York City, N. Y.	
W. Heyward Myers, Jr., Philadelphia, Pa.	
Robert A. Franks, 535 5th Ave., New York City, N. Y.	
John C. Wallace, Philadelphia, Pa.	

OMAHA BRIDGE AND TERMINAL RAILWAY COMPANY

Directors	General Officers
L. A. Downs, Chicago, Ill. J. L. Beven, Chicago, Ill. G. J. Bunting, Chicago, Ill. E. C. Craig, Chicago, Ill. Burt A. Beck, Chicago, Ill.	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. Gen'l Counsel, E. C. Craig, Chicago, Ill. Sec'y, Burt A. Beck, Chicago, Ill. Ass't Sec'y., John R. Webster, Omaha, Neb. Treas., G. J. Bunting, Chicago, Ill. Ass't Treas., Otto F. Nau, Chicago, Ill.

SIOUX CITY BRIDGE COMPANY

Directors	General Officers
Fred W. Sargent, Chicago, Ill. Samuel H. Cady, Chicago, Ill. Charles Jensch, Chicago, Ill. William F. White, Chicago, Ill. Barret Conway, Chicago, Ill. George W. Hand, Chicago, Ill. Bradford W. Carlton, Chicago, Ill.	Pres., Fred W. Sargent, Chicago, Ill. Vice Pres., Carl R. Gray, Jr., St. Paul, Minn. Vice Pres., Charles Jensch, Chicago, Ill. Sec'y, Barret Conway, Chicago, Ill. Ass't Sec'y, William F. White, Chicago, Ill. Treas., Frederick O. Linstead, Chicago, Ill. Asst. Treas., Frederick Mates, Chicago, Ill. Comptroller, Charles Jensch, Chicago, Ill. Gen'l Counsel, Samuel H. Cady, Chicago, Ill. Gen'l Aud., C. D. Brandriff, Chicago, Ill.

OF ELECTRIC INTERURBAN RAILWAY COMPANIES

CEDAR RAPIDS AND MARION CITY RAILWAY COMPANY

Directors	General Officers
Glenn M. Averill, Cedar Rapids, 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., E. E. Stephen, Cedar Rapids, Ia. Supt. Transp't'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 (Deceased), Charles City, Ia. E. L. Walleser, Charles City, Iowa C. Sivright, Charles City, Iowa L. W. Fisher, Charles City, Iowa Frank Brunner, Charles City, Iowa	Pres., M. W. 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, Davenport, Iowa E. S. H. Donahue, Davenport, Iowa Dick R. Lane, Davenport, Iowa	Pres., James P. Donahue, Davenport, Iowa Vice Pres., E. S. H. Donahue, Davenport, Iowa Sec'y, E. S. H. Donahue, Davenport, Iowa Treas., James P. Donahue, Davenport, Iowa

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 F. M. Johnston, 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 Supt., C. M. Kelly, Boone, Iowa

IOWA ELECTRIC LIGHT AND POWER COMPANY

Directors	General Officers
Isaac B. Smith, Cedar Rapids, Iowa Sutherland Dows, Cedar Rapids, Iowa James A. Reed, Kansas City, Mo. F. C. Chambers, Cedar Rapids, Iowa R. S. Cook, Cedar Rapids, Iowa Eugene M. Pinney, Cedar Rapids, Iowa Lumir Severa, Cedar Rapids, Iowa Dr. W. J. Morrison, Cedar Rapids, Ia. Dr. John Hamilton, Cedar Rapids, Ia. Charles J. McCall, Boone, Iowa Hans Peterson, Marshalltown, Iowa L. V. Bower, Winnetka, Ill.	Pres., Isaac B. Smith, Cedar Rapids, Iowa Vice Pres., Sutherland Dows, Cedar Rapids, Ia. Vice Pres., James A. Reed, Kansas City, Mo. Vice Pres., F. C. Chambers, Cedar Rapids, Ia. Sec'y, C. S. Woodward, Cedar Rapids, Iowa Treas., Carl Myers, Cedar Rapids, Iowa Ass't Treas., H. W. White, Cedar Rapids, Iowa

IOWA SOUTHERN UTILITIES COMPANY OF DELAWARE

Directors	General Officers
Geo. M. Bechtel, Davenport, Iowa H. R. Bechtel, Davenport, Iowa E. F. Bulmahn, Centerville, Iowa Edward de Rivera, 115 Broadway, New York City, N. Y. Dawson Brande, Minneapolis, Minn.	Pres., Geo. M. Bechtel, Davenport, Iowa Vice Pres., E. F. Bulmahn, Centerville, Iowa Vice Pres., Edward de Rivera, 115 Broadway, New York City, N. Y. Sec'y, H. R. Bechtel, Davenport, Iowa Treas., E. F. Bulmahn, Centerville, Iowa Gen'l Mgr., E. F. 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	Pres., Wm. Chamberlain, Chicago, Ill.
F. J. Hanlon, Mason City, Iowa	Vice Pres., F. J. Hanlon, Mason City, Iowa
Wm. Chamberlain, Chicago, Ill.	Sec'y, F. J. Hanlon, Mason City, Iowa
R. Schaddelee, Chicago, Ill.	Aud., F. E. Wells, Mason City, Iowa
B. J. Olsen, Chicago, Ill.	Treas., L. H. Heinke, Chicago, Ill.
L. H. Heinke, Chicago, Ill.	Gen'l Mgr., F. J. Hanlon, Mason City, Iowa
F. F. Kelley, Chicago, Ill.	

TAMA AND TOLEDO RAILROAD COMPANY

Directors	General Officers
Isaac B. Smith, Cedar Rapids, Iowa	Pres., Isaac B. Smith, Cedar Rapids, Iowa
Sutherland Dows, Cedar Rapids, Iowa	Vice Pres., Sutherland Dows, Cedar Rapids, Ia.
John A. Reed, Cedar Rapids, Iowa	Sec'y, C. S. Woodward, Cedar Rapids, Iowa
J. P. Walters, Toledo, Iowa	Treas., C. S. Woodward, Cedar Rapids, Iowa
G. H. Struble, Toledo, Iowa	Gen'l Mgr., J. P. Walters, Toledo, Iowa
F. L. Whitford, Toledo, Iowa	Gen'l Auditor, Carl Myers, Cedar Rapids, Iowa

WATERLOO, CEDAR FALLS AND NORTHERN RAILWAY COMPANY

Directors	General Officers
C. M. Cheney, Waterloo, Iowa	Pres., C. M. Cheney, Waterloo, Iowa
C. D. Cass, Waterloo, Iowa	Vice Pres., C. D. Cass, Waterloo, Iowa
J. B. Knowles, Waterloo, Iowa	Vice Pres., R. E. Wilsey, Chicago, Ill.
G. E. Hise, Des Moines, Iowa	Sec'y, Treas. and Aud., J. B. Knowles, Water-
E. V. Kane, Philadelphia, Pa.	loo, Iowa
R. E. Wilsey, Chicago, Ill.	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, Chicago, Ill.	Pres., L. O. Head, New York, N. Y.
Patrick E. Crowley, New York, N. Y.	Ex. Vice Pres., W. A. Benson, New York, N. Y.
Lyman Delano, New York, N. Y.	Vice Pres., C. W. Roble, New York, N. Y.
Leon O. Head, New York, N. Y.	Vice Pres., C. D. Summy, Chicago, Ill.
Hale Holden, New York, N. Y.	Vice Pres., W. W. Owens, Atlanta, Ga.
Thomas M. Schumacher, New York,	Vice Pres., C. R. Graham, San Francisco, Calif.
N. Y.	Vice Pres., Geo. S. Lee, New York, N. Y.
Edward G. Buckland, New Haven,	Vice Pres., Charles A. Lutz, New York, N. Y.
Conn.	Vice Pres., L. R. Gwyn, New York, N. Y.
William P. Kinney, St. Paul, Minn.	Sec'y, E. R. Merry, Jr., New York, N. Y.
Charles R. Capps, Norfolk, Va.	V. P. and Treas., W. B. Clark, New York, N. Y.
Charles E. Denney, Cleveland, Ohio	V. P. and Gen'l Counsel, H. S. Marx, New York,
Lawrence A. Downs, Chicago, Ill.	N. Y.
Carl A. Gray, Omaha, Neb.	Gen'l Aud., S. M. Baker, Chicago, Ill.
Martin W. Clement, Philadelphia, Pa.	Gen'l Aud., J. F. Brizzle, Chattanooga, Tenn.
Charles T. O'Neal, Chicago, Ill.	Gen'l Aud., H. D. Freeman, New York, N. Y.
George M. Shriver, Baltimore, Md.	

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.

RAILROAD COMMISSIONERS' REPORT

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, E. C. Craig	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.

DES MOINES—WINTERSET BUS COMPANY

OFFICERS

Manager, J. C. Renfro	Des Moines, 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. Matthai	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.
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, C. J. Hockaday	Manchester, Iowa
Secretary, Chas. McCormick	Manchester, Iowa
Treasurer, F. B. Wilson	Manchester, Iowa
Auditor, Chas. J. Seeds	Manchester, Iowa
General Manager, Hubert Carr	Manchester, Iowa

NORTHLAND 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. L. Janes	St. Paul, Minn.
Assistant Secretary-Treasurer, W. J. Kay	Minneapolis, Minn.
Auditor, H. F. Krueger	Minneapolis, Minn.

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, 1933

"In the following tables all names indented are lesser companies, with the exception of the Chicago, St. Paul, Minneapolis and Omaha Railway Company which is controlled by the Chicago and North Western Railway Company through ownership of 93.66 per cent of the stock."

TABLE 1—CAPITAL STOCK—ENTIRE LINE—1933
PART 1—PAR VALUE AUTHORIZED AND OUTSTANDING AT CLOSE OF YEAR

Number	Railway Companies	Par Value of Amount Authorized		Total Par Value Outstanding at Close Year		Total Par Value Nominally Issued and Nominally Outstanding at Close of Year				Total Par Value Actually Outstanding at Close of Year	
		Common	Preferred	Common	Preferred	In Treasury		In Sinking and Other Funds		Common	Preferred
						Common	Preferred	Common	Preferred		
1	Atch., Top. & Santa Fe Ry.....	\$ 282,875,800	\$ 124,199,530	\$ 242,759,500	\$124,199,500	\$ 53,500.00	\$ 26,700			\$ 242,706,000	\$124,172,800
2	Atlantic Northern Ry.....	150,000			111,325					111,325	
3	Chicago, Bur. & Quincy R. R.....	170,839,100		170,839,100						170,839,100	
4	Chicago Great Western R. R.....	46,000,000	50,000,000	45,246,913	47,194,552	37,300.00	121,250			45,209,613	47,073,302
5	Chi., Mil., St. P. & P. R. R.....		211,282,700		119,307,300					^b 136,710,933	119,307,300
6	Chicago & North Western Ry.....	229,302,450	22,395,000	158,439,800	22,395,000					158,439,800	22,395,000
7	Chi., St. P., Minn. & O. Ry.....	18,559,000	11,259,900	18,556,700	11,259,300					18,556,700	11,259,300
8	Chi., Rock Island & Pac. Ry.....	105,000,000	65,000,000	74,877,200	54,549,489	517,477.50				74,359,723	54,549,489
9	St. P. & K. C. S. L. R. R.....	50,000		50,000						50,000	
10	Great Northern Railway.....		250,000,000		249,748,350	1,069,000.00					248,679,350
11	Illinois Central R. R.....	154,415,480	34,144,880	135,799,700	18,645,700	208.00				135,799,492	18,645,700
12	Dubuque & Sioux City R. R.....	15,000,000		11,759,500						11,759,500	
13	Manchester & Oneida Ry.....	100,000		62,745						62,745	
14	Minneapolis & St. Louis R. R.....	26,000,000		25,792,600						25,242,087	
15	Tabor & Northern Ry. ^a					550,512.80					
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.....	70,611,750	72,848,250	66,886,475	71,606,492	115,661.00	256,607			66,770,814	71,349,885
	Total.....	\$1,415,112,280	\$1,041,130,260	\$1,173,361,233	\$818,560,108	\$ 2,343,659.30	\$ 404,557			\$1,308,908,832	\$816,975,226

^aCeased operations April, 1933. No annual report filed for 1933.

^bWithout par value—book value of \$136,710,933 inserted on request of Director Bureau of Statistics, I. C. C.

TABLE 1—CAPITAL STOCK—ENTIRE LINE—1933—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					
		Common	Preferred	Common	Preferred	Rate Per Cent of Dividends Declared During Year		Par Value of Amount on Which Dividends Were Declared		Distribution of Charges	
						Regular		Common	Preferred	To Income	To Profit and Loss
						Common	Preferred				
1	Atch., Top. & Santa Fe Ry.	\$ 53,500.00	\$ 26,700				4.8	\$ 124,172,800			\$ 5,960,294.40
2	Atlantic Northern Ry.										
3	Chicago, Bur. & Quincy R. R.										
4	Chicago Great Western R. R.	36,400.00	38,000	\$ 500.00	\$ 83,250			\$ 170,838,700			5,125,161.00
5	Chi., Mil., St. P. & P. R. R.										
6	Chicago & North Western Ry.										
7	Chi., St. P., Minn. & O. Ry.										
8	Chi., Rock Island & Pac. Ry.			517,477.50							
9	St. P. & K. C. S. L. R. R.										
10	Great Northern Railway		1,100		1,067,900						
11	Illinois Central R. R.			200.00							
12	Dubuque & Sioux City R. R.										
13	Manchester & Oneida Ry.										
14	Minneapolis & St. Louis R. R.	550,512.80									
15	Tabor & Northern Ry. ^a										
16	Union Pacific R. R.							222,291,000	99,543,100	\$17,319,184.00	
17	Wabash Railway			115,661.00	256,607						
	Total	\$ 640,412.80	\$ 65,800	\$ 634,238.50	\$1,407,757			\$ 393,129,700	\$ 99,715,900	\$17,319,184.00	\$11,085,455.40

^aCeased operations April, 1933. No annual report filed for 1933.

TABLE 1—CAPITAL STOCK—ENTIRE LINE—1933—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		Net Total Discounts (in Black) or Premiums (in Red)	
		Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred
1	Atch., Top. & Santa Fe Ry.								
2	Atlantic Northern Ry.								
3	Chicago, Bur. & Quincy R. R.								
4	Chicago Great Western R. R.								
5	Chl., Mil., St. P. & P. R. R.								
6	Chicago & North Western Ry.		\$ 11,000				\$ 11,000.00		
7	Chl., St. P., Minn. & O. Ry.								
8	Chl., Rock Island & Pac. Ry.								
9	St. P. & K. C. S. L. R. R.								
10	Great Northern Railway								
11	Illinois Central R. R.		100				100.00		
12	Dubuque & Sioux City R. R.								
13	Manchester & Oneida Ry.								
14	Minneapolis & St. Louis R. R.								
15	Tabor & Northern Ry. ^a					\$ 39,000.00	1,000.00		
16	Union Pacific R. R.								
17	Wabash Railway	\$ 100,000	100,000						
	Total	\$ 100,000	\$ 111,100			100,000.00	100,000.00		
		\$ 100,000	\$ 111,100			\$ 139,000.00	\$ 112,100.00		

^aCeased operations April, 1933. No annual report filed for 1933.

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE—1933

PART 1—TOTAL UNMATURED 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. & Santa Fe Ry...	\$ 441,883,500	\$ 314,069,262	\$ 4,405,000		\$ 309,664,262	\$ 12,803,628.74	\$ 12,775,898.35	\$ 4,390,000	\$ 15,000.00
2	Atlantic Northern Ry.....									
3	Chicago, Bur. & Quincy R. R....	248,414,000	248,414,000	10,448,000	18,294,000	219,672,000	9,084,635.00	9,077,685.00	28,167,000	575,000.00
4	Chicago Great Western R. R....	84,775,959	70,879,798	18,067,750	9,233,000	43,579,048	1,607,605.74	1,609,992.31	27,061,500	239,250.00
5	Chi., Mil., St. P. & P. R. R....	515,341,289	488,807,528	14,000	11,270,000	477,523,528	22,859,500.12	13,692,836.14	11,270,000	14,000.00
6	Chicago & North Western Ry....	439,651,000	439,651,000	21,420,000	70,176,000	348,055,000	15,483,130.94	15,245,746.55	91,596,000	
7	Chi., St. P., Minn. & O. Ry....	52,118,000	48,303,600			48,303,600	2,030,401.65	1,268,145.31		
8	Chi., Rock Island & Pac. Ry....	393,060,250	338,692,000		58,530,000	280,162,000	11,930,552.50	7,672,845.00	58,417,000	113,000
9	St. P. & K. C. S. L. R. R....	30,000,000	27,810,785			27,810,785	445,139.02	220,541.32		
10	Great Northern Railway.....	1,048,529,989	423,177,909	12,146,000	60,145,394	350,886,515	18,875,129.77	18,892,924.34	59,860,000	12,431,393.93
11	Illinois Central R. R.....	558,911,200	381,117,573		^b 23,573,500	357,544,073	15,549,354.62	15,640,950.87	17,626,000	5,947,500.00
12	Dubuque & Sioux City R. R....	9,798,075	8,023,075			8,023,075				
13	Manchester & Oneida Ry.....	128,480	65,000			57,500	3,050.00	3,240.00		
14	Minneapolis & St. Louis R. R....	129,653,837	30,898,439	1,103,044	3,877,000	25,918,395	1,106,133.62	93,580.65	4,980,000	44.12
15	Tabor & Northern Ry. ^a									
16	Union Pacific R. R.....	372,322,000	255,169,495	14,098,000		241,071,495	10,112,681.43	10,129,514.44	14,098,000	
17	Wabash Railway.....	189,837,428	136,409,188	11,138	1,545,924	134,852,126	6,576,376.64	3,553,103.89	508,938	1,048,124.00
	Total.....	\$4,514,425,007	\$3,211,488,652	\$ 81,712,932	\$256,644,818	\$2,873,123,402	\$ 128,467,319.79	\$ 109,857,003.57	\$317,974,438	\$20,383,312.05

^aCeased operations April, 1933. No annual report filed for 1933.^bIncludes \$5,947,500 in sinking or other funds.

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE—1933—Continued
PART 2—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Railway Companies	Unmatured Funded Debt at Close of Year									Amount on which no interest rate is given	
		Amount Bearing Interest Rate Per Annum of										
		3%	3½%	4%	4¼%	4½%	4¾%	5%	5½%	5¾%		
1	Atch., Top. & Santa Fe Ry.			\$237,326,500		\$ 61,286,762		\$ 11,051,030				
2	Atlantic Northern Ry.											
3	Chicago, Bur. & Quincy R. R.		\$ 50,449,000	\$ 99,223,000		30,000,000		40,000,000				
4	Chicago Great Western R. R.		500,000		\$ 36,832,162							
5	Chi., Mil., St. P. & P. R. R.		8,950,000	48,241,000		84,597,000	\$ 15,000,000	305,144,789	\$ 4,500,000		6,246,886	
6	Chicago & North Western Ry.		45,994,000	60,995,200		55,684,000	95,998,000	71,920,000			8,000,000	
7	Chi., St. P., Minn. & O. Ry.						1,804,000	46,186,000				
8	Chi., Rock Island & Pac. Ry.			166,051,000		98,805,000		14,226,000				
9	St. P. & K. C. S. L. R. R.					27,810,785						
10	Great Northern Railway			48,263,515	35,668,000	58,503,000		66,364,000	30,000,000			
11	Illinois Central R. R.	\$ 14,696,000	56,380,500	100,380,700		63,770,000	35,000,000	68,412,340	868,000			
12	Dubuque & Sioux City R. R.			4,093,075				3,930,000				
13	Manchester & Oneida Ry.											
14	Minneapolis & St. Louis R. R.			20,400,000								
15	Tabor & Northern Ry. ^a							4,004,956		1,046,464	265,375	
16	Union Pacific R. R.			185,872,495		31,055,000		22,474,000				
17	Wabash Railway		3,173,000	8,355,000		24,324,000		83,985,000	13,304,000			
	Total	\$ 14,696,000	\$165,446,500	\$979,201,485	\$ 72,500,162	\$535,835,547	\$147,802,000	\$737,698,085	\$ 48,672,000	\$1,046,464	\$ 14,512,261	

^aCeased operations April, 1933. No annual report filed for 1933.

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE—1933—Continued
 PART 3—ACTUALLY OUTSTANDING AT CLOSE OF YEAR, RATE PER ANNUM, AVERAGE FUNDED DEBT AND STOCKS
 PER MILE OF ROAD OWNED

Number	Railway Companies	Unmatured Funded Debt at Close of Year			Miles of road owned—single track	Average funded debt per mile of road owned—single track	Total par value of common and preferred stock actually outstanding at close of year	Average value of common and preferred stock per mile of road owned—single track	Amount of receiver's certificates actually outstanding at close of year	Actually outstanding funded debt matured unpaid at close of year
		Amount Bearing Interest Rate of		Total unmatured funded debt at close of year						
		%	3/4%							
1	Atch., Top. & Santa Fe Ry.			\$ 309,664,262	7,054.35	43,839	366,878,800	52,007		
2	Atlantic Northern Ry.				17.07		111,325	6,522		
3	Chicago, Bur. & Quincy R. R.			219,672,000	8,813.10	24,926	170,839,100	19,385	\$ 2,600	
4	Chicago Great Western R. R.			43,579,048	1,034.14	42,140	102,282,915	89,236		
5	Chi., Mil., St. P. & P. R. R.			477,523,528	10,102.26	47,299	256,018,233	25,343	5,000	
6	Chicago & North Western Ry.	\$ 3,060,739		348,055,000	8,363.73	41,615	180,834,800	21,021	16,000	
7	Chi., St. P., Minn. & O. Ry.	1,329,800	\$ 16,134,000	48,203,600	1,590.49	30,370	29,816,000	18,746	500	
8	Chi., Rock Island & Pac. Ry.	313,000		280,162,000	5,343.41	52,431	128,009,212	24,125	4,000	
9	St. P. & K. C. S. L. R. R.	1,080,000		27,810,785	418.73	66,417	50,000	119		
10	Great Northern Railway	6,229,000		\$105,859,000	7,605.36	46,137	248,679,350	92,696	320,000	
11	Illinois Central R. R.	7,560,533	8,972,000	357,544,073	2,254.11	158,619	154,445,192	68,517	30,533	
12	Dubuque & Sioux City R. R.			8,023,075	760.89	10,544	11,759,500	15,455		
13	Manchester & Oneida Ry.	57,500		57,500	8.03	7,161	62,745	7,514		
14	Minneapolis & St. Louis R. R.	201,000		25,918,395	1,514.99	17,097	25,242,087	16,667	18,061,095	
15	Tabor & Northern Ry. ^a									
16	Union Pacific R. R.			1,670,000	3,756.91	64,167	321,834,100	85,665	13,300	
17	Wabash Railway	1,711,136		134,832,126	2,012.21	67,017	133,120,699	68,641	200	
	Total	\$ 21,633,898	\$ 25,103,000	\$109,003,000	\$2,873,123,402	47,386	\$2,125,584,038	\$ 35,052	\$1,185,000	\$ 19,939,228
					60,632.71					
					17.07					
					60,649.78					

^aCeased operations April, 1933. No annual report filed for 1933.

NOTE—Funded debt matured unpaid at close of year, of various roads, shown in last column of this table, with the exception of the M. & St. L. R. R., was lack of presentation of said bonds for payment.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE—1933
PART 1—TOTAL EXPENDITURES DURING YEAR AND TOTAL INVESTMENT AT CLOSE OF YEAR

Number	Railway Companies	Expenditures During Year for			Total Expenditures During Year	Total Investment in Road and Equipment at Close of Year			Road Owned	
		Road	Equipment	General		Leased Lines	Owned Lines	Total	Miles of Road—Single Track	Average Investment Per Mile of Road Exclusive of Improvements on Leased Lines
1	Atch., Top. & Santa Fe Ry.	\$ 672,489.26	\$ *2,965,989.86	\$*46,112.48	\$ *2,339,613.08	\$2,353,460.50	\$ 913,039,705.12	\$ 915,393,165.62	7,054.35	\$ 129,429.32
2	Atlantic Northern Ry.	*1,073.23			*1,073.23		157,693.71	157,693.71	17.07	9,238.06
3	Chicago, Bur. & Quincy R. R.	*2,060,495.84	*8,181,523.32	62,311.19	*10,179,707.97	14,703.19	597,984,184.58	597,998,887.77	8,813.10	67,851.74
4	Chicago Great Western R. R.	164,454.46	*145,343.48		19,110.98	61,516.28	129,456,448.79	129,517,965.07	1,034.14	125,182.71
5	M. C. & Ft. D. R. R.	28,952.18			28,952.18		44,494,665.67	44,494,665.67	363.98	122,244.81
6	C., M., St. P. & P. R. R.	*1,319,281.88	*1,174,026.84	24,812.58	*2,468,496.14	405,731.99	721,097,511.27	721,503,243.26	10,102.26	71,379.82
7	Chicago & North Western Ry.	*292,069.80	*233,018.98	3,331.72	*521,757.06	196,547.68	562,872,534.68	563,069,082.36	8,363.73	67,299.22
8	C., St. P., M. & O. Ry.	*1,082,877.05	*455,186.29	*77,766.74	*1,615,830.08	50,592.95	89,569,321.48	89,619,914.43	1,590.49	56,315.55
9	C., R. I. & P. Ry.	207,623.71	*5,508,312.75	6,278.36	*5,294,410.68	755,818.26	378,291,417.69	379,047,235.95	5,343.41	70,795.88
10	St. P. & K. C. S. L. R. R.	*4,946.24	31,198.80	749.47	27,002.03	115,131.98	27,949,278.15	28,064,410.13	418.73	66,747.73
11	Great Northern Ry.	*840,578.56	*201,913.84	*1,518.13	*1,044,010.53	519,959.04	534,520,867.79	535,040,826.83	7,605.36	70,282.13
12	Illinois Central R. R.	*138,233.31	*2,193,345.12	94.43	*2,331,484.00		382,921,892.66	382,921,892.66	2,254.11	169,877.20
13	Dub. & Sioux City R. R.	41,629.55		162.54	41,792.09		40,271,220.77	40,271,220.77	760.89	52,926.47
14	Manchester & Oneida Ry.	320.25			320.25		138,845.33	138,845.33	8.03	17,290.82
15	Minn. & St. Louis R. R.	8,322.73	*125,360.30		*117,037.57	32,070.51	66,815,322.02	66,847,392.53	1,514.99	44,102.81
16	Union Pacific R. R.	195,618.04	*1,505,560.96		*1,309,942.92		445,940,851.98	445,940,851.98	3,756.91	118,698.84
17	Wabash Railway	219,259.39	*5,198,074.07		*4,978,814.68		293,929,579.28	293,929,579.28	2,012.21	146,073.01
	Total	\$*4,200,886.34	\$*27,856,457.01	\$*27,657.06	\$*32,085,000.41	\$4,505,532.38	\$5,229,451,340.97	\$5,233,956,873.35	61,013.76	\$ 85,783.22

*Credit.

TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA—1933
PART 1—EXPENDITURES DURING YEAR

Number	Railway Companies	Expenditures During Year				Road Owned Solely, With- In the State of Iowa	
		Road	Equipment	General	Total	Miles— Single Track	Average Expenditures Per Mile of Road
1	Atehison, Topeka & Santa Fe Railway.....	\$ 4,288.13			\$ 4,288.13	19.99	*214.51
2	Atlantic Northern Railway.....	*1,073.23			*1,073.23	17.07	*62.87
3	Chicago, Burlington & Quincy Railroad.....	*508,903.25		\$ 1,020.11	*507,883.14	1,311.07	*387.31
4	Chicago Great Western Railroad.....	96,175.21			96,175.21	422.69	227.53
5	Mason City & Fort Dodge Railroad.....	28,113.62			28,113.62	335.75	83.73
6	Chicago, Milwaukee, St. Paul and Pacific Railroad.....	*736,546.87			*736,546.87	1,806.28	*407.76
7	Chicago & North Western Railway.....	6,942.56		\$ 83.66	6,858.90	1,610.09	4.25
8	Chicago, St. Paul, Minneapolis & Omaha Railway.....	*235,068.17	\$ 16,250.13	*13,447.89	*264,766.19	56.82	*4,659.73
9	Chicago, Rock Island & Pacific Railway.....	29,633.00			29,633.00	1,817.32	16.31
10	St. Paul & Kansas City Short Line Railroad.....	*14,683.18	31,198.80		16,515.62	335.75	43.23
11	Great Northern Railway.....	*392,627.87			*392,627.87	78.02	*5,032.40
12	Illinois Central Railroad.....						
13	Dubuque & Sioux City Railroad.....	38,128.58		163.84	38,292.42	715.78	53.49
14	Manchester & Oneida Railway.....	320.25			320.25	8.03	39.88
15	Minneapolis & St. Louis Railroad.....	*5,874.05	*65,250.03		*71,124.08	790.34	*89.99
16	Union Pacific Railroad.....	1,891.74			1,891.74	2.48	762.79
17	Wabash Railway.....	22,710.54			22,710.54	203.31	11.17
	Total.....	\$ 1,675,129.25	\$ 50,301.36	\$ 12,349.60	\$ 1,737,780.21	9,531.39	

*Credit.

TABLE 4½—TAXES ON RAILWAY PROPERTY—ENTIRE LINE—1933
PART 1—TOTAL TAXES AND TAXES PER MILE OF ROAD OWNED, 1932 AND 1933

Number	Railway Companies	Amount Charged to Railway Tax Accruals in Income			Railway Tax Accruals Excluding U. S. Government Taxes—Iowa—	Miles of Road Owned—Single Track		Taxes Per Mile of Road Owned—Single Track, Excluding U. S. Government Taxes 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	1933	1932	1933
1	Atchison, Topeka & Santa Fe Ry.-----	\$ 9,340,772.49	\$ 547,263.05	\$ 9,888,035.54	\$ 78,378.76	19.99	7,054.35	\$ 4,182.69	\$ 3,920.89	\$ 1,588.62	\$ 1,401.69
2	Atlantic Northern Railway-----	1,384.00		1,384.00	1,384.00	17.07	17.07	115.30	81.08	115.30	81.08
3	Chicago, Burlington & Q. R. R.-----	6,769,163.03	149,533.74	6,918,696.77	703,201.55	1,311.07	8,813.10	755.00	536.35	917.89	785.05
4	Chicago Great Western R. R.-----	680,609.15	*5,074.41	675,534.74	305,276.81	758.44	1,388.43	572.27	402.50	591.83	486.54
5	Chi., Mil., St. P. & Pac. R. R.-----	6,910,186.39	32,313.61	6,942,500.00	950,224.06	1,806.28	10,102.26	588.79	526.06	785.07	687.22
6	Chicago & North Western Ry.-----	6,739,703.18	135,399.57	6,875,102.75	975,219.22	1,610.69	8,363.73	703.58	605.46	885.66	822.01
7	Chi., St. Paul, Minn. & O. Ry.-----	928,645.47	8,203.10	936,848.57	30,640.85	56.82	1,590.49	433.34	539.26	575.39	608.14
8	Chicago, Rock Island & Pac Ry.-----	5,035,697.16	48,479.16	5,084,176.32	1,124,047.81	1,817.32	5,343.41	588.22	522.06	983.50	863.80
9	St. P. & Kan. C. Sh. L. R. R.-----										
10	Great Northern Railway-----	6,587,715.65	73,228.04	6,660,943.69	33,914.69	335.75	409.21				
11	Illinois Central Railroad-----	4,992,567.97	93,841.44	5,086,409.41		78.02	7,605.36	528.11	434.69	880.06	875.82
12	Dubuque & Sioux City R. R.-----						2,254.11				
13	Manchester & Oneida Railway-----	844.43		844.43	358,000.00	716.36	716.36	661.68	499.75	2,034.81	1,712.32
14	Minneapolis & St. Louis R. R.-----	348,102.32	16,969.06	365,071.38	844.43	8.03	8.03	96.91	105.15	96.91	105.15
15	Union Pacific Railroad-----	4,015,854.70	1,221,873.78	5,237,728.48	133,787.27	790.34	1,514.99	315.27	169.28	338.04	240.97
16	Wabash Railway-----	1,809,905.37	7,201.02	1,817,106.39	77,784.46	2.48	3,756.91	37,828.53	31,364.70	1,134.35	1,394.15
	Total-----	\$54,161,151.31	\$ 2,329,231.16	\$56,490,382.47	\$ 4,837,397.19	203.31	2,012.21	426.86	318.20	1,191.13	903.04
						9,531.97	60,950.02	\$ 623.07	\$ 507.49	\$ 1,016.95	\$ 926.83

*Credit.

TABLE 5—PROFIT AND LOSS ACCOUNT—ENTIRE LINE—1933
PART 1—CREDITS

Number	Railway Companies	Credit balance at beginning of year	Credit balance transferred from income	Profit on road and equipment sold	Delayed income credits	Unrefundable over-charges	Donations	Miscellaneous credits	Debit balance carried to balance sheet	Total
1	Atchison, Topeka & Santa Fe Ry.	\$ 312,197,495.97	\$ 3,409,944.76	\$ 8,556.49		\$ 1,009.28	\$ 18,828.11	\$ 30,821.46		\$ 315,067,446.07
2	Atlantic Northern Railway					17.30			\$ 14,699.48	14,716.87
3	Chicago, Burlington & Q. R. R.	165,196,875.73	5,598,023.61	4,081.74	\$ 600.00	\$ 5,650.32	10,103.74	94,410.44		171,009,745.58
4	Chicago Great Western R. R.	2,477,443.30		3,808.55	192,529.17	2,711.07	87,007.53	1,713.90		2,671,189.46
5	Chi., Mil., St. P. & Pac. R. R.			11,777.50		3,550.77	82,931.16	24,987.81	49,656,624.43	49,779,241.76
6	Chicago & North Western Ry.	44,358,517.09		159,348.09		23,616.73	14,050.46	181,967.21		44,737,499.58
7	Chi., St. Paul, Minn. & O. Ry.			8,000.81		2,701.37	9,000.91	21,573.89	7,747,480.72	7,789,357.70
8	Chicago, Rock Island & Pac Ry.	13,219,449.40		628.39		784.89	4,440.14	15,972.42		13,241,975.24
9	St. P. & Kan. C. Sh. L. R. R.						476.17		233,516.77	233,992.94
10	Great Northern Railway	109,307,500.69		*4,277.97		3,777.96	157,886.60	129,528.67		109,594,115.95
11	Illinois Central Railroad	67,086,726.71	1,377,874.90	14,712.34			2,067.15	146,717.08		69,528,007.58
12	Dubuque & Sioux City R. R.						583.92		379,552.50	380,136.42
13	Manchester & Oneida Railway	17,009.12	2,016.75					1,385.04		20,410.91
14	Minneapolis & St. Louis R. R.			915.82		3,287.27	3,422.43	1,480.57	29,161,503.67	29,170,699.76
15	Union Pacific Railroad	222,354,422.84	7,863,039.53	24.50		836.98	19,508.72	5,338.65		230,243,230.72
16	Wabash Railway	26,006,508.80					9,556.41	30,930.75		26,046,995.96
	Total	\$ 964,121,949.15	\$ 18,250,958.95	\$ 207,466.35	\$ 193,190.17	\$ 843,934.03	\$ 325,428.39	\$ 686,827.89	\$ 87,193,467.57	\$ 1,071,028,152.50

*Debit.

TABLE 5—PROFIT AND LOSS ACCOUNT—ENTIRE LINE—1933—Continued

PART 2—DEBITS

Number	Railway Companies	Debit balance at beginning of year	Debit balance transferred from income	Dividend appropriations of surplus	Surplus appropriated for investment in physical property	Debt discount extinguished through surplus	Loss on retired road and equipment	Delayed income and miscellaneous debits	Credit balance carried to balance sheet	Total
1	A., T. & S. F. Ry.			\$ 5,960,294.40	\$ 18,828.11		\$ 1,587,803.41	\$ 389,046.65	\$ 307,711,473.50	\$ 315,667,446.07
2	Atlantic Northern Ry.	\$ 11,987.01	\$ 1,829.55				900.31			14,716.87
3	C., B. & Q. R. R.			5,125,161.00	10,103.74		3,402,153.71	1,955,606.04	161,416,721.09	171,909,745.58
4	Chi. Great West'n R. R.		514,825.45		*7,097.53	\$ 249.60	43,661.06	580,442.03	1,539,108.85	2,671,189.46
5	C., M., S. P. & P. R. R.	32,821,241.26	14,412,141.21		79,069.84		2,337,130.87	129,658.58		49,779,241.76
6	C. & N. W. Ry.		7,875,418.69		12,317.58	19,181.88	608,602.18	40,231.36	36,181,747.89	44,737,499.58
7	C., S. P., M. & O. Ry.	5,269,544.91	1,060,225.30		9,600.91	31,507.13	1,415,881.00	2,598.45		7,789,357.70
8	C., R. I. & P. Ry.		9,998,793.51		4,440.14	^a 70,495.69	605,051.34	23,764.80	2,538,729.76	13,241,275.24
9	St. P. & K. C. S. L.	218,504.23			476.17		15,012.54			233,992.94
10	Great Northern Ry.		3,325,558.48		145,790.45	^b 371,083.30	894,636.69	201,144.15	104,655,902.88	109,594,115.95
11	Illinois Central R. R.				2,067.15	^c 227,008.78	572,199.26	941,279.26	67,785,543.13	69,528,097.58
12	Dub. & Sioux City R. R.	379,552.50			583.92					380,136.42
13	Man. & Oneida Ry.					^c 2,500.00		849.70	17,061.21	20,410.91
14	Minn. & St. L. R. R.	25,824,522.36	2,745,625.68		3,422.43		164,536.64	432,592.65		29,170,690.76
15	Union Pacific R. R.				19,508.72		122,639.87	2,420,611.57	227,680,470.56	230,243,230.72
16	Wabash Railway		4,823,058.00		9,556.41		599,188.35	3,510,918.55	17,104,274.65	26,046,995.96
	Total	\$64,525,352.27	\$44,757,475.87	\$11,085,455.40	\$ 308,668.04	\$ 722,026.38	\$12,369,397.23	\$10,628,743.79	\$ 926,631,033.52	\$ 1,071,028,152.50

*Credit.

^aIncludes \$9,750 miscellaneous appropriations of surplus.

^bAll miscellaneous appropriation of surplus.

^cSurplus applied to sinking and other reserve funds.

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE—1933
PART 1—TOTAL OPERATING REVENUES

Number	Railway Companies	Freight revenue	Passenger revenue	Other rail-line revenues	Total rail-line trans- portation revenues	Total incidental operating revenues	Joint facility operating Revenue—net	Total railway oper- ating revenues
1	Atehison, Topeka & Santa Fe Ry.	\$ 78,292,238.26	\$ 11,381,902.15	\$ 7,520,000.83	\$ 97,193,700.34	\$ 864,398.71	\$ 404,756.09	\$ 98,462,856.04
2	Atlantic Northern Railway	14,350.97	142.24	2,156.98	16,650.19			16,650.19
3	Chicago, Burlington & Q. R. R.	63,319,233.88	6,722,103.79	7,001,581.99	77,042,919.66	1,027,115.00	426,940.55	78,496,975.21
4	Chicago Great Western R. R.	13,069,407.13	536,205.06	780,608.42	14,416,310.61	80,541.48	78,327.82	14,575,179.91
5	Chi., Mil., St. P. & Pac. R. R.	71,571,455.95	5,689,849.40	6,908,529.31	84,269,825.66	889,819.09	335,575.09	85,495,219.84
6	Chicago & North Western Ry.	56,278,914.21	9,077,718.53	6,906,518.71	72,263,151.45	1,129,878.97	1,470.50	73,394,500.92
7	Chi., St. Paul, Minn. & O. Ry.	12,064,162.39	1,375,948.94	902,574.18	14,342,685.51	126,138.65	58,775.62	14,527,599.78
8	Chicago, Rock Island & Pac Ry.	49,904,900.10	5,599,865.04	4,296,922.76	59,800,187.90	892,428.16	739,423.53	61,432,039.59
9	St. P. & Kan. C. Sh. L. R. R.							
10	Great Northern Railway	52,673,934.20	3,759,186.68	3,987,443.11	60,420,563.99	1,543,912.12	*40,584.63	61,923,891.43
11	Illinois Central Railroad	61,094,011.84	8,428,335.38	4,850,052.97	74,372,400.19	912,419.24	681,080.19	75,996,799.62
12	Dubuque & Sioux City R. R.							
13	Manchester & Oneida Railway	20,739.50	80.92	1,830.09	22,650.60			22,701.96
14	Minneapolis & St. Louis R. R.	7,652,496.46	171,491.83	440,147.33	7,644,135.62	93,007.30	6,254.95	7,678,397.87
15	Union Pacific Railroad	52,470,682.09	5,378,120.62	4,433,582.75	62,282,385.47	993,460.81	81,375.57	63,357,224.85
16	Wabash Railway	31,691,926.64	2,024,413.75	1,088,095.32	35,704,435.71	349,712.48	132,868.30	36,207,016.49
	Total	\$549,527,853.81	\$ 60,154,815.33	\$ 50,109,333.76	\$659,792,002.90	\$ 8,832,886.37	\$ 2,927,167.43	\$ 671,532,056.70

*Debit.

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE—1933

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.....	\$ 553,573.82	\$ 119,816.58	\$ 1,118.75		\$ 290.73	\$ 39,660.66	\$ 16,037.78	\$ 1,276.89	\$ 1,601.09
2	Atlantic Northern Railway.....	14,350.97	142.24				1,906.39	220.99		27.60
3	Chicago, Burlington & Q. R. R.....	6,773,539.87	743,303.78	3,916.68		1,158.74	925,622.29	220,518.68	10,956.69	18,218.70
4	Chicago Great Western R. R.....	6,884,969.26	287,197.40	1,269.23			223,394.80	73,384.59	9,032.64	10,160.77
5	Chi., Mil., St. P. & Pac. R. R.....	15,247,729.36	537,464.20	2,274.80	\$ 29,843.17	44.30	380,822.49	172,671.84	8,653.15	11,128.76
6	Chicago & North Western Ry.....	13,655,850.90	1,889,345.51	14,959.51		2,240.27	650,678.46	360,676.33	12,389.88	7,561.57
7	Chi., St. Paul, Minn. & O. Ry.....	1,188,094.07	92,795.62	497.98		473.58	41,616.02	22,258.05	815.47	6,284.35
8	Chicago, Rock Island & Pac Ry.....	12,358,046.82	1,178,864.13	8,493.24		5,386.38	609,311.55	224,941.81	21,539.16	11,634.04
9	Great Northern Railway.....	531,172.73	3,525.47	24.13			13,861.33	2,175.66	22.88	1,135.51
10	Illinois Central Railroad.....	5,084,793.04	284,242.96	940.30		325.21	172,279.95	119,349.73	4,431.47	3,303.54
11	Manchester & Oneida Railway.....	20,739.59	80.92	.18			1,273.95	315.96		
12	Minneapolis & St. Louis R. R.....	3,367,788.74	74,531.01	254.96		.68	128,687.09	22,536.19	544.41	
13	Union Pacific R. R.....	72,679.83	1,267.65	48.64			3,665.82	846.09	5.17	
14	Wabash Railway.....	646,109.64	45,322.49	186.99			57,923.34	8,249.75	694.69	1,426.89
	Total.....	\$ 66,399,438.64	\$ 5,257,899.96	\$ 33,985.39	\$ 29,843.17	\$ 9,919.89	\$ 3,250,704.14	\$ 1,244,183.45	\$ 70,362.50	\$ 72,482.82

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE—1933
—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 form	Storage		
		Switching	Special service train						Other freight train	Freight	Bulkage
1	Atchafalaya, Topeka & Santa Fe Ry.	\$ 1,073.16	\$ 46.50	\$ 177.93	\$ 734,673.89			\$ 32.02	\$ 41.20	\$ 66.02	\$ 22.02
2	Atlantic Northern Railway			2.00	16,650.19						
3	Chi., Burlington & Quincy R. R.	49,374.92	363.20	115.97	8,747,089.52	\$ 51,619.89		3,565.64	103.55	2,198.24	178.24
4	Chicago Great Western R. R.	37,686.98	2,034.90	17.15	7,529,147.67	2,751.51		426.83	2.30	880.88	49.90
5	Chi., Mil., St. P. & Pac. R. R.	96,610.53	2,063.74	1,082.15	16,491,318.49	12,502.93		2,697.53	28.20	2,692.77	68.10
6	Chicago & North Western Ry.	150,233.81	625.68	66,987.20	16,811,549.12	67,254.77		4,209.19	13.80	3,541.94	203.07
7	Chi., St. P., M. & Omaha Ry.	6,974.82	347.97	157.86	1,360,315.79	2,503.94		38.07		207.97	15.30
8	Chi., Rock Island & Pacific Ry.	74,274.36	9,235.45	594.56	14,562,321.50	59,461.90	\$13,600.64	1,034.41	1,000.45	3,292.86	586.78
9	Great Northern Railway	23,014.69			574,932.40			25.14	64.80	14.79	1.90
10	Illinois Central Railroad	49,284.17	400.62		5,719,440.99	10,000.48		2,605.33	3.40	1,154.96	30.60
11	Manchester & Oneida Railway	240.00			22,650.60						1.36
12	Minneapolis & St. Louis R. R.	31,817.18	629.48		3,626,789.74	.41		304.40		639.28	6.84
13	Union Pacific Railroad	467.02	22.34	3.72	79,006.28	389.57		17.73	4.52	4.76	2.27
14	Wabash Railway	35,225.16	1,027.35	4.24	796,170.54	2,502.01		394.36	2.40	132.75	1.95
	Total	\$556,276.75	\$ 16,917.23	\$ 70,042.78	\$ 77,012,056.72	\$209,138.31	\$13,964.48	\$16,311.25	\$ 1,873.62	\$14,897.22	\$ 1,163.33

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE—1933
—Continued

PART 3—OPERATING REVENUES

Number	Railway Companies	Incidental Operating Revenues					Total incidental operating revenue	Joint facility operating revenue—net	Total railway operating revenues
		Demurrage	Telegraph and telephone	Stockyards	Rents of buildings and other property	Miscellaneous			
1	Achison, Topeka & Santa Fe Ry.....	\$ 176.00	\$ 399.05		\$ 471.26	\$ 26,205.31	\$ 27,413.48		\$ 762,087.37
2	Atlantic Northern Railway.....								16,650.19
3	Chi., Burlington & Quincy R. R.....	8,446.91	20,917.66		11,125.05	9,251.97	107,402.15	\$ 21,280.32	8,875,771.99
4	Chicago Great Western R. R.....	3,357.00	415.22		1,915.65	7,969.00	17,768.29	40,511.15	7,587,427.11
5	Chi., Mil., St. P. & Pac. R. R.....	8,533.00	7,495.00	\$ 682.09	6,121.50	8,867.35	49,658.47	77,115.81	16,618,092.77
6	Chicago & North Western Ry.....	7,689.19			22,347.70	15,444.65	120,704.31	*4,300.40	16,927,953.03
7	Chi., St. P., M. & Omaha Ry.....	1,169.00			975.80	6,328.11	11,238.19	6,424.96	1,377,978.94
8	Chi., Rock Island & Pacific Ry.....	14,391.14	3,925.11	1,196.40	12,650.42	50,526.46	163,305.57	*2,368.69	14,663,258.38
9	Great Northern Railway.....	361.00	368.65		2,219.05	613.74	3,669.07	*13,704.81	564,896.66
10	Illinois Central Railroad.....	6,615.00			2,916.50	6,110.12	29,616.39	318.90	5,749,376.28
11	Manchester & Oneida Railway.....	53.00					54.36		22,704.96
12	Minneapolis & St. Louis R. R.....	1,415.00	606.54		557.00	2,298.84	5,828.31	24.18	3,632,642.23
13	Union Pacific Railroad.....	48.84	79.53	^a 3.27	56.76	82.37	993.46	81.38	80,081.12
14	Wabash Railway.....	338.00			6.36	635.43	4,074.16	45,633.57	845,878.27
	Total.....	\$ 52,593.08	\$ 34,206.76	\$ 1,881.76	\$ 61,363.05	\$ 134,333.35	\$ 541,726.21	\$ 171,016.37	\$ 77,724,799.30

*Debit.
^aPower.

