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State of Iowa
1935

Fifty-eighth Annual Report

OF THE BOARD OF

Railroad Commissioners

FOR THE

Year Ending December 2, 1935

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

J. J. LYNCH, *Executive Secretary*

Published by
THE STATE OF IOWA
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, 1935, we herewith submit to you the Fifty-eighth Annual Report of this Commission for the year ended December 2, 1935.

Respectfully submitted,

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

December 2, 1935.

ROSTER

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

GENERAL OFFICE

JOHN H. GILLESPIE	Assistant Secretary
HARRY C. HOPKINS	Reporter
H. W. HULSE	Reporter
HENRY R. ASHLEY	Clerk
JEANNE McCABE	Stenographer

ENGINEERING DIVISION

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

MOTOR TRANSPORTATION DIVISION

L. C. DONOHUE	Superintendent
O. E. BOYD	Assistant Superintendent
DEWEY CHIZEK	Assistant Superintendent
JOE BRISTOL	Tax Auditor
MARGARET McNERNEY	Permit Clerk
FLORENCE CHAPMAN	Clerk
DOROTHY FLYNN	Clerk
MABEL WATT	Clerk
BURTON W. BERGENER	Clerk
LOUISE NELSON	Clerk
MILDRED FOSTER	Clerk
L. G. LASHER	Examiner
W. B. BLAKE	Examiner
E. A. WILCOX	Examiner
HAROLD MARCUSEN	Examiner
H. M. HOFFMAN	Examiner
D. A. LYONS	Examiner
V. M. BENOIT	Examiner
BEN B. BAUGH	Special Investigator
FRED W. WOOLSEY	Special Investigator
L. J. ROARK	Chief Inspector
L. E. McQUAID	Inspector
JAMES McGOVERN	Inspector
J. G. WOLTERS	Inspector
CHAS. RIDLER	Inspector
W. BIRMINGHAM	Inspector
ROBT. B. SPEARS	Inspector
W. J. WHALEN	Inspector
OSCAR C. OSTERHOLM	Inspector
J. J. GALLAGHER	Inspector
NAT WALTON	Inspector
R. W. SCHUG	Inspector
MATT F. THEIS	Inspector
OSCAR M. ROSS	Inspector
A. F. HANNAM	Inspector
A. J. REISDORF	Inspector
ANDREW B. ALLEN	Inspector

B. F. BECK.....	Inspector
CLEM A. BOYLE.....	Inspector
CARL J. BERGER.....	Inspector
HELEN WILLIAMS.....	Stenographer
MARY E. SMITH.....	Stenographer
LEA WIUFF.....	Stenographer
ETHEL MORTON.....	Stenographer
ELIZABETH LAWLESS.....	Stenographer
MARY LOUISE IRVIN.....	Stenographer
ELAINE JONES.....	Stenographer
JANE FOSTER.....	Stenographer

RATE DIVISION

CARL A. HANSEN.....	Chief Rate Clerk
W. A. McCLINTOCK.....	Rate Clerk
JAMES H. O'LEARY.....	Examiner

STATISTICAL DIVISION

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

WAREHOUSE AND VALUATION DIVISION

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

JOHN C. DE MAR.....	Chief Counsel
WALTER CONDRAN.....	Assistant Counsel
STEPHEN ROBINSON.....	Assistant Counsel
MARJORIE COLE.....	Stenographer

Report of the Board of Railroad Commissioners

For the period covered by this report there have been disposed of by the Commission, by formal order or otherwise, 749 cases, distributed as follows:

Involving Airports	1
Involving Railroad Companies	309
Involving Railway Express Agency, Inc.	1
Involving Condemnation Cases	1
Involving Electric Transmission Lines	102
Involving Motor Carriers	222
Involving Truck Operator Permits	72
*Involving the Railroad Engineering Department	42

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

ORGANIZATION OF THE BOARD

On January 2, 1935, Harry B. Dunlap of Story County and Geo. A. Huffman of Polk County, having been elected to succeed Charles Webster of Fayette County and Fred P. Woodruff of Marion County, respectively, took the oath of office and assumed the duties thereof.

On January 8, 1935, the Board organized and elected Commissioner Conway chairman for the year 1935, but took no action on the selection of a secretary, it being agreed that George L. McCaughan should continue as secretary until an appointment was made. On May 15, 1935, the Board appointed J. J. Lynch of Polk County as secretary for the balance of the year 1935, effective the same date.

COMMERCE COUNSEL

On July 1, 1935, the term of Hon. J. H. Henderson as Commerce Counsel expired, and John C. De Mar of Polk County, having been appointed by the Board on March 13, 1935, which appointment was confirmed by the Senate on March 21, 1935, assumed the duties of the office.

B. F. BECK.....	Inspector
CLEM A. BOYLE.....	Inspector
CARL J. BERGER.....	Inspector
HELEN WILLIAMS.....	Stenographer
MARY E. SMITH.....	Stenographer
LEA WIUFF.....	Stenographer
ETHEL MORTON.....	Stenographer
ELIZABETH LAWLESS.....	Stenographer
MARY LOUISE IRVIN.....	Stenographer
ELAINE JONES.....	Stenographer
JANE FOSTER.....	Stenographer

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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	28,462,181.91	16,788,404.39	11,663,777.52	2,149.63
1882	6,337.43	32,023,906.03	20,512,393.05	11,511,572.98	1,816.44
1883	7,014.95	34,433,354.77	22,827,450.50	11,605,904.27	1,654.45
1884	7,249.25	35,735,271.85	23,250,916.03	12,484,355.82	1,654.45
1885	7,478.43	36,123,587.45	23,093,581.04	13,030,006.41	1,742.34
1886	7,564.67	36,093,106.54	22,931,555.10	13,161,551.44	1,739.87
1887	7,997.50	37,529,730.62	24,152,990.71	13,376,739.91	1,672.50
1888	8,346.31	37,295,586.08	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
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	2,300.12
1916—Dec. 31	9,942.75	98,288,402.67	70,904,673.45	27,383,729.22	2,754.14
1917—Dec. 31	9,871.78	103,192,601.66	81,637,015.19	21,555,586.47	2,183.56
1918—Dec. 31	9,841.17	117,851,156.00	113,651,157.29	4,199,998.80	426.77
1919—Dec. 31	9,842.05	134,719,330.84	127,963,671.90	6,755,658.94	686.41
1920—Dec. 31	9,841.99	157,537,018.20	167,325,291.87	*9,788,273.67	*994.44
1921—Dec. 31	9,841.97	148,509,282.24	138,621,111.96	9,888,170.28	1,004.69
1922—Dec. 31	9,835.69	143,921,716.22	125,184,598.44	18,737,117.78	1,905.01
1923—Dec. 31	9,827.37	153,216,540.95	131,589,054.44	21,627,486.51	2,200.74
1924—Dec. 31	9,834.17	143,547,959.68	120,996,195.83	22,550,863.85	2,293.11
1925—Dec. 31	9,756.92	139,763,705.89	115,818,978.54	23,944,727.35	2,454.13
1926—Dec. 31	9,744.29	142,046,247.02	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	3,124.70
1929—Dec. 31	9,699.88	151,472,376.10	118,757,274.15	32,715,101.95	3,372.33
1930—Dec. 31	9,687.59	132,483,286.72	104,861,100.91	27,622,185.81	2,851.28
1931—Dec. 31	9,675.38	107,696,072.61	87,469,228.60	20,226,844.01	2,090.54
1932—Dec. 31	9,592.31	79,640,520.16	68,454,547.85	11,185,972.31	1,166.14
1933—Dec. 31	9,511.23	77,724,799.30	61,621,167.06	16,103,632.24	1,693.12
1934—Dec. 31	9,483.71	81,484,335.58	66,241,454.99	15,242,880.59	1,607.27

*Operating deficit.

There is a decrease in mileage of steam railways in Iowa, single track owned, of 27.35 miles, made up as follows:

Bellevue & Cascade Railroad Co., 35.72 miles purchased from Chicago, Milwaukee, St. Paul & Pac. R. R. Co.

C., B. & Q. R. R. shows net decrease of 84.09 miles, as follows: abandoned line Winfield to Tracy 83.86 miles, remeasurement 23 miles.

Chicago, Great Western R. R. shows net decrease of .45 miles abandoned Fort Dodge to Gypsum.

Chicago, Milwaukee, St. Paul & Pac. R. R. shows net decrease of 1.99 miles of road, Hurstville to Maquoketa, converted to side-track.

Chicago, Rock Island & Pac. Ry. shows net decrease of 11.87 miles abandoned Muscatine to Wilton Jct.

M. & St. L. R. R. shows net increase of 35.33 miles, Brighton (via Richland) 22.40 miles, Oskaloosa to Tracy 12.09 miles, and Oskaloosa to Mississippi River .84 mile.

(Omitted from 1933 report, Tabor & Northern Ry., 8.79 miles, ceased operation April, 1933, not included above.)

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	\$503,002.16	\$335,440.58	\$167,621.58	\$ 3,334.42	\$2,800,050.00	\$ 721,500.00
1909	58.98	457,946.93	292,969.63	165,037.30	2,798.19	2,866,150.00	671,000.00
1910	60.24	359,760.88	76,070.62	283,690.26	4,709.00	2,866,150.00	671,000.00
1911	46.90	328,843.91	107,847.09	220,996.82	4,712.09	1,040,500.00	671,000.00
1912	48.63	327,949.04	110,960.55	216,988.49	4,462.03	918,200.00	671,000.00
1913	49.07	348,005.14	106,837.89	241,167.25	4,855.39	918,200.00	671,000.00
1914	49.25	355,222.28	110,820.74	244,401.54	4,962.47	934,800.00	671,000.00
1915	51.32	362,678.66	111,857.23	250,821.43	4,887.40	949,300.00	671,000.00
1916	51.43	435,407.50	160,786.92	274,620.58	5,339.70	956,500.00	671,000.00
1916—							
Dec. 31	51.61	474,112.48	191,728.99	282,383.49	5,471.49	867,500.00	671,000.00
1917—							
Dec. 31	53.17	527,785.30	223,659.02	304,126.28	5,719.88	1,056,500.00	671,000.00
1918—							
Dec. 31	55.23	515,342.42	304,047.94	211,294.48	3,825.72	1,432,000.00	671,000.00
1919—							
Dec. 31	59.69	718,497.59	375,809.07	342,688.52	5,741.13	1,118,500.00	671,000.00
1920—							
Dec. 31	61.88	891,439.19	470,353.11	421,086.08	6,804.88	1,118,500.00	671,000.00
1921—							
Dec. 31	64.19	913,818.14	290,800.55	623,017.59	9,705.83	1,118,500.00	671,000.00
1922—							
Dec. 31	64.68	493,904.42	212,694.02	281,210.40	4,347.72	1,250,500.00	450,086.65
1923—							
Dec. 31	68.90	434,626.47	245,784.22	188,842.25	2,740.81	1,258,500.00	450,086.65
1924—							
Dec. 31	72.27	624,780.36	248,532.41	376,247.95	5,206.14	1,259,500.00	618,862.76
1925—							
Dec. 31	72.30	472,600.68	240,533.58	232,067.10	3,209.78	1,358,500.00	651,792.44
1926—							
Dec. 31	73.01	519,394.39	292,364.47	227,029.92	3,109.57	1,358,500.00	946,470.32
1927—							
Dec. 31	84.10	521,954.44	330,162.62	191,791.82	2,280.52	1,358,500.00	894,604.78
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

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
1930—							
Dec. 31....	211.67	607,321.30	331,628.75	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	1,826,501.17
1932—							
Dec. 31....	211.82	503,335.20	247,499.02	255,836.18	1,207.80	4,458,500.00	1,858,932.60
1933—							
Dec. 31....	211.82	491,952.68	211,857.34	280,095.34	1,322.32	4,458,500.00	1,790,978.12
1934—							
Dec. 31....	212.17	560,931.71	312,707.53	248,224.18	1,169.93	4,458,500.00	1,771,674.34

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

BRIDGE COMPANIES—ENTIRE LINE

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

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
1932— Dec. 31.....	38.70	373,474.89	56,011.94	317,462.95	8,302.18	7,945,800.00	3,863,599.49
1933— Dec. 31.....	38.70	375,309.98	52,836.63	322,473.35	8,332.13	7,945,800.00	3,848,424.20
1934— Dec. 31.....	38.72	379,459.21	50,752.24	328,706.97	8,489.33	7,945,800.00	3,831,134.47

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	770,338.25	476,755.34	293,583.01	1,591.15
1908.....	245.18	942,780.60	601,746.11	341,034.49	1,390.05
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	1,109,354.31	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	2,339,385.21	1,453,624.17	876,761.04	2,223.08
1914.....	427.73	2,682,102.34	1,722,072.17	960,030.17	2,244.48
1915.....	472.48	2,923,632.97	1,805,925.36	1,027,107.61	2,173.86
1916.....	483.31	3,129,094.10	1,967,476.15	1,152,527.95	2,384.66
1916—Dec. 31.....	491.10	3,593,529.20	2,134,591.58	1,428,928.62	2,909.65
1917—Dec. 31.....	510.69	4,066,597.09	2,707,527.32	1,389,069.68	2,746.34
1918—Dec. 31.....	512.13	5,408,175.09	4,102,622.31	1,305,552.69	2,549.26
1919—Dec. 31.....	515.96	5,243,538.59	4,347,826.98	895,711.52	1,736.61
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	3,771,274.68	1,378,266.30	2,597.96
1923—Dec. 31.....	529.88	4,985,593.02	4,205,246.09	780,346.93	1,498.13
1924—Dec. 31.....	526.55	4,830,195.84	4,060,959.49	739,236.35	1,403.92
1925—Dec. 31.....	521.05	4,516,926.24	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	4,205,683.81	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	2,833,258.88	2,936,787.25	*103,488.37	*208.46
1932—Dec. 31.....	496.52	2,199,646.97	2,482,688.72	*282,441.75	*568.84
1933—Dec. 31.....	495.44	2,042,696.28	2,219,681.11	*176,984.83	*357.23
1934—Dec. 31.....	492.50	2,221,586.34	2,138,805.19	82,781.15	168.08

*Deficit.

RAILROAD COMMISSIONERS' REPORT

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	\$ 3,912,000.00	\$ 20,756.61
" " 1909	370.85	13,785,319.32	37,172.22	364.45	9,934,700.00	27,259.43
" " 1910	395.99	14,773,681.11	37,308.22	388.59	11,268,900.00	28,999.46
" " 1911	389.84	14,995,987.40	38,467.03	386.54	12,112,900.00	31,336.73
" " 1912	401.20	16,225,904.66	40,443.40	397.90	13,272,544.90	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	505.80	22,866,925.00	45,209.42
" " 1920	510.12	17,552,611.94	34,408.79	510.12	23,149,525.01	45,380.55
" " 1921	509.96	18,381,250.47	36,044.49	509.96	25,867,352.65	50,724.28
" " 1922	518.34	18,654,505.69	35,988.93	518.34	26,603,545.64	51,324.51
" " 1923	518.70	18,906,572.20	36,449.91	518.70	29,099,328.45	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	41,047,978.00	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
" " 1934	474.39	35,998,976.00	75,884.77	474.39	44,629,032.25	94,076.67

General Cases Involving Railroads

No. A-3636—1923 (10322). O. T. Myers, Afton, Iowa, v. Chicago Great Western Railroad Company. Under date of December 20, 1934, the Board approved the retirement of the small waiting room building on the property of the C., B. & Q. R. R. at Great Western Crossing, being at the request of the C., B. & Q. R. R. Co.

No. A-4264—1928. Farmers Cooperative Grain and Lumber Company, Gowrie, Complainants, v. Minneapolis & St. Louis Railroad Company, Defendants. The Board's decision in this case was appealed by the Defendants to the District Court of Webster County, which action was dismissed by stipulation by the railroad company under date of December 18, 1929.

Filed December 16, 1926. Closed December 18, 1929.

No. A-4499—1931. Iowa State Highway Commission, Ames, Petitioners, v. Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Defendants. The appeal in the above entitled case to the District Court of Polk County, Iowa, by defendants was dismissed by the Court on March 30, 1933, for failure of appellants to proceed with the case.

Filed January 27, 1931. Closed March 30, 1933.

No. A-4576—1932.

CITY OF FAIRFIELD, *Complainant*

v.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, *Defendant*

Decided July 17, 1935

APPLICATION BY THE C., B. & Q. R. R. COMPANY FOR RECONSIDERATION OF THE BOARD'S DECISION OF OCTOBER 12, 1932, AND THAT RELIEF BE GRANTED IN THE MAINTENANCE OF FLAGMEN AT THE INTERSECTION OF THE RIGHT-OF-WAY OF THE C., B. & Q. RAILROAD COMPANY AND NORTH FOURTH STREET, IN FAIRFIELD.

Held, upon further hearing that physical conditions surrounding crossing had not changed enough to warrant a revision of previous findings.

Appearances:

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

For the C., B. & Q. Railroad Co.—J. C. Pryor, District Attorney, Burlington, Iowa.

The Chicago, Burlington & Quincy Railroad Company, by its District Attorney, Mr. J. C. Pryor, filed letter dated May 31, 1935, asking that relief be granted in the matter of the maintenance of flagmen at the intersection of the Chicago, Burlington & Quincy tracks at North Fourth Street, Fairfield, Iowa.

This Board issued an order after hearing, October 12, 1932, which provided for the protection of this crossing by two tricks of flagmen working between the hours of 7:00 a. m. and 11:00 p. m., and that wig wag signal located at said crossing be in operation for the approach of trains on main line tracks only during the hours they were not on duty.

The Chicago, Burlington & Quincy Railroad Company stated as reasons for asking relief in this matter (1) that a subway had been constructed at Fairfield under the Chicago, Burlington & Quincy tracks during the year 1934, which subway is located some distance east of North Fourth street and being for the purpose of relieving highway traffic on Primary Road No. 1 which formerly used the grade crossing at North Fourth street; (2) that the city administration of Fairfield had placed signs on Highways No. 1 and 34 directing traffic over North Fourth street as a shortcut between the two highways; (3) that

there is necessity for but very little of the present traffic using this grade crossing to continue to use it; (4) and that automatic wig wag signal could be made to operate for the full period of the day instead of the present eight hour period specified in the order, this, without any appreciable additional cost.

After reviewing the reasons presented it was decided to reopen the case and accordingly June 28, 1935, Des Moines, Iowa, was named as time and place for rehearing in this matter.

Attorney R. C. Leggett, acting for the City of Fairfield, made appearance to offer objection to the changing of the present protection for this crossing. Testimony was presented by the city to the effect that at this crossing the traffic was largely local; that the volume of traffic was substantially the same as in 1932; that there were many and varied businesses and industries located in the immediate vicinity of the crossing and that this district constituted a small town within itself; that the high school located south of the tracks accommodates 80 pupils living north of tracks, and Lincoln school located north of tracks has 55 pupils who live south of tracks; that a considerable portion of these pupils use this crossing in going to or from school because of the fact that the larger portion of persons north of tracks live in north and northwest Fairfield and the North Fourth street crossing is the closest route; and that signs directing traffic from highways No. 1 and 34 have been removed. They presented the result of a traffic count taken Monday, June 24, 1935, for the period 6:00 a. m. to 8:00 p. m. which showed 1,083 cars and trucks bearing local county licenses, 288 out of county cars and trucks, and 55 out of the state cars, or a total of 1,425 cars and trucks in a 14-hour period. The peaks in both local and total traffic occurred at 8:00 a. m., 1:00 p. m. and 6:00 p. m. They also presented a count of total vehicles for 9 hours on Friday, June 21, which showed 1,010 vehicles and on Saturday, June 22, showing 1,901 vehicles for a 16-hour period. The city offered testimony showing the different businesses and industries located in the vicinity of this crossing and the number of people employed therein. They presented a resolution adopted by the City Council of Fairfield protesting the removal of flagmen and filed exhibits in the form of letters from Parson's College asking that flagmen be retained; the Iowa Malleable Iron Company and the Fairfield Glove & Mitten Company stating the number of people employed in those factories, and a letter from the County Auditor of Jefferson County stating the number of men working from the county lumber shed; also a petition signed by 309 persons residing in Fairfield asking that flagmen be retained.

Mr. C. J. Connett, Superintendent of the Chicago, Burlington & Quincy Railroad Company, as a witness, stated that the railroad traffic and switching at this location was substantially the same as in 1932; that the volume of highway traffic appeared about the same as heretofore but that he had made no check, his opinion being based on observation; that the traffic at this location was on a parity with highway crossing west of this location and with traffic at the crossing of Highway No. 161 with C., B. & Q. at Mount Pleasant, and with crossings in Chariton, which crossings are not protected by a flagman; that principal streets crossing C., B. & Q. railroad tracks at grade were the same as in 1932 except that subway had been constructed at North Second street, 750 feet east of North Fourth street; that no separated crossing existed in 1932, and that North Fourth street then carried the traffic of Primary Road No. 1; that the signal now located at this crossing was rather obsolete and that since its original placement better types of signals have been developed; and that the C., B. & Q. Railroad Company would be willing to replace the signal now located at this crossing with modern type protective signals if relieved of the obligation of furnishing flag protection.

Our investigation discloses that there is an average of 19 trains per day at this location and that in 1932 there were 21 trains per day; that the average number of vehicles using this crossing is 115 per hour

for substantially the hours that the flagmen are now on duty and that the bulk of this traffic is of a local nature, and that the average number of vehicles using this crossing in 1932 was about 150 per hour.

There is some merit in the contention of the C., B. & Q. Railroad Company that crossings representing somewhat comparable conditions are not protected by flagmen and if protection is given it is by means of automatic protective apparatus. Modern protective devices properly installed and operated do give satisfactory protection at many crossings. Where the likelihood of unnecessary and unwarranted operation exists it is common practice to manually control these devices from some convenient location, thus affording restrictive indications to the traveler on the highway at only such time as danger actually exists. This has been found desirable and leads to respect for the indications of the signal.

The maintenance expense of flagmen at this crossing and at many others is a considerable item in the operating expenses of a railroad company. There are many crossings in this state protected by automatic apparatus and there are many others in need of this type of protection. It is not possible to separate all important crossings nor is it feasible to protect all such crossings with flagmen. It is, however, desirable to protect the largest number of crossings with given funds and modern protective devices, such as have been adopted by the Board as standards for the state, seem to best meet this need.

The evidence submitted by the C., B. & Q. Railroad Company does not, however, appear sufficient to justify this Board at this time in amending its order of October 12, 1932, inasmuch as physical conditions surrounding the crossing as well as the volume of traffic upon both the railroad and highway have not so materially changed as to appear to warrant a revision of findings heretofore made.

In view of these facts, **IT IS THEREFORE OUR OPINION** that our order of October 12, 1932, should remain in force and effect without changes therein, and **IT IS SO ORDERED.**

Reopened June 17, 1935. Closed July 17, 1935.

No. A-4504—1935. City of Cedar Falls v. C., R. I. & P. Ry. Co., et al. Ordinance No. 633 regulating speed of trains. After considerable correspondence it developed that the parties involved in this controversy could not agree, and the case was set down for hearing at the City Hall, Cedar Falls, Iowa, November 20, 1935. The City of Cedar Falls then decided to waive a hearing and agreed to abide by any ruling which the Board might make, in consequence of which the Board issued an Agreement under date of November 19, 1935, as follows:

Under date of February 2, 1931, the City of Cedar Falls, by its attorney, Mr. R. F. Merner, filed copy of Ordinance No. 633 regulating the speed of trains in Cedar Falls which provided for a speed of not to exceed ten miles per hour in the business district and fifteen miles per hour in the residential district.

This ordinance was filed under the provisions of Section 5973, Code of Iowa, 1931, which provides that cities and towns, subject to the approval of the Railroad Commission, shall have power to regulate the speed of trains within the city or town.

The various interested railroad companies; namely, the Chicago, Rock Island and Pacific Railway Company, the Illinois Central Railroad Company, the Chicago Great Western Railroad Company, and the Waterloo, Cedar Falls and Northern Railway Company, were advised of the filing of the ordinance. The C. G. W. Railroad Company advised that the ordinance would not be objectionable in so far as the operation of trains of that company was concerned; the W. C. F. & N. Railway Company that it would not affect their interurban operation but would interfere with giving service on street car lines; the Illinois Central Railroad Company that they would undoubtedly object to these speed limits; and the Rock Island Lines seriously making objections to the approval of an ordinance which would limit speeds as proposed.

Later correspondence with the city indicated that if the Rock Island would install some signal protection at street crossings the city would be willing to accede to other speed restrictions.

An inspection was made by a representative of this Board in 1931 who recommended that the provisions of the old ordinance be retained: namely, a speed of not to exceed fifteen miles per hour in the business district and twenty miles per hour in the residential district.

There was additional correspondence and conferences between the Rock Island and the City of Cedar Falls toward the installation of signals at certain streets, and as a result this matter was held in abeyance until 1935.

The matter has again been submitted for approval and correspondence with the railroad companies indicated about the same attitude as heretofore, and the matter was consequently set down for hearing on November 20 at Cedar Falls, Iowa.

However, late correspondence with the City of Cedar Falls has resulted in an agreement that the City of Cedar Falls, through its attorney, will waive hearing and will consent to the entry of an immediate order in this case. In accordance therewith, this Board hereby disapproves the provisions of Ordinance No. 633 adopted January 30, 1931, as relating to the speed of trains in Cedar Falls, and it is further agreed by and between this Board and the City of Cedar Falls that the City of Cedar Falls will repeal the provisions of said Ordinance No. 633 and will readopt former paragraph A of Section 46 of Ordinance No. 550 which provides for a speed of not to exceed fifteen miles per hour in the business district and twenty miles per hour in the residential district. As soon as the provisions of said paragraph A, Section 46, Ordinance No. 550, are readopted, it is agreed they will be submitted and this Board will then by order approve said ordinance as applying to the regulation of the speed of trains in the City of Cedar Falls.

Upon receipt of Ordinance No. 679 the Board issued its Order of approval under date of November 29, 1935, as follows:

Under date of November 19, 1935, an agreement was issued by this Board wherein the City of Cedar Falls, Iowa, waived hearing and consented to entry of immediate order relating to an ordinance governing the speed of trains within the corporate limits of that city. This Board disapproved the provisions of Ordinance No. 633 adopted January 30, 1931, as relating to speed of trains with the agreement that the City of Cedar Falls would repeal present ordinance relating to this subject and enact another ordinance incorporating speeds acceptable to interested parties, submitting same for final approval.

The City Solicitor of Cedar Falls, Mr. R. F. Merner, has submitted certified copy of Ordinance No. 679 adopted November 25, 1935, providing in Section 1(a) as follows:

"Speed. No locomotive, engine or railroad car, including hand-cars, interurban cars or street cars, shall be operated within the business section of the City of Cedar Falls, Iowa, at a rate of speed in excess of fifteen miles per hour, nor be operated in the residence section at a speed in excess of twenty-five miles per hour, and while running through the city a bell or bells upon said locomotive or train of cars shall be rung upon the approach to any street crossing. The engineer, or any person violating the provisions of this section shall be guilty of a misdemeanor and upon conviction thereof shall be punished accordingly."

In accordance with the provisions of agreement previously referred to, this Board now approves the provisions of Ordinance No. 679 adopted November 25, 1935, by the City Council of the City of Cedar Falls, Iowa. It is so ordered.

Filed February 3, 1931. Closed November 29, 1935.

No. A-4517—1935. Citizens of Dean v. Chicago, Burlington & Quincy Railroad Company. Station facilities and service. Request for restoration of agent. Under date of June 27, 1931, a petition was received from the citizens of Dean, Iowa, protesting against the removal of the agent. This case was originally set down for hearing on July 21, 1931, and was continued to October 13th, at which time the railroad evidence was presented, the petitioners desiring to be heard at a date to be named later. Pending decision of the Board it was agreed that the station at Dean was to be operated as a prepay station commencing October 13, 1931. Since the latter date there has apparently been no effort on the part of the petitioners to complete the hearing mentioned above, and the file is, therefore, being closed without prejudice.

Filed June 27, 1931. Closed November 4, 1935.

No. A-4534—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company v. Iowa State Highway Commission. Highway crossing at Green Island. Under date of October 8, 1931, the Iowa State Highway Commission condemned a tract of land for the purpose of establishing a crossing at grade over the tracks of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company at Green Island, Iowa, from which proceeding the railroad company appealed to the Board of Railroad Commissioners, requesting that the latter body assume jurisdiction and refuse the Iowa State Highway Commission the right to establish said crossing unless there be a separation of grade and the whole expense involved be paid by the Iowa State Highway Commission. Later the railroad company decided to accept as satisfactory the damages allowed, and the file is, therefore, closed.

Filed October 19, 1931. Closed November 5, 1935.

No. A-4555—1935. Citizens of Webster v Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Station facilities and service—Discontinuance of agent. It appears that after the railroad company had removed the agent at Webster a petition was received under date of October 29, 1931, protesting against the change. A considerable time has elapsed therefrom and there being no evidence of an effort to have a hearing, the file is being closed without prejudice.

Filed October 29, 1931. Closed November 4, 1935.

No. A-4564—1935. L. F. Emmons, Springville, v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Request for reduced rental on site at Springville. The petitioner in this case desired the rental reduced for a site leased from the railroad company in the town of Springville, Iowa, the premises being used in connection with a retail automobile agency. It is probable that the Board would not have jurisdiction in this case in view of other recent Supreme Court decisions and so advised the complainant, who has not desired to press the matter further. The file is, therefore, being closed.

Filed February 2, 1931. Closed November 5, 1935.

No. A-4567—1935. Citizens of Stratford, et al. v. Chicago & North Western Railway Company. Discontinuance of trains 6 and 21 between Tama and Wall Lake, Iowa. Numerous petitions were received from communities along the line protesting this proposed change, after which the railroad company advised it was not their intention to remove the trains at present. The case was, therefore, closed.

Filed January 14, 1932. Closed October 26, 1935.

No. A-4584—1935. E. N. Taylor, Inc., Algona, by E. N. Taylor, v. Minneapolis & St. Louis Railroad Company. Petition for site for coal and lumber sheds at Algona. After considerable correspondence and investigation it developed that the tract of land desired for a site was already under lease to another party, and the railroad company does not desire to cancel said lease or a part of it. The Commerce Counsel is of the opinion that the Board would not have jurisdiction, and does

not feel warranted to ask the Board to grant an order. Therefore, the file is being closed without prejudice.

Filed September 23, 1932. Closed November 5, 1935.

No. A-4588—1935. Citizens of Kalona, et al. v. Chicago, Rock Island & Pacific Railway Company. Discontinuance of trains 401 and 402 Montezuma to Muscatine. A petition protesting this change was received from citizens of Kalona, Iowa, who did not desire to have the controversy heard, and the file was, therefore, closed.

Filed December 1, 1932. Closed October 26, 1935.

No. A-4601—1935.

C. W. RILEY, WALFORD, *Complainant,*

v.

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

Decided December 27, 1934

UNDERGROUND CATTLE PASS.

Held, upon hearing and inspection of the premises, that complainant should share equally with defendant in the matter of original cost and future maintenance of a rock paved crossing beneath the underpass, or in lieu of half of the original cost to assume full future maintenance.

Appearances:

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

For Defendant—Hughes, O'Brien & Faville, Attorneys, by J. N. Hughes, Jr., Des Moines, Iowa.

This proceeding was ordered as a culmination to a series of correspondence in which Mrs. C. W. Riley, representing her invalid husband, asks that the defendant be required to provide an undergrade stock crossing of its railroad on the farm of plaintiff located in the south one-half, southeast quarter, section 11, township 81, range 9, in Iowa County, Iowa.

The evidence shows that the railroad of defendant crosses the farm of plaintiff in a generally north and south direction, and so divides the farm that approximately 7½ acres of land that is used for grazing purposes lies east of the railroad and approximately 57 acres lies west of the railroad. The bulk of the farm west of the railroad is devoted to crop production though a small tract adjacent to the railroad is used for grazing purposes.

A public road runs along the east end of the farm and along the south side of the portion of the farm that lies west of the railroad, both divisions of the farm thus have access to a public road. There are no buildings on the farm.

A small creek running in a generally southerly direction crosses the north line of the farm a few rods east of the railroad, shortly curving to the west crossing under the railroad and is spanned by a trestle type railroad bridge. The creek continues in a southerly direction closely paralleling the railroad until it crosses the south line of the farm.

The evidence shows that at sometime in the past a grade crossing was prepared between the railroad trestle and the north line of the farm.

The evidence further shows that the grade crossing is now and for sometime has been in bad order; that it is not now in condition to use either for a wagon crossing nor for a stock crossing; that it has never been, because of the steep high grade on the east side suitable to use for loaded wagons.

It is not the intention of the Board to enter at this time any order requiring the re-habilitation of the old grade crossing, but only to arrive at the terms under which it could feel justified in ordering the undergrade crossing. The defendant at the hearing and in its brief

has proposed to rehabilitate the grade crossing. It is assumed that if plaintiff does not use the options extended to secure the undergrade crossing, he will only have to ask the defendant to rehabilitate the grade crossing in order to have it done.

The evidence further shows that for many years the plaintiff has made use of the opening under defendant's trestle bridge for a passage way for stock; that such use has never been duly authorized by defendant.

The evidence further shows that generally, and especially during wet weather the bed of the creek is soft and boggy for stock; that this condition prevails not only at the site of the bridge but both above and below the bridge along the channel of the stream. It appears from the evidence that on various occasions on the request of the plaintiff the maintenance employees of defendant have made deposits of stone in the bed of the creek under the bridge in an effort to relieve the soft boggy creek crossing.

The Board, at the hearing, not being satisfied that it had been sufficiently advised in respect to the engineering problems involved in the issue arranged for a cooperative study of the problem by an engineer representing the defendant, and an engineer from the Railroad Commission, they were instructed to make recommendations as to the type of repair to the crossing under the bridge that would be expected to remove the bog hazard from the cattle trail there.

The report of the engineers' and the resulting correspondence relating thereto and to the problem in general is of necessity under the circumstances regarded as a part of the record in this case.

Under the statutory provision the plaintiff is entitled to one adequate crossing, as a matter of undisputed right, and under the rule such adequate crossing is generally considered to be a grade crossing with gates, wing fences and cattle guards. The Board does not regard the word "adequate" in the sense as here used to mean that a specific standard shall be complied with in all cases but that it has a modified meaning taken in connection with all surrounding circumstances.

In this Board's File No. A-4131, Clement L. Miller, complainant, v. Chicago, Rock Island and Pacific Railway Company, defendant, decided May 5, 1926, the Board said:

"It is well established that where the only means a farmer has of reaching a highway is across the railroad tracks, he is entitled to more consideration as to the manner of construction of the crossing and the facilities provided than as though it is merely a crossing of the railroad tracks from one portion of the farm to another."

Thus the need for the use, the degree of use, and character of use will modify the meaning of the word "adequate" as relating to farm crossing. The word "adequate" does not in this Board's opinion mean that the crossing shall of necessity be well adapted to all kinds of use. It would appear that the amount and kind of use needed to make available the grazing and shade facilities on a tract of 7½ acres of land is of a comparatively low type, and the requirements of an adequate crossing does not necessarily mean an excellent crossing.

The Board finds that the grade crossing, if repaired as proposed by defendant, by constructing a timber bridge over the ditch along the west side of the railroad and improving the slopes of the embankment, and providing gates, wing fences and cattle guards would be under the circumstances an adequate crossing within the meaning of the statute, though it would not be an excellent crossing suitable for all types of use.

The Board finds that the situation as a whole in this case is not such as would entitle the plaintiff to an undergrade crossing as a substitute for a grade crossing, wholly at the expense of the defendant. The fact of the soft boggy condition of the creek bed that makes it desirable from the standpoint of the plaintiff to have the creek bed

paved with stone operates as a condition making it unreasonable to require that the defendant provide and keep in repair such type of crossing at its own expense.

The Board finds that the principal difficulty to be overcome in complying with the petition of plaintiff is the improvement of the creek ford, and that problem would exist even had the railroad never been built, and is only partially a responsibility of the railroad in connection with building an undergrade crossing, that the creek ford would be wholly the problem of plaintiff if any type of crossing were built at any other site than under the bridge, and that if plaintiff elects to waive the requirement that defendant make repairs to the old crossing over the track, and will assume equal responsibility with the defendant in the matter of original cost and later maintenance of a stone paved fording of the creek under the railroad trestle, then such construction will come within the statutory requirement of an adequate crossing, and a proper consideration of the costs involved. On that basis of division of costs the Board orders an undergrade crossing. The Board further stipulates that should the plaintiff elect to assume future full maintenance of the ford in lieu of assuming half the original cost, then the order will be so modified as to require that defendant at its own expense repair the ford, by installing closely laid stone in accordance with the recommendations of the engineers to which reference has heretofore been made.

The foregoing conditional order for the improvement of an undergrade crossing shall not be effective except on the condition that within 30 days after the date of this order the plaintiff shall have reported to the Board a selection of the options herein provided.

If under the contingencies above the carrier is required to construct the undergrade crossing, it is ordered that the construction be complied with within 90 days after further notice that the options have been exercised that require such construction, provided that such construction will not be required until the frost has left the ground in the spring of the year 1935.

The complainant refused to accept the offer made in the Board's decision of December 27, 1934, and the following order was issued under date of February 11, 1935:

Heretofore on the date December 27, 1934, this Board rendered a decision in the above entitled case, and stipulated certain contingencies or options to the plaintiff, specifying the terms under which the defendant would be required to construct the underpass provided for therein.

Plaintiff has replied by letter filed January 28, 1935, rejecting the terms and contingencies offered in the decision.

It is therefore ordered that plaintiff's petition be denied, and the docket closed.

Filed June 22, 1933. Closed February 11, 1935.

No. A-4606—1935. R. M. McGranahan, Newhall, by George R. Liddle, Attorney, Cedar Rapids, v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Private farm crossing. After some correspondence in this case the position of the railroad company was ascertained, and counsel for applicant was requested to advise if a hearing was desired. Inasmuch as no reply has as yet been received, the file is being closed.

Filed September 19, 1933. Closed October 28, 1935.

No. A-4607—1935. Citizens of Mitchell v. Illinois Central Railroad Company. Application for restoration of station agency. Under date of January 9, 1934, there was filed with the Board a petition requesting the restoration of the station agency at Mitchell, and on January 22nd following the petitioners asked that action on the original petition be deferred. The file does not indicate any further correspondence, and is, therefore, being closed.

Filed January 9, 1934. Closed October 28, 1935.

No. A-4609—1935.

J. H. CARTER, WAUKEE, *Complainant*,

v.

MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY, W. H. BREMNER,
RECEIVER, *Defendant*

Decided December 27, 1934

UNDERGROUND PASS IN DALLAS COUNTY.

Held, upon hearing, that a 60-inch concrete pipe with repair of grade crossing would constitute the minimum type of construction, if petitioner wanted 8x8 foot opening he should pay the additional cost.

Appearances:

For Petitioner—J. H. Henderson, Commerce Counsel, Des Moines, Iowa; J. H. Carter, Waukeee, Iowa.

For Defendant—Carr, Cox, Evans & Riley, Attorneys, Des Moines, Iowa, by Ehlers English.

On March 30, 1934, petitioner asked for a ruling that defendant be ordered to construct an undergrade crossing of the railroad of defendant on the farm of plaintiff on the E $\frac{1}{2}$ SE $\frac{1}{4}$ Section 34, Township 79, North, Range 26, West in Dallas County, Iowa, a small part of W $\frac{1}{2}$, the said SE $\frac{1}{4}$ in the southeasterly part thereof is also included in the farm.

The petition was set for hearing and was heard by the Board, Commissioner Conway presiding, at the Commission's office on July 11, 1934.

The evidence shows that the defendant, the M. & St. L. Railroad Company, operates a railroad across the farm of plaintiff, running in a diagonal course from a point on the south line of the farm to a point on the west line of the farm. There is a triangular tract of about 14 acres on the southerly side of the railroad. All farm buildings are located on the south side of the railroad. The main body of farm land lies north of the railroad.

The evidence shows that there are open public roads along the south end and along the east side of the farm. The west line of the farm has a break or jog at the railroad; the west farm line south of the railroad is about 200 feet further west than the west farm line north of the railroad.

There is a gated wagon crossing over the railroad at the most westerly point where the land on both sides of the railroad is owned by plaintiff. It is shown the railroad is located on an earth embankment, the lowest elevation of which above the adjoining land is at the site of the wagon crossing, and the elevation of the embankment at that point is about 6 feet above the level of the farm land.

Near the middle of the farm where the embankment is highest, the elevation of the embankment is 7.5 ft. Approximately 200 ft. westerly from the farm crossing and where the land is owned by plaintiff only on the south side of the railroad, the railroad tracks are approximately on a level with the adjoining land.

Plaintiff has asked for an undergrade crossing not less than 8 ft. wide and with an overhead clearance of 8 ft., and suggests the location of it to be at or near the point of highest embankment.

A witness testified on behalf of the plaintiff that if the proposed road under the tracks was constructed, allowing 8 ft. of clearance and 2 ft. for structure over the road and under the rails, the roadway could be drained as the ultimate outlet for water from the point would be through a drain pipe under the road along the south side of the farm and about 400 ft. from the proposed crossing, and that the proposed road has an elevation of 1.7 ft. above that of the drainage pipe.

The record shows that an underground drainage pipe crosses under the railroad adjacent to the proposed crossing site. In other proceedings of this nature drainage has been provided for undergrade crossings into underground drainage systems, and it appears a similar

outlet would be practical here, thus either a surface or an underground drainage could be provided.

Plaintiff contends the most practical use of the farm is that of a stock farm and a successful operation of the farm requires an adequate passage way for stock from one side of the railroad to the other, and that the present over-track crossing is not adequate either as a stock crossing nor a wagon crossing.

The defendant proposes to improve the present over-track crossing by providing a uniform slope from the gates to the top of the embankment. Plaintiff contends that such improvement would still leave an inadequate crossing.

The evidence indicates that a timber type construction of the proposed underground crossing would cost around \$800.00 and for concrete type of construction the estimates vary from around \$1,000 to \$1,600.

It is not shown in the record that it is the custom of the defendant to build permanent concrete small bridge structures such as this. In the consideration of the matter of cost the Board will take into account only the cost of a timber structure.

No particular type of structure is requested by the plaintiff.

Original briefs have been filed by both parties, and a reply brief by petitioners.

It is contended by the defendant that inasmuch as there was no undertrack crossing at the time of the purchase of the farm by the plaintiff, he has no just cause of complaint. It must, however, be assumed by this Board that at the time of the purchase of the farm by this plaintiff, he was aware of the provisions of the law relating to adequate farm crossings and was entitled to believe that if the then existing crossings did not comply with the rights of the farm owner he could expect a lawful adjustment of the deficiency.

It is also contended by the defendant that since the defendant is in straitened financial circumstances, to-wit, in receiver's court, that it could not justly be burdened with the expense of providing additional crossing facilities.

It is not within the province of this Board to determine when a railroad may or may not meet its just obligations, nor to deny to any person a just claim in order that the railroad may meet other claims, nor to determine when a railroad shall cease to operate as such.

It is assumed by the Board to be its duty to pass on the merits of the case at issue without considering the financial status of the defendant, but that the matter of costs or division of costs should be given consideration.

The defendant's brief cites two instances in which undergrade crossings were denied by the Supreme Court of Iowa; in one, *State of Iowa v. B., C. R. & N. Ry. Co.*, 99 Iowa 565, the court, in quoting the facts previously found by this Board, stated in referring to the existing grade crossing that was sought to be supplemented by the addition of an undergrade crossing:

"* * * said farm crossing at grade for plaintiff is in good condition in every respect except as to said gates."

The circumstances there differed materially from the circumstances in the present issue where the railroad tracks are 6 feet above the level of the farm land.

In the other case cited, *Schrimper v. C., M. & St. P. R. R. Co.*, 115 Iowa 35, the question of the condition and surroundings of the grade crossing was not made an issue and was not even described in the court's review.

Defendant by brief contends that this case should be decided on the same basis as the Board decided the case of *M. C. Howard, Grand Junction, Iowa, Complainant, v. M. & St. L. Railroad Company*. Our file Docket No. A-4212, and decided August 5, 1926.

The defendant's brief in this case is largely a verbatim repetition of the brief filed in the Howard case, using the same citations and argu-

ments with respect to the two cases above referred to as decided by Iowa's highest court. This Board always appreciates assistance of counsel in an effort to acquaint it with the viewpoint of the High Court, however, the court's decisions in those cases clearly show to have been based on the provision of the statute at the time, and those cases were decided in 1896 and 1900 respectively, at a time when the statute made no provision for two crossings, nor for an undergrade crossing as a supplement to a grade crossing.

The defendant in the Howard case, which this Board is now asked to follow, failed to counsel the Board with respect to the more recent Supreme Court decision in *Michalek v. Cedar Rapids and Iowa City Ry. and Light Co.*, 155 N. W. Reporter, Page 606, in which the issues were parallel with the issues in this case and were under the provisions of a statute that were different from the provisions of the statute followed in the two cases cited, and correspond with the provisions of the statute now in effect, except that the present statute authorizes the Board to use discretion in the matter of costs.

In the Michalek case the court assessed the total cost against the carrier; the statute gave no authority to do otherwise.

It was testified at the hearing in this case by a witness that had taken measurements at the Carter farm and on the Michalek farm that the embankment on the Michalek farm was lower in some places than the lowest place in the embankment on the Carter farm. The general plan of the Michalek farm as reported is very similar to that of the Carter farm. The concluding comment of the court in the Michalek case was: "* * * the underground crossing was properly awarded of necessity because it was impracticable to present an adequate grade crossing at any point within the limits of plaintiff's land."

It is the opinion of the Board that the decision of the high court in the Michalek case sets a fair precedent to follow in determining when a grade crossing alone will not provide a reasonably adequate farm crossing.

In this Board's file No. A-4131, *Clement L. Miller, Complainant, v. Chicago, Rock Island & Pacific Railway Company, Defendant*, decided May 5, 1926, the Board said:

"It is well established that where the only means a farmer has of reaching a highway is across the railroad tracks, he is entitled to more consideration as to the manner of construction of the crossing and the facilities provided than as though it is merely a crossing of the railroad tracks from one portion of the farm to another."

Under the circumstances there the total expense of preparing the crossing was assessed against the railroad.

The Board finds that the present grade crossing in this issue is inadequate and does not meet the reasonable requirements for operating the farm as a stock farm. The Board, however, is not convinced that adequate crossings would require the construction of an undergrade crossing of the dimensions specified in plaintiff's petition, that is, an opening 8 ft. wide and with a perpendicular clearance of 8 feet.

In recent investigations it has been found that the installation of 60-inch concrete pipe provides a satisfactory crossing for the passage of such live stock as cattle and hogs. It is found by the Board that the installation of such pipe as a supplemental crossing and the repair of the grade crossing by making the roadway a uniform slope from the right-of-way boundary to the crown of the embankment on which the railroad tracks are located, would constitute the minimum type of construction that would provide the adequate crossings needed for the successful operation of the farm.

Inasmuch as that type of construction was not discussed in the hearing before this Board, a specific order requiring compliance with it will not be entered at this time; it will be used instead as a gauge to divide the responsibility of the parties in this issue.

The Board finds that in the event the foregoing type of construction is agreed to by both parties to this issue, the total of the expense should be borne by the defendant, but in the event the plaintiff would still insist for an 8 ft. x 8 ft. crossing, that whatever additional expense would be incurred to construct it, over that necessary to provide the 60-inch pipe crossing and refill the present roadway as provided above, should be borne by plaintiff, provided that the assessment to the plaintiff would relate to a timber bridge type of construction only; that in the event the defendant should elect to build the 8 ft. x 8 ft. crossing as a concrete or steel type bridge, it should bear the additional cost of such structures over that required for timber type structures.

Plaintiff will report to this Board within 20 days his optional preference, as above provided; such preference will be considered to be tentative, pending the receipt of the defendant's estimates of costs.

The defendant within 30 days after notice by this Board of the expressed option of the plaintiff, as above provided, shall file with the Board its estimates of cost for the different types of construction above provided for, and which would be involved under the options allowed to either the plaintiff or defendant, on the basis of which estimates the plaintiff then shall within 10 days after notice thereof exercise final option as above provided.

It is further provided that the defendant, in lieu of supplying the estimates of cost above provided or of installing the 60-inch concrete pipe and repairing the present roadway as provided, may at its own and sole expenses construct the 8-ft. x 8-ft. crossing as petitioned, in which event the matter of wing fences, drainage, and paving the roadway under the tracks, shall be contributed by the plaintiff, and the defendant will be authorized to close the present gate openings and discontinue the present grade crossing.

It is recognized by this Board that the matter of expenditures by defendant is subject to authorization of the receiver's court, and credit for such time as is necessary under diligent prosecution to secure such authorization will be granted as an extension of time for compliance herewith.

The construction period allowed the defendant to comply with this order shall be 60 days exclusive of the contingent time periods above provided.

After the petitioner had elected to accept the 60-inch concrete pipe with repair of the present grade crossing the railroad company offered to construct a three-span pile bridge of wood with a clearance of eight feet and the span used as a passageway to be at least eight feet wide. The present gate openings and grade crossing is to be discontinued and the petitioner is to bear the expense relative to wing fences, drainage and pavement of roadway beneath the bridge. The offer of the railroad company was satisfactory to the petitioner and under date of February 9, 1935, the following further order was made:

In the tentative order heretofore made and entered by this Board it was provided that certain propositions and certain elections might be had between the parties hereto. The defendant, The Minneapolis & St. Louis Railroad Company, and L. C. Sprague and John Junell, co-receivers, has proposed that in lieu of any provisions heretofore made or provided the said railroad company will construct a three-span pile bridge of wood, with a clearance of eight feet; the span to be used as a passageway must be at least eight feet wide. As soon as such pile bridge is constructed and ready for use the said railroad company will close the present gate openings and discontinue the present grade crossings. Further provided that the plaintiff, J. H. Carter, shall furnish the wing fences, the necessary drainage for the underpass to prevent the accumulation of moisture therein, and the pavement of the roadway through the underpass. That the construction of the three-span bridge shall be within such reasonable time,

not exceeding sixty days after the 15th of March, 1935. To all of which the parties hereto have agreed.

It is therefore ordered and adjudged by the Commission that the said agreement be approved, and the order is now made for the construction of the said underpass by the said The Minneapolis & St. Louis Railroad Company, and L. C. Sprague and John Junell, co-receivers, in accordance with the terms and conditions of said agreement, and the said J. H. Carter to comply with the conditions thereof on his part.

Filed March 30, 1934. Closed February 9, 1935.

No. A-4610—1935.

CITIZENS OF TAINTOR, *Complainants,*

v.

MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY, W. H. BREMNER,
RECEIVER, Defendant

Decided June 25, 1935

STATION FACILITIES AND SERVICE—CLOSING OF STATION.

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

Appearances:

For the Citizens of Taintor, Iowa—Hon. J. H. Henderson, Commerce Counsel of Iowa.

For the Minneapolis & St. Louis Railroad Company—James L. Devitt, Oskaloosa, Iowa.

For the Order of Railroad Telegraphers—G. E. Joslan, 3673 West Pine Blvd., St. Louis, Mo.

On July 22, 1934, a petition was filed with this Board, signed by a number of citizens of the town of Taintor, Iowa, and vicinity, directing our attention to a change which the Minneapolis & St. Louis Railroad Company proposed to make in its station service at Taintor, Iowa, objecting therein to such a move and requesting that a hearing be given the community on the question.

The matter was directed to the attention of the railroad company in an effort to verify their intentions and upon receipt of information from the company to the effect that it had been decided to close the station, the Board requested that such a move be deferred until an opportunity could be had to hear and determine same. The railroad company, although not required under the Iowa law to do so, complied with this request and the case was named for hearing for April 15, 1935, at the office of the Mahaska County Auditor, Oskaloosa, Iowa, and was at that time fully heard.

The following persons appeared at the hearing on behalf of the town of Taintor and offered testimony in support of the retention of the agency: W. A. Bohnsack, Taintor, Iowa; Geo. M. Garner, Taintor, Iowa; J. W. Needham, Taintor, Iowa; Vern Wehrle, Taintor, Iowa.

The following persons entered their appearance and testified on behalf of the railroad company: C. E. Bailey, special accountant, Minneapolis & St. Louis Railroad Company; F. O. Coleman, superintendent, Minneapolis & St. Louis Railroad Company.

The following statement was filed by the railroad company showing the earnings credible to Taintor station for freight forwarded and received, ticket sales, baggage collections, Western Union cash receipts and rental of sites during the period January 1, 1931, to February 28, 1935:

Year	Revenue	Expenses
1931	\$ 7,312.70	\$ 1,556.74
1932	6,232.63	1,554.61
1933	4,734.32	1,448.22
1934	3,139.06	1,480.56
1935 (January and February only).....	746.53	231.09

As may be seen from the evidence before us in this case, the earnings attributed to Taintor show a marked reduction since 1931.

Like all other business, the successful operation of a railroad depends upon its earnings and with diminished revenue, economy measures must obviously be employed. The railroad company in this case has apparently decided that the business derived at Taintor no longer warrants the continued operation of a full time agency.

It is the firm opinion of this Board that the climax has been reached in our battle to overcome the depression and most certainly our rural communities, such as the territory surrounding Taintor, have suffered immensely in this economic struggle and the Board has no desire to add to their burden.

In our consideration of the record in this case due recognition has been given to the fact that gifts of land and money were made to the railroad company by the citizens along this line of railroad, and also to the stipulation contained in the deeds. However, we feel sure this feature of the matter does not properly come within the purview of this department.

From the evidence before us we do not feel that an order requiring the Minneapolis & St. Louis Railroad Company to continue the expense of maintaining the agency at Taintor justified. Although as above stated, we believe business conditions are greatly improved, such conditions have not attained that of normalcy. When this point is again reached this Board will gladly entertain a petition from Taintor asking the reinstatement of the agent.

It is, therefore, our opinion that the company should be permitted to make this change in the interest of economy.

It is so ordered.

Filed July 24, 1934. Closed June 25, 1935.

No. A-4612—1935.

CITIZENS OF OLLIE, *Complainants*,

v.

MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY, W. H. BREMNER,
RECEIVER, *Defendant*

Decided June 25, 1935

STATION FACILITIES AND SERVICE—CLOSING OF STATION.

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

Appearances:

For the Citizens of Ollie, Iowa—Hon. J. H. Henderson, Commerce Counsel of Iowa.

For the Minneapolis & St. Louis Railroad Company—Jas. L. Devitt, Oskaloosa, Iowa.

For the Order of Railroad Telegraphers—G. E. Joslan, 3673 West Pine Blvd., St. Louis, Mo.

On October 23, 1934, a petition was filed with this Board, signed by a number of citizens of the town of Ollie, Iowa, and vicinity, objecting therein to the contemplated abandonment by the Minneapolis & St. Louis Railroad Company of its station at Ollie and the substitution of a custodian therefor.

After verifying the intention of the railroad company to close the station, the Board requested that this move be deferred until after such time as the matter could be heard and determined. Although not required to do so under the Iowa law, the railroad company complied with this request and the case was named for hearing for April 15, 1935, at the office of the Mahaska County Auditor, Oskaloosa, Iowa, and was at that time fully heard.

The following person appeared at the hearing on behalf of the town of Ollie and offered testimony in support of the retention of the station: W. H. France, Ollie, Iowa.

The following person entered his appearance and testified on behalf of the Order of Railroad Telegraphers: G. E. Joslan, St. Louis, Mo.

The following persons appeared and testified on behalf of the Minneapolis and St. Louis Railroad Company: C. E. Bailey, special accountant, Minneapolis and St. Louis Railroad Company; F. O. Coleman, superintendent, Minneapolis and St. Louis Railroad Company.

The following statement was filed by the railroad company at the hearing showing the earnings credited to Ollie station for freight forwarded and received, ticket sales, express earnings, baggage collections, rental of sites and Western Union cash receipts during the period January 1, 1931, to February 28, 1935.

Year	Revenue	Expenses
1931	\$ 8,620.92	\$ 2,005.96
1932	7,293.20	1,569.24
1933	3,827.98	1,449.30
1934	2,845.71	1,467.19
1935 (January and February only)	709.92	234.94

From the evidence before us in this case it may readily be seen that the revenue attributable to Ollie station has shown a very definite decline since 1931.

This Board fully appreciates the inconvenience undoubtedly caused to the shipping public by reason of the removal of an agent, such as proposed in this case. Nevertheless not only the respondent railroad company, but all common carriers, as well as other businesses, have been forced to curtail every item of expense in order to meet the unusual economic conditions with which we have been confronted.

While it is the opinion of this Board that business conditions are definitely improving, we feel that from the evidence before us in this case that in the interest of economy the railroad company should be permitted to make the change which they contemplate at Ollie, Iowa, with the understanding that when business conditions improve to such an extent as to again justify a full time agency at Ollie, this Board will gladly entertain such a petition.

Permission is, therefore, hereby granted the Minneapolis & St. Louis Railroad Company to change Ollie station from that of a full time agency to that of a custodian, effective at once.

It is so ordered.

Filed October 20, 1934. Closed June 25, 1935.

No. A-4613—1935.

G. J. DE HAAN, ORANGE CITY, *Complainant,*

v.

CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RAILWAY COMPANY,
Defendant,

Decided September 17, 1935

UNDERGROUND CATTLE PASS ON FARM NEAR SHELDON.

Held, upon hearing and inspection of the premises, that landowner should pay the difference in cost of construction between a 42-inch drainage pipe and a 60-inch pipe for a cattle pass, or that defendant should furnish and maintain a passageway and fences on the east side of the track for use in connection with present facilities.

Appearances:

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

For the Chicago, St. Paul, Minneapolis & Omaha Ry. Co.—Jepson, Struble & Sifford, Attys., Sioux City, Iowa, by B. L. Sifford.

A petition was filed July 10, 1935, by Mr. G. J. De Haan, Sheldon, Iowa, asking for a hearing on the question of whether or not an undergrade farm crossing should be constructed on his farm. Said petition was filed after notice had been duly served on the Chicago, St. Paul, Minneapolis & Omaha Railway Company.

The matter was set down for hearing on September 5, 1935, at Sheldon, Iowa. Upon request of the railroad company hearing was postponed to September 11, 1935, at Sheldon, Iowa, and was duly heard on that date.

The action herein is brought under the provisions of Sections 8011 and 8012, Code of Iowa, 1931.

The farm of Mr. De Haan is located approximately four miles southwest of Sheldon, Iowa, and consists of the SE $\frac{1}{4}$ of Section 14, Township 96 North, Range 43 West, Sioux County, Iowa. This quarter section is intersected at its north line approximately 550 ft. west of the northeast corner by the single track of the C., St. P., M. & O. Railway Company. This track then extends due south 750 ft.; thence beginning a curve of 2°33' right which extends 1,312 ft.; and thence continues tangent to the south line of this quarter section, intersecting said south line 1,250 ft. west of its southeast corner. Highway No. 33 extends south from the northeast corner of said quarter section along the east line for 500 ft.; then curves right to a southwest course, the right of way lines of the highway and the railway becoming joint at a point approximately 1,000 ft. north of the south line of said quarter section and continuing joint to the south line. Highways extend along the east and south of this property. There is, therefore, a triangular piece of land 1,250 ft. by 1,900 ft. in the southeast portion of the property consisting of approximately 27 acres. The farm buildings are located in this portion at a point 900 ft. north of the southeast corner. In the northeast portion of this property, there is also formed a triangular piece of ground separated from the southeast portion by Highway No. 33 and bounded on the west by the railroad tracks which consists of about 9 acres. There is then some 36 acres of land on the east and some 110 acres on the west of the tracks.

Highway No. 33 was laid out in the year 1933 and constructed in 1934. A cattle pass and drainage under highway was provided about opposite the farm buildings. It is proposed by the plaintiff that a cattle pass under the railroad track be located opposite the highway underpass. An existing underpass is located at a point on the railroad 1,090 ft. north of the proposed location. It was constructed about 1914 and is sufficiently large for cattle, having a 6 ft. by 6 ft. opening. No testimony was introduced to show whether or not it was constructed upon request of land owner, but it appears that it was constructed more particularly as a cattle pass as there is only some two or three acres of land east of track subject to drainage through the opening. Pasture land consisting of approximately 50 acres is located on the west side of tracks opposite the proposed underpass. A large portion of said pasture land is of such nature that it will probably never be used for crops. The land is now tilled opposite the existing underpass, the crops on the west side extending some 700 ft. south of the underpass and the triangular piece of ground east of it is also in crops. A private grade crossing over the railroad tracks is located approximately 120 ft. south of the proposed underpass location and is protected by gates in either of the right-of-way fences.

At the proposed location of underpass the track is on a fill, it being about 6 ft. in height on the east side and 9 ft. on the west side. The plaintiff is not particular as to the kind of pass constructed, wishing only the accommodation of a cattle pass and suggests the use of a 60-inch tile. As heretofore stated, the right-of-way of the highway and of the railroad are joint at this location and continue joint for a distance of approximately 300 ft. north of the proposed underpass

location. If consideration is to be given to the use of the existing underpass of the railroad, together with the use of the underpass provided by the highway, then it will be necessary that a portion of property of either the railroad company or of the highway be used for this distance, at which point access may be gained to the land of Mr. De Haan located in the northeast portion of this farm, upon which a cattleway might be constructed to the existing underpass, then using the underpass and constructing a cattleway south to the pasture land as now located.

The contentions of Mr. De Haan and of Mr. Roetman, his tenant, are that it is necessary to cross the railroad track and to cross the highway four times per day with cattle, and that this is not an acceptable arrangement for the successful operation of the farm. They state that it is dangerous to drive cattle across the highway. It is further stated that the farm was purchased in 1919 and that the land on the west side of the existing underpass was not in use as a pasture at that time; that the highway was laid out and constructed since that time; that the highway underpass was primarily intended for drainage but upon request was increased sufficiently in size to make it a cattle underpass; and that he received compensation for the construction of the highway across his land, same presumed to cover all value and damages.

It was the testimony of the railroad company that a 68-inch oval pipe could be placed at the proposed underpass location for a cost of \$1,260, they submitting the chief engineer's detailed cost estimate for such a project. It was their further testimony that the cost of the 60-inch pipe would be some 10% less than that shown for a 68-inch pipe, and it was further estimated that the cost of a 42-inch drainage pipe would be some 30-40% less than that entailed for a 60-inch pipe. It was also the testimony of two of their representatives that existing underpass of the railroad was used for a cattle passageway prior to the year 1919 and that the land west of the existing underpass was at that time used for grazing purposes.

A letter dated April 10, 1935, from Mr. C. M. Jepson of the firm of Jepson, Struble & Sifford, Attorneys, for the C., St. P., M. & O. Railway Company, states in part:

"The company in order to take care of the changed drainage conditions is preparing to install a 42-inch cast iron pipe under its roadbed at a point 382 ft. south of its culvert No. 741 at an estimated cost of \$715.00."

According to these statements and estimates the differences in cost between a 42-inch drainage tile and a 60-inch tile to serve as an underpass would be approximately \$400.00.

The plaintiff submitted costs for a 60-inch concrete pipe, such estimate taken from records of another railroad company and applying to a project constructed in 1934. It was stated that the two projects were nearly similar in character. The cost shown was \$627.63. The defendant objected to the submission for the reason that it did not pertain to this case and that they had had no opportunity to examine the other project nor the records as contained in files for other projects. The cost shown above is completed cost rather than estimate cost.

The proposed location of the tile underpass was not objected to from a construction standpoint and the 60-inch pipe size seemed acceptable for a cattle pass. This size has proven satisfactory in other installations of this kind. There would be a small amount of ditching required as the inlet of the tile on the east side of track would have its bottom some two feet below the ground surface. However, the ground at this location shows the result of sedimentary filling and the ditching cannot be objectionable. The location of the highway underpass and the general contour of the land make the proposed location logical for drainage and from indications in correspondence

and on the ground it is the intent of the railroad company to locate drainage facilities at this place.

The facts are that the plaintiff is accommodated by one grade crossing and one underpass. He does not claim that the grade crossing is inadequate nor does he claim that the existing underpass, within itself, is inadequate. His claim is that an underpass more conveniently located is essential for the successful operation of his farm. This is principally a matter of convenience, as we see it. There is no doubt danger involved in driving cattle across a heavily traveled high speed highway, but this danger was created by the construction of the highway and should have been considered in the claim for damages incident to the construction of the highway. We believe the construction of the highway has contributed in a material measure to the situation as it now exists.

We do not believe it is sufficient to show that it would be more convenient to have an underpass because it would avoid the inconvenience of opening and closing gates and avoid dangers created by a highway. The showing must be a real and substantial necessity which would make it *reasonable and just* to require the construction of an underpass.

Our Supreme Court has held that the grade crossing is the rule in this state, and that under crossings will not be ordered except in exceptional cases. The applicant herein is entitled to an adequate crossing but no testimony is offered to show that the facilities now existing are inadequate.

Therefore, in view of the testimony offered and the facts presented, it is our opinion that if a cattle underpass is to be constructed at the proposed location, then the applicant herein should pay the difference in cost between that required to construct a 42-inch drainage and that required to construct a tile underpass 60 inches in diameter; provided credit be allowed against the differential sum to the applicant or his tenant, for services performed together with the service of a team in the construction of such underpass.

As a second proposition, the applicant may accept the following: The defendant railroad company to furnish and maintain a passageway and fences on the east side of track for a distance of approximately 300 ft. north from the proposed underpass location and extending to the property of Mr. De Haan and to furnish and maintain wing fences on both sides of its right-of-way at the existing underpass and the applicant herein shall furnish passageway fences (other than the railroad right-of-way fence) on his property.

The defendant railroad company shall furnish to this Board within fifteen days from date of this order, estimates showing in detail the cost of materials and labor for a 42-inch drainage tile and of a 60-inch tile underpass installed at this location. This Board will, if estimates are satisfactory, then submit these costs to the applicant and said applicant shall within fifteen days thereafter designate his preference of the two alternate propositions outlined above.

The construction period allowed the defendant to comply with this order shall be sixty days after advice from this Board of the applicant's designated preference of the two propositions.

And it is so ordered.

The petitioner agreed to pay the difference between the 42-inch pipe for drainage and a 60-inch pipe for a cattle pass, or \$185.00, a credit of \$30.00 being allowed for services of the tenant and team for excavation at the inlet end of said underpass. In accordance with the above the Commission issued a supplemental order under date of October 8, 1935, as follows:

An order was entered by this Board on September 17, 1935, wherein certain propositions were submitted and certain elections might be

had between the parties thereto. The third paragraph of page six (6) on said order provided

"The defendant railroad company shall furnish to this Board within fifteen days from date of this order, estimates showing in detail the cost of materials and labor for a 42-inch drainage tile and of a 60-inch tile underpass installed at this location. This Board will, if estimates are satisfactory, then submit these costs to the applicant and said applicant shall within fifteen days thereafter designate his preference of the two alternate propositions outlined above."

In accordance therewith the defendant railroad company filed estimates with this Board on September 25, 1935, showing the estimated cost of a 60-inch iron pipe to serve as a cattle underpass as being \$900.00, and an estimated cost of a 42-inch iron pipe to serve as a drainage as being \$715.00. These estimates were in turn submitted to the applicant in this case and advice is received under date of October 4, 1935, that the applicant will pay the difference in cost between the pipe to serve as a cattleway and the pipe to serve as a drainage, with the provision that he do excavation work on the project in order to somewhat cut the cost to him.

The applicant herein having elected to pay such difference in cost, IT IS THEREFORE ORDERED and adjudged by this Board that said agreement be approved and the order is now made for the construction of a 60-inch iron pipe under the tracks of the Chicago, St. Paul, Minneapolis and Omaha Railway Company, said underpass to serve for drainage and for a cattle passageway; with the provision that in accordance with the first paragraph of page six (6) of said order that the applicant be allowed to perform services in excavation to the extent of not less than thirty dollars (\$30.00) for excavation at the inlet end of such underpass, which is the estimated cost shown by the defendant for such work.

Filed October 6, 1934. Closed October 8, 1935.

No. A-4614—1935. Chicago, Burlington & Quincy Railroad Company. Application to abandon station building at Afton Junction. Granted on December 20, 1934. Filed December 13, 1934. Closed October 28, 1935. (See Docket A-3636-10322—1923 for full record.)

No. A-4618—1935.

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

v.

TOWN OF HUXLEY, ET AL., *Defendants.*

Decided June 28, 1935

ABANDONMENT OF OVERHEAD STRUCTURE AND ESTABLISHMENT OF GRADE CROSSING.

Held, upon hearing, that the railroad company be permitted to abandon the overhead structure at Third Avenue, Huxley, Iowa.

Ordered, the establishment of a grade crossing in lieu thereof at Main street extended, Huxley, Iowa, to be completed and placed in service on or before October 1, 1935.

Appearances:

For the Chicago, Milwaukee, St. Paul & Pacific Railroad Co.—Hughes, O'Brien & Hughes, Des Moines, Iowa, by John N. Hughes, Jr., and Willis J. O'Brien.

For the Town of Huxley, et al.—Lee, Steinberg & Walsh, Ames, Iowa, by C. G. Lee.

Hon. J. H. Henderson, Commerce Counsel of Iowa.

The Chicago, Milwaukee, St. Paul and Pacific Railroad Company, by

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its attorneys for Iowa, Hughes, O'Brien and Hughes, filed under date of May 4th request for hearing and decision in the matter of abandonment of an overhead crossing at Third Avenue, Huxley, Iowa, and the establishment of a grade crossing in lieu thereof at Main Street extended, Huxley, Iowa.

The matter was set down for hearing May 28, 1935, at ten o'clock a. m., Des Moines, Iowa, but was postponed on request of the Chicago, Milwaukee, St. Paul and Pacific Railroad to the date of June 18, 1935, ten o'clock a. m., Des Moines, Iowa.

The petition of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company stated in substance that at time said track was constructed there were industries south of said track and for the accommodation of traffic an overhead crossing was constructed; that industries previously located south of the Milwaukee railroad in Huxley have disappeared and that there is only one property holder now living south of the tracks who uses said crossing; that the crossing is in need of replacement and the cost of such replacement represents a substantial sum; that a grade crossing can be constructed which has a convenient grade and which affords reasonable view to the traveler on the highway, and that this can be done at a small expense.

The answer of the defendants stated in effect that said viaduct was originally established by virtue of an oral agreement; that on account of the deep cut it would be very dangerous to establish a grade crossing; that said overhead crossing constitutes the only means of egress and ingress of certain property owners; that necessity exists for this separated crossing; that the overhead structure is not in an unsafe condition and does not need to be rebuilt, but does need repair which can be accomplished for a nominal outlay; that it is contrary to public policy of the state of Iowa and the nation to abandon separations; and that this Board is without jurisdiction in this matter.

The Town of Huxley, insofar as business and residential property is concerned, lies to the north of the Milwaukee tracks. The south corporate line lies approximately 550 feet south of the Milwaukee tracks and Third Avenue extends to the south corporation line and dead ends there. The farm buildings of Mr. Travase are located on the east side of the street at its southerly end, this being the only home located on this street south of the railroad tracks and he being the only property owner now living south of the tracks having access to this street and using said overhead crossing in going to or from his premises to the business portion of Huxley. Mr. Travase owns land located east of Third Avenue and a small parcel west of the street at its southerly end. The Munn Lumber Company owns a tract of 1.36 acres located west of the street and adjoining railroad right-of-way. Another small tract is owned by Mrs. O. M. Johnson, which lies west and south of the Munn property and consists of 1.55 acres. All of this land is used for agricultural purposes.

The overhead structure in question spans the Milwaukee tracks at Third Avenue. It is of timber construction approximately 145 feet in length, 22 feet in width, 25 feet from top of rail to top of deck over main tracks, 8 bents and 7 spans, wooden piles driven, and having the usual construction features for structures of this type. It spans a cut at this location approximately 16 feet in depth from adjoining surface. Before the present cut was made for more uniform gradient of main line tracks, there existed at this location a grade crossing, the overhead structure being substituted at the time of excavation. At that time industries were located south of the tracks, but said industries have now disappeared, either ceasing operation or relocating north of tracks.

The Milwaukee estimates the cost of new construction for this structure at \$2,855.00 and states that it is in need of replacement in practically all its parts. The defendants introduced Mr. Ben J. Cole, contractor, as a witness who estimated that it would be necessary to

spend \$1,850.00 for the repair of this bridge. His estimation, however, covered chiefly repairs rather than replacement of parts and also was given with the understanding that he name his specifications.

As an alternate for abandonment of overhead bridge, the Milwaukee proposes to construct a cinder road on their property, beginning at the south approach to the overhead bridge and extending easterly to an intersection with Main Street extended, thence north crossing the railroad tracks and connecting with Main Street as presently located at a point some 70 feet north of the main track, thus entailing the construction of some 600 feet of roadway. The right-of-way from main track to south line at this location is approximately 150 feet.

The regularly scheduled train traffic is as follows:

Two passenger trains each way each day; three time freights westward daily; two time freights eastward daily; two time freights eastward tri-weekly; two time freights eastward (one daily except Saturday, other daily except Sunday); one local freight tri-weekly each direction.

Our judgment, from inspection and from the testimony, is that the bridge is in need of replacement in most of its parts. There are some parts which can be used in reconstruction, but the cost of dismantling is usually such that the total completed cost is not much different than had new parts been used.

The gradients provided for a grade crossing would be reasonably nominal. The sight distances would be approximately as follows: Approaching from the south the view, both east and west, would be at least 1,500 feet in either direction when at a point 20 feet from the rail. Approaching from the north, the view to the east when at a distance of 36 feet from the rail is 1,500 feet, this gradually increasing upon nearing the track, if roadway is not too much disturbed from its present level. The view to the west, when at a point 36 feet from the first rail, is limited to approximately 500 feet on account of the depot and when at a distance of 18 feet the view is increased to some 1,300 feet and this gradually increases as the traveler nears the tracks. The view approaching from the south, while on the east and west portion of the road along south right-of-way line, is reasonably good along track in either direction. The traveler using the highway would of necessity have to use a considerable amount of care in approaching this crossing to avoid accident. However, care should be used at any grade crossing as it is a point of potential danger. It has been our experience that crossings having characteristics somewhat as this proposed crossing, that is, having features that are usually thought of as being hazardous, are not the crossings at which accidents occur. We are not stating that the obstructed crossing should be the rule but are only stating facts as developed.

Additionally to the answer of the defendants heretofore stated, they claim that a crossing at grade would be a hazard to children sliding on ice or snow, and also that strangers in the vicinity might use this crossing not knowing just where they were going. There does not appear to be sufficient merit to the second contention to warrant serious consideration. The first contention has some merit but we do not believe it sufficient to be governing. The same danger exists at many like grade crossings and may readily exist at all points along the private right-of-way of the applicant company. We do not wish to set up hazards and have no desire to order a grade crossing at any location unless the reasons presented seem to justify.

It is the trend at the present time to separate grades wherever consistent and particularly at locations where railroad and/or highway traffic is heavy. The traffic over this bridge is acknowledgedly very light and it is difficult to justify the retention of an overhead at a considerable cost where traffic will only average 3 or 4 vehicles per day. The expense of replacement or reconstruction of bridge amounts to a considerable sum—more than appears justifiable for the traffic involved; the bridge

is in need of replacement in most of its parts; and it appears that a reasonably adequate, safe and convenient grade crossing can be established and maintained.

It is therefore our opinion that the Chicago, Milwaukee, St. Paul and Pacific Railroad Company should be permitted to abandon the overhead structure now located at Third Avenue and in lieu thereof said railroad company should be required to place barricades at either approach to the overhead bridge at or near their north and south right-of-way lines, and that a serviceable cinder roadway and crossing be constructed from the south approach of the bridge easterly to the intersection with Main Street extended and thence northerly connecting with Main Street as presently located. The roadway shall be cindered and shall be hereafter maintained with a serviceable cinder surface, shall be 16 feet in width, shall have grades in either direction from track as nearly uniform and as nominal as is consistent, and the crossing shall be planked. Crossbuck signs shall be erected, and all other things shall be done to afford an adequate, safe and convenient roadway and crossing at this location.

It is our further opinion that the roadway now leading from Main Street to the depot platform and facilities be maintained with a reasonably smooth cindered surface, this in order that children sliding on this grade may be enticed to use this roadway rather than to use the roadway leading directly to tracks.

The roadway and crossing shall be completed and placed in service on or before October 1, 1935.

We find in accordance with the above opinion and it is so ordered.

The foregoing decision is now under appeal by the defendants in the Polk County District Court.

No. A-4619—1935. L. C. Bennett, R. F. D. 2, Moulton, v. Wabash Railway Company. Right-of-way fence adjacent to farm near Moulton. After some correspondence the railroad company made satisfactory repairs to the fence in question, and the file was closed.

Filed April 20, 1935. Closed July 10, 1935.

No. A-4620—1935. Town of Alburnett, by E. L. Potter, Mayor, v. Illinois Central Railroad Company. Poor condition of highway grade crossings in Alburnett. As soon as the railroad company was advised of the needed repairs they promptly placed the crossings in question in satisfactory condition, and the file was closed.

Filed April 13, 1935. Closed May 23, 1935.

No. A-4621—1935.

CHICAGO & NORTH WESTERN RAILWAY COMPANY, *Petitioner*,

v.

TOWN OF CHELSEA, *Defendant*.

Decided August 5, 1935

SUBSTITUTION OF AUTOMATIC SIGNAL PROTECTION AT STATION STREET, CHELSEA, IN LIEU OF FLAGMEN.

Held, upon hearing, that railroad company be permitted to make the requested substitution.

Appearances:

For the Petitioner—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by George E. Hise.

For the Town of Chelsea—John C. De Mar, Commerce Counsel, Des Moines, Iowa; S. A. Brush, Mayor, Chelsea, Iowa.

The Chicago & North Western Railway Company filed a petition under date of July 16, 1935, asking that standard electrically operated signal protection devices be substituted for flagmen protection at Station Street crossing, Chelsea, Iowa, which protection is now and has been

in service for many years past; stating that application had been made to the Town of Chelsea for such relief but the Town Council had refused to agree or authorize said change; and asking that this Board, after hearing, authorize the change and substitution above mentioned in the interest of safety and economy to the railroad company.

The date of July 31, 1935, at 10:00 o'clock a. m. at the offices of this Board, Des Moines, Iowa, was named time and place for hearing and the matter was duly heard on that date.

This matter was brought before this Board under the provisions of Section 5972 of the Code of Iowa, 1931, which provides for the determination by this Board of controversies of this nature arising between cities and towns and railroad companies.

Station Street crosses four tracks of the Chicago & North Western Railway at grade and is the principal north and south street of the town, practically all of the business houses facing said street. It extends north a distance of 0.6 mile to connect with U. S. Highway No. 30 and to the south to an ultimate connection with U. S. Highway No. 6 at Brooklyn, but its principal service is to the general country community south of Chelsea. The street is level on both approaches to the railroad, is 66 ft. wide between curbs and 75 ft. in width including the sidewalks, is gravelled and each track of railroad is planked in the standard manner, planking being approximately 45 ft. in length. Crossing the north sidetrack, there is a distance of 38 ft. to the eastbound main track, then 14 ft. to westbound main track, then 16 ft. to south sidetrack. The railroad tracks extend approximately east and west and the street is consequently nearly at a right angle thereto. Approximately one-half of the business buildings are located on each side of the tracks and a survey taken indicates that approximately 322 persons reside south of the tracks and 223 north of the tracks. There are two schools located south of the tracks, one a public school having an attendance of about 85 pupils, and the other a parochial school having an attendance of 40 pupils. Two churches are also located south of the tracks.

The traffic on the railroad consists of 7 passenger trains daily and one passenger train 6 days per month each direction, one in each direction stopping at Chelsea. Four eastward passenger trains pass this point between midnight and 2:29 a. m., train No. 2 passing at 5:17 a. m., six days per month. Five westward passenger trains pass between midnight and 4:19 a. m. and No. 15 at 8:16 a. m. stops at Chelsea. Freight traffic consists of five regularly scheduled westbound and five regularly scheduled eastbound, one local freight tri-weekly and an estimated one or two extras west and one extra east, not scheduled.

The sight distances are as follows:

Approaching this crossing from the north, when at a distance of 100 ft. from main track, the view to the west is for 110 ft. and to the east 100 ft.; when at a distance of 50 ft., the view west is 200 ft., and to the east clear for an adequate distance; when at a distance of 25 ft., a clear view west 370 ft. and unobstructed east for at least one mile; and when at a 15-ft. distance, the view west is clear one-half mile and that east unobstructed for one mile or more. The view west is obstructed until within 15 ft. of track because of elevator and depot, and the view to the east can be readily obstructed by cars placed on a sidetrack or a storage track, located between sidetrack and eastbound main track.

Approaching from the south and when at a distance of 100 ft. from main track, the clear view to the west is 90 ft.; when at a distance of 50 ft., there is a clear view west and a view for 330 ft. east; and when at a distance of 25 ft., there is a clear view both east and west for an adequate distance. From the 100-ft. point to the 25-ft. point, the view in both directions may be further limited by cars on sidetrack.

There are two other crossings in the town of Chelsea, one located

two blocks east and being a rather unimportant crossing, and the other about two blocks west being of fair importance, serving territory southwest of Chelsea.

This crossing is now protected by flagmen for the entire day, having two regularly assigned full duty flagmen, the agent performing this duty for the other 8-hour period, 7:15 a. m. to 3:15 p. m. It was agreed that the agent's hours could be changed so as to give protection during school hours if found necessary.

Testimony was presented by the Chicago & North Western Railway Company to show that automatic protective apparatus had been substituted at locations where railroad traffic was faster and denser and where there was a greater density of highway travel; also that substitution had been made in territories where large numbers of school children used crossings and that the service thus afforded had been as satisfactory if not more so than flagmen protection; that automatic protection generally afforded better protection than flagmen in that it was not subject to failures occurring because of the human element and that accidents had decreased considering the fact that highway traffic had increased.

The local freight does practically all switching at this location, consuming on the average of 25 minutes each day. Other train movements are without stop, except for two passenger trains. The maximum speed obtainable under train control is 47-50 m.p.h. for freight and 70-73 m.p.h. for passenger, except Nos. 1 and 2, 6 days per month, having a maximum of 80-83 m.p.h. In case of any failure of track circuits in the vicinity of the crossing, the train control would impose a speed of not to exceed 17 m.p.h.

The result of a traffic count made on Saturday, June 29th, and Sunday, June 30th, showed 45 vehicles on Saturday and 44 on Sunday, midnight to 7:00 a. m.; 324 vehicles on Saturday and 525 on Sunday, 7:00 a. m. to 3:00 p. m.; 821 vehicles on Saturday, 3:00 p. m. to 11:00 p. m. The pedestrian traffic was nominal, except on Saturday evening.

The approximate cost of maintaining flagmen at this crossing is \$1,582.00 per year. The estimated cost of installing signal protection is \$2,400.00. It was estimated that at least \$1,000.00 per year would be saved if the proposed change was made.

One accident has occurred at this crossing within recent years, resulting in the death of two persons. A flagman was on duty at time of accident.

Objections were presented by Mayor Brush and three other persons, residents of Chelsea, two of them being members of the Town Council. Their statements were to the effect that residents of Chelsea made general objection to the changing of form of protection; that their attitude was that the flagmen would be safer insofar as the children of school age are concerned; that such protection was better suited to outlying territories; and that the speed of trains was high and constituted a hazard, particularly because of obstructed views. The installation of protective apparatus was not objected to insofar as safety of adults or vehicles was concerned.

A petition was presented asking that this Board refuse to grant the petition of the railroad company in the matter, said petition being signed by 111 persons.

This crossing, on account of limited views until within short distances of main line tracks, is worthy of protection. The protection afforded should be sufficient to give adequate warning on the approach of trains. It was not contended that this could not be done by automatic signal protection. The principal contention and objection was that such substitution might involve danger to children of school age. Testimony was introduced to show that this had not been the experience but rather that it had corrected some conditions where children knew the flagman too well and also that children were more attentive to indi-

cations afforded by moving parts than those afforded by gates or flagmen. It has been our experience that this is true. We receive in this office reports covering all accidents occurring on railroads in this state and to our knowledge we do not know of one involving a school child at a crossing. It is the desire of the railroad company to make savings where consistent so long as safety can be maintained and it is becoming essential that these savings be made, due to the economic conditions. There are many crossings of the character of the one herein involved and if all are to be likewise protected, it becomes a very heavy burden of expense. The development of protection has provided signals which the records indicate provide as much safety as more expensive methods of protection and at a less cost. While we are in nowise desirous of relieving persons from employment, yet advancement and changing economic conditions sometimes force such changes to be made.

The railroad traffic between the hours of 7:00 a. m. and midnight, which is indicated by traffic count as being the period of heavy highway traffic, shows three passenger trains eastward, one of which stops at Chelsea, and two daily passenger trains westward, one of which stops. There is one other train westward which runs six days per month. The larger portion of the freight trains pass Chelsea during this period.

IT IS THEREFORE OUR OPINION that the Chicago & North Western Railway Company should be permitted to substitute protective apparatus automatically operated at Station Street crossing in the town of Chelsea, Iowa, where said Station Street is crossed at grade by the tracks of said railroad company, in lieu of the present protection afforded by flagmen, and it is so ordered.

The installation of said protection shall conform to requisites adopted by this Board. Although it is not specifically ordered, it is suggested that the flashing light signal with the addition of or incorporating the rotating banner be installed, it appearing more suited to crossings of the character of the one herein involved.

It is further stated that if the citizens of Chelsea feel after a six (6) months' trial period of the protective signals that a man should be placed on the crossing for the protection of school children during school hours and at the time trains are passing during that period and will present the matter to this Board, it will be given further consideration.

Filed July 16, 1935. Closed August 5, 1935.

Rate Cases

No. B-1660—1934. Cudahy Packing Company, Sunlight Produce Company and Armour and Company v. Sioux City Terminal Railway Company. Petition for suspension of Sioux City Terminal Railway Company Tariff No. 13, I. C. C. No. 26, on Iowa intrastate traffic. This tariff provided for an increase from \$5.00 per car to \$6.00 per car on switching charges between connecting line carriers and industries located on Sioux City Terminal Railway Company rails on dead freight. The industries affected immediately filed a protest and the Terminal Company agreed on March 3, 1934, to suspend the increased rates on Iowa intrastate traffic if the Interstate Commerce Commission took a like action on the interstate rates in I. C. C. 26, the latter body approving suspension until October 6, 1934. The Interstate Commerce Commission then denied the increase requested, and the rates reverted to those shown in Sioux City Terminal Tariff No. 12, I. C. C. 23.

Filed February 20, 1934. Closed October 16, 1934.

No. B-1665—1935.

IOWA RAILROADS, *Petitioners.*

Decided May 28, 1935

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

Found, upon hearing, that interstate emergency increase should apply to intrastate traffic in Iowa, with certain exceptions, to expire with June 30, 1936, unless sooner cancelled, changed or extended.

Appearances:

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

For the C., M., St. P. & P. R. R. Co.—J. N. Davis, Commerce Counsel, Chicago, Ill.; G. F. Vivian, Statistician, Chicago, Ill.; E. W. Soergel, A. F. T. M., Chicago, Ill.

For the Ft. D., Des M. & Sou. R. R. Co.—L. E. Anderson, G. A., Des Moines, Iowa.

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

For the C., B. & Q. R. R. Co.—R. L. Hafer, Commerce Assistant, Chicago, Ill.

For the W. C. F. & N. Ry.—H. A. Gee, Assistant Traffic Manager, Waterloo, Iowa.

For the Commerce Counsel of Iowa—Hon. J. H. Henderson, Commerce Counsel, Des Moines, Iowa; Walter Condran, Assistant Counsel, Des Moines, Iowa.

For the Iowa Emergency Relief Association—F. J. Millett, T. M., Des Moines, Iowa.