TABLE 7—RAILWAY OPERATING EXPENSES—ENTIRE LINE—1933
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
		Way and structures	Equipment							
1	Atchison, Topeka & Santa Fe Ry.	\$12,308,784.98	\$23,228,606.48	\$3,678,012.15	\$33,598,721.46	62,595.41	\$4,402,065.70	\$132,710.46	\$77,146,025.72	78.35
2	Atlantic Northern Railway	5,933.58	2,407.47	240.54	7,448.01	-----	1,222.28	-----	17,252.78	103.62
3	Chi., Burlington & Quincy R. R.	8,561,684.23	12,140,409.71	2,450,819.64	27,374,245.07	641,122.00	3,390,388.20	197,159.95	54,361,588.90	69.25
4	Chicago Great Western R. R.	1,820,821.89	1,971,249.10	598,397.59	5,382,552.83	9,728.08	568,377.93	29,014.64	10,322,113.38	70.82
5	Chi., Mil., St. P. & Pac. R. R.	10,162,788.06	17,240,737.29	2,437,540.90	31,374,106.15	475,115.32	3,024,147.59	117,654.77	64,596,840.54	75.56
6	Chicago & North Western Ry.	9,559,665.21	14,649,652.60	1,873,750.37	28,133,302.17	399,212.56	3,170,938.52	71,612.19	57,714,009.24	78.64
7	Chi., St. P., M. & Omaha Ry.	1,484,302.19	2,195,377.22	379,803.98	6,268,811.48	101,252.03	784,432.00	7,467.47	11,206,511.43	77.14
8	Chi., Rock Island & Pacific Ry.	6,457,060.46	13,356,494.45	2,016,579.56	24,277,922.97	714,970.79	3,078,917.64	22,645.24	49,879,300.63	81.19
9	Great Northern Railway	5,335,607.07	10,961,689.80	1,864,188.09	20,434,097.65	563,523.72	2,429,557.04	43,439.24	41,545,224.13	67.09
10	Illinois Central Railroad	6,002,824.03	15,186,974.75	1,764,645.35	27,118,988.76	308,356.63	3,591,638.42	37,576.34	54,025,851.60	71.12
11	Manchester & Onelda Railway	5,413.67	1,230.70	1,061.17	7,351.61	-----	1,932.03	-----	16,089.18	75.62
12	Minneapolis & St. Louis R. R.	932,427.42	1,547,271.98	289,209.14	3,583,066.71	802.63	400,871.93	6,364.60	6,747,285.21	87.93
13	Union Pacific Railroad	4,563,927.54	12,797,521.62	1,339,272.11	18,427,689.16	705,836.74	3,176,581.64	-----	40,910,828.81	64.57
14	Wabash Railway	4,360,050.92	6,148,120.16	1,549,758.47	13,977,601.65	156,191.39	1,469,283.01	83,636.42	27,577,969.18	76.17
	Total	\$71,561,241.25	\$131,427,833.33	\$20,143,279.06	\$239,966,026.58	\$4,228,707.90	\$29,490,353.93	\$749,281.32	\$496,068,160.73	73.57

TABLE 7A—RAILWAY OPERATING EXPENSES—WITHIN THE STATE—1933

PART 1—OPERATING EXPENSES

Number	Railway Companies	Maintenance of		Traf- fic	Transportation rail line	Miscellaneous	General	Transportation for investment—credit	Grand total railway operating expenses	Operating ratio — per cent
		Way and structures	Equipment							
1	Achison, Topeka & Santa Fe Ry.-----	\$ 71,664.42	\$ 196,702.45	\$ 31,425.56	\$ 438,333.09	-----	\$ 45,650.11	\$ 878.93	\$ 782,896.70	102.73
2	Atlantic Northern Railway-----	5,933.58	2,407.47	240.54	7,448.91	-----	1,222.28	-----	17,252.78	103.62
3	Chi., Burlington & Quincy R. R.-----	1,372,973.92	1,560,714.86	346,208.00	3,448,301.46	\$ 76,893.17	460,570.62	27,582.68	7,238,079.35	81.55
4	Chicago Great Western R. R.-----	941,729.08	1,019,530.04	309,491.24	2,783,856.32	5,031.67	293,965.06	15,006.37	5,338,597.04	70.36
5	Chi., Mil., St. P. & Pac. R. R.-----	1,619,006.94	3,535,789.38	462,521.06	5,323,186.66	2,778.04	559,044.74	13,175.58	11,489,151.24	69.14
6	Chicago & North Western Ry.-----	1,902,488.94	3,823,052.12	455,626.62	5,967,067.71	104,495.51	717,099.49	18,828.56	12,951,001.83	76.51
7	Chi., St. P., M. & Omaha Ry.-----	63,208.43	179,996.96	27,554.53	602,220.02	4,932.47	55,290.41	511.00	932,691.82	67.69
8	Chi., Rock Island & Pacific Ry.-----	1,703,839.10	3,492,952.50	554,293.71	6,211,435.35	141,358.73	836,241.01	10,768.70	12,929,351.70	88.17
9	Great Northern Railway-----	47,204.44	99,970.98	18,652.21	217,655.08	31.89	24,099.23	202.38	407,411.45	72.12
10	Illinois Central Railroad-----	663,625.84	1,383,208.24	180,644.80	2,382,330.57	25,730.78	370,104.23	867.26	5,004,777.20	87.05
11	Manchester & Oneida Railway-----	5,413.67	1,230.70	1,061.17	7,351.61	-----	1,932.03	-----	16,989.18	75.62
12	Minneapolis & St. Louis R. R.-----	497,218.17	799,587.70	142,086.42	1,671,233.37	6.95	182,247.76	2,608.34	3,289,772.03	90.56
13	Union Pacific Railroad-----	11,135.98	31,225.95	3,023.82	44,963.56	1,722.24	7,750.87	-----	99,822.42	124.65
14	Wabash Railway-----	259,905.07	196,664.57	69,119.43	518,526.82	3,728.25	75,745.04	316.86	1,123,372.32	132.81
	Total-----	\$ 9,165,347.58	\$16,323,033.92	\$ 2,601,949.11	\$29,623,910.53	\$ 366,709.70	\$ 3,630,962.88	\$ 90,746.66	\$61,621,167.06	79.27

TABLE 8—SECURITIES HELD AS INVESTMENT—ENTIRE LINE—1933
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.	\$ 3,968,700.00		\$ 2,490,209.69	\$ 1,419,009.69	\$ 94,645,400.00	\$ 90,310,205.45	\$153,286,375.45	\$136,095,008.43
2	Atlantic Northern Railway			4,405,017.39	4,672,302.97	37,139,466.66	23,670,824.26	11,822,717.26	8,328,671.51
3	Chi., Burlington & Quincy R. R.	48,700.00	160,001.00	375,600.00	815,000.00	12,597,633.00	12,279,275.00	505,718.00	501,067.00
4	Chicago Great Western R. R.	499,500.00	499,500.00	10,295,500.00	10,057,550.00	13,063,799.01	6,171,645.28	658,695.18	661,042.08
5	Chi., Mil., St. P. & Pac. R. R.	2,000,000.00	250,000.00	2,361,000.00	11,000.00	48,859,800.00	48,751,281.07	30,219,640.00	24,586,387.05
6	Chicago & North Western Ry.							677,000.00	627,772.50
7	Chi., St. P., M. & Omaha Ry.			254,000.00	3.00	74,673,168.87	75,641,485.92	10,526,866.13	1,599,343.60
8	Chi., Rock Island & Pacific Ry.	4,498,000.00	4,448,001.00	5,023,500.00	5,053,339.59	119,551,900.00	145,087,826.82	60,814,606.00	49,723,257.29
9	Great Northern Railway	650,000.00	650,000.00	16,037,675.00	16,680,800.00	62,887,500.00	61,021,727.40	25,200,102.59	19,421,203.81
10	Illinois Central Railroad								
11	Manchester & Oneida Railway					306,500.00	.02	103,600.00	103,800.00
12	Minneapolis & St. Louis R. R.	700.00	.01	40,000.00	65,374.86			245,482,447.67	212,986,381.85
13	Union Pacific Railroad			7,244,621.86	1,970,005.80				
14	Wabash Railway		1,867,344.00	100,000.00	283,757.00	13,587,433.00	8,369,076.00	3,359,396.00	842,240.00
	Total	\$11,695,600.00	\$ 7,872,846.01	\$48,603,123.88	\$41,026,402.97	\$477,312,600.54	\$471,393,347.22	\$542,657,164.28	\$455,536,176.02

TABLE 8—SECURITIES HELD AS INVESTMENT—ENTIRE LINE—1933—Continued
PART 2—SECURITIES OF NON-AFFILIATED COMPANIES AND INVESTMENTS MADE DURING YEAR

Number	Railway Companies	Non-Affiliated Companies				Investments in Securities Made During Year		
		Pledged		Unpledged		Par value of securities acquired	Book value at close of year	Cost
		Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year			
1	Atchison, Topeka & Santa Fe Ry.....	\$ 2,000.00	\$ 1,000.00	\$ 27,507,860.32	\$ 27,433,266.47	\$ 3,649,862.90	\$ 3,650,049.82	\$ 3,650,049.82
2	Chi., Burlington & Quincy R. R.....			7,690,673.68	4,412,306.93	383,643.38	346,542.13	346,542.13
3	Chicago Great Western R. R.....	12,597,633.00	12,279,275.00	505,718.00	561,067.00	198,000.00	199,301.10	199,301.10
4	Chi., Mil., St. P. & Pac. R. R.....	172,392.42	172,392.42	234,957.40	234,366.91	37,407.38	37,410.41	37,407.38
5	Chicago & North Western Ry.....	4,334,000.00	4,060,939.75	220,810.02	219,516.20	46,467,396.08	46,454,775.82	46,454,775.82
6	Chi., St. P. M. & Omaha Ry.....			3,600.00	3,600.00			
7	Chi., Rock Island & Pacific Ry.....	25,000.00	25,151.44	3,134,046.65	2,746,997.94	6,861,198.20	6,861,198.20	6,861,198.20
8	St. Paul & Kan. City S. L. R. R.....							
9	Great Northern Railway.....			2,918,790.76	3,772,592.12	46,878.15	46,878.15	41,195.00
10	Illinois Central Railroad.....			576,193.55	575,273.20	2,691,831.00	2,681,953.50	2,573,133.50
11	Dubuque & Sioux City R. R.....			670.00	1.00			
12	Minneapolis & St. Louis R. R.....							
13	Union Pacific Railroad.....			147,550,367.41	144,262,467.86	13,939,517.50	13,311,717.98	13,311,629.48
14	Wabash Railway.....	12,946,450.00	24,726,199.00	436,087.00	426,924.00	14,680.00	13,555.00	13,555.00
	Total.....	\$ 50,077,475.42	\$ 41,264,957.61	\$190,779,774.79	\$184,648,379.63	\$ 74,290,414.59	\$ 73,603,382.11	\$ 73,488,787.43

TABLE 8—SECURITIES HELD AS INVESTMENT—ENTIRE LINE—1933—Continued

PART 3—SECURITIES DISPOSED OF AND OWNED OR CONTROLLED AND LONG TERM DEBT CANCELLED DURING YEAR

Number	Railway Companies	Securities Disposed of During Year			Securities and Other Intangibles Owned or Controlled through Non-Reporting Subsidiaries			Stocks and Long Term Debt Retired or Cancelled	
		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 subsidiary's books at close of year	Date acquired	Par value
1	Atchison, Topeka & Santa Fe Ry.....	\$ 178,766.52	\$ 166,590.13	\$ 175,731.62	\$28,669,040.14	\$33,397,716.97	\$41,862,717.67	April, 1933	\$ 8,000.00
2	Chi., Burlington & Quincy R. R.....	169,993.85	159,996.84	162,389.72					
3	Chicago Great Western R. R.....	527,942.51	530,544.71	524,743.61	1,100,000.00	349,062.50	349,062.50	Various	4,374,608.13
4	Chi., Mil., St. P. & Pac. R. R.....	130,762.64	132,919.67	127,390.37	559,250.31	(^a)	559,250.31	Various	4,617,671.94
5	Chicago & North Western Ry.....	45,729,291.06	45,692,045.96	45,736,291.06	1,102,857.14	774,335.23	774,335.23	Various	18,652,400.00
6	Chi., St. P. M. & Omaha Ry.....	2,000.00	2,000.00	2,000.00				Various	493,800.00
7	Chi., Rock Island & Pacific Ry.....	1,517,662.95	1,401,914.95	1,401,913.95	10,000.00	10,000.00	10,000.00	Various	3,312,000.00
8	St. Paul & Kan. City S. L. R. R.....							Various	11,500.00
9	Great Northern Railway.....	843,803.48	762,604.48	761,864.67	7,588,874.49	6,099,245.16	6,166,746.16	Various	8,212,100.00
10	Illinois Central Railroad.....	26,063,363.50	18,545,279.85	^b 18,532,579.78	34,202,370.00	23,541,960.81	23,738,184.30	Various	6,867,433.33
11	Dubuque & Sioux City R. R.....								
12	Minneapolis & St. Louis R. R.....	26,000.00	26,000.00	26,000.00				Various	367,823.92
13	Union Pacific Railroad.....	15,451,346.55	15,460,152.64	15,535,263.86	8,568,630.00	15,046,050.00	10,134,339.29	Various	2,288,320.00
14	Wabash Railway.....	2,666.00	2,666.00	2,666.00				Various	1,197,400.00
	Total.....	\$90,643,599.06	\$82,882,715.23	\$82,988,834.64	\$81,801,022.08	\$79,218,370.67	\$83,594,635.46		\$50,403,057.32

[Note accepted for timber sold amounting to.....\$536,972.66
^aNote accepted in part payment for land and coal rights sold amounting to..... 22,177.65
 Capital stock in Puget Sound Log Sealing and Grading Bureau..... 100.00
^bIncludes \$18,427,914.30 surrendered for cancellation and investment carried in capital advances.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE
—ENTIRE LINE—1933

PART 1—INVESTMENTS, CURRENT AND DEFERRED ASSETS

Number	Railway Companies	Total Investments			Total Current Assets			Total deferred assets December 31, 1933
		December 31, 1933	December 31, 1932	Increase or decrease, 1933	December 31, 1933	December 31, 1932	Increase or decrease, 1933	
1	Atchison, Topeka & Santa Fe Ry.-----	\$1,218,181,733.59	\$1,218,134,717.33	\$ 47,016.26	\$ 48,651,437.57	\$ 45,073,598.41	\$ 3,577,839.16	\$ 305,685.38
2	Atlantic Northern Ry.-----	157,939.46	158,981.90	*1,042.44	10,700.21	11,228.54	*528.33	-----
3	Chi., Burlington & Quincy R. R.-----	647,420,385.36	657,424,552.13	*10,004,166.77	25,344,358.79	22,776,158.09	2,568,200.70	386,079.07
4	Chicago Great Western R. R.-----	145,485,447.23	145,588,770.80	*103,323.57	1,664,161.22	2,281,868.98	*617,707.76	8,420.37
5	Mason City & Ft. Dodge R. R.-----	44,909,070.43	48,355,191.67	*3,446,121.24	-----	-----	-----	-----
6	Chi., Mil., St. P. & Pac. R. R.-----	752,093,009.28	754,170,275.05	*2,077,265.77	25,431,454.71	28,368,177.77	*2,936,723.06	2,357,996.02
7	Chicago & North Western Ry.-----	644,160,834.41	643,416,160.96	744,673.45	25,041,574.50	26,368,908.62	*1,327,334.12	132,821.15
8	Chi., St. P., Minn. & Omaha Ry.-----	90,562,468.07	92,126,662.93	*1,564,194.86	1,581,655.29	1,703,442.74	*121,787.45	6,699.87
9	Chi., Rock Island & Pacific Ry.-----	497,471,178.95	499,738,684.96	*2,267,506.01	13,505,997.99	13,129,857.07	376,140.92	895,618.48
10	St. Paul & K. C. Short Line R. R.-----	28,065,697.73	28,038,695.70	27,002.03	411,763.45	187,160.70	224,602.75	-----
11	Great Northern Ry.-----	788,398,995.72	790,443,825.18	*2,044,829.46	32,066,952.35	28,484,494.43	3,582,457.92	21,240,178.30
12	Illinois Central R. R.-----	682,563,770.33	681,963,131.97	600,638.36	32,473,737.38	33,648,821.18	*1,175,083.80	355,547.95
13	Dubuque & Sioux City R. R.-----	42,904,645.97	42,862,020.17	42,625.80	-----	243.82	*243.82	-----
14	Manchester & Oneida Ry.-----	138,845.33	138,525.08	320.25	26,263.49	28,075.76	*1,812.27	-----
15	Minneapolis & St. Louis R. R.-----	67,455,086.98	67,565,292.37	*110,205.39	1,609,870.74	1,696,306.24	*86,435.50	11,527.95
16	Union Pacific R. R.-----	895,497,050.92	895,116,654.40	380,396.52	33,387,646.58	31,936,763.47	1,450,883.11	1,005,283.28
17	Wabash Railway-----	335,047,911.08	339,833,889.81	*4,785,978.73	9,698,158.53	10,138,682.15	*440,523.62	149,433.49
	Total-----	\$6,880,514,070.84	\$6,905,076,032.41	\$*24,561,961.57	\$250,905,732.80	\$245,833,787.97	\$ 5,071,944.83	\$ 26,855,291.31

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE—1933
PART 2—DEFERRED ASSETS, UNADJUSTED DEBITS AND GRAND TOTAL ASSETS

Number	Railway Companies	Total Deferred Assets		Total Unadjusted Debits			Grand Total Assets		
		December 31, 1932	Increase or decrease, 1933	December 31, 1933	December 31, 1932	Increase or decrease, 1933	December 31, 1933	December 31, 1932	Increase or decrease, 1933
1	Atchison, Topeka & Santa Fe Ry.	\$ 354,269.90	\$ *48,584.52	\$ 1,144,679.77	\$ 1,247,410.53	\$ *102,730.76	\$1,268,283,536.31	\$1,264,809,996.17	\$ 3,473,540.14
2	Atlantic Northern Ry.				118.89	*118.89	168,639.67	170,329.33	*1,689.66
3	Chi., Burlington & Quincy R. R.	258,233.28	127,845.79	7,313,203.41	7,288,460.20	24,743.21	680,464,026.63	687,747,403.70	*7,283,377.07
4	Chicago Great Western R. R.	3,222,615.49	*3,214,195.12	3,102,716.10	2,877,306.73	225,409.37	150,260,744.92	153,970,562.00	*3,709,817.08
5	Mason City & Ft. Dodge R. R.			1,602,835.45	1,643,786.98	*41,151.53	46,511,705.88	49,998,978.65	*3,487,272.77
6	Chi., Mil., St. P. & Pac. R. R.	2,636,441.22	*278,445.20	2,830,258.46	2,891,759.78	*61,501.32	782,712,718.47	788,066,653.82	*5,353,935.35
7	Chicago & North Western Ry.	32,961.18	99,859.97	3,664,471.72	1,590,734.43	2,073,737.29	672,999,701.78	671,408,765.19	1,590,936.59
8	Chi., St. P., Minn. & Omaha Ry.	6,699.87		274,845.16	258,554.16	16,291.00	92,425,668.39	94,095,359.70	*1,669,691.31
9	Chi., Rock Island & Pacific Ry.	390,691.52	504,926.96	1,140,507.73	992,304.16	148,203.57	513,013,303.15	514,251,537.71	*1,238,234.56
10	St. Paul & K. C. Short Line R. R.						28,477,461.18	28,225,856.40	251,604.78
11	Great Northern Ry.	19,943,601.74	1,296,576.56	9,718,641.80	8,217,183.42	1,501,458.38	851,424,768.17	847,089,104.77	4,335,663.40
12	Illinois Central R. R.	314,010.21	41,537.74	6,212,698.34	6,788,539.12	*575,840.78	721,605,754.00	722,714,502.48	*1,108,748.48
13	Dubuque & Sioux City R. R.						42,904,645.97	42,862,263.99	42,381.98
14	Manchester & Oneida Ry.						165,108.82	166,600.84	*1,492.02
15	Minneapolis & St. Louis R. R.	10,835.00	692.95	9,930,207.43	10,951,835.70	*1,021,628.27	79,006,693.10	80,224,269.31	*1,217,576.21
16	Union Pacific R. R.	1,369,485.33	*364,202.05	2,315,103.40	2,049,949.79	265,153.61	932,205,084.18	930,472,852.99	1,732,231.19
17	Wabash Railway	279,523.75	*130,090.26	1,068,051.99	1,266,118.35	*198,066.36	345,963,555.09	351,518,214.06	*5,554,658.97
	Total	\$28,819,368.49	\$*1,964,077.18	\$50,318,020.76	\$48,064,062.24	\$ 2,253,958.52	\$7,208,593,115.71	\$7,227,793,251.11	\$*19,200,135.40

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—EN TIRE LINE—1933—Continued
PART 5—CORPORATE SURPLUS AND GRAND TOTAL LIABILITIES

Number	Railway Companies	Total Corporate Surplus			Grand Total Liabilities		
		December 31, 1933	December 31, 1932	Increase or decrease, 1933	December 31, 1933	December 31, 1932	Increase or decrease, 1933
1	Atchison, Topeka & Santa Fe Ry.....	\$ 395,018,491.36	\$ 399,473,952.32	\$ *4,455,460.96	\$ 1,268,283,536.31	\$ 1,264,809,996.17	\$ 3,473,540.14
2	Atlantic Northern Ry.....	44,027.74	46,740.21	*2,712.47	168,639.67	170,329.33	*1,689.66
3	Chi., Burlington & Quincy R. R.....	206,125,999.61	210,896,050.51	*4,770,050.90	680,464,026.63	687,747,403.70	*7,283,377.07
4	Chicago Great Western R. R.....	1,631,690.91	2,577,122.89	*945,431.98	150,260,744.92	153,960,562.00	*3,709,817.08
5	Mason City & Ft. Dodge R. R.....	212,772.10	194,784.63	17,987.47	46,511,705.88	49,998,978.65	*3,487,272.77
6	Chi., Mil., St. P. & Pac. R. R.....	^a 49,133,320.58	^a 32,377,007.25	^b 16,756,313.33	782,712,718.47	788,066,653.82	*5,353,935.35
7	Chicago & North Western Ry.....	39,387,231.25	47,551,682.87	*8,164,451.62	672,999,701.78	671,408,765.19	1,590,936.59
8	Chi., St. P., Minn. & Omaha Ry.....	^a 6,526,318.06	^a 4,057,983.16	2,468,334.90	92,425,668.39	94,095,359.70	*1,669,691.31
9	Chi., Rock Island & Pacific Ry.....	3,630,866.62	14,400,723.09	*10,769,856.47	513,013,303.15	514,251,537.71	*1,238,234.56
10	St. Paul & K. C. Short Line R. R.....	^a 213,580.61	^a 199,044.24	14,536.37	28,477,461.18	28,225,856.40	251,604.78
11	Great Northern Ry.....	145,164,309.23	149,260,002.67	*4,095,693.44	851,424,768.17	847,089,104.77	4,335,663.40
12	Illinois Central R. R.....	82,289,697.80	82,152,985.45	136,712.35	721,605,754.00	722,714,502.48	*1,108,748.48
13	Dubuque & Sioux City R. R.....	^a 71,671.24	^a 72,255.16	^c 583.92	42,904,645.97	42,862,263.99	42,381.98
14	Manchester & Oneida Ry.....	24,908.61	22,356.52	2,552.09	165,108.82	166,600.84	*1,492.02
15	Minneapolis & St. Louis R. R.....	^a 29,061,181.57	^a 25,727,532.69	^b 3,333,648.88	79,006,693.10	80,224,269.31	*1,217,576.21
16	Union Pacific R. R.....	268,031,344.54	262,685,787.60	5,345,556.94	932,205,084.18	930,472,852.99	1,732,231.19
17	Wabash Railway.....	17,773,189.74	26,665,867.48	*8,892,677.74	345,963,555.09	351,518,214.06	*5,554,658.97
	Total.....	\$ 1,074,328,457.45	\$ 1,133,494,233.74	\$ *59,165,776.29	\$ 7,208,593,115.71	\$ 7,227,793,251.11	\$ *19,200,135.40

*Decrease.
^aDeficit.
^bIncrease in deficit.
^cDecrease in deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1933

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.....	9,714.78	11,377,255	44,718	11,421,973	15,227,972	2,315,105	333,086	6,232	29,304,368	147,239
2	Atlantic Northern Railway.....	17.07	5,658		5,658	10,370				16,028	
3	Chicago, Burlington & Quincy R. R.....	9,237.41	11,800,388	51,402	11,851,790	12,662,913	840,533	647,111	2,066	26,004,413	131,848
4	Chicago Great Western Railroad.....	1,518.75	2,418,040	2,962	2,421,002	1,918,846	1,846	374	1,529	4,343,597	38,218
5	Chi., Mil., St. Paul & Pac. R. R.....	11,226.30	11,638,321	58,638	11,696,959	10,401,059	1,496,509	367,187	3,179	23,964,893	261,573
6	Chicago & North Western Railway.....	8,441.12	10,149,437	33,022	10,182,459	11,796,594	473,999	49,121	2,240	22,504,413	182,780
7	Chi., St. P., Minn. & Omaha Ry.....	1,702.69	1,959,662	16,034	1,975,696	2,209,948	420,112	72,168	990	4,678,914	24,895
8	Chicago, Rock Island & Pacific Ry.....	7,611.35	9,335,268	31,044	9,366,312	9,500,891	1,458,248	169,575	6,993	20,502,019	89,438
9	Great Northern Railway.....	8,445.12	6,083,918	45,144	6,129,062	6,570,117	1,383,718	955,494	4,991	15,043,382	130,942
10	Illinois Central Railroad.....	5,013.96	12,123,369	100,488	12,223,857	9,207,923	806,059	190,552	5,175	22,433,566	72,608
11	Manchester & Oneida Railway.....	8.15	5,776		5,776	15,255				21,031	
12	Minneapolis & St. Louis Railroad.....	1,627.41	1,603,918	11,531	1,615,449	1,390,284	211,611	48,804	596	3,266,744	11,080
13	Union Pacific Railroad.....	3,767.76	7,735,238	40,914	7,776,152	5,658,442	1,588,414	290,697	241	15,313,946	88,775
14	Wabash Railway.....	2,471.97	5,209,467	35,582	5,245,049	3,246,032	625,431	68,028	1,059	9,185,599	58,669
	Total.....	70,803.84	91,445,715	471,479	91,917,194	89,816,646	11,621,585	3,192,197	35,291	196,582,913	1,238,065

STATISTICS OF STEAM RAILWAYS

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1933
—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.....	11,424,348	1,048,065	633,096	13,105,504	12,867,476	390,085	308,500	13,566,061	2,648,210	5,402
2	Atlantic Northern Railway.....	5,658			5,658						
3	Chicago, Burlington & Quincy R. R.....	11,854,185	423,074	355,031	12,632,290	9,242,680	47,874	292,881	9,583,435	1,391,680	1,227
4	Chicago Great Western Railroad.....	2,421,008	13,925	190,248	2,625,181	1,099,285	970	34,922	1,135,177	2,220	
5	Chi., Mil., St. Paul & Pac. R. R.....	11,702,143	742,639	613,335	13,058,117	9,217,715	134,720	127,095	9,479,530	1,864,267	8,048
6	Chicago & North Western Railway.....	10,182,668	576,251	259,307	11,018,226	9,421,548	358,164	138,279	9,917,991	523,122	1,600
7	Chi., St. P., Minn. & Omaha Ry.....	1,979,660	84,011	95,129	2,158,800	1,964,642	39,459	23,238	2,027,339	492,824	315
8	Chicago, Rock Island & Pacific Ry.....	9,364,527	189,915	55,265	9,609,707	8,087,652	38,305	133,138	8,259,095	1,565,192	10,934
9	Great Northern Railway.....	6,129,062	57,098	185,613	6,371,773	5,355,737	4,381	109,340	5,469,458	1,479,337	5
10	Illinois Central Railroad.....	12,223,857	158,813	235,350	12,618,020	6,972,796	81,516	98,993	7,153,305	996,611	
11	Manchester & Oneida Railway.....	5,776			5,776						
12	Minneapolis & St. Louis Railroad.....	1,617,678	161,069	63,165	1,841,912	305,280	422	5,466	311,168	260,537	138
13	Union Pacific Railroad.....	7,776,668	223,977	378,134	8,378,779	4,667,849	68,833	167,846	4,904,528	1,854,791	16,546
14	Wabash Railway.....	5,245,049	74,301	102,650	5,422,000	3,121,004	24,974	90,612	3,236,590	693,459	4,607
	Total.....	91,932,282	3,753,138	3,166,323	98,851,743	72,323,664	1,189,703	1,530,310	75,043,677	13,772,250	48,822

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1933
—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.....	31,588	2,685,200	6,232	437	364	7,033	856,772	4,211,747	461,475	4,673,222
2	Atlantic Northern Railway.....							1,472			
3	Chicago, Burlington & Quincy R. R.....	16,076	1,408,983	2,006		485	2,551	1,160,279	3,902,447	495,175	4,397,622
4	Chicago Great Western Railroad.....		2,220	1,529		119	1,648	158,868	775,946	59,370	835,316
5	Chi., Mil., St. Paul & Pac. R. R.....	34,092	1,906,407	3,179	202	401	3,782	1,517,890	5,772,080	424,554	6,197,534
6	Chicago & North Western Railway.....	1,583	526,305	2,240	80	28	2,348	1,308,289	4,837,842	459,029	5,296,871
7	Chi., St. P., Minn. & Omaha Ry.....	14,798	507,937	1,075	229	168	1,472	257,884	1,085,499	123,418	1,208,917
8	Chicago, Rock Island & Pacific Ry.....	11,234	1,587,360	6,693	564		7,557	867,569	3,743,656	428,372	4,172,028
9	Great Northern Railway.....	30,139	1,509,481	4,991	240	289	5,520	772,205	2,354,468	195,745	2,550,213
10	Illinois Central Railroad.....	13,785	1,010,396	5,175		4	5,179	964,397	4,003,270	437,883	4,441,153
11	Manchester & Oneida Railway.....								624		624
12	Minneapolis & St. Louis Railroad.....	4,372	265,047	596	237	55	888	212,944	486,271	10,439	496,710
13	Union Pacific Railroad.....	44,549	1,915,886	241		105	346	361,950	2,545,983	234,892	2,780,855
14	Wabash Railway.....	15,673	713,739	1,059	72	17	1,148	308,179	2,208,372	76,838	2,285,210
	Total.....	217,889	14,038,961	35,376	2,061	2,035	39,472	8,748,698	35,929,085	3,407,190	39,336,275

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1933
—Continued

PART 4—LOCOMOTIVE MILES (Concluded) AND CAR MILES

Number	Railway Companies	Locomotive Miles		Car Miles					
		Total transportation service	Work service	Freight Train					
				Loaded	Empty	Sum of loaded and empty	Caboose	Exclusive work equipment	Total
1	Atchison, Topeka & Santa Fe Ry.....	34,893,792	171,404	349,932,222	208,160,443	558,092,665	11,949,188	675,441	570,717,294
2	Atlantic Northern Railway.....	7,130		14,170	12,624	26,794	5,616		32,410
3	Chicago, Burlington & Quincy R. R.....	29,185,160	374,544	308,647,356	210,649,179	519,296,535	11,399,911	2,201,807	532,898,253
4	Chicago Great Western Railroad.....	4,758,410	57,075	71,463,087	52,491,141	123,954,228	2,640,425	195,578	126,790,231
5	Chi., Mil., St. Paul & Pac. R. R.....	32,163,260	598,292	325,523,393	217,643,564	543,166,657	12,743,362	117,523	556,027,542
6	Chicago & North Western Railway.....	28,070,030	361,706	257,190,409	156,893,235	414,083,644	11,303,465	355,798	425,742,907
7	Chi., St. P., Minn. & Omaha Ry.....	6,162,349	27,999	45,534,461	23,093,477	68,627,938	2,055,161	237,333	70,920,432
8	Chicago, Rock Island & Pacific Ry.....	24,503,316	255,180	223,927,923	153,929,718	377,857,641	9,490,144	400,541	387,748,326
9	Great Northern Railway.....	16,678,650	125,729	204,371,403	118,259,659	322,631,062	6,614,053	501,432	329,746,547
10	Illinois Central Railroad.....	26,192,450	258,830	292,646,000	199,335,000	491,981,000	13,027,000	534,000	505,542,000
11	Manchester & Oneida Railway.....	6,400		7,626	7,558	15,184			15,184
12	Minneapolis & St. Louis Railroad.....	3,128,669	11,080	27,859,876	19,610,666	47,470,542	1,647,256		49,117,798
13	Union Pacific Railroad.....	18,342,344	91,460	304,276,274	189,806,959	494,083,233	7,740,176	451,267	502,274,676
14	Wabash Railway.....	11,966,866	102,116	168,545,317	100,645,110	269,190,427	5,345,217	342,642	274,878,286
	Total.....	236,058,826	2,435,415	2,579,939,517	1,650,538,033	4,230,477,550	95,960,974	6,013,362	4,332,451,886

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1933
—Continued

PART 5—CAR MILES

Number	Railway Companies	Car Miles										
		Passenger Train					Total	Mixed Train			Passenger	
		Sleeping, parlor and observation	Dining	Other	Loaded	Empty		Freight	Choose	Exclusive work		
1	Atchison, Topeka & Santa Fe Ry.	24,079,182	52,990,476	5,945,692	55,039,088	118,654,438	19,313,259	13,635,145	72,772	145,116	2,029,431	
2	Atlantic Northern Railway	23,423,540	19,692,954	3,671,854	29,651,388	76,439,796	2,826,265	1,294,519	137,131	67,933	1,545,597	
3	Chicago, Burlington & Quincy R. R.	2,069,219	2,515,809	15,380	3,575,350	8,175,758	6,546	4,754			2,229	
4	Chicago Great Western Railroad	16,927,028	21,812,280	2,360,657	24,908,010	66,007,975	8,027,788	5,161,569	172,613	17,146	1,839,951	
5	Chi., Mil., St. Paul & Pac. R. R.	26,062,705	19,751,951	1,972,002	26,047,598	73,834,856	2,390,654	2,003,518	131,354	28,548	333,051	
6	Chicago & North Western Railway	4,135,796	4,991,059	333,984	5,896,971	15,357,850	2,288,237	1,161,004	15,406	24,717	489,154	
7	Chi., St. P., Minn. & Omaha Ry.	16,334,134	18,211,396	4,236,330	19,578,676	58,430,536	9,435,910	7,546,206	509,824	74,070	1,183,022	
8	Chicago, Rock Island & Pacific Ry.	10,351,396	11,227,103	2,156,918	20,848,980	44,084,347	10,212,061	3,834,974	28,111	52,376	2,380,155	
9	Great Northern Railway	25,360,410	12,803,583	2,294,689	23,701,661	64,160,343	5,448,983	4,322,356	375,338	47,947	874,393	
10	Illinois Central Railroad	15,255				15,255						
11	Manchester & Oneida Railway	1,459,275	279,098		1,484,145	3,922,518	922,145	671,242	1,100		264,520	
12	Minneapolis & St. Louis Railroad	8,425,055	21,573,297	2,826,002	18,438,683	51,263,037	15,990,878	7,156,299	964,851	101,040	1,817,614	
13	Union Pacific Railroad	6,519,414	6,110,372	550,616	5,812,921	18,993,323	4,436,163	3,638,518	144,617	94,504	678,434	
14	Wabash Railway											
	Total	165,222,409	191,959,418	26,364,724	214,483,421	598,029,972	81,295,369	59,460,074	2,553,117	653,397	14,100,542	

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1933
—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.-----	89,848	47	566,134	36,451,752	70,166	18,388	4,521		26,196	2,968
2	Atlantic Northern Railway-----										
3	Chicago, Burlington & Quincy R. R.-----	160,066	34,407	1,201,650	7,210,568	37,413		2,090		12,383	
4	Chicago Great Western Railroad-----				13,520	21,138		1,509		7,967	
5	Chi., Mil., St. Paul & Pac. R. R.-----	91,843	396	1,341,010	16,652,316	40,928		3,327		1,447	11,359
6	Chicago & North Western Railway-----			79,082	5,026,207	35,867		2,680		4,818	8,514
7	Chi., St. P., Minn. & Omaha Ry.-----			110,349	4,088,867	17,420		990		800	6,050
8	Chicago, Rock Island & Pacific Ry.-----			268,501	19,017,533	65,039	2,580	4,053		31,943	4,775
9	Great Northern Railway-----	84,652	85	2,487,222	19,079,636	88,920		4,854		33,529	
10	Illinois Central Railroad-----	1,989		586,852	11,657,838	67,983		5,065		20,722	
11	Manchester & Oneida Railway-----										
12	Minneapolis & St. Louis Railroad-----			97,377	1,956,384	7,619		596			2,406
13	Union Pacific Railroad-----	224,347	18,993	2,155,988	28,429,480	1,870		241		478	
14	Wabash Railway-----	2,869	1,395	214,928	9,241,428	23,444		1,059		7,636	
	Total-----	595,614	55,323	9,109,093	158,825,529	477,807	20,968	30,985		147,919	36,112

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1933
—Continued

PART 7—CAR MILES AND FREIGHT SERVICE

Number	Railway Companies	Car Miles				Freight Service Tons			
		Special Train			Total transporta- tion service	Work service	Revenue freight	Non-revenue freight	Total
		Dining	Other passenger train	Total					
1	Atchison, Topeka & Santa Fe Ry.....		3,614	125,853	725,349,337	923,025	20,522,284	4,567,856	25,090,140
2	Atlantic Northern Railway.....				32,410		10,502	498	11,000
3	Chicago, Burlington & Quincy R. R.....			51,886	616,600,443	389,591	23,944,824	4,657,547	28,602,371
4	Chicago Great Western Railroad.....			30,614	135,010,123	214,222	4,696,582	937,455	5,634,037
5	Chl., Mil., St. Paul & Pac. R. R.....	883		57,944	638,745,777	1,941,220	25,864,326	3,317,516	29,181,842
6	Chicago & North Western Railway.....		102	51,981	504,655,951	750,666	27,070,450	3,811,444	30,881,894
7	Chi., St. P., Minn. & Omaha Ry.....		150	25,450	90,392,599	119,076	6,469,417	604,887	7,074,304
8	Chicago, Rock Island & Pacific Ry.....		935	109,325	465,295,720	274,889	17,649,159	2,767,638	20,416,797
9	Great Northern Railway.....		559	127,862	393,038,392	165,047	17,781,455	2,101,959	19,883,414
10	Illinois Central Railroad.....			93,770	581,453,951	401,947	28,328,959	3,896,954	32,225,913
11	Manchester & Oneida Railway.....				30,439		22,614		22,614
12	Minneapolis & St. Louis Railroad.....			10,621	54,307,321	62,392	3,657,706	368,871	4,026,577
13	Union Pacific Railroad.....			2,589	581,969,782	884,026	13,340,667	2,754,579	16,095,246
14	Wabash Railway.....			32,139	303,145,176	396,728	12,705,620	1,795,855	14,501,475
	Total.....	883	5,360	720,034	5,000,027,421	6,522,829	202,064,565	31,583,059	233,647,624

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1933
—Continued

PART 8—FREIGHT AND PASSENGER SERVICE AND REVENUES

Number	Railway Companies	Freight Service Ton Miles			Passenger Service		Revenues		
		Revenue freight	Non-revenue freight	Total	Passengers carried —revenue	Passenger miles —revenue	Freight revenue	Passenger revenue	Passenger service train revenue
1	Atchison, Topeka & Santa Fe Ry.....	6,769,764,674	644,445,638	7,414,210,312	1,152,177	514,741,319	\$ 78,292,238.36	\$ 11,381,362.15	\$17,933,751.80
2	Atlantic Northern Railway.....	161,675	6,958	168,633	616	4,234	14,350.97	142.24	2,297.22
3	Chicago, Burlington & Quincy R. R.....	6,598,638,696	1,162,948,304	7,761,587,000	7,064,344	387,064,918	63,319,233.88	6,722,103.79	12,253,392.98
4	Chicago Great Western Railroad.....	1,430,421,304	105,105,850	1,535,527,154	134,098	24,750,914	13,099,407.13	536,205.06	1,135,027.51
5	Chi., Mil., St. Paul & Pac. R. R.....	7,220,790,618	1,119,396,916	8,340,187,534	3,181,431	308,540,537	71,571,455.95	5,694,046.97	10,476,133.99
6	Chicago & North Western Railway.....	4,581,113,465	876,862,066	5,457,975,531	15,428,850	540,351,162	56,278,914.21	9,077,718.53	13,417,931.23
7	Chi., St. P., Minn. & Omaha Ry.....	1,060,020,548	103,585,103	1,163,605,651	516,109	66,670,657	12,064,162.39	1,375,948.94	2,166,207.04
8	Chicago, Rock Island & Pacific Ry.....	4,815,585,803	394,394,841	5,209,980,644	6,546,375	298,089,562	49,904,300.10	5,599,865.04	9,030,510.67
9	Great Northern Railway.....	5,431,602,934	473,550,568	5,905,153,502	876,841	188,831,804	52,672,751.47	3,759,176.75	7,310,686.51
10	Illinois Central Railroad.....	6,911,231,584	883,044,416	7,794,276,000	29,088,560	513,295,587	61,094,011.84	8,428,335.38	12,159,219.29
11	Manchester & Oneida Railway.....	184,304		184,304	246	2,005	20,739.59	80.92	1,671.01
12	Minneapolis & St. Louis Railroad.....	644,636,142	101,485,800	746,121,942	121,005	8,389,664	7,032,496.46	171,491.83	502,492.89
13	Union Pacific Railroad.....	5,267,114,100	1,023,031,011	6,290,145,111	548,036	255,485,320	52,470,682.09	5,378,120.62	9,145,451.31
14	Wabash Railway.....	3,030,718,995	205,100,124	3,235,819,119	587,005	96,332,343	31,691,926.64	2,024,413.75	3,205,244.95
	Total.....	53,761,984,842	7,092,957,595	60,854,942,437	65,245,693	3,202,550,026	\$549,526,671.08	\$ 60,149,011.97	\$98,740,018.40

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1933
—Continued

PART 9—OPERATING REVENUES AND EXPENSES AND NET OPERATING REVENUES AND AVERAGES PER MILE OF ROAD

Number	Railway Companies	Revenues, Expenses and Net Revenues			Averages Per Mile of Road										
		Operating revenues	Operating expenses	Net operating revenues	Freight train miles	Passenger train miles	Mixed train miles	Special train miles	Transportation service train miles	Work train miles	Locomotive miles—transportation	Freight service—car miles	Passenger service—car miles	Freight revenue	Passenger service train revenue
1	A., T. & S. Fe Ry.....	\$ 98,462,856.04	\$ 77,146,025.72	\$ 21,316,830.32	1,176	1,567	272	1	3,016	15	3,592	62,171	12,494	\$ 8,059.09	\$ 1,846.03
2	Atlantic Northern Ry.....	16,650.19	17,252.78	*602.59	331	607	—	—	939	—	418	1,899	—	840.71	134.57
3	C., B. & Q. R. R.....	78,496,975.21	54,361,598.90	24,135,376.31	1,400	1,679	612	—	2,815	14	3,159	58,709	9,025	6,919.15	1,393.81
4	C. G. W. R. R.....	14,575,179.91	10,322,113.38	4,253,066.53	1,654	1,350	1	1	2,860	25	3,133	86,667	5,759	8,951.66	798.58
5	C., M. St. P. & P. R. R.....	85,479,680.66	64,553,015.99	20,926,664.67	1,043	1,148	206	—	2,135	23	2,865	50,762	7,652	6,380.07	1,156.78
6	C. & N. W. Ry.....	73,394,500.92	57,714,969.24	15,679,531.68	1,206	1,397	62	1	2,666	22	3,325	50,981	8,805	6,667.23	1,589.59
7	C., St. P., M. & O. Ry.....	14,527,599.78	11,206,511.43	3,321,088.35	1,160	1,298	289	1	2,748	15	3,619	43,712	9,376	7,085.35	1,272.23
8	C., R. I. & P. Ry.....	61,432,039.59	49,879,300.63	11,552,738.96	1,231	1,248	214	1	2,694	12	3,219	53,261	7,871	6,556.56	1,186.45
9	Great Northern Railway.....	61,920,944.98	41,537,308.79	20,383,636.19	891	1,214	582	1	1,781	16	1,975	40,866	6,120	6,257.95	911.74
10	Illinois Central R. R.....	75,966,799.62	54,025,851.60	21,940,948.02	2,438	1,836	199	1	4,474	14	5,224	102,875	13,092	12,184.78	2,425.07
11	Manchester & Oneida Ry.....	22,704.96	16,989.18	5,715.78	709	1,872	—	—	2,580	—	785	1,863	1,866	2,544.73	205.03
12	Minn. & St. Louis R. R.....	7,673,397.87	6,747,285.21	926,112.66	996	894	160	—	2,007	7	1,922	31,260	2,306	4,334.28	323.13
13	Union Pacific R. R.....	63,357,224.85	40,910,828.81	22,446,396.04	2,064	1,502	498	—	4,064	24	4,868	139,735	14,725	13,926.23	2,427.29
14	Wabash Railway.....	36,207,016.49	27,577,369.18	8,629,647.31	2,122	1,313	281	—	3,716	24	4,841	114,583	8,050	12,820.51	1,296.64
	Total.....	\$ 671,533,571.07	\$ 496,016,420.84	\$ 175,517,150.23	1,298	1,268	209	.50	2,776	17	3,334	63,166	8,786	\$ 7,761.25	\$ 1,394.55

*Deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1933
—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		Loaded Freight Car Miles		Empty Freight Car Miles		Ton Miles		Passenger Train Car Miles		
					Revenue freight	All freight	Passenger miles— revenue	Freight trains	Mixed trains	Freight trains	Mixed trains	Revenue freight	All freight	Passenger trains	Mixed trains
1	Atchison, Topeka & Santa Fe Ry.....	\$10,135.37	\$ 7,941.10	\$ 2,194.27	696,852	763,189	52,985	30.64	7.29	18.22	5.15	492.81	539.72	7.75	1.24
2	Atlantic Northern Railway.....	975.40	1,010.70	*35.30	9,471	9,879	248	2.50		2.23		28.57	29.80		
3	Chicago, Burlington & Quincy R. R.....	8,497.73	5,884.94	2,612.79	721,060	848,140	44,028	26.04	1.90	17.77	.87	519.89	611.52	6.04	1.94
4	Chicago Great Western Railroad.....	9,596.82	6,796.45	2,800.37	977,498	1,049,323	17,414	29.52	2.95	21.68	2.14	590.39	633.77	4.26	1.00
5	Chi., Mil., St. Paul & Pac. R. R.....	7,614.23	5,750.16	1,864.07	643,681	743,467	34,069	27.83	4.31	18.61	2.77	547.30	632.15	6.35	1.76
6	Chicago & North Western Railway.....	8,694.88	6,837.36	1,857.52	542,714	646,594	64,014	25.26	4.57	15.41	3.83	429.89	512.18	6.26	.90
7	Chi., St. P., Minn. & Omaha Ry.....	8,532.15	6,581.65	1,950.50	622,556	683,393	39,156	23.05	4.65	11.69	2.36	442.45	485.68	6.95	1.22
8	Chicago, Rock Island & Pacific Ry.....	8,071.11	6,553.28	1,517.83	632,685	684,502	39,164	23.91	5.80	16.43	4.64	444.88	481.31	6.15	.89
9	Great Northern Railway.....	7,332.16	4,918.50	2,413.66	645,318	701,580	23,550	33.34	4.37	19.29	1.64	722.98	786.01	6.71	2.12
10	Illinois Central Railroad.....	15,151.06	10,775.09	4,375.97	1,378,398	1,554,515	102,373	23.94	5.47	16.31	4.34	530.41	598.18	6.97	1.47
11	Manchester & Oneida Railway.....	2,785.88	2,084.56	701.32	22,614	22,614	246	1.32		1.31		31.91	31.91	1.00	
12	Minneapolis & St. Louis Railroad.....	4,715.10	4,146.03	569.07	397,303	459,851	5,395	17.25	3.54	12.14	2.58	352.83	408.37	2.32	1.39
13	Union Pacific Railroad.....	16,815.62	10,858.13	5,957.49	1,397,943	1,669,465	67,808	39.13	8.51	24.41	3.81	562.51	671.70	9.06	2.24
14	Wabash Railway.....	14,647.03	11,156.03	3,491.00	1,226,034	1,309,004	38,970	32.13	6.40	19.19	5.29	516.26	551.20	5.85	1.29
	Total.....	\$ 9,484.42	\$ 7,005.50	\$ 2,478.92	739,309	859,486	45,231	28.06	5.49	17.95	3.41	519.24	587.75	6.65	1.61

*Deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1933
—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	Operating		Train miles—freight trains	Car miles—freight trains	Train miles—passenger trains	Car miles—passenger trains	Train miles—mixed trains	Car miles—mixed trains	Train miles—special trains	Car miles—special trains	Revenue freight	Ton Miles		
					Revenues	Expenses											Net operating revenues	Revenue freight
1	Atchafalpa, Topeka & Santa Fe Ry.	33.08	\$ 5.70	\$ 1.15	\$ 3.36	\$ 2.43	\$.73	.87	43.55	.95	8.41	.99	13.58	.89	17.59	---	20.03	\$.21203
2	Atlantic Northern Railway	.41	2.53	.22	1.04	1.10	*.06	1.00	5.72	---	---	---	---	---	---	---	11.90	1.01277
3	Chicago, Burlington & Quincy R. R.	29.08	4.99	.92	3.02	2.09	.93	.94	42.19	.96	7.39	.99	4.92	.81	20.34	---	24.92	.90329
4	Chicago Great Western Railroad	12.90	5.41	.59	3.35	2.38	.98	.92	48.90	.97	5.28	1.00	6.09	.93	18.58	---	21.49	.18329
5	Chi., Mil., St. Paul & Pac. R. R.	28.65	5.42	.97	3.56	2.69	.87	.90	42.58	.97	6.73	.98	8.73	.84	15.22	---	25.00	.21457
6	Chicago & North Western Railway	45.62	5.28	1.13	3.96	2.56	.70	.92	38.64	.95	6.98	.99	9.56	.95	22.14	---	21.03	.21681
7	Chi., St. P., Minn. & Omaha Ry.	29.21	5.04	.95	3.10	2.39	.71	.92	32.85	.97	7.27	.97	8.05	.67	17.29	---	24.33	.25227
8	Chicago, Rock Island & Pacific Ry.	30.82	4.61	.36	2.99	2.43	.56	.97	40.35	.98	6.67	.99	11.77	.93	14.47	---	22.33	.21385
9	Great Northern Railway	25.09	7.01	.97	4.11	2.76	1.35	.96	51.74	.98	7.58	.98	10.82	.90	23.16	---	27.45	.24547
10	Illinois Central Railroad	54.61	4.69	1.29	3.39	2.41	.98	.97	40.07	.97	7.80	.99	11.54	1.00	18.11	---	26.15	.20495
11	Manchester & Oneida Railway	.13	3.59	.11	1.08	.81	.27	1.00	2.63	---	---	---	---	---	---	---	24.17	2.71959
12	Minneapolis & St. Louis Railroad	5.83	3.85	.35	2.35	2.07	.28	.88	25.67	.98	3.10	.98	7.38	.67	11.96	---	25.92	.24434
13	Union Pacific Railroad	42.94	5.60	1.54	4.14	2.67	1.47	.93	33.95	.95	10.12	.97	14.81	.70	7.48	---	19.64	.16383
14	Wabash Railway	29.07	5.40	.97	3.94	3.00	.94	.97	50.70	.96	5.79	.97	12.95	.92	28.00	---	18.71	.18321
	Total	34.43	\$ 5.31	\$ 1.06	\$ 3.41	\$ 2.52	\$.89	.93	43.82	1.19	7.97	1.05	11.31	.89	18.24	29.20	22.86	\$.20349

* Deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1933
—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.....	6.45	\$.14264	329.87	141.08	295.50	446.76	\$ 3.81499	\$.01156	\$ 9.87814	\$.02211	78.35
2	Atlantic Northern Railway.....			15.39	18.97	15.33	6.87	1.36649	.08876	.23091	.03359	103.62
3	Chicago, Burlington & Quincy R. R.....	8.65	.15016	275.58	249.69	271.36	54.79	2.64438	.00960	.95155	.01737	69.25
4	Chicago Great Western Railroad.....	5.40	.11689	304.57	112.12	272.54	184.57	2.78914	.00916	3.99861	.02166	70.82
5	Chi., Mil., St. Paul & Pac. R. R.....	7.59	.14000	279.18	337.42	285.80	96.98	2.76719	.00991	1.78978	.01845	75.52
6	Chicago & North Western Railway.....	11.69	.19645	169.23	230.06	176.74	35.02	2.07898	.01228	.58836	.01680	78.64
7	Chi., St. P., Minn. & Omaha Ry.....	6.93	.14309	163.85	171.25	164.48	129.18	1.86480	.01138	2.66600	.02064	77.14
8	Chicago, Rock Island & Pacific Ry.....	8.33	.15647	272.85	142.50	255.18	45.54	2.82757	.01036	.85541	.01879	81.19
9	Great Northern Railway.....	7.85	.15635	305.46	225.29	296.99	215.35	2.96223	.00970	4.28718	.01991	67.08
10	Illinois Central Railroad.....	13.15	.21589	243.96	226.60	241.86	17.65	2.15659	.00884	.28975	.01642	71.12
11	Manchester & Oneida Railway.....			8.10		8.10	8.15	.91711	.11253	.32900	.04036	75.62
12	Minneapolis & St. Louis Railroad.....	4.19	.08562	176.24	275.13	185.30	69.33	1.92265	.01091	1.41722	.02044	87.93
13	Union Pacific Railroad.....	7.97	.16785	394.82	371.39	390.81	466.18	3.93314	.00996	9.81344	.02105	64.57
14	Wabash Railway.....	7.24	.15208	238.53	114.21	223.14	164.11	2.49432	.01046	3.44872	.02101	76.17
	Total.....	8.61	\$.16174	266.06	224.58	260.45	49.08	\$ 2.71956	\$.01022	\$.92188	\$.01878	73.86

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE
—1933

PART 1—AVERAGE MILES OF ROAD OPERATED AND TRAIN MILES

Number	Railway Companies	Average miles of road operated	Train Miles						Total transportation service	Work service	
			Freight			Mixed		Special			
			Ordinary	Light	Total	Passenger	Freight				Passenger
1	Atchison, Topeka & Santa Fe Ry.	19.99	73,555	649	74,204	103,079	5,005	1,564	20	184,562	2,804
2	Atlantic Northern Railway	17.07	5,658		5,658	10,370				16,028	
3	Chicago, Burlington & Quincy R. R.	1,402.02	1,418,029	5,897	1,423,926	2,012,681	125,444	63,243	109	8,625,463	18,413
4	Chicago Great Western Railroad	764.26	1,252,699	1,285	1,253,984	989,071	1,846	374	1,382	2,246,657	25,043
5	Chi., Mil., St. Paul & Pac. R. R.	1,892.94	3,125,850	6,811	3,132,661	1,942,877	137,236	20,411	739	5,242,924	37,042
6	Chicago & North Western Railway	1,627.68	2,636,762	5,629	2,699,391	2,501,180	109,617	12,234	76	5,322,498	23,554
7	Chi., St. P., Minn. & Omaha Ry.	98.85	150,023	960	150,983	182,650	9,288	1,595	79	344,595	1,122
8	Chicago, Rock Island & Pacific Ry.	2,250.08	2,715,917	12,356	2,728,273	2,482,762	508,660	88,736	4,387	5,962,818	20,639
9	Great Northern Railway	78.02	84,834	50	84,914	57,380				142,294	1,238
10	Illinois Central Railroad	718.04	1,855,940	8,346	1,864,286	609,348	82,061	16,650	176	2,062,430	8,979
11	Manchester & Oneida Railway	8.15	5,776		5,776	15,235				21,031	
12	Minneapolis & St. Louis Railroad	877.17	865,427	2,427	867,854	650,012	104,842	19,541	508	1,642,757	6,364
13	Union Pacific Railroad	2.48	14,507	21	14,528	6,327				20,855	16,721
14	Wabash Railway	208.87	239,952	1,468	241,420	136,666	21,754	1,968		402,158	9,250
	Total	9,965.62	14,501,929	45,929	14,547,858	11,780,878	1,196,443	235,353	7,536	27,777,070	171,169

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE
—1933—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.....	74,204	2,777	16,233	93,214	101,261	4,292	12,611	118,164	7,259	17
2	Atlantic Northern Railway.....	5,658			5,658						
3	Chicago, Burlington & Quincy R. R.....	1,424,212	83,217	55,318	1,562,747	1,226,502	4,121	29,507	1,260,130	188,792	158
4	Chicago Great Western Railroad.....	1,253,990	13,704	113,835	1,381,529	563,526	275	17,208	581,009	2,220	
5	Chi., Mil., St. Paul & Pac. R. R.....	3,132,699	203,463	178,571	3,514,733	1,347,415	10,707	10,860	1,368,982	166,647	4
6	Chicago & North Western Railway.....	2,699,391	129,161	15,841	2,844,393	1,869,690	38,607	7,420	1,915,717	121,853	10
7	Chi., St. P., Minn. & Omaha Ry.....	149,790	908	3,105	153,803	182,783	1,125	6,049	189,957	11,073	3
8	Chicago, Rock Island & Pacific Ry.....	2,728,273	60,545	24,521	2,813,339	2,141,731	8,308	2,639	2,152,678	667,692	10,642
9	Great Northern Railway.....	84,914		880	85,794	28,754		1,086	29,840		
10	Illinois Central Railroad.....	1,864,286	40,424	3,319	1,908,029	699,248	7,471	13,844	720,563	98,720	
11	Manchester & Oneida Railway.....	5,776			5,776						
12	Minneapolis & St. Louis Railroad.....	869,371	111,570	39,595	1,020,536	155,289	155	1,078	156,522	124,505	22
13	Union Pacific Railroad.....	14,528	2,219	8,815	25,562	2,826	4	8,666	11,496		
14	Wabash Railway.....	241,420	1,936	2,519	245,875	136,986	289	4,434	141,709	23,752	72
	Total.....	14,548,512	649,924	462,552	15,660,988	8,456,011	75,354	115,402	8,646,767	1,412,513	10,928

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE
—1933—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.	756	8,082	20			5	25	1,472	104,288	4,524	108,812
2	Atlantic Northern Railway	476	189,426	169			140	309	158,092	395,784	68,011	463,795
3	Chicago, Burlington & Quincy R. R.		2,220	1,882			18	1,400	63,006	245,215	17,724	262,939
4	Chicago Great Western Railroad		172,870	739			6	936	307,603	655,112	26,070	681,182
5	Chi., Mil., St. Paul & Pac. R. R.	6,219	122,276	76				76	176,626	723,443	46,670	770,113
6	Chicago & North Western Railway	413	12,211	84			84	252	9,390	157,759	29,033	186,792
7	Chi., St. P., Minn. & Omaha Ry.	1,135	687,156	4,387				4,487	320,733	909,538	89,580	999,118
8	Chicago, Rock Island & Pacific Ry.	8,822							3,561	87,513	3,015	90,528
9	Great Northern Railway		98,720	176				176	77,459	853,640	13,764	867,404
10	Illinois Central Railroad									624		624
11	Manchester & Oneida Railway									185,161	3,322	188,483
12	Minneapolis & St. Louis Railroad	3,637	128,164	508			8	682	94,936	254,617	39,947	294,564
13	Union Pacific Railroad		23,824						5,409	35,357	2,852	38,209
14	Wabash Railway											
	Total	21,458	1,444,899	7,541	541	261	8,343	1,218,287	4,108,051	344,512	4,452,563	

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE
—1933—Continued

PART 4—LOCOMOTIVE AND CAR MILES

Number	Railway Companies	Locomotive Miles		Car Miles					
		Total transportation service	Work service	Freight Train					
				Loaded	Empty	Sum of loaded and empty	Caboose	Exclusive work equipment	Total
1	Atchison, Topeka & Santa Fe Ry.....	328,247	2,939	2,797,455	1,809,400	4,606,855	75,755	2,659	4,685,269
2	Atlantic Northern Railway.....	7,130	-----	14,170	12,624	26,794	5,616	-----	32,410
3	Chicago, Burlington & Quincy R. R.....	3,634,499	28,739	35,670,979	21,579,221	57,250,200	1,292,801	275,279	58,818,280
4	Chicago Great Western Railroad.....	2,292,103	43,576	36,957,161	27,721,762	64,678,923	1,375,712	108,479	66,163,114
5	Chi., Mil., St. Paul & Pac. R. R.....	6,046,306	41,608	75,690,739	60,295,112	135,985,851	3,301,341	17,432	139,304,624
6	Chicago & North Western Railway.....	5,829,201	47,764	75,504,547	48,142,929	123,647,476	3,094,822	81,305	126,823,603
7	Chi., St. P., Minn. & Omaha Ry.....	552,405	1,060	3,199,234	2,183,493	5,382,727	149,703	24,915	5,557,345
8	Chicago, Rock Island & Pacific Ry.....	6,977,511	54,352	55,741,835	35,732,985	91,474,820	2,760,893	110,624	94,346,337
9	Great Northern Railway.....	209,723	1,239	2,160,995	1,941,743	4,102,738	88,226	-----	4,190,964
10	Illinois Central Railroad.....	3,172,351	19,929	29,530,000	23,694,000	53,224,000	1,952,000	80,000	55,256,000
11	Manchester & Oneida Railway.....	6,400	-----	7,626	7,558	15,184	-----	-----	15,184
12	Minneapolis & St. Louis Railroad.....	1,589,323	6,364	14,427,486	10,809,012	25,236,498	871,118	-----	26,107,616
13	Union Pacific Railroad.....	331,622	189	387,474	257,556	645,030	15,533	577	661,140
14	Wabash Railway.....	455,026	9,250	2,940,951	1,760,232	4,701,183	245,449	27,321	4,978,953
	Total.....	31,431,847	257,009	335,030,652	235,947,627	570,978,279	15,228,069	728,591	586,935,839

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE
—1933—Continued

PART 5—CAR MILES

Number	Railway Companies	Car Miles									
		Passenger Train					Mixed Train				
		Passenger	Sleeping, parlor and observa- tion	Dining	Other	Total	Freight, loaded	Freight, empty	Caboose	Exclusive work equipment	Passenger
1	Atchison, Topeka & Santa Fe Ry.-----	201,796	497,386	70,659	321,669	1,091,510	59,044	14,822	4	519	7,506
2	Atlantic Northern Railway-----										
3	Chicago, Burlington & Quincy R. R.-----	3,260,547	2,548,641	583,279	5,516,490	11,908,957	392,099	183,134	2,072	8,010	191,347
4	Chicago Great Western Railroad-----	1,015,986	1,302,179	9,207	1,785,903	4,113,275	6,546	4,754			2,220
5	Chi., Mil., St. Paul & Pac. R. R.-----	2,473,020	3,246,474	14,763	3,353,575	9,087,832	601,230	356,740	1,086	429	176,092
6	Chicago & North Western Railway-----	4,027,448	7,596,827	669,212	6,744,390	19,037,877	647,984	605,693	79	9,162	120,170
7	Chi., St. P., Minn. & Omaha Ry.-----	334,986	323,656	17,419	529,198	1,205,259	12,546	10,857	360	593	10,700
8	Chicago, Rock Island & Pacific Ry.-----	3,386,683	4,170,995	1,156,336	5,516,159	14,230,173	3,698,171	2,354,111	81,177	23,718	612,680
9	Great Northern Railway-----	58,944	858	312	90,768	150,882					
10	Illinois Central Railroad-----	1,630,887	777,427	74,587	1,758,368	4,241,269	377,434	348,104		4,795	97,781
11	Manchester & Oneida Railway-----	15,255				15,255					
12	Minneapolis & St. Louis Railroad-----	661,663	161,665		634,118	1,457,446	357,403	308,998	222		124,275
13	Union Pacific Railroad-----	11,993	3,259	3,839	33,702	52,793					
14	Wabash Railway-----	204,734	168,611	36	260,361	633,742	145,504	95,228	3,924	1,981	21,144
	Total-----	17,283,942	20,797,978	2,599,649	26,544,701	67,226,270	6,297,961	4,282,441	88,924	49,207	1,363,915

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE
—1933—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, loaded	Freight, empty	Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observa- tion
1	Atchison, Topeka & Santa Fe Ry.....	192		6,310	88,897	307	272	22		44	
2	Atlantic Northern Railway.....										
3	Chicago, Burlington & Quincy R. R.....	103		79,526	856,291	2,619		173		973	
4	Chicago Great Western Railroad.....				13,520	19,360		1,364		7,507	
5	Chi., Mil., St. Paul & Pac. R. R.....	65		49,067	1,185,289	8,778		739			2,385
6	Chicago & North Western Railway.....			20,800	1,403,888	1,950		76		825	
7	Chi., St. P., Minn. & Omaha Ry.....			171	35,227	2,054		79			869
8	Chicago, Rock Island & Pacific Ry.....			131,721	6,901,578	25,583		1,447		19,790	1,540
9	Great Northern Railway.....										
10	Illinois Central Railroad.....			122	828,236	2,112		176		528	
11	Manchester & Oneida Railway.....										
12	Minneapolis & St. Louis Railroad.....				790,898	5,947		508			1,873
13	Union Pacific Railroad.....										
14	Wabash Railway.....			1,312	269,093						
	Total.....	940		289,529	12,372,917	68,710	272	4,584		29,667	6,672

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE
—1933—Continued

PART 7—CAR MILES (Concluded) AND FREIGHT SERVICE

Number	Railway Companies	Car Miles				Freight Service Tons			
		Special Train		Total	Total transporta- tion service	Work service	Revenue freight	Non-revenue freight	Total
		Dining	Other passenger train						
1	Atchison, Topeka & Santa Fe Ry.			645	5,866,321	14,798	2,499,025	282,690	2,781,715
2	Atlantic Northern Railway				32,410		10,502	498	11,000
3	Chicago, Burlington & Quincy R. R.			3,765	71,587,293	59,322	5,584,173	1,056,651	6,640,824
4	Chicago Great Western Railroad			28,231	70,318,140	109,742	3,837,660	751,752	4,589,412
5	Chi., Mil., St. Paul & Pac. R. R.	387		12,289	149,590,034	270,191	7,593,993	912,578	8,506,571
6	Chicago & North Western Railway		76	2,927	147,268,295	170,496	6,341,306	1,201,491	7,542,797
7	Chi., St. P., Minn. & Omaha Ry.		79	3,081	6,800,912	9,263	1,084,397	91,038	1,175,435
8	Chicago, Rock Island & Pacific Ry.		529	48,889	115,526,977	58,887	7,754,728	1,051,930	8,806,658
9	Great Northern Railway				4,341,846	2,886	607,884	26,441	634,325
10	Illinois Central Railroad			2,816	60,328,321	49,143	2,623,513	589,069	3,212,582
11	Manchester & Oneida Railway				30,439		22,614		22,614
12	Minneapolis & St. Louis Railroad			8,333	28,364,293	18,752	2,173,838	313,034	2,486,872
13	Union Pacific Railroad				713,933	17,112	2,748,012	168,213	2,916,225
14	Wabash Railway				5,876,788	27,281	979,160	79,544	1,058,704
	Total	387	684	110,976	666,646,002	807,873	43,860,805	6,524,929	50,385,734

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE
—1933—Continued

PART 8—FREIGHT AND PASSENGER SERVICE AND OPERATING REVENUES

Number	Railway Companies	Freight Service Ton Miles			Passenger Service		Revenues		
		Revenue freight	Non-revenue freight	Total	Passengers carried —revenue	Passenger miles —revenue	Freight revenue	Passenger revenue	Passenger service— train revenue
1	Atchison, Topeka & Santa Fe Ry.....	49,713,285	2,448,801	52,162,086	289,668	5,650,624	\$ 553,573.82	\$ 119,816.58	\$ 179,802.48
2	Atlantic Northern Railway.....	161,675	6,958	168,633	616	4,234	14,350.97	142.24	2,297.22
3	Chicago, Burlington & Quincy R. R.....	606,371,469	162,624,931	768,996,400	323,684	37,797,835	6,773,539.87	743,303.78	1,923,695.56
4	Chicago Great Western Railroad.....	730,137,235	64,394,416	794,531,651	93,654	12,792,386	6,884,969.26	287,197.40	604,439.43
5	Chi., Mil., St. Paul & Pac. R. R.....	1,560,932,410	131,474,253	1,692,406,663	213,061	26,789,975	15,247,729.36	535,377.73	1,135,623.98
6	Chicago & North Western Railway.....	1,228,926,497	157,962,321	1,386,888,818	387,936	83,461,064	13,655,850.90	1,889,345.51	2,937,851.53
7	Chi., St. P., Minn. & Omaha Ry.....	105,758,695	6,200,868	111,959,563	71,173	3,795,014	1,188,094.07	92,795.62	164,741.07
8	Chicago, Rock Island & Pacific Ry.....	1,247,306,507	115,129,823	1,362,436,330	456,595	55,561,853	12,358,046.82	1,178,864.13	2,060,170.31
9	Great Northern Railway.....	49,524,619	1,529,035	51,053,654	3,299	161,171	531,172.73	3,525.47	20,744.98
10	Illinois Central Railroad.....	545,370,872	81,469,547	626,840,419	134,465	15,163,805	5,084,793.04	284,242.96	584,873.16
11	Manchester & Oneida Railway.....	184,304		184,304	246	2,005	20,739.59	80.92	1,671.01
12	Minneapolis & St. Louis Railroad.....	332,479,337	59,184,351	391,663,688	54,261	3,233,015	3,367,788.74	74,531.01	226,554.34
13	Union Pacific Railroad.....	6,093,772	371,975	6,465,747	35,162	77,488	72,679.83	1,267.65	5,833.37
14	Wabash Railway.....	66,411,699	2,572,444	68,984,143	30,382	1,982,203	646,109.64	45,322.49	113,804.15
	Total.....	6,529,372,376	785,369,723	7,314,742,099	2,094,202	246,472,672	\$ 66,399,438.64	\$ 5,255,813.49	\$ 9,962,102.59

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE
—1933—Continued

PART 9—OPERATING REVENUES, 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
1	A., T. & S. Fe Ry.	\$ 762,087.37	\$ 782,896.70	\$ *20,809.33	3,712	5,157	363	1	9,233	140	16,421	238,132	55,331	\$ 8,994.02
2	Atlantic Northern Ry.	16,650.19	17,252.78	*602.59	331	607	—	—	939	—	418	1,899	—	134.57
3	C., B. & Q. R. R.	8,875,771.99	7,238,079.35	1,637,692.64	1,163	1,546	590	—	2,585	13	2,592	42,372	8,776	4,831.27
4	C. G. W. R. R.	7,387,427.11	5,338,597.04	2,048,830.07	1,641	1,294	3	2	2,940	33	2,969	89,613	5,334	9,008.67
5	C., M., St. P. & P. R. R.	16,610,814.04	11,470,737.72	5,140,076.32	1,655	1,131	97	—	2,770	20	3,194	74,104	5,425	790.85
6	C. & N. W. Ry.	16,927,953.03	12,951,001.83	3,976,951.20	1,658	1,537	75	—	3,270	14	3,581	78,094	11,783	661.33
7	C., St. P., M. & O. Ry.	1,377,978.94	932,601.82	445,287.12	1,527	1,848	110	1	3,486	11	5,585	56,488	12,312	1,804.93
8	C., R. I. & P. Ry.	14,663,258.38	12,929,351.70	1,733,906.68	1,213	1,103	305	2	2,623	9	1,101	44,679	6,695	1,006.58
9	Great Northern Railway	564,896.66	407,411.45	157,485.21	1,088	735	—	—	1,824	16	2,688	53,717	1,934	915.60
10	Illinois Central R. R.	5,749,376.28	5,004,777.20	744,599.08	2,596	974	138	—	3,708	13	4,418	77,974	6,044	265.89
11	Manchester & Oneida Ry.	22,704.96	16,989.18	5,715.78	700	1,872	—	—	2,580	—	785	1,803	1,896	814.54
12	Minn. & St. Louis R. R.	3,632,642.23	3,289,772.06	342,870.20	901	802	142	1	1,873	7	1,812	90,569	1,955	205.03
13	Union Pacific R. R.	80,081.12	99,822.42	*19,741.30	5,858	2,551	—	—	8,409	6,742	133,719	266,589	21,288	279.68
14	Wabash Railway	845,878.27	1,123,372.32	*277,494.05	1,156	656	113	—	1,925	44	2,179	24,994	3,142	2,352.17
	Total	\$77,717,520.57	\$61,602,753.54	\$16,114,767.03	1,460	1,183	144	.76	2,787	17	3,154	59,979	6,916	\$ 6,662.85

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE
—1933—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			Loaded Freight Car Miles		Empty Freight Car Miles		Ton Miles		Passenger Train Car Miles		
					Revenue freight	Non-revenue freight	All freight	Passenger miles—revenue	Freight trains	Mixed trains	Freight trains	Mixed trains	Revenue freight	All freight	Passenger trains	Mixed trains
1	A., T. & S. Fe Ry.....	\$38,123.43	\$39,164.42	\$*1,040.99	2,486,908		2,609,409	282,673	37.70	8.13	24.38	2.04	622.20	652.85	10.59	2.00
2	Atlantic Northern Ry.....	975.40	1,010.70	*35.30	9,471		9,879	248	2.50		2.23		28.57	29.80		
3	C., B. & Q. R. R.....	6,330.70	5,162.61	1,168.09	432,498		548,492	27,233	25.05	2.08	15.15	.97	391.37	496.33	5.92	1.44
4	C. G. W. R. R.....	9,927.81	6,985.32	2,942.49	955,352		1,039,609	16,738	29.47	2.95	22.11	2.14	581.40	632.67	4.16	1.00
5	C., M., St. P. & P. R. R.....	8,775.14	6,059.75	2,715.39	824,607		894,062	15,601	24.16	3.61	19.25	2.14	477.36	517.57	4.68	1.35
6	C. & N. W. Ry.....	10,400.05	7,956.72	2,443.33	755,017		852,065	51,276	27.97	5.32	17.83	4.97	437.49	493.73	7.61	1.16
7	C., St. P., M. & O. Ry.....	13,940.10	9,435.43	4,504.67	1,069,891		1,132,621	38,392	21.19	1.15	14.46	1.00	659.87	698.56	6.60	1.00
8	C., R. I. & P. Ry.....	6,516.77	5,746.17	770.60	554,339		605,506	24,693	20.43	5.38	13.10	3.42	374.91	409.52	5.73	1.08
9	Great Northern Railway.....	7,240.41	5,221.89	2,018.52	634,768		654,366	2,066	25.45		22.87		583.23	601.24	2.63	
10	Illinois Central R. R.....	8,007.04	6,970.05	1,036.99	759,527		872,988	21,118	15.84	3.82	12.71	3.53	280.20	322.06	6.07	.99
11	Manchester & Oneida Ry.....	2,785.88	2,084.56	701.32	22,614		22,614	246	1.32		1.31		31.91	31.91	1.00	
12	Minn. & St. Louis R. R.....	4,141.32	3,750.44	390.88	379,517		447,074	3,991	16.62	2.87	12.45	2.48	341.81	402.66	2.24	1.00
13	Union Pacific R. R.....	32,290.77	40,250.97	*7,960.20	2,457,166		2,607,156	31,245	26.67		17.73		419.45	445.05	8.34	
14	Wabash Railway.....	4,049.78	5,378.33	*1,328.55	317,957		330,273	9,490	12.18	6.13	7.29	4.01	252.35	262.12	4.63	.95
	Total.....	\$ 7,798.56	\$ 6,181.52	\$ 1,617.04	655,190	78,808	733,997	24,732	23.03	4.40	16.22	2.99	414.71	464.60	5.70	1.16

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE
—1933—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	Operating revenues	Operating expenses	Net operating revenues	Train miles—freight trains	Car miles—freight trains	Train miles—passenger trains	Car miles—passenger trains	Train miles—mixed trains	Car miles—mixed trains	Train miles—special trains	Car miles—special trains	Revenue freight	Freight revenue	
1	Atchison, Topeka & Santa Fe Ry.	54.00	\$ 6.03	\$ 1.72	\$ 4.13	\$ 4.24	* .11	.80	50.26	.86	9.22	.90	11.07	.80	25.80	---	18.24	\$.19379
2	Atlantic Northern Railway	.41	2.53	.22	1.04	1.10	* .06	1.00	5.72	---	---	---	---	---	---	---	11.90	1.01277
3	Chicago, Burlington & Quincy R. R.	18.21	4.37	.93	2.45	2.00	.45	.91	37.64	.97	8.47	1.00	4.52	.55	12.18	---	21.32	.18782
4	Chicago Great Western Railroad	12.93	5.48	.61	3.38	2.38	1.00	.91	47.89	.97	5.15	1.00	6.09	.96	20.17	---	21.49	.18626
5	Chi., Mil., St. Paul & Pac. R. R.	13.58	4.00	.58	3.17	2.19	.96	.89	39.63	.98	5.74	.96	6.86	.79	13.13	---	22.18	.19986
6	Chicago & North Western Railway	33.21	4.86	1.17	3.18	2.43	.75	.95	44.59	.98	9.33	1.00	11.48	1.00	38.51	---	18.21	.17932
7	Chi., St. P., Minn. & Omaha Ry.	20.00	7.41	.89	4.00	2.71	1.29	.96	36.13	.96	6.34	.89	2.88	.31	12.23	---	34.86	.30992
8	Chicago, Rock Island & Pacific Ry.	21.61	3.71	.80	2.48	2.19	.29	.97	33.52	.99	6.26	.97	9.96	.98	10.90	---	22.02	.20791
9	Great Northern Railway	2.81	6.26	.36	3.97	2.86	1.11	.90	48.85	.96	---	---	---	---	---	---	32.63	.24580
10	Illinois Central Railroad	21.18	2.61	.82	2.16	1.88	.28	.98	28.96	.97	5.89	1.00	8.39	1.00	16.00	---	20.96	.17002
11	Manchester & Onelda Railway	.13	3.59	.11	1.08	.81	.27	1.00	2.03	---	---	---	---	---	---	---	24.17	2.71959
12	Minneapolis & St. Louis Railroad	4.83	3.46	.34	2.21	2.00	.21	.85	25.58	.99	3.17	.97	6.17	.74	12.22	---	26.49	.22779
13	Union Pacific Railroad	12.25	5.00	.92	3.84	4.79	* .95	.57	25.86	.25	3.87	---	---	---	---	---	16.69	.18757
14	Wabash Railway	14.36	2.46	.82	2.10	2.79	* .69	.98	20.23	.97	4.47	1.00	11.30	---	---	---	22.35	.20634
	Total	20.50	\$ 4.22	\$.83	\$ 2.80	\$ 2.22	.58	.93	37.48	1.36	7.77	.96	8.56	.90	13.30	19.13	21.43	\$.19453

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE
—1933—Continued

PART 12—AVERAGES PER 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.-----	7.99	\$.16950	19.89	8.66	18.75	19.51	\$.22152	\$.01114	\$.41363	\$.02020	102.73
2	Atlantic Northern Railway-----			15.39	13.97	15.33	6.87	1.36649	.00876	.23091	.03357	103.62
3	Chicago, Burlington & Quincy R. R.-----	6.30	.12387	108.59	153.91	115.80	116.77	1.21299	.01117	2.29639	.01967	81.55
4	Chicago Great Western Railroad-----	5.51	.12377	190.26	85.66	173.12	136.59	1.79405	.00943	3.00658	.02245	70.36
5	Chi., Mil., St. Paul & Pac. R. R.-----	4.54	.09080	205.55	144.07	198.95	125.74	2.00787	.00977	2.51279	.01998	69.06
6	Chicago & North Western Railway-----	7.11	.16087	193.80	131.47	183.87	215.14	2.15348	.01111	4.87025	.02264	76.51
7	Chi., St. P., Minn. & Omaha Ry.-----	5.67	.13864	97.53	68.11	95.25	53.32	1.09563	.01123	1.30380	.02445	67.69
8	Chicago, Rock Island & Pacific Ry.-----	6.80	.14429	160.84	109.45	154.71	121.69	1.59361	.00991	2.58186	.02122	88.17
9	Great Northern Railway-----	2.70	.05895	81.47	57.83	80.49	48.85	.87381	.01073	1.06865	.02187	72.12
10	Illinois Central Railroad-----	6.05	.11342	207.88	138.30	195.12	112.77	1.93816	.00932	2.11388	.01874	87.05
11	Manchester & Oneida Railway-----			8.10		8.10	8.15	.91711	.11253	.32900	.04036	75.62
12	Minneapolis & St. Louis Railroad-----	3.41	.07865	152.95	189.07	157.49	59.58	1.54924	.01013	1.37356	.02305	90.56
13	Union Pacific Railroad-----	5.08	.08311	2.22	2.21	2.22	2.20	.02645	.01193	.03605	.01636	124.65
14	Wabash Railway-----	5.02	.11489	67.83	32.34	65.16	65.24	.65986	.00973	1.49175	.02286	132.81
	Total-----	6.25	\$.13324	148.47	120.36	145.17	117.69	\$ 1.51387	\$.01017	\$ 2.50970	\$.02132	79.26

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1933
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			
1	Atchison, Topeka & Santa Fe Ry.....	80,658	2,645,815	88,681	1,810,497	24,067	602,962	14,045	245,603	207,451	5,304,877	\$ 26,343,688
2	Chicago, Burlington & Quincy R. R.....	100,054	3,917,408	37,406	1,076,126	27,350	639,322	25,595	462,300	190,405	6,095,156	14,086,378
3	Chicago Great Western R. R.....	9,393	318,700	10,373	295,214	10,042	290,608	13,748	262,690	43,556	1,176,191	2,650,197
4	Chi., Mil., St. Paul & Pac. R. R.....	96,173	3,494,558	34,604	921,107	30,394	684,893	12,349	201,452	173,520	5,302,010	14,238,218
5	Chicago & North Western R. R.....	62,196	2,193,062	34,636	1,149,412	58,951	1,595,618	25,633	448,496	181,416	5,386,585	10,785,678
6	Chi., St. Paul, Minn. & Om. Ry.....	16,089	588,092	20,642	657,909	20,717	696,156	10,907	223,957	68,445	2,166,114	3,500,885
7	Chicago, Rock Island & Pacific Ry.....	66,220	2,414,597	53,160	1,375,803	28,451	599,128	44,241	706,448	192,072	5,095,976	14,935,841
8	Great Northern Railway.....	72,435	2,751,290	44,551	960,450	13,284	336,402	2,892	57,467	131,162	4,105,609	17,918,408
9	Illinois Central Railroad.....	57,910	1,679,522	50,957	1,234,323	48,070	955,714	47,057	906,921	203,994	4,776,480	15,186,578
10	Minneapolis & St. Louis R. R.....	11,305	456,700	22,626	733,143	5,210	138,703	9,079	174,495	48,220	1,503,041	2,497,576
11	Union Pacific R. R.....	49,672	2,210,594	29,051	895,806	14,931	319,116	104,839	1,689,574	198,493	5,115,087	20,947,168
12	Wabash Railway.....	21,772	769,217	16,835	436,814	35,914	625,420	41,667	663,171	116,188	2,494,622	6,613,147
	Total.....	643,877	23,439,564	443,522	11,546,601	317,381	7,493,042	352,142	6,042,541	1,756,922	48,521,748	\$149,703,762

STATISTICS OF STEAM RAILWAYS

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1933
—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			
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	
1	Atchison, Topeka & Santa Fe Ry.	38,047	469,195	22,735	277,250	20,505	232,253	8,534	93,584	89,821	1,072,282	\$ 7,327,678
2	Chicago, Burlington & Quincy R. R.	83,049	952,070	38,516	483,823	18,413	221,034	8,680	110,460	148,658	1,767,387	9,872,998
3	Chicago Great Western R. R.	14,177	194,103	25,125	353,229	2,855	40,749	3,737	55,718	45,894	643,799	3,440,017
4	Chi., Mil., St. Paul & Pac. R. R.	90,567	1,065,510	47,649	619,725	12,975	172,800	6,650	88,402	157,841	1,946,437	11,276,260
5	Chicago & North Western R. R.	74,528	889,946	46,343	575,324	27,428	333,981	12,645	161,698	160,944	1,960,949	9,798,034
6	Chi., St. Paul, Minn. & Om. Ry.	7,279	82,160	14,690	184,473	5,604	63,534	3,180	39,854	30,753	370,021	1,051,702
7	Chicago, Rock Island & Pacific Ry.	51,821	591,092	27,943	350,554	7,546	85,595	5,319	71,271	92,629	1,098,512	5,759,293
8	Great Northern Railway	20,136	202,106	13,304	169,575	1,313	15,666	642	8,461	35,395	395,808	3,382,008
9	Illinois Central Railroad	23,914	285,428	29,963	398,835	9,082	117,249	9,132	135,629	72,091	937,141	5,238,550
10	Minneapolis & St. Louis R. R.	6,886	75,041	10,986	150,785	1,105	13,764	441	7,387	19,418	246,977	725,702
11	Union Pacific R. R.	29,191	333,129	19,011	228,692	13,742	157,256	14,653	192,735	76,597	911,812	5,494,394
12	Wabash Railway	11,537	133,825	19,063	258,162	11,118	142,900	19,591	259,304	61,309	794,191	4,822,263
	Total	451,132	5,273,605	315,328	4,050,427	131,686	1,596,781	93,204	1,224,503	391,350	12,145,316	\$ 68,188,899

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1933
—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.	66,161	3,153,829	21,452	915,178	22,848	1,076,450	9,264	507,519	119,725	5,652,976	\$ 6,334,426
2	Chicago, Burlington & Quincy R. R.	83,180	4,033,895	47,648	2,133,736	53,558	2,424,561	8,194	348,833	192,580	8,941,025	12,051,134
3	Chicago Great Western R. R.	2,240	117,580	140	6,034	13,743	606,610	4,985	222,436	21,108	952,717	1,295,763
4	Chi., Mil., St. Paul & Pac. R. R.	77,957	3,868,853	37,688	1,929,892	69,150	3,174,631	3,633	158,497	188,448	9,131,873	12,596,859
5	Chicago & North Western R. R.	41,973	1,980,299	62,887	3,677,140	83,007	3,795,880	9,874	447,097	197,741	9,901,316	9,976,313
6	Chi., St. Paul, Minn. & Om. Ry.	19,682	802,511	7,952	285,516	9,427	422,064	1,001	56,530	38,065	1,657,521	2,228,792
7	Chicago, Rock Island & Pacific Ry.	39,841	1,940,072	23,475	1,019,641	41,016	1,864,034	8,767	393,565	113,069	5,188,212	6,754,247
8	Great Northern Railway	19,541	651,907	92,248	5,858,164	47,255	1,804,585	8,675	328,562	167,722	8,733,168	9,765,166
9	Illinois Central Railroad	53,707	4,955,276	100,144	5,216,504	67,713	3,351,321	23,894	1,134,950	285,458	14,658,051	17,754,616
10	Minneapolis & St. Louis R. R.	4,463	224,278	1,643	83,453	11,723	478,187	1,967	73,541	19,706	859,459	1,036,823
11	Union Pacific R. R.	34,633	1,466,324	19,448	870,337	17,112	719,914	8,141	292,041	78,734	3,348,616	5,191,431
12	Wabash Railway	19,785	979,536	12,205	568,032	52,307	2,554,087	14,438	674,976	98,735	4,776,688	4,413,434
	Total	501,906	24,264,417	426,530	22,563,627	488,859	22,964,074	103,426	4,609,504	1,521,121	73,801,622	\$ 89,369,004

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1933
—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.....	8,756	265,694	1,973	48,647	9,240	235,467	3,740	93,202	23,709	643,010	\$ 1,831,520
2	Chicago, Burlington & Quincy R. R.....	1,244	31,671	1,341	36,310	20,565	519,596	14,127	334,936	37,277	922,513	2,662,397
3	Chicago Great Western R. R.....	112	2,401	83	1,762	2,862	70,295	4,213	102,419	7,270	176,877	352,507
4	Chi., Mil., St. Paul & Pac. R. R.....	28,358	975,023	12,601	360,499	19,439	529,513	4,677	117,928	65,075	1,982,963	6,135,827
5	Chicago & North Western R. R.....	36,452	1,373,687	8,623	247,495	23,538	659,115	5,937	150,609	74,550	2,430,906	3,228,216
6	Chi., St. Paul, Minn. & Om. Ry.....	3,142	105,018	5,770	151,981	4,140	108,941	6,801	176,069	19,853	542,009	660,802
7	Chicago, Rock Island & Pacific Ry.....	3,666	116,917	6,698	168,766	8,112	201,797	6,401	157,579	24,877	645,059	1,497,032
8	Great Northern Railway.....	32,803	1,225,346	18,236	440,906	4,405	120,320	6,006	166,697	61,450	1,962,269	5,479,954
9	Illinois Central Railroad.....	12,072	347,916	12,840	327,474	20,512	539,808	21,894	547,703	67,318	1,762,901	4,513,324
10	Minneapolis & St. Louis R. R.....	41	724	30	785	1,840	44,772	4,010	95,711	5,921	141,992	211,242
11	Union Pacific R. R.....	346	8,958	208	6,022	4,414	120,639	19,228	506,963	24,196	642,582	2,896,750
12	Wabash Railway.....	420	10,508	884	22,663	5,636	146,470	7,281	186,189	14,221	365,830	719,988
	Total.....	127,412	4,463,863	69,287	1,822,310	124,708	3,296,733	104,315	2,636,005	425,717	12,218,911	\$ 30,189,559

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1933
—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.	86,073	2,470,135	107,281	3,098,042	48,968	1,177,432	27,243	663,691	269,565	7,409,300	\$ 31,058,815
2	Chicago, Burlington & Quincy R. R.	51,144	1,351,753	52,321	1,291,667	78,623	2,040,837	39,490	1,035,401	221,578	5,719,658	21,646,428
3	Chicago Great Western R. R.	8,933	210,259	7,653	164,264	22,965	583,695	27,961	717,722	67,512	1,675,940	5,568,633
4	Chi., Mil., St. Paul & Pac. R. R.	65,763	1,643,279	60,335	1,236,156	129,610	3,407,441	21,582	551,868	277,290	6,838,744	23,372,353
5	Chicago & North Western R. R.	67,939	1,696,052	69,183	1,443,719	107,547	2,869,647	28,475	636,888	273,144	6,646,306	18,926,150
6	Chi., St. Paul, Minn. & Om. Ry.	6,448	165,194	11,382	253,378	29,048	676,091	17,045	456,773	61,923	1,551,436	3,557,151
7	Chicago, Rock Island & Pacific Ry.	40,497	1,055,633	57,599	1,523,865	66,049	1,668,410	36,442	889,333	200,587	5,137,241	18,101,164
8	Great Northern Railway	24,651	651,351	15,609	516,336	39,545	978,929	6,456	176,482	86,261	2,323,098	12,429,850
9	Illinois Central Railroad	40,995	1,060,322	52,154	1,291,042	73,139	1,855,240	54,067	1,317,448	220,355	5,524,052	15,928,290
10	Minneapolis & St. Louis R. R.	3,315	99,198	4,889	123,248	15,837	398,580	9,232	226,751	33,273	847,777	2,049,147
11	Union Pacific R. R.	12,126	367,058	13,907	424,974	31,374	801,297	58,577	1,508,449	115,984	3,101,778	16,420,940
12	Wabash Railway	17,625	485,117	35,816	877,861	50,892	1,224,115	47,350	1,095,595	151,683	3,682,688	10,072,511
	Total	425,509	11,255,351	488,129	12,244,552	693,597	17,681,714	373,920	9,276,401	1,981,155	50,458,018	\$178,231,435

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1933
—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	Atchison, Topeka & Santa Fe Ry.	279,695	9,004,668	242,122	6,149,614	125,628	3,324,564	62,826	1,603,599	710,271	20,082,445	\$ 72,896,130
2	Chicago, Burlington & Quincy R. R.	318,671	10,286,797	177,232	5,021,662	198,509	5,845,350	96,086	2,291,930	790,498	23,445,739	60,319,335
3	Chicago Great Western R. R.	34,855	843,052	43,374	820,503	52,467	1,300,957	54,644	1,361,012	185,340	4,625,524	13,307,117
4	Chi., Mil., St. Paul & Pac. R. R.	358,818	11,047,223	192,877	5,067,379	261,568	7,969,278	48,911	1,118,147	862,174	25,202,027	67,589,517
5	Chicago & North Western R. R.	283,088	8,133,046	221,672	7,093,090	300,471	9,254,241	82,564	1,845,685	587,795	26,326,062	51,814,391
6	Chi., St. Paul, Minn. & Om. Ry.	52,040	1,832,975	60,436	1,533,257	68,936	1,967,686	39,627	953,183	221,039	6,287,101	10,999,332
7	Chicago, Rock Island & Pacific Ry.	202,045	6,118,311	168,875	4,438,629	151,174	4,419,864	101,170	2,188,196	623,264	17,165,000	47,047,577
8	Great Northern Railway	169,569	5,482,000	183,948	7,954,431	105,802	3,345,852	24,671	737,669	483,990	17,519,952	48,975,386
9	Illinois Central Railroad	228,598	8,328,464	246,058	8,468,178	218,516	6,819,332	156,044	4,042,651	849,216	27,658,625	58,621,358
10	Minneapolis & St. Louis R. R.	25,950	855,941	40,174	1,091,414	35,715	1,074,006	24,699	577,885	126,538	3,599,246	6,520,490
11	Union Pacific R. R.	125,368	4,386,063	81,625	2,425,828	81,573	2,118,222	205,438	4,189,762	494,004	13,119,875	50,950,683
12	Wabash Railway	71,139	2,378,260	84,803	2,163,532	155,867	4,692,992	130,327	2,879,235	442,136	12,114,019	26,641,343
	Total	2,149,836	68,696,800	1,743,196	52,227,517	1,756,226	52,432,344	1,027,007	23,788,954	6,676,265	197,145,615	\$515,682,659

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1933
—Continued

PART 7—TOTAL L. C. L. FREIGHT (TONS) AND GRAND TOTAL CARLOAD AND L. C. L. TRAFFIC (TONS)

Number	Railway Companies	All L. C. L. Freight—Tons of 2,000 Pounds					Grand Total Carload and L. C. L. Traffic—Tons of 2,000 Pounds					Grand total freight revenue	
		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
		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.....	227,839	77,796	111,968	22,245	439,839	\$ 8,389,882	9,232,498	6,227,410	3,436,532	1,625,844	20,522,284	\$ 81,286,012
2	C., B. & Q. R. R.....	215,772	107,711	125,932	49,670	499,085	6,322,015	10,502,569	5,129,373	5,971,282	2,341,600	23,944,824	66,641,350
3	C. G. W. R. R.....	30,922	16,657	18,295	4,725	70,599	752,043	873,974	837,160	1,619,252	1,365,737	4,696,123	14,059,160
4	C., M., S. P. & P. R. R.	357,606	159,802	132,071	12,820	662,299	7,816,401	11,404,829	5,227,181	8,101,349	1,130,967	25,864,326	75,405,918
5	C. & N. W. Ry.....	229,802	239,472	209,156	65,958	744,388	7,199,919	8,362,848	7,332,562	9,463,397	1,911,643	27,070,450	59,014,310
6	C., St. P., M. & O. Ry.	46,475	52,740	60,997	22,104	182,316	1,337,212	1,879,450	1,585,997	2,028,683	975,287	6,469,417	12,336,544
7	C., R. I. & P. Ry.....	219,086	118,620	113,223	33,230	484,159	5,543,231	6,337,397	4,557,249	4,533,087	2,221,426	17,649,159	52,590,808
8	Great Northern Ry.....	181,297	21,297	56,118	2,791	261,503	3,697,365	5,663,297	7,975,728	3,401,970	740,460	17,781,455	52,672,751
9	Illinois Central R. R.....	210,569	192,438	159,518	107,809	670,334	6,407,336	8,539,033	8,660,616	6,978,850	4,150,460	28,328,959	65,028,694
10	Minn. & St. Louis R. R..	23,918	9,578	18,296	6,668	58,460	493,952	879,859	1,100,992	1,092,302	584,553	3,657,706	7,014,442
11	Union Pacific R. R.....	51,254	22,624	47,578	99,336	220,792	4,491,904	4,437,317	2,448,452	2,165,800	4,289,098	13,340,667	55,442,587
12	Wabash Railway.....	133,242	157,578	205,249	95,532	591,601	5,050,584	2,511,502	2,321,110	4,898,241	2,974,767	12,705,620	31,691,927
	Total.....	1,927,773	1,176,313	1,258,401	522,888	4,885,375	\$ 57,501,844	70,624,573	53,403,830	53,690,745	24,311,842	202,030,990	\$573,184,503

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE
—1933—Continued

PART 2—TOTAL ANIMALS AND PRODUCTS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Revenue Freight Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	201	2,580	20,401	256,182	20,602	258,762	22	265
2	Chicago, Burlington & Quincy R. R.....	28,665	350,270	28,040	347,634	56,705	697,904	9,561	109,319
3	Chicago Great Western R. R.....	9,005	120,141	33,376	481,062	42,381	601,203	2,062	23,590
4	Chicago, Milwaukee, St. Paul & Pacific R. R.....	47,114	568,878	37,527	482,675	84,641	1,051,553	18,513	213,185
5	Chicago & North Western Railway.....	44,736	547,967	46,583	568,739	91,319	1,116,706	17,602	206,688
6	Chicago, St. Paul, Minn. & Omaha Ry.....	1,112	14,109	4,402	51,599	5,514	65,708	3,603	39,821
7	Chicago, Rock Island & Pacific Ry.....	40,557	479,223	20,433	263,237	60,990	742,460	12,445	134,805
8	Great Northern Railway.....	657	6,712			657	6,712	1,335	13,637
9	Illinois Central Railroad.....	26,027	338,269	14,719	192,922	40,746	531,191	6,567	74,299
10	Minneapolis & St. Louis Railroad.....	10,072	131,189	2,870	38,841	12,942	170,030	3,665	39,392
11	Union Pacific Railroad.....	2	20			2	20	6	67
12	Wabash Railway.....	1,852	24,216	5,938	87,192	7,790	111,408	126	1,527
	Total.....	210,000	2,583,574	214,289	2,770,083	424,289	5,353,657	75,507	856,595
13	Atlantic Northern Railway.....		4,771		34		4,805		
14	Manchester & Oneida Railway.....		1,919		22		1,941		
	Total 13 and 14—Tons.....		6,690		56		6,746		
	Total Animals and Products—Tons.....		2,590,264		2,770,139		5,360,403		

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE
—1933—Continued

PART 3—TOTAL PRODUCTS OF MINES—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Revenue Freight Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	1	38	3,509	147,817	3,510	147,855	806	38,342
2	Chicago, Burlington & Quincy R. R.....	3,989	177,498	26,465	1,186,480	30,454	1,363,978	18,284	838,316
3	Chicago Great Western R. R.....	1,789	99,282	12,385	541,605	14,174	640,887	7,671	364,256
4	Chicago, Milwaukee, St. Paul & Pacific R. R.....	9,720	488,912	29,401	1,253,521	39,121	1,742,433	20,232	910,313
5	Chicago & North Western Railway.....	3,314	187,076	20,825	900,221	24,139	1,087,297	13,933	630,561
6	Chicago, St. Paul, Minn. & Omaha Ry.....	2	53	3,902	159,331	3,904	159,384	1,612	76,001
7	Chicago, Rock Island & Pacific Ry.....	14,221	630,978	36,039	1,556,603	50,260	2,187,581	34,130	1,525,016
8	Great Northern Railway.....	50	3,154	50	3,154	50	3,154	263	10,163
9	Illinois Central Railroad.....	494	26,145	11,202	514,126	11,696	540,271	7,352	331,353
10	Minneapolis & St. Louis Railroad.....	2,544	137,821	8,887	369,971	11,431	507,792	6,387	287,976
11	Union Pacific Railroad.....	2	44	2	44	2	44	677	28,935
12	Wabash Railway.....	1,442	66,567	4,800	204,289	6,242	270,856	1,854	81,342
	Total.....	37,568	1,817,568	157,415	6,833,964	194,983	8,651,532	113,201	5,122,574
13	Atlantic Northern Railway.....				3,335		3,335		
14	Manchester & Oneida Railway.....				18,568		18,568		
	Total 13 and 14—Tons.....				21,903		21,903		
	Total Products of Forests—Tons.....		1,817,568		6,855,867		8,673,435		

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE
—1933—Continued

PART 4—TOTAL PRODUCTS OF FORESTS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Revenue Freight Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			3,238	84,256	3,238	84,256	12	323
2	Chicago, Burlington & Quincy R. R.	315	7,659	6,848	169,264	7,163	176,923	2,836	71,046
3	Chicago Great Western R. R.	37	934	6,357	154,854	6,394	155,788	1,201	29,283
4	Chicago, Milwaukee, St. Paul & Pacific R. R.	208	5,417	9,291	233,417	9,499	238,834	3,449	86,881
5	Chicago & North Western Railway	142	3,538	8,527	222,979	8,669	226,517	2,873	74,908
6	Chicago, St. Paul, Minn. & Omaha Ry.	17	409	2,355	62,859	2,372	63,268	201	4,600
7	Chicago, Rock Island & Pacific Ry.	303	8,616	7,204	179,469	7,507	188,085	3,005	74,448
8	Great Northern Railway	1	21			1	21	223	5,523
9	Illinois Central Railroad	44	946	5,873	140,616	5,917	141,562	1,693	39,129
10	Minneapolis & St. Louis Railroad	25	604	2,951	69,717	2,976	70,321	879	20,760
11	Union Pacific Railroad	3	110			3	110	78	2,286
12	Wabash Railway	83	2,856	1,594	37,877	1,677	40,733	336	8,684
	Total	1,178	31,110	54,238	1,355,308	55,416	1,386,418	16,786	417,871
13	Atlantic Northern Railway				397		397		
14	Manchester & Oneida Railway				388		388		
	Total 13 and 14—Tons				785		785		
	Total Products of Forests—Tons		31,110		1,356,093		1,387,203		

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE
—1933—Continued

PART 5—TOTAL MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Revenue Freight Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.-----	535	12,173	41,041	979,116	41,576	991,289	404	10,556
2	Chicago, Burlington & Quincy R. R.-----	8,550	199,636	62,844	1,582,948	71,394	1,782,584	22,080	563,429
3	Chicago Great Western R. R.-----	4,707	128,801	55,690	1,377,098	60,397	1,505,899	8,289	213,368
4	Chicago, Milwaukee, St. Paul & Pacific R. R.-----	11,293	308,417	84,944	2,093,929	96,237	2,402,346	20,773	504,780
5	Chicago & North Western Railway-----	10,084	274,900	50,795	1,205,352	60,879	1,480,252	16,756	403,420
6	Chicago, St. Paul, Minn. & Omaha Ry.-----	440	10,405	19,637	511,199	20,077	521,604	1,740	46,153
7	Chicago, Rock Island & Pacific Ry.-----	18,151	472,705	66,770	1,585,571	84,921	2,058,276	28,960	728,575
8	Great Northern Railway-----	86	1,966	-----	-----	86	1,966	634	15,367
9	Illinois Central Railroad-----	3,035	70,838	19,897	468,199	22,932	539,037	8,619	211,252
10	Minneapolis & St. Louis Railroad-----	4,635	133,520	19,847	491,966	24,482	625,486	7,777	199,453
11	Union Pacific Railroad-----	92	1,816	-----	-----	92	1,816	724	20,156
12	Wabash Railway-----	430	8,900	10,603	230,980	11,033	239,880	2,931	67,666
	Total-----	62,038	1,624,077	432,068	10,526,358	494,106	12,150,435	119,687	2,984,175
13	Atlantic Northern Railway-----	-----	-----	-----	1,116	-----	1,116	-----	-----
14	Manchester & Oneida Railway-----	-----	206	-----	655	-----	861	-----	-----
	Total 13 and 14—Tons-----	-----	206	-----	1,771	-----	1,977	-----	-----
	Total Manufactures and Miscellaneous—Tons-----	-----	1,624,283	-----	10,528,129	-----	12,152,412	-----	-----

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE
—1933—Continued

PART 6—GRAND TOTAL CARLOAD TRAFFIC—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Revenue Freight Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	748	14,959	115,314	2,336,597	116,062	2,351,556	1,908	61,678
2	Chicago, Burlington & Quincy R. R.....	55,959	1,273,155	160,928	4,155,999	216,887	5,429,154	66,967	1,966,545
3	Chicago Great Western R. R.....	20,940	550,817	138,863	3,261,017	159,803	3,811,834	23,241	725,468
4	Chicago, Milwaukee, St. Paul & Pacific R. R.....	95,570	2,297,606	203,750	5,089,375	299,320	7,386,981	77,891	2,247,478
5	Chicago & North Western Railway.....	89,294	2,143,038	172,821	3,990,462	262,115	6,133,500	69,771	2,012,824
6	Chicago, St. Paul, Minn. & Omaha Ry.....	2,788	70,240	39,517	989,178	42,305	1,059,418	8,675	201,584
7	Chicago, Rock Island & Pacific Ry.....	106,645	2,716,060	182,801	4,777,532	289,446	7,493,592	99,842	3,129,802
8	Great Northern Railway.....	1,702	45,941	22,439	558,626	24,141	604,567	2,799	53,188
9	Illinois Central Railroad.....	39,501	780,029	78,588	1,791,774	118,089	2,571,803	29,893	827,855
10	Minneapolis & St. Louis Railroad.....	28,033	828,581	49,321	1,317,801	77,354	2,146,382	20,460	594,573
11	Union Pacific Railroad.....	560	20,031	134,608	2,747,508	135,168	2,767,539	3,097	123,021
12	Wabash Railway.....	6,654	213,018	31,227	735,618	37,881	948,636	6,674	196,771
	Total.....	448,394	10,953,475	1,330,177	31,751,487	1,778,571	42,704,962	411,218	12,140,787

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 total carloads and tons only.