For the Automatic Washer Co., Newton, Iowa—Wm. Stanley, T. M., Newton, Iowa.

For the Maytag Company, Newton, Iowa—R. H. Thompson, T. M., Newton, Iowa.

For the One Minute Washer Company, Newton, Iowa—G. R. Lafferty, Newton, Iowa.

For the Western Grocer Company, Marshalltown, Iowa—S. O. Lampman, Marshalltown, Iowa.

For Spencer, Kellogg & Sons, Inc., Des Moines, Iowa—J. W. Pooley, Des Moines, Iowa.

For Farley & Loetscher Mfg. Co., Dubuque, Iowa—R. D. Waller, T. M., Dubuque, Iowa.

For Carr, Ryder & Adams, Dubuque, Iowa—W. G. Doran, T. M., Dubuque, Iowa.

For the Appanoose County Coal Operators Association—H. C. Phillips, Traf. Rep., Keokuk, Iowa.

For the Sunshine Coal Co., Centerville, Iowa—S. V. Carpenter, Centerville, Iowa.

For the Iowa Coal Trade Association, Des Moines, Iowa—Frank H. Mackaman, Attorney, Des Moines, Iowa; M. G. Youngquist, Des Moines, Iowa.

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

For the Northwestern Retail Coal Dealers Association—Wesley E. Keller, Secretary, Minneapolis, Minnesota.

For the Northwestern Lumbermens Association—R. C. Volkert, T. M., Minneapolis, Minnesota.

For the Iowa Aggregate Producers Association—Gaylord E. Gray, Des Moines, Iowa.

For the Norwood White Coal Co.—Frank H. Mackaman, Attorney, Des Moines, Iowa.

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

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

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

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

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

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

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

For the Iowa State Highway Commission—C. E. Walters, Special Assistant Attorney General and Counsel, Ames, Iowa.

On September 7, 1934, petition was filed by the rail carriers operating within the State of Iowa seeking certain increases in freight rates and charges, being similar to the petition filed with the Interstate Commission for increases in freight rates and charges on interstate traffic. The matter before the Interstate Commerce Commission was docketed under Ex Parte No. 115. The carriers in their petition alleged among other things that they were confronted with very substantial increases in their operating expenses, due principally to an increased level of wages and increased prices of materials and supplies, which increased expenses would seriously impair their financial resources and threaten to impair their capacity to continue in the public interest an efficient and adequate railway transportation service.

The Interstate Commerce Commission in its decision in Ex Parte Docket No. 115, 208 I. C. C., 60 found that the carriers' application, as a whole, should be denied, but offered a plan of emergency charges as a substitution of the applicants' proposals which, however, are to expire with June 30, 1936.

Grain, hay, straw, live stock, certain domestic fruits and vegetables, forest products and fertilizers are among the commodities exempt from any increase in the substituted plan of emergency charges. Witness for applicants stated that no increase will be made on less than carload traffic where the first class rate is 92 cents or under; 92 cents being the first class rate applicable for 280 miles prescribed by this commission November 4, 1931, in Docket B-1281.

Carriers' petition, filed September 7, 1934, was amended by telegram filed April 8, 1935, by J. E. Flansburg, Chairman of the Iowa Lines, reading as follows:

"In the matter of increases in freight rates and charges carriers' petition of September 6, 1934. You have knowledge of decision of

Interstate Commerce Commission in Ex Parte 115 reported in 208 I. C. C., 4. It is expected tariffs in compliance with this order will be effective shortly. Carriers now ask your commission to authorize for state traffic same changes as authorized by Interstate Commerce Commission on interstate traffic."

This commission thereupon set down for hearing on May 1, 1935, at its office in Des Moines, Iowa, the carriers' petition, as amended by telegram of April 8, 1935, and notice was given to interested parties and as required by law.

The Interstate Commerce Commission in Ex Parte 115 held hearings in Washington, D. C., Chicago, Ill., San Francisco, Calif., Portland, Oregon, Salt Lake City, Utah, Denver, Colo., Birmingham, Ala., and Ft. Worth, Texas. A cooperative committee from the State Commissions sat with that body in its hearings and determination of the matter. The carriers, in order that we might be informed as to the testimony and evidence introduced before the Interstate Commerce Commission by the carriers and other interests, supplied this Commission with complete copies of transcript and exhibits which have been made a part of the record in this proceeding. The decision of the Interstate Commerce Commission in Ex Parte 115 and certain of the carriers' tariffs issued in compliance therewith were likewise introduced in this proceeding.

Carriers offered no testimony with respect to the reasonableness of such rates as are here proposed to be increased replying on the showing that they are in need of additional revenue.

Objections to certain of the proposed increases were made by shipping interests stating that if the increases were allowed that traffic would be diverted to truck transportation. While carriers' testimony indicated possibility of loss of some tonnage they expected, if the increases were granted, to more than offset any loss due to diversion to the truck. However, we are not convinced that the granting of the proposed increases will result in any substantial increase in revenue to the carriers.

Objections were made by the shipping interests to the increases proposed on certain specific commodities, among which were clay products, soya bean cake and meal, linseed cake and meal, junk or scrap materials, animal and poultry feed, bituminous coal, stone, sand and gravel.

In the carriers' original petition it was proposed to exempt clay products from any increase where the line haul rate is 8 cents per 100 pounds or less; however, the Interstate Commerce Commission in substituting the plan of emergency charges made the exemption to apply where the line haul rate is 7 cents per 100 pounds or less. We find nothing in the record to indicate why this change was made and it appears to us if that was the best judgment of the carriers at the time of filing the original petition, rates 8 cents per 100 pounds and under should be exempt from any increase. Considerable clay products are trucked in Iowa and the carriers have attempted to meet that situation by establishing reductions for hauls of 65 miles and under.

Increases proposed on soya bean cake and meal, linseed cake and meal and animal and poultry feeds were objected to because of no increase on grain feeds with which they compete.

No increase is proposed on crushed stone, sand and gravel where the line haul rate is 100 cents per net ton or less, and the record indicates very little, if any of these commodities moving on rates in excess of 100 cents per net ton. The record does, however, indicate that for the past three years voluntary reductions less than the maximum scale have generally been made by the carriers on these commodities to meet competitive conditions.

The carriers have made some voluntary reductions on various items of junk on interstate traffic and have extended the same basis to intrastate traffic when lower than the maximum rates fixed by this com-

mission. Some of these rates on scrap materials carry an expiration date and will therefore be exempt from any increase.

Specific increases on coal were permitted by the Interstate Commerce Commission on interstate traffic as follows:

	Emergency Charge Per Net Ton Will Be
Where rate per ton is	
75 cents or less.....	3 cents
76 cents to \$1.00.....	5 cents
\$1.01 to \$1.50.....	10 cents
Over \$1.50.....	15 cents

The Interstate Commerce Commission authorized the emergency charge from the base group or base point and then applying the same emergency charge from other related groups where rates are related by recognized differentials. The coal interests objected strenuously to any increase on coal rates intrastate indicating that any increase made would tend to divert the traffic to truck transportation. The record indicates that rail movement of coal has been steadily declining since the year 1920 and that truck transportation has steadily increased. The movement of domestic and industrial coal in 1933 by rail was 892,448 tons as compared with 1,506,980 tons by truck. The use of natural gas has also resulted in a loss of substantial tonnage to the railroads and the coal industry.

Witness for Appanoose county operators indicated that they shipped coal to the territory north and west of Des Moines. Coal is produced in the Des Moines River Valley from Appanoose county on the south to Webster county on the north. No rail mines, however, are located in Webster county but rail mines are located in Boone county adjoining Webster county on the south. Therefore, coal produced in Appanoose county to be marketed in northwest Iowa must move approximately 100 miles through the coal producing area to reach the non-producing areas. The witness made rate comparisons from Des Moines as compared with Centerville to a representative number of destinations north and west of Des Moines. To Guthrie Center, Iowa, the present rate from Centerville is \$1.66 per ton and from Des Moines \$1.00 per ton. Under the proposal rates would be increased to \$1.81 and \$1.05, respectively, placing Centerville at a 10-cent greater disadvantage than it now has compared with Des Moines.

We are of the opinion that a specific increase on coal would be less harmful to the Iowa interests than the sliding scale of increases permitted by the Interstate Commerce Commission on interstate traffic.

In Ex Parte 103 the Interstate Commerce Commission due to the financial condition of the carriers authorized certain emergency increases similar to those authorized in Ex Parte 115.

In that report the Interstate Commerce Commission permitted a specific increase of 6 cents per ton on coal on interstate traffic. These increases became effective January 4, 1932, and were to have expired with March 31, 1933, however, upon petition of the carriers to continue in effect the emergency charges, the Interstate Commerce Commission authorized the extension thereof for six months to September 30, 1933, and they were expired on that date. This commission permitted the carriers upon application to establish these same emergency increases on intrastate traffic by filing tariffs on not less than five days' notice. They became effective on intrastate traffic January 4, 1932, and expired with March 31, 1933, this commission having denied the carriers the further extension sought to September 30, 1933.

The Illinois Commerce Commission recently permitted the carriers to establish a flat increase of 5 cents per ton on coal from the various coal producing districts in Southern Illinois to the Alton and St. Louis districts. Considerable trucking of coal has developed in these districts and to that extent the situation is similar to that within Iowa.

After careful consideration of the petition, the evidence presented and the emergency confronting the rail carriers, we are of the opinion that with certain exceptions the petition of the carriers to establish on Iowa intrastate traffic the same emergency increases as permitted by the Interstate Commerce Commission in Ex Parte 115 on interstate traffic should be granted and we so find.

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

IT IS ORDERED, That the rail carriers operating within the state of Iowa be and are hereby authorized to establish on not less than five days' notice, same emergency increases together with the rules and regulations applying in connection therewith, on Iowa intrastate traffic as applying on interstate traffic designated in Agent L. E. Kipp's Tariff No. 333, I. C. C. No. A-2572, issued April 10, 1935, as amended by Supplement No. 1 thereto, except that specific increase of not in excess of 5 cents per net ton may be made in the existing rates on bituminous coal, in carloads, and except that no emergency increase is permitted on the following commodities, in carloads, except as otherwise provided:

Soya bean cake and meal,
 Linseed cake and meal,
 Prepared animal or poultry feed (not condimental or medicinal),
 Clay products as shown in Item 280-C of Iowa Lines Tariff No. 160-J where the line haul rate is 8 cents per 100 pounds or less.

IT IS FURTHER ORDERED, That the emergency increases herein permitted shall expire with June 30, 1936, unless sooner cancelled, changed or extended by order of this Commission.

Under date of August 23, 1935, the Board authorized the Western Trunk Line Committee to publish lettered supplement to Tariff of Emergency Charges No. 333-A, covering a reduction in the present emergency charge on Liquefied Petroleum Gas to one cent per 100 pounds as the maximum charge on such shipments, as set forth in Supplement No. 1 thereto, to be applied on Iowa intrastate traffic, as follows:

The Commission authorized the Western Trunk Line Committee to publish lettered supplement to Tariff of Emergency Charges No. 333-A, authorizing changes set forth in Supplement No. 1 thereto to be applied on Iowa intrastate traffic.

Filed September 7, 1934. Closed November 1, 1935.

No. B-1666—1935. Standard Soy Bean Mills, Centerville, by H. C. Phillips, Traffic Manager, Keokuk v. C. & N. W. Ry. Co., et al. Investigation and suspension of increased rates on soya bean cake and meal, in carloads, intrastate in Iowa. Under date of September 29, 1934, the Board issued an order suspending until January 31, 1935, the rates in question as follows:

IT APPEARING, That there have been filed with this Commission, by L. E. Kipp, agent, tariffs containing schedules stating new individual joint rates and charges, and new individual and joint regulations and practices affecting such rates and charges, to become effective on the 3rd day of October, 1934, designated as follows:

Item 315 of Supplement 14 to L. E. Kipp's Tariff No. 253-B.
 Item 160-J of Supplement 34 to L. E. Kipp's Tariff No. 208-A.

IT FURTHER APPEARING, That said schedules contained in said tariffs make certain increases in rates for intrastate transportation of soya bean cake and meal, 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, insofar as they cancel the application of corn rates on soya bean cake and meal, in carloads, 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, insofar as they cancel the application of the corn rates on soya bean cake and meal, in carloads, be deferred upon intrastate traffic until the 31st day of January, 1935, unless otherwise ordered by the Commission, and no change shall be made in such rates, charges, regulations and practices during the said period of suspension unless authorized by special permission of the Commission.

The schedules in question were suspended from time to time until May 28, 1935, and the case was set down for hearing at the office of the Board, Des Moines, Iowa, May 1, 1935. It was not reached until May 2nd, at which time the evidence was submitted, and under date of May 23, 1935, the following order was rendered dismissing the proceedings:

Appearances:

For the C., B. & Q. R. R. Co.—R. L. Hafer, Commerce Assistant, Chicago, Ill.

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

For the Standard Soy Bean Mills—H. C. Phillips, Keokuk, Iowa.

For Commerce Counsel of Iowa—Hon. J. H. Henderson.

By schedules filed to become effective October 3, 1934, the Iowa Lines proposed revision of the rates on soya bean cake and meal, in carloads, intrastate in Iowa. Upon protest by the Standard Soy Bean Mills Centerville, Iowa, the operation of the proposed schedules was suspended until January 31, 1935. The operation of these schedules was subsequently voluntarily deferred by the carriers until May 28, 1935.

At the present time soya bean cake and meal, in carloads, moves intrastate in Iowa at the corn rates and the suspended schedules propose to place this commodity on column $18\frac{1}{2}$ or $18\frac{1}{2}\%$ of the Zone I first class rates prescribed by the Interstate Commerce Commission in Docket 17000—Part 2, this basis having been established on interstate traffic in Zone I territory on October 3, 1934, under the decision of the Interstate Commerce Commission in Docket 17000—Part 8.

The rates proposed would generally increase the present rates for single line hauls but would result generally in reductions on joint-line hauls. Joint hauls under the corn rates are made on basis of 80 per cent of the local rate for the distance each railroad hauls the shipment.

In the Cottonseed Investigation, Docket 17000—Part 8, 188 I. C. C., 605, 203 I. C. C., 177, the Interstate Commerce Commission prescribed a basis of rates for cottonseed, cottonseed products and related articles, including soya bean cake and meal for interstate traffic throughout the United States.

Soya bean cake and meal within Western Trunk Line territory was prescribed on the basis of $18\frac{1}{2}\%$ of first class; between Western Trunk Line and Official territories, 21% of first class; and with Official Classification territory $22\frac{1}{2}\%$ of first class.

The record indicates a very light movement of this commodity moved on rates intrastate in Iowa for the year 1934. Most of the shipments from Centerville to Iowa points were accorded transit and moved out at balance of through rates, the soya beans having originated at inter-

state points. The protestant, however, indicates 1934 to have been a very poor year due to the drought, and that they were forced to secure soya beans from interstate points which, however, was not profitable.

Protestant stated that soya bean cake and meal is used for live stock feed and that they sell direct to the farmer.

Protestant contends that as soya bean cake and meal competes with other live stock feeds moving on the corn rates that no good reason exists for placing this commodity on the class rate level. The values and transportation characteristics are similar.

The record indicates that shipping interests have filed application with the Western Trunk Line Committee seeking reinstatement of the corn rates on soya bean cake and meal, in carloads, in Western Trunk Line territory on and east of the Missouri River and that public hearing was had before the Standing Rate Committee on April 12, 1935. This committee approved the application but the matter has not yet been approved by the Executive Committee.

Report in the Grain Rate Investigation reopened was issued by the Interstate Commerce Commission October 22, 1934, which revises the grain rates within Western Trunk Line territory. They were to have become effective April 1, 1935, but upon application of the carriers effective date has been extended. These rates no doubt will be placed in effect within the near future.

We are of the opinion that as this commodity competes with other grain feeds moving on the corn rates, values and transportation characteristics being similar, that the corn rates should be continued in effect thereon.

We find the suspended schedules not justified.

IT IS THEREFORE ORDERED, That the suspended schedules be cancelled effective not later than May 28, 1935, and that this proceeding be discontinued.

Filed September 26, 1934. Closed May 23, 1935.

No. B-1668—1935. Sioux City Traffic Bureau, Sioux City, Iowa, by P. R. Wigton, Commissioner. Investigation and suspension of increased rates on seed, alfalfa or sweet clover, in carloads, intrastate in Iowa. Under date of January 8, 1935, the Board issued an order suspending until May 9, 1935, unless otherwise ordered, the rates in question, as follows:

IT APPEARING, That there has been filed with this Commission, by L. E. Kipp, agent, tariff containing schedule stating new individual joint rates and charges, and new individual and joint regulations and practices affecting such rates and charges, to become effective on the 10th day of January, 1935, designated as follows:

Item 3045-A of Supplement 9 to L. E. Kipp's Tariff No. 207-E.

IT FURTHER APPEARING, That said schedule contained in said tariff makes certain increases in rates for intrastate transportation of seed, alfalfa or sweet clover, in carloads, and the rights and interests of the public appearing to be injuriously affected thereby, and it being the opinion of the commission that the effective date of said schedule contained in said tariff should be postponed pending hearing and decisions 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 schedule contained in said tariff.

IT IS FURTHER ORDERED, That the operation of said schedule contained in said tariff be suspended, and that the use of the rates, charges, regulations and practices therein stated be deferred upon intrastate traffic until the 9th day of May, 1935, 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.

Tariff was withdrawn by L. E. Kipp, T. P. A., Western Trunk Line Committee under authority obtained from the Board in Docket No. L-991 and this file was closed accordingly.

Filed January 4, 1935. Closed April 2, 1935.

No. B-1672. Northwestern Lumbermens Association, by R. C. Volkert, T. M., Minneapolis, Minnesota, v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Investigation and suspension of the elimination of the Dubuque Lumber Company as an industry on the C., M., St. P. & P. at Dubuque, Iowa. Under date of March 22, 1935, the Board issued an order suspending until July 22, 1935, unless otherwise ordered, the effective date of Item 3885-A, Supplement No. 12 to G. F. D. No. 4900-Q, I. C. C. B-6550, as follows:

IT APPEARING, That there has been filed with the Iowa Board of Railroad Commissioners a tariff containing schedules stating new individual and joint rates and charges, and new individual and joint regulations and practices, affecting such rates and charges, to become effective on the 25th day of March, 1935, designated as follows:

Chicago, Milwaukee, St. Paul & Pacific Railroad, Item 3885-A, Supplement No. 12 to G. F. D. No. 4900-Q, I. C. C. B-6550.

IT IS ORDERED, That the Commission upon complaint, without formal pleading, enter upon a hearing concerning the lawfulness of the rates, charges, regulations and practices stated in the said schedules contained in said tariff, viz.: on page 6 thereof, Item 3885-A, in so far as it cancels the switching charges in columns A and B between connecting lines and the Dubuque Lumber Company.

IT FURTHER APPEARING, That said schedules make certain increases in rates for the intrastate transportation of various commodities 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 the said schedules contained in said tariff should be postponed pending said hearing and decision thereon;

IT IS FURTHER ORDERED, That the operation of the 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 22nd day of July, 1935, 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 rates and charges and the regulations and practices thereby sought to be altered shall not be changed by any subsequent tariff or schedule, until this investigation and suspension proceeding has been disposed of or until the period of suspension and any extension thereof has expired, unless authorized by special permission of the Commission.

This case was fully heard at the office of the Board, Des Moines, Iowa, November 13, 1935, and taken under advisement. The Supplement complained of has been suspended until January 25, 1936.

No. B-1674—1935. Chamber of Commerce, Des Moines, by C. C. Crouse, Mgr. Traffic Bureau, v. Chicago, Burlington & Quincy Railroad Company. Investigation and suspension of Supplement No. 19 to C., B. & Q. G.F.O. No. 9000-B, Official Distance Table. Under date of May 20, 1935, the Board issued an order suspending until the 17th day of September, 1935, unless otherwise ordered, the above numbered

Supplement, and fixed June 25, 1935, 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 Chicago, Burlington and Quincy Railroad Company, tariff containing schedules stating new individual joint rates and charges, and new individual and joint regulations and practices affecting such rates and charges, to become effective on the 21st day of May, 1935, designated as follows:

Supplement No. 19 to C., B. & Q. R. R. G.F.O. No. 9000-B.

IT FURTHER APPEARING, That said schedules contained in said tariff make certain increases in rates for intrastate transportation of traffic moving on Distance Rates 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 17th day of September, 1935, unless otherwise ordered by the Commission, and no change shall be made in such rates, charges, regulations and practices during the said period of suspension unless authorized by special permission of the Commission.

IT IS FURTHER ORDERED, That this matter be and is hereby set for hearing before this Commission at its office in Des Moines, Iowa, June 25, 1935, at 10 o'clock a. m.

The hearing originally set for June 25, 1935, was continued at the request of the petitioner, to July 19, 1935, at which time the evidence was submitted and the Board agreed to withhold a decision in the case until the railroad company had time to make an investigation of the complaint and issue a new supplement which would take care of the questions raised. Accordingly Supplement No. 20 to C., B. & Q. G.F.O. No. 9000-B was published, effective November 20, 1935, and, being satisfactory to the complainants, the Board vacated its suspension order of May 20, 1935, as follows, under date of November 4, 1935:

Upon application filed October 21, 1935, by the Chicago, Burlington and Quincy Railroad Company, seeking withdrawal of our suspension order of May 20, 1935, in the above proceeding, and good cause appearing therefor,

IT IS ORDERED, that suspension order in the above entitled proceeding entered May 20, 1935, be vacated and set aside and the proceeding discontinued.

Filed May 16, 1935. Closed November 4, 1935.

No. B-1675. Investigation and suspension of increased rates on prepared animal, poultry or pigeon feed, in carloads, intrastate in Iowa. Under date of May 23, 1935, the Board issued an order suspending until the 28th day of September, 1935, unless otherwise ordered, the rates in question, as follows:

IT APPEARING, That there have been filed with this Commission, by L. E. Kipp, Agent, tariff containing schedules stating new individual joint rates and charges, and new individual and joint regulations and

practices affecting such rates and charges, to become effective on the 1st day of June, 1935, designated as follows:

Item 1800-A of Supplement No. 18 to Western Trunk Lines Freight Tariff No. 207-E.

IT FURTHER APPEARING, That said schedules contained in said tariff make certain increases in rates for intrastate transportation of Feed, Animal, Poultry or Pigeon, Prepared (not medicated or condimental), 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 schedule 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 28th day of September, 1935, unless otherwise ordered by the Commission, and no change shall be made in such rates, charges, regulations and practices during the said period of suspension unless authorized by special permission of the Commission.

This case was set down for hearing at the office of the Board September 24, 1935, at which time it was jointly heard with Docket No. B-1676, the hearing lasting through September 26th. The decision was taken under advisement, the interested parties being given sixty days to file simultaneous briefs, which time was extended by the Board on November 21, 1935, to January 20, 1936. The effective date of the schedule in question was voluntarily postponed by the carriers until April 28, 1936. (See L-1227—1935.)

No. B-1676. Chamber of Commerce, Cedar Rapids, by H. F. Sundberg, Mgr. Traffic Bureau. Investigation and suspension of increased rates on grain, grain products and related articles, in carloads, intrastate in Iowa. Under date of June 26, 1935, the Board issued an order suspending until October 28, 1935, unless otherwise ordered, the rates in question, as follows:

IT APPEARING, That there has been filed with the Commission, by L. E. Kipp, Agent, tariff containing schedules stating new individual joint rates and charges, and new individual and joint regulations and practices affecting such rates and charges, to become effective on the 1st day of July, 1935, designated as follows:

Supplement No. 28 to Iowa Lines Tariff No. 160-J.

IT FURTHER APPEARING, That said schedules contained in said tariff make certain increases in rates for intrastate transportation of Grain, Grain Products 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 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 28th day of October, 1935, unless otherwise ordered by the Commission, and no change shall be made in such rates, charges, regulations and practices during the said period of suspension unless authorized by special permission of the Commission.

Under date of June 28, 1935, the Board issued a Supplemental Order in the above entitled case, suspending additional Items until October 28, 1935, as follows:

IT APPEARING, That there has been filed with this Commission, by L. E. Kipp, Agent, tariff containing schedules stating new individual joint rates and charges, and new individual and joint regulations and practices affecting such rates and charges, to become effective on the 1st day of July, 1935, designated as follows:

Items 3045-C, 3060-A and 3085-A of Supplement No. 24 to W.T.L. Tariff No. 207-E.

IT FURTHER APPEARING, That said schedules contained in said tariff make certain increases in rates and charges for intrastate transportation of Grain, Grain Products 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 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 28th day of October, 1935, unless otherwise ordered by the Commission, and no change shall be made in such rates, charges, regulations and practices during the said period of suspension unless authorized by special permission of the Commission.

Under date of July 27, 1935, the Board issued a second Supplemental Order in the above entitled case ordering that the corn rates be applied on Soya Bean Cake and Meal, in carloads, effective July 1, 1935, until this proceeding is disposed of, as follows:

IT APPEARING, That our suspension Orders of June 26 and June 28, 1935, in this proceeding did not specifically suspend Item 180-B of Western Trunk Line Tariff No. 208-B, which item had the effect of cancelling the application of the corn rates on soya bean cake and meal, in carloads, effective as of July 1, 1935.

IT FURTHER APPEARING, That by Order of this Commission, dated May 23, 1935, in Docket No. B-1666 we found that column rates related to first class as proposed were not justified and that the corn rates should continue to be applied on.

IT IS THEREFORE ORDERED, That tariffs be amended to specifically provide for the application of the corn rates to be applied on Soya Bean Cake and Meal, in carloads, until disposition of this proceeding, effective as of July 1, 1935.

This case was heard at the office of the Board, Des Moines, Iowa, on September 24, 25 and 26, 1935, and taken under advisement, interested parties being allowed sixty days to file simultaneous briefs.

On October 23, 1935, the carriers applied for and received authority to withdraw Items 3045-C, 3060-A and 3085-A of Supplement No. 24 to W.T.L. Tariff 207-E, also the cancellation of corn rate on Soya Bean Cake and Meal in Item 180-B of Supplement No. 6 to W.T.L. Tariff 208-B on one day's notice. (See L-1197—1935.)

Under date of November 21, 1935, the Board extended the time for filing briefs until January 20, 1936.

The effective date of Supplement No. 28 to Iowa Lines' Freight Tariff No. 160-J was voluntarily postponed by the carriers to June 1, 1936.

No. L-936—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to amend Item 1178-C of Iowa Lines Tariff No. 160-J on one day's notice, to provide for clause showing the C. & N. W. and C., St. P., M. & O. Railways to be considered as one line in determining coal rates provided therein.

Granted December 4, 1934.

No. L-937—1935. Chicago, Rock Island & Pacific Railway Company. Application for authority to cancel rate of 44 cents per net ton on crushed stone from River Products Company to Marengo, Iowa, on one day's notice as project has been completed.

Granted December 5, 1934.

No. L-938—1935. Chicago, Rock Island & Pacific Railway Company. Application for authority to extend expiration date of C., R. I. & P. Freight Tariff No. 33869-B, published to expire with December 31, 1934, on one day's notice.

Granted December 5, 1934.

No. L-939—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to establish as a terminal rate only, via the C., M., St. P. & P. R. R. direct, rate of 9.5 cents per 100 pounds on brick and related articles, in carloads, from Adel to Cedar Rapids, Iowa, to meet rate applicable via short line route.

Granted December 7, 1934.

No. L-940—1935. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to reissue on one day's notice Ft. D., Des M. & S. Tariff 485 establishing rule that no switching charges will be absorbed at Des Moines, Iowa, expiring March 1, 1935.

Granted December 8, 1934.

No. L-941—1935. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice extension of expiration date from December 31, 1934, to June 30, 1935, on Tariffs 913-A, 1896-C and 1898-D.

Granted December 10, 1934.

No. L-942—1935. 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 277-D amending Item 50 by extending the expiration date of December 31, 1934, to June 30, 1935.

Granted December 12, 1934.

No. L-943—1935. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to publish on five days' notice supplement to G. F. D. 1444-C extending the expiration date to July 1, 1935.

Granted December 17, 1934.

No. L-944—1935. 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 crushed stone, carloads, from Cedar Rapids to Solon, Iowa.

Granted December 17, 1934.

No. L-945—1935. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on less than thirty days' notice rate of 16.5 cents per 100 pounds on oil, soya bean, etc., carloads, from

Des Moines to Council Bluffs, Iowa, to maintain proper relationship with the rate, Des Moines, Iowa, to Omaha, Nebraska.

Granted December 18, 1934.

No. L-946—1935. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice extension date on Freight Tariff No. 1476-C from December 31, 1934, to June 30, 1935, naming rate of 35 cents per net ton on sand and gravel, in carloads, from Humboldt and Kalo to Fort Dodge, Iowa.

Granted December 18, 1934.

No. L-947—1935. 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 a new item in Section 3 of the tariff as specific rates on live stock, carloads, which will be for either single or joint line application. Item 1695, Section 4 and Item 2585, Section 5 is to be cancelled by the new item established in Section 3, which is to be the same basis as now named in Item 1695.

Granted December 19, 1934.

No. L-948—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice rate of 6½ cents per 100 pounds on brick, carloads, from Cedar Rapids, Iowa, to Clinton, Iowa, via C., M., St. P. & P., the rate to apply as terminal rate only and will not be applicable at intermediate points, being published to meet the short line rate now in effect via the C. & N. W. Ry.

Granted December 20, 1934.

No. L-949—1935. 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 naming application and routing in connection with Item 1325 of Supplement 20-C.

Granted December 24, 1934.

No. L-950—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice amendment to Item 3045 of Freight Tariff 207-E, which provides for Class B rating applicable on Iowa intrastate traffic on seed, alfalfa or sweet clover, in cloth bags, to read as follows:

Class B (Interstate scale rates published in Iowa Lines Tariff 253-B, L. E. Kipp, Agent).

Permission to publish on ten days' notice granted under date of December 26, 1934.

No. L-951—1935. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 40 cents per net ton on sand and gravel, carloads, from Shell Rock to Dumont, Iowa. Rate is requested to meet motor truck competition.

Granted December 29, 1934.

No. L-952—1935. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice rate of 13.5 cents per 100 pounds on plaster, carloads, from Fort Dodge to Bloomfield, Iowa, routed via Ft. D., D. M. & S. R. R. or M. & St. L. R. R., Des Moines, C., B. & Q. R. R. The rate is published to meet the short line joint rate and is to apply as a terminal rate, not applicable at intermediate points.

Granted January 7, 1935.

No. L-953—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement amending Item 1130-Series of Tariff 160-J to

provide for additional rates on barrels, wooden, tight or slack, as described between points in Iowa as follows:

Mason City to Ft. Dodge, Iowa.....	11c per 100 lbs.
Burlington to Ft. Dodge, Iowa.....	19c per 100 lbs.

Applicable via usual available routes.

Granted January 11, 1935.

No. L-954—1935. 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 sugar, carload, from Mason City to Iowa Falls, Iowa, via the C. & N. W. Ry., Parkersburg and Illinois Central R. R. This rate is published to meet the short line rate via C., R. I. & P. Ry. and applies as a terminal rate only, not applicable at intermediate points via the route proposed.

Granted January 17, 1935.

No. L-955—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice rate of 10 cents per 100 pounds on dried beet pulp, carload, from Mason City to Waterloo, Iowa, via M. & St. L. R. R., Ackley and Illinois Central R. R. This rate is published to meet short line rate via C., R. I. & P. Ry. and applies as a terminal rate only, not applicable at intermediate points via route proposed.

Granted January 17, 1935.

No. L-956—1935. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice rate of 13 cents per 100 pounds on plaster, carloads, from Fort Dodge to Corydon, Iowa, via M. & St. L. or Ft. D., D. M. & S., Des Moines and C., B. & Q. R. R. This rate is published to meet the short line rate, and applies as a terminal rate only.

Granted January 26, 1935.

No. L-957—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplements to Tariff's 253-B and 208-A suspending until February 28, 1935, items under suspension in this Commission's Docket No. B-1666.

Granted January 29, 1935.

No. L-958—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice rate of 8 cents per 100 pounds on hollow building tile, carloads, from Mason City to Iowa City, Iowa, via the C., R. I. & P. Ry. This rate is published to meet motor truck competition and expires with May 2, 1935.

Granted February 1, 1935.

No. L-959—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice terminal rate of 10½ cents per 100 pounds on brick and related articles, carloads, Fort Dodge and Kalo. to Dubuque, Iowa. This rate is published to meet single line rate and applicable as a terminal rate only.

Granted February 1, 1935.

No. L-960—1935. Waterloo, Cedar Falls & Northern Railway Company. Application for authority to publish on one day's notice rate of 40 cents per 100 pounds on stone, carloads, from Glory to Waterloo, Iowa. This rate is requested to meet truck competition and will expire with March 15, 1935.

Granted February 4, 1935.

No. L-961—1935. Waterloo, Cedar Falls & Northern Railway Company. Application for authority to publish on ten day's notice rate of 5 cents per 100 pounds on lumber, carloads, Aladdin and Waterloo to Cedar Rapids, Iowa, to meet truck competition.

Granted February 4, 1935.

No. L-962—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplements postponing effective date of schedules now suspended in I. & S. Docket No. B-1666 from February 28, 1935, to March 28, 1935.

Granted February 6, 1935.

No. L-963—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to issue on one day's notice supplement to Freight Tariff 253-B amending Item 811-B, Section 2, Supplement 19, making same ratings applicable on fruit jar rings, carloads and less than carloads. These rates are requested to meet motor truck competition and will expire with June 30, 1935.

Granted February 7, 1935.

No. L-964—1935. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 14.5 cents per 100 pounds on seeds, carloads, including alfalfa and sweet clover, between Sioux City and Carroll, Iowa, via Illinois Central, Fort Dodge and the C. G. W. The rate is requested to meet the short line rate, and is applicable as a terminal rate only.

Granted February 8, 1935.

No. L-965—1935. 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 to New Albin, Iowa. This rate is requested to meet truck competition from roadside quarry and expires with June 30, 1935.

Granted February 12, 1935.

No. L-966—1935. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice supplement to M. & St. L. Tariff 44-C correcting error in Supplement 26 which cancelled the absorption provisions at Des Moines.

Granted February 13, 1935.

No. L-967—1935. 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 changing the description as shown in Item 345-D of Supplement 19 to read as follows:

"Drugs, medicines, chemicals (other than in carboys), or toilet preparations rated higher than 3rd class, LCL in Western Classification LCL, as described in Items 135 to 139, inclusive, of W. T. L. Tariff 208-B, L. E. Kipp's ICC No. A-2544."

This change in description is requested to correct a clerical error.

Granted February 13, 1935.

No. L-968—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice rate of 25 cents per 100 pounds on wines, carloads, from Council Bluffs to Des Moines, Iowa, to apply as maximum to and from intermediate points via all available routes. This rate is requested to meet truck competition and will expire with June 30, 1935.

Granted February 15, 1935.

No. L-969—1935. 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 55 of

Supplement 19 by adding "wall cleaning compounds, in barrels or boxes, L. C. L." at column 55 rating. This rate is requested to meet truck competition and will expire with June 30, 1935.

Granted February 18, 1935.

No. L-970—1935. Minneapolis & St. Louis Railroad Company. Application to reestablish on one day's notice expired rate of 45 cents per net ton on sand and gravel, carloads, from Des Moines and Valley Junction to Perry, Iowa. This rate is requested to meet truck competition from pits on the Raccoon River.

Granted February 18, 1935.

No. L-971—1935. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 164 cents per ton of 2,240 pounds on iron and steel articles, viz.: turnings or borings, carloads, minimum weight 56,000 pounds, from Davenport to Keokuk, Iowa. This request is made to correct clerical error.

Granted February 19, 1935.

No. L-972—1935. Illinois Central Railroad Company. Application for authority to publish on one day's notice rate of \$6.30 per car on live stock from plant of Rath Packing Company at Waterloo to feeding yard of Rath Packing Company located on the Illinois Central east of city limits of Waterloo, Iowa. This rate is now in effect in the reverse direction.

Granted February 19, 1935.

No. L-973—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice a new item in Freight Tariff No. 214-D to be known as Item 561 for application between points in Iowa, reading as follows:

"Where rates on horses and mules including horses and/or mules for slaughter, are published in cents per 100 pounds, freight charges will be assessed on basis of the actual weight when obtained, and when not obtained on basis of estimated weight of 950 pounds per animal, with the exception of suckling colts on which freight charges will be assessed on basis of 200 pounds per animal, subject to the established carload minimum weight."

The above item will eliminate "horses and mules" from paragraph (h) of Item 910 of Freight Tariff No. 214-D.

Granted February 20, 1935.

No. L-974—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice Class 55 rating on catalogues, less carloads, between points in Iowa, the same to be published in the next consecutively numbered supplement to Freight Tariff 253-B. This rate is requested to meet truck competition.

Granted February 25, 1935.

No. L-975—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice a terminal rate of 11 cents per 100 pounds on brick and related articles, carloads, from Acme to Decorah, Iowa, via D. M. & C. I., Des Moines and C., R. I. & P. The rate of 11 cents per 100 pounds is now in effect via D. M. & C. I., Des Moines, C. G. W., Oelwein and C., R. I. & P.

Granted February 27, 1935.

No. L-976—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice terminal rate of 22 cents per 100 pounds on sugar, carloads, from Mason City to Sioux City, Iowa, via C. G. W. R. R., Gypsum and Illinois Central R. R. The rate of 22 cents per 100 pounds is

now in effect via M. & St. L., Ackley and Illinois Central, also via C., M., St. P. & P., Sheldon and C., St. P., M. & O., which is the short route.

Granted February 27, 1935.

No. L-977—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to establish on one day's notice rate of 8 cents per 100 pounds on common brick, in carloads, minimum weight 50,000 pounds, or marked capacity of car when less, from Mason City to Iowa City, Iowa, to meet motor truck competition.

Granted March 1, 1935.

No. L-978—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish supplement to Freight Tariff 214-D, effective April 1, 1935, on one day's notice to the Commission and the public, amending paragraph (a-2) of Section 3 of Item No. 845 as follows:

"Cars must be reweighed, if practicable, either en route or at destination.

- (a) When lading has been transferred en route.
- (b) When cars have met with an accident, or
- (c) When from the appearance of the load there is evidence (disclosed prior to reweighing) of error or loss in transit.

No charge will be made for such reweighing, and freight charges will be assessed on weight so obtained, provided that the initial scale weight equalled or exceeded the tariff minimum weight for the shipment in question. Where the initial scale weight of the shipment is less than the tariff minimum, the weight to apply under this rule will be the reweigh weight plus the difference between the initial scale weight and the minimum weight.

NOTE: This rule does not apply where reweighing is done solely at request of shipper or consignee and where there is no evidence (disclosed prior to reweighing) of

- (a) transfer en route.
- (b) accident en route or
- (c) error or loss in transit.

"It does apply, however, if conditions (a), (b), or (c) exist even though shipper or consignee has theretofore requested reweighing in transit under this item. In such cases that is, if conditions (a), (b), or (c) are met prior to reweighing, it shall be conclusively presumed that the reweighing is done pursuant to the provisions of this rule, instead of pursuant to request of shipper or consignee under this item."

Granted March 6, 1935.

No. L-979—1935. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice rate of 68 cents per net ton on lump coal and 60 cents per net ton on fine coal from Rippey, Iowa, to Des Moines, Iowa. These reductions in rates are requested so that the mines at Rippey will be on the same basis as the mines at Tracey, Iowa, into Des Moines, Iowa.

Granted March 8, 1935.

No. L-980—1935. Waterloo, Cedar Falls & Northern Railway Company. Application for authority to publish on one day's notice reduced rates, single line and proportional, on stone, carloads, from Glory, Iowa, as follows:

To	Single Line	Proportional
La Porte City, Iowa.....	40c	32c
Waterloo	} 45c	} 36c
Cedar Falls		
Waverly		
Center Point		
Cedar Rapids		

Granted March 14, 1935.

No. L-981—1935. Iowa Southern Utilities Company, Centerville. Application for authority to publish on one day's notice rate of 8 cents per 100 pounds on brick and related articles, carload, from Centerville to Muscatine, Iowa, via I. S. U., Trask, C., M., St. P. & P. The rate of 8 cents per 100 pounds is the rate in effect via the C., R. I. & P. direct. This authority was granted with the understanding that the C., M., St. P. & P. will advise the Commission before the tariff becomes effective that the C., M., St. P. & P. concurs in the rate of 8 cents.

Granted March 14, 1935.

No. L-982—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice rate of \$5.00 per car on contractor's equipment and material between side track serving Lock 11 and track serving C., M., St. P. & P. R. R. Round House at Dubuque, Iowa.

Granted March 18, 1935.

No. L-983—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice reduced rates on canned beef and canned beef broth, carloads, from Pella, Iowa, to Iowa stations named in application. These reduced rates are requested on account of the Iowa Emergency Relief Commission and expire with June 30, 1935.

Granted March 19, 1935.

No. L-984—1935. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to publish on less than thirty days' notice tariff naming rules and charges governing the pickup and delivery of less carload freight at stations on the Ft. D., Des M. & S. R. R., effective April 1, 1935.

Granted March 22, 1935.

No. L-985—1935. 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, and 57 cents per net ton on crushed stone, carloads, from Hawkeye Portland Cement Company Quarry to Atlantic, Iowa. The rates requested are to meet motor truck competition from wayside pits in the vicinity of Macedonia, Stennett and Grant, Iowa, and expires with June 30, 1935.

Granted March 26, 1935.

No. L-986—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement to further postpone effective date of schedules now suspended in I. & S. Docket No. B-1666 until March 28, 1935, for an additional thirty days or until April 28, 1935.

Granted March 27, 1935.

No. L-987—1935. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice rate of 52.5 cents per net ton on sand and gravel, carloads, from Eddyville, Iowa, to Centerville, Iowa, via Albia and I. S. U. This reduced rate is requested to meet truck competition from wayside pits.

Granted March 28, 1935.

No. L-988—1935. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 60 cents per net ton on sand and gravel, carloads, from Shell Rock to New Hampton, Iowa. This reduced rate is requested to meet truck competition from wayside pits.

Granted March 29, 1935.

No. L-989—1935. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice rate of 43 cents per ton on sand and gravel, carloads, from Thayer to Prescott and Lenox, Iowa. These reduced rates are requested to meet motor truck competition from wayside pits near Prescott and Lenox, Iowa.

Granted April 1, 1935.

No. L-990—1935. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 78 cents per net ton on sand and gravel, carloads, from Lake View to Dedham, Iowa, and 74.4 cents per net ton on sand and gravel, carloads, from Sacton to Dedham, Iowa, routed via C. & N. W. Ry., Arion and C., M., St. P. & P. R. R. These reduced rates are requested to meet motor truck competition and expire July 31, 1935.

Granted April 2, 1935.

No. L-991—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement to withdraw and cancel Item 3045-A of Supplement No. 9 to Freight Tariff No. 207-E applicable on Alfalfa or Sweet Clover Seed between points in Iowa, which is now under suspension in Iowa Docket No. B-1668 as indicated in Supplement 9 to said tariff.

Granted April 2, 1935.

No. L-992—1935. Chicago, Milwaukee, St. Paul & Pacific Railway Company. Application for authority to publish on one day's notice rate of 42 cents per net ton on crushed stone, carloads, from Marquette to Postville and 55 cents per net ton on sand and gravel, carloads, from Milcks Pit Spur to Postville, Iowa. These reduced rates are requested to meet truck competition from wayside pits and expire with June 30, 1935.

Granted April 3, 1935.

No. L-993—1935. Chicago & North Western Railway Company. Application for authority to publish on one day's notice rate of 48 cents per net ton on crushed stone, carloads, from Cedar Rapids to Belle Plaine, Iowa. This reduced rate is requested to meet truck competition and expires with July 31, 1935.

Granted April 5, 1935.

No. L-994—1935. 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 132-I correcting the rate from Group 5, Des Moines and Valley Junction, Iowa, to Index 16164, Fort Dodge, Iowa, 10.5 cents per 100 pounds in lieu of 11 cents as now shown. The present rate via other lines to Fort Dodge is 10.5 cents per 100 pounds.

Granted April 10, 1935.

No. L-995—1935. 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 214-D correcting the explanation of circle one and circle two reference marks shown in amended Item 845 on Page 6 of Supplement 7, eliminating reference to the Ft. D., D. M. & S. R. R. in both reference marks, thus permitting Para-

graph A-2 shown on Page 5 of Supplement 7 to apply for account of the Ft. D., D. M. & S. R. R.

Granted April 10, 1935.

No. L-996—1935. 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, carloads, from Estherville to Mallard, Iowa. This reduced rate is requested to meet truck competition from local pits in the vicinity of Mallard.

Granted April 10, 1935.

No. L-997—1935. 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 sand and gravel, carloads, from Mason City to New Hampton, Iowa. This reduced rate is requested to meet motor truck competition and expires with December 31, 1935.

Granted April 13, 1935.

No. L-998—1935. 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 sand and gravel, carloads, from Rock Valley to Sheldon, Iowa. This reduced rate is requested to meet truck competition from Rock Rapids, Iowa.

Granted April 15, 1935.

No. L-999—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice rate of 11 cents per 100 pounds on brick and related articles, carloads, from Acme to Decorah, Iowa, via D. M. & C. I., Des Moines and C., M., St. P. & P. This 11-cent rate is to apply as terminal rate via route named as it is published to meet the present rate via D. M. & C. I., Des Moines, C. G. W., Oelwein, C., R. I. & P.

Granted April 15, 1935.

No. L-1000—1935. Chicago, Milwaukee, St. Paul & Pacific 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 Clear Lake to Algona, Iowa. This rate is requested to meet truck competition from roadside pits.

Granted April 15, 1935.

No. L-1001—1935. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 56.5 cents per net ton on crushed stone, carloads, from Hawkeye Portland Cement Company Quarry, Iowa, to Indianola, Iowa, and 34.6 cents per net ton on sand and gravel, carloads, from Des Moines to Indianola, Iowa. These reduced rates are requested to meet truck competition from Des Moines and Tileville, Iowa, and expire June 30, 1935.

Granted April 16, 1935.

No. L-1002—1935. 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. This reduced rate is requested to meet motor truck competition from pits in the vicinity of the project, also from Garrison, Iowa, and expires with June 30, 1935.

Granted April 16, 1935.

No. L-1003—1935. Wabash Railway Company. Application for authority to publish on one day's notice rate of 80.4 cents per net ton on lump and nut coal, carloads, and 69.6 cents per net ton on pea, slack and screenings, carloads, from Hamilton, Harvey, Lovilia and Tracey, Iowa, to Valley Junction, Iowa, via Wabash Railway, Des Moines and

M. & St. L. R. R. These rates are reduced to equalize rates with the C., R. I. & P. Ry.

Granted April 16, 1935.

No. L-1004—1935. Minneapolis & St. Louis Railroad Company. Application for authority to publish on one day's notice rate of 45.5 cents per net ton on sand and gravel, carloads, from Humboldt to Algona, Iowa. This reduced rate is requested to meet truck competition from roadside pit four miles south of Algona and expires December 31, 1935.

Granted April 16, 1935.

No. L-1005—1935. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice rate of 80.4 cents per net ton on lump coal and 69.6 cents per net ton on fine coal from Flagler to Valley Junction, Iowa, via C., B. & Q. R. R., Des Moines and M. & St. L. R. R. These reduced rates are requested to place Flagler on the same basis as mines located on the C., R. I. & P. Ry. and Wabash Ry.

Granted April 17, 1935.

No. L-1006—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice supplement to tariffs further voluntarily postponing the effective date of schedules now suspended in Iowa Docket B-1666 from April 28, 1935, to May 28, 1935.

Granted April 17, 1935.

No. L-1007—1935. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 30 cents per net ton on crushed stone, carloads, from Linwood, Iowa, to Durant, Iowa, and 40 cents per net ton on sand and gravel, carloads, from Muscatine to Durant, Iowa. These rates are requested to meet truck competition from the producing points named to Durant, and expire June 30, 1935.

Granted April 18, 1935.

No. L-1008—1935. 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 to Clarksville, Iowa. This reduced rate is requested to meet truck competition and expires December 31, 1935.

Granted April 18, 1935.

No. L-1009—1935. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice extension of the expiration date of C. G. W. Tariff No. 923-A, from May 15, 1935, to July 30, 1935, which names rate of 79 cents per net ton on sand and gravel, carloads, Des Moines to Benton, Iowa, and 73 cents per net ton on sand and gravel, Des Moines to Diagonal, Iowa.

Granted April 18, 1935.

No. L-1010—1935. Illinois Central Railroad Company. Application for authority to publish on one day's notice rate of 40 cents per net ton on sand and gravel, carloads, from Rock Rapids, Iowa, to Sheldon, Iowa. This reduced rate is requested to meet truck competition and expires December 31, 1935.

Granted April 18, 1935.

No. L-1011—1935. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice supplement to Tariff 227-A extending the expiration date from April 30, 1935, to May 30, 1935, on sand and gravel, carloads, from Shell Rock, Iowa, to Dumont, Iowa.

Granted April 19, 1935.

No. L-1012—1935. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice rate of 70 cents per net ton on sand and gravel, carloads, from Des Moines to Osceola, Iowa. This reduced rate is requested to meet truck competition from Thayer, Iowa.

Granted April 19, 1935.

No. L-1013—1935. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 40.5 cents per net ton on sand and gravel, carloads, from Muscatine to Columbus Junction, Iowa, and a rate of 53.5 cents per net ton on crushed stone, carloads, from Linwood to Columbus Junction, Iowa. These reduced rates are requested to meet truck competition and expire with June 30, 1935.

Granted April 20, 1935.

No. L-1014—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish on one day's notice rate of 90.4 cents per net ton on sand and gravel, carloads, from Koss Spur to Edgewood, Iowa. This reduced rate is requested to meet truck competition from Clermont, Iowa, and expires with December 31, 1935.

Granted April 20, 1935.

No. L-1015—1935. 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, gravel and crushed stone, carloads, from Cedar Rapids to Williamsburg, Iowa. This reduced rate is requested to meet truck competition from Iowa City and expires with October 31, 1935.

Granted April 20, 1935.

No. L-1016—1935. Chicago & North Western Railway Company. Application for authority to establish on one day's notice rate of 20¼ cents per net ton, minimum weight 80,000 pounds per car, on coal from Boone Coal Company, Inc., Mine No. 4 to the Iowa Electric Light & Power Company plant located on the C. & N. W. Ry. tracks at Boone, to meet truck competition.

Granted April 23, 1935.

No. L-1017—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to advance the effective date of the proposed change published to become effective May 15, 1935, from Group 5 (Des Moines) to Waterloo, Iowa (Index 12328), on the Illinois Central R. R. shown in Supplement No. 4 to W. T. L. Tariff No. 132-I to become effective on one day's notice.

Granted April 24, 1935.

No. L-1018—1935. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice rate of 65.2 cents per net ton on sand and gravel, carloads, from Estherville to Algona, Iowa, via C., R. I. & P. Emmetsburg, Iowa, C., M., St. P. & P. This reduced rate is requested to meet truck competition from roadside pits in the vicinity of Algona, Iowa.

Granted April 27, 1935.

No. L-1019—1935. 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 160-J extending the expiration date of Item 1295-A from May 2, 1935, to July 31, 1935, on hollow building tile, carloads, and common brick, from Mason City to Iowa City, Iowa.

Granted April 30, 1935.

No. L-1020—1935. Illinois Central Railroad Company. Application for authority to publish on one day's notice rate of 48 cents per net ton on sand and gravel, carloads, from Quimby to Storm Lake, Iowa.

Granted May 3, 1935.

No. L-1021—1935. 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, gravel and crushed stone, carloads, from Cedar Rapids to Parnell, Iowa, and 50 cents per net ton from Cedar Rapids to North English, Iowa. These reduced rates are requested to meet truck competition and expire December 31, 1935.

Granted May 4, 1935.

No. L-1022—1935. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice rate of 13.5 cents per 100 pounds on plaster, carloads, from Fort Dodge to Farmington, Iowa, routed via the Ft. D., D. M. & S. or M. & St. L., Des Moines, C., B. & Q. Also rate of 14.5 cents per 100 pounds on plaster, carloads, from Fort Dodge to Keokuk via Ft. D., D. M. & S. or M. & St. L., Des Moines, C., B. & Q. Application of the above rates to Farmington and Keokuk are to be as terminal rates only, as they are published to meet joint short line rate via M. & St. L., Gowrie, C., R. I. & P.

Granted May 9, 1935.

No. L-1023—1935. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice as a terminal rate only, rate of 82 cents per net ton on sand and gravel, carloads, from Ottumwa to Osceola, Iowa.

The rate of 82 cents per net ton was authorized on May 9, 1935, but the application to apply it as a terminal rate only was denied.

No. L-1024—1935. Chicago, Burlington & Quincy Railroad Company. Application for authority to publish on one day's notice an extension of the expiration date from May 15, 1935, to December 31, 1935, on the rates named in C., B. & Q. Tariff 18539-E on sand and gravel, carloads, from Des Moines to Clearfield and Diagonal, Iowa.

Granted May 9, 1935.

No. L-1025—1935. 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	
Kalona, Iowa	52.5¢
Wellman, Iowa	53. ¢
Nira, Iowa	57.5¢
Kinross, Iowa	62. ¢
South English, Iowa	66. ¢
Riverside, Iowa	48. ¢
Lone Tree, Iowa	39.5¢
River Junction, Iowa	44. ¢

The above rates are requested to meet truck competition, and expire July 31, 1935.

Granted May 9, 1935.

No. L-1026—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on one day's notice Class 35 rating on butter, butter grease, butterine, eggs, including broken or desiccated eggs, oleomargarine, dressed poultry, in straight or mixed carloads, minimum weight 20,000 pounds; also Class 40 rating on live poultry, carloads, minimum weight 18,000 pounds.

These rates are requested to meet truck competition and expire with December 31, 1935.

Granted May 11, 1935.

No. L-1027—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice rate of \$16.50 per car on sand and gravel, in carloads, from Sny Magill to Clayton, Iowa, to meet truck competition.

Granted May 18, 1935.

No. L-1028—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to advance the effective date of Item 1428-C of Iowa Lines Tariff No. 160-J, now published to become effective June 10, 1935, to the earliest possible date on one day's notice.

Granted May 18, 1935.

No. L-1029—1935. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice rate of 80 cents per net ton on scrap iron, in carloads, from Cedar Falls to Waterloo, Iowa. This reduced rate is requested to meet motor truck competition and applicable rate in effect via the W., C. F. & N. Ry.

Granted May 20, 1935.

No. L-1030—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to amend on one day's notice Item 395-A of Supplement 24 to Iowa Lines Freight Tariff 253-B to include blue berries, currants, gooseberries and cherries, in carloads, minimum weight 17,000 pounds. The above rate is to expire with December 31, 1935.

Granted May 22, 1935.

No. L-1031—1935. Chicago & North Western Railway Company. Application for authority to establish on one day's notice rate of 47 cents per net ton on sand and gravel from Le Grand Limestone Company pit four miles west of Peterson to Havelock, Iowa. This above rate is requested to meet local competition, is subject to the usual tariff minimum weights and expires with August 31, 1935.

Granted May 27, 1935.

No. L-1032—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice as terminal rate, rate of 49 cents per net ton on sand and gravel in carloads, from Des Moines to Perry, Iowa.

The above rate was granted on May 27, 1935, but relief from the long and short haul provisions was denied on account of said rate not being applicable via the M. & St. L. as alleged.

No. L-1033—1935. 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, rate of 8½ cents per cwt. on brick and related articles, in carloads, as described in Item 280 of Iowa Lines Freight Tariff 160-J from Rockford to Ames, Iowa, applicable via the C., R. I. & P., Des Moines, Ft. D., D. M. & S., to meet rate applicable via short line route.

Granted May 27, 1935.

No. L-1034—1935. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice the following rates on sand and gravel, in carloads, from Muscatine, Iowa:

To	Cents per net ton
Columbus Junction	40.5
Nichols	36.
Cone	36.

The above rates are requested to meet motor truck competition from wayside pits and are to expire with August 31, 1935, unless sooner cancelled, changed or extended.

Granted May 28, 1935.

No. L-1035—1935. Chicago, Burlington & Quincy Railroad Company. Application for authority to establish on one day's notice the following reduced rates on sand and gravel, carloads, from Thayer, Iowa:

To	Cents per net ton
Lucas, Iowa	43.
Lacona, Iowa	56.5

These rates are requested to meet truck competition.

Granted May 28, 1935.

No. L-1036—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice reduced rate on sand and gravel, in carloads, from Muscatine to Cone, Iowa, of 36 cents per net ton to meet motor truck competition. This rate is to be subject to minimum weight of 90% of marked capacity of car, except when loaded to full cubical or visible capacity, actual weight but not less than 40,000 pounds will apply, and to expire with August 31, 1935, unless sooner cancelled, changed or extended.

Granted May 28, 1935.

No. L-1037—1935. Chicago Great Western Railroad Company. Application for authority to establish on one day's notice reduced rate of 80 cents per net ton on scrap iron, carloads, from Cedar Falls to Aladdin, Iowa, routing C. G. W. R. R., Waterloo and W., C. F. & N. Ry.

Granted May 31, 1935.

No. L-1038—1935. Chicago & North Western Railway Company. Application for authority to cancel on one day's notice rate of 92 cents per ton on riprap stone from Le Grand Limestone Company pit at Quarry to Onawa, Iowa, published in Item 297 of C. & N. W. Ry. G.F.D. 11010-L.

Granted June 1, 1935.

No. L-1039—1935. Chicago, Burlington & Quincy Railroad Company. Application for authority to establish on one day's notice rate of 91½ cents per net ton on sand and gravel, in carloads, from Des Moines to Corning, Iowa, to meet competition from local pit three and one-half miles south of Corning. This rate is to expire with October 31, 1935, unless sooner cancelled, changed or extended.

Granted June 1, 1935.

No. L-1040—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice reduced rate of 67 cents per net ton on sand, gravel and crushed stone, in carloads, from Cedar Rapids to Hayesville, Iowa, to meet motor truck competition. This rate will expire with August 31, 1935, unless sooner cancelled, changed or extended.

Granted June 4, 1935.

No. L-1041—1935. Chicago Great Western Railroad Company. Application for authority to establish on one day's notice reduced rate of 47 cents per net ton on sand and gravel, in carloads, from Shell Rock to Hansell, Iowa, to meet motor truck competition.

Granted June 4, 1935.

No. L-1042—1935. Clinton, Davenport & Muscatine Railway Company. Application for authority to file one one day's notice connecting link supplements to Tariffs 3-G, 7-F and 10-C making reference to Kipp's Tariff No. 333 of Emergency Charges.

Granted June 4, 1935.

No. L-1043—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to cancel on one day's notice C., M., St. P. & P. G.F.D. 17529-A and C. G. W. Tariff 229-A.

Application denied on June 4, 1935, but permission was given to cancel the above tariffs on five days' notice.

No. L-1044—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to amend on one day's notice Supplement "I" to Tariff of Emergency Charges No. 333 to provide specific increase of 5 cents per net ton on bituminous coal, in carloads.

Granted June 5, 1935.

No. L-1045—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to withdraw emergency charge on one day's notice in connection with rates on canned or preserved food stuffs, including evaporated milk, carloads, issued to meet motor truck competition.

Granted June 5, 1935.

No. L-1046—1935. Chicago, Burlington & Quincy Railroad Company. Petition for authority to publish on one day's notice connecting link supplement to D., R. I. & N. W. G.F.D. 2565 referring to Tariff of Emergency Charges W. T. L. No. 333.

Granted June 8, 1935.

No. L-1047—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to establish on one day's notice in W. T. L. Tariff 132-I on cement, carloads, new routing via C., M., St. P. & P. direct from Mason City, Iowa, to stations Madrid to Manilla, Iowa, inclusive.

Granted June 6, 1935.

No. L-1048—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to file on less than statutory notice Western Trunk Line Tariff 328-A Emergency Freight Tariff providing reduced rates due to drought conditions on live stock, carloads. Tariff was filed with this Commission June 5, 1935, effective as of June 4, 1935.

Granted June 8, 1935.

No. L-1049—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish reduced rate of 55½ cents per net ton on crushed rock, in carloads, from Fayette to New Hampton, Iowa, subject to expiration date of September 30, 1935.

Granted June 8, 1935.

No. L-1050—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to publish on fifteen days' notice, effective July 1, 1935, same rates, rules and regulations on intrastate traffic as will be established on interstate in connection with Docket 17,000—Part 7, Grain and Grain Products Within the Western District, and to cancel present rates on grain and grain products applicable on Iowa intrastate, also to advance the effective date of W. T. L. Tariff No. 330 to July 1, 1935.

Granted June 10, 1935.

No. L-1051—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish a 12-cent rate on cement, carloads, from Valley Junction, Iowa, to Council Bluffs, Iowa, routing C., R. I. & P. Ry., Des Moines, Iowa, and C., B. & Q. R. R., on one day's notice, subject to standard minimum weight as published in Item 30 of L. E. Kipp's Tariff 132-I.

Granted June 12, 1935.

No. L-1052—1935. Cedar Rapids & Iowa City Railway. Petition for authority to establish rate of one-half cent per pound or fraction thereof on newspapers transported in baggage service where the adult one-way fare is \$1.00 or less, on one day's notice.

Granted June 15, 1935.

No. L-1053—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to establish on one day's notice, as a terminal rate only, rate of 8 cents per 100 pounds on brick and related articles, in carloads, as described in Item 275 of Iowa Lines Tariff No. 160-J from Redfield, Iowa, to Harlan, Iowa, routing C., M., St. P. & P. R. R., Des Moines, C., R. I. & P. Ry.

Granted June 15, 1935.

No. L-1054—1935. Illinois Central Railroad Company. Application for authority to establish on one day's notice reduced rates on sand and gravel, carloads, from Northwestern Gravel Company Pit, Quimby, Iowa, as follows:

To	Cents per ton of 2,000 lbs.
Onawa, Iowa, via I. C. R. R.	58.
Whiting, Iowa, routing I. C. R. R., Onawa, C. & N. W. Ry.	74.6

The above rates are requested to meet motor truck competition from nearby roadside pits, are subject to minimum weight of 90% of marked capacity of car, and will expire with October 31, 1935, unless sooner cancelled, changed or extended.

Granted June 17, 1935.

No. L-1055—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice reduced rate of 69 cents per net ton on sand and gravel, in carloads, subject to established minimum weights, from Le Grand Limestone Company pit, located four miles west of Peterson, to Storm Lake, Iowa, routing via C. & N. W. Ry., Sioux Rapids and M. & St. L. R. R. This rate is requested to meet motor truck competition from roadside pits and will expire with October 31, 1935, unless sooner cancelled, changed or extended.

Granted June 18, 1935.

No. L-1056—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to permit certain individual lines to file on five day's notice, effective July 1, 1935, new grain tariffs due to their inability to file on fifteen days' notice as permitted by this Commission under File L-1050 of June 10, 1935.

Granted June 19, 1935.

No. L-1057—1935. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice rate of 11½ cents per cwt. on cement, Hydraulic, Portland or Natural, in carloads, from Valley Junction to Havelock, routing M. & St. L. R. R., Des Moines, C. & N. W. Ry. to meet rate applicable via M. & St. L. R. R., Rolfe and C. & N. W. Ry.

Granted June 20, 1935.

No. L-1058—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice reduced rates on crushed stone, in carloads, from the Le Grand Limestone Company pit near Quarry, to meet motor truck competition, as follows:

To	Rates in cents per net ton
Baxter, Iowa	61.4
Ira, Iowa	65.
Mingo, Iowa	68.2

The above rates are to apply via routing C. & N. W. Ry., Marshalltown and C. G. W. R. R., subject to the established minimum weights, and will expire with October 31, 1935, unless sooner cancelled, changed or extended.

Granted June 21, 1935.

No. L-1059—1935. Chicago & North Western Railway Company. Application for authority to establish on one day's notice reduced rates on sand and gravel, in carloads, subject to the established minimum weights, to meet motor truck competition and to expire with October 31, 1935, unless sooner cancelled, changed or extended, as follows:

To	Rates in cents per net ton	
	From Lake View	From Sacton
Mapleton	53.5	49.
Castana	62.	58.
Turin	65.	62.
Onawa	68.	65.
Whiting	74.	71.
Sloan	77.	77.
Ute	49.	49.
Soldier	58.	53.5

Granted June 21, 1935.

No. L-1060—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice reduced rates on sand and gravel, carloads, from Marshalltown, and crushed stone, carloads, from the Le Grand Limestone Company pit near quarry as follows:

To	Cents per net ton
Belle Plaine	48.
Irving	52.5

The above rates are subject to the established minimum weights and are requested to meet motor truck competition, expiring with September 30, 1935, unless sooner changed, cancelled or extended.

Granted June 21, 1935.

No. L-1061—1935. Fort Dodge, Des Moines & Southern Railroad Company. Application for authority to extend the expiration date of Ft. D., D. M. & S. R. R. Local Freight Tariff No. 1444-C, naming less than carload rates between all stations on the Ft. D., D. M. & S. R. R. on five days' notice, until December 31, 1935.

Granted June 24, 1935.

No. L-1062—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to establish on one day's notice rate of 90.8 cents per net ton on crushed stone, carloads, from Alden to Marshalltown, Iowa, via C. & N. W. Ry. direct, without requiring said rate to be applied as a maximum at intermediate points. This rate is requested to meet short line rate applicable via C. & N. W. Ry., Gifford and M. & St. L. R. R.

Granted June 25, 1935.

No. L-1063—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to establish on one day's notice Class 57 rating on fruit juices, citrus, unfermented, other than frozen, in cans, in juices, less than carloads, between points within the state of Iowa. These rates are to be subject to Tariff of Emergency Charges L. E. Kipp's Tariff No. 333 and are requested to meet motor truck competition.

Granted June 25, 1935.

No. L-1064—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish the following reduced rates on one day's notice, to meet truck competition:

Commodity	From	To	In cents per net ton—Rate
Crushed stone, C.L.	Tileville, Ia.	Altoona, Ia.	55.5
Sand, carloads	Des Moines, Ia.	Altoona, Ia.	24.5

No switching charges of connecting lines are to be absorbed either at origin or destination in connection with the above rates, which are to expire with August 31, 1935, unless sooner cancelled, changed or extended.

Granted June 25, 1935.

No. L-1065—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to establish on one day's notice Class 45 rating on cooling boxes or refrigerators and cooling or freezing apparatus combined, carloads, minimum weight 20,000 pounds, subject to Rule 34 of Western Classification, said rates to be subject to emergency charges published in Kipp's Tariff No. 333.

Granted June 26, 1935.

No. L-1066—1935. Illinois Central Railroad Company. Petition for authority to establish on one day's notice reduced rate of 75 cents per ton of 2,000 pounds, minimum weight 90 per cent of marked capacity of car, on sand and gravel, in carloads, from Northwestern Gravel Company pit near Quimby to Hornick, Iowa, routing via Illinois Central R. R., Smithland and C., M., St. P. & P. R. R. to meet truck competition from pit located at Merville. This rate will expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted June 27, 1935.

No. L-1067—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 41 cents per net ton on crushed stone, sand and gravel, in carloads, minimum weight 90% of marked capacity of car except when cars are loaded to full visible capacity will apply but not less than 40,000 pounds per car, from Cedar Rapids, Iowa, to West Branch, Iowa. The above rate is requested to meet motor truck competition and is to expire with September 30, 1935, unless sooner cancelled, changed or extended.

Granted June 29, 1935.

No. L-1068—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to file on one day's notice rate of 35 cents per net ton on sand, carloads, from Koss Spur, Iowa, to Dubuque, Iowa, said rate to expire with July 31, 1935, unless sooner cancelled, changed or extended.

Granted June 29, 1935.

No. L-1069—1935. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice reduced rate of 78 cents per ton of 2,000 pounds, minimum weight 90% of marked capacity of car, on sand and gravel, in carloads, from Des Moines, Iowa, to Creston, Iowa. This request is made to meet motor truck competition from pit located at Winterset, Iowa, and the rate will expire with October 31, 1935, unless sooner cancelled, changed or extended.

Granted July 1, 1935.

No. L-1070—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 8½ cents per cwt. on cement from Valley Junction, Iowa, to Knoxville, Iowa, via C., R. I. & P. direct, to be published in an individual tariff of that company subject to the standard minimum weight as published in Item 30 of their tariff.

Granted July 2, 1935.

No. L-1071—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to publish on one day's notice rate of 40

cents per net ton on sand and gravel, carload, Eddyville, Iowa, to Knoxville, Iowa, minimum weight 90% of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car. This rate is requested to meet motor truck competition and is to expire with September 30, 1935, unless sooner cancelled, changed or extended.

Granted July 2, 1935.

No. L-1072—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to reinstate on one day's notice rate of 56½ cents per net ton on crushed stone, carload, from Hawkeye Portland Cement Company Quarry, Iowa, to Indianola, Iowa, as the project for which this rate was published under special permission of the Commission dated April 16, 1935, File L-1001, is only half completed. This rate will expire with August 31, 1935, unless sooner cancelled, changed or extended.

Granted July 3, 1935.

No. L-1073—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to reinstate on one day's notice rate of 34½ cents per net ton on sand from Des Moines, Iowa, to Indianola, Iowa, as the project for which this rate was published under special permission of the Commission, dated April 16, 1935, File No. L-1001, is only half completed. This rate will expire with August 31, 1935, unless sooner cancelled, changed or extended.

Granted July 3, 1935.

No. L-1074—1935. Iowa Southern Utilities Company, Centerville. Petition for authority to publish on July 15, 1935, effective July 22, 1935, Supplement No. 8 to Tariff G. F. D. No. 13, I. C. C. No. 13, Kipp's Tariff No. 333.

Granted July 6, 1935.

No. L-1075—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice rate of 95.6 cents on sand and gravel from Mason City to Clermont, via Ossian and C., R. I. & P. Ry.

Granted July 6, 1935.

No. L-1076—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice the following rates on sand and gravel from Mason City, routed via Charles City and the Illinois Central R. R.:

To	Cents per net ton
Orchard, Iowa	60.6
Stacyville, Iowa	79.2

Granted July 6, 1935.

No. L-1077—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice rate of 30 cents per net ton, subject to switching absorption as provided in C., M., St. P. & P. G. F. D. No. 4900-Q, minimum weight 100,000 pounds, from Muscatine, Iowa, to H. J. Heinz Farm Spur, located 2.6 miles north of Muscatine, Iowa, and intermediate spurs, and H. J. Heinz Factory Spur, located 1.5 miles west of Muscatine, Iowa, and intermediate spurs, to place the C., M., St. P. & P. R. R. Company on a parity with the C., R. I. & P. Railway as per that company's tariff G. F. D. 33207.

Granted July 6, 1935.

No. L-1078—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to cancel on one day's notice rate of 50 cents per net ton on sand and gravel from Clear Lake to Algona,

Iowa, established under our File No. L-1000 of April 15, 1935, and rate of 59 cents per net ton on sand and gravel from Mason City to Algona, Iowa, established on statutory notice, effective July 10, 1935.

Granted July 6, 1935.

No. L-1079—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to cancel on one day's notice rate of 65.2 cents per net ton on sand and gravel, carloads, from Estherville to Algona, Iowa, via C., R. I. & P., published in C., R. I. & P. Freight Tariff 34532.

Granted July 6, 1935.

No. L-1080—1935. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice reduced rate of 40 cents per net ton on sand and gravel from Des Moines to Knoxville, Iowa. This rate is to expire with October 31, 1935, unless sooner cancelled, changed or extended.

Granted July 8, 1935.

No. L-1081—1935. Chicago, Great Western Railroad Company. Application for authority to extend expiration date on C. G. W. Tariff 222A, crushed stone, sand and gravel, carloads, from Des Moines to Bondurant and from Tileville to Bondurant, Iowa, to September 12, 1935.

Granted July 8, 1935.

No. L-1082—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to publish on one day's notice rate of 49 cents per net ton on sand and gravel, minimum weight 90% of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car from Des Moines, Iowa, to Newton, Iowa. This rate is requested to meet motor truck competition, and will expire with August 31, 1935, unless sooner cancelled, changed or extended.

Granted July 10, 1935.

No. L-1083—1935. Minneapolis & St. Louis Railroad Company. Petition for authority to cancel on one day's notice rate of 45½ cents per ton on sand and gravel from Humboldt, Iowa, to Algona, Iowa, and covered by M. & St. L. Tariff 1474-B, account paving project completed for which this rate was established.

Granted July 9, 1935.

No. L-1084—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to establish on one day's notice rate of 9 cents per 100 pounds on brick and related articles, carloads, as described in Item 275, Iowa Lines' Tariff No. 160-J, from Mason City, Iowa, to Storm Lake, Iowa, routing C., M., St. P. & P. R. R., Spencer, Iowa, and M. & St. L. R. R. This rate is to apply as a terminal rate only.

Granted July 11, 1935.

No. L-1085—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice to meet roadside pit competition, the following rates from Muscatine, Iowa:

To	Cents per net ton
Haskins, Iowa	44
Washington, Iowa	50
Richland, Iowa	56

The above rates are to be subject to minimum weight of 90% of marked capacity of car except when loaded to full cubical or visible capacity actual weight, but not less than 40,000 pounds, will apply.

Granted July 15, 1935.

No. L-1086—1935. Chicago, Milwaukee, St. Paul & Pacific Railway Company. Petition for authority to establish on one day's notice, as a terminal rate only, rate of 67 cents per net ton on sand and gravel, carload, from Muscatine, Iowa, to Webster, Iowa, subject to minimum weight of 90% of marked capacity of car except when loaded to full cubical or visible capacity actual weight, but not less than 40,000 pounds, will apply. In establishing this rate relief is granted from the long and short haul provisions at intermediate points.

Granted July 15, 1935.

No. L-1087—1935. Chicago, Burlington & Quincy Railroad Company. Petition for authority to amend C., B. & Q. Tariff G. F. O. No. 18539-H to provide for absorption of switching charges at Des Moines, Iowa, in connection with a rate published therein from Des Moines to Knoxville, Iowa.

Granted July 15, 1935.

No. L-1088—1935. Minneapolis & St. Louis Railroad Company. Application for authority to establish on one day's notice rate of 30 cents per net ton on sand and gravel, carloads, from Bromley, Iowa, to Marshalltown, Iowa, with the provisions that no switching charges at Marshalltown will be absorbed. This rate is requested to meet motor truck competition from roadside pits located approximately two miles east of Marshalltown.

Granted July 16, 1935.

No. L-1089—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 64 cents per net ton on crushed stone, carloads, minimum weight 90% of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car, from Hawkeye Portland Cement Company Quarry, Iowa, to Lewis, Iowa. This rate is requested to meet motor truck competition from wayside pits in the immediate vicinity of Lewis and is to expire with September 30, 1935, unless sooner cancelled, changed or extended.

Granted July 16, 1935.

No. L-1090—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rates on sand and gravel, carloads, from Des Moines, Iowa, as follows:

To	Cents per net ton
Melcher	48
Nepas	43½

The above rates are requested to meet motor truck competition from Swan, Iowa, and will expire with September 30, 1935, unless sooner cancelled, changed or extended.

Granted July 16, 1935.

No. L-1091—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice the following rates in cents per net ton to meet motor truck competition.

	Muscatine Sand and Gravel Rate	Linwood Crushed Stone Rate
West Liberty, Iowa	40½	.....
Kalona, Iowa	50	.....
Brighton, Iowa	63½	.....
Washington, Iowa	50	.....
Bennett, Iowa	71	45
Tipton, Iowa	57½	44
Morning Sun, Iowa	50	.....
Wapello, Iowa	45½	.....
Keswick, Iowa	70	.....
Keota, Iowa	61	.....
Harper, Iowa	65	.....
Delta, Iowa	74	.....
What Cheer, Iowa.....	77	.....
Thornburg, Iowa	74	.....
East Pleasant Plain, Iowa.....	63½	.....

The above rates will expire with September 30, 1935, unless sooner cancelled, changed or extended.

Granted July 16, 1935.

No. L-1092—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to amend Emergency Tariff No. 333 on ten days' notice as set out in application dated July 3, 1935.

Granted July 16, 1935.

No. L-1093—1935. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice reduced rates on sand and gravel, in carloads, to meet motor truck competition from Thayer, Iowa, as follows:

To	Rate in cents per net ton
Fontanelle, Iowa	52
Bridgewater, Iowa	61
Massena, Iowa	65
Cumberland, Iowa	68

The above rates are to expire with October 31, 1935, unless sooner cancelled, changed or extended.

Granted July 17, 1935.

No. L-1094—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to reinstate Item 1407-A of Supplement 27-B to Iowa Lines' Freight Tariff 160-J on one day's notice, said item being proposed to be cancelled by Item 1407-B of Supplement 28-A and advertised to become effective August 1, 1935.

Granted July 17, 1935.

No. L-1095—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Application for authority to amend Item 45 of Western Trunk Line Freight Tariff No. 271-C. As finally approved under date of August 5, 1935, the amendment read as follows:

Except as otherwise provided in this tariff, cars containing carload freight moving at carload rates and minimum weights, may be stopped in transit at points in W. T. L. Territory (see Item 20), not to exceed three times, to complete loading and/or to partially unload, subject to the following rules, regulations and exceptions:

Stops to complete loading and/or partially unload which have been made under other tariffs or specific items in Section 1 of this tariff as amended are included in the maximum number of stops authorized herein.

EXCEPTION—The provisions of the first paragraph of this item will not apply on commodities described in Items 440, 460, 490 (Section 2), 495, 550, (Section 2), 580, 600, 610, 650, 680, 700, 710, 720, 730, 790, 800, 830, 840, 850, 860, 870, 900, 910, 990, 995, 1000, and 1010.

No. L-1096—1935. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish on one day's notice reduced rates on crushed stone, carloads, subject to minimum weight of 90% of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply, but not less than 40,000 pounds per car, from Hawkeye Portland Cement Company Quarry, Iowa, as follows:

To	Rate in cents per net ton
Avoca, Iowa	70
Walnut, Iowa	67

The above rates are requested to meet truck competition from wayside pits, and will expire with September 30, 1935, unless sooner cancelled, changed or extended.

Granted July 19, 1935.

No. L-1097—1935. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice rate of 35 cents per net ton on sand and gravel, carload, from Des Moines to Pleasantville, Iowa, tariff to provide that no switching charges will be absorbed at Des Moines. This rate is requested to meet motor truck competition from river beds at Harvey and Swan, Iowa, and is to expire with October 31, 1935, unless sooner cancelled, changed or extended.

Granted July 20, 1935.

No. L-1098—1935. Waterloo, Cedar Falls & Northern Railway Company. Petition for authority to establish on one day's notice rate of 20 cents per net ton on crushed stone, carloads, from Waterloo to Cedar Falls, Iowa, to meet truck competition, said rate to expire with September 21, 1935, unless sooner cancelled, changed or extended.

Granted July 20, 1935.

No. L-1099—1935. Waterloo, Cedar Falls & Northern Railway Company. Petition for authority to establish on one day's notice switching charge of \$5.00 per car on crushed stone from the McKenzie and Holm Stone Quarry to points of interchange with connecting lines at Waterloo, Iowa.

Granted July 20, 1935.

No. L-1100—1935. Chicago, Burlington & Quincy Railroad Company. Application for authority to establish on one day's notice rate of 55 cents per net ton on sand and gravel, carloads, from Des Moines, Iowa, to Bussey, Iowa, tariff to carry the provision that no switching charges are to be absorbed at Des Moines. This rate is requested to meet motor truck competition from river beds located at Harvey and Swan, Iowa, and is to expire with October 31, 1935, unless sooner cancelled, changed or extended.

Granted July 20, 1935.

No. L-1101—1935. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice rate of 54.2 cents per net ton on sand and gravel, carloads, subject to the usual minimum weight, from Humboldt, Iowa, to Renwick, Iowa, routing M. & St. L. R. R., Luverne, Iowa, C. & N. W. Ry. This rate is requested to meet

competition from roadside pits located in the immediate vicinity of Renwick, Iowa, and is to expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted July 20, 1935.

No. L-1102—1935. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice rate of 49½ cents per net ton on sand and gravel, carloads, from Humboldt, Iowa, to Corwith, Iowa. This rate is requested to meet truck competition from pit at Hutchins, Iowa, also roadside pits located 4 miles north and 8 miles east of Corwith, and is to expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted July 20, 1935, and amended under date of July 24, 1935, to show the rate as 40 cents instead of 49½ cents.

No. L-1103—1935. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice rate of 35 cents per net ton on sand and gravel, carloads, subject to the usual minimum weight, from Humboldt, Iowa, to Fort Dodge, Iowa. This rate is requested to meet motor truck competition from a rock crusher located in the immediate vicinity of Fort Dodge, Iowa, and will expire on December 31, 1935.

Granted July 20, 1935.

No. L-1104—1935. Chicago Great Western Railroad Company. Petition for authority to establish on one day's notice rate of 25½ cents per net ton on sand and gravel, carloads, from Waterloo, Iowa, to Dunkerton, Iowa, subject to the usual minimum weight. This rate is requested to meet motor truck competition and is to expire with October 31, 1935.

Granted July 23, 1935.

No. L-1105—1935. Waterloo, Cedar Falls & Northern Railway Company. Petition for authority to establish on one day's notice switching rate of 1 cent per hundred pounds to apply on brick, in carloads, from connecting lines at Cedar Falls, Iowa, to the Iowa State Teachers College at Normal, Iowa.

Granted July 23, 1935.

No. L-1106—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to amend C., M., St. P. & P. Tariff 17581-A on one day's notice to provide the following clause:

"Connecting lines' switching charges will be absorbed, subject to minimum revenue of \$12.00 per car."

Granted July 24, 1935.

No. L-1107—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 68 cents per net ton on sand and gravel, in carloads, minimum weight 90% of marked capacity of car except when cars are loaded to full visible capacity, actual weight will apply but not less than 40,000 pounds per car, from Mason City, Iowa, to Wellsburg, Iowa. This rate is requested to meet motor truck competition from wayside pits located in the vicinity of Wellsburg and is to expire with September 30, 1935, unless sooner cancelled, changed or extended.

Granted July 24, 1935.

No. L-1108—1935. Chicago Great Western Railroad Company. Petition for authority to establish on one day's notice a rate of \$1.20 per net ton on clay products as described in Item 1163, Supplement 17-C to Iowa Lines' Tariff No. 160-J, from Mason City, Iowa, to Normal, Iowa, routing C. G. W. R. R., Waverly, W., C. F. & N. Ry. This rate is to be published as a terminal rate only and is to expire with September 30, 1935.

Granted July 24, 1935. Upon request of the applicant this authorization was amended under date of July 26, 1935, to show the expiration date as October 30, 1935, instead of September 30, 1935.

No. L-1109—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to extend on one day's notice expiration date of C., M., St. P. & P. Tariff 17455-D to August 31, 1935, thereby continuing in effect the rate of 35 cents per net ton on sand from Koss Spur to Dubuque, Iowa, to permit completion of job for which reduced rate was established.

Granted July 25, 1935.

No. L-1110—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice reduced rate on sand, gravel and crushed stone, in carloads, subject to minimum weight of 90% of marked capacity of car, except when loaded to full cubical or visible capacity actual weight, but not less than 40,000 pounds per car, will apply from Cedar Rapids, Iowa, to Olin, Iowa, of 48 cents per net ton of 2,000 pounds. The above rate is requested to meet motor truck competition, is not subject to 80% basis in connection with joint line traffic and is to expire with September 30, 1935, unless sooner cancelled, changed or extended.

Granted July 25, 1935.

No. L-1111—1935. Clinton, Davenport & Muscatine Railway Company. Petition for authority to establish on one day's notice the following reduced rates on sand and gravel, carloads from Muscatine, Iowa, subject to minimum weight of 110,000 pounds per car:

To	Rate per net ton of 2,000 pounds
Pleasant Prairie and intermediate stations.....	35 cents
Drum, Iowa	38 cents

The above rates are to expire with October 30, 1935, unless sooner cancelled, changed or extended.

Granted July 25, 1935.

No. L-1112—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice reduced rate on sand, gravel and crushed stone, in carloads, of 49 cents per net ton of 2,000 pounds from Cedar Rapids, Iowa, to Clutier, Iowa, to meet motor truck competition from roadside pit, subject to the usual tariff minimum weight. This rate is to expire with September 30, 1935.

Granted July 26, 1935.

No. L-1113—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice reduced rate of 65 cents per net ton on sand and gravel, in carloads, from Hawarden, Iowa, to Sloan, Iowa, subject to the usual minimum weight. This rate is requested to meet motor truck competition and is to expire October 31, 1935, unless sooner cancelled, changed or extended.

Granted July 26, 1935.

No. L-1114—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice reduced rate of 61 cents per net ton of 2,000 pounds on crushed stone, in carloads, from Le Grand Limestone Company's quarry located 2.22 miles from Quarry, Iowa, station to Deep River, Iowa, subject to the established minimum weight. This rate is to expire September 30, 1935, unless sooner cancelled, changed or extended.

Granted July 26, 1935.

No. L-1115—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice re-

duced rates on sand, gravel and crushed stone, in carloads, subject to the minimum weight of 90% of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply, but not less than 50,000 pounds per car, from Cedar Rapids, Iowa, to:

	Rate in cents per net ton
Atkins, Iowa	39.5
Newhall, Iowa	44
Van Horne, Iowa	45

The above rates are to carry a clause that the 80% basis will not apply in connection with joint line traffic and are to expire with October 31, 1935, unless sooner cancelled, changed or extended.

Granted July 27, 1935.

No. L-1116—1935. Chicago Great Western Railroad Company. Petition for authority to establish on one day's notice reduced rates on agricultural limestone for soil treatment from Dubuque, Iowa, to C. G. W. stations within a radius of 160 miles from Dubuque, Iowa. These rates are requested to meet motor truck competition, are subject to the minimum weight of 90% of marked capacity of car but not less than 40,000 pounds, and are to expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted July 27, 1935.

No. L-1117—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice rate of 61 cents per net ton on sand, gravel and crushed stone, in carloads, from Cedar Rapids, Iowa, to Deep River, Iowa, subject to the established minimum weight. This rate is requested to meet motor truck competition and is to expire with September 30, 1935, unless sooner cancelled, changed or extended.

Granted July 27, 1935.

No. L-1118—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice reduced rate of 44 cents per net ton of 2,000 pounds on sand, gravel and crushed stone, in carloads, from Cedar Rapids, Iowa, to Stanwood, Iowa, subject to the established minimum weight. This rate is requested to meet motor truck competition and is to expire with October 31, 1935, unless sooner cancelled, changed or extended.

Granted July 29, 1935.

No. L-1119—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rate of 40 cents per net ton of 2,000 pounds on crushed stone, in carloads, from Cedar Rapids, Iowa, to Dysart, Iowa, subject to minimum weight of 90% of marked capacity of car, except when cars are loaded to full visible capacity of car, actual weight will apply but not less than 40,000 pounds per car, said rate to be published to expire with August 31, 1935, unless sooner cancelled, changed or extended. This rate is requested to meet motor truck competition from Jabon's Quarry located seven and one-half miles from Dysart, also from Garrison Quarry, twelve miles from Dysart.

Granted July 29, 1935.

No. L-1120—1935. Chicago Great Western Railroad Company. Petition for authority to establish on one day's notice rate of 12 cents per 100 pounds on cement, in carloads, from Des Moines, Iowa, to Council Bluffs, Iowa, routing via C. G. W. R. R. direct to meet rate applicable via direct routes.

Granted July 30, 1935.

No. L-1121—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice the following reduced rates expiring with September 30, 1935, to meet motor truck competition, said rates not to be subject to the 80% basis on joint traffic:

Commodity	From	To	Rate in cents per net ton of 2,000 lbs.
Sand, gravel and crushed stone, carloads	Cedar Rapids	Amana	35
Sand and gravel, carloads	Koss Spur	Clinton	40

Granted July 30, 1935.

No. L-1122—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice reduced rates on sand and gravel, carloads, subject to the usual minimum weight, from Clear Lake, Iowa, as follows:

To	Cents per net ton of 2,000 lbs.
Wesley, Iowa	41
Whittemore, Iowa	51

The above rates are requested to meet motor truck competition from roadside pits located between Hutchins and Wesley, Iowa, and one mile south and one mile east of Whittemore, are not subject to the 80% in connection with joint line traffic and are to expire with September 30, 1935, unless sooner cancelled, changed or extended.

Granted July 31, 1935.

No. L-1123—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of \$1.00 per net ton on crushed stone, in carloads, subject to minimum weight of 90% of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply, but not less than 40,000 pounds per car, from Hawkeye Portland Cement Company Quarry, Iowa, to Council Bluffs, Iowa. The above rate is being requested to meet motor truck competition from wayside pits located in the immediate vicinity where work is to be done, and is to expire with September 30, 1935, unless sooner cancelled, changed or extended.

Granted August 1, 1935.

No. L-1124—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to establish on one day's notice Class 42 rating on beverage preparations, N. O. I. B. N., Dry, in Western Classification, carloads, minimum weight 40,000 pounds per car, for application between points within the state of Iowa. The above request is made to meet motor truck competition, is to be subject to tariff of emergency charges, and will expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted August 1, 1935.

No. L-1125—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice reduced rates based on a reduction of twenty-three cents per net ton from full tariff rates on sand and gravel, in carloads, from the Weldon Brothers' pit located one mile south of Iowa Falls, subject to full tariff minimum weight, as follows:

To	Rate in cents per net ton of 2,000 lbs.
Jordan, Iowa	77
Stanhope, Iowa	62
Webster City, Iowa.....	65

The above rates are requested to meet truck competition, and will expire with October 31, 1935, unless sooner cancelled, changed or extended.

Granted August 3, 1935. On August 6, 1935, permission to extend the above basis to crushed stone was authorized.

No. L-1126—1935. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice reduced rates on sand and gravel, in carloads, from Des Moines, Iowa, as follows:

To	Rate in cents per net ton of 2,000 lbs.
Fontanelle, Iowa	93½
Bridgewater, Iowa	98
Massena, Iowa	100
Cumberland, Iowa	102

The above rates are requested to meet motor truck competition and will expire with October 31, 1935, unless sooner changed, cancelled or extended.

Granted August 3, 1935.

No. L-1127—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to amend on one day's notice Item 1395-K of Supplement No. 31 to Iowa Lines' Tariff No. 160-J to provide for routing via Ft. D., D. M. & S. R. R., Gowrie, Iowa, C., R. I. & P. Ry. in connection with rate from Fort Dodge, Iowa, to Sibley, Iowa, therein.

Granted August 5, 1935.

No. L-1128—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice reduced rates on agricultural limestone (for soil treatment), in carloads, from Dubuque and Linwood, Iowa, on the C., M., St. P. & P. R. R. and Glory, Iowa, on the W., C. F. & N. Ry. to stations on the C., M., St. P. & P. Railroad in Iowa as set out in the application of August 3, 1935. These rates are to be subject to a minimum weight of 90% of marked capacity of car, but not less than 40,000 pounds, are not to be subject to the 80% basis on joint traffic, and will expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted August 5, 1935.

No. L-1129—1935. Fort Dodge, Des Moines & Southern Railroad Company. Petition for authority to establish on one day's notice reduced rate of 35 cents per net ton of 2,000 pounds on sand and gravel, in carloads from Fraser to Fort Dodge, Iowa, to meet motor truck competition.

Granted August 6, 1935.

No. L-1130—1935. Illinois Central Railroad Company. Petition for authority to establish on one day's notice reduced rate of 25 cents per net ton, minimum weight 90% of marked capacity of car, on crushed stone, in carloads, from Fort Dodge Limestone Quarry to Illinois Central Railroad deliveries in Fort Dodge, Iowa, to meet motor truck competition.

Granted August 6, 1935.

No. L-1131—1935. Illinois Central Railroad Company. Petition for authority to establish on one day's notice reduced rates on agricultural limestone, in carloads, from Dubuque, Iowa, to Cedar Rapids, Cedar Falls, Waverly, Iowa, and intermediate points as set out in Exhibit "A" attached to the application. These rates are requested to meet motor truck competition, and will expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted August 8, 1935.

No. L-1132—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice the following rates in cents per net ton on sand, gravel and crushed stone, minimum weight 90% of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply, but not less than 40,000 pounds per car:

	Muscatine Sand and gravel rate	Linwood Crushed stone rate
Webster, Iowa	67	.....
West Liberty, Iowa.....	.....	53½

The above rates are requested to meet motor truck competition and will expire with September 30, 1935.

Granted August 9, 1935.

No. L-1133—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice rate of 69 cents per ton of 2,000 pounds on crushed stone from Linwood, Iowa, to Richland, Iowa, subject to usual minimum weight and not to be subject to 80% basis on joint traffic. The above rate is requested to meet motor truck competition, and will expire with September 30, 1935, unless sooner cancelled, changed or extended.

Granted August 9, 1935.

No. L-1134—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rate of 44½ cents per net ton of 2,000 pounds on sand and gravel, in carloads, minimum weight 90% of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply, but not less than 40,000 pounds per car, from Waterloo, Iowa, to Vinton, Iowa. The above rates are requested to meet motor truck competition from Miller's Stone Quarry located one mile southeast of Vinton and a quarry located at Garrison, Iowa, six miles west of Vinton, Iowa, and will expire with October 31, 1935, unless sooner cancelled, changed or extended.

Granted August 12, 1935. Upon further application to include crushed stone on the above basis, that additional authority was granted under date of August 15, 1935.

No. L-1135—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice the following rates in cents per net ton on crushed stone, carloads, minimum weight 90% of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply, but not less than 40,000 pounds per car, from Douds, Iowa:

To	Rate
Drakesville, Iowa	39
Paris, Iowa	43

The above rates are published to meet motor truck competition from roadside quarries near Centerville, also County Quarry near Floris, Iowa, and will expire with September 30, 1935, unless sooner cancelled, changed or extended.

Granted August 13, 1935.

No. L-1136—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice the following rates from Des Moines, Iowa, in cents per cwt., to meet rates applicable via short lines, to be published as terminal rates only and not required to be maintained as a maximum at intermediate stations:

Commodity	To	Rate
Corn, carloads	Mason City, Iowa.....	11½
Dried buttermilk, carloads.....	Sioux City, Iowa.....	14½

Granted August 13, 1935.

No. L-1137—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of \$1.068 per net ton of 2,000 pounds on crushed stone, in carloads, minimum weight 90% of marked capacity of car except when cars are loaded to full visible capacity, actual weight will apply, but not less than 40,000 pounds per car, from Hawkeye Portland Cement Quarry, Iowa, to Shenandoah, Iowa, routing via C., R. I. & P. Ry., Griswold, Iowa, and the C., B. & Q. R. R. The above rate is requested to meet motor truck competition from wayside pit at Coburg, Iowa, and is to expire with September 30, 1935, unless sooner cancelled, changed or extended.

Granted August 15, 1935.

No. L-1138—1935. Illinois Central Railroad Company. Petition for authority to establish on one day's notice reduced rate of 36 cents per net ton of 2,000 pounds, minimum weight 90% of marked capacity of car, on crushed stone, in carloads, from Iowa Falls, Iowa, to Webster City, Iowa. The above rate is requested to meet motor truck competition and will expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted August 15, 1935.

No. L-1139—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice reduced rate of 40 cents per net ton of 2,000 pounds on crushed stone, in carloads, from Fayette, Iowa, to Calmar, Iowa. The above rate is to expire with September 30, 1935, and is not subject to 80% basis on joint line traffic.

Granted August 15, 1935.

No. L-1140—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to amend on one day's notice Item No. 100-B of Supplement No. 28 to Iowa Lines' Freight Tariff No. 253-B by adding the following provisions:

"With straight carload shipments of canned beer, or mixed carloads of canned beer and beer in other containers, can tappers packed in separate boxes may be shipped at the rate applicable on the beer, the weight of the can tappers not to exceed 5 per cent of the gross weight of the canned beer. The weight of the can tappers is not to be used to make up the minimum carload weight of the beer."

The proposed publication is to be subject to tariff of emergency charges, L. E. Kipp's Tariff No. 333-A.

Granted August 16, 1935.

No. L-1141—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice reduced rate of 87¢ per net ton on crushed stone, in carloads, from Le Grand Limestone Company's quarry, Quarry, Iowa, to Newton, Iowa, routing via the C. & N. W. Railway, Carnforth and C., R. I. & P. Railway. This rate is requested to meet motor truck competition and will expire with October 31, 1935, unless sooner cancelled, changed or extended.

Granted August 19, 1935.

No. L-1142—1935. Chicago, Milwaukee, St. Paul and Pacific Railroad Company. Petition for authority to establish on one day's notice rate of 9 cents per 100 pounds to apply on iron and steel articles, in carloads, as described in Item No. 540 of Iowa Lines Tariff No. 253-B, from Guttenberg, Iowa, to Dubuque, Iowa. This rate is requested to meet motor truck competition and will expire with September 30, 1935.

Granted August 22, 1935.

No. L-1143—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice switching rate of \$3.15 per car on grain from the plant of the Quaker Oats Company to point of connection with the C., M., St. P. & P. Railroad when destined to the Penick and Ford plant, located on the C., M. St. P. & P. tracks at Cedar Rapids, Iowa. This rate is to carry an expiration date of October 1, 1935.

Granted August 27, 1935.

No. L-1144—1935. Chicago, Milwaukee, St. Paul and Pacific Railroad Company. Petition for authority to extend expiration date of C., M., St. P. & P. Railroad G. F. D. No. 17550-A to November 30, 1935, unless sooner cancelled, changed or extended, upon filing on one day's notice.

Granted August 29, 1935.

No. L-1145—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority for blanket relief from the long and short haul provisions of Section 8049 of the Code of Iowa in connection with live stock rates published in Item No. 1325-B of Iowa Lines Tariff No. 160-J. Denied by order dated August 29, 1935, as follows:

Upon careful consideration of application filed August 23, 1935, by L. E. Kipp, Agent, in behalf of Iowa Lines for blanket relief from the long and short haul provisions of Section 8049 of the Code of Iowa in connection with live stock rates published in Item No. 1325-B of Iowa Lines Tariff No. 160-J.

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

No. L-1146—1935. Chicago & North Western Railway Company. Petition for authority to cancel on one day's notice reduced rates on crushed stone, carloads, from Le Grand Limestone Company's pit near Quarry, Iowa, to Baxter, Ira and Mingo, Iowa, routing via C. & N. W. Railway, Marshalltown, C. G. W. Railroad, account project completed for which reduced rates were published.

Granted August 30, 1935.

No. L-1147—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to establish on one day's notice in W. T. L. Tariff No. 207-F, the following rule for application intrastate in Iowa:

Item No.	Subject	Rule	Exception to Rule Designated Below
	Mixed carloads of can tappers with canned beer.	With straight carload shipments of canned beer, or mixed carloads of canned beer and beer in other containers, can tappers packed in separate boxes may be shipped at the rate applicable on the beer, the weight of the can tappers not to exceed five per cent of the gross weight of the canned beer. The weight of the can tappers is not to be used to make up the minimum carload weight of the beer.	Rule 10

Granted August 31, 1935.

No. L-1148—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to amend Item No. 420 of Iowa Lines Tariff No. 253-B, effective on one day's notice to the Commission and to the public, to provide that Class 40 rating under Column B, applicable on fresh grapes, minimum carload weight 20,000 pounds per car, to be not subject to Tariff of Emergency Charges No. 333-A.

Granted September 3, 1935.

No. L-1149—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to establish on statutory notice rate of 27.5 cents per one hundred pounds on agricultural implements in carloads from Davenport, Iowa, to Fort Dodge, Iowa, routing via C., R. I. & P. Railway, Waterloo, Iowa, C. G. W. Railroad, without requiring said rate to be held as a maximum at intermediate points.

Granted October 21, 1935.

No. L-1150—1935. Illinois Central Railroad. Petition for authority to establish on one day's notice rate of \$8.10 per car on brick and clay products originating in Ft. Dodge from connection with M. & St. L. Railroad to Tobin Packing Company plant, Ft. Dodge. The above rate is requested to meet motor truck competition.

Granted September 4, 1935.

No. L-1151—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 76½ cents per net ton of 2,000 pounds on crushed stone in carloads, minimum weight, 90% of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply, but not less than 40,000 pounds per car from Linwood, Iowa, to East Pleasant Plain, Iowa. This rate is requested to meet motor truck competition from wayside quarries located at Brighton, Iowa, and another located four miles west of Washington, Iowa, and will expire with October 31, 1935, unless sooner cancelled, changed or extended.

Granted September 5, 1935.

No. L-1152—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rate of \$1.068 per net ton on crushed stone in carloads from Hawkeye Portland Cement Quarry to Shenandoah, Iowa, routing via C., R. I. & P. Railway-Council Bluffs, Iowa, and the Wabash Railway to meet rate

now in effect via C., R. I. & P. Railway-Griswold, Iowa, and the C., B. & Q., as published in C., R. I. & P. Railway Tariff No. 34615.

Granted September 5, 1935.

No. L-1153—1935. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice rate of 94 cents per net ton on sand in carloads, minimum weight, from Des Moines, Iowa, to Corydon, Iowa. This rate is established to meet short line rate applicable via the C., R. I. & P. Railway and is authorized to be published as terminal rate only without observing this rate as the maximum at intermediate points.

Granted September 5, 1935.

No. L-1154—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice the following rates on grain straw in carloads loaded in cars 40 feet 6 inches or less in length:

To	From	Proposed Rates per Car
Tama, Iowa	Sergeant Bluff, Iowa	\$24.00
	Salix, Iowa	24.00
	Sloan, Iowa	24.00
	Whiting, Iowa	24.00
	Onawa, Iowa	24.00
	Blencoe, Iowa	24.00

Said rates are to be net to the C. & N. W. Railway and no switching charges are to be absorbed. Two-cars-for-one rule not to apply and rates are to expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted September 6, 1935.

No. L-1155—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice the following reduced rates on grain straw loaded in cars 40 feet 6 inches or less in length but denies publication thereof as terminal rates only.

To	From	Proposed Rates per Car
Tama, Iowa	Hornick, Iowa	\$24.00
	Owego, Iowa	24.00
	Luton, Iowa	24.00
	Glen Ellen, Iowa	24.00

Said rates to be subject to provision that two-cars-for-one rule will not apply and are to expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted September 6, 1935.

No. L-1156—1935. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice, reduced rate of 68 cents per net ton of 2,000 pounds on crushed stone in carloads from Decatur City, Iowa, to Lenox and Sharpsburg, Iowa. This rate is requested to meet motor truck competition and will expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted September 9, 1935.

No. L-1157—1935. Chicago & North Western Railway Company. Petition for authority to cancel on one day's notice reduced rate on crushed stone carloads from Le Grand Limestone Company's pit, near Quarry, Iowa, to Newton, Iowa, routing via C. & N. W., Carnforth and C., R. I. & P. Railway, published in C. & N. W. Railway G. F. D. No. 17038A, it being understood that the project for which reduced rate was established has now been completed.

Granted September 10, 1935.

No. L-1158—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice the following rates on sand and gravel in carloads in cents per net ton of 2,000 pounds, carload minimum weight 90% of marked capacity of car except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car:

To	From Muscatine
Nira	57½
Kinross	62
South English	66

Said rates are published to meet motor truck competition from way-side pits in the vicinity of Wellman, Sigourney and South English and are to expire with October 31, 1935, unless sooner cancelled, changed or extended.

Granted September 11, 1935.

No. L-1159—1935. Chicago & North Western Railway Company. Petition for authority to publish expiration date as of December 31, 1935, unless sooner cancelled, changed or extended in connection with reduced rate authorized to be published on one day's notice from Cedar Rapids to Irving, Iowa.

Granted September 12, 1935.

No. L-1160—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rate of 40 cents per net ton on crushed stone in carloads, from Hawkeye Portland Cement Quarry, Iowa, to Casey, Iowa. This rate is requested to meet motor truck competition from various local gravel pits in the vicinity of Glendon and Monteith and will expire with November 30, 1935, unless sooner cancelled, changed or extended.

Granted September 16, 1935.

No. L-1161—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rate of 63½ cents per net ton on crushed stone in carloads from Linwood, Iowa, to Washington, Iowa. This rate is requested to meet motor truck competition from quarries located in the immediate vicinity of Washington, Iowa, and will expire with November 30, 1935, unless sooner cancelled, changed or extended.

Granted September 16, 1935.

No. L-1162—1935. Chicago, Great Western Railroad Company. Petition for authority to establish on one day's notice reduced rate of 47.2 cents per net ton on sand and gravel in carloads from Des Moines to Mingo, Iowa, minimum weight 90% of marked capacity of car and no switching charges of connecting lines to be absorbed at Des Moines, Iowa.

Granted September 16, 1935.

No. L-1163—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rate of 40 cents per net ton on crushed stone in carloads, from Cedar Rapids, Iowa, to Dysart, Iowa. This rate is requested to meet motor truck competition from Jabon's Quarry, located seven and one-half miles from the project, also from the Garrison Quarry, located twelve miles from the project, and will expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted September 17, 1935.

No. L-1164—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to amend Iowa Lines Freight Tariff No. 253-B to become effective on one day's notice to

provide for ratings as follows on Iowa intrastate traffic, to meet motor truck competition:

Games or toys, as described in Items 26 to 38, page 197; Items 1 to 30, page 198 and Items 1 to 3, page 199, Western Classification No. 64, as amended.

Rifles, air or pop guns, as described in Item 21, page 345, of Western Classification No. 64, as amended.

Rating on articles described above to be as follows:

	Class
Rated higher than First Class in current Western Classification	1st
Rated First Class in current Western Classification	2nd
Rated Second Class in current Western Classification	3rd
Rated Third Class in current Western Classification	4th
Rated Fourth Class in current Western Classification	5th

Said rates to be subject to Tariff of Emergency Charges, Freight Tariff No. 333-A, L. E. Kipp, Agent, and ratings are to expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted September 18, 1935.

No. L-1165—1935. Chicago, Burlington and Quincy Railroad Company. Petition for authority to establish on one day's notice reduced rates on sand and gravel, carloads, from Thayer to Kent, and Clearfield, Iowa. This rate is requested to meet motor truck competition.

From Thayer to Kent—39 cents per net ton of 2,000 pounds.

From Thayer to Clearfield—56½ cents per net ton of 2,000 pounds.

Said rates to be published to expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted September 19, 1935.

No. L-1166—1935. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice reduced rate of 40 cents per net ton on sand and gravel, in carloads, from Eddyville, Iowa, to New Sharon, Searsboro and Lynnville, Iowa.

Granted September 23, 1935.

No. L-1167—1935. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice reduced rate of 35 cents per net ton on sand and gravel in carloads from Humboldt, Iowa, to Livermore, Iowa. This rate is requested to meet motor truck competition from a roadside pit located approximately two miles from the north end of the job.

Granted September 23, 1935.

No. L-1168—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rate of 40½ cents per net ton on sand and gravel in carloads from Muscatine, Iowa, to Columbus Junction, Iowa. This rate is requested to meet motor truck competition from wayside pits in the immediate vicinity of Columbus Junction and will expire with March 31, 1936, unless sooner cancelled, changed or extended.

Granted September 24, 1935.

No. L-1169—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice reduced rate of 55 cents per net ton on gravel in carloads from Sacton, Iowa, to Stratford, Iowa, to become effective October 1, 1935, and to expire December 31, 1935, unless sooner cancelled, changed or extended, subject to regular tariff minimum weight to meet roadside pit competition.

Granted September 25, 1935.

No. L-1170—1935. Chicago Great Western Railroad Company. Petition for authority to establish on one day's notice reduced rates on sand and gravel in carloads as follows:

From	To	Rate Per Ton
Des Moines, Iowa.....	Diagonal, Iowa	73 cents
Des Moines, Iowa.....	Benton, Iowa	79 cents

Said rates are to expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted September 25, 1935.

No. L-1171—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice reduced rates of 44 cents and 48 cents per net ton of 2,000 pounds from Hawarden, Iowa, to Alton, Iowa, and Carnes, Iowa, respectively, subject to established minimum weight and to meet motor truck competition from roadside pits.

Granted September 25, 1935.

No. L-1172—1935. Chicago, Milwaukee, St. Paul and Pacific Railroad Company. Petition for authority to establish on one day's notice reduced rate of 42½ cents per net ton on sand, gravel and crushed stone in carloads, subject to usual minimum weight from Cedar Rapids to Elberon, Iowa. Said rate to be not subject to the 80 per cent basis in connection with joint line traffic, but published to meet motor truck competition and is to expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted September 26, 1935.

No. L-1173—1935. Chicago, Milwaukee, St. Paul and Pacific Railroad Company. Petition for authority to establish on one day's notice, effective September 27, 1935, reduced rate of 54 cents per net ton on sand and gravel in carloads from Mason City to Ionia and Bassett, subject to usual minimum weights and to expire with November 30, 1935, said rate to be published as not being subject to 80 per cent basis on joint line traffic.

Granted September 27, 1935.

No. L-1174—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to publish on one day's notice further suspending of tariffs under suspension in Docket B-1675.

Granted September 30, 1935.

No. L-1175—1935. Chicago Great Western Railroad Company. Petition for authority to extend date of C. G. W. Railroad Tariff No. 237-A until December 31, 1935, on one day's notice.

Granted September 27, 1935.

No. L-1176—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to extend expiration date of special rate on sand gravel from Muscatine to Washington, Iowa, and to cancel special rate on crushed stone from Linwood, Iowa, to East Pleasant Plain, Iowa, on one day's notice.

Granted September 28, 1935.

No. L-1177—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice rate of 13 cents per 100 pounds on potatoes in carloads from Scarville to Des Moines, Iowa.

Granted October 1, 1935.

No. L-1178—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rates

on agricultural limestone in carloads from Linwood, Iowa, to C., R. I. & P. Railway stations in Iowa for hauls of 160 miles and under on the same basis as published by the C., M., St. P. & P. Railroad in its G. F. D. No. 17598-A.

Granted September 30, 1935.

No. L-1179—1935. Minneapolis and St. Louis Railroad Company. Petition for authority to establish on one day's notice rate of 12½ cents per 100 pounds on cement, in carloads, from Valley Junction, Iowa, to Peterson and Sutherland, Iowa, routing M. & St. L. Railroad, Des Moines, C. & N. W. Railway.

Granted October 1, 1935.

No. L-1180—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice reduced rates on sand and gravel in carloads as follows to expire with December 31, 1935, unless sooner cancelled, changed or extended.

From	To	Rate Per Ton
Koss Spur, Iowa	Clinton, Iowa	40 cents
Clear Lake, Iowa	Wesley, Iowa	41 cents
Clear Lake, Iowa	Whittemore, Iowa	51 cents

Granted October 1, 1935.

No. L-1181—1935. Chicago, Rock Island and Pacific Railway Company. Petition for authority to reinstate, on one day's notice, the following reduced rates on sand and gravel in carloads from Muscatine to Keswick and Thornburg, Iowa:

From	To	Rate Per Ton
Muscatine, Iowa	Keswick, Iowa	70 cents
Muscatine, Iowa	Thornburg, Iowa	74 cents

Said rates are to expire with December 31, 1935, unless sooner cancelled, changed or extended and are published to meet motor truck competition.

Granted October 3, 1935.

No. L-1182—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice reduced rates on sand and gravel in carloads to meet motor truck competition subject to the usual tariff minimum weight and to expire with June 30, 1936, unless sooner cancelled, changed or extended as follows:

To	From Sacton Rate Per Ton	From Lake View Rate Per Ton
Moorhead	58 cents	62 cents
Preparation	62 cents	65 cents
Pisgah	65 cents	65 cents
Orson	68 cents	68 cents
Mondamin	71 cents	74 cents

Granted October 4, 1935.

No. L-1183—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rate of 56½ cents per net ton on crushed stone in carloads from Hawkeye Portland Cement Company Quarry, Iowa, and 34½ cents per net ton on sand in carloads from Des Moines, Iowa, to Indianola, Iowa. This rate is requested to meet motor truck competition from Des Moines, and Tileville, Iowa, and will expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted October 5, 1935.

No. L-1184—1935. Minneapolis and St. Louis Railroad Company. Petition for authority to reestablish on one day's notice M. & St. L. R. R. Freight Tariff Number 909-G, naming reduced rates on potatoes and other vegetables from M. & St. L. points in northern Iowa to Des Moines, Iowa.

Granted October 8, 1935.

No. L-1185—1935. Chicago, Milwaukee, St. Paul and Pacific Railroad Company. Petition for authority to establish on one day's notice reduced rate of 55 cents per net ton on sand and gravel in carloads subject to the usual minimum weight from Milcks Pit Spur, Iowa, to Postville, Iowa. This rate is requested to meet motor truck competition, and to be not subject to the 80% basis on joint line traffic, and will expire with November 30, 1935, unless sooner cancelled, changed or extended.

Granted October 9, 1935.

No. L-1186—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to reestablish on one day's notice reduced rates on potatoes, onions, and cabbage from the Crystal Lake-Hayfield district to Des Moines, Iowa, formerly published in C., R. I. & P. Ry. Freight Tariff No. 33982-G, which expired with December 31, 1934.

Granted October 10, 1935.

No. L-1187—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to establish on one day's notice as terminal rates only, rate of 10 cents per 100 pounds on grain and grain products as described in item 410 and rate of 9 cents per 100 pounds on grain and grain products as described in item 420 of Iowa Lines' Freight Tariff No. 160-J, from Des Moines, Iowa, to Marshalltown, Iowa, routing via C. & N. W. Ry. direct, subject to tariff of Emergency Charges No. 333-A.

Granted October 11, 1935.

No. L-1188—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice a rate of \$1.00 per net ton on pumpkins, in carloads, from Dexter, Iowa, to Atlantic, Iowa. This rate is requested to meet motor truck competition and will expire with November 14, 1935, unless sooner cancelled, changed or extended.

Granted October 11, 1935.

No. L-1189—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice rate of 42½ cents per net ton on sand, gravel and crushed stone from Cedar Rapids, Le Grand Limestone Company quarry near Quarry and Marshalltown to Chelsea, Belle Plaine, Irving and Elberon, Iowa, subject to the established minimum weight. This rate is requested to meet motor truck competition and will expire with June 30, 1936, unless sooner cancelled, changed or extended.

Granted October 14, 1935.

No. L-1190—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice a rate of 13 cents per 100 pounds on potatoes from Britt, Clear Lake, Garner and Mason City, Iowa, to Des Moines, Iowa, subject to a minimum weight of 30,000.

Granted October 14, 1935.

No. L-1191—1935. Chicago, Burlington and Quincy Railroad Company. Petition for authority to establish on one day's notice a rate of 45 cents per net ton on crushed stone from Decatur City to Derby, Iowa, subject to the established minimum weight. This rate is re-

requested to meet motor truck competition and will expire with March 31, 1936, unless sooner cancelled, changed or extended.

Granted October 16, 1935.

No. L-1192—1935. Cedar Rapids and Iowa City Railway Company. Petition for authority to publish on three days' notice individual fare of \$6.00 between Oakdale, Iowa, and Iowa City, Iowa.

Granted October 16, 1935.

No. L-1193—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to publish on one day's notice the following rates on sand and gravel in cents per net ton, subject to the usual minimum weight:

To	From Muscatine
Kalona	53½
Riverside	49
Lone Tree	40½
River Junction	45

These rates are requested to meet motor truck competition and will expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted October 17, 1935.

No. L-1194—1935. Chicago & North Western Railway Company. Petition for authority to establish the following rates on sugar in carloads to become effective on one day's notice, November 2, 1935.

FROM MASON CITY, IOWA
Minimum weight 60,000 pounds
Rates in cents per 100 pounds
to

Anamosa, Iowa	15
Sioux City, Iowa	18.4
Webster City, Iowa	12.8

Granted October 30, 1935.

No. L-1195—1935. Fort Dodge, Des Moines & Southern Railroad Company. Petition to amend Ft. D., D. M. & S. Railroad Company Freight Tariff No. 480 on five days' notice by establishing same rates from Fraser, Iowa, as apply from North Ogden, Iowa, to local stations on the Ft. D., D. M. & S. Railroad.

Granted October 19, 1935.

No. L-1196—1935. Fort Dodge, Des Moines & Southern Railroad Company. Petition to reestablish on one day's notice reduced rate of 60 cents per net ton on bituminous coal in carloads from Des Moines, Iowa, to Lundgren, Iowa. This rate is requested to meet motor truck competition, formerly published in local freight tariff No. 485-A which expired with March 1, 1935. Said rate to be published to expire with March 1, 1936.

Granted October 19, 1935.

No. L-1197—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to amend W. T. L. Tariff No. 207-E and 208-B to become effective on one day's notice on October 28, 1935, withdrawing Items 3045-C, 3060-A and 3085-A of Supplement No. 24 to W. T. L. Tariff 207-E, also to withdraw the cancellation of the corn rating on soya bean cake and meal in Item 180-B of Supplement No. 6 to W. T. L. Tariff 208-B, said schedules being under suspension by order of this Board in Docket No. B-1676.

Granted October 23, 1935.

No. L-1198—1935. Chicago, Milwaukee, St. Paul and Pacific Railroad Company. Petition for authority to establish on one day's notice rate of \$13.60 per car on manure from Clinton, Iowa, to Pleasant Valley, Iowa, same as effective to Bettendorf, Iowa, now published in Item 4460 of C., M., St. P. & P. R. R. G.F.G. 999-J.

Granted October 24, 1935.

No. L-1199—1935. Chicago Great Western Railroad Company. Petition for authority to establish on one day's notice reduced rate of 40 cents per net ton on sand and gravel in carloads from Talmage and Shepard to Diagonal and Benton, Iowa. This rate is requested to meet motor truck competition and will expire with December 31, 1935. No switching charges of connecting lines are to be absorbed under these reduced rates.

Granted October 24, 1935.

No. L-1200—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to amend Iowa Lines Tariff 160-J on one day's notice, further postponing until February 1, 1936, rates on grain and grain products in Supplement 28 thereto, now suspended until October 28, 1935, under Docket B-1676.

Granted October 25, 1935.

No. L-1201—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to amend Item 490 of W. T. L. Freight Tariff No. 207-F to become effective on one day's notice by changing first paragraph of the "exception" to read as follows:

"Provisions of this item will not apply on grain, grain products, seeds and related articles as described in Item 200 to 290, incl., of W. T. L. Tariff No. 330, L. E. Kipp's I. C. C. No. A-2579, in bulk or in packages. For provisions on shipments in bulk see W. T. L. Tariff No. 300, L. E. Kipp's I. C. C. No. A-2579, and for shipments in packages see Western Classification."

Granted October 25, 1935.

No. L-1202—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice and to expire with March 31, 1936, unless sooner cancelled, changed or extended, the following reduced rates, subject to usual tariff minimum weight on sand and gravel in carloads routing via C. & N. W. Railway, Arion and C., M., St. P. & P. Railroad to meet motor truck competition.

From Lake View to Dedham, Iowa.....	85.6 cents per net ton
From Sacton to Dedham, Iowa.....	81.7 cents per net ton

Granted October 25, 1935.

No. L-1203—1935. Chicago Great Western Railroad Company. Petition for authority to amend Item 715-A of Supplement No. 3 to C. G. W. Tariff No. 9-Q to become effective November 2, 1935, eliminating circle reference 33 in connection with 12 cent rate under column B and add circle reference 33 in connection with 12 cent rate under column A due to error in publication.

Granted October 25, 1935.

No. L-1204—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice reduced rate of 47 cents per net ton on crushed stone, in carloads, from Hawkeye Portland Cement Company Quarry, Iowa, to Des Moines, Iowa. This rate is requested to meet motor truck competition and objection thereto filed by the Central Iowa Sand and Gravel Company of Des Moines, Iowa. Granted by order dated October 25, 1935 as follows:

Upon careful consideration of application filed by the Chicago, Rock Island & Pacific Railway seeking authority to establish on one day's notice reduced rate of 47 cents per net ton on crushed stone, in car-

loads, from Hawkeye Portland Cement Company Quarry, Iowa, to Des Moines, Iowa, to meet motor truck competition, and objection thereto filed by the Central Iowa Sand and Gravel Company of Des Moines, Iowa,

IT IS ORDERED, That the application be and is hereby granted.

No. L-1205—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice rate of 18.4 cents per 100 pounds on beet sugar in carloads from Mason City, Iowa, to Sioux City, Iowa, without requiring said rate to be held as a maximum at intermediate points.

Granted October 26, 1935.

No. L-1206—1935. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice rate of 93½ cents per net ton on sand and gravel, in carloads, from Des Moines, Iowa, to Greenfield, Iowa. This rate is requested to meet motor truck competition from local pits in the vicinity of Menlo, Iowa.

Granted November 4, 1935.

No. L-1207—1935. Western Trunk Line Committee, by L. E. Kipp, Tariff Publishing Agent. Petition for authority to amend Item 1435-H of Iowa Lines Freight Tariff No. 160-J on one day's notice to provide rates on sugar in carloads from Mason City, Iowa, to the various Iowa destinations set out in Exhibit "A" attached to their application. Said rates are to be published as terminal rates only and are to expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted October 30, 1935.

No. L-1208—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 50 cents per net ton, minimum weight 80,000 pounds per car, on manure from Washington, Iowa, to Hahn's Spur and Muscatine via the C., R. I. & P. Railway and to Muscatine and Orphans Home Spur via the C., M., St. P. & P. Railroad. This rate is requested to meet motor truck competition from West Liberty and other nearby points.

Granted November 5, 1935.

No. L-1209—1935. Western Trunk Line Committee. Petition for authority to establish on one day's notice the following rates on barrels, wooden, tight or slack, carloads, minimum weight as shown in Item 10 of W. T. L. Freight Tariff No. 326, as follows:

From Mason City, Iowa, to Greene, Iowa, 10 cents per 100 pounds. Proposed rate to apply via Chicago, Rock Island & Pacific Ry. (Route 15).

From Burlington, Iowa, to Greene, Iowa, 16 cents per 100 pounds. Proposed rate to apply via Chicago, Rock Island & Pacific Ry. (Route 15).

From Burlington, Iowa, to Independence, Iowa, 14 cents per 100 pounds. Proposed rate to apply via Chicago, Rock Island & Pacific Ry. (Route 15).

From Burlington, Iowa, to Leon, Iowa, 16 cents per 100 pounds. Proposed rate to apply via Chicago, Burlington & Quincy R. R. (Route 5).

From Burlington, Iowa, to Osceola, Iowa, 15 cents per 100 pounds. Proposed rate to apply via Chicago, Burlington & Quincy R. R. (Route 5).

The rates proposed are to be subject to Tariff of Emergency Charges W. T. L. No. 333-A, L. E. Kipp's I. C. C. No. A-2611.

Granted November 5, 1935.

No. L-1210—1935. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice rate of 81 cents per net ton of 2,000 pounds on sand and gravel in carloads from Des Moines, Iowa, to Chariton, Iowa, to meet rate applicable via the C., R. I. & P. Railway direct. Said rate to be published as terminal rate only, not to be applied as a maximum at intermediate points and is to expire with May 31, 1936, unless sooner cancelled, changed or extended.

Granted November 6, 1935.

No. L-1211—1935. Minneapolis & St. Louis Railroad Company. Petition for authority to establish on one day's notice rate of 12 cents per 100 pounds on sugar in carloads, subject to minimum weight of 60,000 pounds per car from Mason City, Iowa, to Estherville, Iowa, to apply via M. & St. L. Railroad direct. Said rate is published to meet short line rate on the C., R. I. & P. Railway and is to be published as a terminal rate only and not to be applied as a maximum at intermediate points.

Granted November 6, 1935.

No. L-1212—1935. Western Trunk Line Committee. Petition for authority to amend Item 1435-I of Iowa Lines Freight Tariff No. 160-J on one day's notice by publishing under column B from Mason City, Iowa, rate of 17.6 cents per 100 pounds on sugar, carloads, to Eldon, Iowa, in lieu of erroneous rate of 17 cents per 100 pounds which became effective November 2, 1935, on one day's notice under authority of this Commission, its File L-1207 of October 29, 1935.

Granted November 12, 1935.

No. L-1213—1935. Chicago, Rock Island & Pacific Railway Company. Petition for authority to establish on one day's notice rate of 43½ cents per net ton on crushed stone, carloads, from Hawkeye Portland Cement Quarry, Iowa, to Anita, Iowa, minimum weight 90% of marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car. This rate is requested to meet motor truck competition from a wayside pit located at Corning, Iowa, and will expire with December 31, 1935, unless sooner cancelled, changed or extended.

Granted November 13, 1935.

No. L-1214—1935. Western Trunk Line Committee. Petition for authority to amend Item 4510-A of W. T. L. Freight Tariff No. 207-F on one day's notice eliminating the application of Tariff of Emergency Charges No. 333-A in connection with the rating published on magazines and periodicals and magazine parts or sections thereof, carload and less than carload for application between points in Iowa.

Granted November 13, 1935.

No. L-1215—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice rate of \$15.00 per car on manure, animal or poultry, from Clinton, Iowa, to Bettendorf and Pleasant Valley, Iowa.

Granted November 14, 1935.

No. L-1216—1935. Western Trunk Line Committee, by L. E. Kipp, Agent. Application for authority to establish on one day's notice reduced rates on bituminous coal, carloads, from mines on the C. G. W. Railroad, C., M., St. P. & P. Railroad and C., R. I. & P. Railway near Des Moines to Des Moines and Valley Junction, Iowa, to meet motor truck competition. Under date of November 16, 1935, the Board rendered the following decision granting the application:

Upon careful consideration of application filed November 12, 1935, by L. E. Kipp, Agent, Western Trunk Line Committee to establish on one day's notice reduced rates on bituminous coal, carloads, from mines on the C. G. W. Railroad, C., M., St. P. & P. Railroad and C., R. I. & P.

Railway near Des Moines to Des Moines and Valley Junction, Iowa, to meet motor truck competition, also upon careful consideration of objection thereto filed November 15, 1935, by the Pershing Coal Company of Des Moines, Iowa, and further in view of decision of this Commission entered September 6, 1934, in Docket No. B-1664;

IT IS ORDERED, That the application be and is hereby granted to establish on one day's notice the following reduced rates on bituminous coal, carloads to meet motor truck competition:

TO DES MOINES, IOWA
RATES IN CENTS PER TON OF 2,000 POUNDS

From	Lump	Fine
C., M., St. P. & P. R. R.		
Dallas, Iowa	} 50	50
High Bridge, Iowa		
Madrid, Iowa		
Rider, Iowa		
Waukee, Iowa		
C., R. I. & P. Ry.		
Williamson No. 4, Iowa	} 68	60
Williamson No. 5, Iowa		
Melcher, Iowa		
Rector, Iowa		
Beacon, Iowa		
C. G. W. R. R.		
Orillia, Iowa	50	50

TO VALLEY JUNCTION, IOWA

From	Lump	Fine
C., R. I. & P. Ry.		
Williamson No. 4, Iowa	} 70½	62½
Williamson No. 5, Iowa		
Melcher Iowa		
Beacon, Iowa		
Rector, Iowa		

Subject to the following minimum weights:

In open top cars minimum weight will be the marked capacity of car, except when cars are loaded to full visible capacity, actual weight of coal will be the minimum weight.

In box cars or stock cars 36 feet or less in length minimum weight 55,000 pounds, unless marked capacity is less in which event the marked capacity will be the minimum weight.

In box or stock cars over 36 feet in length the minimum weight will be 60,000 pounds unless marked capacity is less in which event the marked capacity will be the minimum weight.

No. L-1217—1935. Western Trunk Line Committee. Petition for authority to establish short line rate of 23 cents per 100 pounds subject to Tariff of Emergency Charge No. 333-A to apply on agricultural implements, carloads, as described in Item No. 50 of W.T.L. Freight Tariff No. 208-A from Des Moines, Iowa, to Le Mars, Iowa, routing via C. & N. W. Railway, Sioux City, C., St. P., M. & O. Railway effective on thirty days' notice. This rate is requested to meet short line rate applicable via M. & St. L. Railroad, Tara, Iowa, Illinois Central Railroad, and is not to be applied as a maximum at intermediate points.

Granted November 16, 1935.

No. L-1218—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice re-

duced rates on agricultural limestone in carloads (for soil treatment) from Marquette, Iowa, to C., M., St. P. & P. Railroad stations in Iowa for distances of 160 miles and under, the same as now applicable from Dubuque and Linwood, published in C., M., St. P. & P. G.F.D. No. 17598-A.

Granted November 18, 1935.

No. L-1219—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to establish on one day's notice switching rate of $1\frac{1}{2}\text{¢}$ per 100 pounds, minimum weight 50,000 pounds per car, for movement of carload freight from the plant of the Dubuque Packing Company to connections with other lines at Dubuque, Iowa, on traffic destined points within the switching limits of Dubuque, Iowa. This rate is requested to place the charge at Dubuque on a more comparable basis with those now in effect at Cedar Rapids, Mason City and Ottumwa, Iowa.

Granted November 18, 1935.

No. L-1220—1935. Fort Dodge, Des Moines & Southern Railroad Company. Petition for authority to establish on one day's notice rate of 45 cents per net ton on sand and gravel in carloads from Des Moines, Iowa, to Campus, Iowa. This rate is requested to meet motor truck competition.

Granted November 19, 1935.

No. L-1221—1935. Chicago & North Western Railway Company. Petition for authority to establish on one day's notice the following reduced rates in cents per ton of 2,000 pounds:

To	From Sacton	From Lake View
Irwin	50.5	55
Kirkman	55	59
Harlan	62	62
Corley	83.6	83.6
Panama	77.9	81.7
Tennant	78.3	80.4

These rates are requested to meet motor truck competition and are subject to the usual established minimum weights and are to expire with June 30, 1936, unless sooner cancelled, changed or extended.

Granted November 21, 1935.

No. L-1222—1935. Chicago, Burlington & Quincy Railroad Company. Petition for authority to establish on one day's notice rate of \$1.10 per ton of 2,000 pounds on sand and gravel in carloads from Des Moines, Iowa, to Mount Ayr, Iowa. This rate is requested to meet motor truck competition from a pit located approximately ten miles from Mount Ayr, Iowa.

Granted November 22, 1935.

No. L-1223—1935. Western Trunk Line Committee. Petition for authority to file lettered supplement to Tariff of Emergency Charges No. 333-A on one day's notice authorizing the application of Supplement No. 2 thereto on Iowa intrastate traffic, effective December 7, 1935.

Granted November 25, 1935.

No. L-1224—1935. Minneapolis & St. Louis Railroad Company. Petition for authority to provide transit charge of \$2.00 per car in lieu of 2¢ per 100 pounds.

Granted November 27, 1935.

No. L-1225—1935. Western Trunk Line Committee. Petition for authority to amend Freight Tariff No. 297 to become effective on one day's notice, providing rates on potatoes in straight carloads, minimum weight 36,000 pounds per car, as follows: Provide for rates in base scales applicable in sections 1 to 7, inclusive, of tariff as amended, insofar as they affect Iowa intrastate traffic, 4 cents per 100 pounds less than normal rates shown in column headed, "not applicable during June, July and August," same to apply on potatoes straight carloads and only during effectiveness thereof in lieu of the present rates now applicable on potatoes September to May. These rates are requested to meet motor truck competition and are to expire with April 30, 1936, unless sooner cancelled, changed or extended.

Granted November 29, 1935.

No. L-1226—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for authority to extend on one day's notice, expiration dates of the following tariffs now published to expire with November 30, 1935, unless sooner cancelled, changed or extended.

GFD 17522-C—Expires with December 31, 1935, unless sooner cancelled, changed or extended.

GFD 17550-B—Expires with December 31, 1935, unless sooner cancelled, changed or extended.

GFD 17613-A—Expires with June 30, 1936, unless sooner cancelled, changed or extended.
Granted November 29, 1935.

Sidetracks, Switching, Refunds, Claims

No. D-847—1931.

McCONVILLE COAL CO., CENTERVILLE, *Complainants,*

v.

IOWA SOUTHERN UTILITIES CO., CENTERVILLE, *Defendants.*

Decided February 16, 1935

APPLICATION FOR AUTHORITY TO INCLUDE COMPLAINANT'S MINES WITHIN THE CENTERVILLE SWITCHING DISTRICT, WITH SWITCHING RATE OF \$6.30 PER CAR, SUBJECT TO ABSORPTION RULES OF CONNECTING CARRIERS AT CENTERVILLE.

Ordered, case dismissed in view of Board's Decision in Dockets Nos. B-1593 and B-1656.

Appearances:

For the Applicant—J. H. Henderson, Commerce Counsel, Des Moines, Iowa; Walter Condran, Asst. Commerce Counsel, Des Moines, Iowa.

For the Defendant—Frank S. Payne, Vice President and General Counsel, Centerville, Iowa.

The Order of the Board in this case dated August 27, 1931, contained in the Fifty-fourth Annual Report of the Board (1931), Page 64, did not become effective, reargument and reconsideration having been granted with postponement of the effective date of the Order in the meanwhile. When called for reargument, defendant requested further postponement, which was granted, and neither parties thereafter sought a date for reargument. Rates on coal from the complainant's mines to Iowa were at issue under complaints previously disposed of and under complaints covered by the decision in *The Iowa Coal Institute v. A., T. & S. F. Ry Co., et al.*, which decision is contained in the Fifty-sixth Annual Report of this Board (1933), page 55, in which decision maximum intrastate rates on coal were prescribed from all Iowa mines and which rates are now in effect. It appearing that complainant has been granted a very substantial measure of relief under the decision in *The Iowa Coal Institute case*, and has not since elected to pursue its complaint asking inclusion of its mines in the Centerville switching district, the order entered therein is vacated and set aside and the complaint dismissed without prejudice.

Filed December 27, 1929. Closed February 16, 1935.

No. D-905—1935. Chicago Great Western Railroad Company. Application for authority to make refund in the amount of \$130.56, being overcharges collected on 24 cars of sand and gravel moving from Des Moines to Baxter, Iowa, prior to effective date of September 24, 1934, of C. G. W. Tariff 221-A. Charges were assessed on the basis of 55 cents per net ton as published in Tariff 216-A. Effective September 24, 1934, in C. G. W. Tariff 221-A, the rate was reduced to 46.5 cents per net ton, which is the basis on which refund is made. Statement attached to file.

Granted December 27, 1934.

No. D-906—1935. Fort Dodge, Des Moines and Southern Railroad Company. Application for authority to waive collection of undercharges amounting to \$76.65 on three cars of coal moving from Des Moines to Lundgren, Iowa; charges prepaid by Beck Coal Company on basis of 60 cents per net ton, which rate became effective November 27, 1934. The above cars moved prior to the effective date of tariff.

Granted January 4, 1935.

No. D-907—1935. Waterloo, Cedar Falls and Northern Railway Company. Application for authority to make refund of \$30.08 to the Builders Material Company, Cedar Rapids, Iowa, the above being the total over-

charge on four carloads of crushed stone from (Glory) Brandon, Iowa, to Waterloo, Iowa, that moved during January, 1935, at a rate of 54.5 cents per net ton. A rate of 40 cents per net ton was in effect prior to January 1, 1935, and was republished effective February 7, 1935, in W., C. F. & N. Tariff 332-C, therefore, the Builders Material Company having paid the freight charge, is entitled to the above refund of \$30.08.

Granted February 27, 1935.

No. D-908—1935. Chicago, Milwaukee, St. Paul and Pacific Railroad Company. Application for authority to waive collection of undercharge of \$18.00 on one carload of potatoes moving from Britt, Iowa, to Des Moines, Iowa, September 22, 1934, consigned to the Potato Exchange. Prior to June 3, 1934, the rate on potatoes, carload, from Britt, Iowa, to Des Moines, Iowa, was 12 cents per 100 pounds via the C., M., St. P. & P. R. R. or M. & St. L. R. R. Effective June 3, 1934, the 12-cent rate via the C., M., St. P. & P. was cancelled in error and later reinstated effective November 8, 1934. Therefore, the 12-cent rate should be protected on all shipments moved during the period June 3, 1934, to November 8, 1934, the 12-cent rate not to be exceeded at intermediate points.

Granted March 5, 1935.

No. D-909—1935. Chicago, Burlington & Quincy Railroad Company. Application for authority to make refund in the amount of \$21.18 on a shipment of sugar from Mason City to Burlington, Iowa, September 14, 1934. Rate in effect at the time of movement was 21 cents per cwt., but it exceeded the rate of 17.5 cents per cwt. to Monmouth and Peoria, Illinois, Burlington, Iowa, being directly intermediate. A rate of 17.5 cents per cwt. was later established from Mason City to Burlington, Iowa, therefore the above authority granted to refund \$21.18.

Granted May 9, 1935.

No. D-910—1935. Chicago and North Western Railway Company. Application for authority to make refund in the amount of \$54.22 to the Iowa Electric Light & Power Company, Cedar Rapids, Iowa. The above amount being assessed on four cars of coal switched from Mine No. 4, Boone, Iowa, to Iowa Electric Power Plant, Boone, Iowa. The rate in effect at time of movement, April 20 and 23, 1935, was 2 cents per 100 pounds. Effective April 24, 1935, the rate was reduced to 20¼ cents per net ton. Therefore, the Commission grants authority to make the refund as above stated.

Granted May 15, 1935.

No. D-911—1935. Fort Dodge, Des Moines and Southern Railroad Company. Application for authority to waive collection of undercharges in the amount of \$38.59 on three carloads of brick from Rockford, Iowa, to Ames, Iowa, routing C., R. I. & P., Des Moines, Ft. D., D. M. & S., shipped during the period May 18, 1935, to June 8, 1935, rates having been assessed on the basis of a short line rate of 8½ cents per 100 pounds and subsequently established in Item 1152-H of Supplement 27-C to Freight Tariff 160-J, effective June 10, 1935, via the route of movement.

Granted July 17, 1935.

No. D-912—1935. Chicago, Burlington and Quincy Railroad Company. Application for authority to waive collection of undercharges in the amount of \$50.24 on 7 carloads of empty slack barrels shipped from Burlington, Iowa, to Albia, Perry, Webster City and Fort Dodge, Iowa, during the period September 1, 1934, to February 7, 1935, both inclusive, thereby authorizing application of rates subsequently established, now published in Western Trunk Line Tariff No. 326.

Granted September 18, 1935.

No. D-913—1935. Chicago and North Western Railway Company. Application for authority to waive collection of undercharge in the amount of \$6.29 on one carload of mixed clay products shipped from Redfield to Clutier, Iowa, on April 20, 1934, due to the fact that on the date of shipment minimum weight for such mixture was published in Iowa Lines Tariff No. 160-J as 50,000 pounds, whereas the same mixture moving over a single line haul was subject to 40,000 pounds. The 40,000-pound minimum having been subsequently established November 1, 1934, to apply on joint line traffic as well as single line traffic.

Granted August 13, 1935.

No. D-914—1935. Illinois Central System. Application for authority to make a refund in the amount of \$12.62 on five carloads of cement shipped during the period March 2, 1935, to April 30, 1935, from Des Moines to Waterloo, Iowa, routing via C., R. I. and P. Railroad, Iowa Falls and Illinois Central Railroad, shipments having been assessed at a rate of 11½ cents per 100 pounds and 11-cent rate subsequently established, effective May 5, 1934, published on short notice under our File L-1017 of April 24, 1935.

Granted August 23, 1935.

No. D-915—1935. Chicago and Northwestern Railway Company. Application for authority to waive collection of undercharge in the amount of \$38.56 on 15 carloads of starch originating at the Clinton Company, located on the C., B. & Q. Railroad tracks in Clinton, Iowa, and switched to the Clinton Company in care of Central Steel Products Company, located on the C. & N. W. Railway tracks at West Clinton, Iowa, on October 18, 1934, thereby authorizing application of rate of 3½ cents per 100 pounds for the through movement, which basis was subsequently established in Supplement 52 to C. & N. W. Railway, G.F.D. No. 8408-0, effective August 5, 1935.

Granted September 10, 1935.

No. D-917—1935. Chicago, Burlington and Quincy Railroad Company. Application for authority to waive collection of undercharge in the amount of \$34.74 on one carload of cement shipped in cloth and paper bags from Oskaloosa, Iowa, to Bedford, Iowa, on July 9, 1935, routing via M. & St. L., Mason City, Iowa, and the C., B. & Q., thereby authorizing application of 12-cent rate in lieu of the legal rate of 18 cents per 100 pounds, which is Class C rate.

Granted October 23, 1935.

Electric Transmission Line Franchises and Matters Pertaining Thereto

No. E-1940—1935. Board of Railroad Commissioners v. Fort Dodge, Des Moines and Southern Railroad Company, Boone. Non-standard condition of transmission line in Webster County. Satisfactorily adjusted.

Filed May 22, 1931. Closed November 2, 1935.

No. E-2081—1935. Town of Fontanelle, Iowa. Non-standard condition of transmission line in Adair County. Satisfactorily adjusted.

Filed April 18, 1932. Closed September 30, 1935.

No. E-2104—1935. H. A. Cook, et al., Marion. Non-standard condition of transmission line in Linn County. Satisfactorily adjusted.

Filed August 5, 1932. Closed October 31, 1935.

No. E-2224—1935. Iowa Public Service Company, Sioux City, Iowa, and City of Cedar Falls, Iowa. Common use pole line in Black Hawk County. Satisfactorily adjusted.

Filed August 27, 1934. Closed December 2, 1935.

No. E-2229—1935. Construction requirements and specifications for electrical supply lines operating at 7,500 volts or less between line conductors. Meeting held with Electrical Engineer Charlesworth at Des Moines, Iowa, November 13, 1934. Under date of June 4, 1935, the Board issued Railroad Commissioners' Engineering Bulletin No. 1 containing excerpts from the Electric Transmission Line Law, Chapter 383, Code of Iowa, 1931, General Orders and Rules of the Board of Railroad Commissioners Governing the Construction, Operation and Maintenance of Electric Transmission Lines, and Interpretation of These Rules, as follows:

BOARD OF RAILROAD COMMISSIONERS' ENGINEERING BULLETIN NO. 1

Excerpts from the Electric Transmission Line Law, Chapter 383, Code of Iowa, 1931, General Orders and Rules of the Board of Railroad Commissioners Governing the Construction, Operation and Maintenance of Electric Transmission Lines, and Interpretation of These Rules

The Board of Railroad Commissioners on November 29, 1927, adopted Part 2 and Section 9 of the National Electrical Safety Code, fourth edition, governing minimum strengths and clearances, and installation of protective grounding for lines and equipment, for electrical transmission line construction, operation and maintenance.

Transmission lines shall be constructed, operated and maintained, outside of cities and towns, in accordance with the construction standards as required in the above mentioned Part 2 and Section 9 of the National Electric Safety Code.

Copies of the National Electrical Safety Code can be secured from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C., price \$1.00 per copy.

The following are excerpts from the Transmission Line Law, general orders and rules governing the construction, operation and maintenance of electric transmission lines operating at 7,500 volts or less between line conductors, formerly adopted by the Board of Railroad Commissioners. All of the following, except the excerpts, are interpretations of

construction rules formerly adopted by the Board of Railroad Commissioners, and were compiled to be of assistance in engineering the plans for construction, operation and maintenance of electric transmission lines operating at 7,500 volts or less between line conductors, and using No. 6 A. W. G. hard-drawn or medium-hard-drawn bare copper conductors.

The Laws of Iowa (Code of 1931) provide in part, as follows:

1. **Franchise.** No individual, company, or corporation shall erect, maintain, or operate any transmission line, wire, or cable along, over, or across any public highway or grounds outside of cities and towns for the transmission, distribution, or sale of electrical current, without first procuring from the Board of Railroad Commissioners, or from the Board of Supervisors in the county or each of the respective counties in which such transmission line is to be constructed or operated, a franchise granting authority so to do as in this chapter provided.

2. **New Lines.** New lines, or parts of lines hereafter constructed, shall, in case of secondary roads, be located by the county engineer upon written application filed with the county auditor, and in case of primary roads, by the state highway engineer upon written application filed with the state highway commission, and shall thereafter be removable according to the provisions of this chapter. If there be no county engineer, the Board of Supervisors, in case of secondary roads, shall designate said location.

3. **Supervision of Construction—Location.** The Board of Railroad Commissioners shall have power of supervision over the construction of said transmission line and over its future operation and maintenance. Said transmission line shall be constructed * * * * so as not to interfere with the use by the public of the highways or streams of the state, nor unnecessarily interfere with the use of any lands by the occupant thereof.

4. **Manner of Construction.** Such "transmission" lines shall be built of strong and proper wires attached to strong and sufficient supports properly insulated at all points of attachment; all wires, poles, and other devices which by ordinary wear or other causes are no longer safe shall be removed and replaced by new wires, poles, or other devices, as the case may be, and all abandoned wires, poles, or other devices shall be at once removed. Where wires carrying current are carried across, either above or below wires used for other service, the said transmission line shall be constructed in such manner as to eliminate, so far as practicable, damages to persons or property by reason of said crossing. * * * *

5. **Danger Signs.** At any crossing of any highway by such transmission line, the poles or towers next to the highway shall be labeled with the following words: "Danger, ——— volts electricity," filling in the voltage. The stroke of said letters and numbers shall be at least four inches in length and not less than five-eighths of an inch in width, and the color of the letters and numbers shall be in contrast with the color of the background. The said labels shall show the maximum number of volts of electricity transmitted over said line, and shall face toward the highway. Where said poles or towers are extended along said highway and within the limits thereof or immediately adjacent thereto, the sign herein prescribed shall be placed at least every quarter of a mile. The Board of Railroad Commissioners shall have power to make and enforce such further and additional rules relating to location, construction, operation, and maintenance of said transmission line as may be reasonable.

6. **Violations.** Any person, company, or corporation constructing or undertaking to construct or maintain any electric transmission line,

without first procuring a franchise for such purpose in accordance with the provisions of this chapter, shall be fined in the sum of not less than one hundred dollars nor more than one thousand dollars; and for violating any of the other provisions of this chapter relating to electric transmission lines or disobeying any order or rule made by the Board of Railroad Commissioners in relation thereto, shall be fined not exceeding one hundred dollars."

General orders adopted by the Board of Railroad Commissioners covering the construction and location of transmission lines, provide that—

1. Where two or more transmission lines are to occupy the same highway, the lines shall be located on the same side of the road and all power wires shall be on the same set of poles. In case the owners of such lines cannot agree as to the type of construction, allocation of costs, etc., then the Board of Railroad Commissioners, on application of the interested parties, will determine the type of construction, allocation of costs, etc., of the common use line. The Board of Railroad Commissioners reserves the right to deviate from this requirement in any special case. (Common Use Pole Line Order, dated January 13, 1930.)

2. "Separation of Lines. In locating new lines or reconstructing existing lines, power lines shall be separated from telephone and telegraph lines with as great a distance as practicable and a uniform separation shall be maintained throughout the parallel unless a substantial increase of separation for a considerable portion of the distance can be obtained by departing from this rule. In all cases the separation must be by at least the width of the highway, unless special permission to construct the line otherwise shall first be secured from the Board of Railroad Commissioners." (Decision and Order, dated December 30, 1916.)

3. Joint use of poles may be entered into to construct a new line or rebuild an existing line, if agreed to by the transmission line and communication companies involved, after the approval of the Board of Railroad Commissioners is obtained. (General Order, dated November 29, 1927.)

General

1. The Board of Railroad Commissioners will not attempt to do the engineering necessary in planning the location and construction of rural transmission lines. Parties desiring to build and/or rebuild rural transmission lines, should employ experienced engineers capable of advising them on such matters. The duty by law of the Board of Railroad Commissioners is to determine whether the material used in transmission lines will provide a line with adequate mechanical strength when built and put in operation so as not to create a serious hazard to the public using the highways, other overhead lines and railroad tracks which will be crossed or paralleled, and to workmen when doing maintenance work on the transmission lines.

Definitions

1. **Minor communication lines** means communication lines carrying not more than 2 circuits used for local, or exchange, telephone or telegraph service, or for police or fire alarm service.

2. **Major communication lines** means all other communication lines not mentioned in No. 1.

3. **Primary conductors** means conductors operating at a voltage greater than 750 volts between wires, and not normally utilized for consumer's appliances.

4. **Dead** means free from any electrical connection to a source of power.

5. **Grounded** means connected to earth or to some extended conducting body which serves instead of the earth, whether the connection is intentional or accidental.

6. **Conductor** means a metallic conducting material, usually in the form of a wire or cable, suitable for carrying electric current. Does not include bus bars.

7. **Circuit** means a conductor or system of conductors through which an electric current is intended to flow.

8. **Qualified** means familiar with the construction and operation of the apparatus and the hazards involved.

9. **Joint use** means simultaneous use by 2 or more kinds of utilities.

10. **Common use** means simultaneous use by two or more utilities of the same kind.

11. **Structure conflict** (as applied to a pole line) means that the line is so situated with respect to a second line that the overturning (at the ground line) of the first line will result in contact between its poles or conductors and the conductors of the second line, assuming that no conductors are broken in either line.

12. **Apparent sag of a span** means the maximum departure of the wire in a given span from the straight line between the two points of support of the span, at 60° F., with no wind loading. Where the two supports are at the same level, this will mean the normal sag."

Inspection, Tests and Maintenance of Transmission Lines

1. **Initial compliance with rules.** Lines and equipment shall comply with these safety rules upon being placed in service.

2. **Inspection.** Lines and equipment shall be systematically inspected from time to time by a qualified person.

3. **Tests.** Lines and equipment shall be subjected, when necessary, to tests which will determine their fitness for service."

4. **Remedying of defects.** Defective lines and equipment which constitute a hazard shall be put in good order or effectively disconnected.

5. **Transmission line conductors** should be dead and grounded when maintenance work is being done, except when proper live line maintenance equipment is used.

6. **Maintenance and construction** should be done by qualified persons.

SECTION A

Conductors

The following shall apply only to No. 6 A. W. G. hard-drawn or medium-hard-drawn bare copper wire:

1. Conductors of less tensile strength than No. 6 A. W. G. medium-hard-drawn copper shall not be used in transmission line construction.

2. If wire other than No. 6 A. W. G. hard-drawn or medium-hard-drawn bare copper, such as aluminum with steel reinforcement, copper covered steel or other types of conductors which will not corrode excessively under the prevailing conditions is used, the rules of the National Electrical Safety Code governing these conductors shall apply.

3. No. 6 A. W. G. hard-drawn or medium-hard-drawn bare copper conductors shall not be used in spans exceeding 175 feet in length.

4. The span shall not exceed 150 feet in length at crossings over railroad tracks or major communication lines when using No. 6 A. W. G. hard-drawn or medium-hard-drawn bare copper conductors.

(Note: For conductor fastening at crossings see Section D, Rule No. 2.)

5. "Splices shall not be made in the crossing span 'over railroad tracks or major communication lines,' and preferably not in the adjacent spans which are depended upon for withstanding the longitudinal tension of the crossing conductors. Taps shall not be made in the crossing span. If a splice or tap is made in any conductor in the span next to

the crossover span, it shall, where practicable, be placed at a point nearer to the crossover support than is the nearest conductor crossed over."

6. No. 6 A. W. G. bare line wires should be securely tied to the insulators with No. 6 A. W. G. annealed bare copper tie wire.

7. The grading of conductors should not change more than 10 feet in each 175-foot span, adjacent to the crossing span over railroad tracks or major communication lines.

8. Where a secondary circuit is on the same poles with a primary circuit, the separation between the two circuits shall not be less than 2 feet. The primary circuit in all cases shall be in the upper position.

9. Sags shall be not less than the minimum permissible sags for No. 6 A. W. G. hard-drawn or medium-hard-drawn bare copper conductors for different span lengths, when strung at temperatures as indicated below:

TABLE 1. CONDUCTOR SAG IN INCHES

Temperature Degrees Fahr.	Minimum sags in inches for span length of			
	100 Feet	125 Feet	150 Feet	175 Feet
	At crossings over railroad tracks or major communication lines			
	Inches	Inches	Inches	Inches
30	4.4	12.3	27.7	....
60	6.5	16.9	32.8	....
90	9.7	21.6	37.1	....
	For sections of the line not at crossings as above			
30	2.6	5.1	10.6	22.7
60	3.1	6.8	14.8	28.6
90	4.1	9.4	19.8	34.2

SECTION B

Insulators

1. Insulators for operation of transmission lines at voltages of 2,300 and above shall be of porcelain, made by the wet process, or glass suitable for the purpose as regards electrical and mechanical properties.

TABLE 2. INSULATOR TEST VOLTAGE REQUIREMENTS

Nominal line voltage	Minimum test dry flash-over voltage of insulators
750	5,000
2,300	20,000
4,000	30,000
6,600	40,000
11,000	50,000

2. If metal pins are used at crossings and throughout the remainder of the line, insulators used at the crossing supports shall have a rating of 25% greater than the table above.

3. If metal pins used at crossing supports are grounded and wood pins are used throughout the remainder of the line, the insulators used at the crossing supports shall have a rating of 50% greater than the insulators in the remainder of the line.

4. Where insulators are in the strain position, 2 insulators shall be used in each string, or one unit which has double the voltage rating of the pin type insulators in the rest of the line may be used.

5. Cracked, broken or chipped insulators shall be replaced by sound insulators.

6. Insulators detached from the pin (floating insulators) shall be restored to their normal position.

SECTION C

Pins

1. Wood insulator pins shall be of locust, with dimensions of not less than 1½ inches by 9 inches, or of other wood, or metal pins of equivalent strength. Wood pins shall be securely nailed in place.

2. Defective wood or metal insulator pins shall be replaced by sound pins.

SECTION D

Crossarms

1. Wood crossarms shall be of fir or creosoted pine and shall have a minimum cross section of 3½ inches by 4½ inches. Two-pin crossarms shall be not less than 38 inches in length. Four-pin crossarms shall be not less than 5 feet 7 inches in length.

2. Where conductors are supported on pin insulators, double crossarms shall be used at unbalanced corners, dead-ends, at crossings over railroad tracks or major communication lines, to permit conductor fastening at two insulators and so prevent slipping.

3. Double wood crossarms shall be fitted with spacing bolts equipped with spacing nuts and washers.

4. All wood crossarms shall be fastened to poles with through bolts of not less than ⅝ inch in diameter.

5. Braces shall be fastened to the wood crossarm with bolts of not less dimensions than ⅜ inch by 4 inches, and to the pole with a lag screw of not less dimensions than ½ inch by 3½ inches.

6. Each wood crossarm shall be provided with two braces. Braces shall not be less than 7/32 inches by 1 7/32 inches, and not be less than 22 inches long for 2-pin crossarms, and not less than 28 inches long for 4-pin crossarms.

7. Wood crossarms weakened by decay, or by splitting, shall be replaced by sound crossarms.

SECTION E

Poles

1. Wood poles used in transmission lines shall conform with the standards approved by the American Standards Association, and shall be of the following species of timber:

Western Red Cedar
Northern White Cedar
Southern Yellow Pine (Full length treated)
Chestnut

(Note: Wood poles from native timber, other than mentioned above, shall not be used in transmission line construction.)

2. The minimum class of untreated and treated poles that may be used in transmission lines are as follows:

Untreated poles, "A. S. A." Specifications, Class 6.
Treated poles, "A. S. A." Specifications, Class 7.

(Note: See paragraph No. 4, Section E, for pole top dimensions for crossing supports.)

3. TREATED WOOD POLES.

(a) **Cedar Poles.** The sapwood in the ground line area of each butt treated pole should be impregnated with a preservative to a depth of one-half inch, unless the sapwood be less than one-half inch in thickness, in which case, the impregnation should be the full depth of the sapwood in the ground line area.

(b) **Pine Poles.** All pine poles shall be treated full length. All creosoted pine poles shall have a minimum retention of 8 pounds of preservative treatment per cubic foot of wood.

4. Wood poles used in the crossing span over railroad tracks shall have not less than 7-inch top diameter and those used in crossing over major communication lines shall have not less than 6-inch top diameter. Span in either case shall not exceed 150 feet in length when using No. 6 A. W. G. hard-drawn or medium-hard-drawn bare copper wire.

5. Twenty-five (25) foot poles may be used in transmission lines. This length of pole will provide clearance between the conductors and ground in level country for spans of 150 feet or less in length, in accordance with the National Electrical Safety Code, except at crossings over railroad tracks, communication lines, highways and permanent gateways.

6. Twenty-five (25) foot wood poles shall not be cut off at the ground line and reset to support primary conductors. Poles of this length when cut off and reset do not provide the required clearance between primary conductors and ground.

7. Thirty (30) foot wood poles shall be used to provide clearance between the primary conductors and ground for spans from 151 feet to 175 feet in length.

8. At permanent gateway and highway crossings on level ground a 30-foot wood pole is the minimum height that should be used to provide the required clearance between primary conductors and ground. Where the ground is not level either longer or shorter wood poles may be used to provide the required clearance at permanent gateway and highway crossings.

9. Wood poles shall be head guyed away from the crossing span over railroad tracks or major communication lines. When the ground line circumference of the poles supporting the crossing span is less than the values given in the tables below, such poles shall be side guyed, but when the ground line circumference meets or is greater than these values, no side guys are required on such poles.

TABLE 3. MINIMUM GROUND LINE CIRCUMFERENCE OF WOOD POLES NOT REQUIRING SIDE GUYS AT CROSSINGS

WHEN INSTALLED

Transmission lines having three or less No. 6 A. W. G. hard-drawn or medium-hard-drawn bare copper conductors and the crossing span is 150 feet or less in length, the minimum ground line circumference in inches for new poles not requiring side guys at crossings over railroad tracks is as follows:

Length of pole in feet	Western Red Cedar		Northern White Cedar		Southern Yellow Pine (Creo- soted) Inches
	Treated Inches	Untreated Inches	Treated Inches	Untreated Inches	
30	29	32	33	37	26
35	30	34	35	39	28
40	32	36	38	41	29
45	34	37	40	43	31
50	36	39	41	45	32

TABLE 4. MINIMUM GROUND LINE CIRCUMFERENCE OF WOOD POLES NOT REQUIRING SIDE GUYS AT CROSSINGS

WHEN INSTALLED

Transmission lines having three or less No. 6 A. W. G. hard-drawn or medium-hard-drawn bare copper conductors and the crossing span is 150 feet or less in

length, the minimum ground line circumference in inches for new poles not requiring side guys at crossings over major communication lines is as follows:

Length of pole in feet	Western Red Cedar		Northern White Cedar		Southern Yellow Pine (Creo- soted) Inches
	Treated Inches	Untreated Inches	Treated Inches	Untreated Inches	
30	25	29	29	33	23
35	27	30	31	35	24
40	28	32	33	38	26
45	30	34	35	40	27
50	31	36	36	41	29

(Note: For minimum top diameter of wood poles to be used at crossings over railroad tracks or major communication lines, see Section E, Rule No. 4.)

10. At crossings over railroad tracks or major communication lines, special attention is directed to paragraph 2 in the section relating to inspection, tests, etc. If a visual inspection of a pole indicates considerable decay of the wood at the ground line area, further inspection shall be made as described in paragraph 11 below, to determine if the remaining sound wood has sufficient strength to safely support the transmission line.

11. Dig out sufficient earth from around the wood pole (which may be to a depth of 16 inches below the ground) to permit inspection at the point of maximum decay below the ground line. The decayed wood shall be shaved from around the pole at such point of maximum decay. Measurements shall be made to determine the circumference of the sound wood in the pole. When making this inspection care shall be taken so as not to cut away or unnecessarily cut into the sound wood. When the inspection is completed, replace the earth and make a mound around the pole. If the minimum circumference in inches of the remaining sound wood in the pole is found to be equal to or less than the values given in Tables 5 or 6 below, the pole shall be replaced with one that will conform to the dimensions in Tables 3 or 4.

12. In addition to the visual inspection of the pole surface, the wood pole should be sounded and, where internal decay is suspected, should be bored to determine the extent, if any, to which internal rot has progressed. If such internal decay is discovered, or if there are external decay pockets, the minimum ground line circumference given in Tables 5 or 6 for the pole being inspected shall be increased by such an amount as is sufficient to compensate for such decay. Attention is called to the fact that maximum internal decay may occur in the section of the pole above ground.

TABLE 5. AT REPLACEMENT

Poles, not side guyed at crossings over railroad tracks, treated or untreated, shall be replaced when the ground line circumference of the sound wood is not greater than set out below:

Length of pole in feet	Western Red Cedar Inches	Northern White Cedar Inches	Southern Yellow Pine (Creosoted) Inches
	30	25	29	23
35	27	31	24
40	28	33	26
45	30	35	27
50	31	36	28

TABLE 6. AT REPLACEMENT

Poles, not side guyed at crossings over communication lines, treated or untreated, shall be replaced when the ground line circumference of the sound wood is not greater than set out below:

Length of pole in feet	Western Red	Northern White	Southern Yellow
	Cedar Inches	Cedar Inches	Pine (Creosoted) Inches
30	22	26	20
35	23	27	21
40	25	29	23
45	26	30	24
50	27	32	25

13. Wood poles supporting transformer mountings shall have not less than 6-inch top diameter.

TABLE 7. WOOD POLES SHALL BE SET TO THE FOLLOWING DEPTH:

Length of poles in feet	Setting in firm	Setting in rock—
	soil—feet	feet
25	4.5	3.5
30	5.0	3.5
35	5.5	4.0
40	6.0	4.0
45	6.5	4.5
50	7.0	4.5

(Note: Where poles are set in loose soil or near the edge of a ditch or cut caused by grading, the depth of setting in Table 7 shall be suitably increased.)

14. Wood poles should be raked (leaned) against the strain at dead ends, corners and sharp angles.

15. Wood poles (materially) damaged by lightning (or otherwise broken) shall be replaced with sound poles.

16. Wood poles which have decayed at the ground line to the extent that the remaining mechanical strength in the pole at that place will not safely support the line during an ice and wind storm shall be reinforced by a wood stub or replaced by a sound pole. Stubs shall not be used to reinforce poles in the crossing span over railroad tracks or major communication lines.

17. Wood stubs used to reinforce wood poles shall not be less than 7 inches in top diameter and 9 feet in length. The stub shall be set the same depth as the pole and be on either the road or field side of the pole. The stub and pole shall be lashed together by two sets of bands, one located near the top of the stub and the other approximately 9 inches from the ground. Stubbing bands of standard design are approved. Where wire is used each band shall consist of not less than 8 turns of No. 9 (or larger) galvanized iron wire. Each band shall be drawn tight by a $\frac{5}{8}$ -inch bolt inserted between the pole and stub, and pass through the center of the group of wires on each side of the pole. Curved washers or two-inch square washers shall be used under the head and nut of each bolt.

SECTION F

Guys and Anchors

1. All hardware, guy wire and anchor rods shall be either galvanized, copper covered, or must have an approved non-corrosive finish.

2. Guy wire shall be stranded and not less than 5/16 inch in diameter with a minimum tensile strength of 4,000 pounds. No solid guy wire shall be used.

3. Guy hooks or lag screws shall be used to prevent guys slipping. Supplementary guys such as storm guys having no strain placed upon them under normal conditions need not be supplied with plates or shims. Two strain plates or four or more guy shims shall be used on all guys having strain placed upon them under normal conditions, to prevent the guy from cutting the pole.

4. Guy insulators of approved type shall be placed not less than 8 feet from the ground in all down guys.

5. Anchor rods shall be not less than 5/8 inch in diameter, and not less than 6 feet in length. Anchors shall be buried not less than 5 feet in the ground. Anchors where practicable should be located so that the (lead) distance from the center line of the pole at the ground line to the place where the anchors enter the ground is the same distance as that from the ground line of the pole to the place where the guy is attached to the pole. Guys and anchors should be installed and maintained so that there will be no slack in the guy between its point of attachment to the pole and anchor rod.

6. Guys must be attached to the pole at a point as near to the line crossarm as possible, and in no case more than two feet below the crossarm.

7. Where the guy wire is threaded through the anchor rod, it shall be protected from sharp bending by guy thimble or thimble eye anchor rod.

SECTION G

Clearances

TABLE 8. MINIMUM VERTICAL CLEARANCE ABOVE GROUND OR RAILS

	0 to 750 volts Feet	750 to 7,500 volts Feet	
Where wires cross over			
Railroad tracks	27	28	
Highways and permanent gateway and in yards in rural districts	18	20	
Where wires run along			
Highways in rural districts.....	15	18	
Wire crossing clearances	Line wires	Service	Line Wires
Wires crossed over	0-750 volts	drops	750-7,500
	Feet	0-750 volts	volts
		Feet	Feet
Communication, including cables and messengers	4	2	4
Other transmission lines			
0-750 volts	2	2	4
750-7,500 volts	2	4	2
Wires crossing under lines operating at 7,500 to 50,000 volts.....	4	6	4

(Note: The above clearances are to be maintained at a temperature of 60° F., no wind, span lengths 0 to 150 feet, voltage 0 to 7,500 volts.)

1. It is recommended that when the nearest wire crossing is within 6 feet of any pole concerned in the crossing, the vertical clearance be increased from 4 feet to 6 feet. (It is obvious that this additional clearance is desirable for safety to workmen.)

2. Where primary wires pass near or through trees, the trees shall be trimmed to provide as much clearance as practicable to primary wires.

SECTION H

Transformers, Lightning Arresters and Grounds

1. Each distribution transformer shall be mounted on a pole so that the bottom of the transformer case will be not less than 12 feet above the ground.

2. Fuse cut-outs of standard manufacture for the voltage involved shall be installed in each primary wire between the line and transformer.

3. All transformers should be protected by lightning arresters of standard manufacture for the voltage involved.

4. Secondary grounds shall be separate from lightning arrester grounds. The arrester ground rod and secondary ground rod should be well spaced, and where practicable, be at least 20 feet apart.

5. One side of the 110 volt secondary, or the neutral point of a three-wire 110-220 volt secondary from all distributing transformers shall be solidly grounded with not less than No. 6 A. W. G. covered copper wire, soldered or securely fastened by a suitable clamp to a ground rod.

6. The ground lead of each arrester or set of arresters shall be solidly grounded with not less than No. 6 A. W. G. covered copper wire, soldered or securely fastened by a suitable clamp to a ground rod.

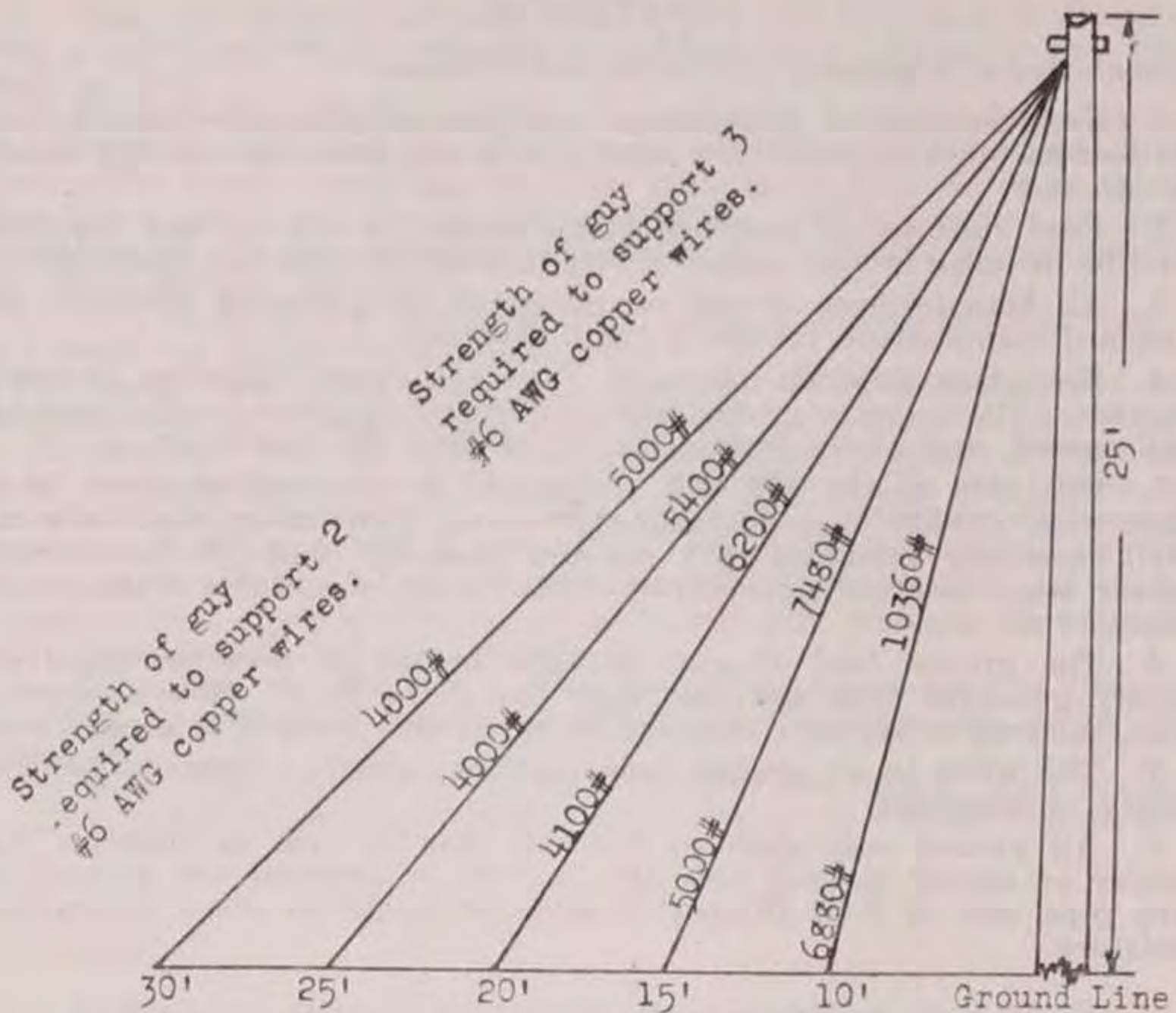
7. The wires to all ground rods must be protected from mechanical injury or breakage.

8. All ground rods shall be not less than $\frac{5}{8}$ inch in diameter for copper or copper covered rods and $\frac{3}{4}$ inch in diameter for galvanized iron pipe, and be 8 or 10 feet or more in length to reach permanent moisture.

TABLE 9. GALVANIZED STEEL STRAND GUY WIRE

Diameter in inches and kind	Strength in pounds
5/16 Regular	3,200
5/16 Siemens Martin	5,350
3/8 Regular	4,250
3/8 Siemens Martin	6,950
7/16 Regular	5,700
7/16 Siemens Martin	9,350

Guy must be attached to pole at a point as near to the line crossarms as possible, and in no case more than 2 feet below the crossarms.

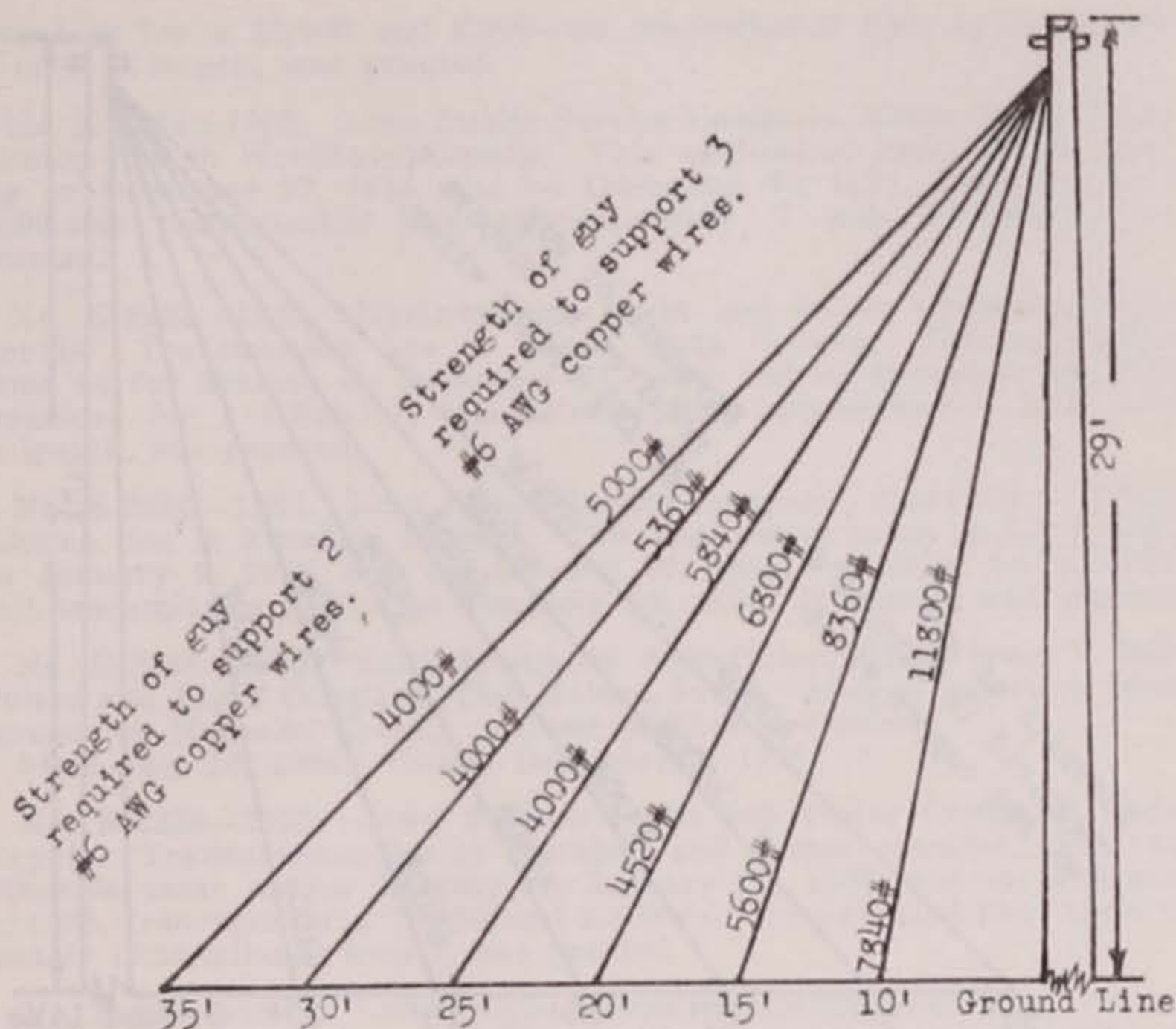


Distance from the center line of pole to where anchor rod enters the ground in feet.
30' Pole

Chart showing strength of guys required on thirty-foot corner or deadend pole when that pole is in a crossing span over railroad tracks and/or major communication lines. However, a corner pole shall be guyed in two directions. Where crossing poles over railroad tracks or major communication lines are not involved in corner or deadends, back guys of one-half the strength of Table 9 shall be installed away from the crossing or each crossing pole.

NOTE: It is recommended where over 7,000 pounds of guy strength is required, that 2 or more smaller guy strands be used.

Guy must be attached to pole at a point as near to the line crossarms as possible, and in no case more than 2 feet below the crossarms.