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE
—1933—Continued

PART 7—TOTAL L. C. L. FREIGHT (TONS) AND GRAND TOTAL CARLOAD AND L. C. L. TRAFFIC (TONS)

Number	Railway Companies	Total L. C. L. Freight—Tons of 2,000 Pounds				Grand Total Carload and L. C. L. Traffic —Tons of 2,000 Pounds				Per cent tons termi- nating on road to total tons carried, carload traffic
		Originating on road	All other revenue freight carried	Total carried	Terminating on road	Originating on road	All other revenue freight carried	Total carried	Terminating on road	
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	
1	Atchison, Topeka & Santa Fe Ry.-----	1,632	145,837	147,469	1,838	16,591	2,482,434	2,499,025	63,516	2.54
2	Chicago, Burlington & Quincy R. R.-----	43,129	111,890	155,019	53,277	1,316,284	4,267,889	5,584,173	2,019,822	36.17
3	Chicago Great Western R. R.-----	12,745	42,072	54,817	22,246	563,562	3,303,089	3,866,651	747,714	19.33
4	Chicago, Milwaukee, St. Paul & Pacific R. R.-----	57,368	149,644	207,012	82,605	2,354,974	5,239,019	7,593,993	2,330,083	30.68
5	Chicago & North Western Railway-----	62,171	145,635	207,806	68,918	2,205,209	4,136,097	6,341,306	2,081,742	32.82
6	Chicago, St. Paul, Minn. & Omaha Ry.-----	8,385	16,594	24,979	4,489	78,625	1,005,772	1,084,397	206,073	19.00
7	Chicago, Rock Island & Pacific Ry.-----	73,301	187,835	261,136	103,540	2,789,361	4,965,367	7,754,728	3,235,342	41.70
8	Great Northern Railway-----	3,317	-----	3,317	2,042	49,258	558,626	607,884	55,230	9.01
9	Illinois Central Railroad-----	16,998	34,712	51,710	28,337	797,027	1,826,486	2,623,513	856,192	32.63
10	Minneapolis & St. Louis Railroad-----	10,519	16,937	27,456	14,869	839,100	1,334,738	2,173,838	609,442	28.03
11	Union Pacific Railroad-----	473	-----	473	171	20,504	2,747,508	2,768,012	123,192	4.45
12	Wabash Railway-----	7,038	23,486	30,524	5,175	220,056	759,104	979,160	201,946	20.62
	Total-----	297,076	874,642	1,171,718	387,507	11,250,551	32,626,129	43,876,680	12,528,294	28.55
13	Atlantic Northern Railway-----	52	284	336	-----	5,086	5,416	10,502	-----	-----
14	Manchester & Oneida Railway-----	24	164	188	-----	2,254	20,360	22,614	-----	-----
	Total 13 and 14—Tons-----	76	448	524	-----	7,340	25,776	33,116	-----	-----
	Grand total tons-----	297,152	875,090	1,172,242	-----	11,257,891	32,651,905	43,909,796	-----	-----

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT
—ENTIRE LINE—1933

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			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	Number of passenger carrying coaches	Total seating capacity	Average seating capacity	Beginning of year	Close of year	Beginning of year	Close of year	Beginning of year	Close of year
1	A., T. & S. F. Ry.	1,651	1,616			89,973	89,104	1,519	1,512	762	52,719	69.0	4,959	4,675	96,451	95,291	11	9
2	A. N. Ry.	2	2			2	2	1	1				1	1	4	4		
3	C., B. & O. R. R.	1,262	1,085	^a 3	^a 3	56,760	52,520	1,077	977	569	38,767	68.0	4,089	3,595	61,926	57,092		
4	C. G. W. R. R.	178	178	^b 1	^b 1	5,641	5,106	95	95	46	2,668	58.0	332	336	6,068	5,537		
5	C., M., S. P. & P.	1,669	1,639	^c 107	^c 107	71,068	67,513	1,219	1,194	656	39,213	59.8	2,593	2,373	74,880	71,080	7	7
6	C. & N. W. Ry.	1,678	1,678	^d 4	^d 4	56,876	56,555	1,951	1,943	1,192	78,578	65.9	3,709	3,508	62,536	62,006		
7	C., S. P., M. & O.	315	295			7,506	7,438	242	224	141	7,793	55.3	536	399	8,284	8,061		
8	C., R. I. & P. Ry.	1,323	1,207			44,267	41,342	1,050	1,019	602	43,870	72.9	3,367	3,312	48,684	45,673		
9	G. N. Ry.	1,050	1,050	18	18	47,716	47,459	885	883	322	21,516	66.8	2,629	2,589	51,230	50,931	2	2
10	I. C. R. R.	1,636	1,633	4	4	61,266	60,098	1,815	1,784	852	62,905	73.8	2,100	2,073	65,181	63,960	6	6
11	M. & O. Ry.	2	2					2	2						2	2		
12	M. & St. L. R. R.	192	192			5,434	5,301	93	93	54	2,940	54.4	261	241	5,788	5,635		
13	U. P. R. R.	825	758			32,642	32,347	759	704	286	16,510	57.7	2,090	1,706	35,491	34,757		
14	Wabash Ry.	614	546			22,862	18,863	365	262	143	8,346	58.3	676	412	23,903	19,537	6	5
	Total	12,397	11,981	137	137	502,013	483,648	11,073	10,693	5,625	375,825	66.8	27,342	25,225	540,428	519,566	32	29

^aGas-electric locomotives.

^bGasolene locomotive.

^cIncludes two gas-electric locomotives.

^dOil-electric switching locomotives.

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT
—ENTIRE LINE—1933—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 train 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 serv-ice equipment
1	A., T. & S. F. Ry.....	40,016	2,881	9,249	14,622	3,526	17,091	1,096	623	572	169	125	21	59	474	42	50	40	463	57	14	1	4,100	
2	A. N. Ry.....		1					1		1													1	
3	C., B. & Q. R. R.....	26,504	1,901	5,595	17,440	336		628	116	434	120	99	15	38	239	32		21	1,388	11	6	20	2,149	
4	C. G. W. R. R.....	4,221	183	250	330			122		26	12	19	8	1	27	2		3	1	6	1	2	323	
5	C., M., S. P. & P.....	38,811	4,930	4,187	16,937		9	964	1,675	429	77	112	20	130	45	339	12	30	22	2	43	5	2,301	
6	C. & N. W. Ry.....	25,664	4,187	4,624	14,088	1	864	1,009	6,118	964	154	119	74	37	307	34	254	19	1,465	14	12	20	1,978	
7	C., S. P., M. & O.....	4,281	481	573	1,830		99	174		103	28	9	10	7	61	6		1				17	381	
8	C., R. I. & P. Ry.....	29,564	2,018	2,154	6,831		214	561		471	113	83	18	36	267	31		22	1,937	41	5	107	1,200	
9	G. N. Ry.....	27,181	3,389	3,463	3,501		26	519	9,380	242	53	118	21	6	35	389	14	5	24	69	51	209	2,236	
10	I. C. R. R.....	22,476	1,982	1,656	28,172	10	4,873	929		785	48	98	19	46	213	50	525	17	28	10	2	14	2,007	
11	M. & O. Ry.....									1	1													
12	M. & St. L. R. R.....	2,878	120	592	1,486		96	113	16	39	15	7			30	2		3	41	3	1		193	
13	U. P. R. R.....	16,604	2,473	2,714	6,147	901		560	2,948	243	42	32	1	72	220	49	45	26	141	2	3	18	1,516	
14	Wabash Ry.....	13,286	85	585	4,600			307		94	47	12	2	14	75	18		7	15	7		36	347	
	Total.....	251,486	24,631	35,642	115,984	4,774	23,272	6,983	20,876	4,404	879	833	209	136	390	2,641	292	909	205	5,550	245	49	444	18,732

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT
—ENTIRE LINE—1933—Continued

PART 3—EQUIPMENT OWNED OR LEASED, NOT IN SERVICE OF RESPONDENT AND MOTOR TRUCKS AND BUSES AT
CLOSE OF YEAR

Number	Railway Companies	Equipment Owned or Leased, Not in Service of Respondent								Operated by Respondent			Operated by Subsidiaries Controlled Wholly or Partly by Respondent								
		Number of Units								Number of Units			Number of Units								
		Locomotives		Freight-Train Cars		Passenger-Train Cars		Co. Service Equipment		Motor Trucks			Motor Buses		Motor Trucks			Motor Buses			
		At beginning of year	At close of year	At beginning of year	At close of year	At beginning of year	At close of year	At beginning of year	At close of year	At beginning of year	At close of year	Number of tons carried	At beginning of year	At close of year	Number of passengers carried	At beginning of year	At close of year	Number of tons carried	At beginning of year	At close of year	Number of passengers carried
1	Achison, Topeka & Santa Fe R.	153	144			7	6	5	5												
2	Chicago, Burlington & Quincy R.	33	23	2,363	2,146	14	11														
3	Chicago Great Western R. R.											1	1	2,136				44	42	153,635	
4	Chicago, Mil., St. Paul & Pac. R.	3	4																		
5	Chicago & North Western Ry.											7	7	7,769							
6	Chicago, St. Paul, Minn. & O.																				
7	Chicago, Rock Island & Pacific R.	2	2												53	50	32,219	63	60	337,082	
8	Great Northern Railway			1,069	1,068																
9	Illinois Central R. R.			500	500					2	2	148									
10	Minneapolis & St. Louis R. R.	5	5															3	2	5,397	
11	Union Pacific R. R.	112	123	88	91	18	71	39	29												
12	Wabash Railway																	155	146	820,082	
	Total	308	301	4,050	3,805	39	88	44	34	2	2	148	8	8	9,905	53	50	32,219	265	250	1,316,196

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE—1933
PART 1—MILEAGE OF ROAD OPERATED—SINGLE TRACK AND ALL TRACKS AND CHANGES DURING YEAR

Number	Railway Companies	Mileage Operated—Single Track						Mileage Operated—All Tracks										
		Line Owned		Line of proprietary companies	Line Operated Under			Total mileage operated—single track	First main track	Second main track	Third main track	Fourth main track	All other main tracks	Industrial tracks	Yard tracks and sidings	Total mileage operated—all tracks	Changes during year—all tracks	
		Main line	Branch lines		Lease	Contract, etc.	Trackage rights											
1	A., T. & S. F. Ry.	4,566.79	2,487.56	1,488.85	824.23		267.88	9,635.31	9,635.31	1,741.83	45.69	9.80		731.39	3,974.55	16,138.57	*76.12	
2	A. N. Ry.	17.07						17.07	17.07						1.92	18.99	*.04	
3	C., B. & Q. R. R.	4,668.26	4,144.84		30.81		339.67	9,183.58	9,183.58	1,219.84	44.12	6.19		906.26	2,971.06	14,331.05	*119.71	
4	C. G. W. R. R.	929.19	96.16	363.08	.26		130.06	1,518.75	1,518.75	106.23	11.80	11.80		28.14	566.35	2,243.07	17.99	
5	C., M., S. P. & P.	5,889.25	4,199.45		360.78		753.53	11,203.01	11,203.01	1,298.25	30.51	27.82		872.72	3,529.39	16,961.70	*52.36	
6	C. & N. W. Ry.	3,359.95	4,955.00				127.55	8,442.50	8,442.50	919.55	98.42	91.83		811.22	3,280.51	13,644.03	*17.56	
7	C., S. P., M. & O.	1,590.49					73.06	1,663.55	1,663.55	193.69	16.64	12.77		115.39	573.82	2,575.86	*77.88	
8	C., R. I. & P. Ry.	3,289.92	2,022.66	34.92	1,833.57		430.28	7,611.35	7,611.35	583.85	25.38	12.20		458.12	2,529.05	11,219.95	*.63	
9	G. N. Ry.	3,897.27	3,690.65	322.49	.08		450.60	8,361.09	8,361.09	657.98	15.19	12.77		345.49	2,543.52	11,936.04	*113.52	
10	L. C. R. R.	2,254.11		1,016.10	1,526.82		214.37	5,011.40	5,011.40	895.92	73.51	33.29	202.13	460.13	2,600.53	9,276.91	*32.12	
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	113.43	1,627.02	1,627.02	27.55			75.26	339.02	2,068.85	*2.48	
13	T. & N. Ry.																*11.75	
14	U. P. R. R.	1,937.22	1,813.28				1.30	16.04	3,767.84	3,767.84	1,073.31	2.69	2.70		393.08	1,402.28	6,641.90	4.42
15	Wabash Ry.	1,014.33	91.05		72.65			379.22	2,457.25	2,457.25	533.57	13.38		161.73	1,264.93	4,430.86	*45.58	
	Total, 1933	35,680.94	23,655.13	3,225.44	4,649.25	1.30	3,295.81	70,507.87	70,507.87	9,251.57	377.33	221.17	202.13	5,358.93	25,577.68	111,496.68	*527.84	
	Total, 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	
	Increase or decrease, 1933	*89.17	*185.97	31.29	*132.92			3.76	*373.01	*373.01	*41.34	*12.85	*12.02	*5.60	5.12	*88.14	*527.34	419.62

*Decrease.

*Ceased operations in April, 1933—no report for 1933.

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE—1933

—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 respondents—mileage all tracks
		First main track	Second main track	Third main track	Fourth main track	All other main tracks	Industrial tracks	Yard tracks and sidings			
1	Atchison, Topeka & Santa Fe Ry.	7,042.48	1,370.75	30.52	9.18		573.20	3,205.80	12,232.02	*46.69	39.73
2	Atlantic Northern Ry.	17.07						1.92	18.99	*.04	
3	Chicago, Burlington & Quincy R. R.	8,811.13	1,093.11	43.36	5.43		752.32	2,683.74	13,389.09	*112.45	5.45
4	Chicago Great Western R. R.	1,388.43	58.86				28.14	506.49	1,981.92	*1.92	8.91
5	Chicago, Milwaukee, St. Paul & Pac. R. R.	10,032.96	1,025.75	21.86	20.32		624.42	2,813.46	14,538.77	*85.15	40.01
6	Chicago & North Western Ry.	8,315.98	861.76	98.42	91.83		769.17	3,174.84	13,312.00	*50.47	48.78
7	Chicago, St. Paul, Minn. & Omaha Ry.	1,593.73	182.80	6.37	2.50		115.13	562.68	2,463.21	*77.88	.26
8	Chicago, Rock Island & Pacific Ry.	5,307.88	384.53	14.97	2.90		232.86	1,695.88	7,639.02	*1.14	34.81
9	St. Paul & Kansas City Short Line R. R.	418.73	2.50				20.91	89.03	531.17	*.68	531.17
10	Great Northern Ry.	7,606.69	416.38	11.69	11.60		310.94	2,227.84	10,585.14	*10.17	19.54
11	Illinois Central R. R.	2,250.09	469.23	73.51	33.29	102.71	224.06	1,308.32	4,470.21	*23.74	
12	Dubuque & Sioux City R. R.	760.89	2.75		5.17		31.10	238.69	1,038.60	.14	1,031.47
13	Manchester & Oneida Ry.	8.03						.75	8.78		
14	Minneapolis & St. Louis R. R.	1,513.54	9.54				76.26	306.76	1,905.10	*.54	1.45
15	Tabor & Northern Ry.	3,748.93	1,068.97	2.69	2.70		377.93	1,361.41	6,562.63	*9.79	6.41
16	Union Pacific R. R.	2,000.04	351.00				148.46	426.34	3,425.84	*19.05	9.05
17	Wabash Railway										
	Total, 1933	60,825.00	7,297.33	508.39	184.92	102.71	4,283.99	21,103.95	94,102.49	*436.25	1,777.04
	Total, 1932	61,117.44	7,338.08	315.74	156.94	102.71	4,277.13	21,100.70	94,538.74	*87.79	1,803.86
	Increase or decrease, 1933	*291.84	*40.15	*12.35	*12.02		6.86	*86.75	*436.25	348.46	*26.82

^aCeased operations in April, 1933—no report for 1933.

^bDecrease.

TABLE 13A—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE—1933

PART 3—MILEAGE OPERATED, SINGLE TRACK AND ALL TRACKS, AND MILEAGE OWNED SOLELY, SINGLE TRACK AND ALL TRACKS AND CHANGES DURING YEAR

Number	Railway Companies	Miles of Road Operated—Single Track					Total Mileage Operated	Total Mileage Owned Solely		Mileage Operated—All Tracks					Total Mileage Owned Solely			
		Line Owned		Line Operated Under				Single track	Changes during year	Miles of					Total mileage operated	Changes during year	All tracks	Changes during year
		Main line	Branches and spurs	Lease	Contract, etc.	Trackage rights				First main track	Second main track	All other main tracks	Industrial tracks	Yard tracks and sidings				
1	A., T. & S. Fe Ry.	19.99					19.99	19.99		19.99	19.99		1.33	42.69	84.00		83.96	
2	A. N. Ry.	17.07					17.07	17.07		17.07	17.07			1.92	18.99	*.04	18.99	*.04
3	C., B. & Q. R. R.	373.46	938.88			73.76	1,386.10	1,311.07	*20.26	1,386.10	248.96		80.29	325.34	2,040.69	*33.37	1,910.57	*32.80
4	C. G. W. R. R.	729.02	29.42		.26	5.56	764.26	758.44		764.26	20.06		13.97	235.88	1,034.17	*.78	1,021.51	*.78
5	C., M., S. P. & P.	1,199.28	606.97	.03	.09	68.61	1,874.98	1,806.28	*35.84	1,874.98	315.33		88.93	481.95	2,761.19	*45.45	2,609.56	*45.54
6	C. & N. W. Ry.	360.79	1,226.92			39.97	1,627.68	1,610.74		1,627.68	361.31		69.80	494.39	2,553.18	.23	2,495.12	*.07
7	C., St. P., M. & O.	56.82				27.50	84.32	56.82	*17.44	84.32			4.22	47.30	135.84	*19.17	105.01	*18.52
8	C., R. I. & P. Ry.	997.52	818.97	335.75	1.66	96.17	2,250.07	1,817.32	*.02	2,250.07	109.59		111.49	555.23	3,026.38	*3.60	2,449.80	*2.95
9	St. P. & K. C. S. L.							345.75									438.14	*1.07
10	G. N. Ry.		78.02				78.02	78.02		78.02			9.61	27.06	114.69	*.57	113.10	*.57
11	Ill. Cen. R. R.				716.36	1.68	718.04			718.04	2.75	7.21	29.40	237.72	995.12	.65		
12	D. & S. C. R. R.							716.36									987.19	.19
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		40.93	154.00	1,076.85	.17	979.20	.17
15	Tabor & North'n Ry.								*8.79							*11.75		*9.79
16	U. P. R. R.	2.48					2.48	2.48		2.48	2.25		10.33	57.01	72.07	.03	72.07	.03
17	Wabash Ry.	203.31				5.56	208.87	203.31		208.87	2.20		9.50	62.29	282.86	*1.04	245.01	*1.04
	Total, 1933	4,603.63	3,853.66	335.83	718.37	405.71	9,917.20	9,542.02	*82.35	9,917.20	1,087.19	7.21	469.80	2,723.53	14,204.93	*114.69	13,538.01	*112.78
	Total, 1932	4,708.00	3,832.15	335.80	716.36	407.93	10,000.24	9,623.84	*60.03	10,000.24	1,093.05	7.21	471.94	2,747.18	14,319.62	*55.72	13,627.76	*66.62
	Increase or decrease, 1933	*104.37	21.51	.03	2.01	*2.22	*83.04	*81.82		*83.04	*5.86		*2.14	*23.65	*114.69			

^aCeased operations in April, 1933—no report for 1933.

*Decrease.

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE—1933

PART 1—RAILWAY WITH RAILWAY

Number	Railway Companies	Number at Beginning of Year						Number at End of Year						Increase or decrease, 1933				
		Interlocking	Automatic signals (automatic interlocking)	Derails on one line only, no protec- tion on other	Hand operated sig- nals (without interlocking)	Gates	Total specially protected	Total not specially protected	Grand total	Interlocking	Automatic signals (automatic interlocking)	Derails on one line only, no protec- tion on other	Hand operated sig- nals (without interlocking)		Gates	Total specially protected	Total not specially protected	Grand total
1	Atchison, Topeka & Santa Fe Ry.	1					1	1	2									
2	Chicago, Burlington & Quincy R. R.	6	2		1	1	10	16	26	6	2		1	1	10	16	26	*2
3	Chicago Great Western R. R.	19	1			3	23	10	33	19	1		3	23	10	33		
4	Chicago, Mil., St. Paul & Pac. R. R.	7	11		5	3	26	31	57	7	11		5	28	32	60	3	
5	Chicago & North Western Ry.	16	7		3		26	16	42	15	8		3	26	16	42		
6	Chicago, St. Paul, Minn. & O. Ry.	1					1	5	6	1				1	5	6		
7	Chicago, Rock Island & Pacific Ry.	14	7			17	38	26	64	14	7		17	38	25	63	*1	
8	Great Northern Railway						19	19	19						19	19		
9	Illinois Central R. R.	15	1				16	26	42	14	1			15	25	40	*2	
10	Minneapolis & St. Louis R. R.		3		1	1	5	8	13		3			5	8	13		
11	Union Pacific R. R.						5	5	5				1	5	5	5		
12	Wabash Railway	1					1	5	6	1				1	5	6		
	Total	80	32		10	25	147	168	315	78	33		10	27	147	166	313	*2

*Decrease.

TABLE 14 1/4—GAUGE OF TRACK AND WEIGHT OF RAIL PER YARD—WITHIN THE STATE—1933

PART 1—STANDARD GAUGE OF TRACK, 4 FEET, 8 1/2 INCHES

Weight of Rail Per Yard	A., T. & S. F. Ry.	C., B. & Q. R. R.	C. G. W. R. R.	C., M., St. P. & P. R. R.	C. & N. W. Ry.	C., St. P., M. & O. Ry.	C., R. I. & P. Ry.	G. N. Ry.	I. C. R. R.	M. & St. L. R. R.	U. P. R. R.	Wabash Ry. Co.	Total
Pounds	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	
130							.54						.54
110	28.20	154.33	10.37		240.48		180.03		.03				613.44
100		207.82	61.34	398.02	513.36	.66	438.66			11.26	4.55	.03	1,635.70
90	11.78	343.61	136.96	859.52	406.78	55.50	221.62	.82	541.46	12.09	.18	1.08	2,591.40
85		160.47	271.42	168.32		.45	139.78		83.83	241.07		5.00	1,070.34
80		.10		1.67	168.50		385.68	33.72		68.99		150.73	809.39
77.5			48.11										48.11
75		179.86	193.82	152.11				43.42	52.92				632.64
72					413.79								413.79
70		8.37		44.40			237.27			286.96		1.88	578.88
67							7.81						7.81
66							38.09			19.08			57.17
O. P. 66		238.87											238.87
N. P. 66		56.83											56.83
65		22.67		277.23	203.71	.16	141.12					2.94	647.83
63												31.11	31.11
60		93.54	48.79	149.00			263.52	.06	48.08	122.96			725.95
56		85.96	4.44	33.06			181.26			27.98		.16	332.86
52							20.76						20.76
50		4.38		8.46		.05							12.89
Total	39.98	1,556.81	775.25	2,091.79	1,946.62	56.82	2,256.27	78.02	726.32	790.39	4.73	203.31	10,526.31

STATISTICS OF STEAM RAILWAYS

TABLE 14 1/2—TELEGRAPH AND TELEPHONE LINES—WITHIN THE STATE—1933

Items	A., T. & S. F. Ry.	C., B. & Q. R. R.	C. G. W. R. R.	C., M., St. P. & P. R. R.	C. & N. W. Ry.	C., St. P., M. & O. Ry.	C., R. I. & P. Ry.	G. N. Ry.	I. C. Ry.	M. & St. L. R. R.	U. P. Ry.	Wa- bash Ry.
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
Pole line fully owned and operated exclusively		1055.70	258.80	.88	369.91		65.00	75.75				
Telegraph wire owned and operated exclusively	57.2	3,476.56	857.80	885.28			1,178.00	373.75	95.95	11.52	2.00	
Telephone wire owned and operated exclusively	126.6	1,469.74	939.00	1,825.74	841.26		2,379.00		1,688.22	25.46	11.54	
Pole line used, owned exclusively by other companies		281.78	515.00	1,024.79	1,584.53	82.42	11.00		710.93	512.72	2.20	
Telegraph wire used, owned exclusively by other companies		875.93	947.00	2,248.99	5,089.55	82.42	4168.00		1,698.59	2,158.18		
Telephone wire used, owned exclusively by other companies			72.50	1,773.55			317.00		486.70			
Pole line owned jointly and used by respondent	19.9						1,945.00					
Telegraph wire owned jointly and used by respondent	19.9									270.88		
Telegraph wire leased off line of respondent		29.25								348.38		
Telephone wire leased off line of respondent		6.00									347.00	
Pole line fully owned and used jointly with other companies				762.22			117.00					
Telegraph wire fully owned and used jointly with other companies				279.70			188.00					
Telephone wire fully owned and used jointly with other companies				72.63								
Total pole line used by respondent	19.9	1,337.48	773.80	1,787.89	1,954.44	82.42	2,138.00	74.75	710.93	783.60	2.20	
Total telegraph wire used by respondent	77.1	4,381.74	1,804.80	3,413.97	5,089.55	82.42	5,534.00	373.75	1,794.54	2,518.08	349.00	
Total telephone wire used by respondent	126.6	1,475.74	1,011.50	3,671.92	841.26		2,696.00		2,174.92	25.46	11.54	
Telegraph wire owned, but used exclusively by other companies				455.38								
Telegraph wire owned jointly, but used exclusively by other companies												
Telephone wire, long distance	39.8	439.40	73.90						854.16		11.54	

^aNote—41.65 miles of pole line is owned 72% by Western Union Telegraph Company and 28% by railroad company.

^bNote—Includes 193 miles of wire owned by the Western Union Telegraph Company and used jointly by the respondent and Western Union Tel. Co. Information not available for Wabash Railway.

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE—1933

PART 1—BITUMINOUS COAL AND FUEL OIL

Number	Railway Companies	Total Tons Bituminous Coal Consumed by					Total Gallons Fuel Oil Consumed by					Average cost per gallon including freight charges	
		Freight train	Passenger train	Total transporta- tion	Work train	Grand total tons	Average cost per ton, including freight charges	Freight train	Passenger train	Total transporta- tion	Work train		Grand total gallons
1	Atchison, Topeka & Santa Fe Ry.	537,782	314,476	908,735	6,041	1,004,776	\$ 2.430	127,253,252	67,504,961	246,526,014	895,330	247,431,844	\$.01504
2	Chicago, Bur. & Quincy R. R.	1,179,775	448,503	2,045,706	16,636	2,062,402	1.740	11,284,489	3,136,499	17,470,838	34,840	17,505,678	.01710
3	Chicago Great Western R. R.	359,483	51,582	477,687	5,440	483,127	2.486	106,729	18,469	152,065	3,015	155,080	.02800
4	Chi., Mil., St. Paul & Pac. R. R.	1,227,493	418,367	2,097,897	30,754	2,128,651	2.000	7,521,066	1,958,418	11,055,996	734,724	11,790,720	.01833
5	Chicago & North Western Ry.	1,008,463	573,130	1,967,134	22,213	1,990,347	1.833	17,000,019	4,968,638	24,347,689	375,719	24,723,408	.0160
6	Chi., St. Paul, Minn. & O. Ry.	183,804	84,955	358,677	1,724	360,401	3.581	29,904	9,645	45,000	216	45,216	.0337
7	Chicago, Rock Island & Pac. Ry.	760,523	367,583	1,385,762	17,184	1,402,946	2.000	58,582,819	29,751,229	100,908,746	1,625,493	102,534,239	.0107
8	Great Northern Railway	573,797	111,326	808,413	3,700	802,113	2.920	35,433,235	22,824,144	70,040,068	1,055,869	71,095,937	.0196
9	Illinois Central Railroad	1,528,567	460,091	2,417,494	17,012	2,434,506	1.601	200,448	74,333	418,519	---	418,519	.0360
10	Minneapolis & St. Louis R. R.	176,687	8,660	226,078	1,579	227,657	2.450	---	---	---	---	---	---
11	Union Pacific Railroad	1,042,335	317,597	1,750,603	4,777	1,755,380	2.370	238,703	57,319	476,459	---	476,459	.0290
12	Wabash Railway	592,414	130,447	909,491	15,184	924,675	1.960	119,051	55,477	296,488	1,870	297,358	.0390
	Total	9,171,423	3,293,727	15,535,677	143,394	15,676,981	---	257,850,715	131,118,732	471,746,882	4,727,076	476,473,958	---

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE—1933
—Continued

PART 2—TOTAL TONS FUEL CONSUMED AND GALLONS GASOLINE AND OIL CONSUMED BY OTHER LOCOMOTIVES AND MOTOR RAIL CARS

Number	Railway Companies	Total Fuel Tons Consumed by				Grand total tons	Average cost per ton including freight charges	Other Locomotives, Gallons Gasoline			Motor Rail Cars		Average cost per gallon
		Freight train	Passenger train	Total transpor- -tation	Work train			Total trans- -portation	Work train	Average cost per gallon	Total trans- -portation	Work train	
1	Atchison, Topeka & Santa Fe Ry.	1,342,092	740,905	2,552,156	11,655	2,563,811	\$ 2.400	73,043	12,029	2,060,336	2,060,336	.0438	
2	Chicago, Bur. & Quincy R. R.	1,269,334	473,803	2,184,363	16,973	2,201,336	1.160	—	—	2,420,573	2,420,573	.0515	
3	Chicago Great Western R. R.	360,207	51,706	478,720	5,459	484,179	2.493	—	—	1,000,037	1,000,037	.0540	
4	Chi., Mil., St. Paul & Pac. R. R. ^a	1,287,184	433,910	2,185,643	36,585	2,222,228	2.010	148,008	—	673,188	673,188	.0900	
5	Chicago & North Western Ry.	1,136,337	621,370	2,162,786	20,005	2,188,791	1.852	110,538	—	2,030,922	2,030,922	.0900	
6	Chi., St. Paul, Minn. & O. Ry.	184,021	85,052	359,118	1,726	360,844	3.583	—	—	252,029	252,029	.1080	
7	Chi., Rock Island & Pac. Ry. ^b	1,109,644	491,055	1,987,602	26,800	2,014,462	1.980	48,550	—	259,343	259,343	.0684	
8	Great Northern Railway ^c	848,365	297,413	1,444,402	11,257	1,455,659	2.770	29,177	97	1,725,802	1,725,802	.0663	
9	Illinois Central Railroad ^d	1,530,132	460,638	2,420,862	17,012	2,437,874	1.607	210,482	1,653	19,630	19,630	.0600	
10	Minneapolis & St. Louis R. R.	176,972	8,704	226,513	1,581	228,094	2.470	—	—	900,848	900,848	.0480	
11	Union Pacific Railroad ^e	1,044,413	517,995	1,754,084	4,779	1,758,863	2.333	—	—	112,860	112,860	.0531	
12	Wabash Railway	563,306	130,802	911,704	15,198	926,902	1.870	—	—	63,170	63,170	.1144	
	Total	10,881,917	4,113,473	18,667,953	175,090	18,848,043	—	680,400	13,779	11,519,398	11,519,398	—	

^aConsumed 66,047,956 kilowatt-hours of electricity, in addition to other fuel, in operation of other locomotives and consumed 114,750 gallons of furnace and diesel oils at average cost of \$.074 per gallon in operation of motor rail cars.
^bConsumed 1,404,572 gallons of distillate, in addition to other fuel, at average cost of \$.0308 per gallon, in operation of motor rail cars.
^cConsumed 12,654,716 kilowatt hours of electricity, in addition to other fuel, in operation of other locomotives and consumed 31,163 gallons of fuel oils at an average cost of \$.0291 per gallon in operation of motor rail cars.
^dConsumed 931,151 kilowatt hours of electricity in operation of other locomotives and 45,088,933 kilowatt hours of electricity in operation of motor rail cars in addition to other fuel consumed.
^eConsumed 497,672 gallons of other fuel oil in operating motor rail cars at an average cost of \$.040 per gallon in addition to other fuel consumed.

TABLE 16—TIES AND RAILS LAID IN REPLACEMENT—WITHIN THE STATE
—1933

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			
1	Atchison, Topeka & Santa Fe Ry.	8,055	\$ 10,117.39	\$1.26	32,904	\$ 1,312.29	\$ 57.30	24	\$ 497.68	\$ 20.73	65	\$ 1,283.71	\$ 20.00
2	Chicago, Bur. & Quincy R. R.	150,730	181,352.71	1.20	377,865	12,090.05	31.99	4,353	160,732.61	36.92	413	11,589.10	28.06
3	Chicago Great Western R. R.	189,718	184,981.92	.97	295,985	8,042.81	30.24	3,926	116,542.64	29.68	326	6,883.55	21.11
4	Chi., Mil., St. Paul & Pac. R. R.	260,768	304,025.50	1.16	865,969	18,835.93	21.75	1,127	30,821.71	27.35	629	17,936.55	28.51
5	Chicago & North Western Ry.	239,932	249,940.79	1.04	815,397	28,353.43	34.89	3,655	144,401.85	39.50	864	29,433.42	34.07
6	Chi., St. Paul, Minn. & O. Ry.	20,786	14,482.36	.70	42,594	1,828.79	42.93	38	1,087.25	28.61	226	6,169.60	27.30
7	Chicago, Rock Island & Pac. Ry.	122,139	135,685.62	1.11	676,038	31,747.28	46.96	1,092	82,753.04	30.00	1,481	32,369.73	21.85
8	Great Northern Railway	3,196	4,426.20	1.38	32,143	1,017.71	31.63	28	837.58	29.91	25	750.91	30.03
9	Illinois Central Railroad	119,042	112,169.34	.94	178,356	8,473.79	47.50	1,470	41,637.20	28.32	142	3,389.07	23.86
10	Minneapolis & St. Louis R. R.	97,903	87,750.22	.90	246,020	7,028.09	28.57	738	21,611.65	29.28	133	2,363.00	17.76
11	Union Pacific Railroad	1,981	2,664.28	1.34	46,251	1,712.10	37.01	32	547.09	17.10	172	2,883.22	16.76
12	Wabash Railway	33,659	52,368.29	1.56	183,203	8,397.88	45.83	102	2,665.67	26.13	28	423.90	15.14
	Total	1,247,900	\$1,339,964.62	\$1.07	9,752,725	\$128,840.15	\$ 34.33	16,585	\$554,135.97	\$ 33.41	4,504	\$115,475.76	\$ 25.64

TABLE 17—TIES AND RAILS LAID IN ADDITIONAL TRACKS AND NEW LINES AND EXTENSIONS—WITHIN THE STATE—1933

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 of ties laid	Cost	Average cost per tie	Number of feet (board measure) laid	Cost	Average cost per thousand feet	Number of tons (2,240 lbs.) laid	Cost	Average cost per ton	Number of tons (2,240 lbs.) laid	Cost	Average cost per ton
1	Atchison, Topeka & Santa Fe Ry.												
2	Chicago, Bur. & Quincy R. R.												
3	Chicago Great Western R. R.												
4	Chi., Mil., St. Paul & Pac. R. R.	2,175	\$ 1,804.43	\$.83	16,927	\$ 503.75	\$ 29.76				105	\$ 2,415.86	\$ 23.01
5	Chicago & North Western Ry.	39	19.63	.50	9,422	311.41	33.05				7	224.69	32.09
6	Chi., St. Paul, Minn. & O. Ry.	5,412	5,135.10	.95	27,107	958.70	35.36				241	8,539.77	35.43
7	Chicago, Rock Island & Pac. Ry.	2,212	1,549.69	.70	28,347	521.05	18.38				113	1,791.34	15.85
8	Great Northern Railway												
9	Illinois Central Railroad	1,096	941.57	.86									
10	Minneapolis & St. Louis R. R.	836	428.44	.51	4,439	170.10	38.32				76	1,847.53	24.31
11	Union Pacific Railroad										130	2,677.04	20.59
12	Wabash Railway	533	691.91	1.30	17,105	825.09	48.23						
	Total	12,303	\$ 10,570.77	\$.86	103,247	\$ 3,290.10	\$ 31.83				672	\$ 17,496.23	\$ 26.04

TABLE 18—EMPLOYEES AND COMPENSATION—ENTIRE LINE—1933
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	
		1933	1932	1933	1932	1933	1932	1933	1932	1933	1932
1	Atchison, Topeka & Santa Fe Railway	33,459	34,509	\$ 47,133,817	\$ 51,758,238	\$1,408.70	\$1,499.55	\$117.39	\$124.96	\$ 3.91	\$ 4.16
2	Atlantic Northern Railway	12	12	11,742	11,965	978.33	997.08	81.53	83.09	2.71	2.71
3	Chicago, Burlington & Quincy Railroad	22,703	24,473	34,226,577	36,965,641	1,507.58	1,510.47	125.63	125.87	4.18	4.19
4	Chicago Great Western Railroad	3,880	4,253	6,015,632	6,543,364	1,550.42	1,538.53	129.20	128.21	4.31	4.27
5	Chicago, Milwaukee, St. Paul & Pacific R. R.	26,493	28,827	39,011,776	42,993,069	1,472.53	1,491.41	122.71	124.29	4.09	4.14
6	Chicago & North Western Railway	24,014	24,318	36,988,309	38,930,371	1,540.28	1,600.88	129.19	133.40	4.31	4.44
7	Chicago, St. Paul, Minn. & Omaha Railway	5,467	6,206	7,384,977	8,673,384	1,350.83	1,397.58	112.57	116.46	3.75	3.81
8	Chicago, Rock Island & Pacific Railway	19,900	20,775	30,605,705	33,287,148	1,537.97	1,602.27	128.16	133.52	4.27	4.45
9	Great Northern Railway	14,695	16,855	24,448,562	26,689,612	1,663.73	1,583.48	138.64	131.96	4.62	4.40
10	Illinois Central Railroad	21,671	23,608	34,086,037	37,113,587	1,572.88	1,572.08	131.07	131.00	4.37	4.36
11	Manchester & Oneida Railway	13	14	9,493	9,551	730.23	682.21	60.85	56.85	2.03	1.89
12	Minneapolis & St. Louis Railroad	3,280	3,704	4,465,369	5,003,076	1,361.39	1,350.72	113.45	112.56	3.78	3.75
13	Union Pacific Railroad	15,044	16,466	23,510,144	25,595,081	1,562.75	1,675.88	130.23	139.66	4.34	4.65
14	Wabash Railway	10,814	11,405	15,822,359	17,278,511	1,463.14	1,514.99	121.93	126.25	4.06	4.21
	Total 1933 and 1932	201,445	215,425	\$ 303,720,499	\$ 330,852,598	1,507.70	1,535.81	125.64	127.98	4.19	4.26
	1931		267,167		456,389,531		1,708.25		142.19		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		4.88
	1928		366,964		624,255,837		1,701.14		141.76		4.72

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE—1933
PART 1—COLLISIONS AND DERAILMENTS AND TRAIN SERVICE ACCIDENTS

Number	Steam Railway Companies	Collisions and Derailments						Train Service Accidents									
		Passengers		Employees		Other Persons		Total		Passengers		Employees		Other Persons		Total	
		In-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 Railway											3	1	1	1	4	
2	Chicago, Burlington & Quincy Railroad	22		4	5	1	2	5	29		2	7	8	17	8	26	
3	Chicago Great Western Railroad											24	3	6	3	30	
4	Chicago, Milwaukee, St. Paul & Pacific Railroad				1	4	2	4	3	1	2	9	14	15	15	26	
5	Chicago & North Western Railway										4	2	5	10	16	25	
6	Chicago, St. Paul, Minn. & Omaha Railway											1	1	2	3	4	
7	Chicago, Rock Island & Pacific Railway	3			1				4		2	2	34	15	12	17	
8	Great Northern Railway													1	1	1	
9	Illinois Central Railroad	5				3	2	3	7		1	17	6	12	6	30	
10	Minneapolis & St. Louis Railroad											1	5	1	3	8	
11	Union Pacific Railroad													1	1	1	
12	Wabash Railway													1	1	1	
	Total Steam Railways	30		4	7	8	6	12	43	1	11	6	105	62	87	69	
	ELECTRIC INTERURBAN AND TERMINAL RAILWAY COMPANIES																
1	Clinton, Davenport & Muscatine Railway																
2	Des Moines & Central Iowa Railroad													1	1		
3	Des Moines Union Railway															2	
4	Ft. Dodge, Des Moines & Southern Railroad												1			1	
5	Sioux City Terminal Railway												2			2	
6	Waterloo, Cedar Falls & Northern Railway											1		2	3		
	Total Electric and Terminal Ry. Companies											1	5	4	5	5	
	Grand Total Accidents 1933	30		4	7	8	6	12	43	1	11	7	110	66	87	74	
	1932	3			8	5	15	5	26		19	17	169	55	73	72	
	1931	7			2		1		10		23	6	190	56	83	62	
	1930	33			1		1		35		31	16	300	59	66	75	
	1929	55		2	16	1	7	3	78		38	22	490	53	68	75	
	1928	2		55	1	8	1	5	4	68	2	47	27	587	53	70	
	1927	21		1	18	2	11	3	50	1	40	16	578	69	71	86	
	1926	47		3	21	1	9	4	77	1	53	21	657	79	79	101	

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE—1933—Continued

PART 2—TRAIN SERVICE ACCIDENTS

Number	Steam Railway Companies	Train Service Accidents at Highway Grade Crossings						Total						Grand Total			
		Other Vehicles		Automobiles				Passengers		Employees		Other Persons		Killed	In-jured		
		Other Persons		Employees		Other Persons		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 Railway										3	1	1	1	4		
2	Chicago, Burlington & Quincy Railroad					3	2	3	2	24	4	12	12	21	16	57	
3	Chicago Great Western Railroad					1	15	1	15			24	4	21	4	45	
4	Chicago, Milwaukee & Pacific Railroad					7	9	7	9	1	2	10	25	26	26	38	
5	Chicago & North Western Railway					17	5	17	5	4	2	5	27	21	29	30	
6	Chicago, St. Paul, Minn. & Omaha Railway										1	1	2	3	3	4	
7	Chicago, Rock Island & Pacific Railway			1		13	24	14	24	5	3	35	28	36	31	76	
8	Great Northern Railway												1	1	1	1	
9	Illinois Central Railroad					5	14	5	14	6		17	14	28	14	51	
10	Minneapolis & St. Louis Railroad					1	11	1	11		1	5	2	14	3	19	
11	Union Pacific Railroad					1	6	1	6				1	7	1	7	
12	Wabash Railway						3		3				1	3	1	3	
	Total Steam Railways			1		48	89	49	89	1	41	11	112	118	182	130	335
	ELECTRIC INTERURBAN AND TERMINAL RAILWAY COMPANIES																
1	Clinton, Davenport & Muscatine Railway															1	1
2	Des Moines & Central Iowa Railroad												1	1	1	1	1
3	Des Moines Union Railway											2					2
4	Ft. Dodge, Des Moines & Southern Railroad											1		5			6
5	Sioux City Terminal Railway											2				1	2
6	Waterloo, Cedar Falls & Northern Railway											2	1	2	2	3	2
	Total Electric and Terminal Ry. Companies											1	5	4	9	5	14
	Grand Total Accidents 1933			1		48	98	49	98	1	41	12	117	122	191	135	349
	1932					54	128	54	128		22	17	178	114	215	131	415
	1931	1				62	167	63	167		30	6	192	119	251	125	473
	1930					62	187	62	187		64	16	301	121	254	137	619
	1929	1	1			79	156	80	157		93	24	506	134	232	158	831
	1928	4	3			69	167	73	170	4	102	28	595	127	245	159	942
	1927		6			31	155	31	161	1	61	17	596	105	243	123	900
	1926	1	4			61	148	62	152	1	100	24	678	142	240	167	1,018

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE—1933—Continued

PART 3—NON-TRAIN ACCIDENTS

Number	Railway Companies	Class of Non-Train 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		Collapse and Fall of Objects	
		Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured
1	Atchison, Topeka & Santa Fe Railway		11						1										
2	Chicago, Burlington & Quincy R. R.		17		1					1									2
3	Chicago Great Western R. R.		53		1							1							
4	Chicago, Mil., St. Paul & Pac. R. R.		10									3		1					7
5	Chicago & North Western Railway		7											3					
6	Chicago, St. P., Minn. & Omaha Ry.	1	1							1									
7	Chicago, Rock Island & Pacific Railway	2	32		1														
8	Great Northern Railway		1							5		1		1					2
9	Illinois Central Railroad	1	31				1												
10	Minneapolis & St. Louis Railroad		27																4
11	Wabash Railway Company		1							2									
12	Dav., Rock Island & Northwestern Ry.		2																
13	Mason City & Clear Lake Railroad	1																	
14	Des Moines Union Railway		5																
15	Ft. Dodge, Des Moines & Southern R. R.		3							1				1					
16	Waterloo, Cedar Falls & Northern Ry.		9										1						1
												1							1
	Total 1933	5	210		3		1			13		8		6					17
	Total 1932	2	250		7		2		1	21		7		6		1			27

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE—1933—Continued

PART 4—NON-TRAIN ACCIDENTS

Number	Railway Companies	Class of Non-Train Accidents															
		Handling Rails, Ties, Timbers, Etc.		Maintenance of Way and Structures				Handling Freight or Supplies		Falls Not Included Otherwise		Miscellaneous		Total Accidents to Employees		Other Persons	
		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 Railway									4		3					
2	Chicago, Burlington & Quincy R. R.		2				2			3		5			14	3	
3	Chicago Great Western R. R.		5				2			1		12			16	5	
4	Chicago, Mil., St. Paul & Pac. R. R.											1			3	3	
5	Chicago & North Western Railway											2			3	1	
6	Chicago, St. P., Minn. & Omaha Ry.												1	1	1	1	
7	Chicago, Rock Island & Pacific Railway		3				1			1			5	3	23	2	
8	Great Northern Railway		1												1		
9	Illinois Central Railroad									1		12		8	1	28	
10	Minneapolis & St. Louis Railroad		6				2					5		10	25	2	
11	Wabash Railway Company				1										1		
12	Dav., Rock Island & Northwestern Ry.		1									1			2		
13	Mason City & Clear Lake Railroad							1						1			
14	Des Moines Union Railway		1						1					1	5		
15	Ft. Dodge, Des Moines & Southern R. R.		1												3		
16	Waterloo, Cedar Falls & Northern Ry.		1			1			2					3	9		
	Total 1933		21		1		8	1	5	1	45	1	55	3	184	2	
	Total 1932		21			1	12		21	1	51	2	44	4	221	1	

TABLE 20—COST OF COLLISIONS AND DERAILMENTS—WITHIN THE STATE—1933
 PART 1—WITHIN THE STATE AND NUMBER OF STATIONS. GOVERNMENTAL GRANTS IN AID OF CONSTRUCTION, ACRES

Number	Steam Railway Companies	Average miles of road operated—single track	Damage to		Clearing track	Total cost	Average Cost Per Mile of Road Operated—Single Track		Number of Freight or Passenger Stations on Road Owned or Operated—Within the State				Number of acres of land originally granted to respondent by the United States or this state in aid of construction of its road	Number of acres of such land grants remaining unsold December 31, 1933
			Equipment	Way and structures			Where an Agent Is Employed		Where No Agent Is Employed					
							1933	1932	1933	1932	1933	1932		
1	Atchison, Topeka & Santa Fe Railway	19.99	\$ 16,814	\$ 3,790	\$ 4,492	\$ 25,096	1,255.42	53.14	2	2	2	2	16,366,385	3,586,154
2	Chicago, Burlington & Quincy R. R.	1,402.02	78,737	4,121	1,147	84,005	59.92	15.43	156	159	98	96	359,724	None
3	Chicago Great Western Railroad	764.26	37,436	5,401	2,689	45,526	59.44	62.73	81	83	62	60	None	None
4	Chicago, Milwaukee, St. Paul & Pacific Railroad	1,892.94	40,063	11,266	4,393	55,722	29.43	28.08	241	249	109	106	486,222	None
5	Chicago & North Western Railway	1,627.68	7,033	905	990	8,928	5.48	14.80	202	204	75	73	1,201,326	49,191
6	Chicago, St. Paul, Minneapolis & Omaha Ry.	98.85	565		7	572	5.79	10.76	9	11	1	3	None	None
7	Chicago, Rock Island & Pacific Railway	2,250.08	7,264	1,755	2,562	11,581	5.15	19.71	876	278	355	101	644,747	None
8	Great Northern Railway	78.02							8	9	4	3	2,875,400	103,386
9	Illinois Central Railroad	718.04	39,462	4,360	8,197	52,019	72.44	26.71	97	103	65	58	1,122,266	None
10	Minneapolis & St. Louis Railroad	877.17	3,270	145	354	3,769	4.29	1.15	114	128	45	31	475,930	421
11	Union Pacific Railroad	2.48												
12	Wabash Railway	208.87	420	637	132	1,189	5.69	31.83	35	36	26	25	18,560,901	931,756
	Total Steam Railways, 1933	9,940.40	\$231,064	\$ 32,386	\$ 24,963	\$288,407							None	None
	Total Steam Railways, 1932	9,971.03	169,403	29,158	22,459	221,020			1,821	1,262	842	558		
	Increase or Decrease, 1933	*30.63	\$ 61,661	\$ 3,222	\$ 2,504	\$ 67,387								
1	Des Moines Union Railway, 1933	7.12	\$ 295			\$ 295	41.43							

*Decrease.

STATISTICS

of

Electric Interurban Railway Companies

For the Year Ended December 31, 1933

TABLE 1—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE—1933
MILEAGE OPERATED SINGLE TRACK AND ALL TRACKS AND MILEAGE OWNED AND CHANGES DURING YEAR

Number	Electric Interurban Railway Companies	Miles of Road Operated—Single Track						Miles of Road Operated—All Tracks					Miles of Road Owned—All Tracks											
		Line Owned		Line Operated Under				First main track	Second main track	Sidings and turnouts	Tracks in car houses, shops, etc.	Total miles operated	Changes during year —all tracks	First Track		Second main track	Sidings and turnouts	Tracks in car houses, shops, etc.	Total miles owned	Changes during year —all tracks				
		Main line	Branches and spurs	Lease	Contract, etc.	Trackage rights	Total miles operated							Changes during year	Main line						Branches and spurs			
1	C. R. & M. C. Ry.	2.80					2.80							2.80										
2	C. C. W. Ry.	21.32					21.55							21.32										
3	C., D. & M. Ry.	58.32		.23			65.03		5.45				27.00	21.32				5.45						26.77
4	Colfax Springs Ry.					6.71	65.03	3.77	8.37	.74	77.91		58.32				8.37	.74	67.43					
5	D. M. & C. I. R. R.	59.72				7.92	67.64						1.00											1.00
6	Ft. D., D. M. & S. R. R.	143.47	4.90	1.37		.84	150.58		24.85	.04	100.21		59.72		3.24	22.34								85.30
7	I. E. L. & P. Co.	27.30					27.30		45.35	.04	195.97	.43	143.47	4.90		41.17	.04		189.58					.43
8	Ia. So. Util. Co.	29.36					29.36		16.45	.06	43.81	.28	27.30			16.45	.06		43.81					.28
9	M. C. & C. L. R. R.	15.53					15.53		6.46	.13	35.95	*1.07	29.36			6.46	.13		35.95					*.26
10	T. & T. R. R.	3.50					3.50		5.23	.31	21.07		15.53			5.23	.31		21.07					
11	W., C. F. & N. Ry.	106.86	4.25			1.04	112.15	*.01	24.71	.34	142.30	*.49	106.86	4.25	5.10	23.84	.34		140.39					*.49
	Total, 1933	468.18	9.15	1.60		16.51	495.44	*1.08	16.55	137.32	1.66	650.97	*.85	469.18	9.15	8.34	129.76	1.62	618.05					*.04
	Total, 1932	468.44	9.16	1.60	.81	16.51	496.52		16.55	137.09	1.66	651.82		469.44	9.16	8.34	129.53	1.62	618.09					
	Increase or Decrease, 1933	*.26	*.01			*.81	*1.08		.23		*.85		*.26	*.01		.23			*.04					

*Decrease.

TABLE 2—CAPITAL STOCK—1933

PART 1—WITH PAR VALUE

Number	Electric Interurban Railway Companies	A—With Par Value									
		Par Value of Amount Authorized			Total par value nominally issued and nominally out- standing at close of year—common— in treasury	Total Par Value Actually Outstanding at Close of Year			Par Value of		
		Common	Preferred	Total		Common	Preferred	Receipts out- standing for installments paid—preferred	Total	Amount nominally but not actually issued to close of year—common	Total amount reac- quired after actual issue and held alive —common
1	Cedar Rapids & Marion City Ry.										
2	Charles City Western Railway	\$ 300,000		\$ 300,000		\$ 290,400		\$ 290,400.00			
3	Clinton, Davenport & Muscatine Ry.	2,000,000		2,000,000	\$ 275,000	646,700		646,700.00	\$ 275,000		
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			11,232,784.69	11,232,784.69			
8	Iowa Southern Utilities Company		15,000,000	15,000,000	*300		8,215,000.00	8,215,000.00		*300	
9	Mason City & Clear Lake Railroad	1,000,000		1,000,000		400,000		400,000.00			
10	Tama & Toledo Railroad	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	\$ 275,300	\$7,512,450	\$21,474,884.69	\$28,987,334.69	\$ 275,000	\$ 25,300	

*Preferred.

TABLE 2—CAPITAL STOCK—1933—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 —common	Cash received as consideration for issue—common	Par Value of Extent of Indebtedness Authorized			
						Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Total
1	Cedar Rapids & Marion City Ry.-----								
2	Charles City Western Railway-----					\$ 350,000			\$ 350,000.00
3	Clinton, Davenport & Muscatine Ry.-----								
4	Colfax Springs Railway-----								
5	Des Moines & Central Iowa R. R.-----					2,500,000	\$ 633,500		3,133,500.00
6	Ft. Dodge, Des Moines & So. R. R.-----					6,550,000	200,000	\$ 579,604.00	7,329,604.00
7	Iowa Electric Light & Power Co.-----	110,000	\$ 6,250,000			Unlimited		88,736.90	88,736.90
8	Iowa Southern Utilities Company-----	100,000	1,000,000			15,142,800		5,025,300.00	20,168,100.00
9	Mason City & Clear Lake Railroad-----								
10	Tama & Toledo Railroad-----					150,000			150,000.00
11	Waterloo, Cedar Falls & No. Ry.-----					21,000,000	1,260,000		22,260,000.00
	Total-----	210,000	\$ 7,250,000			\$ 45,692,800	\$ 2,093,500	\$ 5,693,640.90	\$53,479,940.90

TABLE 3—UNMATURED FUNDED DEBT—1933

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	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 Railway-----	\$ 119,200	\$ 140,000		259,200.00	\$ 15,552.00	\$ 7,152.00	\$ 230,800		
3	Clinton, Davenport & Muscatine Ry.-----									
4	Colfax Springs Railway-----									
5	Des Moines & Central Iowa R. R.-----	633,500	633,500		1,267,000.00	85,522.50	3,683.14	795,000		\$ 350,000
6	Ft. Dodge, Des Moines & So. R. R.-----	5,250,000	200,000	\$ 320,141.25	5,770,141.25	297,246.00	1,037.17	600,000		
7	Iowa Electric Light & Power Co.-----	13,600,000		893,818.45	14,493,818.45	936,828.57	970,874.78			
8	Iowa Southern Utilities Company-----	11,704,700		2,971,800.00	14,676,500.00	943,817.96	988,806.44	1,251,600	\$ 227,000	1,383,600
9	Mason City & Clear Lake Railroad-----									324,000
10	Tama & Toledo Railroad-----	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-----	\$37,105,400	\$ 2,233,500	\$4,185,759.70	\$ 43,524,659.70	\$2,644,717.03	\$1,971,553.53	\$ 5,079,400	\$ 227,000	\$2,344,475

TABLE 3—UNMATURED FUNDED DEBT—1933—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 un- matured funded debt	Matured funded debt unpaid
		5%	5½%	5¾%	6%	7%	7½%		
1	Cedar Rapids & Marion City Ry.-----								
2	Charles City Western Railway-----				\$ 259,200.00			\$ 259,200.00	
3	Clinton, Davenport & Muscatine Ry.-----								
4	Colfax Springs Railway-----								
5	Des Moines & Central Iowa R. R.-----				633,500.00		\$ 633,500	1,267,000.00	\$ 350,000
6	Ft. Dodge, Des Moines & So. R. R.-----	\$ 5,250,000			204,450.00	\$ 315,691.25		5,770,141.25	
7	Iowa Electric Light & Power Co.-----	3,600,000	\$ 4,000,500		43,318.45	6,850,000.00		14,493,818.45	
8	Iowa Southern Utilities Company-----		7,747,400	\$ 9,000	5,378,700.00		\$ 1,541,400	14,676,500.00	1,383,600
9	Mason City & Clear Lake Railroad-----								324,000
10	Tama & Toledo Railroad-----				25,000.00			25,000.00	
11	Waterloo, Cedar Falls & No. Ry.-----	5,773,000			1,260,000.00			7,033,000.00	286,875
	Total-----	\$14,623,000	\$11,747,900	\$ 9,000	\$7,804,168.45	\$7,165,691.25	\$ 633,500	\$ 43,524,659.70	\$ 2,344,475

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT—1933

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	Miles of road owned—single track	Average investment per mile of road owned
1	C. R. & M. C. Ry.											
2	C. C. W. Ry.											
3	C., D. & M. Ry.	\$ *667.68			\$ 642.63	\$ *25.05	\$1,363,394.91	\$ 426,174.95	\$ 274,335.33	\$ 700,510.28	21.32	\$ 328,856.95
4	Colfax Springs Ry.						26,506.82	1,038,659.36	583,485.89	2,985,540.16	58.32	51,192.39
5	D. M. & C. I. R. R.	461.91	\$ *1,400.00			*938.09	2,460,382.92	186.70		26,753.52	1.00	26,753.52
6	Ft. D., D. M. & S. R. R.	7,059.40	*131,162.89	\$ 398.75		*123,704.74		346,516.30	594,449.52	3,401,348.74	59.72	56,954.94
7	I. E. L. & P. Co.	18,045.23	*87,610.34	301,126.60	*394,825.39	*163,263.90		7,327,458.01	2,355,314.18	9,682,772.19	148.37	65,260.98
8	Ia. So. Util. Co.	*2,796.09	*25,621.81			*28,417.90			30,947,366.74	30,947,366.74	27.30	1,133,603.15
9	M. C. & C. L. R. R.	1,270.07	*18.00					280,148.70	891,707.30	1,180,856.00	29.36	40,219.89
10	T. & T. R. R.	290.30						764,338.84	402,718.13	1,167,056.97	15.53	75,148.54
11	W., C. F. & N. Ry.	2,945.17	1,636.15	1,627.69		6,209.01	2,441,886.86		144,339.46	144,339.46	3.50	41,239.84
	Total	\$26,608.31	\$*244,176.89	\$303,153.04	\$*392,383.09	*306,799.23	\$6,292,231.51	\$14,845,988.69	\$38,999,057.25	\$60,137,277.45	475.53	

*Credit.

TABLE 5—INCOME STATEMENT—1933
PART 1—OPERATING, NON-OPERATING REVENUES AND GROSS INCOME

Number	Electric Interurban Railway Companies	Operating		Net Revenue from		Net operating revenues	Taxes assigned to railway operations	Operating income	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. Ry.	\$ 17,713.89	\$ 20,530.00	\$ *2,816.11		\$ *2,816.11	\$ 1,070.11	\$ *3,886.22		\$ *3,886.22		\$ *3,886.22
2	C. C. W. Ry.	53,862.12	43,449.71	10,412.41		10,412.41	4,615.90	5,796.51		5,796.51	\$ 16,783.75	*10,987.24
3	C., D. & M. Ry.	183,881.34	213,426.99	*29,545.65	\$ 19,676.38	*9,869.27	14,360.89	*24,230.16	\$ 1,607.28	*22,622.88	17,611.73	*40,234.61
4	Col. S. Ry.		39.07	*39.07		*39.07		*39.07		*39.07		*39.07
5	D. M. & C. Ia.	229,914.76	287,039.13	*57,124.37		*57,124.37	16,975.05	*74,099.42	2,568.54	*71,530.88	127,804.30	*199,335.18
6	F. D., D. M. & S.	483,938.68	612,425.67	*128,486.99	53,835.46	*74,651.53	31,221.61	*105,873.14	9,784.59	*96,088.55	321,044.32	*417,132.87
7	I. E. L. & P. Co.	319,135.33	267,242.20	51,893.13	2,320,936.15	2,372,829.28	14,391.47	2,358,437.81	29,612.80	2,388,050.61	1,346,665.36	1,041,385.25
8	Ia. S. U. Co.	79,082.76	87,129.63	*8,046.87		*8,046.87	5,331.96	*13,378.83	1,258,813.74	1,245,434.91	1,106,032.05	139,402.86
9	M. C. & C. L.	83,880.63	86,308.98	*2,428.35		*2,428.35	2,790.67	*5,219.02	231.28	*4,987.74	44,476.80	*49,464.54
10	T. & T. R. R.	12,597.59	8,773.91	3,823.68		3,823.68	603.59	3,220.09	109.43	3,329.52	1,500.00	1,829.52
11	W., C. F. & N.	578,689.18	593,315.82	*14,626.64		*14,626.64	15,461.02	*30,087.66	6,774.04	*23,313.62	461,749.35	*485,062.97
	Total	\$2,042,696.28	\$2,219,681.11	7*176,984.83	\$2,394,447.99	\$2,217,463.16	\$106,822.27	\$2,110,640.89	\$1,309,501.70	\$3,420,142.59	\$3,443,667.66	\$ *23,525.07

*Deficit.

TABLE 6—PROFIT AND LOSS ACCOUNT—1933

PART 1—DEBITS

Number	Electric Interurban Railway Companies	Debit Balance		Appropriations of sur- plus to sinking fund and other reserves	Dividend appropriation of surplus	Appropriations of sur- plus for investment in physical property	Miscellaneous appro- priation of surplus	Loss on road and equipment retired	Miscellaneous debits	Credit balance carried forward to balance sheet	Total debits
		At beginning of year	Transferred from income account								
1	Cedar Rapids & Marion City Ry.										
2	Charles City Western Railway	\$ 44,457.30	\$ 10,987.24								
3	Clinton, Davenport & Muscatine Ry.	1,357,655.70	40,234.61								\$ 55,444.54
4	Colfax Springs Railway	6,107.80	39.07						\$ 1,548.94		1,399,439.25
5	Des Moines & Central Iowa R. R.	1,604,328.62	199,335.18								6,146.87
6	Ft. Dodge, Des Moines & So. R. R.	1,817,795.40	417,132.87						12,094.86		1,815,758.66
7	Iowa Electric Light & Power Co.			\$ 534,799.46			\$ 877.52		1,352.31		2,237,158.10
8	Iowa Southern Utilities Company			658.90			5,129.84	557,895.32	\$623,607.21		1,721,431.83
9	Mason City & Clear Lake Railroad	47,796.12	49,464.54			\$ 953,797.23	6,621.49	13,284.19	370,393.96		1,344,755.77
10	Tama & Toledo Railroad	145,674.64				300.00		1,295.50			98,856.16
11	Waterloo, Cedar Falls & No. Ry.	5,244,640.97	485,062.97								145,674.64
	Total	\$10,268,456.55	\$ 1,202,256.48	\$ 535,458.36		\$ 954,097.23	\$20,467.53	\$589,823.31	\$994,001.17		\$14,564,560.63

TABLE 6—PROFIT AND LOSS ACCOUNT—1933—Continued

PART 2—CREDITS

Number	Electric Interurban Railway Companies	Credit Balance		Profit on road and equipment sold	Delayed income credits	Donations	Miscellaneous credits	Debit balance carried forward to balance sheet	Total credits
		At beginning of year	Transferred from income account						
1	Cedar Rapids & Marion City Ry.								
2	Charles City Western Railway							\$ 55,444.54	\$ 55,444.54
3	Clinton, Davenport & Muscatine Ry.						\$ 1,121.93	1,398,317.32	1,399,439.25
4	Colfax Springs Railway							6,146.87	6,146.87
5	Des Moines & Central Iowa R. R.							1,815,758.66	1,815,758.66
6	Ft. Dodge, Des Moines & So. R. R.							2,232,217.43	2,237,158.10
7	Iowa Electric Light & Power Co.	\$ 598,365.31	\$1,041,385.25				4,940.67	81,681.27	1,721,431.83
8	Iowa Southern Utilities Company	1,182,826.15	139,402.86			\$ 658.90	21,867.86		1,344,755.77
9	Mason City & Clear Lake Railroad							98,856.16	98,856.16
10	Tama & Toledo Railroad		1,829.52					143,845.12	145,674.64
11	Waterloo, Cedar Falls & No. Ry.						51.00	5,739,843.81	5,739,894.81
	Total	\$1,781,191.46	\$1,182,617.63			\$ 658.90	\$ 109,662.73	\$ 11,490,429.91	\$ 14,564,560.63

TABLE 7—RAILWAY OPERATING REVENUES

PART 1—OPERATING REVENUES

Number	Electric Interurban Railway Companies	Revenue from Transportation					All other trans- portation revenues	Total revenue from transportation	Total revenue from other railway opera- tion	Total operating revenue
		Passenger	Baggage and express	Mail	Freight	Switching				
1	Cedar Rapids & Marion City Ry.-----	\$ 15,388.93	\$ 2,228.25					\$ 17,617.18	\$ 96.71	\$ 17,713.89
2	Charles City Western Railway-----	332.72	55.50	\$ 1,147.10	\$ 51,877.15	\$ 9.00		53,421.47	440.65	53,862.12
3	Clinton, Davenport & Muscatine Ry.-----	26,124.34	211.87	4,247.33	143,990.01	506.07	\$ 5,986.66	181,066.28	2,815.06	183,881.34
4	Colfax Springs Railway-----									
5	Des Moines & Central Iowa R. R.-----	12,320.77	1,351.88	1,130.79	157,568.70	6,748.53	1,282.65	180,403.32	49,511.44	229,914.76
6	Ft. Dodge, Des Moines & So. R. R.-----	10,038.83	2,185.86	1,739.96	451,004.62	14,876.37		479,845.64	4,093.04	483,938.68
7	Iowa Electric Light & Power Co.-----	41,001.22	1,343.73	3,348.05	247,241.66	7,796.99		300,731.65	18,403.68	319,135.33
8	Iowa Southern Utilities Company-----	2,553.21	398.49	1,209.32	72,123.01	1,609.78		77,893.81	1,188.95	79,082.76
9	Mason City & Clear Lake Railroad-----	24,831.55	.37	369.30	43,515.09	9,911.08		78,627.39	5,253.24	83,880.63
10	Tama & Toledo Railroad-----		593.95		11,929.62			12,523.57	74.02	12,597.59
11	Waterloo, Cedar Falls & No. Ry.-----	130,025.61	2,070.79	2,566.07	413,637.23	6,511.15		554,810.85	23,878.33	578,689.18
	Total-----	\$262,617.18	\$ 10,440.69	\$ 15,757.92	\$1,592,887.09	\$ 47,968.97	\$ 7,269.31	\$1,936,941.16	\$105,755.12	\$ 2,042,696.28

TABLE 8—RAILWAY OPERATING EXPENSES—1933
PART 1—RECAPITULATION OF OPERATING EXPENSES

Number	Electric Interurban Railway Companies	Total Expense of					Grand total oper- ating expense	Operating ratio— per cent	
		Way and structures	Equipment	Power	Conducting trans- portation	Traffic			General and miscel- laneous
1	Cedar Rapids & Marion City Ry.....	\$ 5,255.36	\$ 3,032.18	\$ 2,926.74	\$ 7,072.36	\$ 15.83	\$ 2,227.53	\$ 20,530.00	115.89
2	Charles City Western Railway.....	9,380.82	4,092.96	4,240.56	11,012.77	2,064.20	12,658.40	43,449.71	80.66
3	Clinton, Davenport & Muscatine Ry.....	44,512.98	24,554.30	32,176.83	57,588.46	5,629.24	48,965.18	213,426.99	116.06
4	Colfax Springs Railway.....						39.07	39.07	
5	Des Moines & Central Iowa R. R.....	72,272.26	30,647.99	44,285.41	60,645.82	8,759.84	70,427.81	287,039.13	124.84
6	Ft. Dodge, Des Moines & So. R. R.....	114,892.83	118,014.57	93,522.98	155,738.74	24,750.79	105,505.76	612,425.67	126.55
7	Iowa Electric Light & Power Co.....	42,869.08	61,623.13	21,665.60	89,560.69	5,931.33	45,592.37	267,242.20	83.74
8	Iowa Southern Utilities Company.....	22,089.45	17,327.13	9,473.61	17,175.65	2,554.36	18,509.43	87,129.63	110.17
9	Mason City & Clear Lake Railroad.....	10,483.64	12,652.07	13,084.34	31,053.59	460.21	18,575.13	86,308.98	102.90
10	Tama & Toledo Railroad.....	2,014.61	1,304.94	479.89	3,139.19	1.72	1,833.56	8,773.91	69.65
11	Waterloo, Cedar Falls & No. Ry.....	76,609.82	68,156.13	88,381.96	187,591.87	22,044.93	150,531.11	593,315.82	102.53
	Total.....	\$ 400,380.85	\$ 341,405.40	\$ 310,237.92	\$ 620,579.14	\$ 72,212.45	\$ 474,865.35	\$2,219,681.11	

TABLE 9—TAXES ASSIGNABLE TO RAILWAY OPERATIONS—1933
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. Govern- ment taxes	Total taxes	Miles of road owned—single track	Average tax per mile of road owned	Table 10—Part 1—Total Investments		
							December 31, 1933	December 31, 1932	Increase or de- crease, 1933
1	Cedar Rapids & Marion City Ry.....	\$ 1,070.11		\$ 1,070.11	2.80	\$ 382.18	\$ 701,961.01	\$ 701,578.54	\$ 382.47
2	Charles City Western Railway.....	4,332.52	\$ 283.38	4,615.90	21.32	216.50	3,238,069.40	3,236,252.13	1,817.27
3	Clinton, Davenport & Muscatine Ry.....	14,282.01	78.88	14,360.89	58.32	246.24	26,753.52	26,753.52	
4	Colfax Springs Railway.....								
5	Des Moines & Central Iowa R. R.....	16,793.38	181.67	16,975.05	59.72	284.24	3,403,800.91	3,404,739.00	*938.09
6	Ft. Dodge, Des Moines & So. R. R.....	29,708.28	1,513.33	31,221.61	148.37	210.43	9,858,695.96	9,986,618.80	*127,922.84
7	Iowa Electric Light & Power Co.....	14,312.77	78.70	14,391.47	27.30	527.16	33,665,748.75	33,942,719.25	*276,970.50
8	Iowa Southern Utilities Company.....	5,311.96	20.00	5,331.96	29.36	181.60	25,022,010.48	26,077,902.21	*1,055,891.73
9	Mason City & Clear Lake Railroad.....	4,027.42	*1,236.75	2,790.67	15.53	179.69	1,173,432.39	1,170,469.23	2,963.11
10	Tama & Toledo Railroad.....	598.69	4.90	603.59	3.50	172.45	144,339.46	143,368.81	970.65
11	Waterloo, Cedar Falls & No. Ry.....	15,461.02		15,461.02	111.11	139.15	9,908,975.94	9,901,214.38	7,761.56
	Total.....	\$ 105,898.16	\$ 924.11	\$ 106,822.27	477.33	\$ 223.79	\$ 87,143,787.82	\$ 88,591,615.92	\$ *1,447,828.10

*Decrease.
*Credit.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—1933

PART 2—CURRENT AND DEFERRED ASSETS AND UNADJUSTED DEBITS

Number	Electric Interurban Railway Companies	Total Current Assets			Total Deferred Assets			Total Unadjusted Debits		
		December 31st		Increase or de- crease, 1933	December 31st		Increase or de- crease, 1933	December 31st		Increase or de- crease, 1933
		1933	1932		1933	1932		1933	1932	
1	Cedar Rapids & Marion City Ry.....									
2	Charles City Western Railway.....	\$ 22,496.21	\$ 18,084.37	\$ 4,411.84			\$ 5,615.16	\$ 6,308.70	\$ *693.54	
3	Clinton, Davenport & Muscatine Ry..	69,820.22	113,971.83	*44,151.61			14,459.78	18,334.66	*3,874.88	
4	Colfax Springs Railway.....	550.00	550.00							
5	Des Moines & Central Iowa R. R....	79,575.39	104,478.92	*24,903.53			158,536.25	168,357.55	*9,821.30	
6	Ft. Dodge, Des Moines & So. R. R....	562,962.92	523,306.90	39,656.02	\$510,319.16	\$410,817.57	\$ 99,501.59	74,602.69	83,725.10	*9,122.41
7	Iowa Electric Light & Power Co.....	1,032,177.23	1,435,962.16	*403,784.93			705,346.68	1,098,843.93	*393,497.25	
8	Iowa Southern Utilities Company....	996,240.68	1,183,642.47	*187,401.79	4,579.66	8,419.42	*3,839.76	1,014,913.26	1,092,095.51	*77,182.25
9	Mason City & Clear Lake Railroad....	64,816.67	59,315.74	5,500.93			7,970.67	10,307.82	*2,337.15	
10	Tama & Toledo Railroad.....	2,617.05	2,866.17	*249.12			136.63	481.45	*344.82	
11	Waterloo, Cedar Falls & No. Ry.....	416,421.46	448,952.52	*32,531.06			308,020.61	358,096.30	*50,075.69	
	Total.....	\$3,247,677.83	\$3,891,131.08	\$ *643,453.25	\$514,898.82	\$419,236.99	\$ 95,661.83	\$2,289,601.73	\$2,836,551.02	\$*546,949.29

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—1933—Continued
PART 3—GRAND TOTAL ASSETS AND CAPITAL STOCK, GOVERNMENT GRANTS—LIABILITY SIDE

Number	Electric Interurban Railway Companies	Grand Total Assets			Total Capital Stock			Total Governmental Grants		
		December 31st		Increase or de- crease, 1933	December 31st		Increase or de- crease, 1933	December 31st		Increase or de- crease, 1933
		1933	1932		1933	1932		1933	1932	
1	Cedar Rapids & Marion City Ry.....									
2	Charles City Western Railway.....	\$ 730,072.38	\$ 725,971.61	\$ 4,100.77	\$ 290,400.00	\$ 290,400.00				
3	Clinton, Davenport & Muscatine Ry.....	3,322,349.40	3,368,558.62	*46,209.22	646,700.00	646,700.00	\$ 126,107.75	\$ 126,107.75		
4	Colfax Springs Railway.....	27,303.52	27,303.52		25,000.00	25,000.00				
5	Des Moines & Central Iowa R. R.....	3,641,912.55	3,677,575.47	*35,662.92	1,160,000.00	1,160,000.00				
6	Ft. Dodge, Des Moines & So. R. R.....	11,006,580.73	11,004,468.37	2,112.36	3,997,100.00	3,997,100.00				
7	Iowa Electric Light & Power Co.....	35,403,272.66	36,477,525.34	*1,074,252.68	17,482,784.69	17,523,348.84	\$ *40,562.15			
8	Iowa Southern Utilities Company.....	27,037,744.08	28,362,059.61	*1,324,315.53	9,015,200.00	9,017,850.00	*2,650.00			
9	Mason City & Clear Lake Railroad.....	1,246,219.73	1,240,092.84	6,126.89	400,000.00	400,000.00				
10	Tama & Toledo Railroad.....	147,093.14	146,716.43	376.71	23,300.00	23,300.00				
11	Waterloo, Cedar Falls & No. Ry.....	10,633,418.01	10,708,263.20	*74,845.19	2,997,050.00	2,997,050.00				
	Total.....	\$93,195,966.20	\$95,738,535.01	\$*2,542,568.81	\$36,037,534.69	\$36,080,746.84	\$ *43,212.15	\$ 126,107.75	\$ 126,107.75	

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—1933

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 31st		Increase or de- crease, 1933	December 31st		Increase or de- crease, 1933	December 31st		Increase or de- crease, 1933
		1933	1932		1933	1932		1933	1932	
1	Cedar Rapids & Marion City Ry.....									
2	Charles City Western Railway.....	\$ 259,200.00	\$ 259,200.00		\$ 57,746.09	\$ 45,417.12	\$ 12,328.97	\$ 196.84	\$ 224.96	\$ *28.12
3	Clinton, Davenport & Muscatine Ry....	187,771.32	187,771.32		3,784,723.87	3,811,392.61	*26,668.74	225.28	225.28	
4	Colfax Springs Railway.....				8,450.39	8,411.32	39.07			
5	Des Moines & Central Iowa R. R.....	1,542,723.31	1,542,723.31		1,565,056.81	1,442,121.87	122,934.94	1,368.70	1,388.70	*20.00
6	Ft. Dodge, Des Moines & So. R. R.....	5,770,141.25	5,783,341.25	\$ *13,200.00	1,439,785.19	1,151,809.60	287,975.59	554,722.41	460,956.60	93,765.81
7	Iowa Electric Light & Power Co.....	14,493,818.45	15,716,080.29	*1,222,261.84	453,700.71	581,277.36	*127,576.65	96,645.65	93,214.42	3,431.23
8	Iowa Southern Utilities Company.....	14,676,500.00	16,146,300.00	*1,469,800.00	1,655,413.52	631,631.04	1,023,782.48	118,847.90	114,962.34	3,885.56
9	Mason City & Clear Lake Railroad.....	442,476.45	410,857.08	31,619.37	365,308.85	347,948.46	17,360.39			
10	Tama & Toledo Railroad.....	25,000.00	25,000.00		240,248.46	241,744.53	*1,496.07			
11	Waterloo, Cedar Falls & No. Ry.....	7,033,000.00	7,033,000.00		6,069,415.98	5,650,070.14	419,345.84			
	Total.....	\$44,430,630.78	\$47,104,273.25	\$*2,673,642.47	\$15,639,849.87	\$13,911,824.05	\$1,728,025.82	\$772,006.78	\$670,972.30	\$101,034.48

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—1933—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 31st		Increase or de- crease, 1933	December 31st		Increase or de- crease, 1933	December 31st		Increase or de- crease, 1933
		1933	1932		1933	1932		1933	1932	
1	Cedar Rapids & Marion City Ry									
2	Charles City Western Railway	\$ 51,866.24	\$ 49,079.08	\$ 2,787.16	\$ 55,444.54	\$ 44,457.30	\$ 10,987.24	\$ 730,072.38	\$ 725,971.61	\$ 4,100.77
3	Clinton, Davenport & Muscatine R.	101,246.25	80,125.11	21,121.14	^a 1,398,317.32	^a 1,357,655.70	^b 40,661.62	3,322,349.40	3,368,558.62	[*] 46,209.22
4	Colfax Springs Railway				^a 6,146.87	^a 6,107.80	^b 39.07	27,303.52	27,303.52	
5	Des Moines & Central Iowa R. R.	1,188,522.39	1,135,670.21	52,852.18	^a 1,815,758.66	^a 1,604,328.62	^b 211,430.04	3,641,912.55	3,677,575.47	[*] 35,662.92
6	Ft. Dodge, Des Moines & So. R. R.	1,377,049.31	1,329,056.32	47,992.99	^a 2,132,217.43	^a 1,717,795.40	^b 414,422.03	11,006,580.73	11,004,468.37	2,112.36
7	Iowa Electric Light & Power Co.	862,918.60	888,485.52	[*] 25,566.92	2,013,404.56	1,675,120.91	338,283.65	35,403,272.66	36,477,525.34	[*] 1,074,252.68
8	Iowa Southern Utilities Company	389,831.36	1,104,639.97	[*] 714,808.61	1,181,951.30	1,346,676.26	[*] 164,724.96	27,037,744.08	28,362,059.61	[*] 1,324,315.53
9	Mason City & Clear Lake Railroad	125,040.56	117,212.53	7,828.03	^a 86,606.13	^a 35,925.23	^b 50,680.90	1,246,219.73	1,240,092.84	6,126.89
10	Tama & Toledo Railroad	2,389.80	2,346.54	43.26	^a 143,845.12	^a 145,674.64	1,829.52	147,093.14	146,716.43	376.71
11	Waterloo, Cedar Falls & No. Ry.	273,795.84	272,784.03	1,011.81	^a 5,739,843.81	^a 5,244,640.97	^b 495,202.84	10,633,418.01	10,708,263.20	[*] 74,845.19
	Total	\$4,372,660.35	\$4,979,399.31	\$*606,738.96	\$*8,182,824.02	\$*7,134,788.49	\$*1,048,035.53	\$93,195,966.20	\$95,738,535.01	\$*2,542,568.81

^aDeficit.

^bIncrease in deficit.

^{*}Decrease.

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—1933

PART 1—CAR MILES AND CAR HOURS AND TRAFFIC STATISTICS

Number	Electric Interurban Railway Companies	Total					Grand total passengers carried	Employees and others carried free	Passenger revenue	Average Fare		Total revenue from transportation
		Car mileage	Car hours	Regular fare pas- sengers carried	Revenue transfer passengers carried	Free transfer pas- sengers carried				Revenue passengers	All passengers	
1	Cedar Rapids & Marion City Ry.....	150,240	16,562	109,878			109,878		\$ 15,388.93	\$.14005	\$.14005	\$ 17,617.18
2	Charles City Western Railway.....	46,014	4,902	1,040			1,040	46	332.72	.31992	.31992	53,421.47
3	Clinton, Davenport & Muscatine Ry.....	589,756	21,038	25,795			25,795	10,830	15,249.32	.59117	.59117	160,871.45
4	Colfax Springs Railway.....											
5	Des Moines & Central Iowa R. R.....	308,777	13,309	26,092		9	26,101	11,962	12,320.77	.47220	.47204	180,403.32
6	Ft. Dodge, Des Moines & So. R. R.....	1,394,435	417,915	19,077			19,077	23,786	10,038.83	.52623	.52623	479,845.64
7	Iowa Electric Light & Power Co.....	621,554		205,666	18,258		223,924	27,035	41,001.22	.18310	.18310	293,443.05
8	Iowa Southern Utilities Company.....	217,496	5,974	9,564			9,564	4,251	2,553.21	.26696	.26696	77,893.81
9	Mason City & Clear Lake Railroad.....	345,143	35,803	283,634		10,150	293,784	30,788	24,831.55	.08755	.07651	78,627.39
10	Tama & Toledo Railroad.....	15,604										12,523.57
11	Waterloo, Cedar Falls & No. Ry.....	2,337,730	241,315	904,535		91,628	996,163		114,886.92	.12701	.11533	539,672.16
	Total.....	6,026,749	756,818	1,585,281	18,258	101,787	1,705,326	108,698	\$236,603.47			\$ 1,894,319.04

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—1933
—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		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.....	\$.11726	\$ 1.06371	\$ 96.71	\$.00064	\$.00584	\$ 17,713.89	\$.11790	\$ 1.06955	\$ 20,530.00	\$.13664	\$ 1.23958
2	Charles City Western Railway.....	1.16098	10.89789	440.65	.00957	.08989	53,862.12	1.17056	10.98778	43,449.71	.94427	8.86367
3	Clinton, Davenport & Muscatine Ry....	.27278	7.64671	2,815.06	.00477	.13381	163,686.51	.27755	7.78052	186,496.56	.31623	8.86475
4	Colfax Springs Railway.....											
5	Des Moines & Central Iowa R. R.....	.58425	13.55499	49,511.44	.16035	3.72015	229,914.76	.74460	17.27513	287,039.13	.92960	21.56730
6	Ft. Dodge, Des Moines & So. R. R.....	.34411	1.14819	4,093.04	.00293	.00979	483,938.68	.34705	1.15798	612,425.67	.43926	1.46543
7	Iowa Electric Light & Power Co.....	.47211		18,403.68	.02961		311,846.73	.50172		260,122.26	.41850	
8	Iowa Southern Utilities Company.....	.35813		1,188.95	.00546		79,082.76	.36360		87,129.63	.40060	
9	Mason City & Clear Lake Railroad.....	.22781	2.19611	5,253.24	.01522	.14673	83,880.63	.24303	2.34284	86,308.98	.25007	2.41066
10	Tama & Toledo Railroad.....	.80259		74.02	.00474		12,597.59	.80733		8,773.91	.56229	
11	Waterloo, Cedar Falls & No. Ry.....	.23085	2.23638	23,388.72	.01000	.09692	563,060.88	.24086	2.33330	580,209.62	.24819	2.40437
	Total.....			\$105,265.51			\$1,999,584.55			\$2,172,485.47		

TABLE 12—ACCIDENTS TO PERSONS AND EMPLOYEES AND AGGREGATE SALARIES AND WAGES PAID DURING YEAR—1933

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					
		Passengers	Employees	Other persons	Total	Passengers	Employees	Other persons									Total				
1	Cedar Rapids & Marion City Ry.																				
2	Charles City Western Railway					1		1	2	1	1	3	1				1	5	14	27,278.30	
3	Clinton, Davenport & Muscatine Ry.					3	2	5	6	13	2	19					3	44	87	110,932.58	
4	Colfax Springs Railway																				
5	Des Moines & Central Iowa R. R.		1	1	2	6	1	7	3	10	2	16	2	4	1	1	1	43	83	114,566.90	
6	Ft. Dodge, Des Moines & So. R. R.					19	12	31	4	12	2	42	1	25	2	18	2	140	248	368,432.03	
7	Iowa Electric Light & Power Co.		1		1	16	3	19	6	65	3	13	1	13	1	35	1	636	774	916,602.74	
8	Iowa Southern Utilities Company								7	2	1	10	1	3			1	12	37	40,714.69	
9	Mason City & Clear Lake Railroad								3	3		5	1	3				16	33	50,700.45	
10	Tama & Toledo Railroad								4								1	4	9	4,494.49	
11	Waterloo, Cedar Falls & No. Ry.		1	2	3	3	39	16	58	8	27	6	64	1	48	1	8	6	120	289	348,150.76
	Total		3	3	6	3	84	34	121	43	133	17	172	8	96	5	64	16	1,020	1,574	\$1,981,872.94

STATISTICS
of
Railway Bridge
and
Terminal Railway Companies

For the Year Ended December 31, 1933

NOTE—In all tables, numbers 1 to 4, inclusive are Railway Bridge Companies and numbers 5 to 11, inclusive are Terminal Railway Companies.”

TABLE 1—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE—1933
PART 1—MILEAGE OPERATED SINGLE TRACK AND ALL TRACKS AND CHANGES DURING YEAR

Number	Railway Bridge and Terminal Railway Companies	Miles Operated—Single Track						Mileage Operated—All Tracks						Miles Owned But Not Operated		Miles Owned Solely			
		Miles Owned			Trackage Rights	Total miles operated	Total Miles Owned		Miles of				Total miles operated	Changes during year	Main line	Yard tracks, sidings, etc.	All tracks	Changes during year	
		Iowa	Illinois	Nebraska			Single track	Changes during year	First Main Track		Yard Tracks, Sidings, Etc.								
					Iowa	Illinois			Nebraska	All other main tracks	Iowa	Illinois	Nebraska						
1	Dunleith & Dub. Br. Co.	1.18	.12			1.30	1.30	1.30					.99					2.29	
2	Keokuk & Ham. Br. Co.	.34	.32			.66	.66	.34	.32										2.29
3	Om. Br. & Ter. Ry.	.58		1.45	7.89	9.92	2.03	.58		1.45	^b 12.56			25.26				.66	
4	Sioux City Bridge Co.	1.74		2.14		3.88	3.88	1.74		2.14								39.85	30.05
5	B., M. & N. W. Ry.	5.50				5.50	47.77	5.50					1.17		.65			5.70	3.88
6	D., R. I. & N. W. Ry.	5.35	11.61		^c .79	^a 2.36	20.11	5.35	11.61				5.60					11.10	42.27
7	Des Moines Terminal Co.						.98				^c 3.15		22.58	16.32				59.01	31.80
8	Des Moines Union Ry.	6.15			.97	7.12	6.15	7.12					35.62					42.74	[*] 9.34
9	Des Moines Western Ry.						1.47											1.25	.98
10	Iowa Transfer Railway	.24				.24	.24	.24										[*] 5.20	1.47
11	Sioux City Terminal Ry.	2.62				2.62	2.62	2.62					3.88					4.12	3.73
	Total, 1933	23.70	12.05	3.59	1.76	10.25	51.35	115.86	24.79	11.93	3.59	15.71	84.99	16.32	25.91	183.24	[*] 13.29	80.40	19.65
	Total, 1932	26.15	12.05	3.59	1.76	10.25	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
	Increase or decrease, 1933	[*] 2.45					[*] 2.45		[*] 2.33	[*] .12			[*] 10.84			[*] 13.29		4.86	10.18

*Decrease.

^aIllinois.

^bNebraska.

^c.79 miles in Iowa and 2.36 miles in Illinois.

Note—Numbers 1 to 4, inclusive, are railway bridge companies and numbers 5 to 11, inclusive, are terminal railway companies.

TABLE 2—CAPITAL STOCK AND INVESTMENT IN ROAD AND EQUIPMENT AT
CLOSE OF YEAR 1933

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 outstand- ing at close of year—common	Investment to June 30, 1907		Investment from July 1, 1907 to June 30, 1914			Investment Since June 30, 1914				Total investment		
				Road	Equipment	Road	Equipment	General	Road	Equipment				General	
1	Dunleith & Dub. Br. Co.	\$ 1,000,000	\$ 1,000,000	\$ 1,016,863		\$ 33,142				\$ 29,172			\$ 1,079,177	1.30	\$ 830,136
2	Keokuk & Ham. Br. Co.	1,000,000	1,000,000	2,000,000								\$363,579	2,363,579	.66	3,581,180
3	Om. Br. & Ter. Ry.	7,500,000	5,000,000	6,738,391	\$ 18,785	2,560	\$*18,785			934,075		11,066	7,686,092	2.03	3,786,252
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	\$ 30,665	13,463	175,113	5.50	31,839
6	D., R. I. & N. W. Ry.	3,000,000	3,000,000	3,139,766	144,049	188,092	19,368			502,306	*81,493	3,681	3,915,769	48.76	80,307
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	1,180,949	43,196	68,349	23,050	235		196,781	92,336	1,305	1,606,201	6.15	261,170
9	Des Moines Western Ry.	300,000	151,000	185,131		*86,918				11,907			110,120	1.47	74,911
10	Iowa Transfer Railway	80,500	80,500	30,862		2,860				53,582			87,304	.24	363,767
11	Sioux City Terminal Ry.	400,000	400,000			100,030	34,919			358,329	40,175	9,808	543,261	2.62	207,352
	Total	\$ 15,226,300	\$ 12,404,300	\$ 15,322,861	\$206,030	\$376,002	\$ 58,552	\$ 235		\$2,300,625	\$ 87,683	\$402,902	\$ 18,754,890	73.59	

*Credit.

TABLE 3—INCOME ACCOUNT, YEAR 1933

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 transferred to profit and loss
		Revenues	Expenses										
1	Dunleith & Dub. Br. Co.				\$ 25,003.34		\$ *25,003.34	\$140,064.42	\$115,061.08		\$115,061.08	\$115,061.08	
2	Keokuk & Ham. Br. Co.	\$ 87,045.40	\$ 52,427.87	\$34,617.53	\$ 13,800.00		20,817.53	37,544.46	58,361.99	\$ 63,650.00	*5,288.01		\$ *5,288.01
3	Om. Br. & Ter. Ry.												
4	Sioux City Bridge Co.		428.76	*428.76	24,132.26		*24,561.02	110,655.70	86,094.68		86,094.68	50,000.00	36,094.68
5	B., M. & N. W. Ry.	12,652.09	34,786.97	*22,134.88	2,000.00		*24,134.88		*24,134.88	8,284.10	*32,418.98		*32,418.98
6	D., R. I. & N. W. Ry.				45,968.00	\$ 130.00	*46,098.00	69,397.09	23,299.09	22,900.17	398.92		398.92
7	Des Moines Terminal Co.				810.72		*810.72	14,658.81	13,848.09	6,110.88	7,737.21		7,737.21
8	Des Moines Union Ry.				63,637.85	33.66	*63,671.51	93,447.05	29,775.54	29,601.23	174.31		174.31
9	Des Moines Western Ry.							9,141.12	9,141.12	3,326.05	5,815.07		5,815.07
10	Iowa Transfer Railway	29,429.36	22,120.52	7,308.84	2,923.72		4,385.12	391.96	4,777.08		4,777.08		4,777.08
11	Sioux City Terminal Ry.	201,111.00	154,949.85	46,161.15	6,151.98	42.70	39,966.47	61,724.20	101,690.67	121,409.86	*19,719.19	38.78	*19,757.97
	Total	\$330,237.85	\$264,713.97	\$65,523.88	\$184,427.87	\$ 206.36	\$*119,110.35	\$537,024.81	\$417,914.46	\$255,282.29	\$162,632.17	\$165,099.86	\$ *2,467.69

*Deficit.

TABLE 4—PROFIT AND LOSS ACCOUNT, YEAR 1933

PART 1—DEBITS AND CREDITS

Number	Railway Bridge and Terminal Railway Companies	Debits				Credits					
		Debit Balance		Miscellaneous debits	Credit balance carried to balance sheet	Total	Credit Balance		Miscellaneous credits	Debit balance carried to balance sheet	Total
		At beginning of year	Transferred from income				At beginning of year	Transferred from income			
1	Dunleith & Dub. Br. Co.				\$ 32,202.01	\$ 32,202.01	\$ 32,202.01				\$ 32,202.01
2	Keokuk & Ham. Br. Co.		\$ 5,288.01	\$ 1,706.85	\$ 51,173.40	\$ 58,168.26	58,168.26				\$ 58,168.26
3	Om. Br. & Ter. Ry.				47,695.62	47,695.62	47,695.62				47,695.62
4	Sioux City Bridge Co.			10.00	262,102.30	262,112.30	226,017.62	\$ 36,094.68			262,112.30
5	B., M. & N. W. Ry.	\$ 99,423.12	32,418.98			131,842.10					131,842.10
6	D., R. I. & N. W. Ry.	30,809.26		4,149.07		34,958.33		398.92	\$ 64.27	\$ 131,842.10	131,842.10
7	Des Moines Terminal Co.			14,617.77	77,009.64	91,627.41	83,582.39	7,737.21	307.81	34,495.14	34,958.33
8	Des Moines Union Ry.			184.21		184.21		174.31	9.90		184.21
9	Des Moines Western Ry.			16,794.80	15,601.17	32,395.97	25,543.60	5,815.07	1,037.30		32,395.97
10	Iowa Transfer Railway			7,345.52	15,774.08	23,119.60	18,342.52	4,777.08			23,119.60
11	Sioux City Terminal Ry.		19,757.97		4,154.83	23,912.80	18,423.90		5,488.90		23,912.80
	Total	\$130,232.38	\$ 57,464.96	\$ 44,808.22	\$505,713.05	\$ 738,218.61	\$ 509,975.92	\$ 54,997.27	\$ 6,908.18	\$ 166,337.24	\$ 738,218.61

TABLE 5—RAILWAY OPERATING REVENUES AND EXPENSES, YEAR 1933
PART 1—REVENUES AND EXPENSES AND OPERATING RATIO

Number	Railway Bridge and Terminal Railway Companies	Operating Revenues				Operating Expenses						Operating ratio—per cent	
		Rail transportation revenue	Incidental operating revenue	Joint facility operating revenue—debit	Total railway operating revenues	Maintenance of		Transportation—rail line	Miscellaneous operations	General	Joint facility—credit		Total operating expenses
						Way and structures	Equipment						
1	Dunleith & Dub. Br. Co.		\$ 768.00	\$ 768.00		\$ 5,514.30		\$ 14,805.29		\$ 3,181.50	\$ 23,501.09		
2	Keokuk & Ham. Br. Co.		87,045.40		\$ 87,045.40	23,354.22		3,600.00	\$ 5,880.00	19,593.65		\$ 52,427.87	60.23
3	Om. Br. & Ter. Ry.												
4	Sioux City Bridge Co.					17,068.32		6,630.34		428.76	23,698.66	428.76	
5	B., M. & N. W. Ry.	\$ 10,909.33	1,742.76		12,652.09	5,363.24	\$ 7,023.26	7,262.75		15,137.72		34,786.97	274.95
6	D., R. I. & N. W. Ry.	49,052.73	6,093.53	55,146.26		80,693.82	15,957.37	122,555.70		8,348.58	227,555.47		
7	Des Moines Terminal Co.												
8	Des Moines Union Ry.	82,360.64	8,969.14	91,329.78		32,212.07	28,509.67	227,460.26		26,991.24	315,172.64		
9	Des Moines Western Ry.												
10	Iowa Transfer Railway		29,429.36		29,429.36	2,815.06	732.52	14,071.29		4,501.65		22,120.52	75.16
11	Sioux City Terminal Ry.	198,083.78	3,027.22		201,111.00	17,733.82	23,409.06	94,459.72	^a 1,769.28	17,577.97		154,949.85	77.04
	Total	\$340,406.48	\$137,075.41	\$147,244.04	\$330,237.85	\$184,754.85	\$ 75,631.28	\$490,845.35	\$ 7,649.28	\$ 95,761.07	\$589,927.86	\$264,713.97	80.15

^aTraffic expenses.

TABLE 6—TAXES ON RAILWAY PROPERTY AND COMPARATIVE GENERAL
BALANCE SHEET—ASSET SIDE—YEAR 1933

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. govern- ment taxes	Total taxes			December 31, 1933	December 31, 1932	Increase or de- crease, 1933
1	Dunleith & Dubuque Bridge Company	\$ 23,500.00	\$ 1,503.34	\$ 25,003.34	1.30	\$ 19,233.34	\$ 1,079,178.06	\$ 1,078,880.33	\$ 297.73
2	Keokuk & Hamilton Bridge Company	13,800.00	-----	13,800.00	.66	20,909.09	2,375,167.65	2,365,167.65	10,000.00
3	Omaha Bridge & Terminal Railway	-----	-----	-----	-----	-----	7,686,091.59	7,685,257.88	833.71
4	Sioux City Bridge Co.	23,038.29	1,093.97	24,132.26	3.88	6,219.65	976,144.82	976,144.82	-----
5	Burlington, Muscatine & Northwestern R	2,000.00	-----	2,000.00	5.50	363.63	186,814.76	186,814.76	-----
6	Davenport, Rock Island & N. W. Ry.	45,915.27	52.73	45,968.00	48.76	942.74	3,930,640.55	3,934,683.62	*4,043.07
7	Des Moines Terminal Company	-----	810.72	810.72	.98	827.26	401,875.78	401,875.78	-----
8	Des Moines Union Railway	63,600.86	36.99	63,637.85	6.15	10,347.62	1,682,773.78	1,682,606.73	167.05
9	Des Moines Western Railway	-----	-----	-----	-----	-----	192,916.01	218,818.51	*25,902.50
10	Iowa Transfer Railway	2,181.16	742.56	2,923.72	.24	12,182.16	87,304.18	87,304.18	-----
11	Sioux City Terminal Railway	5,740.00	411.98	6,151.98	2.62	2,348.08	544,097.95	544,107.07	*9.12
	Total	\$ 179,775.58	\$ 4,652.29	\$ 184,427.87	70.09	-----	\$ 19,143,005.13	\$ 19,161,661.33	\$ *18,656.20

*Decrease.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET—YEAR 1933
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, 1933	December 31, 1932	Increase or decrease, 1933	December 31, 1933	December 31, 1932	Increase or decrease, 1933	December 31, 1933	December 31, 1932	Increase or decrease, 1933
1	Dunleith & Dubuque Bridge Company	\$ 7,287.91	\$ 7,602.64	\$ *314.73						
2	Keokuk & Hamilton Bridge Company	17,924.83	34,968.03	*17,543.20	\$ 75.00	\$ 75.00		\$ 4,343.35	\$ 5,020.32	\$ *676.97
3	Omaha Bridge & Terminal Railway									
4	Sioux City Bridge Co.	510,295.12	513,303.81	*3,008.69				16,945.02	11,500.00	5,445.02
5	Burlington, Muscatine & Northwestern Ry.	618.06	1,556.63	*938.57						
6	Davenport, Rock Island & N. W. Ry.	140,575.50	170,416.08	*29,840.58	138,606.26	141,237.62	\$ *2,631.36	8,401.20	6,303.94	2,097.26
7	Des Moines Terminal Company	4,800.83	16,178.72	*11,377.89				5,647.33	2,717.70	2,929.63
8	Des Moines Union Railway	213,192.61	272,954.86	*59,762.25	145,032.93	140,106.68	4,927.25	1,717.78	1,714.04	3.74
9	Des Moines Western Railway	5,330.07	4,478.81	901.26				4,205.21	3,867.45	337.76
10	Iowa Transfer Railway	22,406.80	25,242.79	*2,835.99	9,747.90	8,842.38	905.52	175.45	125.13	50.32
11	Sioux City Terminal Railway	41,311.82	27,955.61	13,356.21	10.00	5,427.80	*5,417.80	7,101.80	8,851.24	*1,749.44
	Total	\$963,793.55	\$1,074,657.98	\$ *111,364.43	\$293,472.09	\$295,688.48	\$ *2,216.39	\$ 48,537.14	\$ 40,099.82	\$ 8,437.32

*Decrease.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET—YEAR 1933—Continued
PART 3—GRAND TOTAL ASSETS AND CAPITAL STOCK AND LONG TERM DEBT—LIABILITY SIDE

Number	Railway Bridge and Terminal Railway Companies	Grand Total Assets			Total Capital Stock			Total Long Term Debt		
		December 31, 1933	December 31, 1932	Increase or decrease, 1933	December 31, 1933	December 31, 1932	Increase or decrease, 1933	December 31, 1933	December 31, 1932	Increase or decrease, 1933
1	Dunleith & Dub. Br. Co.....	\$ 1,086,465.97	\$ 1,086,482.97	\$ *17.00	\$ 1,000,000	\$ 1,000,000				
2	Keokuk & Ham. Br. Co.....	2,397,510.83	2,405,231.00	*7,720.17	1,000,000	1,000,000				
3	Om. Br. & Ter. Ry.....	7,686,091.59	7,685,257.88	833.71	5,000,000	5,000,000		\$ 1,215,000.00	\$ 1,231,000.00	\$ *16,000.00
4	Sioux City Bridge Co.....	1,503,384.96	1,500,948.63	2,436.33	945,800	945,800		2,633,424.20	2,632,590.49	833.71
5	B., M. & N. W. Ry.....	187,432.82	188,371.39	*938.57	100,000	100,000				
6	D., R. I. & N. W. Ry.....	4,218,223.51	4,252,641.26	*34,417.75	3,000,000	3,000,000		1,128,684.59	1,144,403.07	*15,718.48
7	Des Moines Terminal Co.....	412,323.94	420,772.20	*8,448.26	327,000	327,000				
8	Des Moines Union Ry.....	2,042,717.10	2,097,381.31	*54,664.21	400,000	400,000		662,293.53	714,529.53	*52,236.00
9	Des Moines Western Ry.....	202,501.29	227,164.77	*24,663.48	151,000	151,000				
10	Iowa Transfer Railway.....	119,634.33	121,514.48	*1,880.15	80,500	80,500				
11	Sioux City Terminal Ry.....	592,521.57	586,341.72	6,179.85	400,000	400,000				
	Total.....	\$20,448,807.91	\$20,572,107.61	\$ *123,299.70	\$ 12,404,300	\$ 12,404,300		\$ 5,639,402.32	\$ 5,722,523.09	\$ *83,120.77

*Decrease.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET—YEAR 1933—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, 1933	December 31, 1932	Increase or de- crease, 1933	December 31, 1933	December 31, 1932	Increase or de- crease, 1933	December 31, 1933	December 31, 1932	Increase or de- crease, 1933
1	Dunleith & Dubuque Bridge Company	\$ 488.71	\$ 460.21	\$ 28.50				\$ 33,239.21	\$ 33,284.71	\$ *45.50
2	Keokuk & Hamilton Bridge Company	12,512.50	12,512.50					118,824.93	103,550.24	15,274.69
3	Omaha Bridge & Terminal Railway									
4	Sioux City Bridge Co.	10,227.33	53,670.70	*43,443.37				282,729.65	272,934.63	9,795.02
5	Burlington, Muscatine & Northwestern Ry.	151,800.51	130,768.96	21,031.55				67,474.41	57,025.55	10,448.86
6	Davenport, Rock Island & Northwestern Ry.	22,712.85	31,981.99	*9,269.14	\$ 616.81	\$ 1,086.81	\$ *470.00	93,977.28	99,413.05	*5,435.77
7	Des Moines Terminal Company							1,974.49	3,850.00	*1,875.51
8	Des Moines Union Railway	716,503.23	716,471.31	31.92	82.40		82.40	237,261.94	239,804.47	*2,542.53
9	Des Moines Western Railway	95.60	325.23	*229.63				33,283.02	47,774.44	*14,491.42
10	Iowa Transfer Railway	1,464.45	2,927.20	*1,462.75				12,147.90	10,902.38	1,245.52
11	Sioux City Terminal Railway	95,437.06	74,104.35	21,332.71				92,929.68	88,395.67	4,534.01
	Total	\$1,011,242.24	\$1,023,222.45	\$*11,980.21	\$ 699.21	\$ 1,086.81	\$ *387.60	\$973,842.51	\$956,935.14	\$ 16,907.37

*Decrease.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET—YEAR 1933—Continued

PART 5—CORPORATE SURPLUS AND GRAND TOTAL LIABILITIES

Number	Railway Bridge and Terminal Railway Companies	Total Corporate Surplus			Grand Total Liabilities		
		December 31, 1933	December 31, 1932	Increase or de- crease, 1933	December 31, 1933	December 31, 1932	Increase or de- crease, 1933
1	Dunleith & Dubuque Bridge Company-----	\$ 52,738.05	\$ 52,738.05		\$ 1,086,465.97	\$ 1,086,482.97	\$ *17.00
2	Keokuk & Hamilton Bridge Company-----	51,173.40	58,168.26	*6,994.86	2,397,510.83	2,405,231.00	*7,720.17
3	Omaha Bridge & Terminal Railway-----	52,667.39	52,667.39		7,686,091.59	7,685,257.88	833.71
4	Sioux City Bridge Co.-----	264,627.98	228,543.30	36,084.68	1,503,384.96	1,500,948.63	2,436.33
5	Burlington, Muscatine & Northwestern Ry.-----	^a 131,842.10	^a 99,423.12	^b 32,418.98	187,432.82	188,371.39	*938.57
6	Davenport, Rock Island & Northwestern Ry.-----	^a 27,768.02	^a 24,243.66	^b 3,524.36	4,218,223.51	4,252,641.26	*34,417.75
7	Des Moines Terminal Company-----	83,349.45	89,922.20	*6,572.75	412,323.94	420,772.20	*8,448.26
8	Des Moines Union Railway-----	26,576.00	26,576.00		2,042,717.10	2,097,381.31	*54,664.21
9	Des Moines Western Railway-----	18,122.67	28,065.10	*9,942.43	202,501.29	227,164.77	*24,663.48
10	Iowa Transfer Railway-----	25,521.98	27,184.90	*1,662.92	119,634.23	121,514.48	*1,880.15
11	Sioux City Terminal Railway-----	4,154.83	23,841.70	*19,686.87	592,521.57	586,341.72	6,179.85
	Total-----	\$ 419,321.63	\$ 464,040.12	\$ *44,718.49	\$ 20,448,807.91	\$ 20,572,107.61	\$ *123,299.70

^aDeficit.^bIncrease in deficit.