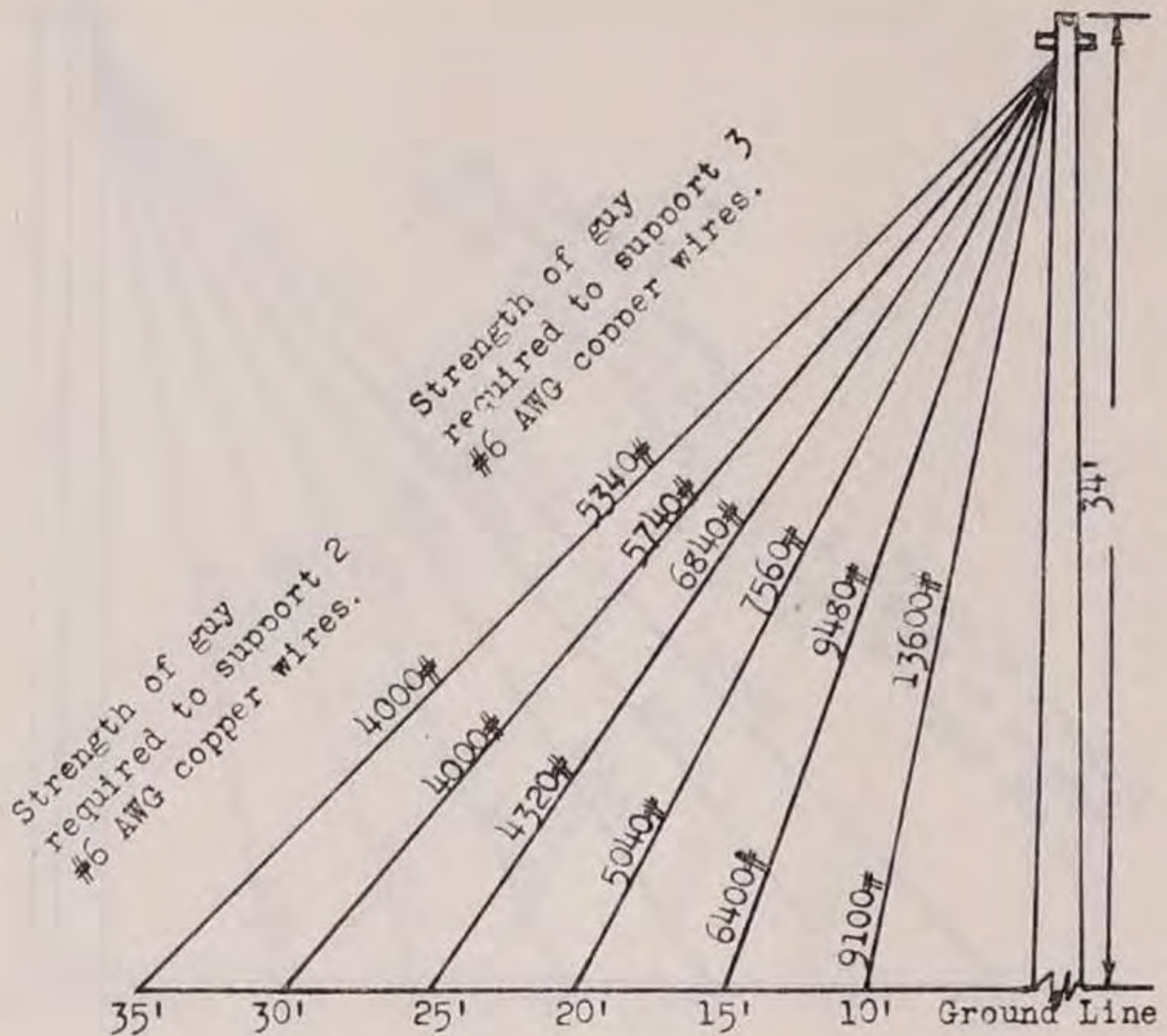


Distance from the center line of pole to
where anchor rod enters the ground in feet.
35' Pole

Chart showing strength of guys required on thirty-five-foot corner or deadend pole when that pole is in a crossing span over railroad tracks and/or major communication lines. However, a corner pole shall be guyed in two directions. Where crossing poles over railroad tracks or major communication lines are not involved in corners or deadends, back guys of one-half the strength of Table 9 shall be installed away from the crossing or each crossing pole.

NOTE: It is recommended where over 7,000 pounds of guy strength is required, that 2 or more smaller guy strands be used.

Guy must be attached to pole at a point as near to the line crossarms as possible, and in no case more than 2 feet below the crossarms.



Distance from the center line of pole to where anchor rod enters the ground in feet.
40' Pole

Chart showing strength of guys required on forty-foot corner or deadend pole when that pole is in a crossing span over railroad tracks and/or major communication lines. However, a corner pole shall be guyed in two directions. Where crossing poles over railroad tracks or major communication lines are not involved in corner or deadends, back guys of one-half the strength of Table 9 shall be installed away from the crossing or each crossing pole.

NOTE: It is recommended where over 7,000 pounds of guy strength is required, that 2 or more smaller guy strands be used.

Filed October 2, 1934. Closed July 1, 1935.

No. E-2231—1935. Iowa Public Service Company, Sioux City. Transmission line in Wright County. This application came on for hearing on November 27, 1934, and on December 5, 1934, franchise for a 2,300 and 6,600-volt transmission line, approximately $1\frac{7}{8}$ miles in length, was granted.

No. E-2232—1935. Northwestern Light and Power Company, Cedar Rapids. Transmission line in Buena Vista County. This application came on for hearing on November 27, 1934, and on December 5, 1934, franchise for a 22,000 and 6,900-volt transmission line, approximately 2.9 miles in length, was granted.

No. E-2233—1935. Northwestern Light and Power Company, Cedar Rapids. Transmission line in Buena Vista County. This application came on for hearing on December 27, 1934, and on December 31, 1934,

franchise for a 22,000 and 6,900-volt transmission line, approximately .8 mile in length, was granted.

No. E-2234—1935. Iowa Public Service Company, Sioux City. Transmission line in Woodbury County. This application came on for hearing on December 27, 1934, and on December 31, 1934, franchise for a 6,600-volt transmission line, approximately .7 mile in length, was granted.

No. E-2235—1935. Northwestern Light and Power Company, Cedar Rapids. Transmission line in Buena Vista County. This application came on for hearing on December 27, 1934, and on December 31, 1934, franchise for a 2,300-volt transmission line, approximately 5.75 miles in length, was granted.

No. E-2236—1935. Iowa Public Service Company, Sioux City. Transmission line in Franklin County. This application came on for hearing on January 9, 1935, and on January 16, 1935, franchise for a 6,600-volt transmission line, approximately 2 $\frac{3}{4}$ miles in length, was granted.

No. E-2238—1935. Sully Telephone Association, Sully, Iowa, v. Iowa Power and Light Company, Des Moines, Iowa. Alleged inductive interference in Mahaska County. Closed without prejudice.

Filed July 20, 1934. Closed December 2, 1935.

No. E-2239—1935. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Marshall and Jasper counties. This application came on for hearing on January 29, 1935, and on February 4, 1935, franchise for a 13,200 and 2,300-volt transmission line, approximately 19.25 miles in length, was granted.

No. E-2240—1935. Iowa Public Service Company, Sioux City. Transmission line in Ida County. This application came on for hearing on January 29, 1935, and on February 4, 1935, franchise for a 6,600-volt transmission line, approximately $\frac{3}{4}$ mile in length, was granted.

No. E-2241—1935. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Linn County. This application came on for hearing on January 29, 1935, and on February 4, 1935, franchise for a 33,000 and 6,600-volt transmission line, approximately $\frac{1}{2}$ mile in length, was granted.

No. E-2242—1935. People's Gas and Electric Company, Mason City. Transmission line in Cerro Gordo County. This application came on for hearing on January 29, 1935, and on February 4, 1935, franchise for a 6,600-volt transmission line, approximately 5 $\frac{1}{2}$ miles in length, was granted.

No. E-2243—1935. City of Ames, Iowa. Transmission line in Story County. This application came on for hearing on February 11, 1935, and on February 16, 1935, franchise for a 6,900-volt transmission line, approximately $\frac{1}{4}$ mile in length, was granted.

No. E-2244—1935. Buchanan County, Independence, Iowa. Transmission line in Buchanan County. This application came on for hearing on March 5, 1935, and on September 30, 1935, franchise for a 2,300-volt transmission line, approximately $\frac{1}{2}$ mile in length, was granted.

No. E-2245—1935. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Linn County. This application came on for hearing on February 26, 1935, and on March 6, 1935, franchise for a 33,000 and 6,900-volt transmission line, approximately 2 miles in length, was granted.

No. E-2246—1935. Iowa Electric Light and Power Company, Cedar

Rapids. Application for authority to attach an additional circuit in Linn County. This application was filed February 6, 1935, and on March 6, 1935, authority to reconstruct its 33,000-volt transmission line and attach another circuit to be operated at 6,900 volts, was granted covering a route of approximately $1\frac{1}{4}$ miles.

No. E-2247—1935. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Story and Polk counties. This application came on for hearing on March 5, 1935, and on March 19, 1935, franchise for a 33,000 and 6,900-volt transmission line, approximately 8.5 miles in length, was granted.

No. E-2248—1935. Citizen's Power and Light Company, Council Bluffs. Transmission line in Pottawattamie County. This application came on for hearing on March 5, 1935, and on March 8, 1935, franchise for a 13,200-volt transmission line, approximately $\frac{5}{8}$ mile in length, was granted.

No. E-2249—1935. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Linn County. This application came on for hearing on March 5, 1935, and on March 8, 1935, franchise for a 6,600-volt transmission line, approximately 2 miles in length, was granted.

No. E-2250—1935. Central States Electric Company, Cedar Rapids. Transmission line in Hamilton and Hardin counties. This application came on for hearing on March 26, 1935, and on March 28, 1935, franchise for a 33,000-volt transmission line, approximately 3 miles in length, was granted.

No. E-2251—1935. Iowa Electric Company, Cedar Rapids. Transmission line in Jones County. This application came on for hearing on March 26, 1935, and on March 28, 1935, franchise for a 2,300-volt transmission line, approximately one mile in length, was granted.

No. E-2252—1935. Iowa Public Service Company, Sioux City. Transmission line in Palo Alto County. This application came on for hearing on April 2, 1935, and on April 8, 1935, franchise for a 2,300-volt transmission line, approximately 2 miles in length, was granted.

No. E-2253—1935. Iowa Public Service Company, Sioux City. Transmission line in Audubon County. This application came on for hearing on April 2, 1935, and on April 8, 1935, franchise for a 2,300-volt transmission line, approximately $1\frac{3}{4}$ miles in length, was granted.

No. E-2254—1935. Iowa Public Service Company, Sioux City. Transmission line in Sioux County. This application came on for hearing on April 2, 1935, and on April 8, 1935, franchise for a 6,600-volt transmission line, approximately 1.9 miles in length, was granted.

No. E-2255—1935. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Story County. This application came on for hearing on March 26, 1935, and on March 28, 1935, franchise for a 33,000 and 6,900-volt transmission line, approximately $\frac{3}{4}$ mile in length, was granted.

No. E-2256—1935. Muscatine Municipal Electric Plant, Muscatine. Application for authority to attach an additional circuit in Muscatine County. Above application should have been made in the name of City of Muscatine and, therefore, this file is closed and application submitted under Docket No. E-2260.

Filed March 12, 1935. Closed March 28, 1935.

No. E-2257—1935. People's Gas and Electric Company, Mason City. Transmission line in Cerro Gordo County. This application came on for hearing on April 9, 1935, and on April 11, 1935, franchise for a 13,800-volt transmission line, approximately $2\frac{1}{4}$ miles in length, was granted.

No. E-2258—1935. Lincoln Light and Power Company, Clarion. Transmission line in Wright County. This application came on for hearing on April 9, 1935, and on April 11, 1935, franchise for a 2,300-volt transmission line, approximately 1 mile in length, was granted.

No. E-2259—1935. Central States Electric Company, Cedar Rapids. Transmission line in Hancock County. Application withdrawn.
Filed March 18, 1935. Closed November 1, 1935.

No. E-2260—1935. City of Muscatine, Iowa. Transmission line in Muscatine County. This application came on for hearing on April 30, 1935, and on May 6, 1935, franchise for a 6,600-volt transmission line, approximately .42 mile in length, was granted.

No. E-2261—1935. Interstate Power Company, Dubuque. Transmission line in Clayton County. This application came on for hearing on April 30, 1935, and on May 6, 1935, franchise for a 33,000-volt transmission line, approximately 3 miles in length, was granted.

No. E-2262—1935. Citizens Power and Light Company, Council Bluffs. Transmission line in Pottawattamie County. This application came on for hearing on April 30, 1935, and on May 6, 1935, franchise for a 7,620-volt transmission line, approximately $\frac{5}{8}$ mile in length, was granted.

No. E-2263—1935. Iowa Public Service Company, Sioux City. Transmission line in Bremer County. This application came on for hearing on May 14, 1935, and on May 18, 1935, franchise for a 6,600-volt transmission line, approximately $\frac{1}{2}$ mile in length, was granted.

No. E-2264. Citizens Power and Light Company, Council Bluffs. Authority to install multiple grounds on the primary neutral of single and/or three phase star or "Y" connected electrical supply systems operated at a voltage suitable for rural electrical service. Hearing held at the office of the Board, Des Moines, Iowa, May 21, 1935. Under date of June 5, 1935, the following decision was rendered:

Appearances:

For the Citizens Power & Light Company—F. E. Smith, Chief Engineer, Council Bluffs, Iowa; E. M. Ruede, Council Bluffs, Iowa.

For the Iowa-Nebraska Light & Power Company—R. L. Schacht, Engineer, Lincoln, Neb.

For the Western Union Telegraph Company—C. E. Winn, Omaha, Neb.

For the Postal Telegraph-Cable Co.—M. S. Tomcheck, Omaha, Neb.

For the Iowa Public Service Co.—Ed Ruisch, Sioux City, Iowa.

For the Central West Public Service Co.—H. T. Murray, Sioux City, Iowa.

For the People's Gas & Electric Co.—M. A. Harpster, Mason City, Iowa.

For the Northern States Power Co.—R. A. Farmer, Minneapolis, Minn.

For the Iowa Electric Light and Power Co.; for the Northwestern Light and Power Co.; for the Central States Electric Company; for the Iowa Electric Company; for the C., R. & I. C. Ry.—John M. Drabelle, Engineer, Cedar Rapids, Iowa.

For the Central States Electric Company—Ray Ingham, Gen. Supt., Cedar Rapids, Iowa.

For the Iowa Electric Company—H. W. Stewart, Gen. Foreman, Cedar Rapids, Iowa.

For the United Lt. & Pow. Eng. & Const. Co.—R. O. Sutherland, Davenport, Iowa.

For the Story City Electrical Department—T. K. Hendersen, Story City, Iowa.

For the Kegley Branch Electric Co.—John H. Johnson, Story City, Iowa.

For the Muscatine Municipal Electric Plant—W. R. Thorson, Gen. Mgr., Muscatine, Iowa.

For the Interstate Power Company—R. A. Caldwell, Oelwein, Iowa; P. Mellen, Dubuque, Iowa.

For the Des Moines Electric Light Company—James L. Culhane, Engineer, Des Moines, Iowa.

For the Ft. D., Des M. & Sou. R. R. Co.—H. H. Everts, Boone, Iowa.

For the C., M., St. P. & P. R. R. Co.—A. A. Birler, Milwaukee, Wis.

For the Rock Island Lines—C. O. Ellis, Chicago, Ill.; Geo. D. Hood, Supt. Telegraph, Chicago, Ill.

For the C. D. & M. Ry. Co.—C. E. Ewen, Davenport, Iowa.

For the Iowa Independent Telephone Assn.—Chas. C. Deering, Secy., Des Moines, Iowa.

For the Iowa Continental Tel. Co.—J. W. Wofat, Consulting Engineer, Fort Wayne, Ind.

For the Northwestern Bell Telephone Co.—H. H. Carl, Engineer, Des Moines, Iowa; C. L. Sampson, Engineer, Des Moines, Iowa.

For the Boyer Valley Tel. Corp.—Lester D. Meyers, President, Woodbine, Iowa.

For the Creston Mut. Tel. Co.—Geo. E. Atkinson, Secy. and Mgr., Creston, Iowa; Guy N. Frymire, W. C., Creston, Iowa.

For the Western Tel. Corp.—Wilber Naylor, Denison, Iowa.

For the Iowa State Tel. Co.—H. R. Christianson, Gen Mgr., Newton, Iowa.

For the Iowa Continental Tel. Co.—L. F. Morrison, Grinnell, Iowa.

For the Iowa Tel. & Telegraph Co.—J. H. Denkhoff, Dyersville, Iowa.

For the Ind. Tel. Assn. and Appanoose County Tel. Co.—C. A. Farrington, Pres., Centerville, Iowa.

For the Lucas County Tel. Co.—A. J. Adams, Chariton, Iowa.

For the Iowa Union Mutual Telephone Co.—J. M. Shea, Emmetsburg, Iowa.

For the Page & Hill Co.—Grant Harris, Minneapolis, Minnesota.

For the Line Material Co.—O. R. Gossman, Des Moines, Iowa.

For the Westinghouse Elec. & Mfg. Co.—J. L. Gaston, Des Moines, Iowa.

For the Wagner Elec. Corp.—E. A. Forkner, Davenport, Iowa; A. H. Ellerman, 1935 Indiana Avenue, Chicago, Ill.

For the Moloney Electric Co.—E. A. Robertson, V. P., 20 N. Wacker Drive, Chicago, Ill.

For the Iowa State College—Frank D. Paine, Ames, Iowa.

For the Iowa Emergency Relief Adm.—B. H. Greene, Utilities Engineer, Des Moines, Iowa.

WHEREAS, On the 16th day of April, 1935, the Citizens Power and Light Company, Council Bluffs, Iowa, filed with the Board of Railroad Commissioners of the State of Iowa, a written request, asking for authority to install multiple grounds on the primary neutral wire of its 7,620-volt electrical supply lines, serving rural areas in Pottawattamie and Mills Counties, Iowa; and

WHEREAS, This matter was assigned for public hearing and was heard in the office of the Board of Railroad Commissioners at Des Moines, Iowa, on the 21st day of May, 1935, at 10 o'clock a. m.; and

WHEREAS, Due consideration was given to all evidence presented at the hearing, to objections made by the Independent Telephone Associa-

tion of Iowa, Iowa Electric Light and Power Company, Northwestern Light and Power Company, Central States Electric Company and the Iowa Electric Company, and to recommendations made by the Northwestern Bell Telephone Company, American Telephone and Telegraph Company and said Citizens Power and Light Company, that the Board of Railroad Commissioners approve a trial installation of multiple grounds on the primary neutral wire of said 7,620-volt electrical supply lines serving rural areas in Pottawattamie and Mills Counties; that a cooperative study and investigation be conducted jointly by representatives of both the electrical supply and communication companies of the operating characteristics of the electrical supply system which may result in inductive interference in parallel communication circuits, both metallic and grounded, and of the remedial measures which may be applied to the electrical supply system or the communication system, or both, to mitigate inductive interference in metallic or grounded communication circuits, and that a written report shall be made to the Board of Railroad Commissioners stating the facts found in this investigation; and that the grounds of the primary neutral wire are to be installed only for the purpose of this investigation and when the investigation will be completed all the additional grounds, other than the one now in existence on the primary neutral wire, shall be removed; and,

IT IS THEREFORE ORDERED, That the Board of Railroad Commissioners do hereby grant authority to the said Citizens Power and Light Company to install multiple grounds on the primary neutral wire of said company's 7,620-volt electrical supply lines serving rural areas in Pottawattamie and Mills Counties, on the lines as now constructed and in operation; that a joint study and investigation be made by both the electrical supply and communication companies of the operating characteristics of the electrical supply system which may result in inductive interference in communication circuits, both metallic and grounded, and of the remedial measures which may be applied to the electric supply system or the communication system, or both, to mitigate inductive interference in communication circuits to the degree that commercial communication service can be had; and

IT IS FURTHER ORDERED, That a written report shall be made to the Board of Railroad Commissioners stating the facts found in the investigation, and recommending remedial measures which may be applied to the electrical supply or communication systems, or both, to mitigate inductive interference in communication circuits, both metallic and grounded, to the degree that commercial communication service can be had; and

IT IS FURTHER ORDERED, That this investigation shall be conducted jointly by representatives of the following: The Board of Railroad Commissioners; Electrical Supply Companies; Communication Companies, consisting of the Northwestern Bell Telephone Company, American Telephone and Telegraph Company and the Independent Telephone Association; Steam and Electrified Railroads; Iowa State Planning Board, and Municipalities operating supply systems; and

IT IS FURTHER ORDERED, That after this investigation has been completed and a written report has been made to the Board of Railroad Commissioners, a further public hearing will be held if called for before an order will be granted in this docket to said Citizens Power and Light Company, to permanently install multiple grounds on the primary neutral wire of its 7,620-volt electrical supply lines; and

IT IS FURTHER ORDERED, That this authority is only for the purpose of making a trial investigation on the matters in question; that when this investigation is completed all additional grounds placed

on the primary neutral wire of the electrical supply lines in question shall at once be removed and the electrical supply system will then be operating with the neutral wire grounded at one place; and

IT IS FURTHER ORDERED, That there shall be no expense charged to the State of Iowa, or the Board of Railroad Commissioners for this investigation.

Investigation has not been completed in this case.

No. E-2265—1935. Iowa Electric Company, Cedar Rapids. Transmission line in Cedar County. This application came on for hearing on May 21, 1935, and on May 27, 1935, franchise for a 4,400-volt transmission line, approximately $1\frac{1}{4}$ miles in length, was granted.

No. E-2266—1935. Iowa Electric Company, Cedar Rapids. Transmission line in Iowa County. This application came on for hearing on May 21, 1935, and on May 27, 1935, franchise for a 6,600-volt transmission line, approximately $3\frac{1}{2}$ miles in length, was granted.

No. E-2267—1935. Iowa Electric Company, Cedar Rapids. Transmission line in Scott County. This application came on for hearing on May 21, 1935, and on June 1, 1935, franchise for a 4,400-volt transmission line, approximately $1\frac{1}{4}$ miles in length, was granted.

No. E-2268—1935. Citizens Power and Light Company, Council Bluffs. Transmission line in Pottawattamie county. This application came on for hearing on May 21, 1935, and on May 27, 1935, franchise for a 7,620-volt transmission line, approximately $2\frac{5}{8}$ miles in length, was granted.

No. E-2269—1935. Interstate Power Company, Dubuque. Transmission line in Kossuth county. This application came on for hearing on May 28, 1935, and on June 1, 1935, franchise for a 6,900-volt transmission line, approximately $3\frac{1}{2}$ miles in length, was granted.

No. E-2270—1935. Iowa Electric Company, Cedar Rapids. Transmission line in Muscatine County. This application came on for hearing on the May 28, 1935, and on June 1, 1935, franchise for a 4,400-volt transmission line, approximately $\frac{8}{10}$ mile in length, was granted.

No. E-2271—1935. Central States Electric Company, Cedar Rapids. Transmission line in Palo Alto County. This application came on for hearing on June 11, 1935, and on July 8, 1935, franchise for a 6,600-volt transmission line, approximately $2\frac{1}{2}$ miles in length, was granted.

No. E-2272—1935. Iowa Southern Utilities Company, Centerville. Transmission line in Appanoose and Wayne Counties. This application came on for hearing on June 11, 1935, and on November 13, 1935, franchise for a 33,000-6,600 and 2,300-volt transmission line, approximately $31\frac{1}{2}$ miles in length, was granted.

No. E-2273—1935. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Buchanan County. This application came on for hearing on June 11, 1935, and on June 17, 1935, franchise for a 2,300-volt transmission line, approximately 2 miles in length, was granted.

No. E-2274—1935. Iowa Public Service Company, Sioux City. Transmission line in O'Brien County. This application came on for hearing on June 18, 1935, and on June 21, 1935, franchise for a 2,300-volt transmission line, approximately 6.25 miles in length, was granted.

No. E-2275—1935. Interstate Power Company, Dubuque. Application for authority to attach an additional circuit in Kossuth County. This application was filed May 27, 1935, and on June 17, 1935, authority

to reconstruct its 22,800-volt transmission line and attach another circuit to be operated at 6,900 volts, was granted covering a route of approximately $1\frac{1}{4}$ miles.

No. E-2276—1935. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Cedar County. This application came on for hearing on July 23, 1935, and on July 27, 1935, franchise for a 33,000 and 6,600-volt transmission line, approximately 4 miles in length, was granted.

No. E-2277—1935. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Linn County. This application came on for hearing on July 23, 1935, and on July 27, 1935, franchise for a 33,000 and 6,900-volt transmission line, approximately 3 miles in length, was granted.

No. E-2279—1935. Iowa-Nebraska Light and Power Company, Lincoln, Nebraska. Transmission line in Page County. This application came on for hearing on July 23, 1935, and on July 27, 1935, franchise for a 13,200 and 2,300-volt transmission line, approximately $\frac{3}{4}$ mile in length, was granted.

No. E-2280—1935. Iowa Public Service Company, Sioux City. Transmission line in Cherokee County. This application came on for hearing on August 6, 1935, and on August 13, 1935, franchise for a 6,600-volt transmission line, approximately .75 mile in length, was granted.

No. E-2281—1935. Iowa Public Service Company, Sioux City. Transmission line in Woodbury County. This application came on for hearing on August 6, 1935, and on August 20, 1935, franchise for a 2,300-volt transmission line, approximately .9 mile in length, was granted.

No. E-2282—1935. Central States Electric Company, Cedar Rapids. Transmission line in Hancock County. This application came on for hearing on July 6, 1935, and on August 13, 1935, franchise for a 6,600-volt transmission line, approximately 1.1 mile in length, was granted.

No. E-2283—1935. Central States Electric Company, Cedar Rapids. Transmission line in Franklin County. This application came on for hearing on August 6, 1935, and on August 13, 1935, franchise for a 2,300-volt transmission line, approximately 1.2 miles in length, was granted.

No. E-2284—1935. Interstate Power Company, Dubuque. Transmission line in Clinton County. This application came on for hearing on August 6, 1935, and on August 13, 1935, franchise for a 66,000-volt transmission line, approximately 1 mile in length, was granted.

No. E-2285—1935. Interstate Power Company, Dubuque. Application for authority to attach an additional circuit in Clinton County. This application was filed July 10, 1935, and on August 13, 1935, authority to reconstruct its 66,000-volt transmission line and attach another circuit to be operated at 66,000 volts, was granted covering a route of approximately 3 miles.

No. E-2286—1935. Iowa Public Service Company, Sioux City. Transmission line in Franklin County. This application came on for hearing on August 6, 1935, and on August 13, 1935, franchise for a 6,600-volt transmission line, approximately 2 miles in length, was granted.

No. E-2287—1935. Iowa Public Service Company, Sioux City. Application for authority to attach an additional circuit in Black Hawk County. This application was filed July 10, 1935, and on August 5, 1935, authority to reconstruct its 33,000-volt transmission line and attach another circuit to be operated at 2,300 volts, was granted covering a route of approximately $2\frac{1}{2}$ miles.

No. E-2288—1935. Citizens Power and Light Company, Council Bluffs. Transmission line in Mills County. This application came on for hearing on August 6, 1935, and on August 20, 1935, franchise for a 7,620-volt transmission line, approximately $\frac{5}{8}$ mile in length, was granted.

No. E-2289—1935. Interstate Power Company, Dubuque. Transmission line in Dubuque County. This application came on for hearing on August 6, 1935, and on August 30, 1935, franchise for a 2,300-volt transmission line, approximately 1 mile in length, was granted.

No. E-2291—1935. Iowa Southern Utilities Company, Centerville. Application for authority to attach an additional circuit in Washington County. This application was filed July 25, 1935, and on August 20, 1935, authority to reconstruct its 22,000-volt transmission line and attach another circuit to be operated at 13,200 volts, was granted covering a route of approximately 2 miles.

No. E-2292—1935. City of Denison, Iowa. Transmission line in Crawford County. This application came on for hearing on August 20, 1935, and on August 21, 1935, franchise for a 2,300-volt transmission line, approximately .33 of a mile in length, was granted.

No. E-2293—1935. Iowa Southern Utilities Company, Centerville. Transmission line in Henry County. This application came on for hearing on August 20, 1935, and on September 30, 1935, franchise for a 13,200 and 2,300-volt transmission line, approximately $5\frac{3}{4}$ miles in length, was granted.

No. E-2294—1935. Town of West Bend. Transmission line in Kosuth County. This application came on for hearing on August 27, 1935, and on September 14, 1935, franchise for a 6,900-volt transmission line, approximately 7 miles in length, was granted.

No. E-2295—1935. Northern States Power Company, Minneapolis, Minnesota. Transmission line in Sioux County. This application came on for hearing on September 9, 1935, and on September 14, 1935, franchise for a 6,600-volt transmission line, approximately 2 miles in length, was granted.

No. E-2296—1935. Peoples Gas and Electric Company, Mason City. Transmission line in Floyd County. This application came on for hearing on September 9, 1935, and on September 14, 1935, franchise for a 6,600-volt transmission line, approximately $4\frac{1}{2}$ miles in length, was granted.

No. E-2297—1935. Peoples Gas and Electric Company, Mason City. Transmission line in Cerro Gordo County. This application came on for hearing on September 9, 1935, and on September 14, 1935, franchise for a 6,600-volt transmission line, approximately 5 miles in length, was granted.

No. E-2299—1935. Iowa Public Service Company, Sioux City. Transmission line in Palo Alto County. This application came on for hearing on September 9, 1935, and on September 14, 1935, franchise for a 2,300-volt transmission line, approximately .75 miles in length, was granted.

No. E-2300—1935. Iowa Public Service Company, Sioux City. Transmission line in Palo Alto County. This application came on for hearing on September 9, 1935, and on September 14, 1935, franchise for a 2,300-volt transmission line, approximately .5 miles in length, was granted.

No. E-2301—1935. Iowa Public Service Company, Sioux City. Transmission line in Palo Alto County. This application came on for hear-

ing on September 9, 1935, and on September 14, 1935, franchise for a 13,200-volt transmission line, approximately .6 mile in length, was granted.

No. E-2302—1935. Citizens Power and Light Company, Council Bluffs. Transmission line in Mills County. This application came on for hearing on September 30, 1935, and on October 30, 1935, franchise for a 7,620-volt transmission line, approximately 44 miles in length, was granted.

No. E-2303—1935. Iowa Public Service Company, Sioux City. Application for authority to attach an additional circuit in Franklin County. This application was filed August 30, 1935, and on September 30, 1935, authority to reconstruct its 33,000-volt transmission line and attach another circuit to be operated at 6,600 volts, was granted covering a route of approximately 1 mile.

No. E-2305—1935. Northwestern Light and Power Company, Cedar Rapids. Transmission line in Grundy County. This application came on for hearing on October 7, 1935, and on November 13, 1935, franchise for a 6,900-volt transmission line, approximately 1½ miles in length, was granted.

No. E-2306—1935. Iowa Public Service Company, Sioux City. Transmission line in Floyd County. This application came on for hearing on October 7, 1935, and on October 30, 1935, franchise for a 2,300-volt transmission line, approximately 5¼ miles in length, was granted.

No. E-2307—1935. Iowa Public Service Company, Sioux City. Transmission line in Shelby and Audubon counties. This application came on for hearing on October 7, 1935, and on October 30, 1935, franchise for a 6,900-volt transmission line, approximately 1.9 miles in length, was granted.

No. E-2309—1935. Albia Light and Railway Company, Centerville. Transmission line in Monroe County. This application came on for hearing on October 23, 1935, and on November 13, 1935, franchise for a 2,300-volt transmission line, approximately 6½ miles in length, was granted.

No. E-2311—1935. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Linn County. This application came on for hearing on October 29, 1935, and on November 13, 1935, franchise for a 6,900-volt transmission line, approximately 1.9 miles in length, was granted.

No. E-2312—1935. Iowa Public Service Company, Sioux City. Transmission line in Audubon County. This application came on for hearing on October 23, 1935, and on November 13, 1935, franchise for a 6,600-volt transmission line, approximately .5 miles in length, was granted.

No. E-2313—1935. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Benton County. This application came on for hearing on October 23, 1935, and on November 13, 1935, franchise for a 6,900-volt transmission line, approximately ½ mile in length, was granted.

No. E-2314—1935. Iowa Power and Light Company, Des Moines. Transmission line in Polk County. This application came on for hearing on October 23, 1935, and on November 13, 1935, franchise for a 7,200-volt transmission line, approximately 1½ miles in length, was granted.

No. E-2315—1935. Iowa Public Service Company, Sioux City. Transmission line in Woodbury County. This application came on for hear-

ing on October 23, 1935, and on November 13, 1935, franchise for a 6,600-volt transmission line, approximately .5 mile in length, was granted.

No. E-2316—1935. Iowa Public Service Company, Sioux City. Transmission line in Woodbury County. This application came on for hearing on October 23, 1935, and on November 13, 1935, franchise for a 6,600-volt transmission line, approximately 1.4 miles in length, was granted.

No. E-2317—1935. Iowa Public Service Company, Sioux City. Transmission line in Black Hawk County. This application came on for hearing on October 23, 1935, and on November 13, 1935, franchise for a 6,600-volt transmission line, approximately 6.45 miles in length, was granted.

No. E-2318—1935. Des Moines Electric Light Company, Des Moines. Transmission line in Polk County. This application came on for hearing on October 23, 1935, and on November 13, 1935, franchise for a 7,200-volt transmission line, approximately $\frac{1}{2}$ mile in length, was granted.

No. E-2321—1935. Iowa Electric Light and Power Company, Cedar Rapids. Transmission line in Story County. This application came on for hearing on October 29, 1935, and on November 13, 1935, franchise for a 6,900-volt transmission line, approximately $2\frac{1}{2}$ miles in length, was granted.

No. E-2326—1935. Iowa Power and Light Company, Des Moines. Transmission line in Dallas County. This application came on for hearing on November 19, 1935, and on November 30, 1935, franchise for a 7,200-volt transmission line, approximately 2 miles in length, was granted.

No. EE-362—1935. City of Harlan, Iowa. Transmission line in Shelby County. Certificate issued March 5, 1935.

No. EE-363—1935. City of Cedar Falls, Iowa. Transmission line in Black Hawk County. Certificate issued January 17, 1935.

No. EE-364—1935. City of Cedar Falls, Iowa. Transmission line in Bremer County. Certificate issued December 31, 1934.

No. EE-365—1935. Iowa City Light and Power Company, Iowa City. Transmission line in Johnson County. Certificate issued January 9, 1935.

No. EE-366—1935. F. S. Hedge, Route No. 2, Spencer. Transmission line in Clay County. Certificate issued February 13, 1935.

No. EE-367—1935. Clinton, Davenport & Muscatine Railway Company, Davenport. Transmission line in Scott County. Certificate issued April 11, 1935.

No. EE-368—1935. Town of Ackley, Iowa. Transmission line in Hardin County. Certificate issued May 15, 1935.

No. EE-369—1935. Wilbur Hall and Minnie Harrendorf Stout, State Center. Transmission line in Marshall County. Certificate issued May 20, 1935.

No. EE-370—1935. Marion Electric Company, Burlington. Transmission line in Lee County. Certificate issued June 24, 1935.

No. EE-371—1935. Northeast Farmer's Electric Line, State Center. Transmission line in Marshall County. Certificate issued August 13, 1935.

No. EE-372—1935. Iowa City Light & Power Company, Iowa City. Transmission line in Johnson County. Certificate issued July 1, 1935.

No. EE-374—1935. Albion Electric Light Line No. 2, Albion. Transmission line in Marshall County. Certificate issued August 20, 1935.

No. EE-375—1935. Central States Electric Company, Cedar Rapids. Transmission line in Emmet County. Certificate issued November 23, 1935.

No. EE-376—1935. City of Spencer, Iowa. Transmission line in Clay County. Certificate issued October 28, 1935.

No. EEE-1—1935. Northwestern Light and Power Company, Cedar Rapids v. Federal Land Bank of Omaha, Omaha, Nebraska, Brandt Amile, Peterson, Frand Friedlund, Linn Grove and Lewis W. Morris, Linn Grove. Application for authority to condemn land in Buena Vista County. Hearing on this application was held at the Office of the Board, Des Moines, Iowa, January 29, 1935, and under date of February 2, 1935, Certificate of Authority to condemn was issued and forwarded to the Clerk of the District Court of Buena Vista County for filing, as required by law, covering the following described land:

Beginning at the southeast (SE) corner of the northeast quarter (NE $\frac{1}{4}$) of Section twelve (12), Township ninety-three (93), North, Range thirty-eight (38), West (W) of the Fifth P. M., Buena Vista County, Iowa; thence west (W) one hundred (100) feet, thence right ninety degrees (90°), thence north (N), one hundred (100) feet west (W) of and paralleling the east (E) line of the northeast quarter (NE $\frac{1}{4}$) of said Section twelve (12) and the southeast quarter (SE $\frac{1}{4}$) of Section one (1), said township and range, a distance of approximately forty-four hundred (4,400) feet to the highway in the southeast quarter (SE $\frac{1}{4}$) of said Section one (1); thence right ninety degrees (90°), thence east (E) one hundred (100) feet to the east (E) line of said Section one (1), thence right ninety degrees (90°), thence south (S) on the east (E) line of the southeast quarter (SE $\frac{1}{4}$) of said Section One (1) and the northeast quarter (NE $\frac{1}{4}$) of Section twelve (12), said township and range, a distance of approximately forty-four hundred (4,400) feet to the point of beginning. Comprising a tract of land four hundred forty thousand (440,000) square feet.

Motor Transportation Division

No. H-1818—1933. Frank C. Scherer, Red Oak. Application for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Red Oak and Lenox. Certificate of Convenience and Necessity No. 89 amended and extended under date of December 14, 1934 and, therefore, this case is closed. (For Decision see page 190, 1933 Report.)

Filed May 9, 1933. Closed December 14, 1934.

No. H-1824—1933. James G. Minert, doing business as Blackhawk Freight Line, Waukon. Application for authority to operate as a motor carrier of freight between Dubuque, Durango, Richardsville, Cottage Hill, Holy Cross, Luxemburg, Colesburg, Greeley, Edgewood, Strawberry Point, Osborne, Elkader, St. Olaf, Farmersburg, Giard, West McGregor, McGregor, Froelich, Monona, Luana, Postville, Castalia, Ossian, Calmar, Decorah and Waukon, except locally between Dubuque, Colesburg and points intermediate thereto. Certificate of Convenience and Necessity No. 268 amended and extended under date of September 13, 1935 to except the transportation of freight originating at Dubuque and destined to Elkader and freight originating at Elkader and destined to Dubuque. (See page 191, 1933 Report.)

No. H-1259—1935. White Line Motor Freight Co., Des Moines, v. Iowa Board of Railroad Commissioners. Motor Carrier—Appeal to District Court, Polk County, from Board's Decision of February 19, 1931, in Docket No. H-1210, G. E. Von Brandt, Des Moines, and Certificate No. 313, White Line Motor Freight Company. The above case was dismissed by the White Line Motor Freight Company and, therefore, this case is closed.

Filed March 11, 1931. Closed June 17, 1935.

No. H-1361—1935. Otto and Stanley Jackson, Oskaloosa, a partnership composed of Otto Jackson, Oskaloosa, and Stanley Jackson, Keokuk. Application for a Certificate of Convenience and Necessity to operate as a motor carrier, passenger, between Ainsworth, Hills and Iowa City. Certificate No. 581 authorizing such service issued on July 18, 1935. (See page 49, 1934 Report.)

Reopened July 15, 1935. Closed July 18, 1935.

No. H-1424—1935. Transamerican Freight Lines, Inc., Detroit, Mich. Application for authority to operate as a motor carrier of interstate freight between Des Moines and the east line of the state at Davenport. After considerable investigation it was found this operation was discontinued and was amendable to the Motor Carrier law and under date of December 31, 1931, 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 \$370.85. Remittance received on October 31, 1935 of \$228.93, paid all delinquent taxes and penalties, representing the compromise settlement in this case.

Filed November 21, 1931. Closed November 6, 1935.

No. H-1562—1935. J. L. Timmons, Owner & Operator Rosebud Transfer, Winner, South Dakota. Application for authority to operate as a motor carrier of interstate freight, one way from the west line of the state at Council Bluffs to Sioux City. Applicant failed to file bond as agreed at hearing of November 2, 1932, to insure payment of motor carrier taxes and penalties for a period of six months, and because of discontinuance of operations this case is closed.

Filed June 2, 1932. Closed December 18, 1934.

No. H-1563—1935. Otto & Stanley Jackson, Oskaloosa. Motor carrier—passenger. Application to suspend service between Washington and Ainsworth. Under date of July 7, 1932, application was granted for a period of ninety days, subject to objections. Under date of September 27, 1932, the Board granted a suspension of service for a period of ninety days, subject to objections, to be effective as of September 5, 1932. Under date of December 10, 1934, the Board was advised that service was resumed and, therefore, this case is closed.

Filed June 9, 1932. Closed December 12, 1934.

No. H-1895—1935. Brady Transfer & Storage Company, doing business as Brady Freight Lines, Fort Dodge. Application for authority to operate as a motor carrier of freight over four routes as follows:

Route No. 1 between Ames, Ontario, Ericson, Jordan, Boone, Ogden, Beaver, Grand Junction, Jefferson, Scranton, Ralston, Glidden, Carroll, Arcadia, West Side, Vail and Denison.

Route No. 2 between Denison, Charter Oak, Ute, Mapleton, Smithland, Holley Springs and Sioux City, except locally between Charter Oak and Sioux City and points intermediate thereto.

Route No. 3 between Denison, Deloit, Kiron, Odebolt, Arthur, Ida Grove, Battle Creek, Danbury, Schleswig and Denison.

Route No. 4 between Denison, Manilla, Aspinwall, Manning and Templeton.

This case was heard at Sioux City, Iowa, February 12, 1935, and in joint hearing with Docket No. H-2119 at Jefferson, Iowa, February 13, 1935, and at Des Moines, Iowa, February 14, 1935. Under date of June 4, 1935, the following decision was rendered, denying authority to operate over Route No. 1 but granting authority to operate over Routes 2, 3 and 4 with exceptions:

Appearances at hearings in Docket No. H-1895:

For applicant—Mitchell and Mitchell, Attorneys, Fort Dodge, Iowa, and Rex H. Fowler, Attorney, Des Moines, Iowa, by Rex H. Fowler. (February 12, 13 and 14.)

For Sioux City Traffic Bureau, intervener on behalf of applicant—P. R. Wigton, Commissioner, Sioux City Traffic Bureau, Sioux City, Iowa. (February 12.)

For Fort Dodge Chamber of Commerce, intervener on behalf of applicant—L. M. O'Leary, Secretary and Traffic Manager, Chamber of Commerce, Fort Dodge, Iowa. (February 13.)

For Traffic Bureau, Des Moines Chamber of Commerce, intervener on behalf of applicant—C. C. Crouse, Manager, Traffic Bureau, Chamber of Commerce, Des Moines, Iowa. (February 14.)

For C. E. Dragoun, Ames, Iowa—D. C. Nolan, Attorney, Iowa City, Iowa. (February 12, 13 and 14.)

For Chicago, Milwaukee, St. Paul & Pacific Railroad Company, objector—Hughes, O'Brien and Hughes, Attorneys, Des Moines, Iowa, by J. N. Hughes, Jr. (February 12, 13 and 14.)

For Railway Express Agency, Inc., objector—Hughes, O'Brien and Hughes, Attorneys, Des Moines, Iowa, by J. N. Hughes, Jr. (February 13 and 14.)

For C. H. Crooks, Receiver of Fort Dodge, Des Moines and Southern Railroad Company—Walter R. Dyer, Attorney, Boone, Iowa. (February 13.) L. E. Anderson, General Agent, Des Moines, Iowa. (February 14.)

Appearances at hearings in Docket No. H-2119:

For applicant—D. C. Nolan, Attorney, Iowa City, Iowa. (February 13 and 14.)

For Traffic Bureau, Des Moines Chamber of Commerce, intervener on behalf of applicant—C. C. Crouse, Manager, Traffic Bureau, Chamber of Commerce, Des Moines, Iowa. (February 14.)

For Brady Transfer and Storage Company, Fort Dodge, objector—Rex H. Fowler, Attorney, Des Moines, Iowa. (February 13 and 14.)

For Chicago, Milwaukee, St. Paul & Pacific Railroad Company and Railway Express Agency, Inc., objectors—Hughes, O'Brien and Hughes, Attorneys, Des Moines, Iowa, by J. N. Hughes, Jr. (February 13 and 14.)

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 Des Moines and Sioux City over route described in said application as follows:

"U. S. Highway No. 65 from Des Moines to Ames, U. S. Highway No. 30 from Ames west to Denison, No. 4 Highway north from Denison to Junction of Highway No. 35 east on Highway No. 35 to Odebolt then west on Highway No. 35 to junction of Highway No. 21 then north to junction of U. S. Highway No. 20, west on No. 20 into Sioux City."

Applicant at that time proposed to furnish freight motor carrier service to and from all points on the proposed route except locally between Des Moines and Ames and points intermediate thereto and locally between Holstein and Sioux City and points intermediate thereto. 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.

This application was amended several times and at the time it was set down for hearing by the Commission it was for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between the following points:

ROUTE NO. 1

Between Ames, Ontario, Ericson, Jordan, Boone, Ogden, Beaver, Grand Junction, Jefferson, Scranton, Ralston, Glidden, Carroll, Arcadia, West Side, Vail and Denison.

ROUTE NO. 2

Between Denison, Charter Oak, Ute, Mapleton, Smithland, Holley Springs and Sioux City, except locally between Charter Oak and Sioux City and points intermediate thereto.

ROUTE NO. 3

Between Denison, Deloit, Kiron, Odebolt, Arthur, Ida Grove, Battle Creek, Danbury, Schleswig and Denison.

ROUTE NO. 4

Between Denison, Manilla, Aspinwall, Manning and Templeton.

On January 18, 1935, the Commission named February 12, 1935, 9:00 a. m. at the office of the Woodbury County Auditor, Sioux City, Iowa; February 13, 1935, 9:00 a. m. at the office of the Greene County Auditor, Jefferson, Iowa, and February 14, 1935, 10:00 a. m. at the office of the Commission in Des Moines as times and places for public hearings on this application. 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 Chicago & North Western Railway Company, Chicago, Milwaukee, St. Paul & Pacific Railroad Company, C. H. Crooks, Receiver of Fort Dodge, Des Moines and Southern Railroad Company, Illinois Central Railroad Company, and the Chambers of Commerce of Carroll, Boone and Denison.

On September 24, 1934, C. E. Dragoun, Ames, Iowa, doing business as Dragoun Transfer and Storage Company, filed an application with the Commission under the provisions of said Chapter 252-A1 for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between the following points:

Ames, Ericson, Jordan, Boone, Ogden, Beaver, Grand Junction, Jefferson, Scranton, Ralston, Glidden, Carroll, Arcadia, West Side, Vail and Denison.

On January 18, 1935, the Commission named February 13, 1935, 9:00 a. m. at the office of the Greene County Auditor, Jefferson, Iowa, and February 14, 1935, 10:00 a. m. at the office of the Commission in Des Moines as times and places for public hearings on this application. 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 Chicago & North Western Railway Company, C. H. Crooks, Receiver of Fort Dodge, Des Moines & Southern Railroad Company, Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Railway Express Agency, Inc., Illinois Central Railroad Company, and the Chambers of Commerce of Carroll, Boone and Denison.

Public hearings were held on these applications at the times and places named by the Commission and at the conclusion of the hearings on February 14, 1935, the applications were taken under advisement by the Commission with permission granted to applicants and objectors to file written briefs and arguments. The appearances at these hearings are shown on the title page of this Decision.

At the hearing held February 12, 1935, counsel for Brady Transfer and Storage Company stated that the Brady Transfer and Storage Company would file a formal amendment to its application exempting shipments moving from Sioux City to Battle Creek and Ida Grove for the reason that there appeared to be a certificated freight motor carrier there. The records of the Commission show that Richard Wilton of Ida Grove holds Certificate of Convenience and Necessity No. 178, authorizing him to operate as a motor carrier of freight one way from Sioux City to Battle Creek and Ida Grove and from Battle Creek to Ida Grove.

At the hearing on February 13, 1935, counsel for Brady Transfer and Storage Company stated that that company's application would be amended by excepting service between Fort Dodge and Odebolt for the reason that M. E. Butterworth, Humboldt, Iowa, is furnishing freight motor carrier service between those points and also by excepting service to and from Boone, Iowa.

At the hearing on February 13, 1935, counsel for C. E. Dragoun amended that application by excepting the transportation of freight originating at Des Moines and destined to Boone and freight originating at Boone and destined to Des Moines. Counsel for C. H. Crooks, Receiver of Fort Dodge, Des Moines & Southern Railroad Company, stated that this was satisfactory with his company.

The Brady Transfer and Storage Company is now operating as a motor carrier of freight between the following points:

Des Moines, Ankeny, Huxley, Ames, Jewell, Blairsburg, Webster City, Highview, Duncombe, and Fort Dodge except local freight between Des Moines and Ames and points intermediate thereto.

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.

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.

Storm Lake, Alta, Aurelia, Cherokee, Meriden, Cleghorn, Marcus, Remsen, Oyens, Le Mars, Merrill, Hinton, James and Sioux City except local freight between Le Mars and Sioux City and points intermediate thereto and freight originating at Sioux City and destined to Oyens, Remsen and Marcus.

Fort Dodge, Dakota City, Humboldt and Algona.

C. E. Dragoun is now operating as a motor carrier of freight between Des Moines, Ankeny, Huxley, Midvale and Ames.

These applicants propose to transport freight between all points on their proposed routes and from any point on their proposed routes to any point on their existing routes except as hereinbefore set out. Each of these applicants proposes to furnish door to door service with no additional charge for pick-up and delivery service.

The Hartliep Transit Company of Sioux City is operating as a motor carrier of freight between Sioux City, Holly Springs, Smithland, Mapleton, Ute and Charter Oak.

The Brady Transfer and Storage Company proposes to furnish local service over routes 1 to 4, inclusive, and to furnish through service between Des Moines and Sioux City over routes 1 and 2, making stops to discharge freight at Jefferson, Carroll and Denison. This service will be furnished daily except Sundays and holidays on the following schedule:

READ DOWN				READ UP		
Rts. 1 and 2	Rt. 2	Rt. 1		Rt. 2	Rt. 1	Rts. 1 and 2
PM		AM			PM	AM
7:00		10:30	Lv. Des Moines	Ar.	2:55	5:00
		10:45	Lv. Ankeny	Lv.	2:35	
		11:00	Lv. Huxley	Lv.	2:15	
		11:20	Lv. Ames	Lv.	1:55	
		11:35	Lv. Ontario	Lv.	1:25	
		11:45	Lv. Ericson	Lv.	1:00	
		11:50	Lv. Jordan	Lv.	12:50	
		PM				
		12:10	Lv. Boone	Lv.	12:45	
		12:30	Lv. Ogden	Lv.	12:10	
		AM			AM	
		12:50	Lv. Beaver	Lv.	11:45	
		1:05	Lv. Grand Jct.	Lv.	11:30	
9:40		1:25	Lv. Jefferson	Lv.	11:10	2:00
		1:50	Lv. Scranton	Lv.	10:40	
		2:10	Lv. Ralston	Lv.	10:15	
		2:30	Lv. Glidden	Lv.	9:55	
10:50		2:55	Lv. Carroll	Lv.	9:35	12:30
		3:20	Lv. Arcadia	Lv.	9:05	
		3:35	Lv. West Side	Lv.	8:50	
		3:55	Lv. Vail	Lv.	8:30	
AM						PM
12:00*		4:15	Ar. Denison	Lv.	8:00	11:00

READ DOWN				READ UP		
Rts. 1 and 2	Rt. 2	Rt. 1		Rt. 2	Rt. 1	Rts. 1 and 2
AM	AM			PM		PM
2:00	8:00		Lv. Denison	Ar.	4:00	*10:00
	8:30		Lv. Charter Oak	Lv.	3:35	
	8:50		Lv. Ute	Lv.	3:15	
	9:25		Lv. Mapleton	Lv.	2:40	
	9:50		Lv. Smithland	Lv.	2:15	
	10:15		Lv. Holley Springs	Lv.	1:50	
5:00	11:00		Ar. Sioux City	Lv.	1:00	7:00

Rt. 4	Rt. 3		Rt. 4
	AM		
	8:00	Lv. Denison	
	8:20	Lv. Deloit	
	8:40	Lv. Kiron	
	9:20	Lv. Odebolt	
	9:35	Lv. Arthur	
	10:05	Lv. Ida Grove	
	10:30	Lv. Battle Creek	
	10:55	Lv. Danbury	
	11:15	Lv. Battle Creek	
	11:30	Lv. Ida Grove	
	PM		
	12:20	Lv. Schleswig	
	1:00	Ar. Denison	
PM			PM
1:00		Lv. Denison	Ar. 4:10
2:00		Lv. Manilla	
2:20		Lv. Aspinwall	
2:40		Lv. Manning	Lv. 3:25
3:00		Ar. Templeton	Lv. 3:05

* Discharges freight for trips out of Denison on Routes 1, 2, 3 and 4. Applicant Dragoun proposes to furnish service daily except Sundays and holidays over his existing and proposed routes on the following schedule:

READ DOWN			READ UP		
Rt. 3	Rt. 2	Rt. 1	Rt. 1	Rt. 2	Rt. 3
PM	PM	PM	AM	PM	PM
5:30	5:30	2:00	Ar. 9:45	3:00	4:35
	5:55	2:25	Lv. 9:20		
	6:45	3:15	Lv. 8:30		
	6:55	3:25	Lv. 8:20		
7:15	7:15	3:45	Lv. 8:00	1:15	
AM	AM				
6:00	6:30	Lv. Ames	Lv.		
	7:05	Lv. *Ericson	Lv.	12:45	
	7:10	Lv. *Jordan	Lv.	12:35	
	7:40	Lv. Boone	Lv.	12:20	
	8:25	Lv. Ogden	Lv.	12:00	
				AM	
	8:45	Lv. *Beaver	Lv.	11:20	
	9:40	Lv. Grand Jct.	Lv.	10:45	
	9:55	Ar. Jefferson	Lv.	10:25	
8:00		Ar. Scranton			
8:15		Lv. Scranton	Lv.		2:20
8:40		Lv. *Ralston	Lv.		2:00
9:10		Lv. Glidden	Lv.		1:40
9:55		Lv. Carroll	Lv.		1:20
10:10		Lv. *Arcadia	Lv.		1:00
10:35		Lv. West Side	Lv.		12:40
11:00		Lv. Vail	Lv.		12:20
11:20		Ar. Denison	Lv.		12:00

1. Present service.
- 2 and 3. Proposed service.

* Flag stop—Proposes to go into these towns only when necessary to pick up or deliver freight.

A total of fifty-nine witnesses, not including the applicants and their representatives, testified at the hearings in favor of the establishment of freight motor carrier service over the proposed routes. These witnesses represented the Chambers of Commerce of Sioux City, Fort Dodge and Des Moines, wholesalers, jobbers, manufacturers and retail merchants of the points proposed to be served, the Des Moines Motor Freight Terminal, four freight motor carriers and one local drayman. Letters and petitions from approximately 475 retail merchants, wholesalers, manufacturers and jobbers, favoring the establishment of freight motor carrier service over the proposed routes were also introduced as exhibits in these cases.

Three witnesses from Manning and Manilla testified on behalf of objectors, Chicago, Milwaukee, St. Paul & Pacific Railroad Company, and the Railway Express Agency, Incorporated and in opposition to the granting of the Brady application. Petitions signed by fifty-four retail merchants and business men of Manilla, Aspinwall, Manning and Templeton, opposing the granting of the Brady application, were also submitted as exhibits in that case.

Five witnesses from Jefferson testified on behalf of objectors, Chicago, Milwaukee, St. Paul & Pacific Railroad Company, and Railway Express Agency, Incorporated and in opposition to the granting of either of these applications.

Because of the widespread interest in these applications, the Commission set aside three days for the hearings thereon and fixed the hearings at Sioux City, Jefferson and Des Moines, in order to make it reasonably convenient for all interested parties to attend one of these hearings. The transcript of the testimony in these cases covered over three hundred pages and twenty-nine exhibits were introduced.

The records in these cases show that there is an urgent demand on the part of wholesalers, jobbers, manufacturers and retail merchants for the establishment of door to door freight motor carrier service in the territory proposed to be served by these applicants and representatives of these companies insist that this service must be made available to them if they are to retain their business in the territory and be in a position to regain some of the business which they have lost. It was testified that this demand has been created by the curtailment of train service, the establishment of interstate freight motor carrier lines from Omaha, Chicago and other points to the points herein proposed to be served, the necessity for quicker and more frequent service than is available by rail, especially on perishable merchandise, the door to door service furnished by freight motor carriers which eliminates the local drayage charges, the less stringent packing requirements of freight motor carriers than by rail, the demands of retail merchants for door to door truck service, the inability of retail merchants to carry complete stocks which necessitates frequent orders and quick service, the necessity for quick service on emergency shipments, the development of chain stores and by other changes in methods of doing business in the last few years.

Several of the witnesses testified that although some of the rail service in this territory is adequate as to time, it is not as complete a transportation service as is available from out of state distributing centers to the territory proposed to be served and will not permit the Iowa distributors to successfully compete with those out of state points.

After having fully considered these applications and the objections thereto and being fully advised in the premises, the Commission is of the opinion that the establishment of freight motor carrier service over the routes proposed by these applicants, with certain exceptions, will promote the public convenience and necessity and that each of these applicants is well qualified to furnish this service. While the Commission is of the opinion that there is a necessity for freight motor carrier service between Ames and Denison, it is also of the opinion that there is no necessity for the establishment of both of the proposed lines between those points and applicants do not contend that such a

necessity exists. After giving this matter very careful consideration, the Commission is of the opinion that C. E. Dragoun is the better qualified of the two applicants to furnish whatever freight motor carrier service may be necessary over the Ames-Denison route.

The Commission, therefore, hereby finds:

1. That the establishment of the service proposed by C. E. Dragoun between Ames and Denison and points intermediate thereto, except for the transportation of:

- (a) freight originating at Des Moines and destined to Boone and freight originating at Boone and destined to Des Moines and
- (b) freight originating at Des Moines, Ankeny, Huxley, Midvale or Ames or interchanged at any of these points and destined to Sioux City,

with such modifications as to schedule as may be necessary, will promote the public convenience and necessity.

2. That the establishment of the service proposed by the Brady Transfer and Storage Company over routes herein designated as Routes Nos. 2, 3 and 4, except for the transportation of:

- (a) local freight between Sioux City and Charter Oak and points intermediate thereto;
- (b) interline freight which is interchanged at Sioux City and destined to Holly Springs, Smithland, Mapleton, Ute or Charter Oak;
- (c) freight originating at Sioux City or interchanged at that point and destined to Battle Creek or Ida Grove;
- (d) freight originating at Battle Creek and destined to Ida Grove;
- (e) freight originating at Fort Dodge or interchanged at that point and destined to Odebolt and freight originating at Odebolt and destined to Fort Dodge;
- (f) freight originating at Des Moines or interchanged at that point and destined to Denison and freight originating at Denison and destined to Des Moines and
- (g) freight originating at Des Moines and destined to Manilla, Aspinwall, Manning or Templeton and freight originating at Manilla, Aspinwall, Manning or Templeton and destined to Des Moines,

with such modifications as to schedule as may be necessary, will promote the public convenience and necessity.

That part of the application of the Brady Transfer and Storage Company which is for authority to operate as a freight motor carrier over the route herein designated as Route No. 1 is therefore hereby denied.

In connection with this finding, the Commission is also of the opinion that these applicants should agree upon and file time schedules providing for whatever service may be necessary over the proposed routes, including prompt connecting line service, and also a joint rate schedule providing for through rates between all points on their existing and proposed routes, such schedules to be filed within fifteen days.

As soon as applicants have complied with the necessary preliminary requirements of the law and the Commission's Rules and Regulations and have filed acceptable time and rate schedules, they will be authorized to establish service in accordance with the finding made in this decision.

On June 18, 1935, the Brady Transfer and Storage Company filed notice of appeal from the foregoing decision, also an application to set aside said decision and for rehearing, all of which were withdrawn on June 19, 1935.

No. H-1921—1935. 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. Under date of June 6, 1935, the Board issued Certificate of Convenience and Necessity No. 569 in the above entitled case. (For decision see page 102, 1934 Report.)

Filed September 29, 1933. Closed June 6, 1935.

No. H-1944—1935. J. E. Eldridge, Indianola. Application for authority to operate as a motor carrier of interstate freight exclusively between Allerton and Mystic. This application was not completed and the case was dismissed without prejudice.

Filed November 15, 1933. Closed April 27, 1935.

No. H-1947—1935. N. M. Waite, Oxford Junction. Application for authority to operate as a motor carrier of freight between Davenport, Green Tree, Maysville, Plain View, Dixon, Big Rock, Wheatland, Lowden, Massillon, Toronto and Lost Nation. This case was originally set down for hearing at Davenport, January 30, 1934, but due to failure to secure proper publication of the official notice of hearing that date was cancelled and February 20, 1934, fixed instead. At the latter time the application was fully heard and under date of December 5, 1934, was granted with exceptions as follows:

Appearances:

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

For Chicago, Milwaukee, St. Paul & Pacific Railroad Co. Objector—Hughes, O'Brien & Faville, Attorneys, Des Moines, Iowa, by John N. Hughes, Jr.; J. H. Judge, Division Freight and Passenger Agent, Davenport, Iowa.

For Railway Express Agency, Inc., Objector—Hughes, O'Brien & Faville, Attorneys, Des Moines, Iowa, by John N. Hughes, Jr.

For White Line Motor Freight Co., Inc., Objector—E. R. Dunley, Vice President, Des Moines, Iowa.

For Iowa Freight Lines, Inc., Cedar Rapids, Iowa, and Cass Transportation Line, Monticello, Iowa, Objectors—Paul Toomey, Attorney, Iowa City, Iowa.

N. M. Waite, Oxford Junction, Iowa, the applicant in this case, is now operating as a motor carrier of freight under authority granted by Certificate of Convenience and Necessity No. 341. This certificate, as issued on June 17, 1931, authorized said N. M. Waite to operate as a motor carrier of freight over a one-way route from Cedar Rapids to Wyoming, Onslow, Monmouth and Oxford Junction. As originally issued, this certificate authorized said N. M. Waite to transport only such freight as originated at Cedar Rapids and was destined to Wyoming, Onslow, Monmouth and Oxford Junction. On June 1, 1933, this certificate was amended to also authorize said N. M. Waite to operate as a motor carrier of freight in both directions between Oxford Junction and Lost Nation.

The application in this case was filed on November 25, 1933, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and, as filed on that date, was for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Davenport, Green Tree, Maysville, Plain View, Dixon, Big Rock, Wheatland, Lowden, Massillon, Toronto and Lost Nation in Scott, Clinton and Cedar counties, Iowa, except for the transportation of local freight between Davenport and Plain View and points intermediate thereto.

Hearing on this application was originally fixed for January 30, 1934, ten o'clock a. m., at the Black Hawk Hotel, Davenport, Iowa, but applicant failed to secure publication of notice of that hearing as required by said Chapter 252-A1. The Commission, therefore, cancelled the hearing fixed for January 30, 1934, and named February 20, 1934, ten o'clock a. m., at the Black Hawk Hotel, Davenport, Iowa, as time and place for hearing in this case. Notice of this hearing was published as required by said Chapter 252-A1.

Written objections to the granting of this application were filed by the Chicago & North Western Railway Company, Illinois Central Railroad Company, Railway Express Agency, Inc., Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Iowa Freight Lines, Cedar Rapids, Iowa, and L. H. Pederson, Mayor of Toronto, Iowa.

Public hearing was held on this application at Davenport, Iowa, on February 20, 1934, and at the conclusions of this hearing the case was taken under advisement by the Commission. The appearances at this hearing are shown on the title page of this decision.

At the hearing of February 20, 1934, applicant Waite amended his application to except:

1. The transportation of freight originating at or destined to Green Tree, Maysville or Plain View.
2. The transportation of local freight between Wheatland and Lowden.
3. The transportation of Iowa intrastate freight which originates at or is destined to points off the proposed route.

This application, as amended, is for authority to transport only such freight as originates at any of the points Davenport, Dixon, Big Rock, Wheatland, Lowden, Massillon, Toronto or Lost Nation and is destined to another of those points, except local freight between Wheatland and Lowden and points intermediate thereto. Applicant does not propose to transport any Iowa intrastate freight over the proposed route which originates at or is destined to any point off the proposed route.

In view of the amendments made by applicant at the hearing of February 20, 1934, the objections of the White Line Motor Freight Company, Inc., Iowa Freight Lines, Inc., and Cass Transportation Line were withdrawn.

Applicant proposes to operate daily, except Sundays and holidays, over his proposed route on the following schedule:

READ DOWN	STATIONS	READ UP
12:00 Noon	Davenport	10:20 A. M.
12:45 P. M.	Dixon	9:35 A. M.
1:00 P. M.	Big Rock	9:20 A. M.
1:30 P. M.	Wheatland	8:50 A. M.
2:00 P. M.	Lowden	8:20 A. M.
2:15 P. M.	Massillon	8:05 A. M.
2:30 P. M.	Toronto	7:50 A. M.
3:00 P. M.	Lost Nation	7:30 A. M.

Applicant also proposes to furnish door-to-door service.

Nineteen witnesses testified on behalf of applicant at the hearing in this case. These witnesses included applicant, a representative of applicant who circulated and identified certain petitions, representatives of three wholesalers and manufacturers of Davenport, two business men of Dixon, one business man of Big Rock, one business man of Wheatland, three business men of Lowden, one business man of Toronto and six business men of Lost Nation. Applicant submitted letters favoring the granting of his application which were signed by forty-one merchants and business men of Dixon, Wheatland, Lowden, Massillon, Toronto and Lost Nation. Applicant also submitted letters favoring the granting of his application from twenty-four wholesalers, retailers, jobbers and manufacturers of Davenport and from two wholesalers and manufacturers of Rock Island, Illinois.

A representative of the Railway Express Agency, Inc., and a representative of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company testified on behalf of those objectors at the hearing in this case. These objectors also submitted letters and petitions opposing the granting of this application which were signed by forty-two residents and business men of Dixon, Massillon, Toronto and Lost Nation.

After full consideration of the record in this case, the Commission is of the opinion and hereby finds that the establishment of the service proposed by applicant will promote the public convenience and necessity.

A Certificate of Convenience and Necessity will, therefore, issue to applicant in accordance with this finding as soon as he has complied with the necessary preliminary requirements of the law and this Commission's rules and regulations and such certificate will contain the following provisions:

1. That local freight shall not be transported between Wheatland and Lowden and points intermediate thereto;
2. That freight originating at or destined to Green Tree, Maysville or Plain View shall not be transported;
3. That Iowa intrastate freight originating at or destined to points off the proposed route shall not be transported.

Certificate of Convenience and Necessity No. 556 was issued under date of January 18, 1935.

Filed November 25, 1933. Closed January 18, 1935.

No. H-2004—1935. Boo Stages, Cedar Rapids. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Cedar Rapids, Ely, Solon, Iowa City, West Liberty, Atalissa, Muscatine, Grandview, Wapello, Newport, Mediapolis and Burlington, with an exception; also between Cedar Rapids, Shueyville, North Liberty and Iowa City. This application was partly heard at Cedar Rapids, Iowa, on May 9, 1934, but due to faulty publication of the official notice of hearing, was continued to June 11, 1934, at Cedar Rapids, Iowa, at which time the case was completed and taken under advisement. Under date of December 11, 1934, a decision denying the request was issued as follows:

Appearances at hearing of May 9, 1934:

For Applicant—John M. Redmond, Attorney, Cedar Rapids, Iowa.

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

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

For Cedar Rapids and Iowa City Railway, Objector—Frank C. Byers, Attorney, Cedar Rapids, Iowa.

For Hon. J. H. Henderson, Commerce Counsel of Iowa—Stephen Robinson, Assistant Counsel, Des Moines, Iowa.

Appearances at continued hearing of June 11, 1934:

For Applicant—John M. Redmond, Attorney, Cedar Rapids, Iowa.

For Cedar Rapids and Iowa City Railway, Objector—Frank C. Byers, Attorney, Cedar Rapids, Iowa.

This application was filed with the Commission on March 6, 1934, by the Boo Stages, Cedar Rapids, Iowa, a corporation, 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 the following named points:

ROUTE NO. 1

Cedar Rapids, Ely, Solon, Iowa City, West Liberty, Atalissa, Muscatine, Grandview, Wapello, Newport, Mediapolis and Burlington in Linn, Johnson, Muscatine, Louisa and Des Moines counties, Iowa, except for the transportation of passengers locally between Iowa City and the junction of U. S. Highway No. 6 with Iowa Highway No. 38 in Muscatine County and points intermediate thereto.

ROUTE NO. 2

Cedar Rapids, Shueyville, North Liberty and Iowa City in Linn and Johnson counties, Iowa.

Applicant proposes to transport not to exceed one hundred (100) pounds of freight at any one time on any of the passenger-carrying motor vehicles proposed to be operated over the above numbered routes.

Hearing on this application was fixed for May 9, 1934, ten o'clock

a. m., at the office of the Linn County Auditor, Cedar Rapids, Iowa. Notice of this hearing was published in Linn, Johnson, Muscatine and Des Moines counties, but not in Louisa County and the notice published in Linn and Johnson counties did not include the towns of Shueyville and North Liberty, which are proposed to be served on Route No. 2.

Public hearing was held on this application at Cedar Rapids on May 9, 1934, and was continued to a time and place to be later named by the Commission in order to permit the publication of the required notice of hearing in Linn, Johnson and Louisa counties.

The continued hearing was fixed for June 11, 1934, one-thirty o'clock p. m., at the office of the Linn County Auditor, Cedar Rapids, Iowa, and notice of that hearing was published in Linn, Johnson and Louisa counties as required by said Chapter 252-A1.

The continued hearing was held at Cedar Rapids on June 11, 1934, and at the conclusion of that hearing the case was taken under advisement by the Commission.

The appearances at the hearings on this application are shown on the title page of this decision.

Applicant proposes to operate one round trip daily over Route No. 1, leaving Cedar Rapids at 7:15 a. m., arriving Burlington 11:15 a. m., and leaving Burlington at 5:00 p. m., and arriving Cedar Rapids at 9:00 p. m.

Applicant proposes to operate three round trips daily over Route No. 2, leaving Iowa City at 8:00 a. m., 11:00 a. m. and 6:00 p. m., arriving Cedar Rapids at 8:50 a. m., 11:50 a. m. and 6:50 p. m., respectively, and leaving Cedar Rapids at 9:30 a. m., 5:00 p. m. and 9:15 p. m., arriving Iowa City at 10:20 a. m., 5:50 p. m. and 10:05 p. m., respectively. Applicant also proposes to operate an additional round trip over Route No. 2 on Saturdays, Sundays and holidays, leaving Iowa City at 11:00 p. m., arriving Cedar Rapids at 11:50 p. m., and leaving Cedar Rapids at 12:01 a. m., and arriving Iowa City at 12:50 a. m.

Seventeen witnesses testified on behalf of applicant at the hearing of May 9, 1934, and twenty-one witnesses testified on behalf of objectors, Chicago, Rock Island & Pacific Railway Company, Railway Express Agency, Inc., and Cedar Rapids and Iowa City Railway, at the hearings of May 9, 1934, and June 11, 1934.

Applicant and objectors also submitted a number of exhibits which included letters and petitions favoring or opposing the granting of the application.

Section 5105-a7 of said Chapter 252-A1 provides in part that "Before a certificate shall be issued, the Commission shall, after a public hearing, make a finding that the service proposed to be rendered will promote the public convenience and necessity."

After careful consideration of the record in this case, the Commission is of the opinion that the establishment of the service proposed by applicant would not promote the public convenience and necessity. The Certificate of Convenience and Necessity applied for in this case is, therefore, hereby denied.

Filed March 6, 1934. Closed December 12, 1934.

No. H-2015—1935. R. O. Seaton, doing business as Seaton Truck Line, Osage. Application for authority to operate as a motor carrier of freight between Osage, Orchard, Floyd, Charles City, Nashua, Plainfield, Waverly, Denver and Waterloo, as amended, with an exception thereto. This case was fully heard at Osage on May 8, 1934, at which time the application was further amended. The Board's decision granting the service requested, with exceptions, was rendered on December 5, 1934, and reads as follows:

Appearances at hearing of May 8, 1934, in Docket No. H-2015:

For R. O. Seaton, Osage, Iowa, Applicant—Darwin J. Paulson, Attorney, Osage, Iowa; R. O. Seaton, Osage, Iowa.

For Waterloo, Cedar Falls and Northern Railway Co., Objector—E. R. Bitterly, Superintendent, Waterloo, Iowa.

For Illinois Central Railroad Co. and Railway Express Agency, Inc., Objectors—Geiser and Donohue, Attorneys, New Hampton, Iowa, by E. P. Donohue.

For M. F. Schlick, Charles City, Iowa, Objector—Garfield E. Breese, Attorney, Mason City, Iowa.

For Chamber of Commerce, Waterloo, Iowa, Objector—C. A. Hanson, Secretary and Traffic Manager, Waterloo, Iowa.

For Hon. J. H. Henderson, Commerce Counsel of Iowa—Stephen Robinson, Assistant Counsel, Des Moines, Iowa.

Appearances at hearing of June 12, 1934, in Docket No. H-2046:

For M. F. Schlick, Charles City, Iowa, Applicant—Breese and Cornwell, Attorneys, Mason City, Iowa, by Garfield E. Breese; Larson and Carr, Attorneys, Charles City, Iowa, by Erwin Larson; M. F. Schlick, Charles City, Iowa.

For Illinois Central Railroad Co. and Railway Express Agency, Inc., Objectors—Geiser and Donohue, Attorneys, New Hampton, Iowa, by M. E. Geiser.

For R. O. Seaton, Osage, Iowa, Objector—Darwin J. Paulson, Attorney, Osage, Iowa.

For Chamber of Commerce, Waterloo, Iowa—C. A. Hanson, Secretary and Traffic Manager, Waterloo, Iowa.

R. O. Seaton, Osage, Iowa, doing business as Seaton Truck Line, the applicant in Docket No. H-2015, is now operating as a motor carrier of freight under authority granted by Certificates of Convenience and Necessity Nos. 73 and 239. Certificate No. 73 authorizes this carrier to transport freight between Mason City and Osage, but not to or from any of the intermediate points along the route described in that certificate. Certificate No. 239 authorizes this carrier to operate over the following routes:

ROUTE NO. 1

Between Osage, Mitchell, St. Ansgar and Osage.

ROUTE NO. 2

Between Osage and Mitchell.

ROUTE NO. 3

Between Osage, Stacyville, Little Cedar and Osage.

ROUTE NO. 4

Between Osage, New Haven, Riceville and Osage.

ROUTE NO. 5

Between Osage and Orchard.

ROUTE NO. 6

Between the northeast corner of the southeast quarter of Section 12, Township 97 North, Range 18 West, and Meroa.

The highway along the east side of said Section 12 is a part of this carrier's Mason City-Osage route under Certificate No. 73. All of the points served under Certificate No. 239 are in Mitchell County, Iowa.

The application in Docket No. H-2015 was filed with the Commission on March 24, 1934, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and, as amended on March 27, 1934, and March 30, 1934, was for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Osage, Orchard, Floyd, Charles City, Nashua, Plainfield, Waverly, Denver and Waterloo in connection with and as an extension of the service now authorized under Certificates of Convenience and Necessity Nos. 73 and 239, except for the transportation of local freight between Floyd and Waterloo and points intermediate thereto; freight originating at Mason City and destined to Floyd, Charles City, Nashua, Plainfield, Waverly, Denver or Waterloo and freight originating at Waterloo, Denver, Waverly, Plainfield, Nashua, Charles City or Floyd and destined to Mason City.

Hearing on this application was fixed for May 8, 1934, nine-thirty o'clock a. m., at the office of the Mitchell County Auditor, Osage, 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 Railway Express Agency, Inc., Illinois Central Railroad Company, M. F. Schlick, Charles City, Iowa, Waterloo, Cedar Falls and Northern Railway Company and Waterloo Division No. 67 of the Order of Railway Conductors of America.

Public hearing was held on this application at Osage, Iowa, on May 8, 1934, and at the conclusion of this hearing, the case was taken under advisement by the Commission. The appearances at this hearing are shown on the title page of this decision.

At the hearing of May 8, 1934, R. O. Seaton further amended his application so as to except the transportation of all Iowa intrastate joint haul shipments which are routed via Waterloo and destined to Denver, Waverly, Plainfield, Nashua, Charles City or Floyd and all Iowa intrastate joint haul shipments which are routed via Mason City and destined to Floyd, Charles City, Nashua, Plainfield, Waverly or Denver. While no explanation was given as to why these additional exceptions were made, it is obvious that they were made for the purpose of eliminating proposed competition with M. F. Schlick on such shipments. It is noted, however, that this amendment does not except the transportation of Iowa intrastate joint haul shipments which are routed via Waterloo and destined to Mason City or Iowa intrastate joint haul shipments which are routed via Mason City and destined to Waterloo, but the testimony of applicant Seaton indicates that he does not propose to transport such shipments.

In the event this application is granted, applicant Seaton proposes to operate daily, except Sundays and holidays, over his existing and proposed routes on the following schedule

READ DOWN		READ UP	
AM			AM
11:00	Lv. Mason City	Ar.	8:40
	AM		AM
11:30	Lv. Waterloo	Ar.	8:30
11:55	Ar. Denver	Ar.	8:15
	PM		
12:15	Ar. Waverly	Ar.	7:55
12:45	Ar. Plainfield	Ar.	7:30
1:15	Ar. Nashua	Ar.	7:10
1:35	Ar. Charles City	Ar.	6:45
1:45	Ar. Floyd	Ar.	6:30
1:50	Ar. Orchard	Ar.	6:10
	PM		
1:00	2:00 Ar. Osage	Lv.	6:00 7:00
	2:15 Lv. Osage		
	2:40 Ar. New Haven		
	3:20 Ar. Riceville		
	4:00 Ar. Little Cedar		
	4:20 Ar. Stacyville		
	5:10 Ar. St. Ansgar		
	5:45 Ar. Mitchell		
	6:00 Ar. Osage		

Thirty-two witnesses testified on behalf of applicant Seaton at the hearing of May 8, 1934. These witnesses included applicant, a representative of a wholesale grocery company of Waterloo, eighteen business men of Osage, including the Mayor and one councilman, two business men of New Haven, one business man of Orchard, two business

men of Mitchell and seven business men of St. Ansgar. C. A. Hanson, Secretary and Traffic Manager of the Waterloo Chamber of Commerce, was called to the witness stand and examined by counsel for this applicant. This applicant submitted petitions favoring the granting of his application, which were signed by one hundred twelve merchants and business men of Riceville, New Haven, Mitchell, Stacyville, Orchard, St. Ansgar and Osage and by thirteen wholesalers, jobbers and manufacturers of Waterloo. Twenty-seven of these petitioners appeared as witnesses on behalf of applicant Seaton at the hearing of May 8, 1934.

A representative of the Illinois Central Railroad Company, one business man of Nashua and one business man of Charles City testified at the hearing of May 8, 1934, on behalf of objector, Illinois Central Railroad Company. This objector also submitted letters and petitions opposing the granting of this application, which were signed by one hundred sixty-three residents and business men of Waverly, Plainfield, Nashua, Charles City, Floyd and Osage and by fifteen wholesale and retail merchants of Waterloo. The petition from Osage was signed by nine residents and business men of that town, two of which also signed a petition favoring the granting of this application.

M. F. Schlick, Charles City, Iowa, the applicant in Docket No. H-2046, is now operating as a motor carrier of freight between the following points:

Certificate No. 117: Between Charles City, Floyd, Rudd, Nora Springs and Mason City.

Certificate No. 176: Between Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls, Cedar Heights, Castle Hill and Waterloo, except local freight between Waterloo and Waverly and points intermediate thereto.

Certificate No. 492: Between Charles City, New Hampton, North Washington, Alta Vista and Elma, except freight originating at Waterloo and destined to New Hampton and freight originating at New Hampton and destined to Waterloo.

The application in Docket No. H-2046 was filed with the Commission on May 4, 1934, under the provisions of said Chapter 252-A1 and, as filed on that date, was 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 in connection with and as an extension of his existing freight motor carrier service, except freight originating at Mason City and destined to Osage, Mitchell, St. Ansgar, Toeterville or Stacyville and freight originating at Stacyville, Toeterville, St. Ansgar, Mitchell or Osage and destined to Mason City.

Hearing on this application was fixed for June 12, 1934, nine o'clock a. m., at the office of the Floyd County Auditor, Charles 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 by the Illinois Central Railroad Company, Railway Express Agency, Inc., and R. O. Seaton, Osage, Iowa.

Public hearing was held on this application at Charles City, Iowa, on June 12, 1934, and at the conclusion of this hearing the case was taken under advisement by the Commission. The appearances at this hearing are shown on the title page of this decision.

At the hearing of June 12, 1934, applicant Schlick amended his application to:

1. Except the hauling of all freight between Mason City, Iowa, and points north of Charles City, Iowa, herein involved.

2. Also except the hauling of all freight between points east of Charles City, Iowa, and points north of Charles City, Iowa, herein involved.

3. Also except the hauling of all freight between the points north of Charles City, Iowa, herein involved, on the days now served by R. O. Seaton. Applicant Seaton does not have authority to transport freight

tween the same points, except on third class freight from Waterloo, Castle Hill, Cedar Heights and Cedar Falls to points Orchard to Stacyville, inclusive, where his proposed rates are either one or two cents less than rail rates. Applicant Schlick's proposed class rates are also considerably higher in most instances than those proposed by applicant Seaton. The following table shows the class rates proposed by each of these applicants between Waterloo and the points shown in the table:

	Rates in cents per 100 pounds.							
	Seaton				Schlick			
	1	2	3	4	1	2	3	4
Orchard.....	35	30	28	25	49	42	33	25
Osage.....	35	30	28	25	49	42	33	25
Mitchell.....	35	30	28	25	49	42	33	25
St. Ansgar.....	35	30	28	25	54	46	36	27
Stacyville.....	35	30	28	25	54	46	36	27

Applicant Seaton's proposed rate schedule also contains the following provisions:

Minimums: Groceries and grocery sundries, fresh fruits and vegetables, cookies, and crackers, soda water, and malt beverages—take a 35-cent minimum.

Caskets and vaults, furniture, new and second hand, are rated at 1¼ of first class per cwt. with a 50-cent minimum.

All other commodities take a 50-cent minimum.

An extra charge of 10 cents will be attached to each separate shipment billed C. O. D. to any consignee.

Empty carriers: Pop and beer cases, banana crates 5 cents each. ½ barrels 10 cents. Carboys 35 cents each. Whole barrels and gasoline drums 15 cents each. Ice cream tubs 15 cents each.

Joint Hauls: On joint hauls, rate applicable is 80% of regular rate shown.

Applicant Schlick's proposed rate schedule also contains the following provisions:

Minimum charge 50 cents. Oil and mill feed 15 cents a 100 pounds in ton lots or more. Empty containers returned 50 cents a 100 pounds. Empty ice cream packers returned 10 cents each. Freight handled jointly by two or more lines at 80% of rate shown. Governed by current Western Classification, no exceptions other than above.

The main purpose of the applications now under consideration is to secure authority to transport freight from Waterloo to several points in Mitchell County, Iowa. Applicant Seaton is now serving Meroa, Orchard, Osage, Mitchell, St. Ansgar, Stacyville, Little Cedar, New Haven and Riceville out of Mason City and proposes to also serve those points out of Waterloo by establishing a route between Osage and Waterloo. Applicant Schlick is now operating between Waterloo and Mason City via Charles City, Floyd and certain other points and proposes to serve Orchard, Osage, Mitchell, St. Ansgar, Toeterville and Stacyville out of Waterloo by establishing a route between Charles City and those points. Applicant Seaton proposes to serve all of the points proposed to be served by applicant Schlick, except Toeterville, and to also serve Little Cedar, New Haven, Riceville and Meroa. Each applicant proposes to transport freight daily, except Sundays and holidays, from Waterloo to the points in Mitchell County which he proposes to serve and to furnish same day service from Waterloo to each of those points with the possible exception of Meroa. Applicant Seaton also proposes to furnish service daily, except Sundays and holidays,

from Mason City to points on his existing routes in Mitchell County in the event his application in Docket No. H-2015 is granted.

The applications now under consideration are the second applications filed by these applicants for authority to furnish freight motor carrier service from Waterloo to points in Mitchell County, Iowa.

On May 24, 1933, M. F. Schlick filed an application, Docket No. H-1836, for authority to operate as a motor carrier of freight between the same points he now proposes to serve in Docket No. H-2046. In that application, however, he only excepted freight originating at Mason City and destined to Osage and freight originating at Osage and destined to Mason City. Public hearing was held on that application at Waterloo, Iowa, on June 21, 1933, and on September 25, 1933, the Commission issued a decision denying the application on the grounds that the record did not warrant a finding that the establishment of the service proposed would promote the public convenience and necessity.

On October 25, 1933, R. O. Seaton filed an application, Docket No. H-1929, for authority to operate as a motor carrier of freight between Osage, Floyd, Charles City, Nashua, Plainfield, Waverly, Denver and Waterloo, except local freight between Floyd and Waterloo and points intermediate thereto. This application was filed with the Commission thirty days after the decision in Docket No. H-1836 and was for practically the same authority as was applied for and denied in that case. The Commission, therefore, 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 his application should be heard so soon after the application in Docket No. H-1836 had been denied. This hearing was held on December 12, 1933, and the case was taken under advisement by the Commission. On February 14, 1934, the Commission issued a decision in which it expressed its 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 was, therefore, dismissed without prejudice.

On April 28, 1934, M. F. Schlick filed an application with the Commission, Docket No. H-2043, for the re-opening and re-consideration of his application in Docket No. H-1836 and this application was supported by the Traffic Committee of the Waterloo Chamber of Commerce. However, on May 4, 1934, M. F. Schlick withdrew this application and filed the application in Docket No. H-2046.

At the hearing of May 8, 1934, on the application of R. O. Seaton, the Illinois Central Railroad Company introduced testimony and evidence showing that it then had the following L.C.L. merchandise service scheduled from Waterloo to points on its lines in Mitchell County:

READ DOWN		STATIONS	READ UP
No. 571	No. 541		No. 542
Daily	Mon., Wed. and Friday		Tues., Thurs. and Saturday
3:10 P. M.	4:15 A. M.	Waterloo	2:30 P. M.
	9:05 A. M.	Orchard	9:50 A. M.
	9:30 A. M.	Osage	9:30 A. M.
	9:45 A. M.	Mitchell	8:45 A. M.
	10:00 A. M.	St. Ansgar	8:30 A. M.
	10:25 A. M.	Toeterville	
	10:45 A. M.	Stacyville	
	11:05 A. M.	Toeterville	
7:30 P. M.	12:45 P. M.	Glenville, Minn.	7:00 A. M.

Trains Nos. 541 and 542 are local freights and Train No. 571 is a through freight. This schedule provided for daily, except Sunday, service on L. C. L. merchandise from Waterloo to Orchard, Osage,

Mitchell and St. Ansgar and for tri-weekly service on L. C. L. merchandise from Waterloo to Toeterville and Stacyville. Freight received at Waterloo on Saturdays, Tuesdays and Thursdays and destined to points on the Illinois Central Railroad from Orchard to Stacyville, inclusive, was scheduled for delivery to those destinations by Train No. 541 on Mondays, Wednesdays and Fridays, respectively. Freight received at Waterloo on Mondays, Wednesdays and Fridays and destined to Orchard, Osage, Mitchell and St. Ansgar was scheduled from Waterloo to Glenville, Minnesota, on those days on Train No. 571 and from Glenville to those destinations on Tuesdays, Thursdays and Saturdays on Train No. 542. A representative of the Illinois Central Railroad Company testified that Train No. 571 was held at Waterloo until 6:00 p. m. on Mondays, Wednesdays and Fridays so that freight could be received at Waterloo up to 5:00 p. m. for points on the Waterloo-Glenville line.