*Decrease.

TABLE 7—EMPLOYEES AND COMPENSATION, DIVIDEND APPROPRIATIONS, SWITCHING, TERMINAL TRAFFIC AND CAR STATISTICS—YEAR 1933

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 dividends were declared—common	Distribution of Charge to		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	Work service						
1	Dunleith & Dub. Br. Co.	7	\$ 5,305.86	11.506	\$1,000,000	\$ 115,061.08												
2	Keokuk & Ham. Br. Co.	12	18,330.00															
3	Om. Br. & Ter. Ry.																	
4	Sioux City Bridge Co.			5.28	945,800	50,000.00												
5	B., M. & N. W. Ry.	13	17,808.25															
6	D., R. I. & N. W. Ry.	109	151,991.02															
7	Des Moines Terminal Co.	2	4,580.00	4.00	327,000	\$13,080.00												
8	Des Moines Union Ry.	198	308,064.45															
9	Des Moines Western Ry.	1	2,370.00	4.00	151,000													
10	Iowa Transfer Railway	14	15,938.81	8.00	80,500													
11	Sioux City Terminal Ry.	59	98,758.32															
	Total	415	\$623,146.71		\$2,504,300	\$ 165,061.08	\$25,560.00	92,650	19,408		53,153	454,708	23,710	23,285	9,994			676,908

TABLE 8—TIES AND RAILS LAID IN REPLACEMENT AND IN NEW LINES AND EXTENSIONS—YEAR 1933

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 Line			Rails Applied in Yard Tracks and Sidings			
		Total number applied	Total cost	Average cost per tie	Number of feet board measure applied	Total cost	Average cost per thousand feet	Number of tons (2,240 lbs.) applied	Total cost	Average cost per ton of 2,240 lbs. applied	Number of tons (2,240 lbs.) applied	Total cost	Average cost per ton (2,240 lbs.) applied
1	Dunleith & Dub. Br. Co.....	79	\$ 152.73	\$ 1.93	1,926	\$ 111.90	\$ 58.10	5.00	\$ 255.17	\$ 47.87	1	\$ 13.41	\$ 13.41
2	Keokuk & Ham. Br. Co.....												
3	Om. Br. & Ter. Ry.....												
4	Sioux City Bridge Co.....												
5	B., M. & N. W. Ry.....												
6	D., R. I. & N. W. Ry.....	6,461	11,375.18	1.76	25,816	1,031.68	39.96	22.71	931.04	40.99	12	326.07	27.17
7	Des Moines Terminal Co.....												
8	Des Moines Union Ry.....	2,442	2,457.84	1.01	32,621	1,409.45	40.94	7.00	176.65	25.23	37	938.54	25.37
9	Des Moines Western Ry.....												
10	Iowa Transfer Railway.....												
11	Sioux City Terminal Ry.....	378	385.42	1.02	5,495	206.49	35.75				8	201.76	25.22
	Total.....	9,360	\$ 14,371.17	\$ 1.53	64,858	\$2,849.52	\$ 43.90	34.71	\$ 1,362.86	\$ 39.26	58	\$1,479.78	\$ 25.51

ANNUAL REPORT
STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED
FOR THE YEAR ENDED DECEMBER 31, 1933

Assets	
Liabilities	
Income	
Expenses	
Net Income	
Retained Earnings	
Dividends	
Other	

STATISTICS

of

Railway Express Agency, Incorporated

For the Year Ended December 31, 1933

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED
FOR THE YEAR ENDED, DECEMBER 31, 1933

Items Reported	Amount Year 1933
MILEAGE COVERED—ENTIRE LINE	
Steam roads	209,390.45
Electric lines	2,373.26
Steamboat lines	22,508.00
Stage lines	6,876.66
Ferries	35.50
Aircraft lines	13,658.00
Gas motors—rail lines	1,928.99
Total	256,770.86
MILEAGE COVERED—IOWA	
Steam roads	9,630.34
Electric lines	281.73
Aircraft lines	598.00
Stage lines	63.55
Miscellaneous	
Total	10,573.62
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	81,998,807.24
Total par value held by respondent	
Total par value not held by respondent	31,998,807.24
Interest: Amount accrued during year	1,665,163.68
Amount paid during year	1,657,905.35
COST OF REAL PROPERTY AND EQUIPMENT	
Land	\$ 8,043,582.09
Buildings:	
Buildings and appurtenances on land owned	\$ 7,956,775.80
Buildings and appurtenances on land not owned	3,786,196.84
Improvements to buildings not owned	88,250.88
Total buildings	\$ 11,831,223.52
Equipment:	
Cars	\$ 967,190.38
Horses	
Automobiles	20,404,107.28
Wagons and sleighs	
Harness equipment	
Office furniture and equipment	2,952,487.11
Office safes	477,280.95
Trucks	2,815,563.62
Stable equipment	
Garage equipment	765,584.10
Line equipment	505,342.67
Shop equipment	245,976.20
Miscellaneous equipment	5,755.49
Total equipment	\$ 29,139,347.80
Total real property and equipment	\$ 49,014,153.41

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED
FOR THE YEAR ENDED DECEMBER 31, 1933—Continued

Items Reported	Amount Year 1933
DEPRECIATION—BUILDING AND EQUIPMENT	
Buildings:	
Buildings and appurtenances on land owned.....	\$ 2,885,690.82
Buildings and appurtenances on land not owned.....	1,430,218.90
Improvements to buildings not owned.....	31,680.24
Total buildings.....	\$ 4,347,589.96
Equipment:	
Cars.....	\$ 829,358.56
Horses.....	
Automobiles.....	15,419,337.75
Wagons and sleighs.....	
Harness equipment.....	
Office furniture and equipment.....	2,057,209.39
Office safes.....	349,062.68
Trucks.....	2,117,270.43
Stable equipment.....	
Garage equipment.....	459,347.15
Line equipment.....	358,612.26
Shop equipment.....	157,692.61
Miscellaneous equipment.....	3,897.31
Total equipment.....	\$ 21,751,788.14
Total real property and equipment.....	\$ 26,099,378.10
INCOME ACCOUNT	
Operating Income:	
Charges for transportation.....	\$ 118,673,354.75
Express privileges—Dr.	44,467,740.44
Revenue from transportation.....	\$ 74,205,605.31
Revenue from operations other than transportation.....	2,297,837.33
Total operating revenues.....	\$ 76,503,442.64
Operating expenses.....	73,416,052.60
Net operating revenue.....	\$ 3,087,390.04
Uncollectible revenue from transportation.....	28,166.29
Express taxes.....	1,523,723.53
Operating income.....	\$ 1,535,500.22
Other Income:	
Rent from real property and equipment used jointly.....	\$ 259.88
Miscellaneous rent income.....	10,962.80
Income from funded securities.....	17,971.20
Income from unfunded securities and accounts.....	46,189.84
Miscellaneous income.....	110,809.06
Total other income.....	\$ 186,192.87
Gross income.....	\$ 1,721,693.09
Deductions from Gross Income:	
Rent for real property and equipment used jointly.....	\$ 746.63
Miscellaneous rents.....	
Interest on funded debt.....	1,665,163.68
Interest on unfunded debt.....	903.50
Amortization of discount on funded debt.....	60,742.76
Separately operated properties—loss.....	
Miscellaneous income debits.....	487.69
Total deductions from gross income.....	\$ 1,728,044.26
Net income.....	\$ *6,351.17

*Deficit.

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED
FOR THE YEAR ENDED DECEMBER 31, 1932—Continued

Items Reported	Amount Year 1933
Disposition of Net Income:	
Total appropriations of income.....	
Income balance transferred to profit and loss.....	\$ *6,351.17
*Deficit.	
PROFIT AND LOSS ACCOUNT	
Debit Items:	
Debit balance at beginning of year.....	
Debit balance transferred from income.....	\$ 6,351.17
Loss on land sold.....	
Miscellaneous debits.....	2,327.53
Balance carried to balance sheet.....	
Total.....	\$ 8,678.70
Credit Items:	
Credit balance at beginning of year.....	
Credit balance transferred from income.....	
Profit on real property and equipment sold.....	\$ 118.92
Unrefunded overcharges.....	617.28
Miscellaneous credits.....	7,942.50
Total.....	\$ 8,678.70
OPERATING REVENUES	
Transportation:	
Express, domestic.....	\$ 118,310,137.28
Miscellaneous.....	363,217.47
Total transportation.....	\$ 118,673,354.75
Contract Payments:	
Express privileges—Dr.	\$ 44,467,749.44
Revenue from transportation.....	\$ 74,205,605.31
Operations Other Than Transportation:	
Customs brokerage fees.....	\$ 95,657.11
Order and commission.....	3,197.97
Rents of buildings and other property.....	90,688.87
C. O. D. checks.....	1,427,875.12
Profit or exchange and other financial revenue.....	21.21
Miscellaneous.....	680,397.05
Total other than transportation.....	\$ 2,297,837.33
Total operating revenues.....	\$ 76,503,442.64
OPERATING EXPENSES	
Maintenance.....	\$ 5,316,192.09
Traffic.....	355,387.43
Transportation.....	62,998,042.32
General.....	4,746,430.76
Total operating expenses.....	\$ 73,416,052.60
Ratio of operating expenses to operating revenues.....	95.96%
TAXES AND ASSESSMENTS	
Total tax—entire line.....	\$ 1,523,723.53
Total tax—Iowa.....	12,025.34

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED
FOR THE YEAR ENDED DECEMBER 31, 1933—Continued

Items Reported	Amount Year 1933
COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE	
Investments:	
December 31, 1933.....	\$ 49,510,185.02
December 31, 1932.....	50,867,707.31
Decrease, 1933.....	\$ 1,357,522.29
Current Assets:	
December 31, 1933.....	\$ 23,745,175.36
December 31, 1932.....	19,638,148.85
Increase.....	\$ 4,107,026.51
Deferred Assets:	
December 31, 1933.....	\$ 32,972.88
December 31, 1932.....	\$ 32,972.88
Decrease, 1933.....	\$ 32,972.88
Unadjusted Debits:	
December 31, 1933.....	\$ 892,103.51
December 31, 1932.....	918,894.92
Decrease, 1933.....	\$ 26,791.41
Grand Total Asset Side:	
December 31, 1933.....	\$ 74,147,463.89
December 31, 1932.....	71,457,723.96
Increase, 1933.....	\$ 2,689,739.93
COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE	
Total Stock Liabilities:	
December 31, 1933.....	\$ 100,000.00
December 31, 1932.....	100,000.00
No change, 1933.....	
Long Term Debt:	
December 31, 1933.....	\$ 31,998,807.24
December 31, 1932.....	32,000,000.00
Decrease, 1933.....	\$ 1,192.76
Current Liabilities:	
December 31, 1933.....	\$ 13,735,925.73
December 31, 1932.....	12,330,751.56
Increase, 1933.....	\$ 1,405,174.17
Deferred Liabilities:	
December 31, 1933.....	\$ 33,181.75
December 31, 1932.....	\$ 33,181.75
Decrease, 1933.....	\$ 33,181.75
Unadjusted Credits:	
December 31, 1933.....	\$ 28,312,730.92
December 31, 1932.....	26,993,790.65
Increase, 1933.....	\$ 1,318,940.27
Corporate Surplus:	
December 31, 1933.....	None
December 31, 1932.....	None
No change, 1933.....	
Grand Total Liability Side:	
December 31, 1933.....	\$ 74,147,463.89
December 31, 1932.....	71,457,723.96
Increase, 1933.....	\$ 2,689,739.93

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED
FOR THE YEAR ENDED DECEMBER 31, 1933—Continued

EQUIPMENT OWNED	Number	Value
Cars	246	\$ 137,831.82
Horses		
Automobiles:		
Gasoline	7,405	3,241,906.74
Electric	1,451	918,210.67
Trailers	472	252,776.05
Batteries	1,674	571,936.07
Wagons and Sleighs:		
Wagons, double		
Wagons, single		
Sleighs		
Buggies		
Harness equipment		
Office furniture and equipment		895,277.72
Office safes	16,487	128,218.27
Trucks:		
Trucks	57,795	654,288.79
Truck batteries, electric power	632	44,004.40
Stable equipment		
Garage equipment		306,236.95
Line Equipment:		
Safes, car	2,410	59,324.16
Safes, messengers	6,413	10,719.29
Trunks, packing	6,805	29,521.03
Other line equipment		47,165.93
Shop equipment		88,283.59
Miscellaneous equipment		1,858.18
Total		\$ 7,387,759.66
Railway Express Agency does not issue financial paper.		
Number of express offices in the United States at close of year ended December 31, 1933:		
Joint with railroads		17,876
All others		3,550
Total		21,426
Number of offices in the United States at which money orders were on sale at close of year		
		None
Number of shipments carrying prepaid express charges reported forwarded and carrying collect express charges, reported received during year		
		93,009,520

EMPLOYEES AND COMPENSATION

Number of employees in service	34,061
Total compensation during year	\$ 51,378,799.82
Average yearly compensation	\$ 1,508.43
Average monthly compensation	\$ 125.70
Average daily compensation	\$ 4.19
Distribution:	
Maintenance	\$ 1,349,563.33
Per cent of total	2.63
Traffic	\$ 121,272.16
Per cent of total24
Transportation	\$ 47,070,254.64
Per cent of total	91.61
General	\$ 2,837,709.69
Per cent of total	5.52
Total compensation	\$ 51,378,799.82

STATISTICS
of
**Passenger and Freight
Motor Carriers**

For the Year Ended December 31, 1933

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 1933
PART 1—ASSETS AND LIABILITIES

Items	Burlington Transportation Company			Interstate Transit Lines			Jefferson Transportation Company		
	December 31, 1933	December 31, 1932	Increase or decrease, 1933	December 31, 1933	December 31, 1932	Increase or decrease, 1933	December 31, 1933	December 31, 1932	Increase or decrease, 1933
ASSETS									
Total investment.....	\$ 403,116.95	\$ 414,133.84	\$*11,016.89	\$3,059,006.35	\$3,191,642.69	\$*132,636.34	\$ 757,204.94	\$ 772,932.01	\$ *15,727.07
Current assets.....	89,821.27	71,638.33	18,182.94	1,250,544.76	518,556.86	731,987.90	103,643.16	78,996.18	24,646.98
Deferred assets.....	500.00	500.00	-----	902,705.92	913,458.62	*10,752.70	1,347.46	11,326.03	*9,978.57
Unadjusted debits.....	2,862.42	2,680.87	181.55	27,637.84	66,328.65	*38,690.81	19,342.21	6,416.42	12,925.79
Total assets.....	\$ 496,300.64	\$ 488,953.04	\$ 7,347.60	\$5,239,894.87	\$4,689,986.82	\$ 549,908.05	\$ 881,537.77	\$ 869,670.64	\$ 11,867.13
LIABILITIES									
Capital stock.....	\$ 500,000.00	\$ 500,000.00	-----	\$2,638,290.00	\$2,635,660.00	\$ 2,630.00	\$ 236,584.44	\$ 236,584.44	-----
Long term debt.....	-----	-----	-----	5,206.00	-----	5,206.00	19,920.00	81,640.00	*61,720.00
Current liabilities.....	14,214.84	6,149.18	8,065.66	149,551.51	160,150.27	*10,598.76	93,406.51	86,825.61	6,580.90
Deferred liabilities.....	-----	-----	-----	4,818.83	47,785.82	*42,966.99	-----	-----	-----
Unadjusted credits.....	233,920.20	194,820.02	39,100.18	2,127,387.04	1,954,396.14	172,990.90	381,407.85	337,670.80	43,737.05
Corporate surplus.....	^a 251,834.40	^a 212,016.16	*39,818.24	314,640.89	^a 108,005.41	422,646.30	150,218.97	126,949.79	23,269.18
Total liabilities.....	\$ 496,300.64	\$ 488,953.04	\$ 7,347.60	\$5,239,894.87	\$4,689,986.82	\$ 549,908.05	\$ 881,537.77	\$ 869,670.64	\$ 11,867.13

^aDeficit.

*Decrease.

TABLE 10—CLASS 1 PASSENGER CARRIERS—COMPARATIVE GENERAL BALANCE SHEET—YEAR 1933
—Continued

PART 2—ASSETS AND LIABILITIES—Continued

Items	Omaha Rapid Transit Lines			Waterloo, Cedar Falls & Northern			Northern Transportation Company		
	December 31, 1933	December 31, 1932	Increase or decrease, 1933	December 31, 1933	December 31, 1932	Increase or decrease, 1933	December 31, 1933	December 31, 1932	Increase or decrease, 1933
ASSETS									
Total investment.....	\$ 25,103.07	\$ 20,000.00	\$ 5,103.07	\$ 83,830.00	\$ 102,153.66	\$*18,323.66	\$4,315,660.61	\$4,457,004.64	\$*141,344.03
Current assets.....	3,725.12	986.70	2,738.42	2,411.34	2,784.48	*373.14	405,184.72	384,825.84	20,358.88
Deferred assets.....							865.00	905.00	*40.00
Unadjusted debts.....	510.00		510.00				12,457.79	28,027.08	*15,569.29
Total assets.....	\$ 29,338.19	\$ 20,986.70	\$ 8,351.49	\$ 86,241.34	\$ 104,938.14	\$*18,606.80	\$4,734,168.12	\$4,870,762.56	\$*136,594.44
LIABILITIES									
Capital stock.....	\$ 8,366.38	\$ 8,366.38							
Long term debt.....							\$3,000,000.00	\$3,000,000.00	
Current liabilities.....	15,309.77	5,664.66	\$ 9,636.11					110,009.95	\$*110,009.95
Deferred liabilities.....							169,702.96	151,006.88	18,696.08
Unadjusted credits.....	1,080.00	5,000.00	*3,920.00	\$ 57,304.19	\$ 75,627.19	*18,323.00	1,244,110.52	1,237,907.23	6,203.29
Corporate surplus.....	4,591.04	1,955.66	2,635.38	28,937.15	29,310.95	*373.80	320,354.64	371,838.50	*51,483.86
Total liabilities.....	\$ 29,338.19	\$ 20,986.70	\$ 8,351.49	\$ 86,241.34	\$ 104,938.14	\$*18,606.80	\$4,734,168.12	\$4,870,762.56	\$*136,594.44

*Deficit.
*Decrease.

TABLE 20—CLASS 1 PASSENGER CARRIERS—INCOME ACCOUNT—YEAR 1933
PART 1—INCOME ACCOUNT—SYSTEM FIGURES

Number	Items	Burlington Transportation Company	Interstate Transit Lines	Jefferson Transportation Company	Northland Transportation Company	Omaha Rapid Transit Lines	Waterloo, Cedar Falls & Northern	Clinton, Davenport & Muscatine	Total all companies
1	Operating revenues.....	\$ 179,425.91	\$2,626,071.33	\$ 505,547.65	\$1,222,709.30	\$ 146,380.18	\$ 15,628.30	\$ 20,194.83	\$ 4,715,957.50
2	Operating expenses.....	275,933.12	2,071,223.89	455,720.59	1,147,366.97	131,517.26	13,106.20	30,762.45	4,125,630.48
3	Net revenue from operation.....	\$ *96,507.21	\$ 554,847.44	\$ 49,827.06	\$ 75,342.33	\$ 14,862.92	\$ 2,522.10	\$ *10,567.62	590,327.02
4	Taxes.....	1,597.54	158,284.45	4,448.00	51,606.85		2,895.90		218,922.74
5	Uncollectible revenues.....		28,434.11		366.49	2,957.24			31,757.84
6	Total operating income.....	\$ *98,104.75	\$ 368,128.88	\$ 45,379.06	\$ 23,368.99	\$ 11,905.68	\$ *373.80	\$ *10,567.62	\$ 339,736.44
7	Total non-operating income.....	59,186.51	3,826.15		22,024.65				85,037.31
8	Gross income.....	\$ *38,918.24	\$ 371,955.03	\$ 45,379.06	\$ 45,393.64	\$ 11,905.68	\$ *373.80	\$ *10,567.62	\$ 424,773.75
9	Deductions from gross income.....		1,500.00	5,406.49	732.88				7,639.37
10	Net income.....	\$ *38,918.24	\$ 370,455.03	\$ 39,972.57	\$ 44,660.76	\$ 11,905.68	\$ *373.80	\$ *10,567.62	\$ 417,134.38
11	Total appropriations of income.....					11,764.32			11,764.32
12	Income transferred to profit and loss.....	\$ *38,918.24	\$ 370,455.03	\$ 29,972.57	\$ 44,660.76	\$ 141.36	\$ *373.80	\$ *10,567.62	\$ 405,370.06

*Deficit.

TABLE 20—CLASS 1 PASSENGER CARRIERS —PROFIT AND LOSS STATEMENT—YEAR 1933
PART 2—CREDITS AND DEBITS—SYSTEM FIGURES

Items	Burlington Trans- portation Co.	Interstate Transit Lines	Jefferson Trans- portation Co.	Northland Trans- portation Co.	Omaha Rapid Transit Lines	Waterloo, Cedar Falls and Northern	Total all com- panies
CREDITS							
Credit balance at beginning of year			\$ 125,849.79	\$ 371,838.50	\$ 1,955.66	\$ 29,310.95	\$ 528,954.90
Credit balance transferred from income		\$ 370,455.03	39,972.57	44,660.76	141.36		455,229.72
Property and equipment retired from service				6,613.95			6,613.95
Miscellaneous credits		52,191.27					52,191.27
Contributions from owning companies							
Debit balance carried to balance sheet	\$ 251,834.40						251,834.40
Total credits	\$ 251,834.40	\$ 422,646.30	\$ 165,822.36	\$ 423,113.21	\$ 2,097.02	\$ 29,310.95	\$ 1,294,824.24
DEBITS							
Debit balance at beginning of year	\$ 212,016.16	\$ 168,005.41					\$ 320,021.57
Debit balance transferred from income	38,918.24						39,292.04
Dividend appropriations of surplus			\$ 10,500.00			\$ 373.80	10,500.00
Loss on equipment sold or retired				\$ 2,941.00			2,941.00
Miscellaneous debits	900.00		6,700.89	99,817.57	\$ 1,955.66		109,374.12
Credit balance carried to balance sheet		314,640.89	148,621.47	320,354.64	141.36	28,937.15	812,695.51
Total debits	\$ 251,834.40	\$ 422,646.30	\$ 165,822.36	\$ 423,113.21	\$ 2,097.02	\$ 29,310.95	\$ 1,294,824.24

TABLE 30—CLASS 1 PASSENGER
PART 1—OPERATING REVENUES AND EXPENSES,

Items	Burlington Transportation Company	Interstate Transit Lines
OPERATING REVENUES		
Passenger revenue—regular fare—Iowa.....	\$ 67,124.36	\$ 656,889.59
Passenger revenue—charter fare—Iowa.....	1,984.62	10,172.71
Total passenger revenue—Iowa.....	\$ 69,108.98	\$ 667,062.30
Passenger revenue—regular fare—system.....	\$ 157,170.42	\$ 2,365,834.38
Passenger revenue—charter fare—system.....	7,945.31	33,492.22
Total passenger revenue—system.....	\$ 165,115.73	\$ 2,399,326.60
Other transportation revenue—Iowa.....	\$ 8,214.40	\$ 41,144.34
Other transportation revenue—system.....	14,310.18	127,145.69
Revenue from other operations—Iowa.....		32,230.24
Revenue from other operations—system.....		99,599.04
Grand total operating revenues—Iowa.....	\$ 77,323.38	\$ 740,436.88
Grand total operating revenues—system.....	\$ 179,425.91	\$ 2,626,071.33
OPERATING EXPENSES		
Total maintenance—Iowa.....	\$ 39,745.59	\$ 178,386.98
Total maintenance—system.....	101,726.98	551,257.66
Total transportation expenses—Iowa.....	68,436.03	495,502.00
Total transportation expenses—system.....	148,271.91	1,424,656.18
Total general expenses—Iowa.....	9,084.22	30,842.33
Total general expenses—system.....	25,934.23	95,310.05
* Grand total operating expenses—Iowa.....	\$ 117,265.84	\$ 704,731.31
Grand total operating expenses—system.....	275,933.12	2,071,223.89
Net revenue from motor operations—Iowa.....	\$ *39,942.46	\$ 35,705.57
Net revenue from motor operations—system.....	*96,507.21	554,847.44

*Deficit.

MOTOR CARRIERS—YEAR 1933
AND NET REVENUE FROM OPERATIONS

Jefferson Transportation Company	Northland Transportation Company	Omaha Rapid Transit Lines	Waterloo, Cedar Falls and Northern	Clinton, Davenport and Muscatine	Total All Companies
\$ 182,322.93 3,547.80	\$ 8,138.08 418.68	\$ 29,536.84	\$ 15,138.69	\$ 10,875.02	\$ 970,025.51 16,123.81
\$ 185,870.73	\$ 8,556.76	\$ 29,536.84	\$ 15,138.69	\$ 10,875.02	\$ 986,149.82
\$ 483,221.24 9,402.95	\$ 1,131,204.70 32,340.68	\$ 146,380.18	\$ 15,138.69	\$ 10,875.02	\$ 4,300,824.63 83,181.16
\$ 492,624.19	\$ 1,163,545.38	\$ 146,380.18	\$ 15,138.69	\$ 10,875.02	\$ 4,306,005.79
\$ 3,475.94 9,212.49	\$ 422.53 55,697.17		\$ 489.61 489.61	\$ 1,964.50 1,964.50	\$ 55,711.32 208,819.64
1,400.17 3,710.97	26.60 3,466.75			7,355.31 7,355.31	41,012.32 114,132.07
\$ 190,746.84 505,547.65	\$ 9,005.89 1,222,709.30	\$ 29,536.84 146,380.18	\$ 15,628.30 15,628.30	\$ 20,194.83 20,194.83	\$ 1,082,872.96 4,715,957.50
\$ 53,557.91 140,512.71	\$ 4,019.69 464,754.19	\$ 4,009.21 25,057.53	\$ 3,732.40 3,732.40	\$ 8,284.97 8,284.97	\$ 291,736.75 1,295,326.44
134,503.88 287,255.63	6,320.90 631,527.21	14,873.87 69,075.90	9,373.80 9,373.80	19,295.40 19,295.40	748,305.88 2,589,456.03
10,546.59 27,952.25	442.31 51,085.57	5,981.41 37,383.83		3,182.08 3,182.08	60,078.94 240,848.01
\$ 198,608.38 455,720.59	\$ 10,782.90 1,147,366.97	\$ 24,864.49 131,517.26	\$ 13,106.20 13,106.20	\$ 30,762.45 30,762.45	1,100,121.57 4,125,630.48
\$ *7,861.54 49,827.06	\$ *1,777.01 75,342.33	\$ 4,672.35 14,862.92	\$ 2,522.10 2,522.10	\$ *10,567.62 *10,567.62	\$ *17,248.61 590,327.02

TABLE 40—CLASS 1 PASSENGER
PART 1—MILEAGE, TRAFFIC AND

	Items	Burlington Transportation Company	Interstate Transit Lines
1	Motor miles—passenger, Iowa.....	728,354	3,049,395
2	Motor miles—passenger, system.....	1,680,153	10,244,006
3	Revenue passengers carried, Iowa.....	64,418	680,862
4	Revenue passengers carried, system.....	153,635	1,101,682
5	Non-revenue passengers carried, Iowa.....	7,128	No record
6	Non-revenue passengers carried, system.....	10,568	No record
7	Total revenue and non-revenue passengers carried, Iowa.....	71,546	680,862
8	Total revenue and non-revenue passengers carried, system.....	164,233	1,101,682
9	Total passenger revenue, Iowa.....	\$ 69,108.98	\$ 667,062.30
10	Total passenger revenue, system.....	\$ 165,115.73	\$ 2,399,326.60
11	Total operating revenues, Iowa.....	\$ 77,323.38	\$ 740,436.88
12	Total operating revenues, system.....	\$ 179,425.91	\$ 2,626,071.33
13	Average fare revenue passengers, Iowa.....	\$ 1.07282	\$.97973
14	Average fare revenue passengers, system.....	\$ 1.07473	\$ 2.17788
15	Operating revenue per motor mile, Iowa.....	\$.10616	\$.24361
16	Operating revenue per motor mile, system.....	\$.10679	\$.25635
17	Motor passenger miles—revenue, Iowa.....	2,528,369	33,353,036
18	Motor passenger miles, revenue, system.....	6,848,401	119,966,560
19	Revenue per motor passenger mile, Iowa.....	\$.02733	\$.02000
20	Revenue per motor passenger mile, system.....	\$.02411	\$.02000
21	Average miles carried—revenue passengers, Iowa.....	39.35	48.98
22	Average miles carried—revenue passengers, system.....	44.58	108.89
23	Total operating expenses, Iowa.....	\$ 117,265.84	\$ 704,731.31
24	Total operating expenses, system.....	\$ 275,933.12	\$ 2,071,223.89
25	Operating expenses per motor mile, Iowa.....	\$.16100	\$.23187
26	Operating expenses per motor mile, system.....	\$.16423	\$.20218
27	Ton miles operated, Iowa.....	5,454,173	30,790,955
28	Net revenue from motor operation, Iowa.....	\$ *39,942.46	\$ 35,705.57
29	Net revenue from motor operation, system.....	\$ *96,507.21	\$ 554,847.44
30	Gallons gasoline consumed, Iowa.....	108,547	504,378
31	Gallons gasoline consumed, system.....	250,531	2,135,894
32	Gallons oil consumed, Iowa.....	2,636	9,985
33	Gallons oil consumed, system.....	6,081	33,544
34	Motor miles per gallon gasoline, Iowa.....	6.71	6.046
35	Motor miles per gallon gasoline, system.....	6.71	4.787
36	Motor miles per gallon oil, Iowa.....	276.29	305.39
37	Motor miles per gallon oil, system.....	276.29	305.39
38	Gas tax on gasoline (3c per gallon), Iowa.....	\$ 3,255.17	\$ 14,979.09
39	Ton-mile tax, Iowa.....	\$ 12,313.38	\$ 68,530.01
40	Motor vehicle licenses, Iowa.....	\$ 1,977.00	\$ 7,405.96
41	Total taxes, Iowa.....	\$ 17,545.55	\$ 90,915.06
42	Ratio taxes to revenues, Iowa.....	22.69	12.28
43	Miles of routes (passenger) one way, Iowa.....	548.56	1,423.00
44	Accidents to passengers, killed, Iowa.....	None	None

MOTOR CARRIERS—YEAR 1933

MISCELLANEOUS STATISTICS

Jefferson Transportation Company	Northland Transportation Company	Omaha Rapid Transit Lines	Waterloo, Cedar Falls and Northern —B—	Clinton, Davenport and Muscatine —B—	Total All Companies
1,151,979 2,577,242	56,058 6,489,952	333,820 2,085,452	168,187	194,741	5,668,856 23,076,805
111,198 300,174	7,154 1,366,687	7,932 14,560	20,263	26,501	918,928 2,936,738
No record No record	31 27,943	42 87	236	3,442	10,879 38,598
111,798 300,174	7,185 1,394,630	7,972 14,647	20,499	29,943	929,805 2,975,366
\$ 185,870.73 \$ 492,624.19	\$ 8,556.76 \$ 1,163,545.38	\$ 29,536.84 \$ 146,380.18	\$ 15,138.69 \$ 15,138.69	\$ 10,875.02 \$ 10,875.02	\$ 986,149.32 \$ 4,398,005.79
\$ 190,746.84 \$ 505,547.65	\$ 9,005.89 \$ 1,222,709.30	\$ 29,536.84 \$ 146,380.18	\$ 15,628.30 \$ 15,628.30	\$ 20,194.83 \$ 20,194.83	\$ 1,082,872.96 \$ 4,715,957.50
\$ 1.66255 \$ 1.64112	\$ 1.19608 \$.85136	\$ 3.72376 \$ 10.05358	\$.74711	\$.41036	\$ 1.07314 \$ 1.48702
\$.16558 \$.19615	\$.16065 \$.18840	\$.08848 \$.07019	\$.09733	\$.09184	\$.19102 \$.20280
9,066,355 24,276,205	490,424 62,079,348	No record No record	756,934 756,934	301,933 301,933	46,497,061 214,229,381
\$.02104 \$.02082	\$.01745 \$.01874	No record No record	\$.02000 \$.02000	\$.03600 \$.03600	\$.02057 \$.01982
81.09 80.87	68.55 45.42	No record No record	37.35	11.39	57.07 72.15
\$ 198,608.38 \$ 455,720.59	\$ 10,872.90 \$ 1,147,366.97	\$ 24,864.49 \$ 131,517.26	\$ 13,106.20 \$ 13,106.20	\$ 30,762.45 \$ 30,762.45	\$ 1,100,121.57 \$ 4,125,630.48
\$.17241 \$.17682	\$.19235 \$.17679	\$.07448 \$.06306	\$.08162	\$.13989	\$.19406 \$.17687
12,214,011	601,225	2,106,547	1,201,442	1,538,678	53,907,031
\$ *7,861.54 \$ 49,827.06	\$ *1,777.01 \$ 75,342.33	\$ 4,672.35 \$ 14,862.92	\$ 2,522.10 \$ 2,522.10	\$ *10,567.62 \$ *10,567.62	\$ *17,248.61 \$ 590,327.02
207,816 464,933	11,154 1,283,524	30,529 166,248	23,430	26,537	912,391 4,301,130
4,049 9,058	161 18,531	166 5,505	1,025	843	18,865 72,719
5.543 5.543	5.02582 5.05635	10.90 12.50	7.44	8.30	6.21 5.36
284.50 284.50	348.18 350.22	200.20 379.00	170.12	261.00	300.50 315.97
\$ 8,883.48 \$ 27,670.58 \$ 5,055.30	\$ 78.01 \$ 1,389.02 \$ 259.60	\$ 915.87 \$ 4,549.68 \$ 1,634.17	\$ 702.90 \$ 2,636.15 \$ 259.75	\$ 796.11 \$ 3,488.02 \$ 344.00	\$ 29,610.63 \$ 120,576.84 \$ 16,935.78
\$ 41,609.36	\$ 1,726.63	\$ 7,099.72	\$ 3,598.80	\$ 4,628.13	\$ 167,123.25
21.81 903.09	19.17 76.46	28.55 319.43	23.02 169.00	22.91 66.74	15.43 3,506.28
None	None	No record	None	None	None

TABLE 40—CLASS 1 PASSENGER
PART 1—MILEAGE, TRAFFIC AND

Items		Burlington Transportation Company	Interstate Transit Lines
45	Accidents to passengers, injured, Iowa.....	4	116
46	Accidents to employees, killed, Iowa.....	None	None
47	Accidents to employees, injured, Iowa.....	1	16
48	Accidents to other persons, killed, Iowa.....	None	3
49	Accidents to other persons, injured, Iowa.....	1	16
50	Total, killed, Iowa.....	None	3
51	Total, injured, Iowa.....	6	148
52	Accidents to passengers, killed, system.....	None	None
53	Accidents to passenger, injured, system.....	3	371
54	Accidents to employees, killed, system.....	None	None
55	Accidents to employees, injured, system.....	None	97
56	Accidents to other persons, killed, system.....	None	7
57	Accidents to other persons, injured, system.....	None	89
58	Total, killed, system.....	None	7
59	Total, injured, system.....	3	557
60	Average number of employees, system.....	56	540
61	Aggregate compensation of employees, system.....	\$ 100,871.62	\$ 622,009.31
62	Units of equipment operated, busses, system.....	42	254
63	Units of equipment operated, other, system.....	5	7

B—Entire line within the state.

^cEstimated, based on average rate of 2 cents per passenger mile.

*Deficit.

MOTOR CARRIERS—YEAR 1933—Continued

MISCELLANEOUS STATISTICS—Continued

Jefferson Transportation Company	Northland Transportation Company	Omaha Rapid Transit Lines	Waterloo, Cedar Falls and Northern —B—	Clinton, Davenport and Muscatine —B—	Total All Companies
4	None	No record	None	2	126
None	None	No record	None	None	None
4	None	No record	None	4	25
None	None	No record	None	None	3
None	None	No record	None	None	17
None	None	No record	None	None	3
8	None	No record	None	6	168
None	None	No record	None	None	None
6	81	No record	None	None	461
None	None	No record	None	None	None
12	38	No record	None	None	147
None	1	No record	None	None	8
5	47	No record	None	None	141
None	1	No record	None	None	8
23	166	No record	None	None	749
110	368	No record	7	5	1,086
\$ 149,498.99	\$ 402,348.24	No record	\$ 9,098.00	\$ 6,243.02	\$ 1,290,069.18
31	119	14	7	4	471
-----	11	-----	-----	2	25

TABLE 60—CLASS 2 PASSENGER MOTOR CARRIERS—YEAR 1933

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 credit items	Total asset side
1	Wm. F. Hendrick	\$ 11,166.67				\$ 40.00				\$ 11,206.67
2	Otto and Stanley Jackson	5,500.00		\$ 4,370.00	\$ 7,200.00					17,070.00
3	Wm. Livezey	400.00		45.00		75.00	\$ 16.00			536.00
4	Manchester & Oneida									
5	H. G. Sevier	1,625.00	\$ 100.00					\$ 2,910.00		4,635.00
6	Central Transportation Company	23,406.96		1,705.15	1,399.82					26,511.93
7	Ward D. Walrod	5,565.00		100.00			31.00			5,696.00
8	J. A. Whitney	450.00					45.00	75.00		570.00
9	Bert Canon	350.00		60.00						410.00
10	C., Mil., St. P. & Pac. R. R.									
11	Des Moines & Winterset Bus Co.	15,215.62	381.40	65.47	290.00		20.00			15,972.49
12	Clinton, Davenport & Muscatine									
	Total	\$ 63,679.25	\$ 481.40	\$ 6,345.62	\$ 8,889.82	\$ 115.00	\$ 112.00	\$ 2,985.00		\$ 82,608.09

TABLE 60—CLASS 2 PASSENGER MOTOR CARRIERS—YEAR 1933
—Continued

PART 2—GENERAL BALANCE SHEET—LIABILITY SIDE

Number	Companies Reporting	Accounts and notes payable	Deferred liabilities	Deferred liabilities—equipment	Capital stock outstanding at close of year	Depreciation reserves	Other credit items	Total liabilities	Corporate surplus	Total liability side
1	Wm. F. Hendrick.....			\$ 675.00		\$ 2,588.24		\$ 3,263.24	\$ 7,943.43	\$ 11,206.67
2	Otto and Stanley Jackson.....					3,520.00		3,520.00	13,550.00	17,070.00
3	Wm. Livezey.....					4.16		4.16	531.84	536.00
4	Manchester & Oneida.....									
5	H. G. Sevier.....					583.35		583.35	4,051.65	4,635.00
6	Central Transportation Company.....	\$ 2,343.75			\$ 10,000.00	14,160.88	\$ 7.30	26,511.93		26,511.93
7	Ward D. Walrod.....					5,565.00		5,565.00	131.00	5,696.00
8	J. A. Whitney.....					90.00		90.00	480.00	570.00
9	Bert Canon.....	150.00				80.20		230.20	179.80	410.00
10	C., Mil., St. P. & Pac. R. R.....									
11	Des Moines & Winterset Bus Co.....	486.70				13,609.26		14,095.96	1,876.53	15,972.49
12	Clinton, Davenport & Muscatine.....									
	Total.....	\$ 2,980.45		\$ 675.00	\$ 10,000.00	\$ 40,201.09	\$ 7.30	\$ 53,863.84	\$ 28,744.25	\$ 82,608.09

TABLE 70—CLASS 2 PASSENGER MOTOR CARRIERS—YEAR 1933
PART 1—OPERATING REVENUES

Number	Companies Reporting	Revenues from								Total operating revenues	
		Passenger	Express	Baggage	Transporting news-papers	Advertising in busses	Profit on equipment retired or sold	Milk	Mail		Miscellaneous
1	Bert Canon.....	\$ 1,327.86	\$ 624.00		\$ 538.00						\$ 2,489.86
2	Chicago, Mil., St. Paul & Pac. R. R.....	2,086.47	1,026.20	\$ 2.27				\$4,153.21	\$ 10.58		7,278.73
3	Des Moines & Winterset Bus Co.....	4,079.43	208.65		174.84			3,000.00			7,462.92
4	Wm. F. Hendrick.....	12,819.81									12,819.81
5	Otto and Stanley Jackson.....	6,427.35	180.00		620.00						7,227.35
6	Wm. Livezey.....	407.00			1,480.00						1,887.00
7	Manchester & Oneida Ry.....	80.92	315.96	.18					1,273.95		1,671.01
8	H. G. Sevier.....	4,536.00	264.00								4,800.00
9	The Central Transportation Co. ^a	1,988.64	4.00		11.00			103.19	1,974.37		4,081.20
10	Ward D. Walrod.....	3,340.60			100.00	\$ 140.00			288.30		3,868.90
11	J. A. Whitney.....	1,130.59									1,130.59
	Total.....	\$ 38,224.67	\$ 2,622.81	\$ 2.45	\$ 2,923.84	\$ 140.00		\$7,256.40	\$ 3,547.20		\$ 54,717.37

^aOperated January, February and March, 1933.

TABLE 70—CLASS 2 PASSENGER MOTOR CARRIERS—YEAR 1933
—Continued

PART 2—OPERATING EXPENSES

Number	Companies Reporting	Salaries of officers	Salary and commission to agents	Drivers' salary and wages	Wages to 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	Bert Canon					\$ 430.31	\$ 56.58	\$ 2.00	\$ 22.80	\$ 10.00	
2	Chicago, Mil., St. Paul & Pac. R. R.			\$3,777.74		\$ 2,296.30	295.09	65.60	630.73	4,768.29	\$ 1,415.83
3	Des Moines & Winterset Bus Co.	\$2,091.98			\$ 452.67	1,274.56	161.45		636.78	508.50	
4	Wm. F. Hendrick		1,281.98	2,340.00	448.00	1,756.98	644.58		1,440.00	992.00	
5	Otto and Stanley Jackson			1,850.00		1,994.00	368.00	40.00	295.00	285.00	200.00
6	Wm. Livezey					159.35	17.00	2.00	55.00	35.50	
7	Manchester & Oneida Ry.			552.50		290.60	18.15		13.50	101.50	
8	H. G. Sevier			728.00		919.80	95.00	39.00	95.00	75.00	25.00
9	The Central Transportation Co. ^a		19.75	638.76		682.01	115.22	13.58	10.29	417.76	696.72
10	Ward D. Walrod					461.40	112.50		76.40	260.20	50.00
11	J. A. Whitney					127.46	13.90	20.00	25.00	68.59	
	Total	\$2,091.98	\$1,301.73	\$9,887.00	\$ 900.67	\$ 10,392.77	\$ 1,897.47	\$ 182.18	\$ 3,300.50	\$ 7,522.34	\$ 2,387.55

^aOperated January, February and March, 1933.

TABLE 70—CLASS 2 PASSENGER MOTOR CARRIERS—YEAR 1933

—Continued

PART 3—OPERATING EXPENSES AND SURPLUS 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 re- tired or sold	Miscellaneous	Total operating expenses	Surplus from operations
1	Bert Canon.....	\$ 188.75	\$ 138.92	\$ 17.50			\$ 145.20	\$ 398.89	\$ 323.00	\$ 1,733.95	\$ 755.91
2	Chicago, Mil., St. Paul & Pac. R. R.....		1,959.42	367.00	\$ 500.07		4,808.03		355.91	21,330.01	*14,051.28
3	Des Moines & Winterset Bus Co.....	486.45	670.52	164.58			965.55		935.00	8,348.04	*885.12
4	Wm. F. Hendrick.....	1,347.48	1,312.89	157.35			2,854.16			14,575.42	*1,755.61
5	Otto and Stanley Jackson.....	576.00	1,077.72	131.50			2,522.66	491.50		9,831.38	*2,604.03
6	Wm. Livezey.....	75.00	74.79	16.00			4.16			438.80	1,448.20
7	Manchester & Oneida Ry.....	189.00	97.79	25.00			75.00			1,363.04	307.97
8	H. G. Sevier.....	252.00	298.67	35.00			383.35	200.00	580.00	3,725.82	1,074.18
9	The Central Transportation Co. ^a	188.85	562.78	357.00			3,901.08		264.56	7,868.36	*3,787.16
10	Ward D. Walrod.....	190.00	232.03	23.00			500.00		75.35	1,980.88	1,888.02
11	J. A. Whitney.....	100.00	54.43	45.00			90.00		6.70	551.08	579.51
	Total.....	\$3,593.53	\$6,479.96	\$1,338.93	\$ 500.07		\$ 16,249.19	\$ 1,090.39	\$ 2,540.52	\$ 71,746.78	\$ *17,029.41

^aOperated January, February and March, 1933.

*Deficit.

TABLE 80—CLASS 2 PASSENGER MOTOR CARRIERS—YEAR 1933
PART 1—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Carriers Reporting	Passenger motor miles —Iowa	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 mlie	Expenses	Per motor mile			
1	Bert Canon.....	34,900	771		771	\$ 1,327.86	\$1.72226	\$1.72226	\$ 2,489.86	\$.07134	\$ 1,733.95	\$.04968	29,506	\$.04500	38.27
2	Chicago, Mil., St. Paul & Pac. R. R..	108,607	3,582	1,832	5,414	2,086.47	.58249	.38538	7,278.73	.06702	21,830.01	.19640	78,120	.02671	21.81
3	Des Moines & Winterset Bus Co.....	81,348	4,951		4,951	4,079.43	.82396	.82396	7,462.92	.09174	8,348.04	.10262	92,714	.03600	20.83
4	Wm. F. Hendrick.....	120,382	7,506	112	7,618	12,819.81	1.70794	1.68283	12,819.81	.10649	14,575.42	.12108	427,316	.03000	56.93
5	Otto and Stanley Jackson.....	161,771	14,879		14,879	6,427.35	.46840	.46840	7,227.35	.04468	9,831.38	.06077	183,160	.03500	12.31
6	Wm. Livezey.....	16,587	465		465	407.00	.87500	.87500	1,887.00	.11376	438.80	.02645	13,559	.03000	29.16
7	Manchester & Oneida Ry.....	16,193	211	35	246	80.92	.34434	.32894	1,671.01	.10953	1,363.04	.08935	2,128	.03802	8.65
8	H. G. Sevier.....	37,860	3,650		3,650	4,536.00	1.24274	1.24274	4,800.00	.10122	3,725.82	.07857	151,183	.03000	41.42
9	The Central Transportation Co. ^a	28,488	1,794		1,794	1,988.64	1.10800	1.10800	4,081.20	.07400	7,868.36	.02760	71,941	.02764	40.10
10	Ward D. Walrod.....	39,330	5,720		5,720	3,340.60	.58000	.58000	3,868.90	.09783	1,980.88	.05009	83,512	.04000	14.60
11	J. A. Whitney.....	4,811	3,881		3,881	1,130.59	.29131	.29131	1,130.59	.23498	551.08	.11455	77,232	.01464	19.90
	Total.....	650,277	47,410	1,979	49,389	\$38,224.67	\$.80625	\$.77395	\$54,717.37	\$.08145	\$71,746.78	\$.11032	1,210,371	\$.03581	25.53

^aOperated January, February and March, 1933.

TABLE 80—CLASS 2 PASSENGER MOTOR CARRIERS—YEAR 1933
—Continued

PART 2—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—Concluded

Number	Carriers Reporting	Gasoline		Lubricating Oil		Ton miles operated— Iowa	Number of busses	Miles of route one way— Iowa	Employees		Total Taxes and Licenses and Ratio to Revenues—Within the State of Iowa				
		Gallons consumed	Miles per gallon	Gallons consumed	Miles per gallon				Average number	Aggregate compensation	Gas taxes	Ton miles tax	Licenses on motor vehicles	Total taxes	Ratio (per cent) taxes to revenues
1	Bert Canon.....	2,326	15.00	69	506.00	60,767	1	46.10	a		\$ 69.78	\$ 138.92	\$ 17.50	\$ 226.20	9.09
2	Chicago, Mil., St. Paul & Pac. R. R.....	19,669	5.52	704	154.27	877,555	3	125.20	3	\$ 4,497.74	580.07	1,959.42	367.00	2,906.49	39.93
3	Des Moines & Winterset Bus Co.....	9,104	8.90	323	252.00	250,694	4	35.20	3	2,544.65	273.12	670.52	164.58	1,108.22	14.85
4	Wm. F. Hendrick.....	11,710	10.30	1,171	102.80	589,947	3	116.08	3	2,340.00	351.30	1,312.89	157.35	1,821.54	14.21
5	Otto and Stanley Jackson.....	12,775	12.70	920	176.00	470,464	4	128.75	1	1,850.00	383.25	1,077.72	131.50	1,592.47	22.03
6	Wm. Livezey.....	943	17.60	33	500.00	31,924	1	26.75	a		28.29	74.79	16.00	119.08	6.31
7	Manchester & Oneida Ry.....	1,892	8.55	25	647.70	42,499	1	8.65	1	552.50	56.76	97.79	25.00	179.55	10.74
8	H. G. Sevier.....	5,110	9.30	191	248.00	132,292	3	51.15	1	728.00	153.30	298.67	35.00	486.97	10.14
9	The Central Transportation Co. ^b	4,522	6.30	173	164.67	225,112	2	192.00	2	638.76	135.66	562.78	357.00	1,055.44	25.86
10	Ward D. Walrod.....	3,599	11.00	150	263.00	98,479	1	36.91	a		107.97	232.03	23.00	363.00	9.38
11	J. A. Whitney.....	854	5.63	20	247.00	24,020	1	9.95	a		25.62	54.43	45.00	125.05	11.06
	Total.....	72,504	8.97	3,779	172.07	2,803,753	24	776.74	14	\$13,151.65	\$ 2,165.12	\$ 6,479.96	\$ 1,338.93	\$ 9,984.01	18.24

^aOperated by owner.

^bOperated January, February and March, 1933.