On June 10, 1934, which was two days prior to the hearing on the application of M. F. Schlick, the Illinois Central Railroad Company placed a schedule in effect providing for the following L. C. L. merchandise service from Waterloo to points on its lines in Mitchell County:

READ DOWN		STATIONS	READ UP
No. 573	No. 541		No. 542
Daily	Mon., Wed. and Friday		Tues., Thurs. and Saturday
6:00 P. M.	8:00 A. M.	Waterloo	2:30 P. M.
	12:45 P. M.	Orchard	9:50 A. M.
	1:30 P. M.	Osage	9:30 A. M.
	1:40 P. M.	Mitchell	8:45 A. M.
	2:00 P. M.	St. Ansgar	8:30 A. M.
	2:20 P. M.	Toeterville	
	2:40 P. M.	Stacyville	
	3:00 P. M.	Toeterville	
9:40 P. M.	4:15 P. M.	Glenville	7:00 A. M.

Freight received at Waterloo and destined to points on the lines of the Illinois Central Railroad Company in Mitchell County is handled in the same manner under this schedule as it was under the schedule which was effective immediately prior to June 10, 1934, except that Train No. 573 handles the freight which was handled by Train No. 571. However, under this schedule, Train No. 541 does not arrive at points Orchard to Stacyville, inclusive, until after noon, whereas immediately prior to June 10, 1934, it was scheduled to arrive at all of those points before noon.

With reference to the points in Mitchell County which these applicants propose to serve from Waterloo, the records in these cases show that thirty witnesses from these points testified on behalf of applicant Seaton; that no witnesses from these points testified on behalf of objectors at the hearing on the Seaton application; that two witnesses from these points testified on behalf of applicant Schlick and that three witnesses from these points testified on behalf of objector Illinois Central Railroad Company at the hearing on the Schlick application. One of the two witnesses who testified on behalf of applicant Schlick also signed a petition favoring the granting of the Seaton application and testified that it would make no difference to him who furnished the service proposed so long as it was daily service. One hundred twelve petitioners from points in Mitchell County favored the granting of the Seaton application and nine petitioners from those points opposed the granting of that application, whereas there were no petitioners from those points in favor of the granting of the Schlick application and fifty-five petitioners from those points were opposed to the granting of that application.

A representative of one wholesaler of Waterloo testified on behalf of applicant Seaton and representatives of three wholesalers and jobbers of Waterloo testified on behalf of applicant Schlick. However, two of the three witnesses from Waterloo who testified on behalf of applicant Schlick also signed a petition favoring the granting of the Seaton application.

Five shippers and receivers of freight of Charles City, one shipper and receiver of freight of Nashua and the Mayor of Floyd testified on behalf of applicant Schlick and two business men of Nashua and Charles City testified on behalf of objector Illinois Central Railroad Company at the hearing on the Seaton application. Two hundred thirty-four petitioners from Janesville, Waverly, Plainfield, Nashua, Charles City, Floyd, Rudd and Nora Springs, all of which points are served by applicant Schlick and six of which are served by the Illinois Central Railroad Company, opposed the granting of the Seaton application and forty-four petitioners from Charles City opposed the granting of the Schlick application.

The witness from Charles City who testified on behalf of the Illinois Central Railroad Company at the hearing on the Seaton application, later testified on behalf of applicant Schlick at the hearing on that application.

Considerable testimony was introduced in these cases, but inasmuch as all of the interested parties are familiar with this testimony, we believe it unnecessary to review it in this decision.

As hereinabove stated, the main purpose of these applications is to secure authority to transport freight from Waterloo to the points proposed to be served in Mitchell County, Iowa, and each applicant proposes to operate over parts of the existing routes of the other applicant. The shippers and receivers of freight in this territory who testified on behalf of these applicants do not contend that there is a necessity for the establishment of both of the proposed routes, but are anxious to receive daily except Sunday and holiday freight motor carrier service by a reliable carrier.

Each of these applicants has been engaged in the freight motor carrier business in the state of Iowa for several years and is, in the opinion of the Commission, well qualified to furnish the service herein proposed.

In deciding cases of this kind, the Commission must determine whether the service proposed will promote the public convenience and necessity and must bear in mind that the interests of the public are paramount to the interests of an applicant. After considering the testimony and evidence in these cases, the Commission is of the opinion that there is a public necessity for the establishment of freight motor carrier service in the territory proposed to be served, but that there is no such necessity for the establishment of both of the proposed lines and, being of that opinion, it must decide what service is necessary and would be the most advantageous to the public.

Section 5105-a18 of said Chapter 252-A1 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."

If the Seaton application were granted as amended, he would furnish service daily, except Sundays and holidays, on shipments originating at and beyond Waterloo and destined to all points on his existing routes in Mitchell County and to all points on applicant Schlick's proposed route in Mitchell County, except Toeterville, with same-day service from Waterloo to all of those points with the possible exception of Meroa. He would also furnish the same service on shipments originating at and beyond Mason City and destined to all points on his existing routes in Mitchell County and to all points on applicant Schlick's proposed route in Mitchell County, except Toeterville. This same service would also be furnished on shipments originating at points Denver to

Floyd, inclusive, and destined to all points on his existing routes in Mitchell County. This applicant would also make next-morning deliveries from points on his existing routes in Mitchell County to Mason City and to points Floyd to Waterloo, inclusive.

If the Seaton application were granted only between Charles City and Osage with certain exceptions, freight originating at Waterloo, for instance, and consigned to points in Mitchell County via motor carrier would have to be transferred from one motor carrier to another at Charles City and the shippers and receivers of freight would have to pay two minimum charges on some shipments and eighty per cent of each carrier's local rates on others. Experience has also shown that through service by one carrier is more satisfactory than service via two carriers.

If the Schlick application were granted as amended, he would furnish practically the same service on shipments originating at or beyond Waterloo and destined to Orchard, Osage, Mitchell, St. Ansgar and Stacyville as applicant Seaton proposes to furnish on such shipments and he would also furnish a like service to Toeterville. He would also furnish daily, except Sunday and holiday, same-day service on shipments originating at points on his existing routes from Castle Hill to Nora Springs, inclusive, and destined to points on his proposed route. This would, however, necessitate a transfer from one carrier to another at Osage on all freight received by applicant Schlick at Waterloo and destined to Little Cedar, New Haven, Riceville or Meroa. Applicant Seaton is operating daily, except Sundays and holidays, between Mason City and Osage, twice each week between Osage, Mitchell and St. Ansgar and once each week between Osage and the other points which he is serving under Certificate No. 239. Applicant Seaton does not propose to furnish service daily, except Sundays and holidays, over the routes authorized by Certificate No. 239 unless his present application is granted and inasmuch as applicant Schlick does not propose to transport any freight between Mason City and points on the routes authorized by Certificate No. 239, the service proposed by applicant Schlick would not be as beneficial to the public as the service proposed by applicant Seaton on shipments originating at and beyond Mason City and destined to points on the routes authorized by Certificate No. 239. All of such freight would be transported from Mason City to Osage by applicant Seaton and would be transported by him to destinations beyond Osage on the days that he operates under Certificate No. 239. However, on the days that applicant Seaton does not operate under Certificate No. 239 freight destined to Orchard, Mitchell, St. Ansgar and Stacyville would have to be transferred at Osage to applicant Schlick. Inasmuch as applicant Seaton does not serve Toeterville and applicant Schlick does not propose to transport any freight from Mason City to Toeterville, all freight originating at or beyond Mason City and destined to Toeterville via motor carrier would have to be transferred to applicant Schlick at Osage.

If the Schlick application were granted only between Charles City and Osage and with the restrictions proposed, all shipments originating at or beyond Waterloo and destined to points in Mitchell County, except Orchard and Osage, would have to be transferred at Osage and the shippers and receivers of freight would be put to the expense of a two or three-line haul.

The testimony and evidence in these cases dealt with the applications as a whole and the question of granting either application in part was not urged upon the Commission. The Commission has, however, considered all of these matters in order to be as fully informed as is possible and to be fair to both applicants. A certificate authorizing a motor carrier to operate over a certain highway does not, of course, give the holder of the certificate exclusive motor carrier rights on that highway, but he is entitled to such protection from proposed motor carrier competition as would be to the public interest in the maintenance and operation of a highway transportation system.

After full consideration of the records in these cases, the Commission is of the opinion and hereby finds that the establishment of the service proposed by R. O. Seaton in his application in Docket No. H-2015 with certain exceptions as hereinafter set out, will promote the public convenience and necessity. A certificate of convenience and necessity will, therefore, issue to applicant Seaton in accordance with the finding made in this decision as soon as he has complied with the necessary preliminary requirements of the law and this Commission's rules and regulations and such certificate will contain a provision that no Iowa intrastate freight shipments shall be accepted at any of the points Mason City, Floyd, Charles City, Nashua, Plainfield, Waverly, Denver or Waterloo and transported to another of those points.

In granting this authority to applicant Seaton, the Commission is mindful of his assurance that he will be able to furnish service daily, except Sundays and holidays, over the proposed route between Waterloo and Osage and between the points on the routes authorized by Certificate No. 239 and will expect him to make a very good faith effort to maintain that service.

The Time Schedule proposed by applicant Seaton cannot be maintained between several stations without violating the speed restrictions fixed by law. For instance, on the northbound trip the schedule provides for a truck to arrive at Floyd at 1:45 p. m. and to arrive at Orchard, which is approximately nine miles from Floyd, at 1:50 p. m. This allows only five minutes to pick up and deliver freight at Floyd and to travel approximately nine miles to Orchard. The schedule also provides for different running times between stations on the southbound and northbound trips between Waterloo and Osage. It will, therefore, be necessary for applicant Seaton to prepare and file an acceptable Time Schedule before the certificate issues in this case. This schedule must be prepared so as to allow for traffic conditions, speed limitations within cities and towns, speed limitations outside cities and towns, stops at railroad crossings and stops to pick up and deliver freight.

According to the Time Schedule filed by applicant Seaton, his equipment would arrive Waterloo at 8:30 a. m. and would not leave that point until 11:30 a. m. Under this schedule, deliveries would not be made until after 4:00 p. m. at Stacyville, St. Ansgar and Mitchell. Applicant Schlick proposed to leave Waterloo at 9:30 a. m. and representatives of some of the wholesalers and jobbers of Waterloo testified that they could fill orders received in the early morning mail and get them on that truck. Applicant Seaton's truck from Mason City to Osage is scheduled to arrive at Osage at 1:00 p. m. and he proposes to have his truck from Waterloo to Osage arrive at Osage at 2:00 p. m. If this applicant's Waterloo-Osage truck could leave Waterloo around 10:00 a. m. and arrive Osage around 1:00 p. m., he could make earlier deliveries to points beyond Osage and the Commission feels that he should make every effort to do this. The Commission, therefore, recommends that applicant Seaton make a thorough investigation at Waterloo to determine the earliest practicable leaving time from that point and that he arrange to provide for such a leaving time in the new Time Schedule provided for in this decision.

The Commission also finds that the establishment of the service proposed by applicant Schlick in Docket No. H-2046 would not promote the public convenience and necessity and that application is, therefore, hereby denied.

Certificate of Convenience and Necessity No. 563 was issued on March 27, 1935.

On account of a duplication of authority to certain points served under Certificates of Convenience and Necessity Nos. 239 and 563, the Board issued a resolution on March 27, 1935, amending the former Certificate to eliminate service between the intersection of highway at the east line of Section 12, Township 97 North, Range 18 West and Meroa over route designated as Route No. 6, thereby permitting the transportation

of freight over new Route No. 1 between Osage, New Haven, Riceville, Little Cedar, Stacyville, St. Ansgar, Mitchell and Osage.

Filed March 24, 1934. Closed March 27, 1935.

No. H-2027—1935. J. E. Eldridge, Indianola. Motor Carrier—Failure to pay taxes and remit on C. O. D. collections. This operator appeared before the Board on April 17, May 7 and December 11, 1934, and the results obtained were of a temporary nature, as it would only be a matter of a short time before additional complaints were received. Under date of April 15, 1935, the Board approved the transfer of Certificate of Convenience and Necessity No. 93, held by J. E. Eldridge, Indianola, to the Bruce Transfer and Storage Company, a partnership composed of G. E. and E. I. Bruce, Des Moines, and this case was, therefore, dismissed.

Filed April 12, 1934. Closed April 15, 1935.

No. H-2028—1935. Dave Redman, Owner and Operator Redman Transfer Company, Ottumwa, and/or Redman Freight Lines, Des Moines. Motor Carrier—Failure to remit promptly on C. O. D. shipments, reply promptly to correspondence and comply with the effective rate schedule on file. This operator appeared before the Board on April 17, 1934, and promised that all past due items would receive prompt attention. He was again cited to appear on December 11, 1934, but did not appear due to illness. All complaints were later satisfied and the file closed.

Filed April 12, 1934. Closed June 27, 1935.

No. H-2048—1935. M. F. Schlick, Charles City. Application for authority to operate as a motor carrier of freight between Charles City and Stacyville and certain points intermediate thereto with certain exceptions. This application was heard at Charles City, June 12, 1934, and under date of December 5, 1934, the Board denied the application. (For Decision see Docket No. H-2015 of this report.)

Filed May 4, 1934. Closed December 6, 1934.

No. H-2049—1934. Paul R. Davis, Avoca. Motor Carrier—Suspension of service over portion of route authorized under Certificate of Convenience and Necessity No. 203. Under date of December 20, 1934, the Board authorized the suspension of service locally between Avoca, Hancock and Oakland for a period of sixty days. Under date of May 31, 1935, the Board authorized the suspension of service locally between Avoca, Hancock and Oakland for a period of ninety days. Under date of August 13, 1935, the Board continued the suspension of service locally between Avoca, Hancock and Oakland under Certificate of Convenience and Necessity for an additional period of ninety days, effective at 12:01 a. m., August 29, 1935.

No. H-2066—1935. Prairie State Lines, Inc., Chicago, Illinois. Application for authority to operate as a motor carrier of freight, interstate exclusively, one way westbound, from the east line of the State of Iowa at Davenport to Des Moines, from the east line of the State of Iowa at Davenport to the west line of the state at Council Bluffs, from the east line of the State of Iowa at Clinton to the west line of the state at Council Bluffs and from the east line of the state at Clinton to the west line of the state at Sioux City. The Board under date of December 28, 1934, issued Certificate No. 551 in the above entitled case.

Filed June 25, 1934. Closed December 31, 1934.

No. H-2070—1935. F. W. Smith, Owner and Operator, Rapid Transit Lines, Omaha, Nebraska, and Victory Bus Lines of Illinois, Inc., Chicago, Illinois. Motor Carrier—Passenger—Application for approval to transfer Certificate No. 378. Certificate No. 378 was revoked effective

September 15, 1934, by order of the Board's Decision of August 18, 1934. (For Decision see page 155, 1934 Report.)

Filed July 10, 1934. Closed October 24, 1935.

No. H-2079—1935. Clarence E. Miller, Corning. Application for authority to operate as a motor carrier of interstate freight between the west line of the state at Council Bluffs and Corning. Hearing was held at the office of the Board, Des Moines, on August 14, 1934. Continued hearing was held at the office of the Board, Des Moines, September 11, 1934. Under date of December 20, 1934, the case was dismissed without prejudice because of failure to furnish bond as required in Rule 53 of the Motor Carrier Rules and Regulations. Under date of May 31, 1935, a surety bond was filed in compliance with Rule 53 and on June 22, 1935, Certificate No. 578 was issued.

Filed July 18, 1934. Closed December 26, 1934.

No. H-2090—1935. Klingenberg & Work, Barrington, Illinois. Application for authority to operate as a motor carrier of interstate freight over various routes. Application incomplete and, therefore, this case is closed.

Filed August 6, 1934. Closed February 13, 1935.

No. H-2102—1935. F. W. Smith, Owner and Operator, Rapid Transit Lines, Omaha, Nebraska. Motor Carrier—Passenger—Appeal to District Court of Polk County from Decision and Order in Docket No. H-2062. Appeal dismissed by F. W. Smith January 29, 1935, Equity No. 48-866-90.

Filed September 1, 1934. Closed October 24, 1935.

No. H-2107—1935. H. T. Thacker, doing business as Thacker Transportation, 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 of the state at Sioux City. Under date of January 16, 1935, the Board issued Certificate No. 555.

Filed September 10, 1934. Closed January 16, 1935.

No. H-2109—1935. T. & M. Transportation Company, Denver, Colorado. Application for authority to operate as a motor carrier of interstate freight over various routes. Under date of April 12, 1935, the Board issued Certificate No. 566.

Filed September 12, 1934. Closed April 12, 1935.

No. H-2117—1935. Howard H. Holdcroft, Owner and Operator, Holdcroft Transportation Co., Sioux City. Application for authority to operate as a motor carrier of interstate freight, one way between the east line of the state at Clinton and the west line of the state at Sioux City. Certificate No. 560 issued February 26, 1935.

Filed September 18, 1934. Closed February 26, 1935.

No. H-2118—1935. Burlington Transportation Company, Chicago, Illinois. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Davenport, Buffalo, Montpelier, Fairport, Muscatine, Fredonia, Columbus Junction, Cotter, Ainsworth, Washington, West Chester, Sigourney, Rose Hill, Oskaloosa, Knoxville, Pleasantville, Hartford, Carlisle, Des Moines, Fort Des Moines, Norwalk, Martensdale, Bevington, Patterson, Winterset, Maple Grove, Greenfield, Fontanelle, Bridgewater, Massena, Cumberland, Lewis, Oakland, Council Bluffs and the west line of the State of Iowa, with exceptions. This case was fully heard on February 7 and 8, 1935, at Washington and Des Moines, Iowa, respectively, and taken under advisement. On March 4, 1935, the Board granted a request of the White Line Motor Freight Company of Des Moines, Iowa, the National

Freight Lines of Marshalltown, Iowa, and the H. & W. Motor Express Company of Dubuque, Iowa, to intervene and file briefs, as follows:

Now, on this 4th day of March, 1935, upon the application of the White Line Motor Freight Company of Des Moines, the National Freight Lines of Marshalltown, Iowa, and the H. & W. Motor Express Company of Dubuque, Iowa, coming on for hearing before the Commission, asking leave and right to intervene and file their briefs, *amicus curiae*, in the above entitled cause, and the Commission being fully advised in the premises, finds that said applicants should be given permission to intervene and file their briefs, and that no delay would be caused thereby.

NOW, THEREFORE, IT IS HEREBY ORDERED, That the White Line Motor Freight Company of Des Moines, Iowa, the National Freight Lines of Marshalltown, Iowa, and the H. & W. Motor Express Company of Dubuque, Iowa, be granted leave and right to intervene, and they are hereby granted said right to intervene and file briefs, *amicus curiae*.

It is further ordered that the briefs of said interveners shall be filed with this Commission not later than March 15, 1935, and that applicant's reply brief be filed not later than March 25, 1935.

After filing of briefs and replies thereto the Board, under date of July 8, 1935, issued a decision granting the authority applied for with exceptions, as follows:

Appearances:

For Applicant—J. C. Pryor, Atty., Burlington, Iowa (February 7th and 8th).

For Interstate Transit Lines, Omaha, Nebraska, and Chicago and North Western Railway Company, Objectors—Davis, McLaughlin and Hise, Attys., Des Moines, Iowa, by James C. Davis, Jr. (February 7th and 8th).

For Trustees of Chicago, Rock Island and Pacific Railway Company, Objector—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa, by A. T. Blake, Asst. Atty. (February 7th and 8th).

For Otto and Stanley Jackson, Oskaloosa, Iowa, Objector—McCoy and McCoy, Attys., Oskaloosa, Iowa, by John N. McCoy (February 7th).

For Des Moines-Winterset Bus Company, Des Moines, Iowa, Objector—James W. Wilson, Atty., Des Moines, Iowa (February 8th).

This application was filed with the Commission on September 25, 1934, by the Burlington Transportation Company, Chicago, Illinois, a corporation, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers and a limited amount of freight (not to exceed one hundred pounds of freight on any bus at any time) between Davenport, Buffalo, Montpelier, Fairport, Muscatine, Fredonia, Columbus Junction, Cotter, Ainsworth, Washington, West Chester, Sigourney, Rose Hill, Oskaloosa, Knoxville, Pleasantville, Hartford, Carlisle, Des Moines, Fort Des Moines, Norwalk, Martensdale, Bevington, Patterson, Winterset, Maple Grove, Greenfield, Fontanelle, Bridgewater, Massena, Cumberland, Lewis, Oakland, Council Bluffs and the west line of the State of Iowa in Scott, Muscatine, Louisa, Washington, Keokuk, Mahaska, Marion, Polk, Warren, Madison, Adair, Cass and Pottawattamie Counties, Iowa, except locally between Davenport and Muscatine and points intermediate thereto, locally between Des Moines and Winterset and points intermediate thereto, and locally between Lewis and Council Bluffs and points intermediate thereto.

The Commission named February 7, 1935, ten o'clock a. m., at the office of the Washington County Auditor, Washington, Iowa, and February 8, 1935, ten o'clock a. m., at the office of the Commission in Des Moines, as times and places for public hearings on this application and notice of those hearings was published as required by said Chapter 252-A1.

Written objections to the granting of this application were filed by the Interstate Transit Lines, Omaha, Nebraska, Des Moines-Winterset Bus Company, Des Moines, Iowa, Chicago and North Western Railway Company, Trustees of the Chicago, Rock Island and Pacific Railway Company, and Chicago, Milwaukee, St. Paul and Pacific Railroad Company.

Public hearings were held on this application on February 7, 1935, at the Washington County Court House, Washington, Iowa, and on February 8, 1935, at the office of the Commission in Des Moines. At the conclusion of the hearing on February 8th, the application was taken under advisement by the Commission with permission granted to objectors, Interstate Transit Lines and Chicago and North Western Railway Company, to file a brief and argument and to applicant to file a reply thereto.

A total of 31 witnesses, including two representatives of applicant, testified on behalf of applicant at the hearings in this case. These witnesses included representative citizens and business men of Muscatine, Columbus Junction, Washington, Sigourney, Oskaloosa, Knoxville, Winterset, Greenfield, Fontanelle, Bridgewater, Massena, Cumberland and Council Bluffs, and also representatives of the Davenport Retail Merchants Association, Washington Chamber of Commerce, Knoxville Chamber of Commerce and the Des Moines Retail Merchants Association. Applicant also submitted resolutions adopted by the Davenport Retail Merchants Association, Knoxville Chamber of Commerce, Massena Commercial Club and the Greenfield Community Service Club, favoring the granting of this application.

A total of fourteen witnesses, including Otto Jackson, Stanley Jackson and Mrs. Otto Jackson, testified at the hearing of February 7th on behalf of objectors Otto and Stanley Jackson and in opposition to the granting of this application. These witnesses were from Cedar Rapids, Washington, Keota, Sigourney, Delta and Oskaloosa. These objectors also submitted letters and petitions opposing the granting of the application, which were signed by 486 residents of Washington, Keota, Sigourney, Delta and Oskaloosa.

Seven witnesses testified at the hearing of February 8th on behalf of objector, Interstate Transit Lines, and in opposition to the granting of this application. These witnesses included three representatives of Interstate Transit Lines, three residents of Davenport and one resident of Council Bluffs.

Three witnesses from Bevington, Martensdale and Winterset testified at the hearing of February 8th on behalf of objector, Des Moines-Winterset Bus Company, and in opposition to the granting of the application.

A representative of objector, Chicago, Rock Island and Pacific Railway Company, testified as to the service furnished by that company between certain of the points proposed to be served by applicant and in opposition to the granting of the application.

The Commission also received letters from five business men of Council Bluffs, Des Moines and Washington, a petition signed by officers of the Oakland Commercial Club, and a petition signed by 29 residents of Pella, opposing the granting of the application and a letter from a resident of Carlisle favoring the granting of the application.

The Indianola Chamber of Commerce filed objections to the granting of the application, but those objections were later withdrawn.

The Winterset Rotary Club filed objections to the granting of the application because of applicant's proposal to operate between Knoxville and Winterset via Des Moines instead of over Iowa Highway No. 2 between those points.

On March 4, 1935, the Commission granted the application of White Line Motor Freight Company, Inc., Des Moines, Iowa, Charles T. Durand, Marshalltown, Iowa, and H. and W. Motor Express Company, Dubuque, Iowa, to intervene in this case and file briefs, *amicus curiae*.

Briefs and arguments were filed by the Des Moines-Winterset Bus Company, Interstate Transit Lines, and the interveners and applicant filed a reply to each of those briefs and arguments.

Applicant proposes to furnish daily service over the proposed route of the following schedule:

READ DOWN			READ UP		
2:15 P. M.	Lv. Davenport	Ar.	4:45 P. M.		
f	Lv. Buffalo	Ar.	f		
f	Lv. Montpelier	Ar.	f		
f	Lv. Fairport	Ar.	f		
3:00 P. M.	Lv. Muscatine	Ar.	4:00 P. M.		
3:32 P. M.	Lv. Fredonia	Ar.	3:28 P. M.		
3:35 P. M.	Lv. Columbus Jct.	Ar.	3:25 P. M.		
3:45 P. M.	Lv. Cotter	Ar.	3:15 P. M.		
3:51 P. M.	Lv. Ainsworth	Ar.	3:11 P. M.		
4:15 P. M.	Lv. Washington	Ar.	2:45 P. M.		
4:33 P. M.	Lv. West Chester	Ar.	2:27 P. M.		
5:05 P. M.	Lv. Sigourney	Ar.	1:55 P. M.		
5:25 P. M.	Lv. Rose Hill	Ar.	1:35 P. M.		
5:55 P. M.	Lv. (R) Oskaloosa	Ar. (M)	1:15 P. M.		
6:35 P. M.	Lv. Knoxville	Ar.	12:15 P. M.		
6:53 P. M.	Lv. Pleasantville	Ar.	11:57 A. M.		
f	Lv. Hartford	Ar.	f		
7:13 P. M.	Lv. Carlisle	Ar.	11:37 A. M.		
7:35 P. M.	Ar. Des Moines	Lv.	11:15 A. M.		
8:00 P. M.	Lv. (M) Des Moines	Ar. (R)	11:05 A. M.		
f	Lv. Ft. Des Moines	Ar.	f		
8:20 P. M.	Lv. Norwalk	Ar.	10:45 A. M.		
8:33 P. M.	Lv. Martensdale	Ar.	10:28 A. M.		
f	Lv. Bevington	Ar.	f		
8:45 P. M.	Lv. Patterson	Ar.	10:16 A. M.		
8:57 P. M.	Lv. Winterset	Ar.	10:02 A. M.		
f	Lv. Maple Grove	Ar.	f		
9:40 P. M.	Lv. Greenfield	Ar.	9:20 A. M.		
9:50 P. M.	Lv. Fontanelle	Ar.	9:10 A. M.		
10:03 P. M.	Lv. Bridgewater	Ar.	8:56 A. M.		
10:13 P. M.	Lv. Massena	Ar.	8:46 A. M.		
10:35 P. M.	Lv. Cumberland	Ar.	8:24 A. M.		
10:55 P. M.	Lv. Lewis	Ar.	8:00 A. M.		
11:20 P. M.	Lv. Oakland	Ar.	7:35 A. M.		
11:59 P. M.	Ar. Council Bluffs	Lv.	7:00 A. M.		

M—meal stop

R—rest

f—flag stop

Applicant is now operating as a motor carrier of passengers and a limited amount of freight over several routes in the State of Iowa, one of which is between Albia and Des Moines via Knoxville and the other points proposed to be served between Knoxville and Des Moines and is making three round trips daily between those points.

Objector Interstate Transit Lines is operating as a motor carrier of passengers and a limited amount of freight over several routes in the State of Iowa, with routes between Davenport and Council Bluffs via United States Highway No. 6, between Des Moines and Council Bluffs via Iowa Highway No. 7, and between Des Moines and Oskaloosa via United States Highway No. 163. This objector is making four round trips daily between Davenport and Des Moines, three round trips daily between Des Moines and Council Bluffs via United States Highway No. 6, one round trip daily between Des Moines and Council Bluffs via Iowa Highway No. 7, and three round trips daily between Des Moines and Oskaloosa.

Objector Otto and Stanley Jackson is now operating as a motor car-

rier of passengers between Iowa City, Sharon Center, Kalona and Washington, between Iowa City, Hills, Riverside, Haskins, Ainsworth and Washington, between Washington, West Chester, Keota, Sigourney, Delta, Rose Hill and Oskaloosa, and between Oskaloosa, Tracy and Knoxville. This objector is making one round trip daily between Iowa City and Knoxville via Hills and Ainsworth and one round trip daily between Oskaloosa and Iowa City via Washington and Kalona.

Objector Des Moines-Winterset Bus Company is operating as a motor carrier of passengers and a limited amount of freight between Des Moines, Norwalk, Prole, Martensdale, Bevington, Patterson and Winterset and is making three round trips daily over that route.

There is no passenger motor carrier service over applicant's proposed route between Muscatine and Ainsworth or between Winterset and the junction of Iowa Highway No. 2 and United States Highway No. 6 near the town of Lewis.

Objector Chicago, Rock Island and Pacific Railway Company is furnishing passenger train service between several of the points proposed to be served by applicant and filed schedules with the Commission showing such service.

The Commission fully appreciates the importance of this application and has made a careful study of the entire record in this case, but believes it unnecessary to review the record in this Decision.

And now, after having fully considered this application and the objections thereto and being fully advised in the premises, the Commission is of the opinion and hereby finds that the establishment of the motor carrier service proposed by applicant, except for the transportation of:

- (a) Local passengers and freight between Davenport and Muscatine and points intermediate thereto;
- (b) Local passengers between Washington and Oskaloosa and points intermediate thereto;
- (c) Local passengers and freight between Des Moines and Winterset and points intermediate thereto;
- (d) Local passengers and freight between Lewis and Council Bluffs and points intermediate thereto;
- (e) Passengers and freight originating at Davenport and destined to Des Moines, Oakland or Council Bluffs;
- (f) Passengers and freight originating at Oskaloosa and destined to Des Moines, Oakland or Council Bluffs;
- (g) Passengers and freight originating at Des Moines and destined to Oakland, Council Bluffs, Oskaloosa or Davenport, and
- (h) Passengers and freight originating at Council Bluffs or Oakland and destined to Des Moines, Oskaloosa or Davenport,

will promote the public convenience and necessity.

A Certificate of Convenience and Necessity will therefore issue to applicant in accordance with the finding made in this Decision as soon as applicant has complied with the necessary preliminary requirements of the law and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

Under date of July 19, 1935, Certificate of Convenience and Necessity No. 582 was issued.

Filed September 25, 1934. Closed July 19, 1935.

No. H-2119—1935. C. E. Dragoun, doing business as Dragoun Transfer & Storage Company, Ames. Application for authority to operate as a motor carrier of freight between Ames, Ericson, Jordan, Boone, Ogden, Beaver, Grand Junction, Jefferson, Scranton, Ralston, Glidden, Carroll, Arcadia, West Side, Vail and Denison. Granted by the Board with exceptions under date of June 4, 1935. (For Decision see Docket No. H-1895 in this report.)

Certificate of Convenience and Necessity No. 580 was issued under date of June 27, 1935.

Filed September 24, 1934. Closed June 27, 1935.

No. H-2120—1935. F. W. Smith, Owner and Operator Rapid Transit Lines, Omaha, Nebraska, and Iowa Bus Company, Des Moines. Motor Carrier—Passenger—Application for approval of transfer of interstate Certificate No. 378. The Commerce Counsel of Iowa ruled that Certificate No. 378 was revoked by the Board effective September 15, 1934, under its decision of August 18, 1934, Dockets Nos. H-2062 and H-2070, and after the appeal in the latter case was dismissed, there would be no effective certificate to transfer.

Filed October 1, 1934. Closed October 24, 1935.

No. H-2121—1935. Crockett Brothers, Sioux City. Application for authority to operate as a motor carrier of interstate freight over various routes. Application not completed and file closed after advice to the effect that the operation would not be inaugurated.

Filed October 2, 1934. Closed February 20, 1935.

No. H-2125—1935. Norman A. Anderson, Minneapolis, Minnesota. Application for authority to operate as a motor carrier of interstate freight over various routes. Operator requested application cancelled before service was inaugurated.

Filed October 10, 1934. Closed March 18, 1935.

No. H-2126—1935. Earl Marsh, Villisca. Application for authority to transport interstate freight between Morton Mills, Stanton, Hepburn and Nodaway. Applicant failed to complete the file and case was closed.

Filed October 12, 1934. Closed July 3, 1935.

No. H-2130—1935. H. G. Sevier, Ottumwa and Missouri Transit Company, Inc., Macon, Missouri. Motor Carrier—Application for approval to transfer Certificates of Convenience and Necessity Nos. 18 and 365 and to cancel lease effective under Certificate No. 320. On account of objections filed by the Interstate Transit Lines of Omaha, Nebraska, this application was heard at the office of the Board, Des Moines, Iowa, on December 11, 1934, and the case continued to a date to be named later with the suggestion that the parties try to arrive at a settlement which would place the file in a completed form so that the proposed transfer and cancellation of lease could be made. This was done and under date of December 22, 1934, the Board approved the transfer of Certificates of Convenience and Necessity Nos. 18 and 365 to the Missouri Transit Company, Inc., of Macon, Missouri, and also the cancellation of the lease effective under Certificate No. 320.

Filed October 16, 1934. Closed December 28, 1934.

No. H-2132—1935. Akron Truck Company, Akron. Application for authority to operate as a motor carrier of freight between Akron and Hawarden. Application not completed and case dismissed.

Filed October 17, 1934. Closed December 19, 1934.

No. H-2138—1935. White Line Motor Freight Company, Inc., Des Moines. Application for authority to operate as a motor carrier of freight between the junction of United States Highway No. 6 and Iowa Highway No. 109 and the town of Oxford; between Iowa City, North Liberty, Midriver, Curtis, Shueyville and Cedar Rapids, except for the transportation of local freight between Iowa City and Cedar Rapids and points intermediate thereto; between Iowa City, West Liberty, Atalissa and Muscatine, except for the transportation of local freight between Wilton and Muscatine and points intermediate thereto. This application was fully heard at the City Hall, Iowa City, Iowa, January

9, 1935, and under date of June 26, 1935, the following decision was rendered granting said application with exceptions:

Appearances:

For Applicant—Messer and Nolan, Attys., Iowa City, Iowa, by D. C. Nolan; Frank J. Comfort, Atty., Des Moines, Iowa.

For Chicago and North Western Railway Co., Objector—Davis, McLaughlin and Hise, Attys., Des Moines, Iowa, by George R. Hise.

For Trustees of Chicago, Rock Island and Pacific Railway Company, Objector—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa, by A. T. Blake.

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

For N. M. Waite, Oxford Junction, Iowa, Objector—Paul Toomey, Atty., Iowa City, Iowa.

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

The White Line Motor Freight Company, Inc., Des Moines, Iowa, is now operating as a motor carrier of freight between the following points:

Council Bluffs, Oakland, Atlantic, Wiota, Anita, Adair, Casey, Menlo, Stuart, Dexter, Redfield, Adel, Waukee and Des Moines, except for the transportation of local freight between Council Bluffs and Casey and points intermediate thereto and local freight between Menlo and Des Moines and points intermediate thereto.

Des Moines, Altoona, Mitchellville, Colfax, Newton, Kellogg, Grinnell, Brooklyn, Carnforth, Victor, Ladora, Marengo, Homestead, Tiffin, Coralville, Iowa City, West Liberty, Atalissa, Moscow, Wilton Junction, Durrant and Davenport, except for the transportation of local freight between Des Moines and Colfax and points intermediate thereto and local freight between Wilton Junction and Davenport and points intermediate thereto.

This carrier is operating over United States Highway No. 6 in furnishing this service.

The application in this case was filed by the White Line Motor Freight Company, Inc., on November 14, 1934, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and at the time it was set down for hearing by the Commission it was for a Certificate of Convenience and Necessity authorizing the extension of applicant's existing service over routes between the following points:

Between the junction of United States Highway No. 6 and Iowa Highway No. 109 and the town of Oxford in Johnson County, Iowa.

Between Iowa City, North Liberty, Midriver, Curtis, Shueyville and Cedar Rapids in Johnson and Linn Counties, Iowa, except for the transportation of local freight between Iowa City and Cedar Rapids and points intermediate thereto.

Between Iowa City, West Liberty, Atalissa and Muscatine in Johnson and Muscatine counties, Iowa, except for the transportation of local freight between Wilton and Muscatine and points intermediate thereto.

Hearing on this application was fixed for January 9, 1935, ten o'clock a. m., at the office of the Johnson County auditor, Iowa 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 by the Chicago and North Western Railway Company, Railway Express Agency, Inc., Trustees of the Chicago, Rock Island and Pacific Railway Company, and Ray Seaton, Cedar Rapids, Iowa, doing business as Seaton Freight Lines.

Applicant amended this application on December 18, 1934, by withdrawing that part of the application which was for authority to accept freight in Des Moines, Newton or Grinnell to Cedar Rapids or from Cedar Rapids to Grinnell, Newton or Des Moines.

Applicant again amended this application on December 26, 1934, by withdrawing that part of the application which was for authority to

transport Iowa intrastate freight from Davenport to Muscatine and from Muscatine to Davenport.

The hearing on this application was called at ten o'clock a. m., on January 9, 1935, at the office of the Johnson County Auditor, Iowa City, Iowa, and immediately adjourned to the City Hall, Iowa City, Iowa, where full hearing was had and the case taken under advisement by the Commission. The appearances at this hearing are shown on the title page of this decision.

A total of 34 witnesses, including two representatives of applicant, testified on behalf of applicant at the hearing in this case. These witnesses included the manager of the Traffic Bureau of the Des Moines Chamber of Commerce, the manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce, the assistant traffic commissioner of the Davenport Chamber of Commerce, representatives of 11 jobbers and manufacturers of Davenport, representatives of three jobbers and manufacturers of Des Moines, representatives of four jobbers and manufacturers of Cedar Rapids, representatives of two manufacturers of Muscatine, representatives of four retail merchants of Oxford, representatives of five retail merchants of Iowa City, and two freight motor carriers. Applicant also submitted letters favoring the granting of the application which were signed by 61 other jobbers and manufacturers of Muscatine, Iowa City, Des Moines, Cedar Rapids, Davenport, and Ripon, Wisconsin, and by eight other retail merchants of Oxford and Iowa City.

A representative of the Chicago and North Western Railway Company and a representative of the Railway Express Agency, Inc., testified as to the service furnished by their companies to and from the points proposed to be served by applicant.

Applicant's proposed rates are approximately the same as rail rates and it proposes to furnish pick-up and delivery service with no additional charge for such service.

Applicant proposes to furnish service daily, except Sundays and holidays, over its existing and proposed routes on the following schedule:

READ DOWN				READ UP		
AM	PM	PM		AM	PM	PM
		7:00	Lv. Omaha	Ar. 2:30	5:30	
		AM		PM	AM	
		2:30	Ar. Des Moines	Lv. 7:00	9:00	
		PM		AM		
5:00	12:00	7:00	Lv. Des Moines	Ar. 7:00	9:11	3:19
			Lv. Altoona	Lv. 6:26		2:45
			Lv. Mitchellville	Lv. 6:03		2:19
			Lv. Colfax	Lv. 5:35		1:51
	2:00		Ar. Newton	Lv. 4:49	7:00	1:15
7:00		9:00	Lv. Newton	Ar.		AM
7:37		9:37	Lv. Kellogg	Lv. 4:07		10:22
8:25		10:25	Lv. Grinnell	Lv. 3:29		9:44
9:20		11:20	Lv. Brooklyn	Lv. 2:38		8:53
9:54		11:54	Lv. Victor	Lv. 2:10		8:25
		AM				
10:22		12:22	Lv. Ladora	Lv. 1:41		7:56
11:20		1:20	Lv. Marengo	Lv. 1:10		7:25
		PM		PM		
12:22		2:22	Lv. Homestead	Lv. 11:45		7:00
12:52			Lv. Oxford	Lv.		6:20
2:07		3:52	Ar. Iowa City	Lv. 10:35		5:35

AM				PM
7:00		Lv. Iowa City	Ar.	4:15
7:58	4:50	Lv. West Liberty	Lv. 9:17	3:20
8:38	5:30	Lv. Moscow	Lv. 8:37	2:20
9:03		Lv. Muscatine	Lv.	1:40
9:28	6:04	Lv. Wilton	Lv.	
9:53	6:27	Lv. Durant	Lv.	
11:00	7:27	Ar. Davenport	Lv. 7:00	12:00
	6:00	Lv. Iowa City	Ar. 6:30	
	7:00	Ar. Cedar Rapids	Lv. 5:30	

The records of the Commission show that the following named motor carriers are furnishing freight motor carrier service between certain of the points proposed to be served by applicant:

Northwestern Light and Power Company, Cedar Rapids, Iowa, between Cedar Rapids, Shueyville, Curtis, North Liberty and Iowa City.

J. J. Speas, Kalona, Iowa, between Cedar Rapids, Shueyville, Curtis, Midriver, North Liberty, Iowa City, Sharon Center and Kalona except for the transportation of local freight between Cedar Rapids and Iowa City and points intermediate thereto.

H. W. Rieke, Burlington, Iowa, between Cedar Rapids and Burlington, via Shueyville, Curtis, Midriver, North Liberty, Iowa City and certain other points, except for the transportation of local freight between Cedar Rapids and Iowa City and points intermediate thereto.

Charles T. Durand, Marshalltown, Iowa, between Cedar Rapids and Grinnell, Newton and Des Moines.

Clinton, Davenport and Muscatine Railway Company, Davenport, Iowa, between Davenport and Muscatine and certain points intermediate thereto.

W. C. Otto, Durant, Iowa, between Davenport, Durant, Wilton and Muscatine except for the transportation of freight originating at Davenport and destined to Muscatine or originating at Muscatine and destined to Davenport.

Mercer Transfer and Storage Company, Burlington, Iowa, between Davenport and Burlington, via Muscatine and certain other points, except for the transportation of local freight between Davenport and Muscatine and points intermediate thereto.

A representative of applicant testified at the hearing that applicant does not propose to compete with any of the above named motor carriers.

Interline freight motor carrier service is being furnished between Cedar Rapids and Davenport by the Iowa Freight Lines, Inc., Cedar Rapids, Iowa, and Walter H. Kier, Tipton, Iowa, with a transfer at Tipton, and by the Iowa Freight Lines, Inc., and the H. and W. Motor Express Company, Dubuque, Iowa, with a transfer at DeWitt.

The Cedar Rapids and Iowa City Railway is operating an electric interurban line between Cedar Rapids and Iowa City and transports passengers and freight between those points.

The Clinton, Davenport and Muscatine Railway Company is also operating an electric interurban line between Davenport and Muscatine.

Ray Seaton, Cedar Rapids, Iowa, doing business as Seaton Freight Lines, and N. M. Waite, Oxford Junction, Iowa, were the only freight motor carriers in this territory who objected to the granting of this application. At the time of the hearing, Ray Seaton was operating between Cedar Rapids and Ottumwa, via Shueyville, Curtis, Midriver, North Liberty, Iowa City and certain other points, except for the transportation of local freight between Cedar Rapids and Iowa City and points intermediate thereto, and his objection was to the authorization of applicant to accept interline freight at Cedar Rapids which is destined to Iowa City or to any point intermediate to Cedar Rapids and Iowa City. A representative of applicant testified at the hearing that his company did not propose to compete with Ray Seaton for this business. On March 20, 1935, Ray Seaton sold his right to operate between

Cedar Rapids and Washington to H. W. Rieke. Applicant does not propose to compete with any of the motor carrier service now being furnished by N. M. Waite.

The town of Oxford is on the Des Moines-Davenport line of the Chicago, Rock Island and Pacific Railway Company as are all of the other points now served by applicant on its Des Moines-Davenport route, and the City of Muscatine is approximately 11 miles south of applicant's Des Moines-Davenport route.

The testimony in this case shows that freight has been handled between Cedar Rapids and points on applicant's existing routes since 1930 under a contract between applicant and the Cedar Rapids and Iowa City Railway and that this contract is still in effect. A representative of applicant testified that although his company intends to continue this connection with the Cedar Rapids and Iowa City Railway it has found that there is a necessity for the operation of at least one truck between Cedar Rapids and Iowa City. This witness testified that while his company's relations with the Cedar Rapids and Iowa City Railway have been and are very pleasant, the contract existing between those two companies can be cancelled by the railway company after 30 days' notice to his company and that this provision has been of considerable concern to his company.

The manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce who testified on behalf of the Cedar Rapids jobbers as a whole, called the Commission's attention to the fact that there are several good towns on applicant's Des Moines-Davenport route which depend upon the jobbing points of Des Moines on the west end of the route, Davenport on the east end of the route and Cedar Rapids, which is north of that route, but which is closer to many of the points on the route than either Des Moines or Davenport and that Cedar Rapids must have through truck service to those points because of competition with jobbers at Des Moines and Davenport. This witness testified, among other things, that in his opinion the fact that Cedar Rapids jobbers have been patronizing the service furnished by applicant and the Cedar Rapids and Iowa City Railway indicates that this service is of value; that the jobbers of Cedar Rapids are concerned as to what would happen if the present arrangement between applicant and the Cedar Rapids and Iowa City Railway were terminated, as it would have the effect of eliminating Cedar Rapids jobbers from the territory served by applicant between Des Moines and Davenport; that there is a demand for through service between Cedar Rapids and Davenport and that the jobbers of Cedar Rapids are interested in the extension of applicant's routes to Oxford and Muscatine. This witness submitted an exhibit showing the rail service from Cedar Rapids to points on applicant's Des Moines-Davenport route and to Muscatine. This exhibit shows, among other things, that freight loaded at Cedar Rapids on Monday and destined to Marengo would not arrive at destination until Wednesday; that freight loaded at Cedar Rapids on Tuesday and destined to Ladora would not arrive at that point until Friday, and that freight loaded at Cedar Rapids on Monday and destined to Muscatine would not arrive at that point until Wednesday, whereas applicant proposes to furnish next morning delivery from Cedar Rapids to each of those three points. This witness also called attention to the fact that there is daily, except Sunday and holiday, freight motor carrier service from Davenport and Des Moines to points on applicant's Des Moines-Davenport route and that Cedar Rapids must have comparable service if its jobbers are to survive in the wholesaling business in that territory, as the retail merchants are demanding pick-up and delivery service and experience has shown the Cedar Rapids jobbers that they eventually lose business where that kind of service is not available.

The manager of the Traffic Bureau of the Des Moines Chamber of Commerce testified, among other things, that there is a need for the

proposed service from Des Moines to Oxford and Muscatine; that several of the Des Moines jobbers are interested in better service to Oxford and feel that there is no good reason why this particular point should be without truck service; that the proposed service would improve the present service from Des Moines to Oxford by approximately one day; that the jobbing interests of Des Moines desire direct truck service to Muscatine for the reason that there is interstate truck service from Chicago to Muscatine and they would like to be in a position to meet that competition, and that the proposed service would promote the public convenience and necessity in so far as Des Moines is concerned.

The assistant traffic commissioner of the Davenport Chamber of Commerce testified, among other things, that he was authorized by his organization to appear at the hearing in support of this application for the reason that there is a necessity for the proposed service between Davenport and Cedar Rapids and because of applicant's proposal to furnish a service comparable to express service, including pick-up and delivery service, at rates which are approximately the same as rail rates.

The witnesses from Muscatine testified, among other things, that there is a need for freight motor carrier service from Muscatine to the points served by applicant on United States Highway No. 6 and that they are losing business because of the lack of adequate transportation service to those points.

Many reasons were advanced by the witnesses in this case in support of their testimony that the establishment of the proposed service would promote the public convenience and necessity, but we believe it unnecessary to review all of this testimony in this decision.

All of the witnesses from Davenport, Cedar Rapids, Muscatine and Des Moines represented jobbers and manufacturers of those points and testified as to why they were in need of the service proposed to be established by applicant. These witnesses were thoroughly familiar with business and transportation conditions in this territory and very sincere in their belief that there is a real need for the proposed service. The Commission realizes that these witnesses represent substantial shippers and receivers of freight in this territory and believes that their testimony is entitled to very serious consideration. Most of these witnesses testified that they are using applicant's existing service and that that service has been entirely satisfactory and a great benefit to them.

After having fully considered this application and the objections thereto and being fully advised in the premises, the Commission is of the opinion and hereby finds that the establishment of the freight motor carrier service proposed by applicant, except for the transportation of:

(a) Freight originating or interchanged at Iowa City, North Liberty, Midriver, Curtis, Shueyville or Cedar Rapids and destined to another of those points or for transfer to another carrier at any of those points;

(b) Freight originating or interchanged at Cedar Rapids and destined to Grinnell, Newton or Des Moines or for transfer to another carrier at any of those points;

(c) Freight originating or interchanged at Des Moines, Newton or Grinnell and destined to Cedar Rapids or for transfer to another carrier at Cedar Rapids, and

(d) Freight originating or interchanged at Davenport, Durant, Wilton or Muscatine and destined to another of those points or for transfer to another carrier at any of those points, will promote the public convenience and necessity.

A Certificate of Convenience and Necessity will therefore issue to applicant in accordance with the finding made in this decision as soon as applicant has complied with the necessary preliminary requirements

of the law and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

Commissioner Huffman, concurring in part:

I concur with the decision of my colleagues in this case in so far as it grants applicant a Certificate of Convenience and Necessity to operate as a motor carrier of freight over the routes applied for between United States Highway No. 6 and the town of Oxford and between Iowa City and Muscatine, but I am of the opinion that the record does not justify a finding that the extension of service proposed by applicant between Iowa City and Cedar Rapids will promote the public convenience and necessity.

I am convinced from the record that the transportation service now being furnished between Iowa City and Cedar Rapids under the contract between applicant and the Cedar Rapids and Iowa City Railway and by the Northwestern Light and Power Company is reasonably adequate and satisfactory at this time. While the record shows that the railway company may cancel this contract by giving applicant thirty days' notice of its intention to do so and that applicant and some of the shippers and receivers of freight appear to be concerned as to the effect of a cancellation of the contract, there is nothing in the record which indicates that the railway company intends to terminate the contract. I believe that applicant's proposal to extend its freight motor carrier service between Iowa City and Cedar Rapids should be decided according to the needs of the territory at this time and that consideration should not be given to the possibility of a change in those conditions at some time in the future. If any material change in transportation conditions between Iowa City and Cedar Rapids should occur, applicant may, of course, again apply for authority to establish the service proposed in this case.

Under date of July 15, 1935, the Board amended and extended Certificate of Convenience and Necessity No. 313 held by applicant to include, in addition to the authority now conveyed, the right to operate between the junction of U. S. Highway No. 6 and Iowa Highway No. 109 and the town of Oxford; between Iowa City and Cedar Rapids and between Iowa City and Muscatine, with an exception. Under date of July 24, 1935, the Board granted an extension of time to establish service in accordance with decision of June 26, 1935.

Filed November 14, 1934. Closed July 15, 1935.

No. H-2139—1935. Sam T. Schutt, Rock Valley. Application for authority to operate as a motor carrier of freight between Rock Valley and Sioux City. Hearing was held on this case at Sioux City, on February 11 and 12, 1935. On July 30, 1935, decision granting application was rendered as follows:

Appearances:

For Applicant—F. T. McGill, Attorney, Rock Valley, Iowa, and Te Paske and Te Paske, Attorneys, Sioux Center, Iowa, by H. J. Te Paske.

For Traffic Bureau, Sioux City Chamber of Commerce, intervener on behalf of Applicant—P. R. Wigton, Commissioner, Sioux City Traffic Bureau, Sioux City, Iowa.

For Chicago & North Western Railway Co., and Railway Express Agency, Inc., Objectors—Davis, McLaughlin & Hise, Attorneys, Des Moines, Iowa, by James C. Davis, Jr.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Objector—Hughes, O'Brien & Hughes, Attorneys, Des Moines, Iowa, by J. N. Hughes, Jr.

This application was filed with the Commission by Sam T. Schutt, Rock Valley, Iowa, on November 13, 1934, 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 Sioux

City, Craig, Ireton and Rock Valley in Woodbury, Plymouth and Sioux Counties, Iowa. Craig has a population of 155, Ireton 612, and Rock Valley 1,204.

The time schedule filed as a part of this application provides for service in both directions over the proposed route on Mondays, Wednesdays and Fridays on the following schedule:

READ DOWN			READ UP		
6:30 A. M.	Lv. Rock Valley	Ar.	3:00 P. M.		
7:15 A. M.	Lv. Ireton	Lv.	2:00 P. M.		
7:45 A. M.	Lv. Craig	Lv.	1:15 P. M.		
9:00 A. M.	Ar. Sioux City	Lv.	12:00 P. M.		

The rate schedule filed as a part of this application provides for flat rates for all classes of freight as follows:

Between	Rates in cents per one hundred pounds
Sioux City and Rock Valley	.26
Sioux City and Ireton	.25
Sioux City and Craig	.20
Craig and Rock Valley	.20
Craig and Ireton	.15
Ireton and Rock Valley	.20

Applicant also proposes to assess minimum charges of from 25 cents to 50 cents based on the weight of the shipment, to assess 80% of his local rates on interline shipments and to make an additional charge for handling C. O. D. shipments.

Applicant proposes to furnish door-to-door service with no additional charge for such service.

Applicant also proposes to purchase a new ton and a half truck with 7'x12' enclosed body which will be heated and especially adapted for freight motor carrier service and to license this truck at a capacity of 5 tons.

Hearing on this application was fixed for February 11, 1935, two o'clock p. m., at the office of the Woodbury County Auditor, Sioux 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 by the Ireton Chamber of Commerce, Chicago, Milwaukee, St. Paul & Pacific Railroad Co., and the Chicago & North Western Railway Co.

Public hearings were held on this application on February 11, 1935, at the Woodbury County courthouse, Sioux City, and on February 12, 1935, at the Warrior Hotel, Sioux City. At the conclusion of the hearing on February 12th, the application was taken under advisement by the Commission, with permission granted to the Chicago, Milwaukee, St. Paul & Pacific Railroad Co. to file a written statement of its position with reference to the application and to applicant to file a written reply thereto. This statement and the reply thereto were filed February 23, 1935, and March 1, 1935, respectively.

A total of 15 witnesses testified on behalf of applicant at the hearings in this case and 13 of these witnesses favored the granting of the application. These witnesses included applicant, six business men of Rock Valley, two truck operators of Ireton, the Commissioner of the Sioux City Traffic Bureau, the manager of the Union Truck Depot of Sioux City, a freight motor carrier of Sioux City, and representatives of three wholesalers and jobbers of Sioux City. Applicant also submitted petitions favoring the granting of the application which were signed by 12 business men of Rock Valley who did not appear as witnesses and by 11 business men of Ireton.

Five representatives of the Chicago & North Western Railway Co., Chicago, Milwaukee, St. Paul & Pacific Railroad Co., and the Railway

Express Agency, Inc., testified as to the service furnished by their companies between the points on applicant's proposed route and in opposition to the granting of the application. These objectors also submitted letters opposing the granting of the application, which were signed by seven business men of Craig and by two business men of Ireton.

The main purpose of this application is to secure authority to transport freight from Sioux City to Craig, Ireton and Rock Valley. There is no authorized freight motor carrier service between the points on the proposed route. Rail service is furnished from Sioux City to Craig and Ireton by the Chicago & North Western Railway Co., and from Sioux City to Rock Valley by the Chicago, Milwaukee, St. Paul & Pacific Railroad Co. Express service is furnished between all points on the proposed route by the Railway Express Agency, Inc.

The Chicago & North Western Railway Co. is now handling freight daily except Sundays from Sioux City to Craig on a passenger train which is scheduled to leave Sioux City at 2:45 p. m., and to arrive Craig at 3:45 p. m. This carrier is also furnishing next day delivery on freight from Sioux City to Ireton, such freight being scheduled to arrive Ireton at 4:20 p. m. on Mondays, Wednesdays and Fridays and at 7:40 a. m. on Tuesdays, Thursdays and Saturdays.

The Chicago, Milwaukee, St. Paul and Pacific Railroad Co. loads a car at Sioux City for Rock Valley daily except Sunday which is scheduled to leave Sioux City at 8:15 p. m., and to be set out at Rock Valley at 2:30 a. m., the next day. The freight on this car is available for delivery at Rock Valley at 8:00 a. m. This company also furnishes protected car service from Sioux City to Rock Valley provided a request is made for such service at Sioux City by 3:00 p. m.

The Chicago & North Western Railway Co. has a rate of 20 cents per hundred weight on groceries and general store supplies from Sioux City to Craig and Ireton and the Chicago, Milwaukee, St. Paul & Pacific Railroad Co. has a rate of 21 cents per hundred weight on the same commodities from Sioux City to Rock Valley. These are station-to-station rates and do not include pick-up and delivery service.

The records of the Commission show that on May 12, 1932, Ed. Beimers of Ireton filed an application with the Commission, Docket No. H-1546, for authority to operate as a motor carrier of freight one way from Sioux City to Craig and Ireton. This applicant did not propose to transport freight from Craig to Ireton nor to furnish any freight motor carrier service from Ireton to Craig or from Ireton or Craig to Sioux City. This application was denied by the Commission on December 31, 1932.

At the hearing in this case, the Chicago & North Western Railway Co. submitted a statement showing the total weight and total freight charges on all L. C. L. freight transported by that company between Sioux City and Craig and between Sioux City and Ireton during the six-month period August 1, 1934, to January 31, 1935. This statement is as follows:

From	Total Wt. lbs.	Total Charges
Sioux City to Craig	114,865	\$217.07
Craig to Sioux City	837	5.25
Totals	115,702	\$222.32
Average per month	19,243	37.05
Sioux City to Ireton.....	24,505	64.95
Ireton to Sioux City	1,065	4.24
Totals	25,570	69.19
Average per month	4,262	11.53

The Chicago, Milwaukee, St. Paul & Pacific Railroad Co. submitted

a statement at the hearing showing that it transported a total of 15,880 pounds of L. C. L. freight originating at Sioux City and destined to Rock Valley during the month of January, 1935, and a representative of that carrier testified that this was the average tonnage handled per month during the last year by his company from Sioux City to Rock Valley.

The two truck operators from Ireton who appeared as witnesses at the hearing in this case testified that they have an arrangement with the merchants of Ireton whereby they alternate by months in transporting freight from Sioux City to Ireton. These truck operators make one trip per week to Sioux City which is usually made on Tuesdays and sometimes a second trip is made between those points. One of these truck operators testified that he transported about 12 tons of freight per month from Sioux City to Ireton and the other testified that he averaged about ten tons per month. While these two truck operators testified that this service is furnished principally for the owners of the two general stores at Ireton, one of them testified that he occasionally hauled for others and the other testified that he hauled for all that requested him to do so and that he has hauled for all of the merchants of Ireton except one. These operators have been furnishing this service for several years.

Applicant testified that he made an investigation at the points along the proposed route prior to making this application and that it was his judgment from that investigation that the service as proposed on Mondays, Wednesdays and Fridays would take care of the needs of the territory. However, some of the witnesses from Sioux City testified that although service three times a week as proposed would be an improvement over present transportation conditions, it was their experience that the service should be furnished daily except Saturdays and Sundays. As a result of this testimony, applicant amended his application at the hearing on February 12th, by adding thereto the following:

"That the service which this applicant proposes to give on three days each week is based upon what this applicant, after investigation, believes will meet the need of the territory proposed to be served; that if the public convenience and necessity require service of the type proposed in said application on five days per week, that this applicant will provide such service five days per week; that if the Commission finds that a Certificate of Convenience and Necessity should be granted only on condition that this applicant furnish service five days per week, i. e., daily except Saturday and Sunday, that this applicant will comply with said condition and furnish such service."

There were no witnesses at the hearing on behalf of applicant from the town of Craig and no letters or petitions favoring the granting of the application were received from that point. The Chicago & North Western Railway Co. is furnishing same day service from Sioux City to Craig and the record does not show that there is a necessity for additional service between those points. The record shows that some time prior to the hearing on this application this carrier issued notice of its intention to close its station at Craig and that the station was continued at the request of the citizens of Craig and upon their assurance that they would make every effort to increase the tonnage for the railway company at that point.

Although the town of Ireton has approximately four times the population of the town of Craig, the statement filed by the Chicago & North Western Railway Co. for the period August 1, 1934, to January 31, 1935, shows that it transported an average of 19,243 pounds of freight per month between Sioux City and Craig and an average of only 4,262 pounds of freight per month between Sioux City and Ireton. This statement

and the balance of the record in this case indicates that most of the freight from Sioux City to Ireton is being transported by truck.

The testimony in this case shows, among other things, that some of the retail merchants of Rock Valley are transporting their own merchandise from Sioux City and Sioux Falls; that several of the jobbers and manufacturers of Sioux City are operating their own trucks to the points proposed to be served by applicant; that some of the jobbers of Sioux Falls are operating their own trucks into Rock Valley; that the express service from Sioux City to Rock Valley is not as fast as the rail service between those points; that the rail service from Sioux City to Rock Valley will not permit the merchants of Rock Valley to compete with the merchants of neighboring towns; that one merchant of Rock Valley averages about 75 trips per year to Sioux City with his own truck; that one of the truck operators who is hauling from Sioux City to Ireton applied for authority to furnish that service as a freight motor carrier but was denied a certificate and established that service under alleged contracts; that there is a demand on the part of the retail merchants of Ireton and Rock Valley for truck service and that some of the merchants of Rock Valley who are now buying their merchandise at Sioux Falls would prefer to buy from Sioux City.

The Commissioner of the Sioux City Traffic Bureau testified, among other things, that it has been the experience of the jobbers and the manufacturers of Sioux City that rail transportation for short hauls up to 75 or 100 miles is wholly inadequate; that no community has adequate transportation service if it does not have the opportunity to ship perishable merchandise; that over-night service is adequate and satisfactory as to many lines of business but it is inadequate as to many others; that they cannot meet competition with over-night service and that it is necessary for every Iowa community to have available to it a transportation facility which will enable it to serve its ordinary and normal trade territory on an equal basis with competitive points.

After having carefully considered the record in this case, the Commission is of the opinion and hereby finds that the establishment of the service proposed by applicant, except for the transportation of local freight between Sioux City and Craig, will promote the public convenience and necessity. A Certificate of Convenience and Necessity will therefore issue in accordance with this finding as soon as applicant has complied with the necessary preliminary requirements of the law and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

In granting applicant the right to establish service over this route on Mondays, Wednesdays and Fridays, the Commission reserves the right to require him to furnish service on such other days of the week as may be found necessary to take care of the reasonable needs of the territory.

Under date of August 19, 1935, applicant filed an application for extension of time in which to commence operation, which the Board granted on August 30, 1935. October 11, 1935, service was inaugurated by applicant. Under date of November 8, 1935, the Board issued Certificate No. 593.

Filed November 13, 1934. Closed November 8, 1935.

No. H-2140—1934. Ben Parchefsky, doing business as Commerce Motor Service, Chicago, Illinois. Motor Carrier—Certificate No. 528 was revoked at the request of the applicant as of January 21, 1935, after a suspension of service for a period of ninety days. (See page 166, 1934 Report.)

Filed November 16, 1934. Closed March 2, 1935.

No. H-2141—1935. Interstate Transit Lines, Omaha, Nebraska. Motor Carrier—Passenger and Limited Freight—Revocation of operating

rights between Audubon, Templeton, Manning, Manilla, Denison, Charter Oak, Ute, Mapleton, Smithland and Sioux City. Under date of December 27, 1934, the Board granted a resolution amending Certificate of Convenience and Necessity No. 253 eliminating therefrom the route designated as No. 16.

Filed November 23, 1934. Closed December 27, 1934.

No. H-2142—1935. Warren Chambers, Fairfax, Missouri. Application for authority to operate as a motor carrier of interstate freight between the south line of the state at Braddyville, Shambaugh and Clarinda, and between Clarinda, College Springs, Blanchard, Coin, Northboro and the south line of the state. Insurance not reinstated and application was never completed.

Filed November 1, 1934. Closed July 3, 1935.

No. H-2144—1935. Hoey Cartage Company, a corporation, Chicago, Illinois. Application for authority to operate as a motor carrier of interstate freight, one way, from Missouri Valley to the west line of the state at Blair Bridge. Under date of December 7, 1934, the Board granted application by amending and extending Certificate No. 470 already held by applicant, to permit in addition to the authority now conveyed the transportation of freight of a strictly interstate character over route No. 4 from Missouri Valley to the west line of the state at Blair Bridge.

Filed November 23, 1934. Closed December 7, 1934.

No. H-2145—1935. Hoey Cartage Company, a corporation, Chicago, Illinois. Motor Carrier—Interstate Freight—Application to amend Certificate No. 470 to show the name of the holder thereof as Hoey Cartage Company, a corporation of Chicago, Illinois. Granted by resolution under date of December 7, 1934.

Filed November 22, 1934. Closed December 7, 1934.

No. H-2146—1935. Iowa Freight Lines, Inc., Cedar Rapids. Application for authority to operate as a motor carrier of freight between Cedar Rapids, Fairfax, Walford, Amana, Homestead, South Amana, Marengo, Conroy, Williamsburg, Parnell, North English, South English, Webster and Sigourney. Hearing held at Marengo January 10, 1935. Decision of the Board granting application rendered on June 17, 1935, as follows:

Appearances:

For Applicant—Paul Toomey, Atty., Iowa City, Iowa; B. M. Richardson, Special Representative, Cedar Rapids, Iowa.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Company and Railway Express Agency, Inc., Objectors—Hughes, O'Brien and Hughes, Attys., Des Moines, Iowa, by J. N. Hughes, Jr.

For Trustees of Chicago, Rock Island & Pacific Railway Co., Objector—J. G. Gamble, Atty. for Iowa, Des Moines, Iowa, by A. T. Blake, Asst. Atty.

For Ray Seaton, Cedar Rapids, Iowa, owner and operator of Seaton Freight Lines, Objector—Popham and Hayek, Attys., Iowa City, Iowa, by Will J. Hayek.

For White Line Motor Freight Company, Des Moines, Iowa, Objector—E. R. Dunley, Vice President, Des Moines, Iowa.

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

On November 23, 1934, the Iowa Freight Lines, Inc., Cedar Rapids, Iowa, filed an application with the Commission under the provisions of Chapter 252-A1, Code of Iowa, 1931, for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Cedar Rapids, Fairfax, Walford, Amana, Homestead, South Amana, Marengo,

Conroy, Williamsburg, Parnell, North English, South English, Webster and Sigourney, in Linn, Benton, Iowa and Keokuk Counties, Iowa.

This applicant is now operating as a motor carrier of freight between the following points: Clinton, Low Moor, DeWitt, Grand Mound, Calamus, Wheatland, Lowden, Clarence, Tipton, Stanwood, Mechanicsville, Lisbon, Mount Vernon and Cedar Rapids; Sigourney, Hayesville, Martinsburg and Ottumwa; Sigourney, Delta, Rose Hill and Oskaloosa.

In the event this application is granted, applicant proposes to operate through trucks between Cedar Rapids and Ottumwa via its proposed route between Cedar Rapids and Sigourney and its existing route between Sigourney and Ottumwa, to furnish service from any point on its existing routes to any point on its proposed route and to furnish pick-up and delivery service with no additional charge for such service.

Hearing on this application was fixed for January 10, 1935, ten o'clock a. m., at the office of the Iowa County Auditor, Marengo, 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 by the White Line Motor Freight Company, Des Moines, Iowa, Trustees of the Chicago, Rock Island and Pacific Railway Company, Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Railway Express Agency, Inc., Ray Seaton, owner and operator of Seaton Freight Lines, and Northwestern Light and Power Company, Cedar Rapids, Iowa. The White Line Motor Freight Company objected to the authorization of the proposed service between Cedar Rapids and Homestead, South Amana and Marengo, Ray Seaton objected to the authorization of the proposed service between Cedar Rapids and Ottumwa, and the Northwestern Light and Power Company objected to the authorization of the proposed service between Cedar Rapids and Marengo.

Public hearing was held on this application at Marengo, Iowa, on January 10, 1935, and at the conclusion of this hearing the application was taken under advisement by the Commission with permission granted to objector, Chicago, Milwaukee, St. Paul and Pacific Railroad Company, to submit a written brief and argument and to applicant to file a written reply thereto. These briefs were filed January 25, 1935, and February 11, 1935, respectively. The appearances at this hearing are shown on the title page of this decision.

At the hearing of January 10, 1935, applicant amended its application by withdrawing its request for authority to operate over that part of the proposed route which is between the junction of United States Highway No. 6 and Iowa Highway No. 149 and the town of Marengo. After this amendment was made, the objections of the White Line Motor Freight Company, Trustees of the Chicago, Rock Island and Pacific Railway Company and the Northwestern Light and Power Company were withdrawn.

A total of 30 witnesses, including three representatives of applicant, testified on behalf of applicant at the hearing in this case. Several of these witnesses appeared at the hearing in answer to subpoenas, which were issued by the Commission at the request of applicant, and testified as to the existing motor truck service between Cedar Rapids and several of the points proposed to be served by applicant. Applicant also submitted letters and petitions favoring the granting of this application which were signed by 66 wholesalers, manufacturers, jobbers and retail merchants of the points proposed to be served.

Thirteen witnesses, including three representatives of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, testified on behalf of objector, Chicago, Milwaukee, St. Paul and Pacific Railroad Company, and in opposition to the granting of the application. This objector submitted resolutions adopted by the Sigourney Retail Merchants Association and the Williamsburg Community Club opposing the granting of the application and also petitions opposing the granting of the application, which were signed by 201 merchants, business men, and residents

of Fairfax, Walford, Amana, Williamsburg, Parnell, North English, Webster and Sigourney.

A representative of the Railway Express Agency, Inc., submitted exhibits showing the service and facilities of his company along the proposed route and also letters signed by 30 merchants of South English, North English and Williamsburg opposing the granting of the application.

Objector Ray Seaton testified as to the service furnished by him between Cedar Rapids and Ottumwa and in opposition to the authorization of applicant's proposed service between those two points.

Applicant is furnishing tri-weekly service between Ottumwa and Sigourney and proposes to furnish daily, except Sunday and holiday, service between those points if this application is granted. At the time of the hearing on this application, applicant proposed to operate daily, except Sunday, between Cedar Rapids and Ottumwa with a truck leaving Cedar Rapids at 9:00 a. m., arriving Ottumwa at 3:15 p. m., and a truck leaving Ottumwa at 9:00 a. m. and arriving Cedar Rapids at 3:15 p. m. There was considerable discussion at the hearing as to whether orders received in the morning mail at Cedar Rapids and Ottumwa could be packed and shipped on the trucks leaving those terminals at 9:00 a. m., and objectors contended that practically all of the freight carried on those trucks would be freight that was made ready for shipment on the previous day. A representative of applicant testified that his company would maintain pick-up trucks at Cedar Rapids and Ottumwa and that the trucks leaving at 9:00 a. m. would furnish same day service on perishable merchandise and also on emergency and rush orders of nonperishable freight. Applicant's representative also contended that same day service could be furnished even though the trucks were scheduled out of the terminals later in the morning. On May 7, 1935, applicant filed an amended time schedule which provides for daily, except Sunday and holiday, service over its existing and proposed routes on the following schedule:

READ DOWN			READ UP		
11:00 A. M.	Lv. Clinton	Ar.	4:30 P. M.		
4:20 P. M.	Ar. Cedar Rapids	Lv.	11:00 A. M.		
11:00 A. M.	Lv. Cedar Rapids	Ar.	4:34 P. M.		
2:24 P. M.	Ar. Sigourney	Lv.	1:14 P. M.		
2:54 P. M.	Lv. Sigourney	Ar.	12:44 P. M.		
4:29 P. M.	Ar. Ottumwa	Lv.	11:00 A. M.		
3:30 P. M.	Lv. Sigourney	Ar.	5:58 P. M.		
4:32 P. M.	Ar. Oskaloosa	Lv.	5:00 P. M.		

All of the points on applicant's proposed route between Cedar Rapids and Sigourney and on its existing route between Sigourney and Ottumwa except Homestead, South English and Martinsburg are on the Cedar Rapids-Ottumwa line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company. This carrier is operating a way freight daily, except Sunday, from Cedar Rapids to Ottumwa, which is scheduled to leave Cedar Rapids at 5:45 a. m. and to arrive Ottumwa at 11:40 a. m., and a way freight daily, except Sunday, from Ottumwa to Cedar Rapids, which is scheduled to leave Ottumwa at 7:15 a. m. and to arrive Cedar Rapids at 1:15 p. m. This carrier also operates a protected car from Cedar Rapids to Ottumwa, which is loaded at Cedar Rapids on Mondays and Thursdays and makes deliveries on Tuesdays and Fridays and a protected car from Ottumwa to Cedar Rapids, which is loaded at Ottumwa on Thursday and makes deliveries on Fridays.

At the time of the hearing on this application, objector Ray Seaton was furnishing through freight motor carrier service between Cedar Rapids and Ottumwa via Iowa City, Washington, Fairfield and certain other points with a truck scheduled to leave Cedar Rapids at 9:00 a. m. and to arrive Ottumwa at 5:00 p. m., and a truck scheduled to

leave Ottumwa at 9:00 a. m. and to arrive Cedar Rapids at 5:00 p. m. This objector testified that he was unable to maintain this schedule and that he made same day delivery from Cedar Rapids to Ottumwa and from Ottumwa to Cedar Rapids only on perishable freight which was delivered during the evening. However, on March 20, 1935, this objector sold his right to operate between Washington and Cedar Rapids to H. W. Rieke, Burlington, Iowa, who was then operating as a freight motor carrier between Burlington and Washington. H. W. Rieke is now operating through trucks between Cedar Rapids and Burlington via Washington, and Ray Seaton is operating as an intrastate freight motor carrier between Ottumwa and Washington and as an interstate freight motor carrier between Washington and Rock Island, Illinois. Under the schedules of these two carriers, freight is scheduled to leave Ottumwa at 10:30 a. m. and to arrive Cedar Rapids at 5:00 p. m. with a transfer at Washington and freight is scheduled to leave Cedar Rapids at 10:00 a. m. and to arrive Ottumwa at 5:00 p. m. with a transfer at Washington. This connecting line service does not, however, appear to be satisfactory to the shippers and receivers of freight at Cedar Rapids and Ottumwa.

Charles T. Durand, Marshalltown, Iowa, is operating as a freight motor carrier between Cedar Rapids and Ottumwa via Marshalltown, Grinnell, Oskaloosa and certain other points. This carrier's schedules provide for next day delivery between Cedar Rapids and Ottumwa with a transfer at Marshalltown.

The records of the Commission show that on April 14, 1932, E. R. Edwards, Williamsburg, Iowa, filed an application for authority to operate as a motor carrier of freight between Cedar Rapids, Conroy, Williamsburg, Parnell and North English. This application, Docket No. H-1534—1933, was heard October 26, 1932, and denied December 2, 1932.

The records of the Commission also show that on April 3, 1933, T. H. DeWees, Cedar Rapids, Iowa, filed an application for authority to operate as a motor carrier of freight between Cedar Rapids, Fairfax, Walford, Amana, Homestead, South Amana, Marengo, Conroy, Williamsburg, Parnell, North English, South English, Webster, Sigourney, Martinsburg, Hedrick and Ottumwa. At the time this application was heard, applicant DeWees held an option to purchase the existing freight motor carrier lines between Sigourney and Ottumwa and between Sigourney and Oskaloosa and proposed to purchase those lines if his application were granted. This application, Docket No. H-1791—1933, was heard May 17, 1933, and denied July 18, 1933. The Sigourney-Ottumwa and Sigourney-Oskaloosa lines were, however, taken over by T. H. DeWees on September 30, 1933, and were transferred by him to the Iowa Freight Lines, Inc., on January 1, 1935.

The record in this case shows that regular truck service is being furnished between Cedar Rapids and Amana, Homestead, South Amana, Williamsburg, Parnell and North English by carriers not holding Certificates of Convenience and Necessity and that some merchants of the points proposed to be served are using their own trucks to transport their freight from Cedar Rapids to their places of business. The record also shows that live stock trucks are transporting freight to the intermediate points on the proposed route on their return trips from Cedar Rapids and Ottumwa and that several wholesalers are either operating their own trucks or using contract trucks to deliver groceries, fruit, meat, bakery goods, beverages, and other merchandise to those points.

The testimony of several of applicant's witnesses was to the effect that although the rail service furnished between Cedar Rapids and Ottumwa is good railroad service, it is not a complete transportation service and does not fulfill present day needs, especially on perishable and emergency shipments. Several of these witnesses testified that they could not afford to pay the railroad station-to-station rates and a local drayage charge at destination and that applicant's proposal to

assess rates which are slightly less than rail rates with no additional charge for pick-up and delivery service would be a great benefit to them.

The manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce testified that about 40 wholesalers at Cedar Rapids are members of the Traffic Bureau; that he discussed the proposed service with at least 25 of those wholesalers and all but one of them were in favor of the granting of the application; that the members of his Bureau desire the establishment of the proposed service so that they will be in a position to comply with requests from retail merchants that their merchandise be shipped by truck and that the establishment of truck service by a wholesaler results in a demand on the part of the retail merchant for the same kind of service from other wholesalers handling the same line of merchandise. Several of the witnesses who are now transporting their own freight or having it transported by live stock or other irregular truck operators, testified that they would prefer to have regular service by a qualified operator who paid the ton mile tax and complied with the motor carrier regulations. Some of the witnesses from Sigourney testified in favor of the granting of this application for the reason that they were in need of more frequent motor carrier service between Ottumwa and Sigourney than is now being furnished between those points. One of the witnesses from South English testified that in order to obtain better transportation service to and from Ottumwa he found it necessary to drive to either Webster or North English to pick up and forward his freight.

The record in this case shows that a considerable amount of L. C. L. freight tonnage is being transported over the proposed route by motor truck and several witnesses expressed an opinion that this tonnage cannot be regained by the railroad company under present business and transportation conditions.

After having fully considered this application and the objections thereto and being fully advised in the premises, the Commission is of the opinion and hereby finds that the establishment of the proposed freight motor carrier service between Cedar Rapids, Fairfax, Walford, Amana, Homestead, South Amana, Conroy, Williamsburg, Parnell, North English, South English, Webster and Sigourney will promote the public convenience and necessity.

A Certificate of Convenience and Necessity will be issued to applicant in accordance with the finding made in this decision as soon as it has complied with the necessary preliminary requirements of the law and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

Under date of June 28, 1935, the Board issued Certificate of Convenience and Necessity No. 577.

Filed November 23, 1934. Closed June 28, 1935.

No. H-2147—1935. Rusco Transfer Line, Alta. Application for authority to operate as a motor carrier of interstate freight over various routes. Certificate No. 550 issued December 6, 1934.

Filed November 1, 1934. Closed December 6, 1934.

No. H-2152—1935. The Akron Truck Company, a partnership composed of B. F. Shoulberg and G. E. Gassman, both of Akron. Motor Carrier—Application for approval to transfer Certificate of Convenience and Necessity No. 245. Under date of December 7, 1934, the Board approved the transfer of Certificate of Convenience and Necessity No. 245 permitting the transportation of freight over the route authorized one way from Sioux City to Westfield and Akron, to Akron Truck Company, owned and operated by Howard R. Nygard, Akron, such approval to be effective as of 12:01 a. m., December 12, 1934.

Filed November 28, 1934. Closed December 12, 1934.

No. H-2153—1935. Tilmar C. Berg, Starbuck, Minnesota. Application for authority to operate as a motor carrier of interstate freight between the north and east lines of the state via U. S. Highway No. 55. Certificate No. 552 issued December 31, 1934.

Filed November 30, 1934. Closed December 31, 1934.

No. H-2154—1935. Burlington Transportation Company, Chicago, Illinois. Motor Carrier—Passenger and Freight—Application for authority to terminate at Weldon instead of Van Wert. Original hearing in this case was held at the office of the Board, Des Moines, July 1, 1935, continued hearing held at the office of the Board, Des Moines, July 15, 1935, and under date of July 22, 1935, the following decision was rendered:

Appearances at hearing of July 1, 1935:

For Applicant—J. C. Pryor, Atty., Burlington, Iowa.

Appearances at hearing called on July 15, 1935: None.

The Burlington Transportation Company, Chicago, Illinois, a corporation, the applicant in this case, is now operating as a motor carrier of passengers and a limited amount of freight over several routes in the state of Iowa and holds Certificate of Convenience and Necessity No. 233, authorizing it to operate as a motor carrier of passengers and a limited amount of freight (not to exceed one hundred (100) pounds of freight on any passenger bus at any time) between Des Moines, Indianola, Osceola and Van Wert, except for the transportation of local passengers and freight between Des Moines and Indianola and points intermediate thereto. Applicant's route between Des Moines and Van Wert is via U. S. Highway No. 69 and Iowa Highway No. 258.

The application in this case was filed with the Commission on November 30, 1934, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and is for authority to operate as a motor carrier of passengers and a limited amount of freight (not to exceed one hundred (100) pounds of freight on any passenger bus at any time) between the junction of U. S. Highway No. 69 and Iowa Highway No. 266 and the town of Weldon. Applicant proposes to discontinue operating under Certificate of Convenience and Necessity No. 233 between the junction of U. S. Highway No. 69 and Iowa Highway No. 266 and the town of Van Wert if this application is granted.

On June 4, 1935, the Commission named July 1, 1935, one-thirty o'clock p. m., at its office in Des Moines, as time and place for public hearing on this application. Notice of this hearing was published as required by said Chapter 252-A1 in Decatur County but was published only once in Clarke County. The Commission therefore named July 15, 1935, ten o'clock a. m., at its office in Des Moines, as time and place for continued hearing on this application and notice of the continued hearing was published as required by said Chapter 252-A1 in Clarke County.

Public hearing was held on this application on July 1, 1935, at the office of the Commission and after hearing the testimony on that date, the Commission continued the case for further hearing on July 15, 1935. The continued hearing was called on July 15, 1935, ten o'clock a. m., at the office of the Commission, but there were no appearances at that hearing and the case was taken under advisement by the Commission. Seven witnesses testified on behalf of the applicant at the hearing of July 1, 1935, and in favor of the granting of applicant's proposal in this case. No written objections were filed to the granting of this application and no objectors appeared at either of the hearings. Applicant is now operating one round trip daily, except Sundays, between Des Moines and Van Wert. This bus leaves Des Moines at 1:10 p. m. and arrives at the depot of the Chicago, Burlington and Quincy Railroad Company in Van Wert at 3:12 p. m., where it makes prompt connections with Chicago, Burlington and Quincy Railroad Company Trains Nos. 1 and 2, which operate westbound and eastbound respectively, between Keokuk and Shenandoah. The record shows, how-

ever, that applicant operates over a dirt road going to and from the depot of the Chicago, Burlington and Quincy Railroad Company in the town of Van Wert and that this road is impassable during certain periods of the year. When this road is impassable, it is necessary for applicant and the railroad company to make connections at the point where U. S. Highway No. 69 crosses the tracks of the Chicago, Burlington and Quincy Railroad Company between Van Wert and Weldon and the record shows many reasons why this arrangement is not satisfactory to applicant, the railroad company, or the traveling and shipping public. The record also shows that there is a hard surfaced road between U. S. Highway No. 69 and the depot of the Chicago, Burlington and Quincy Railroad Company in the town of Weldon. Applicant proposes to operate one round trip daily, except Sundays, between Des Moines and Weldon, leaving Des Moines at 1:10 p. m., arriving at Weldon at 3:10 p. m., leaving Weldon at 3:15 p. m. and arriving at Des Moines at 5:15 p. m. The Chicago, Burlington and Quincy Railroad Company also proposes to change the schedule for its trains Nos. 1 and 2 so as to permit the bus to make prompt connections with those trains at Weldon instead of at Van Wert.

After considering this application and the record in connection therewith, the Commission is of the opinion and hereby finds that the establishment of the service proposed by applicant between the junction of U. S. Highway No. 69 and Iowa Highway No. 266 and the town of Weldon and the discontinuance of the service now furnished under Certificate of Convenience and Necessity No. 233 between the junction of U. S. Highway No. 69 and Iowa Highway No. 266 and the town of Van Wert will promote the public convenience and necessity.

Certificate of Convenience and Necessity No. 233 will, therefore, be amended by cancelling therefrom the right to operate between the junction of U. S. Highway No. 69 and Iowa Highway No. 266 and the town of Van Wert and extended to authorize applicant to operate as a motor carrier of passengers and a limited amount of freight (not to exceed one hundred (100) pounds of freight on any passenger bus at any one time) between the junction of U. S. Highway No. 69 and Iowa Highway No. 266 and the town of Weldon.

Under date of September 5, 1935, the Board amended and extended Certificate of Convenience and Necessity No. 233 to permit the transportation of passengers and a limited amount of freight over the route authorized, between Des Moines, Indianola, Osceola and Weldon, except for the transportation of local passengers and freight between Des Moines and Indianola and points intermediate thereto.

Filed November 30, 1934. Closed September 5, 1935.

No. H-2155—1935. Hanks & Watson, Missouri Valley, and Robert Chambers, Missouri Valley. Motor Carrier—Application for approval to transfer Certificate No. 480 to Robert Chambers, Missouri Valley. Applicant withdrew his application and, therefore, this case is closed.

Filed December 5, 1934. Closed December 29, 1934.

No. H-2156—1935. M. Leo McKeone, doing business as Red Ball Transfer 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 south line at Braddyville. Under date of January 4, 1935, the Board issued Certificate No. 554.

Filed December 8, 1934. Closed January 4, 1935.

No. H-2157—1935. Seaton Freight Lines, Cedar Rapids. Application for authority to operate as a motor carrier of interstate freight between the east line of the state at Muscatine and Washington. Under date of January 3, 1935, the Board issued Certificate No. 553.

Filed December 11, 1934. Closed January 3, 1935.

No. H-2158—1935. Commercial Freight Lines, Inc., Des Moines. Application for authority to operate as a motor carrier of interstate freight between the east line of the state at Dubuque and Mason City. Under date of January 2, 1935, the Board amended and extended Certificate No. 522 to permit, in addition to the authority now conveyed therein, the transportation of freight of a strictly interstate character, one way, westbound, from the east line of the state at Dubuque to Mason City.

Filed December 11, 1934. Closed December 19, 1934.

No. H-2159—1935. T. H. DeWees, Cedar Rapids, and Iowa Freight Lines, Inc., Cedar Rapids. Motor Carrier—Freight—Application for approval to transfer Certificate of Convenience and Necessity No. 227 to Iowa Freight Lines, Inc. Under date of December 13, 1934, the Board approved the transfer of Certificate of Convenience and Necessity No. 227.

Filed December 13, 1934. Closed December 13, 1934.

No. H-2160—1935. Northwestern Light & Power Co., Cedar Rapids, and Iowa Freight Lines, Inc., Cedar Rapids. Motor Carrier—Freight—Application for approval to lease Certificate No. 183 to Iowa Freight Lines, Inc. Under date of December 27, 1934, the Board approved the leasing of Certificate of Convenience and Necessity No. 183.

Filed December 13, 1934. Closed December 27, 1934.

No. H-2161—1935. Beckjorden & Company, a partnership composed of Gilmer O. Beckjorden and Gilbert Fjone, Mason City, and Brice Brown, Rock Falls. Motor Carrier—Freight—Application for approval to transfer Certificate of Convenience and Necessity No. 139 to Brice Brown, Rock Falls. Under date of February 21, 1935, the Board approved the transfer of Certificate of Convenience and Necessity No. 139.

Filed December 14, 1934. Closed February 21, 1935.

No. H-2162—1935. Commercial Freight Lines, a partnership composed of Robert L. Irvine and W. L. Walter, Des Moines, and Commercial Freight Lines, Inc., Des Moines. Motor Carrier—Interstate Freight—Application for approval to show the name of the holder of Certificate No. 522 as a corporation. Under date of January 2, 1935, the Board approved the transfer of Certificate No. 522 to the Commercial Freight Lines, Inc., Des Moines.

Filed December 15, 1934. Closed December 19, 1934.

No. H-2163—1935. Interstate Transit Lines, Omaha, Nebraska. Motor Carrier Passenger and Limited Freight—Application to adjust error in computation of tax within Story County. Under date of December 27, 1934, the Board authorized the Tax Auditor to adjust the error made by the Interstate Transit Lines in the computation of tax within the city of Ames, Story County, by crediting the account of that corporation with \$506.67 to be deducted in the proper proportion from the tax hereinafter incurred by the said Interstate Transit Lines on operations within Story County.

Filed December 17, 1934. Closed December 27, 1934.

No. H-2164—1935. The Brady Transfer and Storage Company, a corporation of Fort Dodge, doing business as the Brady Freight Lines, and the Cadwell Transfer and Storage Company, a corporation of Mason City. Joint application for approval to lease certain operating rights under Certificate of Convenience and Necessity No. 403, to transfer Certificate of Convenience and Necessity No. 441, and to assign the lease effective under Certificate of Convenience and Necessity No. 37. Hearing held at the office of the Board, Des Moines, on December 27, 1934. Under date of March 5, 1935, the Board issued an order approving leasing, transferring and assigning of lease of Certificate of Convenience and Necessity as follows:

The Brady Transfer and Storage Company, a corporation of Fort Dodge, Iowa, doing business as the Brady Freight Lines, holds, among others, Certificate of Convenience and Necessity No. 403, authorizing freight motor carrier service between Des Moines, Ankeny, Huxley, Ames, Jewell, Blairsburg, Webster City, High View, Duncombe and Fort Dodge, except for the transportation of freight locally between Des Moines, Ames and points intermediate thereto, and Certificate of Convenience and Necessity No. 441, authorizing freight motor carrier service between Blairsburg, Galt, Clarion, Belmont, Goodell, Klemme and Garner, except for the transportation of freight originating at or destined to Clarion other than to or from Des Moines; originating at Fort Dodge and destined to Galt; originating at Galt and destined to Fort Dodge, or locally between Klemme and Garner.

The said Brady Transfer and Storage Company is the lessee of Certificate of Convenience and Necessity No. 37, authorizing freight motor carrier service between Mason City, Clear Lake, Ventura and Garner, except locally between Mason City and Clear Lake.

By virtue of the operating rights held under said Certificates of Convenience and Necessity Nos. 403, 441 and 37, the said Brady Transfer and Storage Company is operating as a motor carrier for the transportation of freight over routes between Des Moines and Fort Dodge, via Blairsburg, and between Des Moines and Mason City, via Blairsburg and Garner.

The said Brady Transfer and Storage Company and the Cadwell Transfer and Storage Company, a corporation of Mason City, Iowa, made application to this Commission for approval to convey operating rights over the said route between Des Moines and Mason City, via Blairsburg and Garner, to the said Cadwell Transfer and Storage Company by leasing certain rights under Certificate of Convenience and Necessity No. 403, transferring Certificate of Convenience and Necessity No. 441, and assigning lease under Certificate of Convenience and Necessity No. 37.

Ferd Grell, the owner and also the lessor of Certificate of Convenience and Necessity No. 37, objected to the lessee, the said Brady Transfer and Storage Company, subleasing said Certificate No. 37 to the said Cadwell Transfer and Storage Company and said objections were heard by this Commission on December 27, 1934, and the said applicants Brady Transfer and Storage Company and the Cadwell Transfer and Storage Company were represented by John H. Mitchell, Attorney, Fort Dodge, Iowa, and the objector Ferd Grell was represented by Senneff, Bliss & Senneff, Attorneys, Mason City, Iowa. At the conclusion of the testimony the matter was taken under advisement and briefs were subsequently filed.

The Commission finds that it has jurisdiction to approve the subleasing of said Certificate No. 37 by the said Brady Transfer and Storage Company to the said Cadwell Transfer and Storage Company, and the Commission further finds that the said Cadwell Transfer and Storage Company has complied with the preliminary requirements of the Law and the Rules and Regulations Governing Motor Carriers.

Therefore It Is Hereby Ordered that this Commission hereby approves, to become effective on the 10th day of March, 1935, the:

Leasing of that part of Certificate of Convenience and Necessity No. 403, conveying the right to operate as a freight motor carrier over the portion of the Des Moines-Mason City route located between Des Moines and Blairsburg, except for the transportation of freight between Des Moines and Blairsburg and points intermediate thereto, to the Cadwell Transfer and Storage Company, a corporation of Mason City, Iowa;

Transfer of Certificate of Convenience and Necessity No. 441 to the Cadwell Transfer and Storage Company, a corporation of Mason City, Iowa;

Assigning the lease held by the Brady Transfer and Storage

Company of Fort Dodge, Iowa, doing business as Brady Freight Lines, of the operating rights conveyed under Certificate of Convenience and Necessity No. 37 to the Cadwell Transfer and Storage Company, a corporation of Mason City, Iowa,

and be it further

Ordered, that said approval of said leasing, transfer and assignment of lease shall be subject to the conditions of the contract made a part of the record in this case.

This case was appealed by objector, Ferd Grell, to the District Court of Cerro Gordo County and under date of June 10, 1935, an opinion of the Court was issued upholding the Board's order of March 5, 1935.

Filed December 19, 1934. Closed March 18, 1935.

No. H-2165—1935. Columbia Pacific Nitecoach Lines, Inc., Los Angeles, California, J. D. Watson, Receiver of Columbia Pacific Nitecoach Lines, Inc., and Burlington Transportation Company, Chicago, Illinois. Motor Carrier—Interstate Passenger—Application for approval to transfer Certificate No. 467 to Burlington Transportation Company, a corporation, Chicago, Illinois. Under date of December 24, 1934, the Board approved the transfer of Certificate No. 467.

Filed December 24, 1934. Closed December 31, 1934.

No. H-2166—1935. Interstate Transit Lines, Omaha, Nebraska. Motor Carrier—Suspension of service to Grundy Center and Dike and change of route between Hudson and Waterloo. Under date of December 20, 1934, the Board authorized the suspension of service to Grundy Center and Dike for a period of sixty days, subject to objections, also to operate between Hudson and Waterloo via Cedar Falls instead of Primary Road No. 59. Under date of April 8, 1935, the Board amended Certificate of Convenience and Necessity No. 7, held by Interstate Transit Lines, a corporation of Omaha, Nebraska, to permit as amended, the transportation of passengers and a limited amount of freight (200 pounds) over such route as may be authorized between Ames, Nevada, Colo, State Center and Marshalltown, and further that Certificate of Convenience and Necessity No. 275, held by said corporation, is amended and extended to permit, as amended and extended, the transportation of passengers and a limited amount of freight (200 pounds) over such route as may be authorized between Marshalltown, Montour, Tama, Toledo, Traer, Hudson, Cedar Falls and Waterloo, except for the transportation of local passengers between Cedar Falls and Waterloo; Tama and Toledo or between Tama, Marshalltown and points intermediate thereto.

Filed December 20, 1934. Closed April 8, 1935.

No. H-2167. Charles T. Durand, Owner and Operator National Transfer and Storage Company, Marshalltown. Motor Carrier—Freight—Application for authority to operate as a motor carrier of freight between Cedar Rapids and Elberton. Hearing held jointly with Dockets Nos. H-2177 and H-2193 at Cedar Rapids on February 27, 1935. On August 20, 1935, decision was rendered as follows:

Appearances at Consolidated Hearing:

For Charles T. Durand as applicant in Docket No. H-2167 and as objector in Dockets Nos. H-2177 and H-2193—D. C. Nolan, Attorney, Iowa City, Iowa.

For R. B. Fearing as applicant in Docket No. H-2177 and as objector in Dockets Nos. H-2167 and H-2193—W. J. Hayek, Attorney, Iowa City, Iowa.

For M. F. Schlick as applicant in Docket No. H-2193 and as objector in Dockets Nos. H-2167 and H-2177—Breese and Cornwell, Attorneys, Mason City, Iowa, by Garfield E. Breese; Erwin Larson, Attorney, Charles City, Iowa.

For Trustees of Chicago, Rock Island and Pacific Railway Co.,

objector in all three cases—J. G. Gamble, Attorney for Iowa, Des Moines, Iowa, by A. T. Blake, Assistant Attorney.

For Railway Express Agency, Inc., objector in all three cases—J. G. Gamble, Attorney, Des Moines, Iowa, by A. T. Blake.

For Waterloo, Cedar Falls and Northern Railway Co., objector in Dockets Nos. H-2177 and H-2193—B. F. Swisher, Attorney, Waterloo, Iowa.

The application in Docket No. H-2167 was filed with the Commission on December 28, 1934, by Charles T. Durand, Marshalltown, Iowa, owner and operator of National Transfer and Storage Company, under the provisions of Chapter 252-A1, Code of Iowa, 1931, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Cedar Rapids, Palo, Shellsburg, Vinton, Garrison, Dysart, Traer, Clutier, Vining, Elberon and Cedar Rapids in Linn, Benton and Tama Counties, Iowa, except for the transportation of freight from Waterloo to Traer, Dysart, Garrison or Vinton, and from Vinton, Garrison, Dysart or Traer to Waterloo.

The application in Docket No. H-2177 was filed with the Commission on December 27, 1934, by R. B. Fearing, Cedar Falls, Iowa, owner and operator of Clark's Freight Lines, under the provisions of said Chapter 252-A1 and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between the junction of Iowa Highway No. 198 and U. S. Highway No. 218, about two and five-tenths (2.5) miles north of Garrison, Vinton, Shellsburg, Palo and Cedar Rapids, in Benton and Linn Counties, Iowa, as an extension of his Waterloo-Garrison route, except for the transportation of local freight from Waterloo to Vinton and from Vinton to Waterloo.

The application in Docket No. H-2193 was filed with the Commission on February 4, 1935, by M. F. Schlick, Charles City, Iowa, under the provisions of said Chapter 252-A1 and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Waterloo, Washburn, La Porte City, Vinton, Shellsburg, Palo and Cedar Rapids, in Black Hawk, Benton and Linn counties, Iowa, except for the transportation of Iowa intrastate freight which originates at any of the points Waterloo, Washburn, LaPorte City or Vinton and is destined to another of those points.

Inasmuch as these applications proposed service to some of the same points, the Commission named February 27, 1935, nine o'clock a. m., at the office of the Linn County Auditor, Cedar Rapids, Iowa, as time and place for hearings thereon. Notice of the hearing on each of these applications was published as required by said Chapter 252-A1.

For convenience in this Decision, the applicant in Docket No. H-2167 will be referred to herein as "Durand," the applicant in Docket No. H-2177 as "Fearing," and the applicant in Docket No. H-2193 as "Schlick."

Written objections to the granting of the Durand application were filed by the Illinois Central Railroad Company, Trustees of the Chicago, Rock Island & Pacific Railway Company, and the Railway Express Agency, Incorporated.

Written objections to the granting of the Fearing and Schlick applications were filed by the Illinois Central Railroad Company, Waterloo, Cedar Falls and Northern Railway Company, Railway Express Agency, Incorporated, and Trustees of the Chicago, Rock Island & Pacific Railway Company.

A consolidated public hearing was held on these applications at the Linn County Court House, Cedar Rapids, Iowa, on February 27, 1935, and at the conclusion of this hearing the applications were taken under advisement by the Commission with permission granted to applicants to file briefs and arguments. The appearances at this hearing are shown on the title page of this Decision.

At the hearing of February 27, applicant Durand filed the following statement of exceptions in his application:

"With exception from Waterloo to Traer, Dysart, Garrison and

Vinton or from Traer, Dysart, Garrison, and Vinton to Waterloo or locally between intermediate points."

The rate schedule filed as a part of the Durand application does not provide for local rates between Vinton, Garrison, Dysart and Traer, which indicates that this applicant does not propose to transport local freight between those points.

Applicant Durand is now operating as a motor carrier of freight over routes between Marshalltown and Des Moines, Waterloo, Cedar Rapids, Ottumwa, Newton, Grundy Center, Iowa Falls, Hampton and Mason City. At the time these cases were heard, this applicant was operating as a motor carrier of interstate freight between Rock Island, Illinois and Marshalltown, via Cedar Rapids and certain other points, and since that time he has established interstate freight motor carrier service between Cedar Rapids and St. Louis. This applicant has also secured authority to operate over certain routes in the State of Iowa as part of interstate routes between Cedar Rapids and Chicago and between Des Moines and Kansas City.

Applicant Fearing is now operating as a motor carrier of freight over routes between Waterloo and Cedar Falls, Waterloo and Fort Dodge, via Hampton and certain other points, and between Waterloo, Hudson, Voorhies, Buckingham, Traer, Toledo, Tama, Toledo, Traer, Dysart, Garrison and Waterloo, except for the transportation of local freight between Waterloo and Hudson. This applicant proposes to discontinue operating between Traer, Toledo and Tama in the event his present application is granted and he is authorized to abandon that part of his Waterloo-Garrison route.

Applicant Schlick is now operating as a motor carrier of freight between Waterloo and Mason City, via Charles City and certain other points, and between Charles City, New Hampton, North Washington, Alta Vista and Elma.

Each of these applicants proposes to furnish service between all points on his proposed route and between those points and all points on his existing routes, subject to the exceptions made in his application and in his Certificates of Convenience and Necessity.

All of applicant Durand's Iowa intrastate motor carrier lines are operated into and out of Marshalltown where he maintains terminal facilities for the transfer of freight from one line to another. This applicant proposes to furnish next day delivery from all points on his existing Iowa intrastate lines, except Laurel and Newton, to all points on his proposed route, such freight being scheduled out of Marshalltown at midnight and into Cedar Rapids at three o'clock a. m. This applicant proposes to operate daily, except Sundays, over his proposed route on the following schedule:

READ DOWN		READ UP	
9:00 A. M.	Lv. Cedar Rapids	Ar.	2:00 P. M.
9:30 A. M.	Lv. Palo	Ar.	
9:55 A. M.	Lv. Shellsburg	Ar.	
10:25 A. M.	Lv. Vinton	Ar.	
*	Garrison		
10:55 A. M.	Lv. Dysart	Ar.	
11:35 A. M.	Lv. Traer	Ar.	
12:05 P. M.	Lv. Clutier	Ar.	
12:30 P. M.	Lv. Vining	Ar.	
12:55 P. M.	Ar. Elberon	Lv.	†1:15 P. M.

* Time not shown.

† From Elberon to Cedar Rapids via Keystone and U. S. Highway No. 30.

At the time these cases were heard, applicant Fearing's schedule provided for a trip each way daily, except Sundays and holidays, between Waterloo and Fort Dodge with a truck leaving Waterloo at 8:00 a. m.,

arriving Fort Dodge at 4:50 p. m., and a truck leaving Fort Dodge at 8:00 a. m. and arriving Waterloo at 4:50 p. m. However, since that time he has changed his schedule and now has a truck scheduled to leave Waterloo at 5:00 p. m., arriving Fort Dodge at 3:30 a. m., and a truck leaving Fort Dodge at 10:00 a. m., arriving Waterloo at 5:25 p. m. This applicant is also operating three round trips daily, except Sundays, between Waterloo and Cedar Falls and a round trip between Waterloo and Hampton with a truck scheduled to leave Waterloo at 10:00 a. m., arriving Hampton at 2:35 P. M., leaving Hampton at 2:50 p. m., arriving Cedar Falls at 6:10 p. m., leaving Cedar Falls at 7:00 a. m. the next day and arriving Waterloo at 7:15 a. m. This applicant proposes to operate daily, except Sundays and holidays, between Waterloo and Cedar Rapids on the following schedule:

READ DOWN		READ UP	
10:00 A. M.	Lv. Waterloo	Ar.	4:35 P. M.
10:20 A. M.	Ar. Hudson	Ar.	4:10 P. M.
10:35 A. M.	Ar. Voorhies	Ar.	3:55 P. M.
10:55 A. M.	Ar. Buckingham	Ar.	3:35 P. M.
11:15 A. M.	Ar. Traer	Ar.	3:10 P. M.
11:50 A. M.	Ar. Dysart	Ar.	2:35 P. M.
12:20 P. M.	Ar. Garrison	Ar.	2:10 P. M.
12:45 P. M.	Ar. Vinton	Ar.	1:30 P. M.
1:30 P. M.	Ar. Shellsburg	Ar.	12:55 P. M.
2:05 P. M.	Ar. Palo	Ar.	12:25 P. M.
2:35 P. M.	Ar. Cedar Rapids	Lv.	12:00 Noon

Applicant Schlick proposes to operate his existing and proposed routes on the following schedule:

READ DOWN		READ UP	
Daily, except Sunday		Daily, except Sunday	

AM	AM		PM	PM
*4:00	9:00	Lv. Cedar Rapids	Ar. 4:00	*8:25
	9:35	Lv. Palo	Lv. 3:30	
	10:00	Lv. Shellsburg	Lv. 3:10	
5:15	10:50	Lv. Vinton	Lv. 2:25	7:25
6:10	11:45	Lv. La Porte City	Lv. 1:25	6:25
	PM			
6:35	12:10	Lv. Washburn	12:55	5:55
8:30	1:30	Lv. Waterloo	Lv. 12:30	5:30
			AM	
9:20	2:20	Lv. Cedar Falls	Lv. 10:30	4:00
9:48	2:48	Lv. Janesville	Lv. 10:02	3:32
10:10	3:10	Lv. Waverly	Lv. 9:40	3:10
10:45	3:45	Lv. Plainfield	Lv. 9:05	2:35
11:13	4:13	Lv. Nashua	Lv. 8:37	2:07
11:50	4:50	Ar. Charles City	Lv. 8:00	1:30
PM	AM		PM	PM
1:30	8:00	Lv. Charles City	Ar. 4:30	12:30
1:50	8:20	Lv. Floyd	Lv. 4:10	12:10
				AM
2:25	8:55	Lv. Rudd	Lv. 3:25	11:25
2:50	9:20	Lv. Nora Springs	Lv. 2:50	10:50
3:30	10:00	Ar. Mason City	Lv. 2:00	10:00

Tues., Thurs. and Sat.	Mon., Wed. and Fri.
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PM	PM	
1:30	1:30	Lv. Charles City
2:30	2:30	Lv. New Hampton
2:55		Lv. North Washington
3:20		Lv. Alta Vista
3:45		Lv. Elma
3:55		Lv. Alta Vista
4:10		Lv. North Washington
4:45	3:10	Ar. Charles City

* Applicant proposes to operate between Cedar Rapids and Vinton on these trips, via U. S. Highways Nos. 30 and 218.

A total of twenty-five witnesses testified at the hearing on behalf of applicant Durand and in favor of the granting of his application. These witnesses included applicant, a representative of applicant, the manager of the Traffic Bureau of the Des Moines Chamber of Commerce, representatives of two wholesalers of Des Moines, one manufacturer of Gladbrook, three wholesalers and manufacturers of Marshalltown, two business men of Vinton, one business man of Traer, ten business men of Clutier, and three business men of Elberon. This applicant also submitted letters favoring the granting of his application which were signed by a total of fifty-three business men of all of the points proposed to be served by him except Cedar Rapids.

A total of twenty-three witnesses testified at the hearing on behalf of applicant Fearing and in favor of the granting of his application. These witnesses included applicant, the manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce, representatives of eight wholesalers and manufacturers of Cedar Rapids, representatives of two wholesalers and manufacturers of Cedar Falls, two business men from each of the points Garrison and Dysart, a representative of a wholesaler of Waterloo, and one business man from each of the points Vinton, Traer, Buckingham, Shell Rock, Hansell and Goldfield. This applicant also submitted letters and petitions favoring the granting of his application which were signed by a total of fifty-five business men of Cedar Rapids, Palo and Vinton, and by a total of two hundred twenty-four business men of the points on his existing routes.

A total of eighteen witnesses testified at the hearing on behalf of applicant Schlick and in favor of the granting of his application. These witnesses included applicant, two representatives of applicant, the manager of the Traffic Bureau of the Cedar Rapids Chamber of Commerce, representatives of five wholesalers and manufacturers of Cedar Rapids, the Mayor and three business men of Charles City, the Floyd County Auditor, and one business man from each of the points Vinton, Nashua, Floyd and Rudd. This applicant also submitted petitions favoring the granting of his application which were signed by ninety-four wholesale and retail merchants of Cedar Rapids, Vinton and La Porte City, and by two hundred forty-three business men of the points on his existing routes.

A total of fourteen witnesses testified at the hearing on behalf of objector, Chicago, Rock Island & Pacific Railway Company and in opposition to the granting of these applications. These witnesses were business men from Palo, Shellsburg, Vinton, La Porte City and Washburn. This objector also submitted petitions opposing the granting of the Durand application, which were signed by a total of forty-seven business men of Cedar Rapids, Shellsburg and Vinton; petitions opposing the granting of the Fearing application, which were signed by a total of ninety-nine business men of Cedar Rapids, Palo, Shellsburg,

Vinton and Cedar Falls, and petitions opposing the granting of the Schlick application, which were signed by a total of one hundred four business men of Cedar Rapids, Shellsburg, Vinton, LaPorte City and Washburn. This objector also submitted exhibits showing its service in the territory proposed to be served by these applicants.

Two witnesses testified on behalf of objector, Waterloo, Cedar Falls and Northern Railway Company and in opposition to the granting of the Fearing and Schlick applications. This objector also submitted exhibits showing its service in the territory proposed to be served by applicants Fearing and Schlick.

Objector, Railway Express Agency, Incorporated, submitted exhibits showing its facilities and service in the territory proposed to be served by these applicants.

While some of the witnesses who testified on behalf of these applicants testified only on behalf of one of the applicants, some of the others testified in connection with two of the applications and the testimony of others was made to apply to all three of the applications.

At the present time applicant Fearing is furnishing freight motor carrier service between Waterloo, Hudson, Voorhies, Buckingham, Traer, Toledo, Tama, Dysart and Garrison, and R. R. LaTour of LaPorte City is furnishing freight motor carrier service between Waterloo, Washburn, LaPorte City and Vinton. Waterloo, therefore, has one line freight motor carrier service to nine of the fourteen points now served and proposed to be served by these applicants between Waterloo and Cedar Rapids, whereas Hudson is the only one of these points to which Cedar Rapids has one line freight motor carrier service. There is no authorized freight motor carrier service at the present time to Palo, Shellsburg, Clutier, Vining or Elberon.

All three of these applicants propose to operate over the same route between Cedar Rapids, Palo, Shellsburg, and Vinton, and to furnish service between all of those points. They also propose to compete with each other between several other points on their existing and proposed routes. Each of these applicants also proposes to furnish service between certain points which are not proposed to be served by the other two applicants.

Applicant Schlick proposes to make two round trips daily, except Sundays, over his proposed route, one of which will be operated between Vinton and Cedar Rapids via Shellsburg and Palo and the other via U. S. Highways Nos. 218 and 30.

These applicants propose to furnish pick-up and delivery service at each of the points proposed to be served.

The Waterloo, Cedar Falls and Northern Railway Company is furnishing pick-up and delivery service within the corporate limits of all of the points on its lines which are proposed to be served by these applicants. Shipments moving between stations on this railway are transported at regular station to station rail rates and no additional charge is made for pickup and/or delivery service. This carrier also makes an allowance of five cents per hundred pounds to the consignor on shipments delivered by consignor to its freight depot and an allowance of five cents per hundred pounds to the consignee on shipments called for at its freight depot.

The record shows that the Waterloo, Cedar Falls and Northern Railway Company is operating six passenger trains daily in each direction between Cedar Rapids, LaPorte City and Waterloo and an average of three freight trains daily between those points which are operated as extras. The testimony also shows that this carrier transports what is usually termed as package freight on any of these passenger trains and will also transport other freight on these trains upon special request. With this passenger train schedule and the pick-up and delivery service, this carrier is furnishing same day door to door service twice daily in each direction between Cedar Rapids, LaPorte City and Waterloo on package freight and emergency or rush shipments.

The testimony in support of these applications shows, among other things, that retail merchants are carrying smaller stocks than in former years; that retail merchants are buying in smaller quantities and demanding quick delivery service; that retail merchants prefer truck service with store-door delivery and if a jobbing center is unable to furnish that service they will often buy at some other jobbing center where it is available; that the Cedar Rapids Chamber of Commerce has been very considerate of the railroads for many years and promoted no truck lines; that truck line service out of other jobbing centers has taken business away from the Cedar Rapids jobbers and manufacturers; that the jobbers section of the Traffic Bureau of the Cedar Rapids Chamber of Commerce is now working out a program to regain territory which has been lost to other jobbing centers and is asking for the same kind of transportation service as is available to competitive jobbing points; that Cedar Rapids enjoyed a very substantial business in the territory served by applicant Schlick's existing lines prior to the establishment of truck service into that territory from other jobbing points; that Cedar Rapids is mainly concerned in obtaining one line truck service to the towns where such service is not now available to it but is available to other jobbing centers; that Cedar Rapids does not favor the establishment of additional truck service to points now having one line truck service from Cedar Rapids if the establishment of such service would jeopardize or seriously interfere with such existing service; that the Waterloo, Cedar Falls and Northern Railway Company is furnishing satisfactory service between Cedar Rapids and Waterloo; that merchants of some of the towns between Waterloo and Mason City which are now served by applicant Schlick and of some of the towns between Waterloo and Cedar Rapids which are proposed to be served by this applicant feel that there is a necessity for direct truck service to and from Cedar Rapids; that a number of merchants of the points proposed to be served between Cedar Rapids and Waterloo now transport their own merchandise from Cedar Rapids; that the extension of service proposed by applicant Fearing would be more beneficial to the jobbers and manufacturers of Cedar Rapids than the establishment of the service proposed by the other two applicants because it would give Cedar Rapids direct truck service to more points than the other two lines; that two line truck service is not satisfactory and results in delays and damage to shipments and increased transportation charges; that there is a demand for pick-up and delivery service; that the points proposed to be served by applicant Durand desire one line truck service to Cedar Rapids and to the other jobbing points on his existing lines; that the representatives of the jobbers and manufacturers of Des Moines feel that there is a need for one line truck service from Des Moines to the points proposed to be served by applicant Durand; that the town of Clutier has rail service only twice a week; that the town of Elberon has tri-weekly rail service; that there is a need for a daily truck service to Clutier and Elberon and that daily one line truck service as proposed by applicant Durand would permit the merchants of Clutier to buy merchandise in Des Moines.

While most of the applicants' witnesses from Cedar Rapids and the points on the proposed routes between Cedar Rapids and Waterloo were very much interested in securing truck service between Cedar Rapids and those points, practically all of the witnesses from Cedar Rapids were particularly interested in obtaining one line freight motor carrier service from Cedar Rapids to points beyond Waterloo on the existing lines of applicants Fearing and Schlick, except where such service is now available.

The witnesses for the objectors in these cases, testified, among other things, that the existing transportation service is adequate and satisfactory and that the establishment of the service proposed would not promote the public convenience and necessity. Some of these wit-

nesses transport practically all of their own merchandise, some are receiving practically all of their merchandise by rail, and some are transporting a part of their own merchandise and receiving the balance by rail, freight motor carrier and trucks operated by wholesalers and jobbers. Eight of the fourteen witnesses who testified on behalf of objector, Chicago, Rock Island & Pacific Railway Company, were from Washburn, LaPorte City and Vinton and have direct freight motor carrier service to and from Waterloo and the other six of these witnesses were from Palo and Shellsburg.

The record in connection with these three cases is quite extensive and much of the testimony and evidence applies alike to each of the applications. The interested parties in these cases are, however, familiar with the record and we believe it unnecessary to discuss the many points which were developed at the hearing. The shippers and receivers of freight who testified on behalf of these applicants, urged the necessity for the establishment of single line door to door freight motor carrier service between the points proposed to be served and most of these witnesses testified that they would be satisfied with such service if furnished by a reliable carrier. Several of these witnesses stated that they were more favorable to the granting of the Fearing application than the Durand application because they were satisfied with the service on his existing route between Waterloo and Garrison and would prefer to have service out of Cedar Rapids at noon, as proposed by applicant Fearing, than at 9:00 a. m. as proposed by applicant Durand.

The law under which these applications were filed provides, among other things, 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." This law also provides that the Commission "* * * may grant the application in whole or in part upon such terms, conditions, and restrictions and with such modifications as to schedule and route as may seem to it just and proper." The Commission must, therefore, first determine whether the service proposed by these applicants or any part thereof will promote the public convenience and necessity.

While the Commission is of the opinion that a reasonable necessity exists for the establishment of freight motor carrier service between the points on the proposed routes and between those points and points on the existing routes of the applicants, with certain exceptions, it also believes there is no necessity for the establishment of service between the same points by more than one of the applicants, and, being of that opinion, it must determine what service would be of the greatest benefit to the public.

After having carefully considered the record in these cases, the Commission is of the opinion and hereby finds:

1. That the establishment of the service proposed by applicant Durand, except for the transportation of:

(a) Iowa intrastate freight originating or interchanged at Traer, Dysart, Garrison or Vinton and destined to another of those points or for transfer to another carrier at any of those points;

(b) Iowa intrastate freight originating or interchanged at Hampton, Cedar Falls, Waterloo or Hudson and destined to Traer, Dysart, Garrison, Vinton, Shellsburg or Palo or for transfer to another carrier at any of those points;

(c) Iowa intrastate freight originating or interchanged at Palo, Shellsburg, Vinton, Garrison, Dysart or Traer and destined to Hudson, Waterloo, Cedar Falls or Hampton or for transfer to another carrier at any of those points;

(d) Iowa intrastate freight originating or interchanged at Mason City and destined to Vinton, Shellsburg or Palo or for transfer to another carrier at any of those points and

(e) Iowa intrastate freight originating or interchanged at Palo, Shellsburg or Vinton and destined to Mason City or for transfer to another carrier at that point,

will promote the public convenience and necessity.

2. That the establishment of the service proposed by applicant Fearing, except for the transportation of:

(a) Iowa intrastate freight originating or interchanged at Cedar Rapids, Palo, Shellsburg or Vinton and destined to another of those points or for transfer to another carrier at any of those points;

(b) Iowa intrastate freight originating or interchanged at Cedar Rapids, Palo or Shellsburg and destined to Garrison, Dysart, or Traer or for transfer to another carrier at any of those points;

(c) Iowa intrastate freight originating or interchanged at Traer, Dysart, or Garrison and destined to Shellsburg, Palo or Cedar Rapids or for transfer to another carrier at any of those points;

(d) Iowa intrastate freight originating or interchanged at Hampton or Waterloo and destined to Cedar Rapids or for transfer to another carrier at that point;

(e) Iowa intrastate freight originating or interchanged at Cedar Rapids and destined to Waterloo or Hampton or for transfer to another carrier at either of those points;

(f) Iowa intrastate freight originating or interchanged at Cedar Falls or Waterloo and destined to Vinton, Shellsburg, or Palo or for transfer to another carrier at any of those points and

(g) Iowa intrastate freight originating or interchanged at Palo, Shellsburg or Vinton and destined to Waterloo or Cedar Falls or for transfer to another carrier at either of those points,

will promote the public convenience and necessity.

3. That the establishment of the service proposed by applicant Schlick, except for the transportation of:

(a) Iowa intrastate freight originating or interchanged at Waterloo, Washburn, LaPorte City or Vinton and destined to another of those points or for transfer to another carrier at any of those points;

(b) Iowa intrastate freight originating or interchanged at Cedar Rapids, Palo, Shellsburg or Vinton and destined to another of those points or for transfer to another carrier at any of those points;

(c) Iowa intrastate freight originating or interchanged at Mason City, Cedar Falls, or Waterloo and destined to Cedar Rapids or for transfer to another carrier at that point;

(d) Iowa intrastate freight originating or interchanged at Cedar Rapids and destined to Waterloo, Cedar Falls or Mason City or for transfer to another carrier at any of those points and

(e) Iowa intrastate freight originating at Waverly, Cedar Falls, Waterloo, LaPorte City or Cedar Rapids and destined to another of those points,

will promote the public convenience and necessity.

Certificates of Convenience and Necessity will, therefore, issue to these applicants in accordance with the finding made in this Decision as soon as they have complied with the necessary preliminary requirements of the Law and the Commission's Rules and Regulations Governing the Operation of Motor Carriers.

The Commission is also of the opinion from the record in these cases that there is no necessity for the continuance of freight motor carrier service by applicant Fearing between Traer, Toledo and Tama, and his application for authority to abandon such service is hereby granted.

In connection with the proposal of applicant Durand to have a truck leave Cedar Rapids at 9:00 a. m. and to arrive back at that point at 2:00 p. m., the Commission is convinced from the record in these cases that service out of Cedar Rapids about noon would be more advantage-

ous to the shippers of Cedar Rapids and to the merchants along the proposed route and would still permit this applicant to give same day service during business hours to all points on this route. The Commission, therefore, recommends that applicant Durand take this matter up with the shippers of Cedar Rapids and the merchants along his proposed route for the purpose of determining the most satisfactory leaving time out of Cedar Rapids and that he submit a schedule to the Commission providing for such service.

No. H-2172—1935. Harold Kristensen, Hudson, and Calvin Pearson, Hudson. Motor Carrier—Freight—Application for approval to transfer Certificate of Convenience and Necessity No. 71 to Calvin Pearson, Hudson. Under date of January 30, 1935, the Board approved the transfer of Certificate of Convenience and Necessity No. 71.

Filed December 28, 1934. Closed January 30, 1935.

No. H-2173—1935. The Dougherty Storage & Van Co., Sioux City. Application for authority to operate as a motor carrier of interstate freight between Sioux City and the west line of the state at Council Bluffs. Under date of January 12, 1935, the Board amended and extended Certificate No. 443, held by the Dougherty Storage and Van Company, a corporation of Sioux City, to permit, in addition to the authority now conveyed therein, the transportation of freight of a strictly interstate character over such route as may be authorized between Sioux City, Salix, Sloan, Whiting, Onawa, Blencoe, River Sioux, Mondamin, Missouri Valley, Loveland, Honey Creek, Crescent City, Council Bluffs and the west line of the State of Iowa.

Filed December 26, 1934. Closed January 12, 1935.

No. H-2174—1935. Stanley H. Wasie, doing business as Merchants Motor Freight Co., Minneapolis, Minnesota. Application for authority to operate as a motor carrier of interstate freight between the north line of the state at the north line of Mitchell County and the east line of the state at Davenport. Under date of February 1, 1935, the Board issued Certificate No. 557.

Filed December 31, 1934. Closed February 1, 1935.

No. H-2175—1935. Bell Transfer & Storage Company, Carroll, a partnership composed of Earl L. and Lewis C. Heider, both of Carroll. Application for authority to operate as a motor carrier of interstate freight one way from the west line of the state at Council Bluffs to Carroll. Under date of February 22, 1935, the Board issued Certificate No. 559.

Filed December 31, 1934. Closed February 22, 1935.

No. H-2177. R. B. Fearing, owner and operator Clark's Freight Lines, Cedar Falls. Motor Carrier—Freight—Application for authority to operate as a motor carrier of freight between the junction of Iowa Highway No. 198 and U. S. Highway No. 218 and Cedar Rapids. Hearing held jointly with Dockets Nos. H-2167 and H-2193 at Cedar Rapids on February 27, 1935. (For Decision see Docket No. H-2167 in this report.) Under date of September 16, 1935, the Board took the following action:

1. Granted applicant an extension of time until October 20, 1935, in which to establish service in accordance with its Decision of August 20, 1935, in Dockets Nos. H-2167, H-2177 and H-2193.

2. Authorized applicant to continue operating as a freight motor carrier between Traer, Toledo and Tama.

3. Authorized applicant to terminate at Cedar Falls instead of at Waterloo on the trips from Cedar Rapids and to operate over Highway No. 58 from Hudson to Cedar Falls on such trips.

No. H-2178—1935. Ray Seaton, Cedar Rapids. Motor Carrier—Freight—Application to change the name of the holder of Certificates of Convenience and Necessity Nos. 54 and 315. Under date of January 3, 1935, the Board issued a resolution amending Certificates of Convenience and Necessity Nos. 54 and 315 to show the name of the holder thereof as Ray Seaton, owner and operator Seaton Freight Lines, Cedar Rapids.

Filed December 21, 1934. Closed January 3, 1935.

No. H-2180—1935. M. L. Lambert, doing business as Superior Truck Lines, Chicago, Illinois. Application for authority to operate as a motor carrier of interstate freight between the east line of the state at Burlington and Ottumwa, between Ottumwa and Des Moines, between Cedar Rapids and Iowa City, between the south line of the state near Braddyville and the west line of the state at Council Bluffs, and between the west line of the state at Council Bluffs and the west line of the state at Sioux City. Granted by resolution dated January 31, 1935, amending and extending Certificate No. 426.

Filed December 21, 1934. Closed January 31, 1935.

No. H-2183—1935. Joe Bos, owner and operator Bos Truck Lines, Marshalltown. Application for authority to operate as a motor carrier of interstate freight one way eastbound from the west line of the state at Council Bluffs to Marshalltown. Granted by resolution amending and extending Certificate No. 477 under date of January 15, 1935.

No. H-2184—1935. Cooper-Jarrett, Inc., Kansas City, Missouri. Application for authority to operate as a motor carrier of freight between the east line of the state at Davenport and the west line of the state at Council Bluffs. Granted by Certificate No. 558 issued on February 13, 1935.

Filed January 12, 1935. Closed February 13, 1935.

No. H-2185—1935. Patterson Transfer Company, Greenfield. Application for authority to operate as a motor carrier of interstate freight between Greenfield and Orient. Granted by amending and extending Certificate No. 516 under date of February 6, 1935.

Filed January 14, 1935. Closed February 6, 1935.

No. H-2186—1935. Ben Parchefsky, doing business as Commerce Motor Service, Chicago, Illinois. Motor Carrier—Interstate Freight—Revocation of Certificate No. 528. Revoked by resolution dated January 21, 1935, on account of discontinuance of service.

Filed January 21, 1935. Closed January 21, 1935.

No. H-2187—1935. Beauford Wall, doing business as Wall Transfer Company, Fremont, Nebraska. Motor Carrier—Interstate Freight—Revocation of Certificate No. 521. Revoked by resolution under date of January 22, 1935, on account of discontinuance of service.

Filed January 15, 1935. Closed January 22, 1935.

No. H-2188—1935. Bern S. Rempel, Fairbury, Nebraska. Motor Carrier—Interstate Freight—Revocation of Certificate No. 468. Revoked by resolution dated January 24, 1935, on account of discontinuance of service.

Filed January 17, 1935. Closed January 24, 1935.

No. H-2189—1935. Gus H. Wenzel, Britt, and Marvel Wenzel, Britt. Motor Carrier—Freight—Application to transfer Certificate of Convenience and Necessity No. 41 to Marvel Wenzel, Britt. Granted by resolution under date of March 15, 1935.

Filed January 28, 1935. Closed March 15, 1935.

No. H-2190—1935. Baxter Motor Express, Ida Grove, a partnership composed of U. A. Baxter and Hayden Baxter, Ida Grove, and C. E. Grothaus, Kingsley. Application to transfer Certificates of Convenience and Necessity Nos. 42 and 163 to C. E. Grothaus. Granted by resolution dated February 26, 1935.

Filed February 1, 1935. Closed February 26, 1935.

No. H-2191—1935. L. W. Pittsley, doing business as Tall Corn Motor Freight, Des Moines. Application for authority to operate as a motor carrier of interstate freight one way from the east line of the state at Davenport to the west line of the state at Council Bluffs via U. S. Highway No. 6, one way from the east line of the state at Clinton to the west line of the state at Council Bluffs via U. S. Highway No. 30, between Des Moines and Ames via U. S. Highway No. 65, and between Cedar Rapids and Iowa City over U. S. Highway No. 161. Hearing was held to determine the financial responsibility of the applicant on February 6, 1935, and the Board ruled on the same date that his financial statement would be accepted in lieu of a surety bond to guarantee payment of motor carrier taxes. The authority requested was granted by Certificate No. 562 under date of March 22, 1935.

Filed February 2, 1935. Closed March 22, 1935.

No. H-2192—1935. E. C. Cherry, Adel. Application for authority to operate as a motor carrier of interstate freight between Denison, Deloit, Kiron, Arthur, Ida Grove, Battle Creek, Danbury, Mapleton, Ute, Charter Oak and Denison. Granted by resolution amending and extending Certificate No. 540 under date of February 12, 1935.

Filed February 4, 1935. Closed February 12, 1935.

No. H-2193. M. F. Schlick, Charles City. Motor Carrier—Freight—Application for authority to operate as a motor carrier of freight between Waterloo and Cedar Rapids. Hearing held jointly with Docket Nos. H-2167 and H-2177 at Cedar Rapids on February 20, 1935. (For Decision see Docket No. H-2167 in this report.) Under date of September 19, 1935, the Board authorized the applicant to establish service between Waterloo and Cedar Rapids on September 23, 1935, and to make one round trip daily, except Sundays, instead of two round trips daily, except Sundays, between those points; also to operate that part of the southbound trip from Vinton to Cedar Rapids via Shellsburg and Palo and that part of the northbound trip from Cedar Rapids to Vinton via U. S. Highways Nos. 30 and 218. The Board also authorized the applicant to place his Time Schedule of Operation No. 5 and his Schedule of Rates and Fares No. 5 in effect on September 23, 1935.

No. H-2194—1935. Monark Motor Freight System, Inc., Kansas City, Missouri. Application for authority to operate as a motor carrier of interstate freight one way from the east line of the state at Davenport to the west line of the state at Council Bluffs over U. S. Highway No. 6; one way from the east line of the state at Clinton to the west line of the state at Council Bluffs over U. S. Highway No. 30; one way from the east line of the state at Burlington to the west line of the state at Council Bluffs over U. S. Highway No. 34; one way from the west line of the state at Sioux City to the west line of the state at Council Bluffs over U. S. Highway No. 75; one way from the west line of the state at Council Bluffs to the south line of the state near Hamburg over U. S. Highway No. 34, Primary Road No. 4 and U. S. Highway No. 275 and one way from Ames to the south line of the state near Lamoni over U. S. Highways Nos. 65 and 69. Granted by Certificate No. 561 issued under date of March 22, 1935.

Filed January 24, 1935. Closed March 22, 1935.

No. H-2195—1935. John A. Anderson, Corning, and Bland and Hughes, Corning, a partnership composed of L. E. Bland and Harold E. Hughes, both of Corning. Application to transfer Certificates of Convenience and Necessity No. 502 and Certificate No. 501 to Bland and Hughes, Corning. Granted by resolution dated July 11, 1935.

Filed February 7, 1935. Closed July 11, 1935.

No. H-2196—1935. H. F. Doyle, owner and operator Doyle Transfer, Persia, and Raymond Razez, Persia. Motor Carrier—Interstate—Freight—Application to transfer Certificate No. 238 to Raymond Razez, Persia. Granted by resolution dated February 26, 1935.

Filed January 24, 1935. Closed February 26, 1935.

No. H-2197—1935. Watson Brothers Transfer Company, Inc., Nebraska City, Nebraska. Application for authority to operate as a motor carrier of interstate freight between the west line of the state at Council Bluffs and Des Moines. Granted by resolution amending and extending Certificate No. 360 under date of February 14, 1935.

Filed February 11, 1935. Closed February 14, 1935.

No. H-2198—1935. C. E. Dragoun, doing business as Dragoun Transfer & Storage Company, Ames. Application for authority to operate as a motor carrier of freight between Denison, Manilla, Manning, Templeton and Carroll. Application withdrawn and file closed.

Filed February 11, 1935. Closed August 6, 1935.

No. H-2199—1935. Northland Transportation Company, Minneapolis, Minnesota, and Northland Greyhound Lines, Inc., of Illinois, Chicago, Illinois. Motor Carrier—Passenger and limited freight—Application to transfer Certificate of Convenience and Necessity No. 407 to the Northland Greyhound Lines, Inc., of Illinois, Chicago, Illinois. Granted by resolution dated April 19, 1935.

Filed February 11, 1935. Closed April 19, 1935.

No. H-2200—1935. Ed Traver, doing business as Security Transportation Company, Lamoni. Application for authority to operate as a motor carrier of interstate freight between the south line of the state near Lamoni and Des Moines. File not completed and case dismissed.

Filed February 14, 1935. Closed April 18, 1935.

No. H-2203—1935. Orscheln Bros. Truck Line, Inc., Moberly, Missouri. Application for authority to operate as a motor carrier of interstate freight between the east line of the state at Burlington and the south line of the state at Keokuk. Granted by Certificate No. 564 under date of April 2, 1935.

Filed February 15, 1935. Closed April 2, 1935.

No. H-2204—1935. Thomas Harper, Redfield, and R. L. Conard, Adel. Motor Carrier—Freight—Application to transfer Certificate of Convenience and Necessity No. 22 to R. L. Conard, Adel. Granted by resolution under date of March 11, 1935.

Filed February 20, 1935. Closed March 11, 1935.

No. H-2205—1935. N. C. Christensen, Algona, and Brady Transfer & Storage Company, doing business as Brady Freight Lines, Fort Dodge. Motor Carrier—Freight—Application for approval of leasing of Certificate of Convenience and Necessity No. 88. Granted by resolution under date of March 25, 1935.

Filed February 21, 1935. Closed April 5, 1935.

No. H-2206—1935. J. W. West & Son, a partnership composed of J. W. and J. T. West, La Belle, Missouri. Application for authority to operate as a motor carrier of interstate freight between Burlington

and the south line of the state at Keokuk. File not completed and case dismissed.

Filed February 25, 1935. Closed July 16, 1935.

No. H-2207—1935. W. S. Chapman, owner and operator Chapman Van Line, Sioux City. Motor Carrier—Interstate Freight—Revocation of Certificate No. 485. Revoked by resolution dated March 1, 1935, on account of discontinuance of service.

Filed February 20, 1935. Closed March 1, 1935.

No. H-2208—1935. Rusco Transfer Line, Alta, and Russell O'Bannon, Alta. Motor Carrier—Interstate Freight—Application to transfer Certificate No. 550 to Russell O'Bannon, Alta. Granted by resolution dated June 13, 1935.

Filed March 1, 1935. Closed June 13, 1935.

No. H-2209—1935. C. D. Cross, Logan. Application for authority to operate as a motor carrier of interstate freight between Logan and Woodbine. Granted by resolution amending and extending Certificate No. 290 under date of March 19, 1935.

Filed March 7, 1935. Closed March 19, 1935.

No. H-2212—1935. Ray Seaton, owner and operator Seaton Freight Lines, Cedar Rapids, and H. W. Rieke, doing business as Rieke Motor Transfer Line, Burlington. Motor Carrier—Freight—Application for approval of sale of operating rights between Washington and Cedar Rapids under Certificate of Convenience and Necessity No. 315 to H. W. Rieke. Granted by resolution under date of March 13, 1935.

Filed March 6, 1935. Closed April 4, 1935.

No. H-2214—1935. Toney Gerdes, Independence. Motor Carrier—Freight—Application to amend Certificate of Convenience and Necessity No. 106 to show the name of the holder thereof as A. J. (Toney) Gerdes. Granted by resolution dated March 16, 1935.

Filed March 16, 1935. Closed March 16, 1935.

No. H-2216—1935. D. E. Lamb, Mt. Ayr, and J. R. Denhart, Benton. Motor Carrier—Freight—Application for approval of transfer of Certificate of Convenience and Necessity No. 511 to J. R. Denhart, Benton. Granted by resolution dated May 22, 1935.

Filed March 15, 1935. Closed May 22, 1935.

No. H-2217—1935. Headrick & Marshal, Des Moines, a partnership composed of E. W. Headrick, Des Moines, and G. G. Marshal, Martensdale, and G. G. Marshal, Earlham. Motor Carrier—Freight—Application for approval of transfer of Certificate of Convenience and Necessity No. 58 to G. G. Marshal, Earlham. Granted by resolution dated April 1, 1935.

Filed March 12, 1935. Closed April 1, 1935.

No. H-2218—1935. Phippen Trucks, Russell, a partnership composed of W. J. Phippen, J. G. Phippen and W. O. Phippen, Russell. Application for authority to operate as a motor carrier of freight between Albia, Moravia and Centerville. File not completed and dismissed at request of applicant.

Filed March 14, 1935. Closed August 6, 1935.

No. H-2219—1935. Albert L. Mohr, Denison. Application for authority to operate as a motor carrier of interstate freight one way from the west line of the state at Council Bluffs to Denison. Granted by Certificate No. 571 issued under date of May 10, 1935.

Filed March 12, 1935. Closed May 10, 1935.

No. H-2221—1935. J. E. Seaton & Son, Moorhead, a partnership composed of J. E. Seaton and Kenneth E. Seaton, both of Moorhead. Application for authority to operate as a motor carrier of interstate freight one way from the west line of the state at Council Bluffs to Moorhead. Granted by Certificate No. 572 issued under date of May 16, 1935.

Filed March 18, 1935. Closed May 16, 1935.

No. H-2222—1935. Frank C. Scherer, Red Oak, and William West, Red Oak. Motor Carrier—Freight—Application for approval of transfer of Certificate of Convenience and Necessity No. 89 to William West, Red Oak. Granted by resolution under date of May 13, 1935.

Filed March 18, 1935. Closed May 13, 1935.

No. H-2224—1935. Loren L. Adams, doing business as Osceola Transfer Company, Osceola, and Burlington Motor Freight Lines, Des Moines. Motor Carrier—Freight—Application for approval of transfer of Certificate of Convenience and Necessity No. 177 to the Burlington Motor Freight Lines, Des Moines. On account of the Burlington Motor Freight Lines not being incorporated at the time this application for transfer was made, the Board ruled that the proposal was unacceptable and dismissed the case without prejudice.

Filed March 23, 1935. Closed August 29, 1935.

No. H-2225—1935. Herbert E. Doden, Sheffield. Application for authority to operate as a motor carrier of interstate freight one way from the east line of the state at Dubuque to Mason City. Granted by Certificate No. 567 issued under date of April 18, 1935.

Filed March 23, 1935. Closed April 18, 1935.

No. H-2226—1935. Bell Transfer, Inc., Kansas City, Missouri. Application for authority to operate as a motor carrier of interstate freight between the south line of the state at Braddyville and the west line of the state at Council Bluffs, via Shenandoah and Sidney; between the south line of the state at Braddyville and the west line of the state at Council Bluffs, via Villisca and Red Oak; between the west line of the state at Council Bluffs and the west line of the state at Sioux City; and between the west line of the state at Council Bluffs and the south line of the state near Hamburg. Granted by resolution amending and extending Certificate No. 295 under date of April 4, 1935.

Filed March 27, 1935. Closed April 4, 1935.

No. H-2227—1935. J. E. Eldridge, Indianola, and Bruce Transfer Company, Des Moines, a partnership composed of G. E. and E. I. Bruce, both of Des Moines. Motor Carrier—Freight—Application for approval of transfer of Certificate of Convenience and Necessity No. 93 to the Bruce Transfer Company. Granted by resolution under date of April 15, 1935. On July 13, 1935, the Board issued another resolution correcting the above named resolution of April 15, 1935, to read "Bruce Transfer and Storage Company," instead of Bruce Transfer Company.

Filed March 28, 1935. Closed April 15, 1935.

Reopened July 12, 1935. Closed July 13, 1935.

No. H-2228—1935. Arthur Van Horsen, Orange City, and Orange City Motor Express, Orange City, a partnership composed of John H. Boone and Wm. J. Schalekamp, both of Orange City. Motor Carrier—Freight—Application for approval of transfer of Certificate of Convenience and Necessity No. 226 to the Orange City Motor Express. Granted by resolution dated May 9, 1935.

Filed March 29, 1935. Closed May 9, 1935.

No. H-2229—1935. Missouri Transit Company, Inc., Macon, Missouri. Motor Carrier—Passenger and a limited amount of freight—Revocation

of Certificate of Convenience and Necessity No. 365. Revoked by resolution dated April 3, 1935, on account of discontinuance of service.

Filed April 3, 1935. Closed April 3, 1935.

No. H-2230—1935. H. N. McCoy, doing business as McCoy Truck Line, Waterloo. Motor Carrier—Freight—Revocation of portion of operating rights under Certificate No. 526. Revoked by resolution dated May 1, 1935, all of Route No. 3 between the east line of the state at Dubuque and Mason City, except that portion between Independence and Oelwein, and all of Route No. 4 between Cedar Falls and Mason City, the service being permanently discontinued by the operator.

Filed April 3, 1935. Closed May 1, 1935.

No. H-2232—1935. Interstate Transit Lines, Omaha, Nebraska. Motor Carrier—Passenger and limited freight—Application to amend and extend Certificate of Convenience and Necessity No. 7 by eliminating therefrom service to Grundy Center and Dike and insert in Certificate of Convenience and Necessity No. 275 the right to serve Cedar Falls as granted in Docket No. H-2166. Approved by resolution dated April 8, 1935.

Filed April 1, 1935. Closed April 8, 1935.

No. H-2233—1935. Interstate Transit Lines, Omaha, Nebraska. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Cedar Rapids and Iowa City. This file was completed under Docket No. H-2256.

Filed April 1, 1935. Closed August 23, 1935.

No. H-2234—1935. E. A. Blake Lines, Inc., Omaha, Nebraska. 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 Council Bluffs via U. S. Highway No. 30; between the east line of the state at Davenport and the west line of the state at Council Bluffs via U. S. Highway No. 6; between the west line of the state at Council Bluffs and the west line of the state at Sioux City via U. S. Highway No. 75; between the east line of the state at Clinton and the west line of the state at Sioux City via U. S. Highway No. 30 and Iowa Highway No. 141; between Des Moines and Ames via U. S. Highway No. 65. Granted by Certificate No. 565 under date of April 11, 1935.

Filed April 6, 1935. Closed April 11, 1935.

No. H-2235—1935. Howard H. Holdcroft, owner and operator Holdcroft Transportation Company, Sioux City. Application for authority to operate as a motor carrier of interstate freight one way from Ames to Des Moines and one way from Des Moines to the west line of the state at Council Bluffs. Granted by amending and extending Certificate No. 560 under date of April 24, 1935.

Filed April 10, 1935. Closed April 24, 1935.

No. H-2236—1935. Commercial Freight Lines, Inc., Des Moines. Revocation of Route 4 under Certificate No. 522, authorizing the operation of a motor carrier of interstate freight one way from the east line of the state at Dubuque and Mason City. Granted by resolution under date of April 19, 1935, because of the service being discontinued.

Filed April 16, 1935. Closed April 19, 1935.

No. H-2237—1935. Raymond Razez, Persia. Motor Carrier—Freight—Application to amend Certificate No. 238 to show the name of the holder as B. R. Razez, owner and operator Persia Transfer, Persia. Granted by resolution under date of April 20, 1935.

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

No. H-2238—1935. John A. Anderson, doing business as Anderson Transfer Company, Corning. Application to amend Certificate No. 501 and Certificate of Convenience and Necessity No. 502. Under date of April 30, 1935, the Board authorized the following suspension of service:

The Board on this date authorized a suspension of service under Certificate of Convenience and Necessity No. 502 westbound over route authorized between the west line of the state of Iowa at Council Bluffs and Glenwood, Hastings, Emerson, Red Oak, Villisca, Corning, Prescott and Lenox, except on Friday of each week, and eastbound over route authorized between the west line of the state at Council Bluffs and Oakland, Lewis, Cumberland, Massena, Mt. Etna and Corning, for a period of 90 days effective with the transfer of that Certificate No. 502 and approved effective as of that date, subject to any objections, Time Schedule of Operation No. 1 of Bland and Hughes, Corning, Iowa, filed with the application in the above named case, and providing no objection to the suspension of service authorized is filed within the 90-day period, permanent discontinuance of service in the direction of travel referred to will be permitted and that portion of Certificate of Convenience and Necessity No. 502 conveying that authority will be revoked.

Filed April 19, 1935. Closed July 10, 1935.

No. H-2239—1935. Brice Brown, Rock Falls. Motor Carrier—Freight—Application to amend Certificate of Convenience and Necessity No. 139 to show address of the holder thereof as Mason City instead of Rock Falls. Granted by resolution dated April 22, 1935.

Filed April 15, 1935. Closed April 22, 1935.

No. H-2240—1935. C. W. James, Sioux City. Application to operate as a motor carrier of interstate freight one way westbound from the east line of the state at Dubuque to the west line of the state at Sioux City and from the east line of the state at Davenport to the west line of the state at Council Bluffs. Granted by resolution amending and extending Certificate No. 529 under date of April 26, 1935.

Filed April 22, 1935. Closed April 26, 1935.

No. H-2242—1935. Missouri Transit Company, Inc., Macon, Missouri. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Ottumwa and Homestead. Withdrawn by applicant under date of May 7, 1935.

Filed April 25, 1935. Closed May 10, 1935.

No. H-2243—1935. B. L. White, Decorah. Application for authority to operate as a motor carrier of interstate freight between the east line of the state at Davenport and the east line of the state at Dubuque over U. S. Highway No. 61, also between the east line of the state at Dubuque and the north line of the state near Burroak over U. S. Highway No. 52. Case dismissed after applicant failed to complete file.

Filed April 26, 1935. Closed July 3, 1935.

No. H-2246—1935. Dave Redman, owner and operator Redman Transfer Company, Ottumwa. Application for authority to operate as a motor carrier of interstate freight between the east line of the state at Keokuk and Ottumwa. Under date of May 24, 1935, the Board issued Certificate No. 573.

Filed May 2, 1935. Closed May 24, 1935.

No. H-2247—1935. Cadwell Transfer & Storage Company, Mason City. Application for authority to operate as a motor carrier of interstate freight between Mason City and the north line of the state near Northwood. Under date of May 7, 1935, the Board issued Certificate No. 570.

Filed May 4, 1935. Closed May 7, 1935.

No. H-2248—1935. M. Leo McKeone, doing business as Red Ball Transfer Company, Omaha, Nebraska. Motor Carrier—Interstate Freight—Application to amend and extend Certificate No. 554 to permit, in addition to the authority now conveyed therein, the transportation of freight of a strictly interstate character from the west line of the state at its intersection with Iowa Highway No. 3 and Sidney. Granted by resolution dated May 24, 1935.

Filed May 6, 1935. Closed May 24, 1935.

No. H-2249—1935. Corn Belt Transportation Company, Chicago, Illinois, a partnership composed of C. A. Kuhnes, Ottumwa, Iowa, R. A. Kuhnes, Chicago, Illinois, and L. M. Kuhnes of Omaha, Nebraska. Application to amend and extend Certificate No. 472. Under date of June 20, 1935, the Board amended and extended Certificate No. 472 to permit, in addition to the authority now conveyed therein, the transportation of freight of a strictly interstate character between Ottumwa and the west line of the state at Council Bluffs, between Ottumwa and Chariton, and between Corning and Red Oak.

Filed May 7, 1935. Closed June 20, 1935.

No. H-2251—1935. Frank Scherer, Red Oak. Motor Carrier—Interstate Freight—Revocation of Certificate No. 367. Certificate No. 367 was revoked May 13, 1935, because of disposition of rights held under Certificate of Convenience and Necessity No. 89.

Filed April 23, 1935. Closed May 13, 1935.

No. H-2252—1935. Katherine Bos, doing business as Bos Freight Line, Marshalltown. Application for authority to operate as a motor carrier of interstate freight over various routes. Certificate No. 574 was issued June 7, 1935.

Filed May 13, 1935. Closed June 7, 1935.

No. H-2253—1935. John H. Buck, doing business as North American Freight Lines, Chicago, Illinois. Application for authority to operate as a motor carrier of interstate freight between the east line of the state at Davenport and Des Moines via U. S. Highways Nos. 61, 2 and 163. Certificate No. 576 was issued June 20, 1935.

Filed May 13, 1935. Closed June 20, 1935.

No. H-2254—1935. R. O. Seaton, doing business as Seaton Truck Line, Osage. Motor Carrier—Freight—Curtailement of service under Certificate No. 239. Under date of May 23, 1935, applicant withdrew his application and, therefore, this case is closed.

Filed May 2, 1935. Closed May 27, 1935.

No. H-2255—1935. Reliable Transit Company, Chicago, Illinois. Application for authority to operate as a motor carrier of interstate freight over several routes. Certificate No. 575 issued June 12, 1935.

Filed May 1, 1935. Closed June 12, 1935.

No. H-2257—1935. T. J. Wahrer, owner and operator Wahrer Truck Lines, Charleston. Motor Carrier—Application to suspend portion of service under Certificate of Convenience and Necessity No. 325. Hearing held at the Office of the Board, Des Moines, Iowa, September 23, 1935, at which time the applicant withdrew his application to suspend portion of service under Certificate of Convenience and Necessity No. 325, and applied to change his route so that he will be routed through the following towns: Keokuk, Summitville, New Boston, Charleston, Donnellson, Farmington, Bonaparte, Cantril, Milton, Keosauqua, Hillsboro, Salem, Mt. Pleasant, Houghton, West Point, Donnellson, Charleston, New Boston, Summitville and Keokuk, which was granted at the hearing. Certificate of Convenience and Necessity No. 325 amended October 1, 1935.

Filed May 6, 1935. Closed October 1, 1935.

No. H-2258—1935. Thompson Truck Line, Mt. Ayr, and James Thompson, Mt. Ayr. Motor Carrier—Application for approval to transfer Certificate No. 438. Certificate No. 438 revoked October 1, 1935, on account of discontinuance of service.

Filed May 6, 1935. Closed October 9, 1935.

No. H-2260—1935. Howard H. Holdcroft, owner and operator Holdcroft Transportation Company, Sioux City. Application for authority to operate as a motor carrier of interstate freight, one way, from Denison to the west line of the State of Iowa at Council Bluffs and one way from the west line of the State of Iowa at Council Bluffs to Sioux City. Granted by resolution dated June 5, 1935, amending and extending Certificate No. 560.

Filed May 14, 1935. Closed June 5, 1935.

No. H-2261—1935. J. R. Denhart, Benton. Motor Carrier—Freight—Revocation of Certificate No. 491. Certificate No. 491 revoked May 22, 1935.

Filed March 15, 1935. Closed May 22, 1935.

No. H-2262—1935. Ray Armstrong, Sigourney. Motor Carrier—Freight—Taxes assessed on illegal operations between Cedar Rapids and Sigourney. The taxes have been paid and, therefore, this case is closed.

Filed May 24, 1935. Closed June 20, 1935.

No. H-2263—1935. Patterson Transfer Company, a partnership composed of F. J. Patterson and C. G. Patterson, Greenfield, and F. J. Patterson, Greenfield. Motor Carrier—Freight—Application for approval to transfer Certificate No. 516 to F. J. Patterson. Under date of June 22, 1935, the Board approved the transfer of Certificate No. 516.

Filed May 23, 1935. Closed June 22, 1935.

No. H-2264—1935. T. H. DeWees, owner and operator Hawkeye Express, Cedar Rapids, and Hawkeye Motor Express, Inc., Cedar Rapids. Motor Carrier—Application for approval to transfer Certificate No. 499 to Hawkeye Motor Express, Inc., Cedar Rapids. Under date of June 26, 1935, the Board approved the transfer of Certificate No. 499.

Filed May 18, 1935. Closed June 26, 1935.

No. H-2265—1935. Dougherty Storage and Van Company, Sioux City. Application for authority to operate as a motor carrier of interstate freight between Sioux City and the north line of the state near Spirit Lake by way of Hartley, and between Sioux City and the north line of the state near Spirit Lake by way of Storm Lake. Granted by amending and extending Certificate No. 443 under date of September 25, 1935.

Filed May 31, 1935. Closed September 26, 1935.

No. H-2266—1935. Fay Jennings, doing business as Hi-Speed Motor Express, Sioux City, and Paul Beck, Sioux City. Motor Carrier—Interstate Freight—Application for approval to transfer Certificate No. 391 to Paul Beck. Approved by resolution dated June 4, 1935.

Filed May 27, 1935. Closed June 4, 1935.

No. H-2267—1935. Louis M. Shapiro, owner and operator Hennepin Transfer Company, Minneapolis, Minnesota. Application for authority to operate as a motor carrier of interstate freight over various routes. Certificate No. 579 issued under date of June 25, 1935.

Filed June 5, 1935. Closed June 25, 1935.

No. H-2268—1935. A. H. Bos, doing business as Bos Transfer, Marshalltown. Motor Carrier—Interstate Freight—Revocation of Certificate

No. 527. Certificate No. 527 revoked under date of June 7, 1935, because of discontinuance of service.

Filed May 16, 1935. Closed June 7, 1935.

No. H-2270—1935. R. A. Greene, Missouri Valley. Application for authority to operate as a motor carrier of interstate freight between the west line of the state at Council Bluffs and Missouri Valley. Certificate No. 584 issued under date of August 6, 1935.

Filed May 27, 1935. Closed August 6, 1935.

No. H-2272—1935. Watson Brothers Transfer Co., Inc., Nebraska City, Nebraska. Application for authority to operate as a motor carrier of interstate freight over various routes. Granted by amending and extending Certificate No. 360 under date of September 25, 1935.

Filed June 13, 1935. Closed September 25, 1935.

No. H-2275—1935. White Line Motor Freight Company, Inc., Des Moines. Motor Carrier—Interstate Freight—Revocation of Certificate No. 520. Certificate No. 520 revoked under date of June 25, 1935, because of discontinuance of service.

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

No. H-2276—1935. Charles T. Durand, owner and operator National Transfer Company, Marshalltown. Application for authority to operate as a motor carrier of interstate freight between Cedar Rapids and the south line of the state at Keokuk, between Cedar Rapids and the east line of the state at Clinton, between Des Moines and the south line of the state near Lamoni. Granted by amending and extending Certificate No. 532 under date of July 3, 1935.

Filed June 24, 1935. Closed July 3, 1935.

No. H-2280—1935. James G. Minert, Waukon. Motor Carrier—Freight—Application for refund of overpayment of taxes by wrongly reporting capacities of units operated. Granted by Order in the amount of \$47.14, under date of June 28, 1935, as follows:

WHEREAS, James G. Minert, doing business as Black Hawk Freight Line, Waukon, Iowa, holds Certificate of Convenience and Necessity No. 268 permitting motor carrier service over various routes, among others, Routes Nos. 1 and 4A between Waterloo and Oelwein and between Strawberry Point and Waukon, excluding Garnavillo, and

WHEREAS, The units operated over said Routes Nos. 1 and 4A during the months of January, February and March, 1935, Cars Nos. 4 and 5 and 6 and 7, were reported as having gross weights of 17,130 pounds and 17,970 pounds, respectively, and

WHEREAS, The gross weight of said Cars, Nos. 4 and 5 and 6 and 7 are according to scale weight tickets and registered capacities 13,130 pounds and 13,970 pounds, respectively, and

WHEREAS, During each of the months January, February and March, 1935, the said James G. Minert did in error compute and pay taxes on the basis of the greater gross weights of the said Cars Nos. 4 and 5 and 6 and 7, and

WHEREAS, The said James G. Minert has made application to this Board for an adjustment of the error in the computation of the taxes incurred on the operations of the said equipment during the period January to March, 1935, inclusive, and

WHEREAS, The said James G. Minert has paid in excess of the amount due because of said error the sum of \$47.14, a portion of which has been used for the administration and enforcement of the law and

the balance allocated and paid over to Clayton, Fayette, Black Hawk, Buchanan and Allamakee County Boards of Supervisors for the maintenance and repair of the highways;

NOW, THEREFORE, The Tax Auditor for this Commission is hereby authorized and directed to adjust the error made by the said James G. Minert in the computation of the taxes for the months of January, February and March, 1935, by crediting the account of the said James G. Minert with \$47.14 to be deducted in the proper proportion from the taxes hereinafter incurred by the said motor carrier on operations within Clayton, Fayette, Black Hawk, Buchanan and Allamakee Counties.

Filed June 27, 1935. Closed June 28, 1935.

No. H-2282—1935. G. E. Bruce, owner and operator Bruce Transfer & Storage Company, Des Moines, and Bruce Transfer & Storage Company, a partnership composed of G. E. and E. I. Bruce, both of Des Moines. Motor Carrier—Interstate Freight—Application for approval of transfer of Certificates Nos. 385 and 460 to Bruce Transfer & Storage Company, a partnership composed of G. E. and E. I. Bruce, Des Moines. Transfer approved under date of July 1, 1935.

Filed May 29, 1935. Closed July 1, 1935.

No. H-2283—1935. Fred A. Guinn, Des Moines. Application for authority to operate as a motor carrier of freight between Des Moines and Perry. Hearing on the above application, originally fixed for July 30, 1935, was fixed for July 26, 1935, at the Board's office in Des Moines. Hearing called at office of the Board July 26, 1935, and at the request of applicant was continued to a date to be named later. The Board fixed September 26, 1935, at its office, Des Moines, for hearing the above application. The application in this case was withdrawn by applicant on August 26, 1935.

Filed July 1, 1935. Closed August 27, 1935.

No. H-2285—1935. Hartliep Transit Company, a corporation, Sioux City, and Brady Transfer & Storage Company, doing business as Brady Freight Lines, Fort Dodge. Motor Carrier—Freight—Application for approval to transfer Certificate of Convenience and Necessity No. 536 to Brady Transfer & Storage Co., doing business as Brady Freight Lines, Fort Dodge. Granted by resolution under date of July 8, 1935.

Filed July 5, 1935. Closed July 10, 1935.

No. H-2287—1935. Earl T. Hagerman, Omaha, Nebraska. Motor Carrier—Interstate Freight—Application to reinstate Certificate No. 311. Granted by resolution reinstating Certificate No. 311 under date of July 12, 1935.

Filed July 9, 1935. Closed July 12, 1935.

No. H-2288—1935. Katherine Bos, doing business as Bos Freight Line, Marshalltown. Application for authority to operate as a motor carrier of interstate freight over various routes. Under date of July 12, 1935, a new application was filed requesting additional authority, and, therefore, this case is closed.

Filed July 3, 1935. Closed September 6, 1935.

No. H-2289—1935. Bland and Hughes, a partnership composed of L. E. Bland and Harold E. Hughes, Corning. Motor Carrier—Interstate Freight—Application to amend and extend Certificate No. 501 to permit interstate service into Fontanelle, Iowa. Application not completed and, therefore, this case is dismissed without prejudice.

Filed June 24, 1935. Closed August 3, 1935.

No. H-2290—1935. American Transfer & Storage Company, Cedar Rapids. Motor freight terminal at Cedar Rapids—Revocation of Cer-

tificate of Compliance No. 6. Granted by resolution revoking Certificate of Compliance No. 6 under date of July 12, 1935.

Filed July 12, 1935. Closed July 12, 1935.

No. H-2293—1935. J. W. Griffin, doing business as "Motor-Ways," Des Moines. Application for authority to operate as a motor carrier of interstate freight over various routes. Certificate No. 583 issued July 25, 1935.

Filed July 8, 1935. Closed July 25, 1935.

No. H-2296—1935. Katherine Bos, doing business as Bos Freight Line, Marshalltown. Application for authority to operate as a motor carrier of interstate freight between Des Moines and Marshalltown. Supplemental application filed and, therefore, this case is dismissed without prejudice.

Filed July 23, 1935. Closed October 19, 1935.

No. H-2297—1935. W. J., J. G. and W. O. Phippen, doing business as Phippen Trucks, Russell, and Dave Redman, doing business as Redman Transfer Company, Ottumwa. Motor Carrier—Freight—Application for approval to transfer Certificates of Convenience and Necessity Nos. 267 and 419 to Dave Redman, owner and operator Redman Transfer Company, Ottumwa. Granted by resolution under date of September 12, 1935.

Filed July 23, 1935. Closed September 12, 1935.

No. H-2299—1935. Katherine Bos, doing business as Bos Freight Line, Marshalltown. Motor Carrier—Interstate Freight—Application to amend and extend Certificate No. 574 to permit in addition to the authority now conveyed therein the transportation of freight of a strictly interstate character, one way from Ackley to Waterloo, one way from Waterloo to Cedar Rapids; between Cedar Rapids and Marshalltown, one way from Waterloo to Marshalltown and one way from Colo to Iowa Falls. Granted by resolution dated July 26, 1935.

Filed July 12, 1935. Closed July 26, 1935.

No. H-2300—1935. Cooper-Jarrett, Inc., Kansas City, Missouri. Motor Carrier—Interstate Freight—Application to amend and extend Certificate No. 558 permitting the transportation of freight, interstate exclusively, between the east line of the state at Clinton to the west line of the state at Council Bluffs. Granted by resolution dated July 27, 1935.

Filed July 5, 1935. Closed July 27, 1935.

No. H-2301—1935. Frank Eichholz, doing business as Riteway Motor Service, St. Louis, Missouri. Application for authority to operate as a motor carrier of interstate freight over various routes. Certificate No. 585 issued August 7, 1935.

Filed July 26, 1935. Closed August 7, 1935.

No. H-2302—1935. J. W. Griffin, doing business as Motor-Ways, Des Moines. Motor Carrier—Interstate Freight—Application to amend and extend Certificate No. 583 to permit, in addition to the authority now conveyed therein, the transportation of freight of a strictly interstate character from the east line of the state at Clinton to Des Moines, and from the east line of the state at Davenport to Des Moines. Granted by resolution dated July 29, 1935.

Filed July 16, 1935. Closed July 29, 1935.

No. H-2303—1935. E. A. Blake Lines, Inc., Omaha, Nebraska. Motor Carrier—Interstate Freight—Application to revoke portions of route under Certificate No. 565 from the east line of the state at Clinton to the west line of the state at Council Bluffs, from the west line of the

state at Council Bluffs to the west line of the state at Sioux City, from the east line of the state at Clinton to the west line of the state at Sioux City, and from Des Moines to Ames. Granted by resolution dated July 29, 1935. Resolution reinstating a portion of the operating rights under Certificate No. 565, one way from the east line of the state at Clinton to the west line of the state at Council Bluffs, from the east line of the state at Davenport to the west line of the state at Council Bluffs, from the west line of the state at Council Bluffs to the west line of the state at Sioux City, one way from the east line of the state at Clinton to the west line of the state at Sioux City, from Des Moines to Ames, issued October 8, 1935.

Filed July 5, 1935. Closed October 8, 1935.

No. H-2304—1935. H. E. Knight, doing business as Knight's Freight Transfer, Mabel, Minnesota. Application for authority to operate as a motor carrier of interstate freight over various routes. Certificate No. 586 issued under date of August 26, 1935.

Filed July 30, 1935. Closed August 26, 1935.

No. H-2307—1935. Prairie State Lines, Inc., Chicago, Illinois. Motor Carrier—Interstate Freight—Revocation of Certificate No. 551. Resolution revoking Certificate No. 551 issued under date of August 5, 1935.

Filed August 5, 1935. Closed August 5, 1935.

No. H-2309—1935. J. E. Eldridge, Indianola. Motor Carrier—Interstate Freight—Revocation of Certificate No. 431. Resolution revoking Certificate No. 431 issued under date of August 20, 1935, because of discontinuance of service.

Filed August 19, 1935. Closed August 20, 1935.

No. H-2311—1935. Wayne W. Clayton, owner and operator Waterloo Transfer Company, Waterloo. Application for authority to operate as a motor carrier of interstate freight between Council Bluffs, Carroll-Auburn, Rockwell City and Waterloo. Certificate No. 587 issued under date of September 6, 1935.

Filed August 20, 1935. Closed September 7, 1935.

No. H-2312—1935. R. A. Campbell, Rockwell. Motor Carrier—Freight—Revocation of Certificate of Convenience and Necessity No. 32 between Rockwell and Mason City. Granted by resolution dated August 21, 1935, because of discontinuance of service.

Filed August 21, 1935. Closed August 21, 1935.

No. H-2316—1935. Kaiser Truck Service, Inc., Quincy, Illinois. Motor Carrier—Interstate Freight—Application to amend and extend Certificate No. 410 to permit, in addition to the authority now conveyed therein, the transportation of freight of a strictly interstate character between Des Moines and Waterloo and between Waterloo and Independence. Granted by resolution dated August 28, 1935.

Filed August 9, 1935. Closed August 28, 1935.

No. H-2317—1935. Loren L. Adams, owner and operator Osceola Transfer Company, Osceola, and Burlington Motor Freight Lines, Des Moines. Motor Carrier—Freight—Application for approval to transfer Certificate of Convenience and Necessity No. 177 to Burlington Motor Freight Lines, a corporation, Des Moines. Granted by resolution issued September 12, 1935.

Filed August 29, 1935. Closed September 12, 1935.

No. H-2319—1935. Western Freight Lines, Inc., Chicago, Illinois. Motor Carrier—Interstate Freight—Application to amend and extend Certificate No. 421 to permit, in addition to the authority now conveyed therein, the transportation of freight of a strictly interstate character between Cedar Rapids and the west line of the state at Sioux City,

and between Des Moines and the west line of the state at Council Bluffs. Granted by resolution dated August 31, 1935.

Filed August 10, 1935. Closed September 3, 1935.

No. H-2320—1935. Keeshin Motor Express Company, Chicago, Illinois. Application for authority to operate as a motor carrier of interstate freight over various routes. Certificate No. 590 issued September 21, 1935.

Filed August 30, 1935. Closed September 23, 1935.

No. H-2321—1935. Reliable Transit Company, Chicago, Illinois. Motor Carrier—Interstate Freight—Application to amend and extend Certificate No. 575 to permit, in addition to the authority now conveyed therein, the transportation of freight of a strictly interstate character between Cedar Rapids and the east line of the state at Dubuque. Granted by resolution dated September 4, 1935.

Filed August 14, 1935. Closed September 4, 1935.

No. H-2322—1935. Joseph L. Leonard, administrator of the estate of L. L. Loomis, and Ruth Mae Loomis of Griswold. Motor Carrier—Freight—Application for approval of transfer of Certificate of Convenience and Necessity No. 241 to Ruth Mae Loomis, Griswold. Granted by resolution issued September 10, 1935.

Filed August 6, 1935. Closed September 10, 1935.

No. H-2323—1935. Francis Smith, St. Paul, Minnesota. Application for authority to operate as a motor carrier of interstate freight between Dubuque and the north line of the state near Burroak. Certificate No. 588 issued September 11, 1935.

Filed August 28, 1935. Closed September 11, 1935.

No. H-2326—1935. Alfred A. Piorier, owner and operator Piorier Trucking Company, Milwaukee, Wisconsin. Application for authority to operate as a motor carrier of interstate freight over various routes. Certificate No. 589 issued September 18, 1935.

Filed August 27, 1935. Closed September 19, 1935.

No. H-2331—1935. Whitney Transfer Company, a partnership composed of Clyde Whitney and G. R. Whitney, Omaha, Nebraska. Motor Carrier—Interstate Freight—Revocation of Certificate No. 446. Resolution revoking above certificate issued on September 9, 1935, because of discontinuance of service.

Filed August 2, 1935. Closed September 9, 1935.

No. H-2332—1935. Ray Seaton, owner and operator Seaton Freight Lines, Davenport. Motor Carrier—Freight—Application to amend Certificates of Convenience and Necessity Nos. 54 and 315 and Certificate No. 553 to show address as Davenport, Iowa, instead of Cedar Rapids, Iowa. Granted by resolution under date of September 9, 1935.

Filed September 5, 1935. Closed September 9, 1935.

No. H-2333—1935. White Lines, a partnership composed of Elsie Kramer and Alfred Scotland, Chicago, Illinois. Application for authority to operate as a motor carrier of interstate freight between the east line of the state at Clinton and the north line of the State near Mona. The applicant withdrew the application and, therefore, this case is closed without prejudice.

Filed September 10, 1935. Closed November 16, 1935.

No. H-2335—1935. Reliable Transit Company, Chicago, Illinois. Motor Carrier—Interstate Freight—Application to amend and extend Certificate No. 575 to permit of the transportation of interstate freight between

Fort Dodge and Waterloo, Iowa. Granted by resolution under date of September 27, 1935.

Filed September 9, 1935. Closed September 27, 1935.

No. H-2336—1935. Merchants Motor Freight, Inc., Des Moines. Motor Carrier—Interstate Freight—Application to amend and extend Certificate No. 507 to permit the transportation of interstate freight between Cedar Rapids and Homestead, Iowa, over U. S. Highway No. 149. Granted by resolution under date of September 24, 1935.

Filed September 10, 1935. Closed September 24, 1935.

No. H-2337—1935. Tilmar C. Berg, Starbuck, Minnesota. Motor Carrier—Revocation of Certificate No. 552. Revoked by resolution on September 11, 1935, on account of no service being performed.

Filed September 11, 1935. Closed September 11, 1935.

No. H-2339—1935. Stanley L. Wasie, doing business as Merchants Motor Freight Co., Minneapolis, Minnesota. Application for authority to operate as a motor carrier of interstate freight between the north line of the state near Northwood and Des Moines over U. S. Highway No. 65. Granted by resolution amending and extending Certificate No. 442 on September 24, 1935.

Filed September 12, 1935. Closed September 24, 1935.

No. H-2340—1935. Prairie State Lines, Inc., Chicago, Illinois. Motor Carrier—Interstate Freight—Application to reinstate Certificate No. 551 permitting the transportation of interstate freight between the east line of the state at Davenport and Des Moines, between the east line of the state at Davenport and the west line of the state at Council Bluffs, between the east line of the state at Clinton 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 at Sioux City. Granted by resolution on September 14, 1935.

Filed August 24, 1935. Closed September 14, 1935.

No. H-2341—1935. Carey Brothers & Speer, a partnership composed of C. N. Speer, Laurence Carey and Albert Carey, all of Westbrook, Minnesota. Motor Carrier—Interstate Freight—Revocation of Certificate No. 534. Revoked by resolution dated September 16, 1935, on account of discontinuance of service.

Filed September 9, 1935. Closed September 16, 1935.

No. H-2342—1935. Earl Butterworth, Humboldt. Application for authority to operate as a motor carrier of interstate freight between Fort Dodge and the north line of the state over U. S. Highway No. 169. Granted by Certificate No. 592 under date of September 30, 1935.

Filed September 16, 1935. Closed September 30, 1935.

No. H-2346—1935. Hoey Cartage Company, a corporation of Chicago, Illinois. Motor Carrier—Interstate Freight—Application to amend and extend Certificate No. 470 to permit of the transportation of interstate freight exclusively eastbound over U. S. Highway No. 6 between the west line of the state at Council Bluffs and the east line of the state at Davenport; between the north line of the state near Mona and Cedar Rapids; and between the east line of the state at Dubuque and the north line of the state near Burroak. Granted by resolution on September 30, 1935.

Filed September 17, 1935. Closed October 1, 1935.

No. H-2348—1935. Dave Redman, Owner and Operator Redman Transfer Company, Ottumwa. Application for authority to operate as a motor carrier of interstate freight between Red Oak and the west

line of the state at Council Bluffs. Granted by Certificate No. 591 on September 20, 1935.

Filed September 12, 1935. Closed September 20, 1935.

No. H-2352—1935. Clarence E. Miller, Corning. Motor Carrier—Interstate Freight—Revocation of Certificate No. 578. Revoked by resolution on September 26, 1935, on account of operator's failure to comply with the insurance requirements of the Law and the Board's Rules and Regulations Governing the Operation of Motor Carriers.

Filed September 25, 1935. Closed September 26, 1935.

No. H-2357—1935. Thompson Truck Line, Mt. Ayr, a partnership composed of James and Jasper Thompson, both of Mt. Ayr. Motor Carrier—Interstate Freight—Revocation of Certificate No. 438. Revoked by resolution on October 1, 1935, on account of discontinuance of service.

Filed September 30, 1935. Closed October 1, 1935.

No. H-2358—1935. Watson Brothers Transfer Company, Inc., Nebraska City, Nebraska. Application for authority to operate as a motor carrier of interstate freight between Des Moines and the east line of state at Davenport via U. S. Highway No. 6 and between Creston and the east line of the state at Burlington via U. S. Highway No. 34. Granted by resolution amending and extending Certificate No. 360 under date of September 30, 1935.

Filed September 28, 1935. Closed October 1, 1935.

No. H-2359—1935. Stanley Jackson, Oskaloosa. Motor Carrier—Passenger—Application to amend Certificate of Convenience and Necessity No. 19 to show address as Keokuk, Iowa, instead of Oskaloosa, Iowa. Granted by resolution under date of October 3, 1935.

Filed October 1, 1935. Closed October 3, 1935.

No. H-2360—1935. Hanks & Watson, Missouri Valley, a partnership composed of Everette J. Hanks and Harland R. Watson, both of Missouri Valley. Motor Carrier—Interstate Freight—Revocation of Certificate No. 480. Revoked by resolution dated October 2, 1935, for failure to comply with the Rules and Regulations of the Board of Railroad Commissioners of the State of Iowa in the matter of filing daily records and monthly reports and providing an effective insurance policy or policies.

Filed October 1, 1935. Closed October 2, 1935.

No. H-2361—1935. Glen Henry, Villisca. Application for authority to operate as a motor carrier of interstate freight between the west line of the state at Council Bluffs and Villisca, between Villisca and Nodaway, and from the junction of U. S. Highway No. 34 and Iowa Highway No. 41 to Malvern. Withdrawn by applicant.

Filed September 28, 1935. Closed October 23, 1935.

No. H-2364—1935. Bert Canon, Carson. Motor Carrier—Freight—Application to amend Certificate of Convenience and Necessity No. 53 to show address as Griswold, Iowa, instead of Carson, Iowa. Granted by resolution under date of October 3, 1935.

Filed October 2, 1935. Closed October 3, 1935.

No. H-2368—1935. Clipper Motor Freight Lines, Inc., St. Paul, Minnesota. Motor Carrier—Interstate Freight—Revocation of Certificate No. 548. Revoked by resolution dated October 9, 1935, on account of failure to file monthly reports or provide an effective insurance policy or policies.

Filed October 9, 1935. Closed October 9, 1935.

No. H-2369—1935. E. M. Holton, owner and operator Holton Truck

Line, Minneapolis, Minnesota. 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 north line of the state near St. Ansgar, via U. S. Highways Nos. 30 and 218. Withdrawn.

Filed October 7, 1935. Closed November 1, 1935.

No. H-2370—1935. Burlington Transportation Company, a corporation of Chicago, Illinois. Motor Carrier—Passenger and Limited Freight—application to amend description of route within Des Moines under Certificate of Convenience and Necessity No. 362. Granted by resolution under date of October 11, 1935.

Filed October 11, 1935. Closed October 11, 1935.

No. H-2374—1935. John O. Williams, doing business as Western Trucking Company, Cleveland, Ohio. Motor Carrier—Interstate Freight—Revocation of Certificate No. 479. Revoked on October 14, 1935, on account of no service having been performed.

Filed October 4, 1935. Closed October 14, 1935.

No. H-2379—1935. L. L. Laird, owner and operator West of the River Transportation Company, Gregory, South Dakota. Motor Carrier—Interstate Freight—Reinstatement of Certificate No. 354. The above operator having furnished surety bond as required by Rule 53 of the Rules and Regulations Governing the Operation of Motor Carriers, Certificate No. 354, permitting the transportation of interstate freight one way northbound from the west line of the state at Council Bluffs to the west line of the state at Sioux City, was reinstated by resolution dated October 19, 1935.

Filed October 18, 1935. Closed October 19, 1935.

No. H-2384—1935. Corn Belt Transportation Company, Chicago, Illinois, a partnership composed of C. A. Kuhnes, Ottumwa, R. A. Kuhnes, Chicago, Illinois, and L. M. Kuhnes, Omaha, Nebraska, and Burlington Transportation Company, Chicago, Illinois. Motor Carrier—Interstate Freight—Application for approval of transfer of Certificate No. 472 to the Burlington Transportation Company. Granted by resolution dated November 12, 1935.

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

No. H-2387—1935. Maynard Smith, Omaha, Nebraska. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Ottumwa, Hedrick, Martinsburg, Sigourney, Webster, South English, North English, Parnell, Williamsburg, Conroy Junction, South Amana, Homestead, Amana, Walford, Fairfax and Cedar Rapids. Withdrawn by applicant.