STATISTICS
of
Class 1 Freight Motor Carriers

For the Year Ended December 31, 1933

TABLE 10—CLASS 1 FREIGHT MOTOR CARRIERS—YEAR 1933

PART 1—BALANCE SHEET—SYSTEM FIGURES

Number	Carriers Reporting	Asset Side						
		Investments		Total investments	Current assets	Deferred assets	Unadjusted debits	Grand total assets
		Motor equip- ment	Other invest- ments					
1	Akron Motor Cargo Company.....	\$ 13,375.00	\$ 1,500.00	\$ 14,875.00	\$ 4,551.71	\$ 2,145.00		\$ 21,571.71
2	Knowles Storage & Moving Company.....	21,135.79	1,806.89	22,942.68	13,682.52		260.00	36,885.20
3	Joe Bos Truck Line.....	53,330.75	15,708.86	69,039.61	4,451.16			73,490.77
4	Brady Transfer & Storage Company.....	56,956.10	203,114.18	260,070.28	22,699.71	2,237.40		285,007.39
5	G. E. Bruce (Bruce Transfer & Storage Company).....	29,841.79	3,716.48	33,558.27	19,378.08	2,262.44	1,813.00	57,011.79
6	Des Moines Transportation Company.....	16,866.70	2,844.86	19,711.56	6,395.35	250.00	486.58	26,843.49
7	Rohweder Truck Lines.....	10,593.00		10,593.00	625.00			11,218.00
8	C. T. Durand (National Transfer & Storage Co.).....	34,527.65	2,989.48	37,517.13	9,754.89			47,272.02
9	H. B. Green Transportation Line.....	24,534.10	6,050.00	30,584.10	1,566.50		1,797.00	33,947.60
10	H. & W. Motor Express Company.....	22,541.99	11,708.56	34,250.55	5,701.94		1,516.43	41,468.92
11	Happel Cartage Company.....	22,089.00	4,656.86	26,745.86	2,588.80			29,334.66
12	Murphy Motor Freight Lines, Inc.....	177,132.72	575,876.46	753,009.18	27,330.77		1,785.09	782,125.04
13	On Time Transfer Company.....	31,123.75	354.00	31,477.75	8,815.99	118.37		40,412.11
14	Dave Redman (Redman Freight Lines).....	24,907.00	6,500.00	31,407.00	784.38			32,191.38
15	Rieke Motor Transfer Line.....	14,768.00	1,300.00	16,068.00	6,824.13		2,149.25	25,041.38
16	Esther M. Smith (Film Transportation Company).....	2,500.76	144.90	2,645.66	9,089.07			11,734.73
17	Iowa Film Delivery.....	3,025.00	15,700.00	18,725.00	5,410.57		413.60	24,549.17
18	Superior Truck Lines Company (M. L. Lambert).....	14,167.50	2,809.15	16,976.65	8,416.95		657.92	26,051.52
19	Watson Brothers' Transfer Line.....	116,377.09	5,318.27	121,695.36	42,297.36		2,098.80	166,091.52
20	White Line Motor Freight Company.....	78,921.86	11,034.31	89,956.17	9,663.33		3,048.10	102,667.60
	Total.....	\$ 768,715.55	\$ 873,133.26	\$1,641,848.81	\$ 210,028.21	\$ 7,013.21	\$ 16,025.77	\$ 1,874,916.00

TABLE 10—CLASS 1 FREIGHT MOTOR CARRIERS—YEAR 1933

—Continued

PART 2—BALANCE SHEET—SYSTEM FIGURES—Continued

Number	Carriers Reporting	Liability Side						
		Capital stock	Long term debt	Current liabilities	Deferred liabilities	Unadjusted credits	Corporate surplus	Grand total liabilities
1	Akron Motor Cargo Company.....	\$ 1,125.00		\$ 4,066.42	\$ 1,462.77		\$ 14,917.52	\$ 21,571.71
2	Knowles Storage & Moving Company.....	21,852.75		1,947.40		\$ 13,125.50	\$ *40.45	36,885.20
3	Joe Bos Truck Line.....			13,500.00		27,258.80	32,731.97	73,490.77
4	Brady Transfer & Storage Company.....	88,000.00	\$ 50,000.00	14,708.98	12,921.98	89,556.47	29,819.96	285,007.39
5	G. E. Bruce (Bruce Transfer & Storage Company).....	16,468.40		3,792.54		15,826.26	20,924.59	57,011.79
6	Des Moines Transportation Company.....	10,000.00		6,441.50	7,822.35	2,791.70	*212.06	26,843.49
7	Rohweber Truck Lines.....			4,361.07		2,777.37	4,079.56	11,218.00
8	C. T. Durand (National Transfer & Storage Co.).....			850.00	1,685.25	20,173.02	24,563.75	47,272.02
9	H. B. Green Transportation Line.....			980.00		15,186.73	17,780.87	33,947.60
10	H. & W. Motor Express Company.....			573.97	9,589.34	7,696.25	23,609.36	41,468.92
11	Happel Cartage Company.....	10,000.00		* 10,553.47		15,403.37	*6,622.18	29,334.66
12	Murphy Motor Freight Lines, Inc.....	700,000.00		37,119.72		88,796.52	*43,791.20	782,125.04
13	On Time Transfer Company.....	15,000.00		7,957.29		14,310.92	3,143.90	40,412.11
14	Dave Redman (Redman Freight Lines).....			2,611.43	6,492.80	14,922.09	8,165.06	32,191.38
15	Rieke Motor Transfer Line.....			50.00		4,496.61	20,494.77	25,041.38
16	Esther M. Smith (Film Transportation Company).....	7,821.06		3,063.21		850.46		11,734.73
17	Iowa Film Delivery.....		1,652.17	2,228.31	7,023.08	219.78	13,425.83	24,549.17
18	Superior Truck Lines Company (M. L. Lambert).....			3,361.30	765.82	3,127.23	18,797.17	26,051.52
19	Watson Brothers' Transfer Line.....	20,000.00	37,550.00	36,077.40		75,647.51	*3,183.39	166,091.52
20	White Line Motor Freight Company.....	14,400.00		27,768.63	22,922.93	48,937.48	*11,361.44	102,667.60
	Total.....	\$ 904,667.21	\$ 89,202.17	\$ 182,012.64	\$ 70,686.32	\$ 461,104.07	\$ 167,243.59	\$ 1,874,916.00

*Debit balance.

TABLE 20—CLASS 1 FREIGHT MOTOR CARRIERS—YEAR 1933
PART 1—OPERATING REVENUES AND EXPENSES—SYSTEM FIGURES

Number	Carriers Reporting	Operating Revenues			Operating Expenses				Net revenue from motor operations	Taxes and uncollectible revenues	Total motor operating income
		Freight revenue	Revenue from other operations	Total revenues	Maintenance	Transportation	General	Total			
1	Akron Motor Cargo Co.....	\$ 28,581.27	\$ 2,012.75	\$ 30,594.02	\$ 1,534.94	\$ 13,537.33	\$ 16,467.43	\$ 31,539.70	\$ *945.68		\$ *945.68
2	Joe Bos Truck Line.....	128,318.11	2,651.74	130,969.85	28,968.22	82,679.31	3,072.18	114,719.71	16,250.14	\$1,173.22	15,076.92
3	Brady Transfer & Storage Co..	113,262.02		113,262.02	33,911.31	50,142.82	23,521.69	107,575.82	5,686.20	603.33	5,082.87
4	G. E. Bruce (B. T. & S. Co.)...	79,902.02	40,227.60	120,129.62	16,260.66	55,990.27	22,265.91	94,516.84	25,612.78		25,612.78
5	Des Moines Trans. Co.....	75,477.76		75,477.76	6,819.24	65,134.71	3,735.87	75,689.82	*212.06		*212.06
6	Rohweder Truck Lines.....	36,642.75		36,642.75	4,537.21	24,937.63	2,423.80	31,898.64	4,744.11		4,744.11
7	C. T. Durand (N. T. & S. Co.)...	91,608.69		91,608.69	22,879.19	53,047.27	8,662.19	84,588.65	7,020.04		7,020.04
8	H. B. Green Trans. Co.....	43,749.05		43,749.05	6,827.52	28,698.04	692.00	36,217.56	7,531.49		7,531.49
9	H. & W. Motor Express Co.....	73,393.25		73,393.25	13,616.47	40,351.17	12,126.58	66,094.22	7,299.03	279.01	7,020.02
10	Happel Cartage Company.....	50,959.79	1,997.85	52,957.64	7,062.22	35,065.05	11,130.81	53,258.08	*300.44		*300.44
11	Iowa Film Delivery.....	30,600.00		30,600.00	3,961.06	14,348.09	3,510.00	21,819.15	8,780.85	3,170.71	5,610.14
12	Knowles Storage & Mov. Co..	27,526.77	12,683.37	40,210.14	13,297.85	26,226.64	6,828.53	46,353.02	*6,142.88		*6,142.88
13	Murphy Motor Frt. Lines, Inc..	317,266.00	4,575.57	321,841.57	59,173.04	220,868.97	34,983.99	315,026.90	6,814.67	307.76	6,506.91
14	On Time Transfer Co.....	101,702.70		101,702.70	6,180.12	82,133.07	7,403.10	95,716.29	5,986.41	298.23	5,688.18
15	D. Redman (Redman F. Lines)..	56,244.92		56,244.92	15,229.73	39,463.34	5,152.84	59,845.91	*3,600.99		*3,600.99
16	Rieke Motor Transfer Line.....	61,665.50		61,665.50	5,796.61	47,514.86	5,681.65	58,993.12	2,672.18		2,672.18
17	Esther M. Smith (F. T. Co.)...	33,639.41	6.04	33,645.45	1,811.60	21,899.03	6,014.88	29,725.51	3,919.94		3,919.94
18	Superior Truck Lines Co. (M. L. Lambert).....	80,161.10		80,161.10	9,095.54	57,009.10	11,679.80	77,784.44	2,376.66		2,376.66
19	Watson Bro's Trsfr. Co., Inc..	342,201.81	1,496.87	343,698.68	88,684.14	187,541.18	67,563.36	343,788.68	*90.00		*90.00
20	White Line Motor Frt. Co. ^a ...	194,312.23	1,056.23	195,368.46	39,992.08	135,458.68	19,366.51	194,817.27	551.19	1,027.52	*476.33
	Total.....	\$1,967,214.95	\$ 66,708.02	\$2,033,922.97	\$385,639.65	\$1,282,046.56	\$272,283.12	\$1,939,969.33	\$ 93,953.64	\$6,859.78	\$87,093.86

*Deficit.

^aWithin the state of Iowa only.

TABLE 30—CLASS 1 FREIGHT MOTOR CARRIERS—YEAR 1933
PART 1—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Carriers Reporting	Motor miles operated —system	Operating Revenues		Operating Expenses		Gasoline Consumed		Oil Consumed	
			Revenue —system	Per motor mile —system	Expenses —system	Per motor mile —system	Gallons—system	Miles per gallon	Gallons—system	Miles per gallon
1	Akron Motor Cargo Company.....	No record	\$ 30,594.02		\$ 31,539.70		No record		No rec.	
2	Joe Bos Truck Line.....	874,867	130,969.85	\$.1497	114,719.71	\$.13113	134,595	6.50	1,453	602
3	Brady Transfer & Storage Company.....	504,000	113,262.02	.22473	107,575.82	.21344	84,000	6.00	3,479	145
4	G. E. Bruce (Bruce Transfer & Storage Company).....	No record	120,129.62		94,516.84		No record		No rec.	
5	Des Moines Transportation Company.....	No record	75,477.76		75,689.82		No record		No rec.	
6	Rohweder Truck Lines.....	169,594	36,642.75	.21606	31,898.64	.18808	28,265	6.00	942	180
7	C. T. Durand (National Transfer & Storage Compan.....	515,955	91,608.69	.17755	84,588.65	.16395	83,776	6.20	1,759	293
8	H. B. Green Transportation Line.....	368,352	43,749.05	.11877	36,217.56	.09832	46,044	8.00	2,015	182
9	H. & W. Motor Express Company.....	340,660	73,393.25	.21544	66,094.22	.19402	76,069	4.50	2,090	163
10	Happel Cartage Company.....	No record	52,957.64		53,258.08		No record		No rec.	
11	Iowa Film Delivery.....	354,567	30,600.00	.08630	21,819.15	.06117	27,777	12.80	722	491
12	Knowles Storage & Moving Company.....	No record	42,210.14		46,353.02		No record		No rec.	
13	Murphy Motor Freight Lines, Inc.....	785,903	321,841.57	.41634	315,026.90	.40752	No record		No rec.	
14	On Time Transfer Company.....	418,872	101,702.70	.24280	95,716.29	.22851	69,812	6.00	2,047	205
15	Dave Redman (Redman Freight Lines).....	319,680	56,244.92	.17594	59,845.91	.18720	63,936	5.00	2,639	121
16	Esther M. Smith (Film Transportation Co.).....	511,981	33,645.45	.06572	29,725.61	.05806	19,549	12.50	732	699
17	Superior Truck Lines Company (M. L. Lambert).....	322,657	80,161.10	.24844	77,784.44	.24108	45,937	7.02	1,112	290
18	Watson Brothers' Transfer Company, Inc.....	2,247,292	343,698.68	.15294	343,788.68	.15298	470,343	4.80	15,376	146
19	Rieke Motor Transfer Line.....	321,689	61,665.30	.19169	58,993.12	.18339	45,700	7.00	1,610	200
20	White Line Motor Freight Company.....	478,342	195,368.46	.40843	194,817.27	.40728	189,745	2.50	4,106	115
	Total.....	8,534,411	\$2,033,922.97		\$1,939,969.33		1,385,548		40,082	

STATISTICS OF MOTOR CARRIERS

TABLE 30—CLASS 1 FREIGHT MOTOR CARRIERS—YEAR 1933
—Continued

PART 2—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—Continued

Number	Carriers Reporting	Ton miles operated of Iowa within the state	Number of		Motor vehicle licenses —system	Total Miles of Routes One Way		Average Num- ber of Em- ployees—System		Ton mile tax—Iowa
			Trucks and tractors— system	Trailers— system		System	Iowa	Drivers	Other	
1	Akron Motor Cargo Company.....	676,042	24	23	No record	No record	1,741.65	9	1,000.07	
2	Joe Bos Truck Line.....	540,872	19	8	\$ 2,135.26	600.92	440.92	2	1,352.14	
3	Brady Transfer & Storage Company.....	1,487,590	17	8	2,824.00	174.00	174.00	8	3,811.47	
4	G. E. Bruce (Bruce Transfer & Storage Company).....	2,162,125	7	7	2,452.54	884.00	267.95	14	5,080.90	
5	Des Moines Transportation Company.....	771,490	6	8	892.00	358.02	178.02	4	1,928.76	
6	Robweder Truck Lines.....	526,568	6	6	130.30	No record	968.00	10	1,316.47	
7	C. T. Durand (National Transfer & Storage Company).....	3,565,795	14	3	1,478.75	497.65	497.65	11	9,119.48	
8	H. B. Green Transportation Line.....	332,427	9	3	1,417.50	176.41	176.41	6	884.08	
9	H. & W. Motor Express Company.....	958,925	7	12	1,710.43	523.00	175.00	10	2,397.32	
10	Happel Cartage Company.....	67,904	10	3	179.25	562.00	-----	14	108.76	
11	Iowa Film Delivery.....	801,955	5	-----	75.00	1,702.00	1,702.00	6	2,005.82	
12	Knowles Storage & Moving Company.....	40,906	6	4	No record	No record	No record	6	102.43	
13	Murphy Motor Freight Lines, Inc.....	280,948	20	21	10,276.61	700.00	25.46	40	702.37	
14	On Time Transfer Company.....	1,308,658	13	8	992.75	566.00	372.64	15	3,021.66	
15	Dave Redman (Redman Freight Lines).....	616,046	10	6	1,922.19	175.96	175.96	20	1,540.00	
16	Esther M. Smith (Film Transportation Co.).....	1,240,251	5	-----	82.75	1,232.15	1,232.15	4	3,100.98	
17	Superior Truck Lines Company (M. L. Lambert).....	284,637	10	9	1,247.54	No record	1,350.58	10	961.81	
18	Watson Brothers' Transfer Company, Inc.....	426,470	25	20	3,664.15	No record	No record	42	1,146.16	
19	Blake Motor Transfer Line.....	106,569	6	4	1,194.25	161.00	161.00	12	429.56	
20	White Line Motor Freight Company.....	5,630,481	20	8	4,020.48	No record	318.00	25	14,076.29	
	Total.....	\$ 21,879,912	229	161	\$ 36,656.35	8,323.11	10,037.39	297	213	\$ 54,866.53

TABLE 10—CLASS 2 FREIGHT MOTOR CARRIERS—YEAR 1933

PART 1—BALANCE SHEET—NUMBERS 1 TO 35

Number	Freight Carriers Reporting	Asset Side				Liability Side					
		Investments		Current Assets	Unad-justed Debits	Total Assets	Current Liabilities	Depre- ciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
		Motor Equipment	Buildings, Fran- chises and Other								
1	Akron Truck Co.	\$ 550.00		\$ 112.50		\$ 662.50		\$ 242.50	\$ 420.00	\$ 662.50	
2	Amburn, L. L.	750.00	\$ 1,000.00	100.00	41.50	1,891.50		312.50	1,579.00	1,891.50	
3	Anderson Transfer Co.	986.50		175.00	90.32	1,251.82		301.30	950.52	1,251.82	
4	Ausenhuis, Adolph	2,475.00		150.00		2,625.00	\$ 882.00	2,475.00	*732.00	2,625.00	
5	Baldwin, Ray S.	4,271.00		537.48		4,808.48	50.00	3,341.83	\$ 725.00	4,808.48	
6	Barta, J. E.	1,325.00		900.00	65.00	2,290.00	40.00	340.45	1,909.55	2,290.00	
7	Baxter Motor Express	2,000.00	1,200.00	300.00	144.00	3,644.00		1,000.00	2,644.00	3,644.00	
8	Beckjorden & Co.	8,008.69	525.00	600.00		9,133.69		6,260.34	2,873.35	9,133.69	
9	Buechele, Alvin C.	1,850.00		500.00	120.00	2,470.00		1,459.37	1,010.63	2,470.00	
10	Blue, W. O.	1,867.00				1,867.00		501.21	1,365.79	1,867.00	
11	Blackhawk Freight Lines	1,900.00	1,011.00	200.00	265.00	3,376.00	53.34	355.30	2,967.36	3,376.00	
12	Boyer, Don	1,200.00	750.00	275.00	60.61	2,285.61		600.00	1,685.61	2,285.61	
13	Boyer Transfer Co.	2,348.00	450.00	350.00		3,148.00	350.00	458.15	736.00	3,148.00	
14	Brommer, James	798.63		150.00	87.00	1,030.63		137.58	893.05	1,030.63	
15	Brown, Carl	14,629.00	5,250.00	800.00	704.00	21,383.00		13,157.95	8,225.05	21,383.00	
16	Bullock, Orval W.	1,096.00			94.00	1,190.00		1,004.66	185.34	1,190.00	
17	Burgett and Kendall	1,000.00		500.00	122.75	1,622.75	410.00	322.80	889.95	1,622.75	
18	Butterworth, M. E.	3,865.00		200.00	355.00	4,420.00	458.00	2,910.15	1,051.85	4,420.00	
19	Campbell, R. A.	2,094.80		300.00		2,394.80		2,094.80	300.00	2,394.80	
20	Carson, Ray	865.00	200.00	150.00	84.00	1,299.00		86.50	420.00	1,299.00	
21	Cass Transportation Line	6,085.00	11,400.00	30.00	442.25	17,957.25		5,055.00	12,902.25	17,957.25	
22	Christensen, John C.	394.00	300.00	400.00		1,094.00	487.00	134.55	*197.55	1,094.00	
23	Claussen, Herman, J.	1,801.30	938.50	425.35	400.00	3,565.15	680.00	449.02	2,436.13	3,565.15	
24	Cohen, Sam	1,425.00		300.00	25.00	1,750.00	100.00	143.70	1,506.30	1,750.00	
25	Conard, R. L.	750.00	250.00	225.00		1,225.00	200.00	100.00	230.00	1,225.00	
26	Corrow, Clayton Nelson	790.00	50.00	40.00		880.00		723.42	156.58	880.00	
27	Cross, C. D.	2,390.00		200.00	78.75	2,668.75	50.00	1,302.34	640.25	2,668.75	
28	Cross, W. D.	20,154.11	800.00	400.00		21,354.11	620.00	18,973.03	639.15	21,354.11	
29	Denhart, J. R.	800.00	30.00	20.00	40.00	890.00		568.00	111.10	890.00	
30	Dennis, J. A.	1,400.00	440.00	372.02		2,212.02		38.88	2,173.14	2,212.02	
31	Doyle, H. F.	1,200.00	875.00	1,810.00	70.00	3,955.00		316.66	3,638.34	3,955.00	
32	Dougherty Van & Storage										
33	Dragoun, C. E.	6,350.00	3,424.43	5,145.26	1,988.60	16,908.29		5,712.56	822.00	10,373.73	
34	Eldridge, J. E.	10,106.00	16,100.00	970.38		27,176.38	1,648.63	6,878.80	4,021.00	14,627.95	
35	England, J. R.	400.00	1,000.00			1,400.00		75.00	1,325.00	1,400.00	
	Total—Part 1	\$ 107,920.03	\$ 45,993.93	\$ 16,637.99	\$ 5,277.78	\$ 175,829.73	\$ 6,028.97	\$ 77,833.35	\$ 9,014.50	\$ 82,952.91	\$ 175,829.73

*Deficit.

TABLE 10—CLASS 2 FREIGHT MOTOR CARRIERS—YEAR 1933
—Continued

PART 2—BALANCE SHEET—Continued—NUMBERS 36 TO 70

Number	Freight Carriers Reporting	Asset Side					Liability Side				
		Investments		Current Assets	Unad-justed Debits	Total Assets	Current Liabilities	Depre-ciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
		Motor Equipment	Buildings, Fran-chises and Other								
36	Eyerly, Rollo										
37	Fearing, R. B.	\$ 7,109.50	\$ 6,105.00	\$ 562.50	\$ 367.50	\$ 14,144.50		\$ 1,949.97	\$ 1,284.50	\$ 10,910.03	\$ 14,144.50
38	Frank & Morton Transfer Co.	16,191.00	400.00	200.00	322.00	17,113.00	125.00	13,068.10	383.75	3,536.15	17,113.00
39	Frederickson, J. H. & Son	2,460.00		942.00	103.00	3,505.00	430.00	1,332.50		1,742.50	3,505.00
40	Furness, Bert H.										
41	Gateway City Transfer Co.	30,100.09	21,406.66	6,341.22	3,350.05	61,198.02	39,129.20	22,099.24	1,739.55	*1,769.97	61,198.02
42	Gerdes, Toney	1,760.00	1,768.80	164.14	143.28	3,836.22		102.65	660.00	3,073.57	3,836.22
43	Gnagy & Sawyer	7,400.00		400.00	585.00	8,385.00	885.00	1,400.00	1,100.00	5,000.00	8,385.00
44	Graham, Clyde O.	450.00	50.00			500.00		80.00		420.00	500.00
45	Grothaus, C. E.	650.00	105.00	420.00	111.25	1,286.25	25.00	650.00		611.25	1,286.25
46	Guinn, Fred A.	1,691.75	2,000.00	728.28	121.65	4,541.68	882.00	1,177.60		2,482.08	4,541.68
47	Hanks & Watson	1,000.00		85.00	40.00	1,125.00		146.00	250.00	729.00	1,125.00
48	Harless Bros.	1,710.58	200.00	50.00	95.00	2,055.58		1.00	900.00	1,154.58	2,055.58
49	Harper, Thomas	752.00				752.00		526.40		225.60	752.00
50	Hartlep Transit Co.	52,070.57	7,930.87	1,774.55	3,398.95	65,174.94	8,104.80	22,220.67	21,671.33	13,178.14	65,174.94
51	Hawkeye Express	9,368.85	300.00	2,206.86	1,045.82	12,921.53		1,012.87	4,883.45	7,025.21	12,921.53
52	Haye, Claire	1,830.00	3,650.00	7.47	245.00	5,732.47	1,783.10	69.57		3,879.80	5,732.47
53	Hedrick & Marshall	2,100.00	2,335.00		44.49	4,479.49		2,100.00		2,379.49	4,479.49
54	Hess, Harry	3,000.00	150.00	450.00	476.40	4,076.40	825.40	1,250.00	27.40	1,973.60	4,076.40
55	Heimendinger, George L.	1,035.00	2,258.00	180.00	50.00	3,523.00		668.43	1,800.00	1,054.57	3,523.00
56	Herbst, John	235.00	675.00	150.00	25.00	1,085.00		1.00	200.00	884.00	1,085.00
57	Hi-Speed Motor Express										
58	Hlatt, D. N.	3,443.00		455.26	12.00	3,910.26	556.90	3,195.00		158.36	3,910.26
59	Holderoft, Howard	325.00		150.00	25.00	500.00		18.05		481.95	500.00
60	Huebner, Ben	1,186.72		315.46		1,502.18		395.58	18.75	1,087.85	1,502.18
61	Inland Film Express										
62	Iowa Central Motor Express	2,000.00	4,750.00		160.00	6,910.00	4,750.00	2,000.00		160.00	6,910.00
63	Kasischke, Gus	450.00		400.00		850.00		228.75		621.25	850.00
64	Kibler, Chas. E.	3,575.00	2,050.00	350.00	281.00	6,256.00		2,441.40		3,814.60	6,256.00
65	Kier, Walter H.	2,692.30		174.38	528.00	3,394.68	33.47	2,692.30		668.91	3,394.68
66	King, George	1,575.00	525.00		250.00	2,350.00		787.50	89.74	1,472.76	2,350.00
67	Kirkwood, W. N.	700.00	500.00	100.00	60.00	1,360.00		204.00		1,156.00	1,360.00
68	Koss, George	735.00			25.00	760.00		159.20		600.75	760.00
69	Kristensen, Harold	555.00		76.75	125.85	757.60		57.30		700.30	757.60
70	Kroeger, Ray	1,060.00			40.00	1,100.00		1,060.00		40.00	1,100.00
	Total—Part 2	\$ 159,211.36	\$ 57,159.33	\$ 16,683.87	\$ 12,031.24	\$ 245,085.80	\$ 57,529.87	\$ 83,095.13	\$ 35,008.47	\$ 69,452.33	\$ 245,085.80

*Deficit.

TABLE 10—CLASS 2 FREIGHT MOTOR CARRIERS—YEAR 1933
—Continued

PART 3—BALANCE SHEET—Continued—NUMBERS 71 TO 105

Number	Freight Carriers Reporting	Asset Side					Liability Side				
		Investments		Current Assets	Unad-justed Debits	Total Assets	Current Liabilities	Depre-ciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
		Motor Equipment	Buildings, Fran-chises and Other								
71	LaTour, R. R.	\$ 725.00	\$ 650.00	\$ 100.00	\$ 66.00	\$ 1,541.00	\$ 1,200.00	\$ 183.25		\$ 157.75	\$ 1,541.00
72	Lamb, D. E.	1,200.00	75.00	300.00		1,575.00	100.00	600.00		875.00	1,575.00
73	Lau, C. E.	425.00		125.00	55.00	605.00		265.63		339.37	605.00
74	Le Mars Associated Retailers	3,345.00	200.00	115.00	148.98	3,808.98	2,325.00	3,345.00		*1,861.02	3,808.98
75	Loomis, L. L.	780.00	300.00		25.00	1,105.00		780.00		325.00	1,105.00
76	Markusen, Oscar	1,400.00			50.00	1,450.00		962.50		487.50	1,450.00
77	Martin, Ben. J.	450.00	250.00	250.00	80.00	1,030.00		37.50	\$ 300.00	692.50	1,030.00
78	Marten, C. V.	695.00		50.00		745.00		173.75		571.25	745.00
79	Maxwell, J. P. & Son	1,666.17	75.00	340.53	30.20	2,111.90	403.65	901.84		806.41	2,111.90
80	McCabe, Francis	4,247.00	100.00	450.00	245.00	5,042.00		2,475.37		2,566.63	5,042.00
81	McCullough Transfer	350.00				350.00		175.00		175.00	350.00
82	McIntyre, Robert L.	1,630.00	59.00	123.32	70.50	1,882.82	232.40	101.90		1,548.52	1,882.82
83	Meinhardt Transfer Co.	6,155.00	995.00	147.66		7,297.66		882.92	2,544.27	3,870.47	7,297.66
84	Mercer Transfer & Storage Co.	1,198.60	1,616.15			2,814.75		214.75	1,100.00	1,500.00	2,814.75
85	Merriman, F. M.	1,427.00	800.00	100.00		2,327.00		130.80	600.00	1,596.20	2,327.00
86	Miller, A. C.	5,965.00	750.00	123.00		6,838.00		3,479.58	500.00	2,858.42	6,838.00
87	Nauvoo Transportation Co.	700.00	50.00		25.60	775.60		488.82		286.78	775.60
88	Neth, Earl	401.00		100.00	45.00	546.00		401.00		145.00	546.00
89	Northwestern Light & Power Co.	3,479,953.92		128,247.60	271,285.63	3,879,487.15	2,346,958.38	32,769.93	1,479,624.31	20,134.53	3,879,487.15
90	Notbohm, H. G.	1,460.00	45.00	1,125.00		2,630.00		870.20		1,759.80	2,630.00
91	Osceola Transfer Co.	10,383.48	837.25	350.00		11,570.73		7,029.14	1,724.83	2,816.76	11,570.73
92	Otis, Carol	1,285.00	390.00	80.00	93.00	1,848.00		642.50		1,205.50	1,848.00
93	Otis, Ray	954.00	2,080.00	614.36	430.00	4,078.36		775.13		3,303.23	4,078.36
94	Otto, W. C.	275.00	2,200.00			2,475.00		245.00	2,500.00	*270.00	2,475.00
95	Patrick, William	800.00	175.00		40.00	1,015.00		116.67		898.33	1,015.00
96	Peterson, Carl	1,285.00	25.00	200.00		1,510.00		348.01	200.00	961.99	1,510.00
97	Peterson, J. A.	1,260.00	50.00	1.00		1,311.00		315.00	1,072.26	*76.26	1,311.00
98	Phippin Trucks	5,807.07	600.00	450.00		6,857.07	100.00	2,288.22	250.00	4,218.85	6,857.07
99	Plagge, Edgar	3,965.00	45.00	50.00	289.00	4,349.00		2,572.82		1,776.18	4,349.00
100	Prog. Transp. Co. (H. T. Dann)	3,200.00	575.00	1,111.81	150.00	5,036.81	2,762.30	422.50		1,852.01	5,036.81
101	Quade, H. F.	4,025.25			40.00	4,065.25		4,025.25		40.00	4,065.25
102	Riebe, Ben C.	850.00	575.00		98.00	1,523.00		283.33		1,239.67	1,523.00
103	Reuter, Carl	843.00		245.80	29.00	1,117.80		524.50		593.30	1,117.80
104	Rihner Bros	3,650.00		1,000.00	590.00	5,240.00		1,324.50	1,133.10	2,782.40	5,240.00
105	Roddy, Lynn	919.00	300.00	325.00	25.00	1,569.00		153.17		1,415.83	1,569.00
	Total—Part 3	\$3,553,675.49	\$ 13,817.40	\$136,125.08	\$273,910.91	\$3,977,528.88	\$2,354,081.73	\$ 70,305.48	\$1,491,548.77	\$ 61,592.90	\$3,977,528.88

*Deficit.

TABLE 10—CLASS 2 FREIGHT MOTOR CARRIERS—YEAR 1933

—Continued

PART 4—BALANCE SHEET—Continued—NUMBERS 106 TO 141

Number	Freight Carriers Reporting	Asset Side					Liability Side				
		Investments		Current Assets	Unad-justed Debits	Total Assets	Current Liabilities	Depre- ciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
		Motor Equipment	Buildings, Fran- chises and Other								
106	Roberts Transfer	\$ 2,018.00	\$ 1,000.00	\$ 575.00	\$ 510.00	\$ 4,103.00	\$ 100.00	\$ 308.90	\$ 620.00	\$ 3,074.10	\$ 4,103.00
107	Rohweder Truck Lines	10,593.00		318.55		10,911.55	4,054.62	2,777.37		4,079.56	10,911.55
108	Ruse, Olony	2,800.00		100.00	100.00	3,000.00		2,053.32		946.68	3,000.00
109	Sahl, Elmer	4,750.00		800.00	38.00	5,588.00	600.00	4,562.50		425.50	5,588.00
110	Sarvis Transfer	6,935.00	300.00	2,100.00		9,335.00		2,375.62	408.00	6,551.38	9,335.00
111	Sarvis & Stone	14,200.00		1,050.00		15,250.00		3,785.00	2,025.00	9,440.00	15,250.00
112	Sawyer Lines	2,000.00	500.00	300.00	98.00	2,898.00		180.20	2,176.00	541.80	2,898.00
113	Schaefer, Anton	5,100.00		350.00		5,450.00		2,528.00	2,283.23	638.77	5,450.00
114	Scherer, F. C.	12,624.06	3,600.00	300.00		16,524.06	1,540.11	10,153.03	318.00	4,512.92	16,524.06
115	Schlick, M. F.	9,097.50	5,570.00	1,063.43	1,533.65	17,264.58		7,811.73	1,200.00	8,252.85	17,264.58
116	Schoenewe, A. M.	800.00	50.00	500.00	112.94	1,462.94		240.00		1,222.94	1,462.94
117	Seaton, Ray	7,865.00	400.00	200.00	275.00	8,740.00		1,436.00	1,030.00	6,274.00	8,740.00
118	Seaton, R. O.	6,055.00	2,000.00	922.16		8,977.16		5,210.59		3,766.57	8,977.16
119	Shannon, Clarence E.	350.00		100.00		450.00		213.87		236.13	450.00
120	Smith, James M.	975.00		522.75	90.00	1,587.75		248.96		1,338.79	1,587.75
121	Southern Iowa Transit Lines	700.00	950.00	250.00	29.75	1,929.75		470.00		1,459.75	1,929.75
122	Speas, J. J.	1,037.48		1,000.00	205.00	2,242.48		132.80		2,109.68	2,242.48
123	Stanley, L. B.	2,150.00		23.50	89.50	2,263.00		1,942.66		320.34	2,263.00
124	Stevens, R. K.	500.00	25.00			525.00		499.98		25.02	525.00
125	Stine, C. W. & Son	1,200.00			77.13	1,277.13		667.00		610.13	1,277.13
126	Strait, Paul	8,285.00		100.00	80.00	8,465.00		6,886.63		1,578.34	8,465.00
127	Thiel, Jorgen	1,050.00			114.00	1,164.00		380.63		783.37	1,164.00
128	Trindle, E. H.	3,163.75		190.00	195.00	3,548.75		692.04	673.00	2,183.71	3,548.75
129	Twin Cities-Des Moines Motor Exp	8,260.00		1,869.00		10,129.00	1,000.00	3,401.64	2,583.00	3,144.36	10,129.00
130	United Freight Lines	2,259.00		1,372.53	353.00	3,984.53	224.06	919.76		2,840.71	3,984.53
131	Vander Kooi, Ben	1,300.00		100.00		1,400.00	530.00	433.33		436.67	1,400.00
132	Van Horsen, Arthur	2,260.00	2,025.00	350.00	130.00	4,765.00	915.00		230.00	3,620.00	4,765.00
133	Wahrer Truck Lines	5,799.00	765.00	1,700.00		8,264.00		5,332.40		2,931.60	8,264.00
134	Waite, N. M.	960.00	840.00	924.50	205.00	2,929.50	120.00	703.15		2,106.35	2,929.50
135	Watje, Henry & Son	3,687.00		194.66	470.00	4,351.66	308.00			4,043.66	4,351.66
136	Weldon, Fred	4,400.00	1,450.00	1,000.00		6,850.00		2,100.00		4,750.00	6,850.00
137	Wells, A. E.	2,724.44	125.00	150.00		2,999.44		713.81	350.00	1,935.63	2,999.44
138	Wells, Vilas D.	6,239.54			364.00	6,603.54		6,239.54		364.00	6,603.54
139	West, William	1,458.00		276.00		1,734.00	90.00	577.50	200.00	866.50	1,734.00
140	Wenzel, Gus H.	1,150.00	500.00			1,650.00	80.00	925.92		644.08	1,650.00
141	United Transfer & Storage	1,050.00		365.12	183.95	1,599.07	142.40	153.00		1,303.67	1,599.07
	Total—Part 4	\$ 145,795.77	\$ 20,100.00	\$ 19,067.20	\$ 5,253.92	\$ 190,216.89	\$ 9,704.19	\$ 77,056.91	\$ 14,096.23	\$ 89,359.56	\$ 190,216.89

TABLE 10—CLASS 2 FREIGHT MOTOR CARRIERS—YEAR 1933
—Continued

PART 5—BALANCE SHEET—Concluded—GRAND TOTAL

Number	Freight Carriers Reporting	Asset Side				Liability Side					
		Investments		Current Assets	Unad-justed Debits	Total Assets	Current Liabilities	Depre- ciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
		Motor Equipment	Buildings, Fran- chises and Other								
	Total—Part 1.....	\$ 107,920.03	\$ 45,993.93	\$ 16,637.99	\$ 5,277.78	\$ 175,829.73	\$ 6,028.97	\$ 77,833.35	\$ 9,014.50	\$ 82,952.91	\$ 175,829.73
	Total—Part 2.....	159,211.36	57,159.33	16,683.87	12,031.24	245,085.80	57,529.87	83,095.13	35,008.47	69,452.33	245,085.80
	Total—Part 3.....	3,553,675.49	13,817.40	136,125.08	273,910.91	3,977,528.88	2,354,081.73	70,305.48	1,491,548.77	61,592.90	3,977,528.88
	Total—Part 4.....	145,795.77	20,100.00	19,067.20	5,253.92	190,216.89	9,704.19	77,056.91	14,096.23	89,359.56	190,216.89
	Grand Total—Table 10.....	\$3,966,602.65	\$137,070.66	\$188,514.14	\$296,473.85	\$4,588,661.30	\$2,427,344.76	\$308,290.87	\$1,549,667.97	\$303,357.70	\$4,588,661.30

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT MOTOR CARRIERS—1933

PART 1—NUMBERS 1 TO 35

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenue	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
1	Akron Truck Co.	\$ 2,350.00	\$ 1,293.00	\$ 3,643.00		\$ 780.00	\$ 667.25	\$ 52.50	\$ 5.40	\$ 150.00	\$ 64.50
2	Amburn, L. L.	3,025.98		3,025.98			374.49	25.00	3.00	30.00	55.00
3	Anderson Transfer Co.	2,545.25		2,545.25		756.00	1,260.00	72.00	52.00	150.00	635.00
4	Ausenhuis, Adolph	2,400.00	70.00	2,470.00		715.00	563.34	68.40	48.32	2.50	67.00
5	Baldwin, Ray S.	2,288.61	4,039.23	6,327.84	\$ 156.00	1,300.00	978.15	69.00	14.60	276.24	218.34
6	Barta, J. E.	1,053.00	3,387.00	4,440.00		153.00	548.88	49.00	15.00	161.00	
7	Baxter Motor Express	2,400.00	200.00	2,600.00		210.00	751.40	200.00	5.00		100.00
8	Beckjorden & Co.	5,152.49	3,385.68	8,538.17	625.00	997.80	1,992.73	94.72		300.00	691.28
9	Buechele, Alvin C.	1,200.00		1,200.00			64.26	11.55	5.00	25.00	25.00
10	Blue, W. O.	8,882.94		8,882.94	3,458.00	998.40	791.36	57.20		333.67	914.00
11	Blackhawk Freight Lines	4,807.27		4,807.27	400.00	1,212.00	1,074.90	143.00	10.00	300.00	102.00
12	Boyer, Don	3,950.00	150.00	4,100.00	240.00	960.00	459.00	38.50	30.00	135.00	75.00
13	Boyer Transfer Co.	4,370.00	3,645.00	8,015.00	1,050.00	1,300.00	1,150.00	375.00	55.00	435.00	372.00
14	Brommer, James	1,481.22		1,481.22		168.00	168.00	27.00	10.00	97.50	39.15
15	Brown, Carl	8,626.07	1,785.89	10,411.96	125.40	3,240.00	1,123.93	94.14	27.50	113.91	1,087.78
16	Bullock, Orval T.	1,548.00	50.00	1,598.00		30.00	156.00	30.00	10.00	80.00	50.00
17	Burgett and Kendall	371.90	1,011.49	1,383.39		35.60	205.34	32.45	4.00		24.50
18	Butterworth, M. E.	4,180.23	1,500.00	5,680.23		950.00	990.34	81.68	20.00	400.00	321.00
19	Campbell, R. A.	256.95	1,730.90	1,987.85		149.00	420.00	65.00	6.50	124.00	137.60
20	Carson, Ray	810.00		810.00			106.08	26.00		42.50	2.50
21	Cass Transportation Line	11,905.70		11,905.70	267.80	2,900.00	1,370.14	163.87	10.25	188.88	594.02
22	Christensen, John C.	1,258.60	573.63	1,832.23			269.08	17.64	8.35	88.00	59.50
23	Claussen, Herman, J.	3,575.46	2,568.00	6,143.46	411.55	720.50	1,632.00	187.00	25.00	461.50	348.40
24	Cohen, Sam	1,900.00		1,900.00	200.00		212.91	15.00	3.00	18.00	10.00
25	Conard, R. L.	3,440.80		3,440.80		780.00	424.32	35.10	9.00		85.00
26	Corrow, Clayton Nelson	1,800.00		1,800.00			110.25	27.00	12.00	36.00	100.00
27	Cross, C. D.	3,474.00		3,474.00			715.40	65.00	10.00	134.00	283.50
28	Cross, W. D.	8,039.40	1,456.00	9,495.40		1,926.04	1,600.70	289.14		293.98	530.71
29	Denhart, J. R.	824.50	1,507.00	2,331.50			447.14	62.85	9.00	120.30	74.51
30	Dennis, J. A.	9,381.51		9,381.51	684.50	2,084.50	1,372.86	184.42	8.60	323.42	561.74
31	Doyle, H. F.	1,836.65		1,836.65		100.00	149.38	31.00	10.00	103.52	22.00
32	Dougherty Van & Storage										
33	Dragoun, C. E.	6,859.95	11,699.59	18,559.54	1,456.00	6,142.20	866.56	228.68			621.17
34	Eldridge, J. E.	26,945.13	2,425.06	29,370.19	7,267.81	4,767.17	5,470.93	284.26	41.24	765.28	2,098.16
35	England, J. R.	1,562.85		1,562.85		372.50	204.00	12.60	15.00	56.00	30.00
	Total—Part 1	\$144,504.46	\$ 42,477.47	\$ 186,981.93	\$ 16,342.06	\$ 38,747.71	\$ 28,691.12	\$ 3,215.70	\$ 482.76	\$ 5,745.20	\$10,400.36

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT MOTOR CARRIERS—1933—Continued

PART 2—NUMBERS 36 TO 70

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenue	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
36	Eyerly, Rollo										
37	Fearing, R. B.	\$ 13,254.72	\$ 7,273.50	\$ 20,528.22	\$ 936.00	\$ 7,120.00	\$ 4,939.57	\$ 397.60	\$ 32.60	\$ 478.45	\$ 694.65
38	Frank & Morton Transfer Co.	10,063.74	4,500.00	14,563.74	588.00	3,270.00	1,900.00	326.60	24.00	1,024.00	1,700.00
39	Frederickson, J. H. & Son	2,980.60	643.30	3,623.90		890.00	398.00	59.60	26.80	196.40	160.00
40	Furness, Bert H.										
41	Gateway City Transfer Co.	3,325.93		3,325.93	292.39	638.40	441.00	16.80	52.00	75.16	167.99
42	Gerdes, Toney	4,990.95		4,990.95	247.50		370.29	30.00	7.20	62.22	79.00
43	Gnagy & Sawyer	3,920.00	7,840.00	11,760.00	260.00	1,872.00	1,352.00	256.00	104.00	1,600.00	910.00
44	Graham, Clyde O.	806.10		806.10			83.54	10.80	3.20	21.00	7.20
45	Grothaus, C. E.	2,672.51	50.00	2,722.51	300.00	720.00	475.85	53.55		50.00	60.00
46	Guinn, Fred A.	4,383.83	276.76	4,660.59	838.30	1,003.64	325.90	52.80	6.15	53.25	84.71
47	Hanks & Watson	800.00		800.00			238.00	14.60	1.80	10.00	
48	Harless Bros.	968.97	1,916.00	2,884.97		700.00	680.00	44.00		200.00	75.00
49	Harper, Thomas	1,567.65		1,567.65			185.64	49.60		83.65	36.30
50	Hartlieb Transit Co.	24,248.17		24,248.17	4,200.00	3,672.00	3,810.00	416.00	125.00	2,650.00	1,813.10
51	Hawkeye Express	15,357.99		15,357.99	910.00	3,529.86	2,188.22	181.80		588.87	481.07
52	Haye, Claire	5,183.80		5,183.80	675.00	675.00	760.07	67.56	25.00		354.65
53	Hedrick & Marshall	2,104.90		2,104.90			249.60	24.42	8.78	110.00	33.02
54	Hess, Harry	14,337.94		14,337.94	1,500.00	2,501.56	1,468.80	160.00	75.00	353.30	873.50
55	Heimendinger, George L.	1,155.04	300.00	1,455.04		1,140.00	448.89	43.68	17.00		200.00
56	Herbst, John	1,176.79	791.34	1,968.13			526.66	30.00		33.25	245.08
57	Hi-Speed Motor Express										
58	Hiatt, D. N.	2,685.60		2,685.60		1,076.00	435.00	39.00	12.50	143.04	183.80
59	Holderoft, Howard	1,600.00		1,600.00		520.00	176.41	19.20			27.00
60	Huebner, Ben	3,240.94	2,072.03	5,312.97	122.00	821.00	1,060.41	110.04	50.00	217.50	218.05
61	Inland Film Express										
62	Iowa Central Motor Express	2,723.83		2,723.83		780.00	782.85	90.70	20.00		76.40
63	Kasischke, Gus	48.00		48.00			4.80	1.50	.25		
64	Kibler, Chas. E.	7,708.50		7,708.50		1,560.00	1,140.00	134.40	35.00	251.30	511.31
65	Kier, Walter H.	2,209.28		2,209.28	1,319.91		357.76	32.06	33.10		99.00
66	King, George	3,760.81	578.16	4,338.97		242.60	536.06	63.20	28.40	130.35	312.11
67	Kirkwood, W. N.	1,019.12		1,019.12			120.12	18.20	8.00	16.50	1.75
68	Koss, George	366.05		366.05			29.56	4.50	3.00	1.00	13.00
69	Kristensen, Harold	1,578.60	81.65	1,660.25			110.30	19.00		4.60	
70	Kroeger, Ray	551.65		551.65			50.15	9.60	1.75	12.00	2.00
	Total—Part 2	\$140,792.01	\$ 26,322.74	\$ 167,114.75	\$ 12,189.10	\$ 32,732.06	\$ 25,645.45	\$ 2,776.81	\$ 700.53	\$ 8,365.84	\$ 9,419.69

STATISTICS OF MOTOR CARRIERS

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT MOTOR CARRIERS—1933—Continued

PART 3—NUMBERS 71 TO 105

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenue	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
71	LaTour, R. R.	\$ 2,673.58		\$ 2,673.58			\$ 278.41	\$ 26.80	\$ 12.00		
72	Lamb, D. E.	1,890.00		1,890.00		\$ 549.12	\$ 357.00	\$ 30.16		\$ 172.48	\$ 24.20
73	Lau, C. E.	1,361.35		1,361.35			162.96	22.50	17.00	68.00	63.80
74	Le Mars Associated Retailers	4,069.00		4,069.00	\$ 327.00	2,222.00	579.41	48.60		182.00	146.32
75	Loomis, L. L.	2,905.47		2,905.47		914.35	375.09	52.00	39.00	54.00	141.04
76	Markusen, Oscar	1,780.20		1,780.20			268.80	21.00	12.00	90.00	15.00
77	Martin, Ben. J.	714.44		714.44			113.92	26.40		20.00	
78	Marten, C. V.	2,163.79		2,163.79		300.00	525.81	38.22	5.00	80.80	22.73
79	Maxwell, J. P. & Son	3,489.86		3,489.86	303.00	780.00	474.27	82.50	5.00	37.35	70.23
80	McCabe, Francis	824.25	\$ 964.94	1,789.19		200.00	448.00	33.00	2.00	27.00	47.55
81	McCullough Transfer	2,080.00		2,080.00		780.00	245.14	11.50		50.00	15.00
82	McIntyre, Robert L.	3,160.00		3,160.00			363.80	124.80	32.40	107.42	314.70
83	Meinhardt Transfer Co.	21,630.00		21,630.00	2,964.00	6,136.00	4,326.00	459.80	60.00	2,425.00	900.00
84	Mercer Transfer & Storage Co.	7,459.02		7,459.02	1,219.00	2,193.02	863.36	134.50	30.00	209.18	401.32
85	Merriman, F. M.	1,500.00		1,500.00			163.68	26.25			19.60
86	Miller, A. C.	3,675.00		3,675.00	900.00	600.00	690.00	59.20	6.00	188.00	180.00
87	Nauvoo Transportation Co.	674.53		674.53	60.00	109.20	54.90	9.60		30.00	15.00
88	Neth, Earl	600.00		600.00			130.35	45.00	7.00	32.00	30.00
89	Northwestern Light & Power Co.	7,288.60		7,288.60	1.57	3,189.05	597.56	149.30		198.24	940.03
90	Notbohm, H. G.	1,128.00		1,128.00		360.00	110.38	9.00		50.00	15.00
91	Osceola Transfer Co.	18,831.50		18,831.50	3,240.00	3,348.73	3,621.94	330.00	50.00	904.16	521.80
92	Otis, Carol	3,022.46		3,022.46	15.00	676.00	388.88	113.40	15.00	150.00	28.20
93	Otis, Ray	1,672.71	772.27	2,444.98		1,184.42	218.49	45.55		37.95	99.34
94	Otto, W. C.	1,745.62	23.19	1,768.81			314.97	47.93	2.00	27.00	122.50
95	Patrick, William	1,707.31		1,707.31		20.00	496.19	92.40	18.20	90.50	176.65
96	Peterson, Carl	2,794.20		2,794.20		592.80	846.30	75.20		126.16	42.00
97	Peterson, J. A.	2,279.50	150.00	2,429.50		360.00	657.46	62.40		12.50	35.00
98	Phippin Trucks	13,877.65		13,877.65	1,200.00	5,850.00	3,513.60	526.50		490.00	250.00
99	Plagge, Edgar	503.50		503.50		132.50	81.48	8.10	1.00		
100	Prog. Transp. Co. (H. T. Dann)	4,737.14		4,737.14	494.30	1,385.48	1,350.16				31.70
101	Quade, H. F.	1,186.71		1,186.71		57.25	309.66	72.80	9.76	78.60	77.26
102	Riebe, Ben C.	336.53		336.53			65.16	7.56	4.00		18.00
103	Reuter, Carl	2,683.98	943.02	3,627.00		20.00	512.00	84.60	38.00	77.70	131.55
104	Rihner Bros.	362.50	5,600.00	5,962.50		1,800.00	1,360.00	200.00	50.00	400.00	200.00
105	Roddy, Lynn	4,247.17		4,247.17		863.00	599.76	65.00		57.30	91.69
Total—Part 3		\$131,055.57	\$ 8,453.42	\$ 139,508.99	\$ 10,723.87	\$ 34,722.92	\$ 25,464.89	\$ 3,141.57	\$ 415.36	\$ 6,473.43	\$ 5,187.21

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT MOTOR CARRIERS—1933—Continued
PART 4—NUMBERS 106 TO 141