Filed October 18, 1935. Closed October 25, 1935.

No. H-2388—1935. Interstate Transit Lines, a corporation of Omaha, Nebraska. Motor Carrier—Passenger and a limited amount of freight—Application to amend Certificate of Convenience and Necessity No. 47 to describe route as now relocated between Des Moines and Indianola. Granted by resolution dated November 1, 1935.

Filed October 25, 1935. Closed November 4, 1935.

No. H-2389—1935. Interstate Transit Lines, a corporation, Omaha, Nebraska. Motor Carrier—Passenger and a limited amount of freight—Application to amend Certificate of Convenience and Necessity No. 96 to describe route as relocated between Des Moines and Ames and between Des Moines and Boone. Granted by resolution dated November 1, 1935.

Filed October 25, 1935. Closed November 4, 1935.

No. H-2390—1935. Interstate Transit Lines, a corporation of Omaha, Nebraska. Motor Carrier—Passenger and a limited amount of freight

—Application to amend Certificate of Convenience and Necessity No. 116 to describe route as relocated between Ames and Fort Dodge. Granted by resolution under date of November 1, 1935.

Filed October 25, 1935. Closed November 4, 1935.

No. H-2391—1935. Interstate Transit Lines, a corporation of Omaha, Nebraska. Motor Carrier—Passenger and a limited amount of freight. Application to amend Certificate of Convenience and Necessity No. 146 to describe route as relocated between Fort Dodge and Algona. Granted by resolution dated November 1, 1935.

Filed October 25, 1935. Closed November 4, 1935.

No. H-2392—1935. Interstate Transit Lines, a corporation of Omaha, Nebraska. Motor Carrier—Passenger and a limited amount of freight—Application to revoke routes Nos. 1, 2, 11, 12 and 13 authorized under Certificate of Convenience and Necessity No. 253 and to substitute in lieu thereof Route 17 between Cedar Rapids, Mount Vernon, Lisbon, Mechanicsville, Stanwood, Tipton, Bennett, New Liberty, Plainview, Maysville and Davenport, and Route No. 18 between Des Moines, Altoona, Mitchellville, Colfax, Newton, Kellogg, Grinnell, Brooklyn, Carnforth, Victor, Ladora, Marengo, Lower South Amana, Homestead, Amana, Walford, Fairfax and Cedar Rapids. Granted by resolution dated November 1, 1935.

Filed October 25, 1935. Closed November 4, 1935.

No. H-2393—1935. Interstate Transit Lines, a corporation of Omaha, Nebraska. Motor Carrier—Passenger and a limited amount of freight—Application to amend Certificates of Convenience and Necessity Nos. 4 and 169 to eliminate the routes shown thereunder and in lieu thereof substitute Consolidated Route No. 1 between Des Moines, Prairie City, Monroe, Otley, Pella, Oskaloosa, Cedar, Fremont and Ottumwa. Granted by resolution under date of November 1, 1935.

Filed October 25, 1935. Closed November 4, 1935.

No. H-2394—1935. Charles T. Durand, doing business as National Transfer Company, Marshalltown. Application for a limited Motor Freight Terminal at 114-116 East Seventh street, Waterloo. Granted by Certificate of Compliance issued October 25, 1935.

Filed October 25, 1935. Closed October 31, 1935.

No. H-2410—1935. M. L. Lambert, doing business as Superior Truck Lines, Chicago, Illinois, and Lambert Transportation Company Inc., Chicago, Illinois. Motor Carrier—Interstate Freight—Application to transfer Certificate No. 426 from individual to corporation. Granted by resolution dated December 2, 1935.

Filed November 19, 1935. Closed December 2, 1935.

No. H-2411—1935. Paul Strait, Rock Rapids, and Strait Transportation Company, a partnership composed of E. E. Strait and Nolia Strait, both of Rock Rapids. Motor Carrier—Interstate Freight—Application for approval of transfer of Certificate No. 144 to the Strait Transportation Company. Granted by resolution dated November 30, 1935.

Filed November 25, 1935. Closed November 30, 1935.

Orders and Warrants Issued During the Current Year to Levy Upon Property of Motor Carriers and by the Sale Collect Delinquent Taxes and Penalties

June 8, 1935. William F. Hendrick, Rock Island, Illinois. Tax and penalty for September and October, 1934. Amount \$224.76.

July 11, 1935. H. G. Albaugh, Des Moines, Iowa. Tax and penalty for April, 1934. Amount \$99.74.

Cases Involving Alleged Illegal Motor Carrier Operation

No. HA-662—1934. Brady Transfer & Storage Company, Fort Dodge. Motor Carrier—Freight—Alleged unlawful operations between Fort Dodge and Sioux City. The Board issued the following order under date of December 31, 1934: (See page 185—1934 Report.)

Now on this 31st day of December, 1934, the Commission had before it the question as to the amount of motor carrier taxes due the Commission by the Brady Transfer & Storage Company, Doing Business As Brady Motor Freight Line. That the Commerce Counsel was represented by J. H. Henderson, Commerce Counsel of Iowa, and Stephen Robinson, Assistant Commerce Counsel, and the Brady Transfer & Storage Company was represented by Rex Fowler. The Commerce Counsel, under the directions of this Commission, on or about March 21, 1934, filed with the Clerk of the District Court of Woodbury County, a petition, No. 61578, asking that the Court issue a temporary and permanent injunction on account of the illegal motor carrier operation of the Brady Transfer & Storage Company; and on March 28, 1934 a temporary writ of injunction was issued. The said Brady Transfer & Storage Company filed with this Commission an application for certificate, and a certificate of Convenience and Necessity was issued on the 19th day of September, 1934, in Docket No. H-1896. After reviewing the evidence the Commission hereby finds that the motor carrier taxes due the State of Iowa, ex rel. Board of Railroad Commissioners, from the Brady Transfer & Storage Company on illegal operation is the amount of four hundred and 21/100 (\$400.21) dollars which has been tendered to the Commission this 31st day of December, 1934. The Commission further finds that the court costs in the above referred to petition shall be paid by the Brady Transfer & Storage Company, and that the said case be dismissed without prejudice to the Commission.

Therefore it is hereby ordered by the Commission that upon payment of the above four hundred and 21/100 (\$400.21) dollars and the court costs the Commerce Counsel shall present the petition to the District Court of Woodbury County for final decree and dismissal.

Cases Involving Alleged Illegal Motor Carrier Operation

No. HA-469—1935. Kropf & Potter, a partnership composed of Charles Kropf and Fred Potter, Perry. Alleged illegal freight motor carrier operation between Des Moines, Perry and nearby towns. Investigation failed to disclose that this operation was amenable to the Motor Carrier law, and the case was closed.

Filed May 4, 1932. Closed October 28, 1935.

No. HA-682—1935. Prairie State Lines, Inc., Chicago, Illinois. Motor Carrier—Freight—Alleged illegal operation. Investigation disclosed this service was in violation of the Motor Carrier law and was properly authorized upon receipt of application. A payment of \$200.66 in full settlement of back taxes was accepted by the Board.

Filed May 4, 1934. Closed December 31, 1934.

No. HA-709—1935. N. A. Anderson, Minneapolis, Minnesota. Motor Carrier—Freight—Alleged illegal operation. Under date of July 27, 1934, this operator was checked at Charles City, Iowa, and fined \$25.00 and costs by the Justice of the Peace at that point for operating illegally. He agreed to make application for an interstate Certificate but the papers were never completed and the operation was discontinued.

Filed July 30, 1934. Closed March 18, 1935.

No. HA-711—1935. T. & M. Transportation Company, Denver, Colorado. Motor Carrier—Freight—Alleged illegal operation. Investigation developed this operator was performing service as an interstate Motor Carrier and was fined under date of August 21, 1934, at Boone, Iowa, for operating without authority of a Certificate. On April 12, 1935, Certificate No. 566 permitting interstate operation was issued, and the case was therefore, closed.

Filed August 23, 1934. Closed April 12, 1935.

No. HA-717—1935. Truck Express, Inc., Minneapolis, Minnesota. Alleged illegal freight motor carrier operations. Investigation disclosed service not amenable to law.

Filed December 17, 1934. Closed January 17, 1935.

No. HA-718—1935. J. A. Dennis, owner and operator Independent Transfer Company, Knoxville. Motor Carrier—Freight—Complaint as to failure to deliver C. O. D. shipment forwarded by Luthe Hardware Company, Des Moines. Satisfactorily adjusted.

Filed December 13, 1934. Closed January 5, 1935.

No. HA-719—1935. William E. Howell, doing business as Iowa Southern Red Ball Trucking Company, Cedar Rapids. Motor Carrier—Freight—Alleged illegal operation. This investigation developed that the service furnished was under contract only but that a Truck Operator permit was desired. Before a permit was taken out this truck was repossessed, and the case was closed.

Filed January 8, 1935. Closed April 1, 1935.

No. HA-721—1935. Albaugh Transfer, Des Moines. Motor Carrier—Freight—Alleged illegal operation. Investigation did not reveal this operator was violating the law.

Filed February 7, 1934. Closed July 11, 1935.

No. HA-722—1935. Dohrn Transfer Company, Rock Island, Illinois v. Dave Redman, owner and operator Redman Transfer Co., Ottumwa. Motor Carrier—Freight—Complaint regarding C. O. D. and prepaid shipments. Satisfactorily adjusted.

Filed January 14, 1935. Closed March 13, 1935.

No. HA-727—1935. E. J. Stewart, Clinton. Motor Carrier—Freight—Alleged illegal operation. Investigation developed this service was that of a private contract carrier.

Filed March 13, 1935. Closed May 8, 1935.

No. HA-729—1935. A. L. Edwards, Missouri Valley. Motor Carrier—Freight—Alleged illegal operation. Investigation developed this operation was not in violation of law.

Filed April 9, 1935. Closed April 25, 1935.

No. HA-730—1935. Roy Green, Missouri Valley. Motor Carrier—Freight—Alleged illegal operation. Investigation developed this service is not in violation of law. Mr. Green has made application for an interstate Motor Carrier certificate between the west line of the state at Council Bluffs and Missouri Valley.

Filed April 9, 1935. Closed April 25, 1935.

No. HA-743—1935. Interstate Transit Lines, Omaha, Nebraska. Motor Carrier—Passenger—Alleged illegal operation. This complaint alleged that tickets were being sold in the Clinton-Wheatland territory contrary to the restrictions in effect, as, for instance, from Fulton, Illinois, to Low Moor Junction, the passenger boarding the bus at Clinton, Iowa. Instructions were issued to discontinue the practice, and apparently the complaint has been taken care of.

Filed June 11, 1935. Closed July 12, 1935.

No. HA-744—1935. Sam Chestnutwood, De Soto. Motor Carrier—Freight—Alleged illegal operation. Investigation developed this service was not in violation of the Motor Carrier law and operator agreed to take out a Truck Operator permit in case he remained in the trucking business.

Filed June 18, 1935. Closed July 30, 1935.

No. HA-745—1935. Ivan Campbell, Harlan. Motor Carrier—Freight—Alleged illegal operation. Investigation disclosed that this Truck Operator was not performing a Motor Carrier service.

Filed June 27, 1935. Closed July 12, 1935.

No. HA-750—1935. Brady Transfer & Storage Company, doing business as Brady Freight Lines, Fort Dodge. Motor Carrier—Freight—Alleged illegal operation. Under date of August 21, 1935, equipment operated by the above carrier was checked at Ames, Iowa, as constituting a Motor Carrier service, between the east line of the state at Clinton and the west line at Council Bluffs over Highway No. 30, and information filed in Judge Luke's Court at Ames, Iowa, charging violation of the Motor Carrier law. The operator pleaded guilty and paid a \$40.00 fine and costs.

Filed August 22, 1935. Closed September 14, 1935.

No. HA-753—1935. Dave Redman, owner and operator Redman Transfer Company, Ottumwa. Motor Carrier—Freight—Alleged illegal operation—various points. Under date of October 26, 1935, the above operator pleaded guilty to unlawful Motor Carrier operation before the Justice of the Peace at Ottumwa, Iowa, and was fined \$20.00 and \$4.00 costs. He agreed to cease the unauthorized operation.

Filed August 26, 1935. Closed November 2, 1935.

No. HA-754—1935. Ed Main, Centerville. Motor Carrier—Passenger—Alleged illegal operation. Investigation developed that the above operator, who carries mail between Albia and Centerville, had been carrying passengers for hire. It was claimed he did not know such service to be a law violation, and agreed to discontinue the practice.

Filed September 5, 1935. Closed September 20, 1935.

No. HA-760—1935. R. B. Fearing, owner and operator Clark's Freight Lines, Cedar Falls v. Brady Transfer & Storage Company, Fort Dodge. Motor Carrier—Freight—Interchange service and charges at Fort Dodge. After some correspondence in the above case the Board decided under date of October 31, 1935, relative to the inter-line shipments interchanged at Fort Dodge, Iowa, freight from the Brady Transfer and Storage Company for Clark's Freight Lines shall be delivered to the dock of the latter carrier, and shipments from Clark's Freight Lines for the Brady Transfer and Storage Company shall be delivered at the latter's dock for transportation over routes of the Brady Motor Freight Lines.

Filed September 18, 1935. Closed October 31, 1935.

No. HA-763—1935. Herman Schmidt, Valparaiso, Nebraska. Motor Carrier—Freight—Alleged illegal operation. Investigation developed that the above operator was performing a private contract service, and the file was closed.

Filed September 19, 1935. Closed October 17, 1935.

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, 1934, TO DECEMBER 31, 1934; AMOUNT OF SUCH TAX AND PENALTY COLLECTED TO JANUARY 1, 1936, AND AMOUNT OF SUCH TAX AND PENALTY UNPAID ON JANUARY 1, 1936.

Total amount of taxes assessed	\$ 328,622.71	
Total amount of penalties assessed	1,175.74	
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Total		\$ 329,798.45
Total amount of taxes and penalties collected	\$ 328,512.82	
Total amount of taxes and penalties unpaid	1,285.63	
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Total		\$ 329,798.45

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, 1934, to and including December 2, 1935, issued 1,696 permits to truck operators.

Warehouse Licenses

The following licenses for the operation of Bonded Warehouses were in effect at the close of December 2, 1935:

- J- 5—1928. Terminal Grain Corporation, Sioux City. Warehouse for agricultural products at Sioux City.
- J-11—1928. Victoria Elevator Company, Minneapolis, Minnesota. Warehouse for agricultural products at Davenport.
- J-22—1934. W. F. Wilde—Grain, Fonda. Warehouse for agricultural products at Fonda.
- J-31—1934. Granville Farmers Elevator, Granville. Warehouse for agricultural products at Granville.
- W- 1—1935. Purity Oats Company, Keokuk. Grain elevator warehouse at Keokuk.
- W- 2—1935. E. H. Tiedeman Grain Company, Fonda. Grain elevator warehouse at Fonda.
- W- 3—1935. Ames Grain & Coal Company, Ames. Grain elevator warehouse at Ames.
- W- 4—1935. Ames Grain & Coal Company, Ames. Grain elevator warehouse at Kelley.
- W- 5—1935. Ames Grain & Coal Company, Ames. Grain elevator warehouse at Napier.
- W- 6—1935. Piper Grain & Milling Company, Cedar Rapids. Grain elevator warehouse at Laurens.
- W- 7—1935. Piper Grain & Milling Company, Cedar Rapids. Grain elevator warehouse at Riverside.
- W- 8—1935. Piper Grain & Milling Company, Cedar Rapids. Grain elevator warehouse at Zaneta.
- W- 9—1935. Daugherty Grain Company, Varina. Grain elevator warehouse at Varina.
- W-10—1935. Malvern Milling Company, Malvern. Grain elevator warehouse at Malvern.
- W-11—1935. Scarville Elevator, Scarville. Grain elevator warehouse at Scarville.
- W-12—1935. A. Sterner & Company, Jordan. Grain elevator warehouse at Jordan.
- W-13—1935. Cedar Rapids Grain Company, Cedar Rapids. Grain elevator warehouse at Cedar Rapids.
- W-14—1935. Northwestern Seed Company, Inc., Keokuk. Other than grain elevator warehouse at Keokuk.
- W-15—1935. California Grain & Lumber Company, California. Grain elevator warehouse at California.
- W-16—1935. Loveland Elevator Company, Loveland. Grain elevator warehouse at Loveland.
- W-17—1935. Farmers Cooperative Elevator Company, Pierson. Grain elevator warehouse at Pierson.
- W-18—1935. Farmers Co-operative Elevator Society, Ottosen. Grain elevator warehouse at Ottosen.
- W-19—1935. E. A. Brown Company, Luverne, Minnesota. Grain elevator warehouse at Little Rock.
- W-20—1935. E. A. Brown Company, Luverne, Minnesota. Grain elevator warehouse at Ocheyedon.
- W-21—1935. E. A. Brown Company, Luverne, Minnesota. Grain elevator warehouse at Thompson.
- W-22—1935. Farmers Elevator Company, Rock Valley. Grain elevator warehouse at Rock Valley.
- W-23—1935. George Schissel, Varina. Grain elevator warehouse at Varina.
- W-24—1935. H. L. Munn Lumber Company, Ames. Grain elevator warehouse at Slater.

- W-25—1935. H. L. Munn Lumber Company, Ames. Grain elevator warehouse at Huxley.
- W-26—1935. D. Milligan Company, Jefferson. Grain elevator warehouse at Jefferson.
- W-27—1935. D. Milligan Company, Jefferson. Grain elevator warehouse at Cooper.
- W-28—1935. D. Milligan Company, Jefferson. Grain elevator warehouse at Grand Junction.
- W-29—1935. D. Milligan Company, Jefferson. Grain elevator warehouse at Farlin.
- W-30—1935. D. Milligan Company, Jefferson. Grain elevator warehouse at Adaza.
- W-31—1935. D. Milligan Company, Jefferson. Grain elevator warehouse at Farnhamville.
- W-32—1935. D. Milligan Company, Jefferson. Grain elevator warehouse at Herndon.
- W-33—1935. Farmers Grain & Supply Company, Paullina. Grain elevator warehouse at Paullina.
- W-34—1935. Central Iowa Grain Company, Toledo. Grain elevator warehouse at Toledo.
- W-35—1935. Central Iowa Grain Company, Toledo. Grain elevator warehouse at Grinnell.
- W-36—1935. Central Iowa Grain Company, Toledo. Grain elevator warehouse at Cedar Rapids.
- W-37—1935. Central Iowa Grain Company, Toledo. Grain elevator warehouse at Marengo.
- W-38—1935. Central Iowa Grain Company, Toledo. Grain elevator warehouse at Montour.
- W-39—1935. Central Iowa Grain Company, Toledo. Other than grain elevator warehouse at Toledo.
- W-40—1935. Central Iowa Grain Company, Toledo. Other than grain elevator warehouse at Grinnell.
- W-41—1935. Central Iowa Grain Company, Toledo. Other than grain elevator warehouse at Cedar Rapids.
- W-42—1935. Central Iowa Grain Company, Toledo. Other than grain elevator warehouse at Montour.
- W-43—1935. Fazel Brothers Company, Perry. Other than grain elevator warehouse at Perry.
- W-44—1935. Farmers Elevator Company, Laurel. Grain elevator warehouse at Laurel.
- W-45—1935. Flanley Grain Company, Sioux City. Grain elevator warehouse at Sioux City.
- W-46—1935. Speltz Grain & Coal Company, Albert Lea, Minnesota. Grain elevator warehouse at Meltonville.
- W-47—1935. Standard Warehouse Company, Centerville. Other than grain elevator warehouse at Centerville.
- W-48—1935. McKee Feed & Grain Company, Muscatine. Grain elevator warehouse at Muscatine.
- W-49—1935. Cargill Elevators, Inc., Minneapolis, Minnesota. Grain elevator warehouse at McIntire.
- W-50—1935. Cargill Elevators, Inc., Minneapolis, Minnesota. Operating as Anderson Grain Company, Rembrandt. Grain elevator warehouse at Rembrandt.
- W-51—1935. Cargill Elevators, Inc., Minneapolis, Minnesota. Operating as Anderson Grain Company, Spirit Lake. Grain elevator warehouse at Spirit Lake.
- W-52—1935. Cargill Elevators, Inc., Minneapolis, Minnesota. Operating as Theo. Sindt Grain Company, Lake Park. Grain elevator warehouse at Lake Park.
- W-53—1935. Cargill Elevators, Inc., Minneapolis, Minnesota. Operating as Farmers Cooperative Elevator Company, Alvord. Grain elevator warehouse at Alvord.

- W-54—1935. Huntting-Randall Company, Minneapolis, Minnesota. Grain elevator warehouse at Hartley.
- W-55—1935. C. B. Johnson Grain Company, Roland. Grain elevator warehouse at Roland.
- W-56—1935. Farmers Mutual Cooperative Company, Alton. Grain elevator warehouse at Alton.
- W-57—1935. Farmers Mutual Cooperative Company, Alton. Grain elevator warehouse at Carnes.
- W-58—1935. Farmers Elevator Company, Wallingford. Grain elevator warehouse at Wallingford.
- W-59—1935. Cedar Rapids Food Products Company, Cedar Rapids. Grain elevator warehouse at Cedar Rapids.

Bonded Warehouses

Under date of January 17, 1935, the Board adopted an interpretation of its bond requirement rule in connection with the operation of licensed warehouses under provisions of Chapter 426, Iowa Code, 1931, as follows:

"When a warehouseman issues his warehouse receipt against products owned by himself, and does not dispose of the title to such receipt except to the extent of using the receipt as collateral for a loan, he may, for the purpose of calculating the sufficiency of his bond, use the amount of the loan as the value of the product against which the receipt was issued."

Under date of July 15, 1935, the Board adopted a resolution providing that in the handling of matters in the Warehouse Department the routine executive orders approved by one Commissioner would be the act of the Board. This resolution applies to all such matters as the approval of applications for licenses and the approval and release of bonds but does not apply to original rulings affecting questions of policy or general principle.

Municipal Airports

No. M-31—1935. City of Mason City. Application for plans and specifications for a Municipal Airport at Mason City. In case this petition were granted it was the intention to abandon the airport described under Docket No. M-27—1934. It appears, however, that these plans were not carried to a completion, and the file is closed.

Filed September 18, 1934. Closed November 4, 1935.

Truck Operator Cases

No. N-215—1932. Iowa Truckers Association, Sioux City, Iowa, et al., Complainants v. All truck operators in Grundy County not listed as Complainants. Complaint—Uniform rates within Grundy County and between points therein and points in certain other counties. In as much as the complainants in this case have not advised the Commission that they were prepared to furnish the data provided for in the Decision and Order of March 24, 1932, the above named case is dismissed by the Commission, December 20, 1934.

Filed September 26, 1931. Closed December 20, 1934.

No. N-216—1932. Iowa Truckers Association Sioux City, et al., Complainants v. All truck operators in Buchanan County not listed as Complainants. Complaint—Uniform rates within Buchanan County and between points therein and points in certain other counties. In as much as the Complainants in this case have not advised the Commission that they were prepared to furnish the data provided for in the Decision and Order of March 24, 1932, the above named case is dismissed by the Commission, December 20, 1934.

Filed September 26, 1931. Closed December 20, 1934.

No. N-217—1932. Iowa Truckers Association Sioux City, Iowa, et al., Complainants v. All truck operators in Black Hawk County not listed as Complainants. Complaint—Uniform rates within Black Hawk County and between points therein and points in certain other counties. In as much as the Complainants in this case have not advised the Commission that they were prepared to furnish the data provided for in the Decision and Order of March 24, 1932, the above named case is dismissed by the Commission, December 20, 1934.

Filed September 26, 1931. Closed December 21, 1934.

No. N-219—1932. Board of Railroad Commissioners, Des Moines, Iowa. Truck Operator Rate Schedule No. 2—Revision of rate basis 1, 2 and 3 thereof. In as much as this Commission adopted a new Schedule of Rates, Effective January 15, 1932, to be known as Supplement No. 1 to truck operator rate schedule No. 2, this case is closed.

Filed September 8, 1931. Closed October 9, 1935.

No. N-43—1935. Ed. Kolkman, Yarmouth. Alleged illegal operations. Investigation failed to disclose sufficient evidence to warrant a hearing, and therefore, this case is closed.

Filed December 6, 1930. Closed November 19, 1935.

No. N-51—1935. Earl C. Townsend, Charles City. Alleged violation of rate schedule No. 2. Investigation disclosed that there was not sufficient evidence to warrant conviction. Case dismissed.

Filed July 3, 1930. Closed October 9, 1935.

No. N-213—1935. Theodore Ranschau, Rock Valley. Failure to assess rates and charges established by Commission. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed September 8, 1931. Closed October 9, 1935.

No. N-214—1935. Leo Stodden, Danbury. Failure to assess rates and charges established by Commission. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed September 10, 1931. Closed October 9, 1935.

No. N-218—1935. Earl Fisher, Rolfe. Failure to assess rates and charges established by Commission. The Board at this time does not

have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed October 10, 1931. Closed October 9, 1935.

No. N-220—1935. Niels P. Anderson, Correctionville. Failure to assess rates and charges established by Commission. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed December 4, 1931. Closed October 9, 1935.

No. N-221—1935. Case W. Vermulm, Sioux Center. Failure to assess rates and charges established by Commission. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed December 4, 1931. Closed October 9, 1935.

No. N-222—1935. Steffen Brothers, a partnership composed of Fred Steffen, Elmer Steffen and Carl Steffen, Remsen. Failure to assess rates and charges established by Commission. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed December 4, 1931. Closed October 9, 1935.

No. N-223—1935. John J. Hendriks, Rock Valley. Failure to assess rates and charges established by Commission. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, the case is closed.

Filed December 4, 1931. Closed October 9, 1935.

No. N-224—1935. E. H. Hamann, Mapleton. Failure to assess rates and charges established by Commission. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed December 4, 1931. Closed October 9, 1935.

No. N-225—1935. Harry Wahlberg, Merville. Failure to assess rates and charges established by Commission. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed December 4, 1931. Closed October 9, 1935.

No. N-226—1935. Leo L. Grossenburg, Rock Valley. Failure to assess rates and charges established by Commission. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed December 4, 1931. Closed October 9, 1935.

No. N-227—1935. W. F. Strampe, Paullina. Failure to assess rates and charges established by Commission. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed December 4, 1931. Closed October 9, 1935.

No. N-228—1935. Peter Nielsen, Jr., Paullina. Failure to assess rates and charges established by Commission. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed December 4, 1931. Closed October 9, 1935.

No. N-229—1935. James Yates, Ireton. Failure to assess rates and charges established by Commission. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed December 4, 1931. Closed October 9, 1935.

No. N-230—1935. John Rogers, Le Mars. Failure to assess rates and charges established by Commission. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed December 4, 1931. Closed October 9, 1935.

No. N-233—1935. Bekins Van & Storage Company, Sioux City, Complainant. Revision of rates for transportation of all freight within Sioux City. In as much as the case was disposed of on January 19, 1932, item 6 of the Truck Operator Rate Schedule No. 2 was revised and adopted February 3, 1932 by the Commission, this case is now closed.

Filed December 31, 1931. Closed October 9, 1935.

No. N-234—1935. Brady Transfer & Storage Company, Fort Dodge, Iowa, et al., Complainants v. Frank Alexander, Des Moines, Iowa, et al., Defendants. Establishment of uniform rates, charges, classifications and rules and regulations for transportation of household goods and furniture. Due to the fact under decision of August 4, 1932, the schedule referred to as Truck Operator Rate Schedule No. 4 is superseded by Truck Operator Rate Schedule No. 5, this case is closed.

Filed January 20, 1932. Closed October 9, 1935.

No. N-240—1935. Tommy Thompson, Eagle Grove. Alleged illegal operations. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed May 16, 1932. Closed October 9, 1935.

No. N-241—1935. H. C. Reppert, Doing Business As Retail Merchants Delivery, Des Moines, Iowa. Alleged illegal operations. A petition in equity was filed in the District Court of the State of Iowa, in and for Polk County, entitled State of Iowa, ex rel., Board of Railroad Commissioners, Plaintiff v. Retail Merchants Delivery, H. C. Reppert, Defendants, Equity No. 86—46402. Under date of June 23, 1932, opinion was rendered by Loy Ladd, presiding judge, in which the Court ruled that defendant is not engaged in public transportation of freight, that he is a private carrier and as such may operate his trucks in their capacity as disclosed in this record without complying with the provisions of Chapter 252-C1, and therefore plaintiff's petition is dismissed with costs. This case was held open pending the decision of the Iowa Supreme Court in a case similar to this. The decision of the Board is that this case shall not be appealed and, therefore, this case is closed.

Filed June 30, 1932. Closed November 19, 1935.

No. N-243—1935. Merchants Delivery (Miner-owner), Waterloo. Alleged illegal operations. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed August 23, 1932. Closed March 22, 1935.

No. N-275—1935. Merchants Transfer & Storage Co., White Line Transfer & Storage Co., and Blue Line Storage Co., Des Moines, Iowa. Modification of Rule 21, stopping at railroad crossings. Under date of December 6, 1932 the Board issued a resolution modifying Rule 21 of the Rules and Regulations Governing the Operations of Truck Operator, and, therefore, this case is closed.

Filed November 29, 1932. Closed October 9, 1935.

No. N-281—1935. Board of Railroad Commissioners of the State of Iowa, Des Moines, Iowa. Truck Operator Endorsement-Cancellation Notice, Rule 8. Under date of December 16, 1932, the Board issued a resolution amending Rule 8 of the Rules and Regulations Governing the Operations of Truck Operators, and, therefore, this case is closed.

Filed December 16, 1932. Closed October 9, 1935.

No. N-314—1935. Universal Carloading and Distributing Co., and National Freight Forwarding Co., Sioux City. Alleged violation of Rate Schedule No. 4. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed April 4, 1933. Closed October 9, 1935.

No. N-340—1935. Alleged violation Rate Schedule No. 5. The investigation in this case failed to disclose the name of the transfer company and, therefore, this case is closed.

Filed May 25, 1933. Closed March 19, 1935.

No. N-365.

IOWA WAREHOUSEMEN'S ASSOCIATION, BY C. E. DRAGON,
CHAIRMAN OF RATES, AMES.

Decided December 31, 1934.

APPLICATION FOR REVISION OF RATES, RULES AND REGULATIONS AND NOTES AND EXCEPTIONS IN TRUCK OPERATOR RATE SCHEDULE NO. 5 (SCHEDULE NO. 6 NOW EFFECTIVE).

Held, upon hearing, that the cost data submitted was not sufficient on which to base a rate schedule covering truck load movements of household goods for hauls of 15 miles and over.

Held, upon hearing, that evidence submitted was not sufficient to warrant a change to the block system of rate computation.

Ordered, case held open for further investigation.

Appearances:

For the Iowa Warehousemen's Association—C. E. Dragoun, Chairman of Rates, Ames, Iowa.

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

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

For the Blue Line Storage Company—F. W. Davison, Des Moines, Iowa; Frank Burns, Des Moines, Iowa.

For the Ware Transfer & Storage Co.—Vern Ware, Des Moines, Iowa.

For the Wilson Transfer & Storage Co.—Walter R. Wilson, Boone, Iowa.

For the Merchants Transfer & Storage Company—D. M. Liddle, Des Moines, Iowa.

For Calders Van & Storage Company—Geo. H. Harmer, Cedar Rapids, Iowa.

For the Cedar Rapids Transfer & Storage Company—J. M. Long, Cedar Rapids, Iowa.

For the Bekins Van & Storage Company—Paul Bekins, Sioux City, Iowa.

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

For the Cadwell Transfer & Storage Company—F. C. Eslick, Mason City, Iowa.

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

For the C., M., St. P. & P. R. R. Co.—H. W. Warren, D. F. & P. A., Des Moines, Iowa.

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

Geo. Rosander, Truck Operator, Perry, Iowa.

On October 26, 1934, the petitioners in this proceeding sought reopening of this case on that part of the original petition pertaining to revision of the rates on truck load movements of household goods for hauls of 15 miles and over.

At the hearing held December 11, 1934, certain amendments to the rates as originally proposed were made by petitioners. Also it was

proposed to divide the state into 403 groups or blocks, each approximately 12 miles square, and establish the proposed rates to be applied from block to block.

The rates proposed as compared with rates in effect at present are shown below:

Miles	Proposed		Present	
	Minimum 2,000 lbs.	Each Additional 100 lbs.	Minimum 2,000 lbs.	Each Additional 100 lbs.
15	\$ 15.00	\$.40	\$ 9.50	\$.32
24	18.00	.46	12.50	.37
36	21.00	.52	17.00	.45
48	24.00	.58	20.00	.50
60	27.00	.64	23.00	.55
72	30.00	.70	27.50	.62
84	33.00	.75	30.50	.67
96	36.00	.80	35.00	.75
108	39.00	.85	38.00	.80
120	42.00	.90	41.00	.85
132	45.00	.95	45.50	.92
144	48.00	1.00	48.50	.97
156	51.00	1.05	53.00	1.05
168	54.00	1.10	56.00	1.10
180	57.00	1.14	59.00	1.15
192	59.50	1.18	63.50	1.22
204	62.00	1.22	66.50	1.27
216	64.50	1.26	71.00	1.35
228	67.00	1.30	74.00	1.40
240	69.50	1.34	77.00	1.45
252	72.00	1.38	81.50	1.52
264	74.50	1.42	84.50	1.57
276	77.00	1.46	89.00	1.65
288	79.50	1.50	92.00	1.70
300	82.00	1.54	95.00	1.75
312	84.50	1.58	99.50	1.82
324	87.00	1.62	102.50	1.87
336	89.50	1.66	107.00	1.95
348	92.00	1.70	110.00	2.00
360	94.50	1.74	113.00	2.05
372	97.00	1.78	117.50	2.12
384	99.50	1.82	120.50	2.17
396	102.00	1.86	125.00	2.25
408	104.50	1.90	128.00	2.30
420	107.00	1.94	131.00	2.35
432	109.00	1.98	135.50	2.42
444	111.00	2.02	138.50	2.47
456	113.00	2.06	143.00	2.55

It was stated at the hearing that 80% of the movements of household goods by certain operators were limited to hauls of 100 miles or less.

It is here proposed to increase the present rates generally for hauls up to and including 120 miles and reduce the rate generally for hauls in excess thereof.

We feel that there is much to commend in a block system such as is here proposed or some adaptation of it. Particularly is this true because of the fact that there are no published distances available for accurate application to all points between which hauls are normally and usually made in the ordinary course of business which results in the assessment of varying rates and charges for transportation between identical points by different carriers. Were the evidence before us

sufficient to warrant a change in the present rate basis, we would have no hesitancy in adopting the block system.

We are inclined to believe that certain of the present rates for short hauls under 50 miles are probably too low but we are of the opinion that the general increase in all rates for hauls up to and including 120 miles is not warranted upon the record herein.

There is before us very little accurate cost data and we are not in possession of sufficient evidence to permit the establishment of rates in lieu of the present basis.

We are of the opinion that this case should be held open for further investigation to permit introduction of sufficient evidence on which this Commission can determine a reasonable basis of rates.

It is so ordered.

Under date of August 6, 1935, further hearing was held, at which time the petitioners submitted a revised schedule of rates covering truck load movements of household goods for hauls of 15 miles and over together with a proposed group or block system, both of which were adopted by the Board under date of August 18, 1935, as follows:

Appearances:

For the Iowa Warehousemen's Association—C. E. Dragoun, Chairman of Rates, Ames, Iowa.

For the Redman Transfer & Storage Company—C. G. Baker, Ottumwa.

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

For the Merchants Transfer & Storage Company—W. D. Liddle, Des Moines.

For the Carstensen Transfer & Storage Company—A. C. Carstensen, Clinton.

For the Fire Proof Storage Company—E. C. Hazen, Marshalltown.

For the Blue Line Storage Company—F. W. Davison, Des Moines, and Frank Burns, Des Moines.

For the Bruce Transfer Company—G. E. Bruce, Des Moines.

For the White Line Transfer & Storage Company—L. H. Robinson, Des Moines.

For the Bekins Van & Storage Company—Paul Bekins, Sioux City.

For the Ewert & Richter Express & Storage Company—Herman Ewert, Davenport.

For the Cadwell Transfer & Storage Company—F. C. Eslick, Mason City.

For Wilson's Transfer & Storage Company—Reed C. Wilson, Boone.

For the Ware Transfer & Storage Company—Vern Ware, Des Moines.

For Calders Van & Storage Company—George H. Harmer, Cedar Rapids.

M. F. Schlick, motor carrier, Charles City.

James Gericke, truck operator, Indianola.

Ben Vos, truck operator, Pella.

Pursuant to our notice of July 17, 1935, continued hearing was had August 6, 1935, previous hearings having been had in this matter on September 19, 1933, and December 11, 1934.

This Commission in its original decision in this case dated October 2, 1933, did revise Rules and Regulations of Truck Operator Rate Schedule No. 5 and did establish less than truck load rates on household goods when handled at the carriers' convenience. Subsequent to the continued hearing held December 11, 1934, this Commission in its Supplemental Decision dated December 31, 1934, declined to establish the revision in the rates sought for movements of household goods weighing 2,000 pounds and over by truck between all points in the State of Iowa, due to insufficient evidence.

At page 4 thereof, the Commission said:

"We are inclined to believe that certain of the present rates for short hauls under 50 miles are probably too low but we are of the

opinion that the general increase in all rates for hauls up to and including 120 miles is not warranted upon the record herein.

"There is before us very little accurate cost data and we are not in possession of sufficient evidence to permit the establishment of rates in lieu of the present basis."

At the hearing held August 6, 1935, petitioners proposed a revised schedule of rates together with a group or block system wherein it is proposed to divide the state into six-mile groups or blocks and establish the proposed rates to be applied from block to block.

The proposed rates are compared with the rates in effect at present for a representative number of mileage blocks is shown below.

Miles	Proposed		Present	
	Minimum 2,000 lbs.	Each Additional 100 lbs.	Minimum 2,000 lbs.	Each Additional 100 lbs.
15	\$ 12.00	\$.32	\$ 9.50	\$.32
30	17.00	.41	14.00	.40
48	21.50	.50	20.00	.50
60	24.50	.56	23.00	.55
90	32.00	.71	32.00	.70
120	39.50	.86	41.00	.85
150	47.00	.96	50.00	1.00
198	59.00	1.12	65.00	1.25
240	69.50	1.26	77.00	1.45
270	75.75	1.36	86.00	1.60
300	82.00	1.46	95.00	1.75
390	100.75	1.76	122.00	2.20
450	113.25	1.96	140.00	2.50
498	123.25	2.12	155.00	2.75

The record shows that the short haul rates for 50 miles and under generally produce less revenue than is charged by the carriers for movements within the city or same community, charges for such service being made on an hourly basis. Petitioners indicate that the long haul rates for hauls of 100 miles and over are too high, particularly in connection with the heavy loads.

In support of the group or block system the petitioners state that the present basis of determining rates results in the assessment of different rates between the same points by different carriers.

At page 4 of our Supplemental Decision dated December 31, 1934, the Commission said:

"We feel that there is much to commend in a block system such as is here proposed or some adaptation of it. Particularly is this true because of the fact that there are no published distances available for accurate application to all points between which hauls are normally and usually made in the ordinary course of business which results in the assessment of varying rates and charges for the transportation between identical points by different carriers. Were the evidence before us sufficient to warrant a change in the present rate basis, we would have no hesitancy in adopting the block system."

We are of the opinion that proposal of the petitioners should be adopted, and

IT IS THEREFORE ORDERED, That Truck Operator Rate Schedule No. 6 be reissued and establish in lieu thereof the schedule contained in appendix "A" of this report, to become effective September 16, 1935.

APPENDIX A
BOARD OF RAILROAD COMMISSIONERS
STATE OF IOWA

Truck Operator Rate Schedule No. 7

(Cancels Truck Operator Schedule No. 6)

RATES NAMED HEREIN APPLY

For the transportation of Household Goods between all points within the State of Iowa, for hauls of 15 miles and over.

Important—The rates and charges named in this schedule must be assessed and charged by all Truck Operators operating within the State of Iowa, by order of the Board in Docket Nos. N-234 and N-365.

Issued September 4, 1935

Effective September 16, 1935

By Order of the
BOARD OF RAILROAD COMMISSIONERS OF THE
STATE OF IOWA

Attest:

J. J. LYNCH,
Secretary.

M. P. CONWAY, Chairman,
H. B. DUNLAP,
G. A. HUFFMAN,
Commissioners.

Dated at Des Moines, Iowa, August 28, 1935

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APPLICATION OF RATES

How to Determine Rates Between Two Towns

In the index of towns, pages 5 to 13, inclusive, each city or town is given a double group number. To find the rate between two points, put down the group numbers of the point of origin and thereunder put the group numbers of the destination. Subtract the small numbers from the large, making the subtraction of the first numbers of the two towns separately from the last two numbers of the two towns. The result will be two separate numbers which added together makes the Rate Basis Number.

For example, to determine the rate from Des Moines to Waterloo: Get from the index of towns group numbers of both Des Moines and Waterloo:

Des Moines	Group	23	-	25
Waterloo	Group	12	-	36

Subtract separately, thus,		11	-	11
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which added together is 22, the Rate Basis Number

Then refer to Rate Table on page 212. Rate Basis Number 22 shows rate of \$42.50 for first 2,000 pounds and 90 cents for each additional hundred pounds, or the rate to be charged from Des Moines to Waterloo or from Waterloo to Des Moines.

How to Determine Rates from Farm to Farm or Between Farm and Town

Pages 14 to 20, inclusive, shows Index of Townships by Counties which provides for determining rates from farm to farm or between farm and town. Each township is given a double group number and rates are determined in the same manner as stated above between cities and towns.

For example, to determine the rate from a farm in Washington Township, Adair County, to a farm in Benton Township, Benton County: Get from the Township Index group numbers of both townships:

Washington Township—Adair County	Group	27	-	16
Benton Township—Benton County	Group	16	-	40

Subtract separately, thus, 11 - 24

which added together is 35, the Rate Basis Number

Then refer to Rate Table on page 212. Rate Basis Number 35 shows rate of \$62.00 for first 2,000 pounds and \$1.16 for each additional hundred pounds.

RULES AND REGULATIONS

1. (a) The carriers accept all shipments of household goods for transportation subject to favorable road and weather conditions.
(b) The carriers reserve the right to transport goods on any suitable vehicle.
2. Every carrier shall have the right in case of physical necessity to forward shipments by any other than the usually traveled routes between points of origin and destination; and by any other carrier (whether motor or rail).
3. The carriers shall be compensated at their usual hourly rates for City work for any delays at loading or unloading points caused by act or default of consignor or consignee, or their agents.
4. If goods are not accepted, or charges paid by the customer on the arrival at place of delivery, goods may at the election of the carrier, be stored in a public storage warehouse at the expense of the shipper, subject to the provisions of the Warehouse Receipts Act of the State of Iowa.
5. An additional charge of \$10.00 shall be made when it is necessary to swing a piano up or down above ground floor. Where pianos are taken from or delivered to other than first floor by stairway, a charge of \$2.00 shall be made for each floor.
6. The rates named herein shall not include the packing of china-ware, bric-a-brac, etc., nor the wrapping or crating of furniture. Such work shall be charged for at the carrier's prevailing rates for City work except that dishes and bric-a-brac when packed by the carrier shall be charged for at the rate of \$2.00 per barrel.
7. Where carrier employs owner of the goods to act as driver's helper he may be compensated at a rate not to exceed the prevailing rate paid by the carrier for this class of service.
8. No discount shall be allowed on return loads.
9. Carrier shall weigh all loads of household goods and have a duplicate scale ticket and a written statement of transportation and other charges available for delivery to shipper or consignee, before starting to unload at destination.
10. The carrier shall keep a complete record of all movements of household goods under this schedule, which shall be at all times open to inspection by the Commission and its authorized representatives.
11. It shall be the duty of the carrier to file with this Commission at the end of each month a written statement of all movements of household goods, over fifteen miles, completed within this period show-

ing name of customer, address at point of origin, address at point of destination, number of miles, weight and charges assessed. These reports shall be on file with the Commission not later than the 10th of the following month. Blank forms for making such reports will be furnished upon request.

12. Rates named herein will not apply for hauls under 15 miles.

RATES ON HOUSEHOLD GOODS BY WEIGHT

(Ratings apply on second-hand (used) Household or Personal Effects such as Clothing, Furniture or Furnishings for residences.)

SPECIAL LOADS

Rate Basis	Minimum 2,000 lbs.	Each Additional 100 lbs.	Less than Truck Loads Per Cwt. (See Note)
2	\$ 12.00	\$.32	\$.60
3	13.00	.35	.65
4	15.00	.38	.75
5	17.00	.41	.85
6	18.50	.44	.93
7	20.00	.47	1.00
8	21.50	.50	1.08
9	23.00	.53	1.15
10	24.50	.56	1.23
11	26.00	.59	1.30
12	27.50	.62	1.38
13	29.00	.65	1.45
14	30.50	.68	1.53
15	32.00	.71	1.60
16	33.50	.74	1.68
17	35.00	.77	1.75
18	36.50	.80	1.83
19	38.00	.83	1.90
20	39.50	.86	1.98
21	41.00	.88	2.05
22	42.50	.90	2.13
23	44.00	.92	2.20
24	45.50	.94	2.28
25	47.00	.96	2.35
26	48.50	.98	2.43
27	50.00	1.00	2.50
28	51.50	1.02	2.58
29	53.00	1.04	2.65
30	54.50	1.06	2.73
31	56.00	1.08	2.80
32	57.50	1.10	2.88
33	59.00	1.12	2.95
34	60.50	1.14	3.03
35	62.00	1.16	3.10
36	63.50	1.18	3.18
37	65.00	1.20	3.25
38	66.50	1.22	3.33
39	68.00	1.24	3.40
40	69.50	1.26	3.48
41	70.75	1.28	3.53
42	72.00	1.30	3.60

NOTE: Less than truck load shipments are subject to a minimum charge of \$1.50 per shipment, except when pianos are offered for transportation the minimum charge shall be \$9.50 per shipment.

Less than truck load shipments are accepted for transportation subject to carrier's convenience.

SPECIAL LOADS

Rate Basis	Minimum 2,000 lbs.	Each Additional 100 lbs.	Less than Truck Loads Per Cwt. (See Note)
43	73.25	1.32	3.66
44	74.50	1.34	3.73
45	75.75	1.36	3.78
46	77.00	1.38	3.85
47	78.25	1.40	3.91
48	79.50	1.42	3.98
49	80.75	1.44	4.04
50	82.00	1.46	4.10
51	83.25	1.48	4.16
52	84.50	1.50	4.23
53	85.75	1.52	4.29
54	87.00	1.54	4.35
55	88.25	1.56	4.41
56	89.50	1.58	4.48
57	90.75	1.60	4.54
58	92.00	1.62	4.60
59	93.25	1.64	4.66
60	94.50	1.66	4.73
61	95.75	1.68	4.79
62	97.00	1.70	4.85
63	98.25	1.72	4.91
64	99.50	1.74	4.98
65	100.75	1.76	5.04
66	102.00	1.78	5.10
67	103.25	1.80	5.16
68	104.50	1.82	5.23
69	105.75	1.84	5.29
70	107.00	1.86	5.35
71	108.25	1.88	5.41
72	109.50	1.90	5.48
73	110.75	1.92	5.54
74	112.00	1.94	5.60
75	113.25	1.96	5.66
76	114.50	1.98	5.73
77	115.75	2.00	5.79
78	117.00	2.02	5.85
79	118.25	2.04	5.91
80	119.50	2.06	5.98
81	120.75	2.08	6.04
82	122.00	2.10	6.10
83	123.25	2.12	6.16

INDEX OF TOWNS AND RATE GROUPS

Town	County	Group	Town	County	Group
	—A—				
Abbott	Hardin	12-30	Ardon	Muscatine	25-46
Abbott Crossing	Hardin	12-30	Aredale	Butler	8-31
Abingdon	Jefferson	28-38	Argyle	Lee	35-43
Ackley	Hardin	12-30	Arion	Crawford	19- 9
Ackworth	Warren	25-26	Arispe	Union	30-20
Acme	Howard	3-35	Arkel	Mahaska	27-34
Adair	Adair	24-16	Arlington	Fayette	9-42
Adams	Muscatine	24-45	Armour	Pottawattamie	26- 7
Adaville	Plymouth	9- 2	Armstrong	Emmet	2-18
Adaza	Greene	16-18	Arnold	Humboldt	9-21
Adel	Dallas	22-22	Arnolds Park	Dickinson	2-13
Adelphi	Polk	23-27	Artesian	Bremer	10-36
Afton	Union	29-20	Arthur	Ida	14-10
Afton Jct.	Union	29-21	Asbury	Dubuque	12-50
Agency	Wapello	29-36	Ascalon	Poweshiek	21-34
Ainsworth	Washington	26-43	Ascot	Pottawattamie	24- 5
Akron	Plymouth	8- 1	Ashawa	Polk	23-24
Aladdin	Black Hawk	12-36	Ash Grove	Davis	31-34
Albany	Fayette	8-41	Ashton	Osceola	3- 7
Albaton	Monona	16- 2	Aspinwall	Crawford	19-12
Albert City	Buena Vista	9-14	Astor	Crawford	19-11
Albia	Monroe	29-32	Atalissa	Muscatine	23-46
Albion	Marshall	16-31	Athelstan	Taylor	34-17
Alburnett	Linn	16-42	Atkins	Benton	18-40
Alden	Hardin	12-27	Atlantic	Cass	25-13
Alexander	Franklin	9-27	Attica	Marion	27-30
Algona	Kossuth	6-20	Atwood	Keokuk	26-36
Alice	Linn	16-42	Auburn	Sac	15-14
Alleman	Polk	20-25	Audubon	Audubon	21-14
Allendorf	Osceola	2- 8	Augusta	Des Moines	32-45
Allens Grove	Scott	21-50	Aurelia	Cherokee	10-10
Allerton	Wayne	33-27	Aurora	Buchanan	11-41
Allison	Butler	9-32	Austinville	Butler	11-31
Almont	Clinton	18-54	Avery	Monroe	29-33
Almoral	Delaware	12-45	Avoca	Pottawattamie	24-10
Alpha	Fayette	6-39	Avon	Polk	23-26
Alta	Buena Vista	10-11	Ayresville	Cedar	22-47
Alta Vista	Chickasaw	4-36	Ayrshire	Palo Alto	6-15
Alton	Sioux	7- 5		—B—	
Altoona	Polk	22-27	Badger	Webster	11-21
Alvord	Lyon	3- 3	Bagley	Guthrie	20-18
Amana	Iowa	20-40	Bailey	Mitchell	1-34
Amber	Jones	16-46	Baird	Harrison	20- 8
Ames	Story	18-25	Baldwin	Jackson	17-49
Amish	Johnson	23-41	Balfour	Mills	29- 7
Anamosa	Jones	17-45	Balltown	Dubuque	11-49
Anderson	Fremont	32- 7	Bancroft	Kossuth	3-20
Andover	Clinton	18-54	Bangor	Marshall	16-30
Andrew	Jackson	16-51	Bankston	Dubuque	12-48
Angus	Boone	19-21	Bard	Louisa	27-46
Anita	Cass	24-15	Barnes City	Mahaska	24-35
Ankeny	Polk	21-25	Barney	Madison	27-22
Anthon	Woodbury	13- 6	Barnum	Webster	12-19
Aplington	Butler	11-32	Bartlett	Fremont	31- 6
Arbor Hill	Adair	25-19	Bassett	Chickasaw	6-35
Arcadia	Carroll	17-13	Batavia	Jefferson	29-38
Archer	O'Brien	5- 7	Battle Creek	Ida	14- 8
			Bauer	Marion	27-28
			Baum	Cherokee	9- 8

Town	County	Group	Town	County	Group
Baxter	Jasper	20-29	Bode	Humboldt	8-20
Bayard	Guthrie	20-17	Boies	Black Hawk	11-36
Bayfield	Muscatine	24-46	Bolan	Worth	2-30
Beacon	Mahaska	26-33	Bolton	Mahaska	26-33
Beaconsfield	Ringgold	32-21	Bonair	Howard	2-38
Beaman	Grundy	15-32	Bonaparte	Van Buren	33-41
Bear Creek	Wapello	29-35	Bondurant	Polk	21-27
Bear Grove	Guthrie	22-16	Boone	Boone	17-23
Beaver	Boone	17-21	Booneville	Dallas	23-23
Beck	Lee	34-44	Border Plains	Webster	13-22
Beckwith	Jefferson	29-40	Botna	Shelby	20-12
Bedford	Taylor	33-15	Bouton	Dallas	20-22
Beebetown	Harrison	23- 6	Boxholm	Boone	16-21
Beech	Warren	25-27	Boyd	Chickasaw	6-37
Belfast	Lee	35-43	Boyden	Sioux	4- 5
Belinda	Lucas	28-29	Boyer	Crawford	16-11
Belknap	Davis	31-35	Boyertown	Johnson	23-43
Belle Plaine	Benton	19-37	Bracewell	Decatur	34-25
Bellevue	Jackson	15-52	Braddyville	Page	34-13
Belmond	Wright	8-26	Bradford	Chickasaw	7-35
Beloit	Lyon	3- 1	Bradford	Franklin	11-29
Bennett	Cedar	21-48	Bradgate	Humboldt	9-19
Bennettsville	Dubuque	14-50	Brainard	Fayette	7-42
Benson	Black Hawk	12-35	Brandon	Buchanan	14-39
Bentley	Pottawattamie	25- 7	Brayton	Audubon	23-14
Benton	Ringgold	33-18	Brazil	Appanoose	33-31
Benton City	Benton	16-40	Breda	Carroll	16-13
Bentonsport	Van Buren	32-40	Bremer	Bremer	9-36
Bentonsville	Wayne	32-27	Bricker	Lee	34-44
Berea	Adair	25-16	Bridgeport	Jackson	17-51
Berkley	Boone	19-21	Bridgeport	Wayne	32-28
Bernard	Dubuque	14-49	Bridgewater	Adair	26-16
Berne	Crawford	17- 8	Brighton	Washington	27-41
Bernhart	Jefferson	29-38	Briscoe	Adams	28-14
Bertram	Linn	18-43	Bristol	Worth	2-27
Berwick	Polk	22-26	Bristow	Butler	9-32
Bethel	Washington	25-43	Britt	Hancock	5-24
Bethesda	Page	31-12	Brogan	Crawford	16-12
Bethlehem	Wayne	31-28	Bromley	Marshall	17-29
Bettendorf	Scott	23-51	Brompton	Monroe	30-33
Beulah	Clayton	6-45	Bronson	Woodbury	13- 3
Beverly	Linn	19-41	Brooklyn	Poweshiek	21-35
Bevington	Madison	25-23	Brooks	Adams	30-15
Bidwell	Wapello	29-34	Brookville	Jefferson	29-38
Big Rock	Scott	21-49	Brough	Dallas	21-20
Big Springs	Clayton	7-44	Brown	Clinton	18-52
Bingham	Page	32-10	Brughier		
Birmingham	Van Buren	31-40	Bridge	Woodbury	12- 2
Bladensburg	Wapello	29-37	Brunsville	Plymouth	9- 3
Blairsburg	Hamilton	12-25	Brushy	Webster	13-22
Blairstown	Benton	19-38	Bryant	Clinton	18-53
Blakesburg	Wapello	30-34	Bryant	Polk	23-26
Blanchard	Page	34-11	Bryantburg	Buchanan	11-40
Blanden	Pocahontas	11-17	Buchanan	Cedar	21-45
Blencoe	Monona	19- 4	Buck Creek	Bremer	9-38
Bliedorn	Clinton	19-50	Buckeye	Hardin	13-27
Blockley	Decatur	33-24	Buck Grove	Crawford	19-10
Blockton	Taylor	34-17	Buckingham	Tama	15-35
Bloomfield	Davis	32-35	Buena Vista	Clayton	10-48
Blue Grass	Scott	23-50	Buena Vista	Clinton	20-50
Bluffton	Winneshiek	2-40	Buena Vista	Lee	36-44

Town	County	Group	Town	County	Group
Buffalo	Scott	24-50	Cascade	Dubuque	14-48
Buffalo			Casey	Guthrie	23-17
Center	Winnebago	2-23	Castalia	Winneshiek	5-42
Bullard	Lee	34-44	Castana	Monona	17- 5
Bunch	Davis	32-34	Cattese	Dubuque	13-51
Buncombe	Dubuque	14-50	Cedar	Mahaska	27-35
Burchinal	Cerro Gordo	6-28	Cedar Bluff	Cedar	20-45
Burdette	Franklin	11-28	Cedar City	Black Hawk	12-36
Burke	Black Hawk	13-37	Cedar Falls	Black Hawk	12-35
Burlington	Des Moines	32-47	Cedar Rapids	Linn	18-42
Burnside	Webster	14-21	Cedar Valley	Cedar	21-45
Burrell	Decatur	33-23	Center	Black Hawk	11-36
Burr Oak	Winneshiek	1-40	Centerdale	Cedar	22-45
Burt	Kossuth	4-20	Center Grove	Dubuque	12-50
Bussey	Marion	27-31	Center		
Butler	Keokuk	27-36	Junction	Jones	17-47
Butler Center	Butler	10-33	Center Point	Linn	16-41
Buxton	Monroe	28-32	Centerville	Appanoose	33-32
	—C—		Central City	Linn	16-43
Cairo	Louisa	27-45	Centralia	Dubuque	12-49
Calamus	Clinton	20-50	Chapin	Franklin	8-29
Caldwells	Dallas	22-20	Chariton	Lucas	29-28
Caledonia	Ringgold	34-20	Charles City	Floyd	6-33
Calhoun	Harrison	22- 6	Charleston	Lee	34-43
California			Charlotte	Clinton	18-52
Junction	Harrison	23- 4	Charter Oak	Crawford	17- 8
Callender	Webster	14-19	Chatsworth	Sioux	7- 1
Calliope	Sioux	6- 1	Chautauqua	Pottawattamie	26- 6
Calmar	Winneshiek	4-40	Chelsea	Tama	19-36
Calumet	O'Brien	7- 9	Cheney	Benton	15-40
Calvin	Black Hawk	13-36	Cherokee	Cherokee	9- 9
Camanche	Clinton	20-54	Chester	Howard	1-36
Cambria	Wayne	31-27	Chester		
Cambridge	Story	19-26	Center	Poweshiek	20-33
Cameron	Cerro Gordo	6-29	Chickasaw	Chickasaw	6-35
Cameron	Dubuque	11-49	Chillicothe	Wapello	28-34
Campbell	Polk	23-24	Churchville	Warren	25-24
Campus	Story	18-25	Churdan	Greene	16-18
Canby	Adair	25-17	Cincinnati	Appanoose	34-31
Canfield	Black Hawk	12-38	Clara	Pottawattamie	25- 5
Canoe	Winneshiek	2-42	Clare	Webster	11-19
Canton	Jackson	16-49	Clarence	Cedar	19-47
Cantril	Van Buren	33-38	Clarinda	Page	32-12
Capron	Marshall	19-30	Clarion	Wright	10-24
Carbon	Adams	29-14	Clark	Mills	30- 8
Carbon	Davis	31-35	Clarkdale	Appanoose	32-31
Carbondale	Polk	23-26	Clarkson	Warren	24-26
Carl	Adams	28-16	Clarksville	Butler	9-34
Carlisle	Warren	24-26	Clay	Washington	27-40
Carmel	Sioux	5- 3	Clayton	Clayton	7-46
Carnarvon	Sac	15-13	Clayton		
Carnes	Sioux	7- 5	Center	Clayton	8-45
Carnforth	Poweshiek	21-36	Clearfield	Taylor	32-17
Carpenter	Mitchell	2-31	Clear Lake	Cerro Gordo	5-27
Carroll	Carroll	17-14	Cleghorn	Cherokee	9- 8
Carrollton	Carroll	19-15	Clemens		
Carrville	Floyd	7-34	(Grove)	Marshall	17-29
Carson	Pottawattamie	26- 9	Clermont	Fayette	6-42
Cartersville	Cerro Gordo	6-30	Cleveland	Lucas	29-26
			Cleves	Hardin	12-30

TRUCK OPERATOR CASES

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Town	County	Group	Town	County	Group
Cliffland	Wapello	29-36	Cottonwood	Lee	32-42
Climax	Montgomery	30-10	Cou Falls	Johnson	20-42
Climbing Hill	Woodbury	14- 4	Coulson	Cherokee	11-10
Clinton	Clinton	20-54	Coulter	Franklin	9-28
Clio	Wayne	34-26	Council Bluffs	Pottawattamie	26- 5
Clive	Polk	23-24	County Line	Jefferson	30-38
Cloverdale	Osceola	2- 8	Covington	Linn	18-41
Clutier	Tama	17-36	Crab Town	Jackson	16-49
Clyde	Jasper	20-28	Craig	Plymouth	8- 3
Coal City	Appanoose	34-33	Crain Creek	Black Hawk	11-37
Coal Creek	Keokuk	24-36	Cranston	Muscatine	25-45
Coalfield	Monroe	28-33	Crawfordsville	Washington	27-43
Coalville	Webster	13-21	Crescent	Pottawattamie	25- 5
Coburg	Montgomery	30-11	Cresco	Howard	2-38
Coggon	Linn	15-43	Creston	Union	29-18
Coin	Page	33-11	Cricket	Mahaska	27-32
Colesburg	Delaware	11-46	Crippen	Palo Alto	5-16
Colfax	Jasper	22-28	Crisp	Harrison	23- 7
College Springs	Page	34-12	Crocker	Polk	21-25
Collett	Jefferson	30-39	Cromwell	Union	29-18
Collins	Story	19-28	Crooks	Webster	14-20
Colo	Story	18-28	Crosby	Fremont	32- 6
Columbia	Marion	27-29	Croton	Lee	34-42
Columbus City	Louisa	26-44	Crown	Decatur	32-24
Columbus Junction	Louisa	26-44	Crystal	Tama	16-34
Colwell	Floyd	5-34	Crystal Lake	Hancock	4-24
Commerce	Polk	23-24	Cuba	Keokuk	24-38
Communia	Clayton	9-44	Cumberland	Cass	26-14
Cone	Muscatine	25-45	Cumming	Warren	24-24
Confidence	Wayne	31-29	Curlew	Palo Alto	7-16
Conger	Warren	25-24	Curtis	Johnson	20-42
Connables	Lee	35-43	Cushing	Woodbury	13- 7
Conover	Winneshiek	4-40	Cylinder	Palo Alto	5-18
Conrad	Grundy	15-32		—D—	
Conroy	Iowa	21-39	Dahlongega	Wapello	29-36
Conway	Taylor	32-16	Daileys	Polk	22-27
Cool	Warren	27-25	Dakota City	Humboldt	10-21
Coon Rapids	Carroll	19-16	Dalby	Allamakee	3-45
Cooper	Greene	19-19	Dale	Guthrie	22-19
Coppock	Henry	28-42	Dallas	Marion	27-28
Cora	Pocahontas	11-15	Dallas Center	Dallas	22-22
Coralville	Johnson	22-43	Dalton	Plymouth	9- 3
Cordova	Marion	24-30	Dana	Greene	17-20
Corley	Shelby	23-10	Danbury	Woodbury	15- 7
Cornelia	Wright	9-25	Danville	Des Moines	31-45
Cornell	Clay	7-13	Darby	Appanoose	32-31
Corning	Adams	29-15	Davenport	Scott	23-51
Correctionville	Woodbury	12- 7	David	Mitchell	2-34
Corwith	Hancock	7-23	Davis City	Decatur	33-23
Corydon	Wayne	32-28	Davis Corners	Howard	2-37
Cosgrove	Johnson	22-41	Dawson	Dallas	20-20
Coster	Butler	10-33	Dayton	Iowa	20-37
Cottagehill	Dubuque	11-48	Dayton	Webster	15-21
Cotter	Louisa	26-44	Daytonville	Washington	24-40
Cottonville	Jackson	15-51	Dean	Appanoose	34-33
			Decatur (City)	Decatur	32-23

Town	County	Group	Town	County	Group
Decorah	Winneshiek	3-41	Dumont	Butler	9-31
Dedham	Carroll	19-15	Dunbar	Marshall	19-32
Deep River	Poweshiek	23-36	Duncan	Hancock	5-25
Deer Creek	Worth	1-30	Duncombe	Webster	13-22
Deerfield	Chickasaw	5-35	Dundee	Delaware	11-43
Defiance	Shelby	20-10	Dunkerton	Black Hawk	11-38
Dekalb	Decatur	31-23	Dunlap	Harrison	20- 8
Delaware	Delaware	12-45	Dunreath	Marion	24-29
Delhi	Delaware	13-45	Durango	Dubuque	11-50
Delmar	Clinton	18-51	Durant	Cedar	22-48
Deloit	Crawford	17-11	Durham	Marion	26-31
Delphos	Ringgold	33-19	Dyersville	Dubuque	12-47
Delray	Decatur	32-23	Dysart	Tama	16-36
Delta	Keokuk	26-36			
Denison	Crawford	18-10		—E—	
Denmark	Lee	32-45	Eagle Center	Black Hawk	14-36
Dennis	Appanoose	32-32	Eagle Grove	Wright	10-23
Denova	Henry	30-42	Eagle Point	Dubuque	12-50
Denver	Bremer	10-36	Earlham	Madison	24-21
Depew	Palo Alto	4-18	Earling	Shelby	21-10
Derby	Lucas	30-26	Earlville	Delaware	12-45
Des Moines	Polk	23-25	Early	Sac	13-12
De Soto	Dallas	23-22	Easley	Calhoun	14-18
Devon	Chickasaw	5-36	East Amana	Iowa	20-40
Dewar	Black Hawk	12-37	East Peru	Madison	27-22
Dewey	Cass	27-15	E. Pleasant		
Dewitt	Clinton	20-52	Plain	Jefferson	28-40
Dexter	Dallas	23-20	Eckards	Clayton	7-46
Diagonal	Ringgold	32-19	Eddyville	Wapello	28-34
Diamond	Appanoose	32-30	Eden	Fayette	6-39
Dickens	Clay	5-14	Edgewood	Clayton	10-44
Digby	Johnson	22-44	Edmore	Dubuque	11-50
Dike	Grundy	13-34	Edna	Lyon	2- 5
Dillon	Marshall	18-32	Ehler	Delaware	14-43
Dinsdale	Tama	15-34	Elberon	Tama	18-36
Dion	O'Brien	4-10	Eldon	Wapello	30-37
Dixon	Scott	21-50	Eldora	Hardin	14-30
Dodgeville	Des Moines	30-46	Eldorado	Fayette	6-41
Dolliver	Emmet	1-17	Eldridge		
Donahue	Scott	21-50	Junction	Scott	22-51
Donnan	Fayette	8-40	Eleanor	Butler	11-32
Donnelley	Marion	26-29	Elgin	Fayette	7-42
Donnellson	Lee	33-43	Elkader	Clayton	8-44
Doon	Lyon	3- 3	Elkhart	Polk	20-26
Dorchester	Allamakee	1-43	Elkhorn	Shelby	23-12
Doris	Buchanan	12-41	Elkport	Clayton	9-45
Douds Leando	Van Buren	31-38	Elk River		
Dougherty	Cerro Gordo	7-30	Junction	Clinton	18-54
Douglass	Fayette	6-40	Elliott	Montgomery	28-11
Dover	Lee	33-43	Ellmaker	Jefferson	30-38
Dover Mills	Fayette	6-41	Ells	Crawford	16-11
Dow City	Crawford	19- 9	Ellston	Ringgold	31-21
Downey	Cedar	22-45	Ellsworth	Hamilton	14-26
Dows	Wright	10-26	Elma	Howard	4-35
Drakesville	Davis	32-35	Elmira	Johnson	21-44
Dresden	Poweshiek	23-36	Elm Springs	Sioux	4- 1
Dublin	Washington	26-40	Elon	Allamakee	3-45
Dubuque	Dubuque	12-50	Elrick	Louisa	27-46
Dudley	Wapello	28-34	Elvira	Clinton	19-53
Dumfries	Pottawattamie	27- 6	Elwell	Story	19-26

Town	County	Group	Town	County	Group
Elwood	Clinton	18-50	Floyd	Floyd	5-33
Ely	Linn	19-43	Flugstad	Webster	13-22
Emeline	Jackson	16-49	Folletts	Clinton	20-53
Emerson	Mills	29- 9	Folsom	Mills	28- 7
Emery	Cerro Gordo	5-28	Fonda	Pocahontas	11-15
Emmetsburg	Palo Alto	5-16	Fontanelle	Adair	26-17
Enterprise	Polk	21-26	Forbush	Appanoose	32-31
Epworth	Dubuque	13-48	Ford	Warren	24-27
Ericson	Boone	18-24	Forest City	Winnebago	3-25
Essex	Page	31-10	Forest Home	Poweshiek	23-34
Estherville	Emmet	2-15	Forestville	Delaware	11-43
Euclid	Harrison	23- 5	Forsyth	Emmet	3-18
Eureka	Adams	28-15	Fort Atkinson	Winneshiek	5-40
Evander	O'Brien	4- 7	Fort Des		
Evans	Mahaska	26-33	Moines	Polk	23-25
Evanston	Webster	13-22	Fort Dodge	Webster	12-21
Everly	Clay	5-11	Fort Madison	Lee	34-45
Eversman	Des Moines	31-47	Foster	Monroe	30-32
Ewart	Poweshiek	22-34	Fosterdale	Mahaska	26-32
Exira	Audubon	23-14	Fostoria	Clay	4-12
Exline	Appanoose	34-32	Four Corners	Jefferson	29-41
	—F—		Fraker	Monroe	28-32
Fairbank	Buchanan	11-39	Franklin	Jasper	23-30
Fairfax	Linn	19-41	Franklin	Lee	33-43
Fairfield	Jefferson	29-39	Frankville	Winneshiek	4-42
Fairmount	Jasper	23-29	Fraser	Boone	16-23
Fairport	Muscatine	24-48	Fredericks-		
Fairview	Jones	17-45	burg	Chickasaw	7-38
Fallow	Palo Alto	4-15	Frederika	Bremer	8-37
Fanslears	Guthrie	21-18	Fredonia	Louisa	26-45
Farley	Dubuque	13-48	Fredric	Monroe	28-33
Farlin	Greene	17-18	Freeman	Cerro Gordo	4-29
Farmer	Black Hawk	11-36	Freeport	Winneshiek	3-41
Farmersburg	Clayton	7-45	Fremont	Mahaska	27-35
Farmington	Van Buren	33-41	Froelich	Clayton	6-45
Farnhamville	Calhoun	15-18	Fruitland-	Muscatine	25-47
Farragut	Fremont	33- 9	Fulton	Jackson	16-50
Farrar	Polk	20-27		—G—	
Farson	Wapello	28-37	Galbraith	Kossuth	7-21
Faulkner	Franklin	11-30	Galesburg	Jasper	23-31
Fayette	Fayette	8-41	Galland	Lee	35-44
Fenton	Kossuth	4-19	Galt	Wright	10-26
Ferguson	Marshall	19-32	Galva	Ida	12-10
Fern	Grundy	12-33	Garber	Clayton	9-45
Fernald	Story	17-27	Garden City	Hardin	15-27
Fertile	Worth	3-27	Garden Grove	Decatur	31-25
Festina	Winneshiek	5-40	Gardiner	Dallas	20-22
Fielding	Cherokee	10- 7	Garfield	Appanoose	32-30
Fifield	Marion	25-30	Garland	Des Moines	29-46
Fillmore	Dubuque	14-48	Garnavillo	Clayton	8-46
Finchford	Black Hawk	11-35	Garner	Hancock	5-26
Findley	Harrison	23- 5	Garrison	Benton	16-38
Fiscus	Audubon	21-13	Garry Owen	Jackson	15-49
Fisk	Adair	27-17	Garwin	Tama	17-33
Flagler	Marion	26-30	Gates	Audubon	23-13
Flanders	Woodbury	14- 3	Gaza	O'Brien	6- 9
Flemingville	Linn	16-42	Gear	Madison	27-21
Flint	Cerro Gordo	6-29	Gehlen	Plymouth	9- 4
Florence	Wright	10-24	Geneva	Benton	17-38
Floris	Davis	31-36	Geneva	Franklin	10-30

Town	County	Group	Town	County	Group
Genoa	Wayne	34-29	Greencastle	Jasper	21-28
Genoa Bluff	Iowa	21-38	Greene	Butler	8-32
George	Lyon	3- 5	Greenfield	Adair	26-18
Georgetown	Monroe	29-31	Green Island	Jackson	16-53
Gerled	Kossuth	2-21	Green		
Germantown	O'Brien	7- 7	Mountain	Marshall	17-32
German			Greenville	Clay	6-13
Valley	Kossuth	3-22	Gridley	Emmet	2-17
Germanville	Jefferson	28-41	Griffinsville	Appanoose	31-30
Giard	Clayton	6-45	Grimes	Polk	21-24
Gibson	Keokuk	24-36	Grinnell	Poweshiek	21-33
Gifford	Hardin	15-30	Griswold	Cass	27-12
Gilbert	Story	17-25	Grovehill	Bremer	10-38
Gilbertville	Black Hawk	12-37	Groveland	Clarke	30-23
Gillett Grove	Clay	6-13	Grundy		
Gilliat	Pottawattamie	26- 6	Center	Grundy	14-32
Gilman	Marshall	19-32	Gruver	Emmet	2-16
Gilmore			Guernsey	Poweshiek	22-36
(City)	Pocahontas	10-18	Gunder	Clayton	7-43
Givin	Mahaska	27-33	Gunwald	Lucas	28-28
Gladbrook	Tama	16-33	Guss	Taylor	31-14
Glade	Worth	3-29	Guthrie		
Gladstone	Tama	18-35	Center	Guthrie	22-18
Gladwin	Louisa	25-44	Guttenberg	Clayton	9-46
Glasgow	Black Hawk	11-36	Gypsum	Webster	12-21
Glasgow	Jefferson	30-41			
Glendale	Jefferson	29-41			
Glendon	Guthrie	23-18	Hadden Hill	Dallas	22-23
Glen Ellen	Woodbury	13- 2	Hagerty	Dickinson	3-11
Glenwood	Mills	29- 7	Hagerty	Monroe	28-32
Glidden	Carroll	17-16	Halbur	Carroll	18-14
Golden	Delaware	13-44	Hale	Jones	18-47
Goldfield	Wright	9-23	Haley	Crawford	19- 8
Goodell	Hancock	7-26	Halfa	Emmet	2-18
Goose Lake	Clinton	18-53	Hamburg	Fremont	34- 7
Gordons			Hamilton	Marion	27-31
Ferry	Jackson	14-52	Hamlin	Audubon	22-14
Goshen	Ringgold	32-18	Hampton	Franklin	9-29
Gosport	Marion	27-29	Hancock	Pottawattamie	25-10
Gowrie	Webster	15-19	Hanford	Cerro Gordo	6-30
Grable	Pottawattamie	24- 5	Hanley	Madison	26-23
Graettinger	Palo Alto	4-16	Hanlontown	Worth	3-28
Graf	Dubuque	12-49	Hanna	Kossuth	7-22
Grafton	Worth	3-30	Hanover	Allamakee	2-43
Graham	Clayton	10-47	Hanover	Buena Vista	11-11
Grand Jct.	Greene	17-20	Hansell	Franklin	9-30
Grand Mound	Clinton	20-51	Hansen		
Grand River	Decatur	31-22	Heights	Audubon	23-13
Grandview	Louisa	26-46	Harcourt	Webster	15-20
Grandville	Mahaska	24-32	Hardin	Clayton	6-44
Granger	Dallas	21-23	Hardy	Humboldt	9-22
Granite	Lyon	1- 1	Harlan	Shelby	22-11
Grant	Montgomery	28-13	Harper	Keokuk	25-39
Grant Center	Monona	16- 5	Harpers		
Grant City	Sac	15-14	Ferry	Allamakee	4-46
Granville	Sioux	7- 6	Harris	Osceola	1-10
Gravity	Taylor	32-15	Harrisdale	Cass	24-13
Gray	Audubon	20-13	Harrison	Madison	26-20
Grayson	Boone	18-23	Hartford	Warren	24-27
Greeley	Delaware	11-45	Hartland	Marshall	17-30

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Town	County	Group	Town	County	Group
Hartley	O'Brien	4-10	Honey Creek	Pottawattamie	24- 5
Hartwick	Poweshiek	20-36	Hope	Greene	16-20
Harvard	Wayne	33-28	Hopeville	Clarke	30-22
Harvey	Marion	26-31	Hopkinton	Delaware	14-45
Haskins	Washington	26-43	Hoprig	Emmet	3-17
Hastie	Polk	23-26	Hornick	Woodbury	15- 4
Hastings	Mills	29- 9	Horton	Bremer	8-35
Hauntown	Clinton	18-54	Hospers	Sioux	6- 6
Havelock	Pocahontas	8-16	Houghton	Lee	32-42
Haven	Tama	19-35	Howe	Adair	25-18
Haverhill	Marshall	19-31	Howell	Marion	25-31
Havre	Washington	26-42	Hoyt	Adams	29-14
Hawarden	Sioux	6- 1	Hubbard	Hardin	14-28
Hawkeye	Fayette	7-40	Hudson	Black Hawk	13-35
Hawley	Hancock	4-25	Hughes	Hardin	13-29
Hawleyville	Page	32-13	Hugo	Jackson	15-49
Hayes	Adams	28-14	Hull	Sioux	4- 4
Hayesville	Keokuk	26-37	Humboldt	Humboldt	10-20
Hayfield	Hancock	4-25	Humeston	Wayne	31-26
Haynies	Mills	30- 6	Huntington	Emmet	1-16
Hazleton	Buchanan	11-40	Hurley	Cerro Gordo	6-29
Hebron	Adair	26-19	Huron	Des Moines	29-47
Hedrick	Keokuk	27-36	Hurstville	Jackson	17-50
Henderson	Mills	28- 9	Hutchins	Hancock	5-23
Hepburn	Page	31-13	Huxley	Story	19-25
Herndon	Guthrie	20-19			
Herring	Sac	15-12			
Herrold	Polk	21-24			
Hesper	Winneshiek	1-41	Iconium	Appanoose	31-31
Heytman	Allamakee	3-46	Ida Grove	Ida	14- 9
Hiattsville	Appanoose	32-32	Imogene	Fremont	31- 9
Hibbsville	Appanoose	34-30	Independence	Buchanan	12-40
Hicks	Black Hawk	14-35	Indiana	Marion	27-30
High Amana	Iowa	20-40	Indianapolis	Mahaska	25-35
High Bridge	Dallas	20-23	Indianola	Warren	25-25
Highland	Clayton	8-43	Industry	Webster	12-21
Highland Center	Wapello	28-36	Ingersoll	Dallas	21-23
Highland Park	Sioux	6- 2	Inwood	Lyon	3- 2
Highlandville	Winneshiek	1-42	Ioka	Keokuk	27-38
Highpoint	Decatur	32-25	Ion	Allamakee	5-45
Highview	Hamilton	12-23	Ionia	Chickasaw	6-35
Hills	Johnson	23-43	Iowa Center	Story	19-27
Hillsboro	Henry	31-42	Iowa City	Johnson	22-43
Hillsdale	Carroll	18-14	Iowa Falls	Hardin	12-29
Hilton	Monroe	30-32	Iowa Junction	Washington	24-43
Hinsdale	Lee	35-43	Ira	Jasper	20-29
Hinton	Plymouth	11- 3	Ireton	Sioux	7- 3
Hiteman	Monroe	29-31	Irma	Bremer	9-35
Hobarton	Kossuth	6-20	Iron Hill	Jackson	16-50
Hocking	Monroe	29-32	Irving	Tama	19-36
Holbrook	Iowa	23-40	Irvington	Kossuth	6-21
Holland	Grundy	13-32	Irwin	Shelby	20-12
Holly Springs	Woodbury	15- 4	Island Park	Pottawattamie	27- 6
Holmes	Wright	9-24	Ivester	Grundy	14-31
Holstein	Ida	12- 9	Ivyville	Adams	30-15
Holly Cross	Dubuque	11-48			
Homer	Hamilton	14-23			
Homestead	Iowa	21-40	Jackson	Linn	16-44
			Jackson Jct.	Winneshiek	5-39
			Jacksonville	Shelby	22-12

Town	County	Group	Town	County	Group
Jacob (Switch)	Poweshiek	22-33	Kirkman	Shelby	21-11
Jamaica	Guthrie	20-19	Kirkville	Wapello	28-35
James	Plymouth	11- 3	Kiron	Crawford	16-10
Jamestown	Scott	24-50	Klemme	Hancock	6-26
Jamison	Clarke	28-24	Kline	Des Moines	30-46
Janesville	Bremer	10-35	Klinger	Bremer	10-37
Jay	Clarke	28-25	Klondike	Lyon	2- 1
Jeff	Fayette	10-40	Knierim	Calhoun	13-18
Jefferson	Greene	18-19	Kniffin	Wayne	33-29
Jerico	Chickasaw	4-37	Knoke	Calhoun	12-16
Jerome	Appanoose	33-30	Knowlton	Ringgold	31-19
Jesup	Buchanan	12-39	Knoxville	Marion	26-29
Jewell	Hamilton	14-25	Konigsmark	Linn	19-42
Johnston	Polk	22-24	Kossuth	Des Moines	29-46
Joice	Worth	2-27	Koszta	Iowa	20-37
Jolley	Calhoun	12-16	Koyle	Decatur	33-24
Jordan	Boone	17-24		—L—	
Jubilee	Black Hawk	13-38	Lacelle	Clarke	30-23
Judith	Mahaska	26-34	Lacey	Mahaska	25-34
Julian	Dubuque	12-50	Lacona	Warren	27-27
Juniata	Buena Vista	11-13	La Crew	Lee	33-43
	—K—		Laddsdale	Davis	31-37
Kains	Allamakee	1-45	Ladoga	Taylor	32-15
Kalo	Webster	13-21	Ladora	Iowa	21-37
Kalona	Washington	24-42	Lafayette	Linn	16-42
Kamrar	Hamilton	13-24	Lake City	Calhoun	15-16
Kanawha	Hancock	7-24	Lake		
Kasson	Madison	27-21	Manawa	Pottawattamie	27- 6
Kellerton	Ringgold	33-21	Lake Mills	Winnebago	2-26
Kelley	Story	18-25	Lake Park	Dickinson	1-11
Kellogg	Jasper	21-31	Lakeside	Buena Vista	11-12
Kemper	Des Moines	32-47	Lake View	Sac	14-13
Kendalville	Winneshiek	1-39	Lakewood	Lyon	2- 4
Kennebec	Monona	17- 5	Lakonta	Mahaska	27-33
Kennedy	Dallas	22-21	Lakota	Kossuth	2-21
Kensett	Worth	2-29	Lamb	Black Hawk	14-38
Kent	Union	30-18	Lamoille	Marshall	18-30
Kenwood	Crawford	18- 9	Lamoni	Decatur	34-22
Kenwood Park	Linn	18-42	Lamont	Buchanan	11-42
Keokuk	Lee	36-44	Lamotte	Jackson	14-51
Keosauqua	Van Buren	32-39	Lancaster	Keokuk	26-38
Keota	Keokuk	25-39	Lanesboro	Carroll	16-16
Kesley	Butler	10-31	Lanesville	Appanoose	33-31
Keswick	Keokuk	24-37	Langdon	Clay	4-13
Kew	Ringgold	31-19	Langworthy	Jones	16-46
Keystone	Benton	18-37	Lansing	Allamakee	2-45
Key West	Dubuque	13-50	Lanyon	Webster	15-20
Kidder	Dubuque	13-48	Laporte City	Black Hawk	14-37
Kiene	Buchanan	14-42	Larchwood	Lyon	1- 2
Kilbourn	Van Buren	31-39	Larrabee	Cherokee	8- 9
Killduff	Jasper	22-31	Latimer	Franklin	9-28
Kimball	Marion	25-28	Lattners	Dubuque	12-49
Kimballton	Audubon	22-13	Latty	Des Moines	30-47
King	Dubuque	13-51	Laurel	Marshall	19-31
Kingsley	Plymouth	11- 6	Laurens	Pocahontas	8-15
Kingston	Des Moines	30-47	Lavinia	Calhoun	13-16
Kinross	Keokuk	24-39	Lawler	Chickasaw	6-38
			Lawnhill	Hardin	14-29
			Lawton	Woodbury	12- 4

Town	County	Group	Town	County	Group
Lebanon	Sioux	5- 2	Lore	Dubuque	12-49
Lebanon	Van Buren	32-38	Lorimor	Union	28-21
LeClaire	Scott	22-53	Loring	Polk	20-27
Ledyard	Kossuth	2-21	Lost Nation	Clinton	18-49
Leeds	Woodbury	12- 2	Lothrop	Warren	25-24
LeGrande	Marshall	18-32	Lotts Creek	Kossuth	5-19
Lehigh	Webster	14-21	Louisa	Linn	18-42
Leighton	Mahaska	25-32	Lourdes	Howard	3-37
Leland	Winnebago	3-25	Loveland	Pottawattamie	24- 5
LeMars	Plymouth	9- 4	Lovilia	Monroe	28-31
Lena	Webster	15-19	Lowden	Cedar	20-48
Lenox	Taylor	31-17	Lowell	Henry	31-44
Leon	Decatur	32-24	Low Moor	Clinton	20-53
Le Roy	Decatur	31-25	Luana	Clayton	6-44
Leslie	Clarke	30-23	Lucas	Lucas	29-26
Lester	Lyon	1- 2	Ludlow	Allamakee	4-43
Letts	Louisa	26-46	Lundgren	Webster	14-20
Leverett	Buena Vista	8-14	Lunds	Webster	13-22
Levey	Polk	23-26	Lundsford	Davis	34-35
Lewis	Cass	26-12	Luray	Marshall	18-30
Lewisburg	Wayne	32-26	Luther	Boone	18-23
Lexington	Washington	25-41	Luton	Woodbury	14- 3
Liberty	Clarke	28-25	Luverne	Kossuth	7-22
Liberty Center	Warren	27-26	Luxemburg	Dubuque	11-47
Libertyville	Jefferson	30-39	Luzerne	Benton	19-38
Lida	Warren	24-24	Lyman	Cass	27-13
Lidderdale	Carroll	17-15	Lyons	Clinton	19-54
Lima	Fayette	8-41	Lynnville	Jasper	23-32
Lime Spring	Howard	1-37	Lynnville Junction	Jasper	23-32
Linby	Jefferson	28-38	Lytton	Sac	13-14
Lincoln	Tama	15-33			
Linden	Dallas	22-20			
Lineville	Wayne	34-26			
Linn Junction	Linn	18-41	Macedonia	Pottawattamie	27- 9
Linnburg	Webster	15-21	Mackey	Boone	16-24
Linn Grove	Buena Vista	8-12	Macksburg	Madison	27-20
Linwood	Scott	24-50	Maclay	Clay	7-13
Lisbon	Linn	19-44	Macuta	Lee	34-44
Liscomb	Marshall	16-31	Macy	Hardin	12-29
Little Cedar	Mitchell	2-33	Madrid	Boone	19-23
Littleport	Clayton	9-44	Magill	Harrison	23- 8
Little Rock	Lyon	1- 6	Magnolia	Harrison	21- 6
Little Sioux	Harrison	20- 4	Maine	Appanoose	31-32
Littleton	Buchanan	12-39	Malcom	Poweshiek	21-34
Little Turkey	Chickasaw	5-38	Mallard	Palo Alto	7-16
Livermore	Humboldt	8-21	Malone	Clinton	20-53
Livingston	Appanoose	34-30	Maloy	Ringgold	33-18
Lockman	Monroe	28-33	Malta	Marshall	18-29
Lockridge	Jefferson	29-41	Malvern	Mills	29- 8
Locust	Winneshiek	2-42	Manchester	Delaware	12-44
Logan	Harrison	22- 7	Manhattan	Dickinson	2-12
Logansport	Boone	17-22	Manilla	Crawford	19-11
Lohrville	Calhoun	15-17	Manly	Worth	3-29
Lone Rock	Kossuth	4-19	Manning	Carroll	19-13
Lone Tree	Johnson	24-44	Manson	Calhoun	12-18
Long Grove	Scott	21-51	Manteno	Shelby	20- 9
Long Point	Tama	19-35	Maple	Monroe	28-33
Longview	Van Buren	31-40	Maple Hill	Emmet	2-17
Lorah	Cass	24-13	Maple Landing	Monona	17- 3