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenue	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
106	Roberts Transfer	\$ 8,365.22		\$ 8,365.22	\$ 150.00	\$ 2,350.00	\$ 1,567.78	\$ 110.21		\$ 121.90	\$ 50.00
107	Rohweder Truck Lines	36,642.75		36,642.75	5,512.57	3,856.20	5,172.50	942.00	421.56	1,896.66	2,018.15
108	Ruse, Olony	64.75		64.75		44.00	27.34	3.00		14.45	14.04
109	Sahl, Elmer	3,335.31	\$ 6,502.31	9,837.62	260.00	2,952.00	1,190.28	245.44	156.00	546.40	380.27
110	Sarvis Transfer	3,231.84		3,231.84		1,000.00	416.64	20.00		95.25	64.00
111	Sarvis & Stone	3,000.00	32,000.00	35,000.00		5,771.53	6,430.22	378.00	7.00	1,749.56	3,815.50
112	Sawyer Lines	3,900.00		3,900.00		720.00	567.00	27.90		126.00	122.00
113	Schaefer, Anton	3,153.56	3,963.79	7,117.35	800.00	730.00	1,245.42	100.97	66.00	354.00	947.99
114	Scherer, F. C.	5,035.15	7,908.27	12,943.42		2,820.00	3,344.42	1,161.60	178.50	975.50	648.41
115	Schlick, M. F.	25,039.87		25,039.87	2,046.00	6,199.87	2,785.58	408.14	178.00	909.98	1,445.66
116	Schoenewe, A. M.	820.00	1,515.00	2,335.00		780.00	162.30	27.20		12.50	5.85
117	Seaton, Ray	9,600.00		9,600.00	480.00	2,008.00	2,080.00	200.00	65.00	400.00	800.00
118	Seaton, R. O.	4,946.32		4,946.32		1,340.00	487.68	44.64	5.00	70.00	10.00
119	Shannon, Clarence E.	150.00		150.00			52.00	7.00		15.00	
120	Smith, James M.	3,079.72		3,079.72		1,100.00	336.84	45.14		124.00	
121	Southern Iowa Transit Lines	5,815.42		5,815.42		1,352.00	1,484.95	88.20	9.50	428.97	626.10
122	Speas, J. J.	251.99		251.99	15.00	44.00	46.80	5.76			
123	Stanley, L. B.	1,856.08	590.94	2,447.02		25.00	335.69	36.35	3.50	57.95	247.71
124	Stevens, R. K.	200.00	50.00	250.00			62.40	9.00		7.30	28.60
125	Stine, C. W. & Son	1,950.00		1,950.00			479.70	39.00		125.00	50.00
126	Strait, Paul	1,408.00	4,325.00	5,733.00		150.00	1,125.80	102.00	13.20	130.24	72.50
127	Thiel, Jorgen	1,967.66		1,967.66			379.99	23.92	5.00	90.00	5.40
128	Trindle, E. H.	548.61	4,264.21	4,812.82	65.00	1,040.00	857.53	119.85	130.00	364.41	120.00
129	Twin Cities-Des Moines Motor Exp.	26,537.33		26,537.33	1,420.40	3,908.00	3,092.35	319.56	17.70	1,218.76	1,247.05
130	United Freight Lines	8,278.83		8,278.83	877.25	1,938.77	1,253.20	117.15	21.38	184.47	299.61
131	Vander Kooi, Ben	1,560.00		1,560.00			262.08	24.00	5.00	20.00	150.00
132	Van Hosen, Arthur	2,595.00	724.00	3,319.00		510.00	541.50	50.25	5.00	65.80	7.50
133	Wahrer Truck Lines	4,200.00	3,164.65	7,364.65		1,700.00	900.00	90.00	26.00	184.78	91.00
134	Waite, N. M.	2,213.38		2,213.38	162.00	600.00	298.20	32.00	11.50	90.00	54.00
135	Watje, Henry & Son	2,700.12	3,806.49	6,506.61	379.60	75.00	1,082.59	89.13	10.60	63.95	204.12
136	Weldon, Fred	1,000.00	3,000.00	4,000.00		360.00	1,297.80	46.75	24.00	100.00	125.00
137	Wells, A. E.	4,620.90	3,381.25	8,002.15	20.00	637.14	1,106.02	71.41	13.69	169.50	292.91
138	Wells, Vilas D.	628.40	2,013.00	2,641.40		60.00	213.82	31.50	10.00	20.00	62.30
139	West, William	4,118.51		4,118.51		1,140.00	739.50	65.00	8.50	100.00	210.00
140	Wenzel, Gus H.	2,340.00	55.00	2,395.00			468.00	60.00	12.75	95.00	119.79
141	United Transfer & Storage	1,908.57	707.74	2,616.31	145.55	392.34	235.32	64.46	8.55	163.25	130.28
	Total—Part 4	\$187,063.29	\$ 77,971.65	\$ 265,034.94	\$ 12,333.32	\$ 45,003.85	\$ 42,129.24	\$ 5,207.13	\$1,425.08	\$ 11,090.58	\$14,465.74

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT MOTOR CARRIERS—1933—Continued
PART 5—GRAND TOTAL REVENUES AND EXPENSES PARTS 1 TO 5, INCLUSIVE

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenue	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
	Total—Part 1.....	\$144,504.46	\$ 42,477.47	\$ 186,981.93	\$ 16,342.06	\$ 33,747.71	\$ 28,691.12	\$ 3,215.70	\$ 482.76	\$ 5,745.20	\$10,400.36
	Total—Part 2.....	140,792.01	26,322.74	167,114.75	12,189.10	32,732.06	25,645.45	2,776.81	700.53	8,365.84	9,419.69
	Total—Part 3.....	131,055.57	8,453.42	139,508.99	10,723.87	34,722.92	25,464.89	3,141.57	415.36	6,473.43	5,187.21
	Total—Part 4.....	187,063.29	77,971.65	265,034.94	12,333.32	45,603.85	42,129.24	5,207.13	1,425.68	11,090.58	14,465.74
	Grand Total.....	\$603,415.33	\$155,225.28	\$ 758,640.61	\$ 51,588.35	\$146,806.54	\$121,930.70	\$ 14,341.21	\$3,024.33	\$ 31,675.05	\$39,473.00

TABLE 20—OPERATING EXPENSES (Concluded) AND SURPLUS—CLASS 2 FREIGHT MOTOR CARRIERS—1933

PART 6—NUMBERS 1 TO 35

Number	Freight Carriers Reporting	Operating Expenses								Surplus from Operations	
		Rent	Insurance	Ton-Mile Tax	Licenses	Interest	Depreciation	Dock and Depot Privileges	Miscellaneous		Total Operating Expenses
1	Akron Truck Co.		\$ 47.50	\$ 67.92	\$ 65.00		\$ 110.00	\$ 312.00		\$ 2,322.07	\$ 1,320.93
2	Amburn, L. L.	\$ 20.00	66.00	298.97	40.00		187.50		\$ 94.74	1,194.70	1,831.28
3	Anderson Transfer Co.		165.28	483.35	40.00		246.63		539.87	4,400.13	*1,854.88
4	Ausenhuis, Adolph	60.00	65.00	233.92			309.38		30.00	2,162.86	307.14
5	Baldwin, Ray S.	120.00	182.00	88.04	170.00		394.17		515.52	4,482.06	1,845.78
6	Barta, J. E.	30.00	105.00	94.53	65.00		331.25			1,552.66	2,887.34
7	Baxter Motor Express	20.00	65.00	252.00	100.00		666.67	390.00	10.00	2,770.07	*170.07
8	Beckjorden & Co.		375.00	289.84	315.00		1,485.14		100.00	7,266.51	1,271.66
9	Buechele, Alvin C.	24.00	70.00	69.46	40.00		467.25			801.52	398.48
10	Blue, W. O.	120.00	107.50	290.01	312.50		342.70		936.33	8,661.67	221.27
11	Blackhawk Freight Lines	300.00	177.50	651.69	455.00		355.30		600.00	5,781.39	*974.12
12	Boyer, Don	80.00	63.00	191.70	40.00		360.60		421.00	3,093.20	1,006.80
13	Boyer Transfer Co.	260.00	205.00	207.81	180.00		404.15		180.00	6,273.96	1,741.04
14	Brommer, James	15.00	47.00	112.71	40.00		187.58	b3.00	15.00	879.94	601.28
15	Brown, Carl		166.06	521.62	544.00		1,343.09		536.20	8,923.63	1,488.33
16	Bullock, Orval T.		54.00	45.56	40.00		365.33			860.89	737.11
17	Burgett and Kendall		52.75	26.58	42.00		250.00		126.67	799.89	583.50
18	Butterworth, M. E.	42.00	190.00	452.10	150.00		561.50		228.00	4,386.62	1,293.61
19	Campbell, R. A.	12.00	45.00	14.86	40.00					1,013.96	973.89
20	Carson, Ray		22.00	77.47	20.00		119.75		5.00	421.30	388.70
21	Cass Transportation Line		160.00	957.31	142.25		1,504.00		1,045.07	9,343.59	2,602.11
22	Christensen, John C.		58.00	176.96	42.00		78.80	84.00	47.60	929.93	902.30
23	Claussen, Herman, J.	108.00	100.00	524.59	250.83		231.93	480.00	25.00	5,506.30	637.16
24	Cohen, Sam	75.00	125.00	44.86	79.20		172.03		120.00	1,075.00	825.00
25	Conard, R. L.	30.00	60.00	201.21	65.00		122.80		232.00	2,044.43	1,396.37
26	Corrow, Clayton Nelson		85.00	97.08	40.00		197.25			704.58	1,095.42
27	Cross, C. D.		50.00	98.66	28.75		574.00			1,959.31	1,514.69
28	Cross, W. D.	362.48	402.80	647.88	326.00		8,339.39		409.67	10,128.79	*633.39
29	Denhart, J. R.	8.50	130.00	31.25	105.00		266.66	a240.01		1,495.22	836.28
30	Dennis, J. A.		345.00	1,105.32	515.00		1,154.38		662.81	9,002.55	378.96
31	Doyle, H. F.		51.00	43.46	45.00		390.04		135.20	1,080.60	756.05
32	Dougherty Van & Storage										
33	Dragoun, C. E.	2,622.50	535.25	429.33	609.50		1,823.70		1,411.77	16,746.66	1,812.88
34	Eldridge, J. E.	128.93	582.47	1,679.06	369.71	\$ 50.00	2,154.20		4,097.35	29,756.57	*386.38
35	England, J. R.	30.00	28.50	266.65	12.50		82.00		94.30	1,204.05	358.80
	Total—Part 6	\$ 4,568.41	\$ 4,983.61	\$ 10,773.73	\$ 5,329.24	\$ 50.00	\$ 20,528.57	\$ 1,509.01	\$ 12,619.10	\$158,986.61	\$ 27,965.32

STATISTICS OF MOTOR CARRIERS

*Deficit.

aLoss on equipment retired.

bTelephone.

TABLE 20—OPERATING EXPENSES (Concluded) AND SURPLUS—CLASS 2 FREIGHT MOTOR CARRIERS—1933
—Continued

PART 7—NUMBERS 36 TO 70

Number	Freight Carriers Reporting	Operating Expenses								Total Operating Expenses	Surplus from Operations
		Rent	Insurance	Ton-Mile Tax	Licenses	Interest	Depreciation	Dock and Depot Privileges	Miscellaneous		
36	Eyerly, Rollo									20,934.21	*405.99
37	Fearing, R. B.	\$ 750.00	\$ 525.94	\$ 1,265.80	\$ 565.00	\$ ^a 492.80	\$ 1,419.99	\$ ^a 775.81	^b 540.00	17,169.24	*2,605.50
38	Frank & Morton Transfer Co.	435.00	450.00	929.84	450.00	^a 30.00	5,551.50	^c 220.30	^b 270.00	3,115.80	508.10
39	Frederickson, J. H. & Son	240.00	37.50	238.70	65.50	^b 64.30	615.00	^c 84.90	39.10		
40	Furness, Bert H.						78.90			2,195.12	1,130.81
41	Gateway City Transfer Co.		161.75	130.68	140.05		353.26	^b 46.10	64.46	1,858.67	3,132.28
42	Gerdes, Toney		65.06	227.54	110.75	^a 195.29		^b 40.00	441.00	10,281.21	1,478.79
43	Gnagy & Sawyer		585.00	741.21	720.00		1,400.00		^b 6.40	281.30	524.80
44	Graham, Clyde O.	6.60	30.00	53.63			58.93			2,090.99	631.52
45	Grothaus, C. E.		71.25	190.34	40.00		130.00			3,743.51	917.08
46	Guinn, Fred A.	110.00	127.20	180.26	130.00	84.63	498.20	241.94	6.53	598.12	201.88
47	Hanks & Watson		52.00	60.72	40.00		146.00	35.00		2,360.88	524.09
48	Harless Bros.		55.00	68.55	65.00		369.33		^c 104.00	709.59	858.06
49	Harper, Thomas		48.00	106.00	25.00		150.40	25.00		26,720.17	*2,472.00
50	Hartliep Transit Co.	1,500.00	1,331.29	2,016.88	860.50	204.93	3,667.67		^b 452.80	13,654.86	1,703.13
51	Hawkeye Express	2,384.66	422.70	235.49	623.12		1,012.87		1,096.20	5,322.27	*138.47
52	Haye, Claire	311.00	90.00	350.03	155.00	30.67	402.91	^a 303.33	1,122.05	897.85	1,207.05
53	Hedrick & Marshall	27.00	59.88	172.19	40.00		131.25	28.33	13.38	10,374.29	3,963.65
54	Hess, Harry		245.00	521.14	147.30		650.00	^a 500.00	1,378.69	2,617.84	*1,162.80
55	Heimendinger, George L.	80.00	66.50	142.52	25.00		454.25			1,348.13	620.00
56	Herbst, John		53.00	119.30	27.00		296.84	17.00			
57	Hi-Speed Motor Express									3,320.85	*635.25
58	Hiatt, D. N.	420.00	96.00	236.96	150.00		179.81		348.74	1,257.56	342.44
59	Holderoft, Howard		59.57	62.33	25.00		368.05			4,875.79	437.18
60	Huebner, Ben		87.80	174.71	130.00	150.00	395.58	840.00	498.70		
61	Inland Film Express									2,951.27	*227.44
62	Iowa Central Motor Express	120.00	90.00	571.82	160.00				259.50	40.19	7.81
63	Kasischke, Gus		6.75	2.94	5.20		18.75			5,738.28	1,970.22
64	Kibler, Chas. E.	120.00	156.00	879.52	125.00		765.75	60.00		2,527.58	*318.30
65	Kier, Walter H.	57.00	53.00	205.78			299.70		70.27	2,533.16	1,805.81
66	King, George		65.00	142.69			393.75	450.86	168.14	502.27	516.85
67	Kirkwood, W. N.		52.50	70.20	40.00		175.00			207.63	158.42
68	Koss, George		48.00	10.07	25.00		73.50			612.66	1,047.59
69	Kristensen, Harold		60.85	56.99	65.00		165.22	^a 62.50	68.20	213.50	338.15
70	Kroeger, Ray		25.00	16.28	10.00		33.12	24.00			
	Total—Part 7	\$ 6,561.26	\$ 5,277.54	\$ 10,181.11	\$ 4,964.42	\$ 1,252.62	\$ 20,255.53	\$ 3,755.07	\$ 6,977.76	\$151,064.79	\$ 16,059.96

*Deficit.

^aLoss on equipment retired.

^bTelephone

TABLE 20—OPERATING EXPENSES (Concluded) AND SURPLUS—CLASS 2 FREIGHT MOTOR CARRIERS—1933

—Continued

PART 8—NUMBERS 71 TO 105

Number	Freight Carriers Reporting	Operating Expenses								Surplus from Operations	
		Rent	Insurance	Ton-Mile Tax	Licenses	Interest	Depreciation	Dock and Depot Privileges	Miscellaneous		Total Operating Expenses
71	LaTour, R. R.	\$ 36.00	\$ 66.00	\$ 239.57	\$ 25.00	\$ 84.00	\$ 181.25	\$ 127.77	\$ 11.00	\$ 1,087.80	\$ 1,585.78
72	Lamb, D. E.	52.50	25.00	110.25		132.00		60.00	35.00	1,547.71	342.29
73	Lau, C. E.		30.00	98.12	40.00		106.25	15.00	11.15	634.78	726.57
74	Le Mars Associated Retailers	116.15	148.98	262.93			58.75		73.36	4,165.50	*96.50
75	Loomis, L. L.		34.80	96.63	25.00		260.00	96.00	163.20	2,251.11	654.36
76	Markusen, Oscar	55.00	40.00	69.06	40.00		350.00			960.86	819.34
77	Martin, Ben. J.		54.80	23.13	25.00		37.50	10.00	33.75	344.50	369.94
78	Marten, C. V.		68.80	199.70	40.00		174.75	60.00	61.20	1,577.01	586.78
79	Maxwell, J. P. & Son		65.10	274.85	80.00	9.59	437.90	87.83	15.71	2,723.33	766.53
80	McCabe, Francis		48.75	62.96	20.00		400.00		71.73	1,360.99	428.20
81	McCullough Transfer	36.00	55.00	227.40	65.00		87.50		360.00	1,932.54	147.46
82	McIntyre, Robert L.	84.00	60.00	143.32	40.00		375.03	58.75	158.07	1,862.29	1,297.71
83	Meinhardt Transfer Co.	600.00	720.00	363.82	789.00		882.92	600.00	909.00	22,135.54	*505.54
84	Mercer Transfer & Storage Co.		185.30	729.03	100.00	66.00	214.75		63.08	6,408.54	1,050.48
85	Merriman, F. M.		45.00	132.58			130.80	30.00	15.00	562.91	937.09
86	Miller, A. C.	480.00	225.50	491.51	8.25		1,324.58	275.00	120.00	5,548.04	*1,873.04
87	Nauvoo Transportation Co.		25.60	32.22			116.66		26.50	479.68	194.85
88	Neth, Earl		30.00	39.50	15.00					328.85	271.15
89	Northwestern Light & Power Co.	1,250.85		579.34	1,546.50				793.34	9,245.78	*1,957.18
90	Notbohm, H. G.		32.50	66.96	25.00		129.00			797.84	330.16
91	Osceola Transfer Co.	420.00	333.00	1,926.99	344.50		2,426.89	2,118.00	316.17	19,902.18	*1,070.68
92	Otis, Carol	25.00	110.00	255.86	25.00		322.25	105.00	30.00	2,259.59	762.87
93	Otis, Ray	76.00	48.80	89.56	40.00	3.26	238.50		251.41	2,333.28	111.70
94	Otto, W. C.	24.00	50.00	217.00	42.00	134.75	110.66		85.00	1,177.81	591.00
95	Patrick, William		60.00	417.63	40.00		366.67		30.00	1,808.24	*100.93
96	Peterson, Carl	14.25	68.40	244.59	61.75		305.19	120.00	164.00	2,660.64	133.56
97	Peterson, J. A.		123.00	43.72	65.00		961.25	65.00	142.80	2,528.18	*98.68
98	Phippin Trucks	120.00	360.00	713.02	105.00		1,949.30	250.00	94.00	15,421.42	*1,543.77
99	Plagge, Edgar	10.00	29.00	54.40			40.83			357.31	146.19
100	Prog. Transp. Co. (H. T. Dann)	614.10		246.10	50.00		422.50		944.79	5,539.13	*801.99
101	Quade, H. F.	40.00	53.50	149.57	40.00				12.32	900.72	285.99
102	Reibe, Ben C.		58.00	31.78	40.00		70.83		6.00	301.33	35.20
103	Reuter, Carl		57.00	270.56	25.00		374.72	139.40		1,830.53	1,796.47
104	Rihner Bros.	120.00	290.00	24.98	400.00	40.00	1,029.00		192.80	6,106.78	*144.28
105	Roddy, Lynn	96.00	50.00	271.89	25.00		247.33		104.83	2,471.89	1,775.28
	Total—Part 8	\$ 4,269.85	\$ 8,651.83	\$ 9,200.58	\$ 4,187.00	\$ 469.60	\$ 14,133.56	\$ 4,217.75	\$ 5,295.21	\$131,554.63	\$ 7,954.36

*Deficit.

STATISTICS OF MOTOR CARRIERS

TABLE 20—OPERATING EXPENSES (Concluded) AND SURPLUS—CLASS 2 FREIGHT MOTOR CARRIERS—1933
—Continued

PART 9—NUMBERS 106 TO 141

Number	Freight Carriers Reporting	Operating Expenses								Surplus from Operations	
		Rent	Insurance	Ton-Mile Tax	Licenses	Interest	Depreciation	Dock and Depot Privileges	Miscellaneous		Total Operating Expenses
106	Roberts Transfer		\$ 163.00	\$ 652.60			\$ 751.87	\$ *497.13	\$ 265.00	\$ 6,679.49	\$ 1,685.73
107	Rohweder Truck Lines	\$ 925.00	2,431.59	1,316.47	\$ 120.30		2,245.80		5,039.84	31,898.64	4,744.11
108	Ruse, Olony	5.10	15.30	59.16	17.00		95.20			295.19	*230.44
109	Sahl, Elmer	360.00	226.52	172.17	230.00	\$ 48.00	62.50		1,375.93	8,205.51	1,632.11
110	Sarvis Transfer		42.00	122.38	65.00		283.75	60.00	140.10	2,309.12	922.72
111	Sarvis & Stone	51.60	808.60	371.78	1,210.00		2,990.00	2,880.00	2,631.08	29,094.87	5,905.13
112	Sawyer Lines	45.00	250.00	204.84			180.20		38.20	2,293.89	1,606.11
113	Schaefer, Anton	45.00	185.70	213.07	360.00		1,224.00	184.22	20.00	6,476.97	640.38
114	Scherer, F. C.	460.00	1,024.86	912.41	450.00		2,981.01	254.94	1,016.09	16,247.74	*3,304.32
115	Schlick, M. F.	244.73	998.65	1,802.21	535.00	250.00	1,054.78	874.21	2,052.66	21,785.47	3,254.40
116	Schoenewe, A. M.		47.94	29.62	65.00		160.00		3.40	1,293.81	1,041.19
117	Seaton, Ray	240.00	232.80	626.64	265.00		1,470.25		120.00	8,987.69	612.31
118	Seaton, R. O.		140.00	343.14			1,538.74		30.00	4,009.20	937.12
119	Shannon, Clarence E.		4.86	43.48	4.00		11.65			137.99	12.01
120	Smith, James M.		88.00	162.14	110.00		243.96	*291.67	60.00	2,566.75	512.97
121	Southern Iowa Transit Lines	120.00	102.00	378.13	29.75		290.00	839.28	15.00	5,763.88	51.54
122	Speas, J. J.	6.25	1.85	32.97	8.12		7.80	12.50		181.05	70.94
123	Stanley, L. B.		98.00	216.72	65.00	400.00			153.80	1,639.72	807.30
124	Stevens, R. K.		13.00	40.45	8.30		55.50		21.60	246.15	3.85
125	Stine, C. W. & Son		177.39	108.06	18.00		400.00			1,397.15	552.85
126	Strait, Paul		60.50	264.77	90.00		1,401.00			3,410.01	2,322.99
127	Thiel, Jorgen	60.00	64.00	207.48	25.00		157.50	116.03	9.00	1,143.32	824.34
128	Trindle, E. H.		176.92	83.66	211.25		800.17		9.78	3,978.57	834.25
129	Twin Cities-Des Moines Motor Exp		913.25	2,148.12	1,063.00	199.08	2,363.26	4,740.18	2,922.59	25,573.30	964.03
130	United Freight Lines	229.98	126.60	681.87	225.00		577.25	502.16	296.31	7,331.00	947.83
131	Vander Kool, Ben		44.00	80.33	25.00		433.33			1,043.74	516.26
132	Van Horsen, Arthur	30.00	90.00	234.11	80.00	70.00	452.00		55.00	2,191.16	1,127.84
133	Wahrer Truck Lines	150.00	350.00	416.49	300.00		1,433.15	100.00	60.00	5,801.42	1,563.23
134	Waite, N. M.		24.00	124.69	20.00		160.00	24.00	18.00	1,618.39	594.99
135	Watje, Henry & Son	19.50	124.00	159.02	336.00		1,191.75	*542.92	922.48	5,200.66	1,305.95
136	Weldon, Fred	300.00	140.00	16.32	230.00		1,000.00		494.40	4,134.27	*134.27
137	Wells, A. E.		145.00	330.00	183.25		648.61	462.22	299.10	4,378.85	3,623.30
138	Wells, Vilas D.	54.00	104.00	111.99	260.00				18.25	945.86	1,695.54
139	West, William	120.00	49.00	271.92	40.00		364.50	160.00	150.00	3,418.42	700.09
140	Wenzel, Gus H.		86.00	210.27	40.00		383.33		30.00	1,505.14	889.86
141	United Transfer & Storage	96.35	73.45	110.25	100.00		153.00		132.95	1,805.75	810.56
	Total—Part 9	\$ 3,582.51	\$ 9,622.78	\$ 13,260.33	\$ 6,788.97	\$ 967.08	\$ 27,570.86	\$ 12,541.46	\$ 18,400.50	\$ 24,990.14	\$ 40,044.80

*Deficit.

TABLE 20—OPERATING EXPENSES (Concluded) AND SURPLUS—CLASS 2 FREIGHT MOTOR CARRIERS—1933
—Continued

PART 10—GRAND TOTAL EXPENSES—PARTS 6 TO 10 INCLUSIVE—AND SURPLUS

Number	Freight Carriers Reporting	Operating Expenses								Surplus from Operations	
		Rent	Insurance	Ton-Mile Tax	Licenses	Interest	Depreciation	Dock and Depot Privileges	Miscellaneous		Total Operating Expenses
	Total—Part 6.....	\$ 4,568.41	\$ 4,983.61	\$ 10,773.73	\$ 5,329.24	\$ 50.00	\$ 20,528.57	\$ 1,509.01	\$ 12,619.10	\$158,986.61	\$ 27,995.32
	Total—Part 7.....	6,561.26	5,277.54	10,181.11	4,964.42	1,252.62	20,255.53	3,755.07	6,977.76	151,054.79	16,059.96
	Total—Part 8.....	4,269.85	3,651.83	9,200.58	4,187.00	469.60	14,133.56	4,217.75	5,295.21	131,554.63	7,954.36
	Total—Part 9.....	3,582.51	9,622.78	13,290.33	6,788.97	967.08	27,570.86	12,541.46	18,400.56	224,990.14	40,044.80
	Grand Total.....	\$ 18,982.03	\$ 23,535.76	\$ 43,415.75	\$ 21,269.63	\$ 2,739.30	\$ 82,488.52	\$ 23,023.29	\$ 43,292.63	\$666,586.17	\$ 92,054.44

TABLE 30—MILEAGE, TRAFFIC AND MISCELLANEOUS
PART 1—NUMBERS

Number	Freight Carriers Reporting	Motor Miles Operated		Total Operating Revenues		Total Operating Expenses	
		Iowa	System	Revenues—system	Revenue per mille	Expenses—system	Expenses per mille
1	Akron Truck Co.....	5,830	21,880	\$ 3,643.00	\$.16649	\$ 2,322.07	\$.11759
2	Amburn, L. L.....	29,495	29,495	3,025.98	.10259	1,194.70	.04051
3	Anderson Transfer Co.....	41,259	41,259	2,545.25	.06169	4,400.13	.10665
4	Ausenhus, Adolph.....	14,659	17,009	2,470.00	.14110	2,162.86	.12716
5	Baldwin, Ray S.....	17,387	52,160	6,327.84	.12132	4,482.06	.08599
6	Barta, J. E.....	42,492	42,492	4,440.00	.10449	1,552.66	.03654
7	Baxter Motor Express.....	15,493	16,493	2,600.00	.15764	2,770.07	.16792
8	Beckjorden & Co.....	74,724	74,724	8,538.17	.11426	7,266.51	.09724
9	Buechele, Alvin C.....	6,278	6,278	1,200.00	.19114	801.52	.08815
10	Blue, W. O.....	29,672	29,672	8,882.94	.29937	8,661.67	.29191
11	Blackhawk Freight Lines.....	54,646	54,646	4,807.27	.08797	5,781.39	.10580
12	Boyer, Don.....	24,300	24,300	4,100.00	.16873	3,093.20	.12729
13	Boyer Transfer Co.....	60,000	60,000	8,015.00	.13358	6,273.96	.10457
14	Brommer, James.....	8,639	8,639	1,481.22	.17146	879.94	.08593
15	Brown, Carl.....	52,825	52,825	10,411.96	.19710	8,923.63	.16893
16	Bullock, Orval T.....	7,287	7,287	1,598.00	.21929	860.89	.11814
17	Burgett and Kendall.....	16,954	16,954	1,383.39	.08160	799.89	.04718
18	Butterworth, M. E.....	63,889	63,889	5,680.23	.08891	4,386.62	.06866
19	Campbell, R. A.....	1,350	25,200	1,987.85	.07888	1,013.96	.04024
20	Carson, Ray.....	6,363	6,363	810.00	.12730	421.30	.06621
21	Cass Transportation Line.....	64,438	64,438	11,905.70	.18476	9,303.59	.14438
22	Christensen, John C.....	15,893	15,893	1,832.23	.11529	929.93	.05851
23	Claussen, Herman, J.....	87,238	87,238	6,143.46	.07042	5,506.30	.06311
24	Cohen, Sam.....	3,262	10,022	1,900.00	.18958	1,075.00	.10726
25	Conard, R. L.....	14,008	14,008	3,440.80	.24563	2,044.43	.14595
26	Corrow, Clayton Nelson.....	8,816	8,816	1,800.00	.20418	704.58	.07992
27	Cross, C. D.....	36,968	40,528	3,474.00	.08572	1,959.31	.04918
28	Cross, W. D.....	60,635	60,635	9,495.40	.15660	10,128.79	.16705
29	Denhart, J. R.....	4,368	27,940	2,331.50	.08345	1,255.21	.04493
30	Dennis, J. A.....	56,095	56,095	9,381.51	.16724	9,002.55	.16049
31	Doyle, H. F.....	7,941	8,205	1,836.65	.22385	1,080.60	.13170
32	Dougherty Van & Storage.....						
33	Dragoun, C. E.....	40,622	40,622	18,559.54	.45688	16,746.66	.41226
34	Eldridge, J. E.....	151,970	151,970	29,370.19	.19327	29,756.57	.19581
35	England, J. R.....	22,539	22,539	1,562.85	.06934	1,204.05	.05342
36	Eyerly, Rollo.....						
37	Fearing, R. B.....	135,380	238,462	20,528.22	.08609	20,964.21	.08770
38	Frank & Morton Trans. Co.....	76,003	76,003	14,563.74	.19162	17,169.24	.22590
39	Frederickson, J. H. & Son.....	27,924	27,924	3,623.90	.12978	3,115.80	.11158
40	Furness, Bert H.....						
41	Gateway City Transfer Co.....	8,939	23,555	3,325.93	.14120	2,195.12	.09319
42	Gerdes, Toney.....	15,521	15,521	4,990.95	.32156	1,858.67	.11975
43	Gnagy & Sawyer.....	24,299	44,299	11,760.00	.26547	10,281.21	.23206
44	Graham, Clyde O.....	5,967	5,967	806.10	.13509	281.30	.04714
45	Grothaus, C. E.....	16,878	16,878	2,722.51	.16131	2,090.99	.12380
46	Guinn, Fred A.....	15,833	15,833	4,660.59	.29436	3,743.51	.23644
47	Hanks & Watson.....	8,850	8,850	800.00	.09035	598.12	.06755
48	Harless Bros.....	4,944	32,000	2,884.97	.09016	2,360.88	.07378
49	Harper, Thomas.....	11,650	11,650	1,567.65	.13456	709.59	.06091
50	Hartlep Transit Co.....	67,236	135,381	24,248.17	.17911	26,720.17	.19737
51	Hawkeye Express.....	32,400	90,000	15,357.99	.17064	13,654.86	.15172
52	Haye, Claire.....	39,272	39,272	5,183.80	.13200	5,322.27	.12025
53	Hedrick & Marshall.....	13,296	13,296	2,104.90	.15331	897.85	.06753
54	Hess, Harry.....	34,053	51,653	14,337.94	.27758	10,374.29	.20084
55	Helmdinger, George L.....	13,206	13,206	1,455.04	.11018	2,617.84	.19793
56	Herbst, John.....	19,661	19,661	1,968.13	.10010	1,348.13	.06857
57	Hi-Speed Motor Express.....						
58	Hiatt, D. N.....	24,714	24,714	2,685.60	.10867	3,320.85	.13437
59	Holdcroft, Howard.....	7,074	14,248	1,600.00	.12296	1,257.56	.08825
60	Huebner, Ben.....	52,390	52,390	5,312.97	.10141	4,875.79	.09307
61	Inland Film Express.....						

STATISTICS—CLASS 2 FREIGHT MOTOR CARRIERS—1933

1 TO 55

Gasoline		Oil		Ton miles operated (route only) Iowa	Number of trucks	Total miles of routes —one way—Iowa	Av. No. Employed		Pounds hauled (on routes)	Ton-mile tax—Iowa	Mileage on which ton-mile tax was paid—Iowa
Total gallons—system	Miles per gallon	Total gallons—system	Miles per gallon				Drivers	Other			
3,925	5.57	105	207	27,168		28.44	1		1,109,000	\$ 67.92	5,830
2,197	13.4	50	590	119,584	1	58.13			1,300,000	298.97	29,495
7,200	5.7	80	516	233,354	2	78.35	1		800,361	483.35	41,259
3,130	5.4	90	189	91,679	1	27.93	1		960,000	233.92	14,659
6,521	8.0	115	454	35,228	3	56.67	2	1	1,040,000	88.04	7,147
3,541	12.0	87	488	37,810	1	10.67	1		527,000	94.53	6,574
4,020	7.4	200	180	104,576		60.52	1			261.48	15,493
12,454	6.0	148	500	115,942	5	85.00	1			289.84	31,042
	378	16	393	27,777	2	19.59	1		820,000	69.46	6,278
4,946	6.0	104	285	116,008	2	51.70	1	3	1,776,818	290.01	14,836
7,166	7.6	341	160	350,654	5	225.29	3	1		651.69	54,646
2,700	9.0	70	347	73,634	1	25.88	1	1	1,333,000	191.70	15,270
7,500	8.0	572	105	83,133	3	125.00	2	1		207.81	16,184
1,200	7.2	60	144	45,092		47.43	1	1		112.71	45,092
7,320	7.2	165	320	208,643	4	35.26	3	1	4,136,789	521.62	28,738
1,041	7.0	60	122	18,217	1	34.70			376,000	45.60	3,644
1,211	14.0	39	435	4,202	1	37.40	1		142,536	26.58	1,892
6,389	10.0	1,454	441	181,241	3	144.98	1			452.10	45,087
3,100	8.1	100	252	5,949	1	18.25	1		80,000	14.86	1,350
624	10.2	32	196	30,852	1	30.60			450,000	77.47	6,363
8,975	7.2	317	203	402,270	3	114.70	3	1	3,639,248	957.31	64,438
1,736	9.2	21	757	70,799	1	58.85			384,139	176.96	14,493
9,600	9.1	340	256	193,526	2	111.73	1	1		483.27	43,619
1,253	8.0	15	668	17,947	2	61.81		1		44.86	3,262
2,496	5.6	78	180	80,463	1	22.74	1			201.21	14,008
	735	45	196	38,837	1	125.67				97.08	8,816
5,110	7.9	130	312	39,467	3	36.18				98.66	8,719
12,127	5.0	578	105	265,442	7	94.00	3		2,620,731	647.88	52,850
2,794	12.0	63	443	12,282	1	48.10			274,633	31.25	2,496
7,627	7.4	208	270	446,128	1	92.56	2		3,776,970	1,105.32	56,095
846	9.7	31	265	17,382	2	54.70	1		264,000	43.46	3,970
5,416	7.5	439	93	176,345	4	31.99	5	1	2,509,109	429.33	19,696
30,394	5.0	437	348	601,026	7	144.25	6	7		1,679.06	111,796
1,200	18.8	31	716	96,662	3	74.63	1		380,884	266.65	22,539
34,066	7.0	1,136	210	556,635	13	256.37	4	2	5,008,000	1,391.54	35,380
10,556	7.2	7,100	107	371,921	6	111.3	3	1		929.84	42,146
2,327	12.0	110	254	95,484	1	51.1	1		1,030,400	238.70	19,729
2,520	9.35	42	560	52,280	1	55.21	1		861,345	130.68	8,938
2,261	6.9	56	277	91,002	1	25.36	1		1,771,091	227.54	15,520
8,438	5.25	472	94	296,486	2	162.34	3			741.21	20,650
596	10.0	30	199	21,443	1	29.85			472,666	53.63	5,967
1,535	11.0	76	220	76,372	1	54.80	1	1		190.96	16,878
2,089	7.6	66	240		2	26.70	1	1	1,560,292	199.68	79,874
1,400	6.3	20	443	35,417	1	28.38	1			60.72	8,850
4,000	8.0	88	364	27,340	1	18.00	1		543,450	68.55	8,400
1,092	10.7	80	146	42,410	1	32.00			632,410	106.00	11,650
25,400	5.3	1,040	130	772,493	9	378.36	4	2	1,796,000	1,931.28	67,236
15,630	5.8	325	277	131,644	3	85.64	6	2		329.09	20,805
5,070	7.7	120	327	146,425	2	77.22	1	1	2,071,014	366.08	19,636
1,920	6.9	33	403	70,682	1	34.63			774,027	172.19	13,294
8,160	6.3	400	129	208,464	2	77.55	3	2		521.14	34,023
2,603	5.1	104	127	52,001	1	43.87	1			142.50	13,206
3,511	5.6	60	328	39,014	1	25.50			538,000	97.55	10,914
2,900	8.5	65	380	107,086	3	172.88	2		926,156	267.70	24,714
1,357	10.0	32	445	24,932	1	21.00	1			62.33	7,074
5,239	10.0	170	308	73,790	2	114.18	1	4	834,756	171.58	68,636

TABLE 30—MILEAGE, TRAFFIC AND MISCELLANEOUS STAT

PART 2—NUMBERS

Number	Freight Carriers Reporting	Motor Miles Operated		Total Operating Revenues		Total Operating Expenses	
		Iowa	System	Revenues—system	Revenue per mile	Expenses—system	Expenses per mile
62	Iowa Central Motor Express.	32,883	32,883	2,723.83	.08283	2,951.27	.08975
63	Kasischke, Gus.....	287	287	48.00	.16725	40.11	.14003
64	Kibler, Chas. E.....	63,713	63,713	7,708.50	.12099	5,738.28	.09006
65	Kier, Walter H.....	18,720	18,720	2,209.28	.11802	2,527.58	.13502
66	King, George.....	34,584	34,584	4,338.97	.12548	2,533.16	.07326
67	Kirkwood, W. N.....	6,381	6,381	1,019.12	.15971	502.27	.07871
68	Koss, George.....	1,256	1,256	366.05	.29135	207.63	.16526
69	Kristensen, Harold.....	7,139	7,139	1,660.25	.23256	612.66	.08582
70	Kroeger, Ray.....	3,270	3,683	551.65	.14978	213.50	.05796
71	Lalour, R. R.....	21,295	21,295	2,673.58	.12555	1,087.80	.05018
72	Lamb, D. E.....	19,174	19,174	1,890.00	.09857	1,547.71	.08072
73	Lau, C. E.....	9,456	9,456	1,361.35	.14397	634.78	.06713
74	Le Mars Associated Retailers.	16,759	16,759	4,069.00	.24279	4,165.50	.24855
75	Loomis, L. L.....	17,950	23,950	2,905.47	.12131	2,251.11	.09399
76	Markusen, Oscar.....	10,508	10,508	1,780.20	.16826	960.86	.09081
77	Martin, Ben. J.....	5,886	5,886	714.44	.12138	344.50	.05853
78	Marten, C. V.....	30,928	30,928	2,163.79	.06996	1,577.01	.05099
79	Maxwell, J. P. & Son.....	23,503	23,503	3,489.86	.14849	2,723.33	.11587
80	McCabe, Francis.....	20,000	20,000	1,789.19	.39630	1,360.99	.30150
81	McCullough Transfer.....	17,511	17,511	2,080.00	.11878	1,932.54	.11036
82	McIntyre, Robert L.....	10,427	10,427	3,160.00	.30308	1,862.29	.17860
83	Meinhardt Transfer Co.....	22,902	278,100	21,630.00	.07777	22,135.54	.07960
84	Mercer Trans. & Storage Co.	53,966	53,966	7,459.02	.13822	6,408.54	.11875
85	Merriman, F. M.....	10,556	10,556	1,500.00	.14210	562.91	.05333
86	Miller, A. C.....	28,115	28,115	3,675.00	.13071	5,548.04	.19733
87	Nauvoo Transportation Co.	3,390	4,390	674.53	.15365	479.68	.10926
88	Neth, Earl.....	5,956	6,696	600.00	.08961	328.85	.04911
89	Northwestern Light & Power	24,199	-----	7,288.60	-----	9,245.78	-----
90	Notbohm, H. G.....	6,689	6,689	1,128.00	.16860	797.84	.11928
91	Osceola Transfer Co.....	107,217	107,217	18,831.50	.17564	19,902.18	.18565
92	Otis, Carol.....	24,384	24,384	30,224.46	.12395	2,259.59	.09267
93	Otis, Ray.....	16,200	16,200	2,444.98	.15092	2,333.28	.14403
94	Otto, W. C.....	20,600	20,600	1,768.81	.08586	1,177.81	.05718
95	Patrick, William.....	36,747	36,747	1,707.31	.04646	1,808.24	.04921
96	Peterson, Carl.....	34,946	37,496	2,794.20	.07452	2,660.64	.07096
97	Peterson, J. A.....	36,780	36,780	2,429.50	.06605	2,528.18	.06877
98	Phippin Trucks.....	175,680	175,680	13,877.65	.07899	15,421.42	.08778
99	Plagge, Edgar.....	465,256	465,256	503.50	.10812	357.31	.07673
100	Prog. Transportation Co. (H. T. Dann).....	19,376	45,300	4,737.14	.10455	5,539.13	.12227
101	Quade, H. F.....	9,879	9,879	1,186.71	.12012	900.72	.09119
102	Reibe, Ben C.....	2,677	2,677	336.53	.12571	301.33	.11256
103	Reuter, Carl.....	37,471	37,471	3,627.00	.09679	1,830.53	.04885
104	Rihner Bros.....	80,000	80,000	5,962.50	.07453	6,106.78	.07633
105	Roddy, Lynn.....	26,596	26,596	4,247.17	.15969	2,471.89	.09294
106	Roberts Transfer.....	50,360	97,360	8,365.22	.08592	6,679.49	.06861
107	Rohweder Truck Lines.....	30,603	169,594	36,642.75	.21606	31,898.64	.18808
108	Ruse, Olony.....	3,640	3,640	64.75	.01779	295.19	.08110
109	Sahl, Elmer.....	67,600	67,600	9,837.62	.14553	8,205.51	.12138
110	Sarvis Transfer.....	12,155	12,155	3,231.84	.26589	2,309.12	.18997
111	Sarvis & Stone.....	142,128	236,880	35,000.00	.14775	29,094.87	.12283
112	Sawyer Lines.....	16,996	23,698	3,900.00	.16457	2,298.89	.09680
113	Schaefer, Anton.....	70,930	74,130	7,117.35	.09601	6,476.97	.08737
114	Scherer, F. C.....	129,100	129,100	12,943.42	.10026	16,247.74	.12585
115	Schlick, M. F.....	113,923	198,974	25,039.87	.12585	21,785.47	.10954
116	Schoenewe, A. M.....	11,322	11,322	2,335.00	.20977	1,298.81	.11427
117	Seaton, Ray.....	104,000	104,000	9,600.00	.09231	8,987.69	.08642
118	Seaton, R. O.....	27,439	27,439	4,946.32	.18026	4,009.20	.14611
119	Shannon, Clarence E.....	4,295	4,295	150.00	.03492	137.99	.03213
120	Smith, James M.....	28,872	28,872	3,079.72	.10667	2,566.75	.08890
121	So. Iowa Transit Lines.....	20,060	117,125	5,815.42	.04965	5,763.88	.04921

ISTICS—CLASS 2 FREIGHT MOTOR CARRIERS—1933—Continued

56 TO 108

Gasoline		Oil		Ton miles operated (route only) Iowa	Number of trucks	Total miles of routes —one way—Iowa	Av. No. Employed		Pounds hauled (on routes)	Ton-mile tax—Iowa	Mileage on which ton-mile tax was paid—Iowa
Total gallons—system	Miles per gallon	Total gallons—system	Miles per gallon				Drivers	Other			
4,605	7.1	146	225	228,723	1	52.50	1		571.82	32,883	
30	9.6	3	82	977	1	14.33		23,465	2.45	287	
7,600	8.4	240	265	351,805	2	207.55	2	1,578,750	879.52	63,713	
2,627	7.1	60	312	81,940	1	38.51			204.79	16,061	
3,458	10.0	102	337	59,191	1	105.10	1	1,504,320	147.97	14,797	
728	8.8	26	245	28,104	1	30.68		422,042	70.24	6,378	
178	7.0	6	209	4,137	1	9.80		34,252	10.38	1,253	
649	11.0	19	376	22,794	2	9.80		631,400	56.99	5,132	
295	12.5	12	307	6,526	1	27.50		236,500	16.26	1,635	
1,728	12.3	50	426	95,825	1	34.57		766,660	239.57	21,294	
2,100	9.1	48	399	44,093	2	91.20	2		110.25	9,587	
970	9.8	22	420	39,240	1	15.40		626,850	98.12	9,456	
3,622	4.6	76	221	105,160	2	25.24	2		262.93	15,900	
2,594	9.2	78	307	38,500	1	44.60	1	500,000	96.25	9,589	
1,680	6.3	30	352	27,625	1	33.50		588,000	69.06	5,290	
712	7.4	33	178	9,254	1	32.70			23.13	2,223	
3,093	10.0	78	396	79,870	1	101.10	1	700,000	199.70	15,464	
3,060	7.7	206	114	111,395	2	38.41	1	1,293,121	274.85	23,503	
2,800	8.9	50	500	25,180	2	43.40		520,000	62.96	4,513	
1,751	10.0	23	761	90,960	1	28.85	1		227.40	17,511	
2,140	4.9	156	67	57,322	2	31.40		1,227,340	143.32	10,427	
30,900	9.0	2,090	133	145,526	5	42.00	6		363.82	22,902	
5,396	10.0	269	200	335,103	1	100.07	2		837.96	53,966	
1,056	10.0	26	402	58,026	1	45.00			132.58	7,856	
4,600	6.1	148	190	196,605	2	92.42	2		491.51	27,415	
366	12.0	12	366	12,877	2	18.70	1		32.22	3,390	
900	6.6	60	106	14,119	1	10.36		500,000	35.33	5,956	
				231,736		26.11			579.34	24,199	
689	10.0	15	445	26,768	2	17.50	1		66.96	6,689	
24,146	4.4	165	650	787,870	5	182.77	5	6,253,095	1,969.66	107,217	
2,216	11.0	180	135	98,754	1	60.00	1	1,141,050	246.88	24,384	
1,401	11.6	77	210	39,177	1	18.34		562,750	97.81	8,689	
1,935	10.6	80	258	86,804	1	34.15			217.00	20,022	
3,030	12.1	83	443	167,032	1	83.90	1		417.63	36,747	
5,460	6.9	160	234	97,846	1	78.35	1		244.59	17,473	
3,768	9.8	78	472	17,498	1	36.48	1		43.77	3,499	
21,960	8.0	1,053	167	285,215	6	113.87	7		713.02	66,304	
582	8.0	13	345	21,757	4	32.46	1		54.40	21,757	
8,386	5.4	226	200	144,320	1	124.00	3	1,201,175	360.78	19,346	
2,110	4.7	104	95	59,915	1	85.38		464,000	149.79	9,879	
255	10.5	10	267	12,718	1	26.00			31.78	2,677	
3,240	11.6	94	397	108,416	1	63.20	1	651,135	270.56	27,749	
8,000	10.0	250	320	9,799	4	34.42	2	20,000	24.50	1,857	
3,528	7.5	130	205	106,524	2	34.00	1	900,000	266.32	26,592	
9,736	10.0	278	350	261,061	2	79.39	2		652.62	50,360	
28,265	6.0	942	180	526,588	6	962.00	4		1,316.47	30,603	
228	16.0	9	404	23,660	1	35.00		26,740	59.16	3,640	
6,760	10.0	416	163	68,865	2	53.75	2	2,184,148	172.17	8,223	
2,604	4.7	40	304	48,971	4	43.61	1		122.38	11,391	
47,376	5.0	756	313	193,628	4	318.42	6		484.06	193,628	
3,780	6.3	45	527	81,934	1	178.82	2		204.84	7,868	
7,413	10.0	126	588	85,477	3	64.88	2		213.67	10,054	
19,111	6.7	1,452	89	364,975	4	155.97	3		912.41	48,874	
19,897	10.0	647	307	721,381	6	106.95	6	10,121,383	1,803.45	113,922	
1,140	9.9	40	283	12,124	1	11.00	1		31.31	2,882	
13,000	8.0	250	416	250,663	3	134.98	2	2,062,000	626.62	44,368	
3,048	9.0	80	343	137,243	3	115.34	2		343.14	27,439	
325	13.2	10	430	17,397	1	20.50			43.48	4,293	
2,406	12.0	61	473	65,109	3	27.13	2	782,936	162.77	14,436	
15,350	7.6	204	574	151,252	2	56.50	1		378.13	20,069	

TABLE 30—MILEAGE, TRAFFIC AND MISCELLANEOUS STAT
PART 3—NUMBERS 109 TO

Number	Freight Carriers Reporting	Motor Miles Operated		Total Operating Revenues		Total Operating Expenses	
		Iowa	System	Revenues—system	Revenue per mile	Expenses—system	Expenses per mile
122	Speas, J. J.-----	2,335	2,335	251.99	.10792	181.05	.07754
123	Stanley, L. B.-----	21,330	21,330	2,447.02	.11472	1,639.72	.07951
124	Stevens, R. K.-----	4,903	4,903	250.00	.05099	246.15	.05020
125	Stine, C. W. & Son-----	7,188	31,200	1,950.00	.27129	1,397.15	.19437
126	Strait, Paul-----	38,444	51,964	5,733.00	.11032	3,410.01	.06562
127	Thiel, Jorgen-----	21,189	21,189	1,967.66	.09286	1,143.32	.05396
128	Trindle, E. H.-----	65,056	65,056	4,812.82	.07398	3,978.57	.06116
129	Twin Cities-D. M. Mot. Exp	69,081	135,941	26,537.33	.19521	25,573.30	.18812
130	United Freight Lines-----	49,464	49,464	8,278.83	.16737	7,331.00	.14821
131	Vander Kool, Ben-----	7,678	15,356	1,560.00	.10150	1,043.74	.06796
132	Van Horsen, Arthur-----	15,606	15,606	3,319.00	.21267	2,191.16	.14040
133	Wahrer Truck Lines-----	56,913	56,913	7,364.65	.12940	5,801.42	.10193
134	Waite, N. M.-----	23,857	23,857	2,213.38	.09278	1,618.39	.06784
135	Watje, Henry & Son-----	9,147	40,852	6,506.61	.15927	5,200.66	.12728
136	Weldon, Fred-----	54,075	54,075	4,000.00	.03797	4,134.27	.07645
137	Wells, A. E.-----	63,037	63,037	8,002.15	.12694	4,378.85	.06946
138	Wells, Vilas D.-----	9,359	9,359	2,641.40	.28223	945.86	.10106
139	West, William-----	20,945	20,945	4,118.51	.19663	3,418.42	.16321
140	Wenzel, Gus H.-----	18,536	18,536	2,395.00	.12921	1,505.14	.08120
141	United Transfer & Storage	12,261	12,261	2,616.31	.21338	1,805.75	.14728
	Grand Total-----	4,828,873	6,134,478	\$ 758,640.61	-----	\$ 666,586.17	-----

ISTICS—CLASS 2 FREIGHT MOTOR CARRIERS—1933—Continued

141 AND GRAND TOTAL

Gasoline		Oil		Ton miles operated (route only) Iowa	Number of trucks	Total miles of routes —one way—Iowa	Av. No. Employed		Pounds hauled (on routes)	Ton-mile tax—Iowa	Mileage on which ton-mile tax was paid—Iowa
Total gallons—system	Miles per gallon	Total gallons—system	Miles per gallon				Drivers	Other			
260	9.0	8	294	12,166	2	44.92	1	1	118,194	30.42	2,335
2,457	8.6	34	627	86,672	2	49.87			1,020,029	216.70	15,533
377	13.0	30	163	16,185	1	46.70				40.45	4,903
3,900	8.0	78	400	48,052	1	46.10				107.96	7,188
8,660	6.0	200	260	105,909	4	95.60		1		264.77	19,222
2,330	9.1	46	461	81,054	1	84.70			588,750	202.62	21,189
5,914	11.0	255	255	33,445	3	21.40	2		175,847	83.66	6,672
24,254	5.6	432	315	851,488	4	242.16	5	3		2,148.12	69,081
8,355	5.9	178	227	267,224	3	79.20	2	3	3,378,843	670.02	49,464
1,872	8.2	40	384	32,133	1	55.65			468,000	80.33	7,678
3,600	10.0	71	500	78,029	2	60.96	1		650,000	195.08	15,606
6,000	9.5	150	380	166,595	4	69.01	2			416.49	37,596
1,988	12.0	32	742	53,495	1	76.86	1	2		133.69	11,972
5,837	7.0	141	250	63,200	2	73.78	1	3	853,374	158.02	9,147
8,652	6.3	85	636	6,551	2	42.65	1			16.32	1,023
9,341	6.7	143	441	132,005	2	88.85	1			330.00	19,901
1,337	7.0	52	180	44,790	1	33.66		1	314,200	111.99	7,107
4,621	4.5	110	190	108,772	1	51.85	1			271.92	20,945
2,600	7.1	100	185	84,121	1	46.53				210.27	18,695
1,397	8.8	64	192	44,120	1	19.20	1		590,313	110.29	6,823
784,057		32,638		17,552,000	289	9,221.39	185	75	80,311,577	\$43,884.42	3,148,797

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