Town	County	Group	Town	County	Group
Maple Leaf	Howard	3-36	Meroa	Mitchell	4-31
Maple River	Carroll	17-14	Merrill	Plymouth	10- 3
Mapleton	Monona	16- 6	Merrimac	Jefferson	28-41
Maquoketa	Jackson	17-51	Mertensville	Lee	32-43
Marathon	Buena Vista	8-14	Meservey	Cerro Gordo	7-27
Marble Rock	Floyd	7-32	Metz	Jasper	22-29
Marcus	Cherokee	8- 7	Meyer	Mitchell	1-33
Marengo	Iowa	20-38	Miami	Monroe	28-32
Marietta	Marshall	17-30	Middle		
Marion	Linn	18-42	Amana	Iowa	20-40
Mark	Davis	34-35	Middleburg	Sioux	5- 5
Marne	Cass	24-12	Middlefield	Buchanan	13-42
Marquette	Clayton	6-46	Middletown	Des Moines	31-45
Marsh	Louisa	28-45	Midland	Lyon	1- 4
Marshalltown	Marshall	17-31	Midland		
Martelle	Jones	18-45	Junction	Clinton	18-54
Martensdale	Warren	25-24	Mid River	Johnson	21-42
Martins	Scott	21-52	Midvale	Story	19-25
Martinsburg	Keokuk	27-37	Midway	Woodbury	14- 7
Marysville	Marion	27-31	Miles	Jackson	17-53
Mason City	Cerro Gordo	5-29	Milford	Dickinson	3-13
Masonville	Delaware	12-43	Milledgeville	Appanoose	31-30
Massena	Cass	26-15	Miller	Hancock	4-26
Massillon	Cedar	19-48	Millerburg	Iowa	23-38
Matlock	Sioux	4- 6	Millerton	Wayne	31-28
Maud	Allamakee	4-44	Millman	Polk	23-24
Maurice	Sioux	7- 4	Millrock	Jackson	17-49
Max	O'Brien	4- 9	Millville	Clayton	10-47
Maxon	Monroe	29-32	Milnerville	Plymouth	10- 1
Maxwell	Story	19-27	Milo	Warren	26-27
May City	Osceola	3-10	Milton	Van Buren	33-38
Maynard	Fayette	9-40	Minburn	Dallas	21-22
Maysville	Scott	22-50	Minden	Pottawattamie	24- 8
McBride	Madison	24-22	Mineola	Mills	28- 7
McCallsburg	Story	16-27	Mineral		
McCausland	Scott	21-52	Ridge	Boone	16-23
McChane	Buchanan	14-39	Minerva	Marshall	17-30
McClelland	Pottawattamie	26- 7	Mingo	Jasper	21-28
McCloy	Sac	15-12	Missouri		
McGregor	Clayton	6-46	Valley	Harrison	23- 5
McIntire	Mitchell	1-34	Mitchell	Mitchell	3-32
McNally	Sioux	7- 2	Mitchellville	Polk	22-27
McPaul	Fremont	31- 6	Modale	Harrison	22- 5
McPherson	Madison	26-21	Moingona	Boone	18-22
McPherson	Montgomery	29-10	Mona	Mitchell	1-31
McVeigh	Van Buren	31-41	Mondamin	Harrison	21- 4
Meadows	Appanoose	31-32	Moneta	O'Brien	5-10
Mechanicsville	Cedar	19-45	Monette	Union	28-21
Mederville	Clayton	9-44	Moningers	Marshall	17-30
Medford	Warren	26-25	Monmouth	Jackson	17-49
Mediapolis	Des Moines	29-46	Monona	Clayton	6-44
Medora	Warren	27-25	Monroe	Jasper	23-29
Melbourne	Marshall	19-30	Monteith	Guthrie	22-18
Melcher	Marion	27-28	Monterey	Davis	34-34
Melrose	Monroe	30-30	Montezuma	Poweshiek	23-35
Melton	Worth	1-30	Montgomery	Dickinson	1-12
Melvin	Osceola	3- 9	Monticello	Jones	15-46
Menlo	Guthrie	23-18	Montour	Tama	18-33
Mercer	Adams	30-16	Montpelier	Muscatine	24-49
Meriden	Cherokee	9- 8	Montrose	Lee	35-44

TRUCK OPERATOR CASES

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Town	County	Group	Town	County	Group
Mooar	Lee	36-44	Nevinville	Adams	28-17
Moore	Poweshiek	23-33	New Albin	Allamakee	1-45
Moorhead	Monona	19- 6	New Albion	Butler	10-33
Moorland	Webster	13-19	Newbern	Marion	27-28
Moran	Dallas	20-23	New Boston	Lee	34-43
Moravia	Appanoose	31-32	Newburg	Jasper	20-32
Morfordsville	Johnson	23-43	Newcom	Crawford	17-11
Morgan	Decatur	34-25	Newell	Buena Vista	11-14
Morgan Valley	Marion	24-28	Newhall	Benton	18-39
Morley	Jones	18-46	New Hampton	Chickasaw	6-37
Morningside	Woodbury	13- 2	New Hartford	Butler	11-34
Morning Sun	Louisa	28-45	New Haven	Mitchell	3-34
Morrison	Grundy	14-33	Newkirk	Sioux	6- 6
Morse	Johnson	21-44	New Liberty	Scott	21-49
Mortimer	Ringgold	31-19	New London	Henry	30-44
Morton Mills	Montgomery	28-13	New Market	Taylor	32-14
Moscow	Muscatine	23-47	New Oregon	Howard	3-38
Motor	Warren	26-27	Newport	Johnson	21-43
Moulton	Appanoose	33-33	Newport	Louisa	27-46
Mount Auburn	Benton	15-38	New Providence	Hardin	15-29
Mount Ayr	Ringgold	33-20	New Sharon	Mahaska	24-33
Mount Carmel	Carroll	16-14	Newton	Jasper	21-30
Mount Clara	Lee	35-44	New Vienna	Dubuque	12-47
Mount Etna	Adams	28-15	New Virginia	Warren	27-24
Mount Hamill	Lee	32-42	New York	Wayne	31-28
Mount Joy	Scott	22-51	Nichols	Muscatine	24-45
Mount Pleasant	Henry	30-43	Nilesville	Floyd	5-34
Mount Sterling	Van Buren	33-40	Nira	Washington	24-40
Mount Union	Henry	29-44	Noble	Washington	27-42
Mount Vernon	Linn	19-44	Nobleton	Polk	22-27
Mount Zion	Van Buren	32-39	Nodaway	Adams	30-14
Moville	Woodbury	12- 5	Noel	Scott	21-51
Mullahy	Des Moines	30-47	Nora Springs	Floyd	5-31
Munterville	Wapello	29-34	Nordness	Winneshiek	4-41
Murphy	Jasper	22-31	Normal	Black Hawk	12-35
Murray	Clarke	29-22	Norris	Black Hawk	11-35
Muscatine	Muscatine	24-47	Northboro	Page	34-10
Myron	Allamakee	5-43	North Branch	Guthrie	22-16
Mystic	Appanoose	32-31	N. Buena Vista	Clayton	10-48
	—N—		N. English	Iowa	23-38
Nahant	Scott	24-51	Northfield	Des Moines	29-46
Napier	Boone	18-24	N. Liberty	Johnson	21-43
Nashua	Chickasaw	7-35	North Washington	Chickasaw	5-36
Nashville	Jackson	17-49	Northwood	Worth	1-29
Nassett	Winneshiek	3-42	Norwalk	Warren	24-24
National	Clayton	7-45	Norway	Benton	19-40
Neils	Winnebago	3-25	Norwich	Page	32-11
Nemaha	Sac	12-13	Norwood	Lucas	28-26
Neoga	Pottawattamie	27- 6	Norwoodville	Polk	22-26
Neola	Pottawattamie	24- 7	Nuel	Wright	11-23
Neptune	Plymouth	10- 4	Nugent	Keokuk	27-37
Nevada	Story	18-27	Numa	Appanoose	33-31
			Nyman	Page	31-11

Town	County	Group	Town	County	Group
	—O—		Owasa	Hardin	13-29
Oakdale	Johnson	21-42	Owego	Woodbury	15-3
Oakfield	Audubon	23-14	Owl Lake	Humboldt	9-22
Oak Grove	Poweshiek	22-33	Oxford	Johnson	21-41
Oakland	Franklin	11-27	Oxford Jct.	Jones	18-48
Oakland	Pottawattamie	26- 9	Oxford Mills	Jones	18-48
Oakland			Oyens	Plymouth	9- 5
Mills	Henry	30-42		—P—	
Oakley	Lucas	28-27			
Oaks	Appanoose	31-32	Pacific Jct.	Mills	29- 6
Oakton	Scott	23-51	Packard	Butler	8 31
Oakville	Louisa	28-47	Packwood	Jefferson	28-38
Oakwood	Floyd	6-33	Page Center	Page	33-12
Oasis	Johnson	21-44	Palmer	Pocahontas	11-17
Ocheyedan	Osceola	2- 9	Palmyra	Warren	24-27
Odebolt	Sac	14-11	Palo	Linn	17-41
Oelwein	Fayette	10-40	Palsville	Wright	8-26
Ogden	Boone	17-22	Panama	Shelby	21- 9
Okoboji	Dickinson	2-13	Panora	Guthrie	21-19
Olaf	Wright	8-25	Panther	Dallas	22-21
Olds	Henry	28-43	Paradise	Jackson	15-52
O'Leary	Plymouth	10- 5	Paralta	Linn	18-44
Olin	Jones	18-46	Paris	Davis	32-34
Olivet	Mahaska	26-32	Paris	Linn	15-43
Ollie	Keokuk	27-38	Parkersburg	Butler	11-33
Olmitz	Lucas	28-29	Parnell	Iowa	23-39
Onawa	Monona	18- 4	Paton	Greene	16-20
Oneida			Patterson	Madison	25-23
(Jct.)	Delaware	12-45	Paullina	O'Brien	7- 8
O'Neill	Dubuque	11-49	Payne	Fremont	34- 7
Onslow	Jones	17-47	Pearl City	Appanoose	34-31
Ontario	Story	17-25	Peiro	Woodbury	14- 5
Oralabor	Polk	21-25	Pekin	Keokuk	27-38
Oran	Fayette	10-39	Pella	Marion	25-31
Orange City	Sioux	6- 5	Peoria	Mahaska	24-32
Orchard	Mitchell	4-33	Peosta	Dubuque	13-49
Ord	Madison	26-21	Percival	Fremont	32- 6
Orient	Adair	27-18	Percy	Marion	24-28
Orilla	Warren	24-24	Perkins	Sioux	4- 4
Orleans	Dickinson	1-13	Perlee	Jefferson	28-40
Ormanville	Wapello	30-35	Perry	Dallas	20-21
Orson	Harrison	20- 5	Pershing	Marion	26-30
Ortonville	Dallas	22-22	Persia	Harrison	23- 8
Osage	Mitchell	3-32	Peru	Dubuque	11-50
Osborne	Clayton	9-44	Peru	Madison	27-22
Osceola	Clarke	29-24	Petersburg	Delaware	12-46
Osgood	Palo Alto	4-16	Peterson	Clay	7-11
Oskaloosa	Mahaska	26-33	Petersville	Clinton	18-51
Ossian	Winneshiek	5-41	Philby	O'Brien	6- 7
Osterdock	Clayton	10-46	Phildia	Dallas	20-23
Oswalt	Jasper	21-28	Pickering	Marshall	19-32
Otero	Jefferson	29-40	Pierceville	Van Buren	32-41
Otho	Webster	13-21	Pierson	Woodbury	12- 6
Otley	Marion	24-30	Pilotburg	Washington	24-40
Oto	Woodbury	15- 6	Pilot Grove	Lee	32-43
Otranto	Mitchell	1-31	Pilot Mound	Boone	16-22
Otter Creek	Jackson	15-50	Pioneer	Humboldt	10-19
Otterville	Buchanan	12-40	Piper	Calhoun	14-17
Ottosen	Humboldt	8-19	Pisgah	Harrison	20- 5
Ottumwa	Wapello	29-35	Pittsburg	Van Buren	32-39

TRUCK OPERATOR CASES

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Town	County	Group	Town	County	Group
Pitzer	Madison	25-20	Radcliffe	Hardin	14-27
Plainfield	Bremer	8-35	Rainbow	Muscatine	24-48
Plano	Appanoose	32-30	Rake	Winnebago	1-23
Plato	Cedar	21-45	Raleigh	Emmet	3-15
Platteville	Taylor	33-17	Ralston	Carroll	17-16
Pleasant Creek	Jackson	16-53	Ramsbottom	Adair	27-19
Pleasant Grove	Des Moines	30-45	Randalia	Fayette	8-40
Pleasanton	Decatur	34-24	Randall	Hamilton	15-25
Pleasant Plain	Jefferson	28-40	Randick	Poweshiek	21-35
Pleasant Prairie	Muscatine	23-49	Randolph	Fremont	31- 8
Pleasant Valley	Scott	23-52	Rands	Calhoun	14-17
Pleasantville	Marion	25-28	Rathbun	Appanoose	32-31
Plessis	O'Brien	4- 9	Raymond	Black Hawk	12-37
Plover	Pocahontas	8-17	Read	Clayton	8-45
Plum Creek	Kossuth	5-21	Readlyn	Bremer	10-37
Plymouth	Cerro Gordo	4-30	Reams	Des Moines	29-47
Plymouth Rock	Winneshiek	1-39	Reasnor	Jasper	23-30
Pocahontas	Pocahontas	9-17	Rector	Marion	26-30
Polk City	Polk	20-24	Redding	Ringgold	34-18
Pomeroy	Calhoun	12-16	Redfield	Dallas	23-20
Popejoy	Franklin	11-27	Redline	Shelby	21-12
Poplar	Audubon	22-13	Red Oak	Montgomery	29-11
Portland	Cerro Gordo	5-30	Red Rock	Marion	24-29
Portsmouth	Shelby	22- 9	Reels	Pottawattamie	25- 6
Postville	Allamakee	5-43	Reeve	Franklin	10-29
Potter	Tama	18-33	Reinbeck	Grundy	14-34
Powersville	Floyd	7-33	Reinicker	Hamilton	12-25
Prairie Bell	Jasper	22-28	Rembrandt	Buena Vista	8-12
Prairieburg	Linn	15-44	Remsen	Plymouth	9- 6
Prairie City	Jasper	23-28	Reno	Cass	27-14
Prairie Rose	Shelby	23-11	Renwick	Humboldt	8-22
Preparation	Monona	19- 6	Rhodes	Marshall	19-29
Prescott	Adams	29-16	Riceville	Mitchell	2-34
Preston	Jackson	17-53	Richards	Calhoun	13-17
Primghar	O'Brien	5- 8	Richfield	Fayette	7-39
Primrose	Lee	33-42	Richland	Keokuk	27-39
Princeton	Scott	21-53	Richman	Muscatine	24-48
Prole	Warren	25-24	Richmond	Washington	24-42
Promise City	Wayne	32-29	Rich Point	Kossuth	6-21
Protivin	Howard	4-38	Rickardville	Dubuque	11-49
Pulaski	Davis	33-37	Ricketts	Crawford	16- 8
Purdy	Lucas	28-28	Rider	Polk	22-24
Putlege	Linn	19-42	Ridgeway	Winneshiek	3-39
	—Q—		Ridley	Clayton	6-43
Quandahl	Allamakee	1-43	Riggs	Clinton	18-52
Quarry	Marshall	18-32	Rinard	Calhoun	14-18
Quasqueton	Buchanan	13-41	Ringgold	Ringgold	34-20
Quass	Linn	17-42	Ringsted	Emmet	3-18
Quick	Pottawattamie	26- 7	Rippey	Greene	19-20
Quimby	Cherokee	11- 8	Rising Sun	Polk	23-26
Quincy	Adams	29-15	Ritter	O'Brien	4- 7
	—R—		River Jct.	Johnson	24-44
Racine	Hardin	13-28	Riverside	Washington	24-43
			River Sioux	Harrison	20- 4
			Riverton	Fremont	33- 8
			Roberts	Webster	13-20
			Robertson	Hardin	12-30
			Robinson	Delaware	14-43
			Robins	Linn	17-42
			Rochester	Cedar	22-46

Town	County	Group	Town	County	Group
Rockaway	Jackson	17-53	St. Sebald	Clayton	9-43
Rockdale	Dubuque	13-50	Salem	Henry	31-42
Rock Falls	Cerro Gordo	4-30	Salina	Jefferson	29-40
Rockford	Floyd	6-31	Salix	Woodbury	14- 2
Rock Grove			Samoa	Jackson	17-54
City	Floyd	5-31	Sanborn	O'Brien	4- 8
Rockingham	Scott	24-51	Sand Prairie	Lee	35-43
Rock Rapids	Lyon	2- 4	Sand Spring	Delaware	14-46
Rock Valley	Sioux	4- 3	Sandusky	Lee	36-44
Rockwell	Cerro Gordo	7-29	Sandyville	Warren	25-27
Rockwell City	Calhoun	13-17	Santiago	Polk	21-27
Rodman	Palo Alto	6-18	Saratoga	Howard	2-36
Rodney	Monona	16- 5	Sattre	Winneshiek	2-42
Roelyn	Webster	13-19	Saude	Chickasaw	4-38
Rogers	Linn	16-43	Savannah	Davis	34-35
Rogerville	Benton	17-37	Sawyer	Lee	33-45
Roland	Story	16-26	Saxon	Wayne	32-26
Rolfe	Pocahontas	9-18	Saylor	Polk	22-25
Rome	Henry	30-42	Scarville	Winnebago	1-26
Rorbeck	Shelby	23-12	Schaller	Sac	12-11
Roscoe	Des Moines	20-45	Schleswig	Crawford	16-10
Rosebrook	Appanoose	32-32	Schley	Howard	3-37
Rose Hill	Mahaska	26-35	Sciola	Montgomery	29-13
Roselle	Carroll	18-14	Scotch Grove	Jones	16-47
Rosendale	Boone	16-24	Scott	Fayette	10-41
Roseville	Floyd	6-32	Scranton	Greene	18-17
Ross	Audubon	21-14	Searsboro	Poweshiek	23-33
Rossie	Clay	6-12	Secor	Hardin	14-30
Rossville	Allamakee	4-44	Sedan	Appanoose	34-32
Roundgrove	Scott	22-49	Seevers	Jasper	22-29
Rowan	Wright	9-26	Selection	Monroe	30-32
Rowley	Buchanan	14-40	Selma	Van Buren	31-38
Royal	Clay	6-11	Seneca	Kossuth	3-19
Rubio	Washington	27-40	Seney	Plymouth	8- 4
Ruble	Plymouth	9- 2	Sergeant		
Rudd	Floyd	5-32	Bluff	Woodbury	13- 2
Runnells	Polk	23-27	Sewal	Wayne	33-28
Rushville	Jasper	21-31	Sexton	Kossuth	6-21
Russell	Lucas	30-29	Seymour	Wayne	33-29
Rust	Bremer	10-36	Shady Grove	Buchanan	14-39
Ruthven	Palo Alto	5-15	Shaffton	Clinton	20-54
Rutland	Humboldt	9-20	Shambaugh	Page	33-12
Rutledge	Wapello	29-35	Shannon City	Union	30-19
Ryan	Delaware	14-43	Sharon	Appanoose	33-32
	—S—		Sharon		
			Center	Johnson	23-42
Sabula	Jackson	17-54	Sharpsburg	Taylor	32-16
Sac City	Sac	13-13	Shawondasse	Dubuque	13-51
Sacton	Sac	15-13	Sheffield	Franklin	8-29
Sageville	Dubuque	11-50	Shelby	Shelby	23- 9
St. Ansgar	Mitchell	2-32	Sheldahl	Polk	20-25
St. Anthony	Marshall	16-29	Sheldon	O'Brien	4- 7
St. Benedict	Kossuth	6-22	Shell Rock	Butler	10-34
St. Charles	Madison	26-23	Shellsburg	Benton	17-40
St. Donatus	Jackson	14-52	Shenandoah	Page	32-10
St. Joseph	Kossuth	7-20	Shepard	Union	29-20
St. Lucas	Fayette	6-40	Sheridan	Poweshiek	20-34
St. Marys	Warren	26-24	Sherman	Hardin	14-27
St. Olaf	Clayton	7-44	Sherrill	Dubuque	11-49
St. Paul	Lee	32-43	Sherwood	Calhoun	14-16

TRUCK OPERATOR CASES

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Town	County	Group	Town	County	Group
ShIPLEY	Story	18-26	Sterling	Jackson	17-54
ShOPTON	Lee	34-44	Steuben	Davis	33-36
Shueyville	Johnson	20-42	Stiles	Davis	34-36
Siam	Taylor	34-14	Stilson	Hancock	6-23
Sibley	Osceola	2- 7	Stilwell	Poweshiek	23-33
Sidney	Fremont	32- 7	Stockport	Van Buren	31-41
Sigourney	Keokuk	26-37	Stockton	Muscatine	23-49
Silver City	Mills	28- 8	Stone City	Jones	17-45
Silver Lake	Worth	1-27	Stonega	Hamilton	12-25
Sinclair	Butler	11-33	Storm Lake	Buena Vista	11-12
Sioux Center	Sioux	6- 4	Story City	Story	16-25
Sioux City	Woodbury	12- 2	Stout	Grundy	12-33
Sioux Rapids	Buena Vista	8-13	Strahan	Mills	30- 8
Sisley Grove	Linn	18-41	Stratford	Hamilton	15-23
Sixteen	Allamakee	5-45	Strawberry		
Slater	Story	19-25	Point	Clayton	10-43
Slifer	Webster	14-19	Struble	Plymouth	8- 4
Sloan	Woodbury	15- 3	Stuart	Guthrie	23-19
Smithfield	Allamakee	5-44	Sugar Creek	Lee	36-44
Smith Lake	Cass	24-13	Sully	Jasper	23-32
Smithland	Woodbury	15- 5	Sulphur		
Smiths	Jackson	14-52	Springs	Buena Vista	11-13
Smith Siding	Monona	16- 7	Summerset	Warren	25-26
Smyrna	Clarke	30-25	Summit	Fremont	31- 9
Snefs	Clayton	9-46	Summit	Guthrie	21-19
Snodgrass			Summitville	Lee	35-44
Switch	Davis	33-37	Sumner	Bremer	8-38
Sny Magill	Clayton	7-46	Sunbury	Cedar	22-48
Solberg	Wright	9-25	Superior	Dickinson	1-14
Soldier	Monona	18- 7	Sutherland	O'Brien	7-10
Solomon	Mills	30- 9	Sutliff	Johnson	20-44
Solon	Johnson	20-43	Swaledale	Cerro Gordo	7-28
Somers	Calhoun	14-18	Swan	Marion	24-28
Sonora	Poweshiek	20-33	Swanton	Butler	11-33
South Amana	Iowa	20-39	Swanwood	Polk	22-25
South English	Keokuk	24-38	Swea City	Kossuth	2-20
Spaulding	Union	28-18	Swedesburg	Henry	28-43
Spechts Ferry	Dubuque	11-50	Sweetland	Muscatine	24-48
Spencer	Clay	5-13	Swisher	Johnson	20-42
Sperry	Des Moines	30-46			
Spillville	Winneshiek	4-40			
Spirit Lake	Dickinson	2-13	Tabor	Fremont	31- 7
Spragueville	Jackson	17-52	Taintor	Mahaska	24-33
Springbrook	Jackson	16-52	Talleyrand	Keokuk	26-39
Springdale	Cedar	22-45	Talmage	Union	29-21
Spring			Tama	Tama	18-34
Fountain	Bremer	8-38	Tara	Webster	12-20
Spring Grove	Des Moines	32-46	Taylor	Pottawattamie	26- 8
Spring Hill	Warren	24-25	Teeds Grove	Clinton	18-54
Springville	Linn	17-44	Temple Hill	Jones	15-48
Stacyville	Mitchell	1-33	Templeton	Carroll	19-14
Stanhope	Hamilton	15-24	Tennant	Shelby	23- 9
Stanley	Buchanan	11-41	Tenold	Worth	2-28
Stanton	Montgomery	30-12	Terril	Dickinson	3-14
Stanwood	Cedar	19-46	Thayer	Union	29-21
Stark	Mahaska	27-34	Thompson	Winnebago	2-24
State Center	Marshall	18-29	Thor	Humboldt	10-22
Steamboat			Thornburg	Keokuk	24-36
Rock	Hardin	13-30	Thornton	Cerro Gordo	7-27
Stennett	Montgomery	28-11	Thorpe	Delaware	11-44

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Town	County	Group	Town	County	Group
Thrall	Wright	9-23	Valley	Washington	26-40
Thurman	Fremont	31- 6	Valley Jct.	Polk	23-24
Ticonic	Monona	16- 5	Van Buren	Jackson	17-53
Tiffin	Johnson	21-42	Vancleve	Marshall	19-30
Tileville	Madison	25-22	Vandalia	Jasper	23-28
Tile Works	Scott	23-52	Van Horn	Benton	18-38
Tilton	Poweshiek	23-36	Van Meter	Dallas	23-22
Tingley	Ringgold	31-20	Van Wert	Decatur	31-23
Tioga	Mahaska	26-35	Varina	Pocahontas	10-15
Tipperary	Lucas	28-29	Ventura	Cerro Gordo	5-27
Tipton	Cedar	21-47	Veo	Jefferson	28-40
Titonka	Kossuth	4-22	Vera	Linn	18-42
Titus	Washington	26-41	Verdi	Washington	27-41
Toddville	Linn	17-42	Vernon	Johnson	21-42
Toeterville	Mitchell	1-32	Vernon	Van Buren	33-40
Togo	Decatur	34-23	Victor	Iowa	21-37
Toledo	Tama	18-34	Victoria	Bremer	8-38
Toolsboro	Louisa	27-47	Viele	Lee	34-44
Toronto	Clinton	19-49	Village Creek	Allamakee	3-46
Tracy	Marion	26-31	Villisca	Montgomery	30-13
Traer	Tama	16-35	Vincennes	Lee	35-43
Trask	Appanoose	31-32	Vincent	Webster	11-22
Trenton	Henry	29-42	Vining	Tama	18-36
Treynor	Pottawattamie	27- 8	Vinje	Winnebago	1-25
Tripoli	Bremer	9-37	Vinton	Benton	16-39
Troy	Davis	32-37	Viola	Linn	17-44
Troy	Lucas	29-27	Vista	Buchanan	13-39
Troy Mills	Linn	15-42	Volga City	Clayton	9-43
Truesdale	Buena Vista	10-12	Volney	Allamakee	5-44
Truro	Madison	27-23	Voorhies	Black Hawk	14-35
Tuckers	Polk	22-27			
Turin	Monona	18- 5		—W—	
Turkey River	Clayton	10-47	Wadena	Fayette	8-42
Turkey River			Wadleigh	Calhoun	13-18
Jct.	Clayton	10-47	Walcott	Scott	23-50
Turner	Jasper	21-32	Wald	Cedar	20-46
Turners	Linn	19-42	Wales	Montgomery	28-10
Turnout	Scott	23-50	Walford	Benton	19-40
Tuskeego	Decatur	33-22	Walker	Linn	15-41
Tyrone	Monroe	30-31	Wallace	Dickinson	3-11
			Wallin	Montgomery	29-12
	—U—		Wallingford	Emmet	3-16
Udell	Appanoose	32-33	Wall Lake	Sac	15-13
Ulmer	Sac	15-14	Walnut	Pottawattamie	24-11
Underwood	Pottawattamie	25- 7	Walnut City	Appanoose	32-31
Union	Hardin	15-30	Wapello	Louisa	27-46
Union Mills	Mahaska	24-34	Wapsie	Bremer	10-38
Unionville	Appanoose	32-33	Ward	Monroe	29-31
Unique	Humboldt	10-19	Ware	Pocahontas	9-16
University			Warren	Lee	33-42
Park	Mahaska	26-34	Warsaw	Wayne	34-28
Updegraff	Clayton	10-46	Washburn	Black Hawk	13-37
Urbana	Benton	15-40	Washington	Washington	26-42
Urbandale	Polk	22-24	Washington		
Ute	Monona	17- 7	Mills	Dubuque	14-50
			Washington		
	—V—		Prairie	Winneshiek	3-42
Vail	Crawford	17-12	Washta	Cherokee	11- 8
Valdora	Clayton	6-45	Waterloo	Black Hawk	12-36
Valeria	Jasper	21-28	Waterville	Allamakee	4-45

TRUCK OPERATOR CASES

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Town	County	Group	Town	County	Group
Watkins	Benton	19-39	Wick	Warren	25-24
Watterson	Ringgold	34-20	Wickes	Hamilton	13-23
Waubeek	Linn	16-43	Wightman	Calhoun	15-17
Waucoma	Fayette	6-39	Wilke	Hardin	12-27
Waukee	Dallas	22-23	Wilkins	Dubuque	13-51
Waukon	Allamakee	3-44	Willett	Harrison	21- 7
Waukon Jct.	Allamakee	4-46	Willey	Carroll	18-15
Waupeton	Dubuque	11-49	Williams	Hamilton	12-26
Waverly	Bremer	10-35	Williamsburg	Iowa	22-39
Wayland	Henry	28-42	Williamson	Adams	28-17
Wayne	Henry	28-43	Williamson	Lucas	28-28
Wayside	Monroe	30-32	Williamstown	Chickasaw	7-36
Webb	Clay	7-14	Williamstown	Johnson	23-41
Webster	Keokuk	24-38	Willits	Van Buren	33-40
Webster City	Hamilton	13-23	Wilson	Jasper	22-30
Welch	Benton	15-39	Wilton	Muscatine	23-48
Weldon	Decatur	31-24	Winchester	Van Buren	31-40
Weller	Monroe	28-30	Winfield	Henry	28-44
Wellman	Washington	24-40	Winkelmans	Greene	18-19
Wellsburg	Grundy	13-31	Winslow	Black Hawk	11-35
Wellston	Washington	26-40	Winterset	Madison	25-21
Welton	Clinton	19-51	Winthrop	Buchanan	12-41
Wescott	Lee	33-46	Wiota	Cass	25-14
Wesley	Kossuth	5-22	Wise	Buchanan	12-39
West Amana	Iowa	20-39	Witmer	Cedar	21-47
West Bend	Palo Alto	7-18	Woden	Hancock	4-23
West Branch	Cedar	22-45	Wolf	Boone	16-22
West Bur- lington	Des Moines	31-46	Woodbine	Harrison	21- 7
West Chester	Washington	26-41	Woodburn	Clarke	29-25
Western College	Linn	19-42	Woodland	Decatur	33-25
Westerville	Decatur	31-22	Woodward	Dallas	20-23
Westfield	Plymouth	9- 1	Woolson	Jefferson	28-39
Westgate	Fayette	9-39	Woolstock	Wright	11-24
West Grove	Davis	33-34	Worthington	Dubuque	13-47
West Liberty	Muscatine	23-45	Wright	Mahaska	27-35
West Mitchell	Mitchell	3-32	Wyman	Louisa	27-44
Weston	Pottawattamie	25- 6	Wyoming	Jones	17-48
Westphalia	Shelby	21-10		—Y—	
West Point	Lee	33-44	Yale	Guthrie	21-19
West Side	Crawford	17-12	Yarmouth	Des Moines	29-45
West Union	Fayette	7-41	Yellow River	Allamakee	5-46
Wever	Lee	33-46	Yeomans	Plymouth	11- 2
What Cheer	Keokuk	25-36	Yetter	Calhoun	14-15
Wheatland	Clinton	20-49	Yoder	Polk	22-26
Wheelerwood	Cerro Gordo	4-28	Yorkshire	Harrison	23- 8
Whitebreast	Lucas	29-27	Yorktown	Page	32-12
Whitebreast	Marion	26-28	Young	Johnson	21-42
White City	Mahaska	27-32		Z	
White Cloud	Mills	30- 8	Zacharys	Jasper	22-28
White Elm	Davis	31-37	Zaneta	Grundy	13-34
White Pigeon	Keokuk	24-38	Zearing	Story	16-28
Whiting	Monona	17- 3	Zenorsville	Boone	17-24
Whittemore	Kossuth	6-19	Zion	Adair	27-19
Whitten	Hardin	15-30	Zook Spur	Dallas	20-23
Whittier	Linn	17-44	Zumwalt	Story	18-25
Wichita	Guthrie	21-17	Zwingle	Dubuque	14-50

**TOWNSHIP INDEX BY COUNTIES AND TOWNSHIP
RATE GROUPS**

ADAIR COUNTY		Township	Group	Township	Group
Township	Group	Chariton	31-31	Black Hawk	13-35
Eureka	25-16	Douglas	32-32	Cedar	13-37
Grand River	26-19	Franklin	34-30	Cedar Falls	12-35
Grove	25-18	Independence	31-30	Eagle	14-36
Harrison	25-19	Johns	32-30	East Waterloo	12-36
Jackson	26-16	Lincoln	33-30	Fox	13-38
Jefferson	24-18	Pleasant	34-31	Lester	11-38
Lee	26-18	Sharon	33-32	Lincoln	14-35
Lincoln	24-19	Taylor	31-32	Orange	13-36
Prussia	25-17	Udell	32-33	Poyner	12-37
Richland	27-17	Union	31-33	Mt. Vernon	11-36
Summerset	26-17	Vermillion	33-32	Spring Creek	14-38
Summit	24-16	Walnut	32-31	Union	11-35
Orient	27-18	Washington	33-33	Washington	11-35
Union	27-19	Wells	34-33	Waterloo	12-36
Walnut	24-17				
Washington	27-16				
		AUDUBON COUNTY		BOONE COUNTY	
ADAMS COUNTY		Audubon	23-15	Amaqua	17-21
Carl	28-16	Cameron	20-14	Beaver	18-21
Colony	28-17	Douglas	21-13	Cass	19-23
Douglas	29-14	Exira	23-14	Colfax	18-24
Grant	30-17	Greeley	22-15	Des Moines	17-23
Jasper	30-15	Hamlin	22-14	Dodge	16-23
Lincoln	28-14	Leroy	21-14	Douglas	19-23
Mercer	30-16	Lincoln	20-13	Garden	19-24
Nodaway	30-14	Melville	21-15	Grant	16-21
Prescott	29-16	Oakfield	23-13	Harrison	16-24
Quincy	29-15	Sharon	22-13	Jackson	17-24
Union	29-17	Viola	20-15	Marcy	18-22
Washington	28-15			Peoples	19-22
		BENTON COUNTY		Pilot Mound	16-22
ALLAMAKEE COUNTY		Benton	16-40	Union	19-21
Center	3-45	Big Grove	17-38	Yell	17-22
Fairview	5-46	Bruce	15-37	Worth	18-23
Franklin	5-44	Canton	17-40		
French Creek	2-44	Cedar	15-38	BREMER COUNTY	
Hanover	2-43	Eden	17-39	Dayton	9-38
Iowa	1-45	Eldorado	18-39	Douglas	8-36
Jefferson	4-44	Florence	19-40	Franklin	10-38
LaFayette	3-46	Fremont	18-40	Fredericka	8-37
Lansing	2-45	Harrison	15-39	Fremont	9-37
Linton	5-45	Homer	17-37	Jackson	10-35
Ludlow	4-43	Iowa	19-37	Jefferson	10-36
Makee	3-44	Jackson	16-38	Leroy	8-37
Paint Creek	4-45	Kane	18-37	LaFayette	9-35
Post	5-43	Leroy	19-38	Maxfield	10-37
Taylor	4-46	Monroe	16-37	Polk	8-35
Union City	1-44	Polk	15-40	Sumner	8-38
Union Prairie	3-43	St. Clair	19-39	Warren	9-36
Waterloo	1-43	Taylor	16-39	Washington	10-35
		Union	18-38		
		BLACK HAWK COUNTY		BUCHANAN COUNTY	
APPANOOSE COUNTY		Barclay	12-38	Buffalo	11-41
Bellair	33-31	Bennington	11-37	Byron	12-41
Caldwell	34-32	Big Creek	14-37	Cono	14-41
				Fairbank	11-39

TRUCK OPERATOR CASES

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Township	Group	Township	Group	Township	Group
Fremont	12-42	Logan	14-17	Red Oak	20-46
Hazelton	11-40	Reading	15-18	Rochester	22-46
Homer	14-40	Sherman	12-17	Springdale	22-45
Jefferson	14-39	Union	15-17	Springfield	20-48
Liberty	13-41	Twin Lakes	13-16	Sugar Creek	22-47
Madison	11-42	Williams	12-15		
Middlefield	13-42				
Newton	14-42	CARROLL COUNTY		CERRO GORDO COUNTY	
Perry	12-39	Arcadia	17-13	Bath	6-29
Sumner	13-40	Eden	19-14	Clear Lake	5-27
Washington	12-40	Ewoldt	19-13	Dougherty	7-30
Westburg	13-39	Glidden	17-16	Falls	4-30
		Grant	17-15	Geneseo	7-29
BUENA VISTA COUNTY		Jasper	16-16	Grant	4-27
Barnes	8-12	Kneist	16-14	Grimes	7-27
Brooke	8-11	Maple River	17-14	Lake	5-28
Coon	10-14	Newton	19-15	Lime Creek	4-29
Elk	9-11	Pleasant Valley	18-15	Lincoln	4-28
Fairfield	9-14	Richland	18-16	Mason	5-29
Grant	10-13	Roselle	18-14	Mt. Vernon	6-28
Hayes	11-12	Sheridan	16-15	Owen	6-30
Lee	8-13	Union	19-16	Pleasant Valley	7-28
Lincoln	9-13	Warren	19-13	Portland	5-30
Maple Valley	11-11	Washington	18-13	Union	6-27
Newell	11-14	Wheatland	16-13		
Nokomis	10-11			CHEROKEE COUNTY	
Poland	8-14	CASS COUNTY		Afton	9-10
Providence	11-13	Bear Grove	26-13	Amherst	9-7
Scott	9-12	Benton	24-14	Cedar	8-9
Washington	10-12	Brighton	24-12	Cherokee	9-9
		Cass	26-12	Diamond	11-10
BUTLER COUNTY		Edna	27-14	Grand Meadow	11-7
Albion	11-33	Franklin	25-14	Liberty	8-8
Beaver	11-34	Grant	24-15	Marcus	8-7
Bennezette	8-31	Grove	25-13	Pilot	10-9
Butler	9-34	Lincoln	25-15	Pitcher	10-10
Coldwater	8-32	Massena	26-15	Rock	10-8
Dayton	8-33	Noble	27-13	Sheridan	9-8
Fremont	8-34	Pleasant	27-12	Silver	11-9
Jackson	9-33	Pymosa	24-13	Spring	8-10
Jefferson	10-33	Union	26-14	Tilden	10-7
Madison	10-31	Victoria	27-15	Willow	11-8
Monroe	11-32	Washington	25-12		
Pittsford	9-31			CHICKASAW COUNTY	
Ripley	10-32	CEDAR COUNTY		Bradford	7-35
Shell Rock	10-34	Cass	20-45	Chickasaw	6-35
Washington	11-31	Center		Dayton	6-36
West Point	9-32	Road 38 and west	21-46	Deerfield	
CALHOUN COUNTY		East of road 38	21-47	North 1/3	4-35
Butler	12-16	Dayton	19-47	South 2/3	5-35
Calhoun	15-16	Fairfield	20-47	Dresden	7-37
Cedar	14-18	Farmington	22-48	Fredericksburg	7-38
Center	13-17	Fremont	19-46	Jacksonville	
Elm Grove	14-15	Gower	21-45	North 1/3	4-37
Garfield	13-15	Inland	21-48	South 2/3	5-37
Greenfield	13-18	Iowa	22-46	New Hampton	6-37
Jackson	15-15	Linn	20-45	Richland	7-36
Lake Creek	14-16	Massillon	19-48	Stapleton	6-38
Lincoln	12-18	Pioneer	19-45		

Township	Group	Township	Group	Township	Group
Richland	11-43	Emmet	1-15	Marion	9-28
South Fork	14-46	Estherville	2-15	Morgan	10-27
Union	14-45	High Lake	3-16	Mott	9-29
DES MOINES COUNTY		Iowa Lake	1-18	Oakland	11-27
Augusta	32-45	Jack Creek	3-17	Osceola	11-30
Benton	30-47	Lincoln	1-17	Reeve	10-29
Concordia	32-47	Swan Lake	2-17	Richland	8-28
Danville	31-45	Twelve Mile Lake	3-15	Ross	8-29
Flint River	31-46	FAYETTE COUNTY		Scott	9-27
Franklin	30-46	Auburn	6-40	Washington	9-29
Huron	29-47	Banks	8-39	West Fork	8-30
Jackson	30-48	Bethel	7-39	Wisner	8-27
Pleasant Grove	30-45	Center	8-40	FREMONT COUNTY	
Tama	31-47	Clermont	6-42	Benton	32- 6
Union	32-46	Dover	6-41	Fisher	33- 9
Washington	29-45	Eden	6-39	Green	31- 7
Yellow Springs	29-46	Fairfield	9-42	Locust Grove	34- 9
DICKINSON COUNTY		Fremont	9-39	Madison	34- 8
Center Grove	2-13	Harlan	9-40	Monroe	31- 9
Diamond Lake	1-12	Illyria	8-42	Prairie	32- 8
Excelsior	2-11	Jefferson	10-40	Riverside	31- 8
Lakesville	2-12	Oran	10-39	Riverton	33- 8
Lloyd	3-14	Pleasant Valley	7-42	Ross	31- 7
Milford	3-13	Putnam	10-42	Scott	31- 6
Okoboji	3-12	Scott	10-41	Sidney	32- 7
Richland	2-14	Smithfield	9-41	Walnut	32- 9
Silver Lake	1-11	Union	7-41	Washington	34- 7
Spirit Lake	1-13	Westfield	8-41	GREENE COUNTY	
Superior	1-14	Windsor	7-40	Bristol	17-18
Westport	3-11	FLOYD COUNTY		Cedar	16-17
DUBUQUE COUNTY		Cedar		Dawson	16-19
Cascade	14-47	West half	4-33	Franklin	19-19
Center	12-49	East half	4-34	Greenbriar	19-18
Concord	11-48	Floyd	5-33	Grant	18-19
Dubuque	12-50	Niles	5-34	Hardin	17-19
Dodge	13-47	Pleasant Grove	7-33	Highland	16-18
Iowa	12-48	Riverton	7-34	Jackson	18-18
Jefferson	11-49	Rockford	6-31	Jefferson	18-19
Liberty	11-47	Rock Grove	5-31	Junction	17-20
Mosalem	13-51	Rudd	5-32	Kendrick	17-17
New Wine	12-47	Scott	7-31	Paton	16-20
Peru	11-50	St. Charles		Scranton	18-17
Prairie Creek	14-49	Charles City		Washington	19-20
Table Mound	13-50	and west	6-33	Willow	19-17
Taylor	13-48	East of		GRUNDY COUNTY	
Vernon	13-49	Charles City	6-34	Beaver	12-33
Washington	14-50	Ulster	6-32	Black Hawk	14-34
Whitewater	14-48	Union	7-32	Colfax	13-32
EMMET COUNTY		FRANKLIN COUNTY		Clay	15-32
Armstrong		Clinton	8-29	Fairfield	12-34
Grove	2-18	Geneva	10-30	Felix	15-31
Center	2-16	Grant	11-29	German	12-31
Denmark	3-18	Hamilton	10-28	Grant	13-34
Ellsworth	1-16	Ingham	9-30	Lincoln	13-33
		Lee	11-28	Melrose	14-31
				Palermo	14-32

TRUCK OPERATOR CASES

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Township	Group	Township	Group	Township	Group
Pilot	22-38	Round Prairie	30-41	Van Buren	25-37
Sumner	21-38	Walnut	28-41	Warren	26-36
Troy	22-39			Washington	25-36
Washington	20-39			West Lancaster	26-37
York	22-40				
JACKSON COUNTY		JOHNSON COUNTY		KOSSUTH COUNTY	
Bellevue	15-52	Big Grove	20-43	Buffalo	4-22
Brandon	16-49	Cedar	20-44	Burt	4-20
Butler	15-49	Clear Creek	21-42	Cresco	6-20
Fairfield	17-52	Fremont	24-44	Eagle	1-19
Farmers Creek	16-50	Graham	21-44	Fenton	4-19
Iowa	17-54	Hardin	22-41	Garfield	7-19
Jackson	16-52	Jefferson	20-42	German	3-22
Maquoketa	17-51	Liberty	23-43	Greenwood	3-20
Monmouth	17-49	Lincoln	23-44	Grant	1-20
Otter Creek	15-50	Lucas (East)	22-43	Harrison	2-20
Perry	16-51	Madison	21-42	Hebron	1-22
Prairie Spring	14-51	Monroe	20-41	Irvington	6-21
Richland	15-51	New Port	21-43	Ledyard	2-21
South Fork	17-50	Oxford	21-41	Lincoln	2-22
Tete De Morts	14-52	Penn	21-43	Lotts Creek	5-19
Union	17-54	Pleasant Valley	23-43	Luverne	7-22
Van Buren	17-53	Scott	22-44	Plum Creek	5-21
Washington	16-53	Sharon	23-42	Portland	4-21
		Union	22-42	Prairie	6-22
		Washington	23-41	Ramsey	3-21
		West Lucas	22-43	Riverdale	7-20
JASPER COUNTY		JONES COUNTY		LEE COUNTY	
Buena Vista	22-31	Cass	16-45	Cedar	32-42
Clear Creek	20-28	Castle Grove	15-45	Charleston	34-43
Des Moines	23-28	Clay	16-48	Denmark	32-45
Elk Creek	23-31	Fairview	17-45	Des Moines	35-43
Fairview	23-29	Greenfield	18-45	Franklin	33-43
Hickory Grove	20-32	Hale	18-47	Green Bay	33-46
Independence	20-29	Jackson	17-46	Harrison	33-42
Kellogg	21-31	Lovell	15-46	Jackson	36-44
Lynn Grove	23-32	Madison	17-47	Jefferson	34-44
Malaka	20-30	Oxford	18-48	Marion	32-43
Mariposa	20-31	Richland	15-47	Montrose	35-44
Mound Prairie	22-29	Rome	18-46	Pleasant Ridge	32-44
Newton	21-30	Scotch Grove	16-47	Van Buren	34-42
Palo Alto	22-30	Washington	15-48	Washington	33-45
Poweshiek	21-38	Wayne	16-46	West Point	33-44
Richland	22-32	Wyoming	17-48		
Rock Creek	21-32			LINN COUNTY	
Sherman	21-29			Bertram	18-43
Washington	22-28			Boulder	15-44
				Brown	17-44
				Buffalo	16-44
				Cedar	18-42
				Clinton	18-41
JEFFERSON COUNTY		KEOKUK COUNTY			
Black Hawk	28-39	Adams	24-37		
Buchanan	29-40	Benton	27-36		
Cedar	30-40	Clear Creek	26-39		
Center	29-39	East Lancaster	26-38		
Des Moines	30-38	English River	24-38		
Liberty	30-39	Jackson	27-38		
Lockridge	29-41	LaFayette	25-39		
Locust Grove	29-38	Liberty	24-39		
Penn	28-40	Plank	25-38		
Polk	28-38	Prairie	24-36		
		Richland	27-39		
		Sigourney	26-37		
		Steady Run	27-37		

Township	Group	Township	Group	Township	Group
College	19-42	Midland	1- 5	Liberty	27-31
Fairfax	19-41	Richland	3- 2	Perry	24-28
Fayette	17-41	Riverside	1- 4	Pleasant Grove	25-28
Franklin	19-44	Rock	2- 4	Polk	25-30
Grant	15-41	Sioux	1- 1	Red Rock	24-29
Jackson	15-43	Wheeler	3- 5	Summit	24-30
Linn	18-44			Swan	24-28
Maine	16-43	MADISON		Union	25-29
Marion	17-43	COUNTY		Washington	27-29
Monroe	17-42	Crawford	25-23		
Otter Creek	16-42	Douglas	25-21	MARSHALL	
Putnam	19-43	Grand River	27-20	COUNTY	
Rapids	18-42	Jackson	25-20	Bangor	16-30
Spring Grove	15-42	Jefferson	24-22	Eden	19-29
Washington	16-41	Lee	24-23	Greencastle	19-32
		Lincoln	26-21	Iowa	16-31
LOUISA		Madison	24-21	Jefferson	19-31
COUNTY		Monroe	27-21	Legrand	18-32
Columbus City	26-44	Ohio	27-23	Liberty	16-29
Concord	26-45	Penn	24-20	Linn	17-31
Eliot	28-47	Scott	26-22	Liscomb	16-31
Elm Grove	27-44	South	26-23	Logan	19-30
Grand View	26-46	Union	25-22	Marion	17-32
Jefferson	27-47	Walnut	27-22	Marietta	17-30
Marshall	27-45	Webster	26-20	Marshall	17-31
Morning Sun	28-45			Minerva	17-29
Oakland	25-44	MAHASKA		State Center	18-29
Port Louisa	26-47	COUNTY		Timber Creek	18-31
Union	25-44	Adams	25-34	Taylor	17-31
Wapello	27-46	Black Oak	25-32	Vienna	16-32
		Cedar	27-35	Washington	18-30
LUCAS		E. Des Moines	27-33		
COUNTY		Garfield	26-33	MILLS COUNTY	
Benton	30-28	Harrison	27-34	Anderson	28- 9
Cedar	29-29	Jefferson	27-32	Center	29- 7
Chariton	29-28	Lincoln	26-33	Deer Creek	30- 9
English	28-28	Madison	25-33	Glenwood	29- 7
Jackson	29-26	Monroe	25-35	Indian Creek	29- 9
Liberty	28-27	Pleasant Valley	24-35	Ingraham	28- 8
Lincoln	29-28	Prairie	24-33	Lyons	30- 6
Otter Creek	28-26	Richland	24-32	Oak	28- 7
Pleasant	28-29	Scott	26-32	Platteville	29- 6
Union	30-26	Spring Creek	26-34	Rawles	30- 7
Warren	30-27	Union	24-34	Silver Creek	29- 8
Washington	30-29	W. Des Moines	27-33	White Cloud	30- 8
Whitebreast	29-27	White Oak	26-35	St. Marys	28- 6
LYON COUNTY		MARION COUNTY		MITCHELL	
Allison	1- 3	Clay	26-31	COUNTY	
Centennial	2- 1	Dallas	27-28	Burr Oak	3-33
Cleveland	2- 3	Franklin	26-28	Cedar	
Dale	3- 6	Indiana	27-30	West half	4-31
Doon	3- 3	Knoxville		East half	4-32
Elgin	1- 6	Knoxville and		Douglas	3-34
Garfield	3- 4	west	26-29	East Lincoln	4-34
Grant	2- 6	East of		Jenkins	2-34
Larchwood	1- 2	Knoxville	26-30	Liberty	2-33
Liberal	2- 5	Lake Prairie		Osage	3-32
Logan	2- 2	N. of Pella	24-31	Otranto	1-31
Lyon	3- 1	Pella and S.	24-32	Mitchell	3-32

Township	Group	Township	Group	Township	Group
Sherman	7- 4	Mason	33-14	Greenfield	24-25
Sioux	4- 2	Nodaway	31-14	Jackson	26-24
Washington	7- 2	Platte	31-17	Jefferson	25-24
West Branch	6- 4	Polk	34-14	Liberty	27-26
Welcome	5- 4	Ross	34-15	Lincoln	
STORY COUNTY		Washington	32-15	Indianola	
Collins	19-28	UNION COUNTY		and west	25-25
Franklin	17-25			East of	
Grant	18-26	Dodge	28-20	Indianola	25-26
Howard	16-26	Douglas	29-18	Linn	24-24
Indian Creek	19-27	Grant	30-19	Otter	26-26
Lafayette	16-25	Highland	29-19	Palmyra	24-27
Lincoln	16-28	Jones	29-21	Richland	24-27
Milford	17-26	Lincoln	28-19	Squaw	27-25
Nevada	18-27	New Hope	28-21	Union	25-27
New Albany	18-28	Platte	30-18	Virginia	27-24
Palestine	19-25	Pleasant	30-21	Whitebreast	27-27
Richland	17-27	Sand Creek	30-20	White Oak	26-25
Sherman	17-28	Spaulding	28-18	WASHINGTON COUNTY	
Union	19-26	Union	29-20	Brighton	27-41
Washington	18-25	VAN BUREN COUNTY		Cedar	25-41
Warren	16-27	Bonapart	33-41	Clay	27-40
TAMA COUNTY		Cedar	31-41	Crawford	27-43
Buckingham	15-35	Chequest	32-38	Dutch Creek	26-40
Carlton	17-33	Des Moines	33-39	English River	24-42
Carroll	17-35	Farmington	33-41	Franklin	26-41
Clark	16-36	Harrisburg	32-41	Highland	25-43
Columbia	19-34	Henry	33-40	Iowa	24-43
Crystal	16-34	Jackson	33-38	Jackson	25-42
Geneseo	15-36	Lick Creek	31-39	Lime Creek	24-40
Grant	15-34	Union	31-40	Marion	27-42
Highland	19-33	Van Buren	32-39	Oregon	26-43
Howard	17-34	Vernon	33-40	Seventy-six	25-40
Indian Village	18-33	Village	31-38	Washington	26-42
Lincoln	15-33	Washington	32-40	WAYNE COUNTY	
Oneida	17-36	WAPELLO COUNTY		Benton	32-27
Otter Creek	18-35	Adams	30-34	Clay	32-26
Perry	16-35	Agency	29-36	Clinton	34-27
Richland	19-35	Cass	28-34	Corydon	32-28
Salt Creek	19-36	Center	29-35	Grand River	34-26
Spring Creek	16-33	Columbia	28-34	Howard	34-28
Tama	18-34	Competine	28-37	Jackson	33-28
Toledo	18-34	Dahlonga	29-36	Jefferson	33-26
York	18-36	Greene	30-35	Monroe	34-29
TAYLOR COUNTY		Highland	28-36	Richman	31-26
Bedford	33-15	Keokuk	30-36	South Fork	32-29
Benton	33-15	Pleasant	29-37	Union	31-28
Clayton	33-16	Polk	29-34	Walnut	33-29
Dallas	32-14	Richland	28-35	Warren	33-27
Gay	33-17	Washington	30-37	Washington	31-27
Grant	32-17	WARREN COUNTY		Wright	31-29
Grove	31-16	Allen	24-26	WEBSTER COUNTY	
Holt	31-15	Belmont	26-27	Badger	11-21
Jackson	34-16			Burnside	14-21
Jefferson	34-17				
Marshall	32-16				

No. N-375—1935. Holdcroft Transportation Company, 2703 Correctionville Road, Sioux City. Violation Rate Schedule No. 5. Under date of December 8, 1933, operator appeared in Municipal Court before Judge Pritchard, Sioux City, and was assessed a fine of \$50.00 and costs of \$4.10. The Court suspended the fine upon the payment of the costs, therefore, this case is closed.

Filed October 17, 1933. Closed October 9, 1935.

No. N-389—1935. Barney Rosenthal, owner and operator Rosenthal Transfer & Storage, Sioux City. Violation of Rate Schedule No. 6. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed February 2, 1934. Closed March 19, 1935.

No. N-391—1935. Violation of Rate Schedule No. 4. The investigation in this case failed to disclose the name of the operator and, therefore, this case is closed.

Filed February 1, 1934. Closed March 19, 1935.

No. N-399—1935. Clarence O. Wikert, Graettinger. Violation Rate Schedule No. 6. Investigation in this case discloses that violation was unintentional and, therefore, this case is closed.

Filed May 26, 1934. Closed October 9, 1935.

No. N-402—1935. Charles T. Durand, owner and operator, National Transfer & Storage Co., Marshalltown. Alleged violation truck operator rate schedule No. 6 and rate schedule filed motor carrier authority. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed June 21, 1934. Closed October 9, 1935.

No. N-405—1935. J. E. Barta, Manly. Alleged violation rate schedule No. 6. The Board at this time does not have sufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed July 10, 1934. Closed April 6, 1935.

No. N-413—1935. Aksarben Transport Company, Grand Island, Nebraska. Alleged illegal operations. Under date of July 13, 1934, Denison, Iowa, operator was fined by Justice of the Peace, Bleisman, \$25.00 and \$2.50 costs, which were paid at once, a permit fee of \$10 was paid, therefore, this case is closed.

Filed July 14, 1934. Closed December 3, 1934.

No. N-414—1935. Jesse Mattix, Truax. Alleged violation truck operator law. Under date of October 20, 1935, investigation discloses that operator has disposed of operating equipment, and, therefore, this case is closed.

Filed July 25, 1934. Closed October 30, 1935.

No. N-417—1935. Alleged violation rate schedule No. 6. Investigation failed to disclose the name of the operator and, therefore, this case is closed.

Filed August 1, 1934. Closed April 3, 1935.

No. N-419—1935. Ronny and Dan Meyers, Shenandoah. Alleged violation truck operator law. The Board at this time does not have sufficient evidence to warrant a trial and, therefore, this case is closed.

Filed August 4, 1934. Closed January 4, 1935.

No. N-424—1935. Ben C. Reibe, Thornton. Alleged violation rate schedule No. 6. Investigation in this case discloses insufficient evidence to warrant a hearing and, therefore, this case is closed.

Filed August 27, 1934. Closed October 9, 1935.

No. N-427—1935. Alleged violation rate schedule No. 6. Investigation failed to disclose the name of the operator and, therefore, this case is closed.

Filed September 11, 1934. Closed October 21, 1935.

No. N-428—1935. Alleged violation rate schedule No. 6. Investigation failed to disclose the name of operator and, therefore, this case is closed.

Filed September 11, 1934. Closed March 21, 1935.

No. N-429—1935. Dan McMahan, Marshalltown. Alleged violation truck operator law. Investigation failed to disclose anyone by the name of Dan McMahan, owning or operating any equipment for a service violating the Iowa Truck Operator Law, therefore, this case is closed.

Filed September 29, 1934. Closed April 12, 1935.

No. N-432—1935. Doyle Keller, Garden Grove. Alleged violation truck operator law. Inasmuch as operator filed application, this case is closed.

Filed October 2, 1934. Closed August 6, 1935.

No. N-434—1935. Sherman Storage & Transfer Line, Fort Dodge. Alleged violation of truck operator rate schedule No. 6. Under date of December 14, 1934, operator was fined One Hundred Dollars and costs in the Municipal Court of the City of Ames, Iowa, therefore, this case is closed.

Filed October 4, 1934. Closed December 18, 1934.

No. N-435—1935. Sherman Storage & Transfer Line, Fort Dodge. Alleged violation of truck operator rate schedule No. 6. Under date of December 14, 1934, operator was fined One Hundred Dollars and costs in the Municipal Court of the City of Ames, Iowa, therefore, this case is closed.

Filed October 4, 1934. Closed December 18, 1934.

No. N-436—1935. Sherman Storage & Transfer Line, Fort Dodge. Alleged violation of truck operator rate schedule No. 6. Under date of December 14, 1934, operator was fined One Hundred Dollars and costs in the Municipal Court of the City of Ames, Iowa, therefore, this case is closed.

Filed October 4, 1934. Closed December 18, 1934.

No. N-438—1935. Henline Brothers, a partnership composed of Kenneth and Roy Henline. Alleged violation rate schedule No. 6. Investigation disclosed that there was no violation of the rate schedule No. 6 and, therefore, this case is closed.

Filed October 8, 1934. Closed March 20, 1935.

No. N-439—1935. Rudolf Stoppelmoor, Allison. Alleged violation rate schedule No. 6. Investigation discloses no violation of the rate schedule No. 6 and, therefore, this case is closed.

Filed October 10, 1934. Closed April 15, 1935.

No. N-440—1935. I. C. Revell, owner and operator Revell Transfer, Shenandoah. Alleged violation rate schedule No. 6. Investigation failed to disclose a violation of rate schedule No. 6 and, therefore, this case is closed.

Filed January 2, 1930. Closed February 12, 1935.

No. N-441—1935. Lawrence A. Wise, Jr., doing business as Wise Transfer & Storage Co., Des Moines. Alleged violation rate schedule No. 6. Investigation did not disclose sufficient evidence to warrant a trial and, therefore, this case is closed.

Filed November 19, 1934. Closed March 27, 1935.

No. N-442—1935. Sherman Transfer Line, Fort Dodge. Alleged violation rate schedule No. 6. Investigation disclosed unintentional violation of rate schedule No. 6 and, therefore, this case is closed.

Filed December 3, 1934. Closed October 9, 1935.

No. N-443—1935. Alleged violation of schedule No. 6. Investigation failed to disclose the name of the operator and, therefore, this case is closed.

Filed December 6, 1934. Closed October 9, 1935.

No. N-444—1935. Eldon E. Beers, Cushing. Alleged violation rate schedule No. 6. Investigation discloses that no violation was made of rate schedule No. 6, and, therefore, this case is closed.

Filed December 13, 1934. Closed April 5, 1935.

No. N-446—1935. C. A. Juber, Des Moines. Alleged violation truck operator rate schedule No. 6. Investigation disclosed that no violation of rate schedule No. 6 occurred and, therefore, this case is closed.

Filed December 26, 1934. Closed January 29, 1935.

No. N-447—1935. Harry Lundell, Meriden. Alleged violation rate schedule No. 6. George Roseland, driver for Lundell, stated that Lundell, owner of the truck and permit, had nothing to do with the transaction and that he as driver had formerly been an operator before rate schedule No. 6 was put in effect and that he was unaware of this rate at the time the movement was made. Roseland was fined \$25.00 and costs of \$3.00 in Mayor's Court at Paullina on February 1st, and later the fine was suspended on payment of the costs and, therefore, this case is closed.

Filed December 19, 1934. February 7, 1935.

No. N-448—1935. Walser Rapid Transfer Company, Dubuque. Alleged violation of rate schedule No. 6. Under date of March 21, 1935 operator was fined \$10 and costs of \$2 in Justice of Peace Court at Dubuque which was paid. Under date of April 30, 1935 operator was fined \$5 and costs of \$2.50 in M. P. Hogan's Court, Dubuque, for operating a truck not properly marked, which was paid and, therefore, this case is closed.

Filed February 4, 1935. Closed April 15, 1935.

No. N-449—1935. W. J. McCollom, Ogden. Alleged violation truck operator law. Investigation disclosed that there was no violation of truck operator law and, therefore, this case is closed.

Filed February 4, 1935. Closed October 9, 1935.

No. N-450—1935. George Allison, owner and operator Scranton Dray Line, Scranton. Alleged violation of truck operator law. Investigation disclosed that there was no violation of the truck operator law and, therefore, this case is closed.

Filed February 4, 1935. Closed October 9, 1935.

No. N-451—1935. Donald Hazen, owner and operator Hazen Transfer, Adel. Alleged violation of rate schedule No. 6. Investigation disclosed that no violation occurred of rate schedule No. 6 and, therefore, this case is closed.

Filed February 8, 1935. Closed October 9, 1935.

No. N-452—1935. Don Hankins, Nevada. Alleged violation of truck operator law. Investigation disclosed that no violation occurred and, therefore, this case is closed.

Filed February 8, 1935. Closed April 24, 1935.

No. N-453—1935. I. H. Paullin, Booneville. Alleged violation of rate

schedule No. 6. Investigation disclosed that there was no violation of rate schedule No. 6 and, therefore, this case is closed.

Filed February 8, 1935. Closed March 13, 1935.

No. N-454—1935. Charles Burkhart, Nevada. Alleged violation of truck operator law. Investigation disclosed that there was no violation of truck operator law and, therefore, this case is closed.

Filed February 2, 1935. Closed April 24, 1935.

No. N-456—1935. E. C. Leach, Cedar Rapids. Alleged violation truck operator law. Investigation disclosed that there was no violation of the truck operator law and, therefore, this case is closed.

Filed February 14, 1935. Closed April 3, 1935.

No. N-459—1935. Bell Transfer & Storage Co., Carroll. Alleged violation rate schedule No. 6. Investigation in this case disclosed that no violation of rate schedule No. 6 occurred and, therefore, this case is closed.

Filed March 4, 1935. Closed April 24, 1935.

No. N-460—1935. Cadwell Transfer & Storage Co., Mason City. Alleged violation rate schedule No. 6. Investigation disclosed that there was no violation of rate schedule No. 6 and, therefore, this case is closed.

Filed March 30, 1935. Closed October 9, 1935.

No. N-461—1935. Donald D. Frericks, Alton. Alleged violation truck operator rate schedule No. 6. Investigation disclosed that no violation occurred and, therefore, this case is closed.

Filed April 9, 1935. Closed October 24, 1935.

No. N-463—1935. Alleged violation truck operator law (individual truck owners contracting with railroad company for delivery of live stock). Investigation into this matter discloses that no violation occurred and, therefore, this case is closed.

Filed December 12, 1934. Closed June 12, 1935.

No. N-464—1935. Dave Redman, owner and operator, Redman Transfer Co., Ottumwa. Alleged violation rate schedule No. 6. Under date of July 23, 1935, operator was fined \$25 in the Municipal Court of the City of Des Moines, presided over by Judge Cooter, which was paid and, therefore, this case is closed.

Filed June 10, 1935. Closed October 7, 1935.

No. N-467—1935. Minnie K. Thierman, owner and operator, Webster City Truck Line, Webster City. Alleged violation of rate schedule No. 6. Investigation failed to disclose sufficient evidence to warrant a hearing in this matter, and, therefore, this case is closed.

Filed June 26, 1935. Closed November 29, 1935.

No. N-468—1935. Curtis Burton, Marshalltown. Alleged violation truck operator law. Investigation discloses that operator has made application for truck operator permit and, therefore, this case is closed.

Filed August 19, 1935. Closed November 5, 1935.

Rules and Regulations Governing the Operation of Truck Operators

Under date of March 22, 1935, the following Rules and Regulations governing the operation of Truck Operators were adopted, effective April 1, 1935.

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 OPERATIONS
OF TRUCK OPERATORS”

be and the same are hereby adopted, effective April 1, 1935.

IT IS FURTHER ORDERED that the “Rules and Regulations Governing the Operation of Truck Operators,” which were adopted May 1, 1934, effective May 15, 1934, under the provisions of Chapter 252-C1, Code of Iowa, 1931, are hereby cancelled, effective April 1, 1935.

BOARD OF RAILROAD COMMISSIONERS OF
THE STATE OF IOWA

M. P. CONWAY, Chairman,
H. B. DUNLAP, Commissioner,
G. A. HUFFMAN, Commissioner.

ATTEST:

GEO. L. McCAUGHAN,
Secretary.

Dated at Des Moines, Iowa, March 22, 1935.

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.

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-c-14, 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; 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.

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 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 operate as a truck operator shall be accompanied by a schedule setting out applicant's rates, charges, classifications and rules and regulations pertaining thereto. These schedules shall also show the name and address of the truck operator and the effective date of the schedule.

Changes may be made in rates, charges, classifications and rules and regulations pertaining thereto, by filing a new rate schedule with this Board, made out in accordance with the preceding paragraph. Each new schedule shall show the number of the schedule cancelled thereby.

These schedules shall be numbered consecutively, beginning with No. 1, and shall be kept available by the truck operator for public inspection.

Truck operators shall assess charges in accordance with the effective rate schedule on file with this Board unless the Board, after complaint is received, makes a change in such schedule, in which event, the truck operator shall assess charges as ordered by the Board.

Rule 14. *Complaints on Rates.* All complaints filed with this Board against a truck operator's rates, charges, classifications or rules and regulations pertaining thereto, must be typewritten, signed and sworn to by the complainant, filed in triplicate and contain the following information:

1. The name, address and permit number of the truck operator against whom the complaint is made.
2. Complete information as to the specific rates, charges classifications, rules or regulations about which the complaint is made.
3. An allegation setting out complainant's grounds for complaint.
4. Such other information as may be pertinent to the subject matter of the complaint.

A copy of such complaint will be sent by the Board to the truck operator about whom it is made, who shall file typewritten reply thereto, in triplicate, within ten days. Upon receipt of such reply, the Board will determine what further procedure, if any, is necessary.

PERMIT TO ISSUE

Rule 15. *Permit 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 (2½) inches in height and the line of which shall not be less than three-eighths (¾) 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. Rates 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 assignment is not for the purpose of hindering, delaying or defrauding creditors.

11. The date on which it is desired that such proposed sale, transfer, lease or assignment shall become effective. This date should be at least five days after the application is filed.

12. A statement that an insurance policy, policies or surety bond, providing the required coverage on the motor trucks to be operated by the person proposing to take over or lease the permit, is attached to the application or that an endorsement or endorsements, providing for the transfer of policies from the holder of the permit to the person proposing to take over or lease the permit, is attached to the application, as the case may be. The policy, policies, surety bond, endorsement or endorsements, should be made effective at 12:01 a. m. on the date that it is desired to have the proposed transfer, sale, lease or assignment of the permit become effective.

13. A statement that there is attached to the application, a certified check, postal money order, bank draft or express money order, payable to the Board, in such an amount as to pay the annual permit fee for each motor truck to be operated by the person proposing to take over or lease the permit, on which the permit fee has not been paid for the then current year.

14. A request that the Board approve the proposed sale, transfer, lease or assignment.

Cases Investigated and Adjusted by Railroad Engineering Department

No. K-1178—1935. Iowa Railroad Commission v. Fred Trickey, Iowa Falls. Telephone line over Chicago & North Western track one block west of depot, Owasa. Overhead wires replaced by underground construction.

Filed September 6, 1932. Closed January 25, 1935.

No. K-1205—1935. Board of Supervisors of Delaware County, Manchester, v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company and Illinois Central Railway Company. Insufficient clearance of overhead railroad bridge at Delaware. The basis of complaint in this case was that a number of persons riding on top of box cars in Illinois Central trains have been knocked to the ground and killed or injured by coming in contact with the overhead structure of the Chicago, Milwaukee, St. Paul & Pacific Railroad. After investigation the Signal Engineer of the Board recommended that the Milwaukee track be raised one foot. It was contended by the Illinois Central that they were the senior road at this point, and that any expense involved in increasing the clearance should be taxed against the junior system. The Engineering Departments of the two railroads had the case under consideration for a considerable time without arriving at a definite conclusion and the Board being without specific authority to force the issue, the file was closed.

Filed September 18, 1933. Closed November 19, 1935.

No. K-1241—1935. Iowa Railroad Commission v. Soldier Valley Mutual Telegraph and Telephone Company, Ute. Telephone line over Chicago & North Western track east of Ute. Crossing rebuilt to comply with the Board's requirements.

Filed April 21, 1934. Closed October 10, 1935.

No. K-1245—1935. Iowa Railroad Commission v. Iowa Public Service Company, Sioux City. Electric transmission line over Minneapolis & St. Louis track east of C., R. I. & P.-M. & St. L. crossing, Hampton. Crossing reconstructed to comply with the Board's requirements.

Filed June 22, 1934. Closed December 3, 1934.

No. K-1252—1935. Iowa Railroad Commission v. Chicago Great Western Railroad Company. Derailment of train No. 72 near Hansell. Cause of accident was determined to be a sun-kink in track. A subsequent inspection revealed track to be in only a fair condition.

Filed January 29, 1934. Closed August 3, 1935.

No. K-1253—1935. Iowa Railroad Commission v. Fort Dodge, Des Moines & Southern Railroad Company, Boone. Failure to lock main line switch stands at Des Moines. Satisfactorily taken care of.

Filed June 25, 1934. Closed November 12, 1935.

No. K-1254—1935. Iowa Railroad Commission v. Postal Telegraph Company. Telegraph line over Chicago & North Western tracks at R. R. crossing—Dumont. Crossing reconstructed to comply with the Board's requirements.

Filed July 28, 1934. Closed December 28, 1934.

No. K-1255—1935. George F. Mitchell, Coin, v. Wabash Railway Company. Petition to extend Main Street to State Highway No. 208 over the Wabash Railway at Coin. The Board would not have jurisdiction in a case of this character unless a controversy existed, and after it appeared that the parties hereto were in agreement the file was closed.

Filed July 14, 1934. Closed January 25, 1935.

No. K-1262—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Derailment of passenger train No. 35 near Guttenberg. Investigation failed to reveal the cause of this accident.

Filed October 11, 1934. Closed July 29, 1935.

No. K-1263—1935. Chicago, Rock Island & Pacific Railway Company. Derailment of passenger train 14 near Downey and subsequent side collision of trains 23 and 14. Accident due to broken rail which caused the derailing of train 14, resulting in the fouling of westbound main line track. Westbound train 23 then hit the wreckage before there was a chance to flag.

Filed October 12, 1934. Closed January 25, 1935.

No. K-1265—1935. Iowa Railroad Commission v. Western Union Telegraph Company. Telegraph line over Chicago, Rock Island & Pacific track at R. R. crossing, Morning Sun. Crossing rebuilt to comply with the Board's requirements.

Filed October 25, 1934. Closed January 10, 1935.

No. K-1266—1935. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Derailment of train 11 near Spencer. Accident due to broken rail. The Board's investigation indicated that certain phases of upkeep of the track near this derailment were not receiving proper attention and corrective measures have been taken by the railroad company.

Filed November 2, 1934. Closed August 3, 1935.

No. K-1267—1935. Board of Railroad Commissioners v. Chicago & North Western Railway Company. Headon collision of Chicago & North Western Extra freight train 1406 and Extra freight train 1745 at Ankeny, Iowa, November 30, 1934. Investigation developed that this accident was due to bad weather conditions and the issuance of orders to a superior train at the meeting point together with the fact that the orders did not show which train would take the siding.

Filed December 3, 1934. Closed January 25, 1935.

No. K-1269—1935. Board of Railroad Commissioners. In the matter of the adoption of uniform protective apparatus for highway railway grade crossings in the State of Iowa. Under date of October 16, 1934, the Board adopted a report of H. A. Franklin, Engineer, 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. These recommendations and the action of the Board were predicated upon the decision of the Commerce Counsel that authority was vested in the Board by statute to make such requirements. Hearing was held November 27, 1934, and the case taken under advisement, the railroads being given two weeks' time to submit additional data bearing on the subject. Under date of December 28, 1934, decision was rendered as follows:

Appearances:

For the Chicago & North Western Railway Company—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by George E. Hise; R. A. Sheets, Signal Engineer, Chicago, Illinois.

For the C., B. & Q. Railroad Company—W. F. Zane, Signal Engineer, Chicago, Illinois.

For the C., M., St. P. & P. Railroad Company—Hughes, O'Brien & Faville, Attys., Des Moines, Iowa, by Willis J. O'Brien and John N.

Hughes, Jr.; L. B. Porter, Signal Engineer and Asst. Supt. Teleg., Milwaukee, Wisconsin.

For the C., R. I. & P. Railway Company—Gamble, Read & Howland, Attys., Des Moines, Iowa, by A. B. Howland; Leroy Wyant, Signal Engineer, Chicago, Illinois.

For the Illinois Central System—H. G. Morgan, Signal Engineer, Chicago, Illinois.

For the Minneapolis & St. Louis Railroad Company—G. S. Lovering, Supt. Tel. & Signals, Minneapolis, Minnesota.

For the Union Pacific Railroad—F. W. Pflieger, Signal Engineer, Omaha, Nebraska.

For the Atchison, Topeka & Santa Fe Railway Company—D. W. Fuller, Asst. Signal Engineer, Topeka, Kansas; E. H. Pollard, Atty., Fort Madison, Iowa.

For the Wabash Railway Company—H. J. Foale, Signal Engineer, Decatur, Illinois.

For the Great Northern Railway Company—C. A. Dunham, Supt. of Signals, St. Paul, Minnesota.

For the Chicago Great Western Railroad Company—T. H. Kearton, Supt. Signals, Chicago, Illinois.

For the Des Moines Union Railway Company—J. A. Wagner, Gen. Mgr., Des Moines, Iowa; A. L. Morgan, Chief Engineer, Des Moines, Iowa.

For the D., R. I. & N. W. Railway Company—F. L. Weisbrook, Gen. Mgr., Davenport, Iowa.

For the C. R. & I. C. Railway—A. R. Swem, Gen. Supt., Cedar Rapids, Iowa.

For the W., C. F. & N. Railway Company—T. E. Rust, Chief Engineer, Waterloo, Iowa.

For the Ft. Dodge, Des Moines & Southern Railroad Company—R. L. Cooper, Chief Engineer, Boone, Iowa.

For the Brotherhood of Railroad Signalmen—Ira Fisher, Belle Plaine, Iowa.

For the Brotherhood of Locomotive Engineers—F. L. Hanner, Perry, Iowa.

For the Brotherhood of Railway Trainmen—R. H. Richardson, Mason City, Iowa; C. G. Brandow, Sioux City, Iowa; O. G. Jones, Onawa, Iowa; Chester L. Johns, Secy., State Legislative Board, Ottumwa, Iowa.

This Board on October 16, 1934, decided that authority was vested in it, under the statutes of Iowa, to adopt a type or types of automatic protective apparatus as standard for the protection of locations where a highway crosses a railway at grade, and in accordance therewith called a hearing at Des Moines, Iowa, at its offices on November 27, 1934, inviting the attendance of interested parties.

A number of opinions were expressed at this hearing, and at its conclusion the Board directed that the record be held open for two weeks, or until December 11, 1934, for the purpose of allowing additional information to be filed.

The expressions of opinion at the hearing were primarily to the effect that this state should adopt as a standard a flashing light type signal, particularly as outlined in Figure 7, Page 12, of Bulletin No. 1, American Railway Association, entitled "Railroad Highway Grade Crossing Protection," and showing therein the standards as recommended by the American Railway Association through its Joint Committee on Grade Crossing Protection. There was divergence of opinion expressed to the effect that this standard should be supplemented by the adoption of other added features where same might appear desirable, permitting of the retention of the basic arrangement.

Submissions were made during the two weeks' period which in effect carried the same opinions and conclusions as presented on the date of hearing. This Board has also made investigation on its own behalf and some submissions were filed at its request.

There was discussion at the hearing as to the required standard of the Bureau of Public Roads where such protective apparatus is installed with federal funds. The record now shows that the Bureau on April 6, 1934, approved the use of the flashing light type signal where federal funds were used; that later the use of additional features such as the rotating disc or other devices was approved where used in conjunction with the flashing light signal and the latest memorandum filed of record, dated November 2, 1934, states that it is expected that within a short time the wig-wag signal will be redesigned to provide essentially the same aspect, when operating, as flashing light signal. With the approval of the wig-wag signal, the three principal types of such signals used in this territory will have been designated for use with federal funds.

The flashing light signal as shown in Figure 7, above referred to, is used by a number of railroads operating in Iowa, and its operation, to the best of our knowledge, has proven quite successful.

Table No. 1 of A. R. E. A., Committee IX, for the years 1925 to 1933, inclusive, shows an increase of some 7,000 crossings protected by signals in the United States, with a reduction in percentage from 5.99 to 3.65 of accidents to the number of crossings protected. This shows a gradual lessening in percentage over this period of years. However, signals are included under one classification, and there is no means of telling the percentage reduction or increase of any one type of signal. Gates, watchmen and fixed signs, also included in this table, show a somewhat corresponding reduction. The whole table tends to show that there has been, in general, a lessening of accidents at protected crossings. The highway traffic has materially increased over this period but railroad traffic in number of trains has decreased. Table No. 2 of the same committee was also filed, showing the average cost of several kinds of protection, the showing thereon being made that the flashing light type of signal is the cheapest of installation cost and that the annual costs are less.

The annual statistics of the Interstate Commerce Commission show various types of signals installed on railroads in the United States. These statistics show the predominating number of such signals installed to be of the flashing light type. The elimination of working parts subject to failure, the less costs of installation and maintenance, and the generally accepted view that the light type signal represented an improved type have contributed to this increase for this signal.

Other information assembled indicated that consideration should be given to the advisability of adopting flashing light signals which have the rotary stop banner as an added feature. This additional feature consists of a movable "Stop" sign, automatically displayed to the view of the traveler on the highway at the instant an approaching train causes the lights to flash. It appears from submissions that this type of signal has been sufficiently used and operated with satisfaction to justify its consideration and that it may have a place in the program of such protection. There are a number of such installations already in service in this state at important crossings.

The usual and accepted provisions of railway signaling require that the closed circuit be used and that the signal be held in proceed or safety position electrically or otherwise and when released by trains or other conditions returns to the most restrictive indication by force of gravity. The rotating stop banner meets these requirements. It, therefore, has an important advantage, in that certain failures, such as burned out lamp bulbs, defective contacts, broken wires, blown fuses or interruption of the energy supply, cause the signal to present the restrictive indication of the banner, whereas certain failures of a straight flashing light signal give in effect the clear indication of the signal to the traveler on the highway. Unfortunately there has been a very recent tendency for continuously operated alternately flashing lights

to be used as markers for locations other than railway highway grade crossings. There is also what we believe another recognized advantage, it being that the octagon banner having the word "Stop" displayed thereon fits well into the system of markers on the state and federal highways, being approved by the American Railway Association, the Federal Bureau of Highway Standards, state highway departments, and other public bodies and states.

The basic idea of all these signals is to advise the traveler on the highway that danger exists. In the final analysis, the act of obedience and consequent protection to life and property must be taken by the operator of the vehicle. The information transmitted should be positive and concise. The one word "Stop" should furnish all the necessary information and should not be misunderstood and misinterpreted.

The principal and only objection we have heard to the use of the rotating banner in conjunction with the flashing light signal is that the cost of the installation is higher and it is granted that this is generally true at this time. However, in all installations the prime requisite should be safety to the traffic which is intended to be governed thereby. The basic and fundamental practices and principles of railway signaling require that the maximum possible protection and safety be given to whatever traffic the signals are intended to govern, and this is fundamentally required for the protection of trains moving by signal indication. While uniformity and economy are much to be desired, yet neither should be the governing factor in the installation of protection, safety remaining paramount. We believe the auxiliary equipment adds certain safety features, and that being true, a nominal difference in cost can be thoroughly justified.

We believe the rotating banner as an adjunct to the flashing light signal does represent advancement in this field and feel that it has had a thorough test, having been adopted as a standard in three states and being reported as having favorable consideration in several states; also having been used and favorably received in a number of localities.

The flashing light signal as per Figure 7 and the rotating banner used either in conjunction with or as a part thereof, present to the traveler on the highway the same general aspect. This is an important phase of the problem.

We have taken occasion to review the accident reports of the Interstate Commerce Commission from January 1, 1934, to the last copies now available, and we find that this subject today relates not alone to the traveler upon the highway and to his protection, but also relates to the employees and passengers of railroads, and that the question should have serious consideration from this additional angle, not so seriously heretofore considered. These investigations include only those of a serious nature. A summary of such accidents discloses the following: Railway employees killed, 11; railway employees injured, 6; mail clerks on trains injured, 4; railway passengers injured, 18; persons in automobiles killed 9; persons in automobiles injured, 2.

The Interstate Commerce Commission accident bulletins for past years show the following information as relating to accidents at highway railroad grade crossings in the United States:

	1929	1930	1931	1932	1933
Number of accidents.....	5,912	4,798	4,044	3,453	3,192
Killed	2,485	2,020	1,811	1,525	1,511
Injured	6,804	5,517	4,657	3,989	3,697

Iowa comparative figures for the same period show as follows:

	1929	1930	1931	1932	1933
Number of accidents.....	161	177	165	136	102
Killed	83	74	71	56	51
Injured	168	188	175	134	102

IT IS THEREFORE OUR OPINION, That the flashing light type signal as shown in Figure 7, Bulletin No. 1, "Railroad Highway Grade Crossing Protection" of the American Railway Association, or the flashing light signal with the addition of or incorporating the rotating stop banner moving to restrictive indication by force of gravity should be adopted as standards in the State of Iowa (until future development produces a superior device), and IT IS SO ORDERED.

This order shall only apply to future installations of such grade crossing protection.

This order shall not preclude the installation of an automatic signal device for test purposes, provided said installation is approved by this Board.

The requisites for the signals adopted as standard herein will be adopted on or before January 15, 1935.

Modifications of arrangement of component parts of these devices may be approved or may be requested by this Board if circumstances warrant.

Plans for any proposed installation of automatic crossing protection shall be submitted to this Commission for its approval before installing same. This requirement shall be effective on and after January 15, 1935.

Under date of December 29, 1934, the following committee was named to formulate such requisites as are necessary: Steam Railroads: Leroy Wyant, Signal Engineer, C., R. I. & P. Ry. Co., Chicago, Illinois; H. E. Brashears, Asst. Supt. Signals, Great Northern Ry. Co., St. Paul, Minn. Electric Railroads: R. L. Cooper, Chief Engineer, Ft. D., D. M. & S. R. R., Boone, Iowa. Brotherhoods: Ira Fisher, Bro. of R. R. Signalmen, Belle Plaine, Iowa; Chester L. Johns, Bro. of Ry. Trainmen, Ottumwa, Iowa. State Highway Commission: W. E. Jones, Engineer of Design, Ames, Iowa. Railroad Commission: H. A. Franklin, Engineer, Des Moines, Iowa. On January 14, 1935, and on February 4, 1935, meetings of the committee were held which resulted in the adoption of acceptable provisions. Under date of February 14, 1935, the Board issued an order adopting the following requisites:

WHEREAS, Order adopted December 28, 1934, provided in one of its parts as follows: "The requisites for signals adopted as standard herein will be adopted on or before January 15, 1935," and

WHEREAS, A committee was designated for the purpose of arriving at said requisites for these signals, which committee was composed of railroad representatives, brotherhood organization representatives, a representative of the State Highway Commission, and a representative of this Board, and

WHEREAS, The committee held meetings on January 14 and on February 4, 1935, for the purpose of arriving at acceptable provisions, and,

WHEREAS, The members of this committee signified that the requisites and plans hereto attached are satisfactory,

IT IS HEREBY ORDERED, That the attached four sheets bearing title, "Requisites for Highway Railroad Grade Crossing Signals" and plans designated CS-1, CS-2, CS-3, and CS-4 be and the same are hereby adopted as requisites which shall hereafter apply to installation of grade crossing protective apparatus in the State of Iowa.

Dated at Des Moines, Iowa, this 14th day of February, 1935.

GENERAL

1. Aspects

- (a) The assembled apparatus for Flashing Light Type Crossing

Signal shall present toward highway traffic an appearance substantially as shown on attached drawing CS-1.

- (b) The assembled apparatus for the Flashing Light with Rotating Disc Type Crossing Signal shall present toward highway traffic an appearance substantially as shown on attached drawings CS-2 or CS-3.
- (c) The "Tracks" sign as shown on the above figures is only required when more than one track is protected and shall indicate the number of tracks between signals.

2. *Location*

- (a) At least one signal shall be located upon each side of the track or tracks and on the right hand side of the highway as viewed by traffic approaching the crossing. The signals shall normally be located not less than eight (8) feet or more than fifteen (15) feet from the gauge line of the nearest rail of the railroad and not less than six (6) feet or more than twelve (12) feet from the right hand edge of the pavement or traveled way. The dimensions given are to the center of the mast.
- (b) Additional signals may be required where local conditions warrant.

3. *Operating Time*

- (a) On Through Tracks, automatically controlled crossing signals shall be arranged to provide not less than twenty (20) seconds warning for the fastest train approaching the crossing from either direction.
- (b) Passing, siding, and switch tracks shall normally be provided with short crossing track circuits extending preferably not less than one hundred (100) feet beyond highway in both directions. In cases where a train or car will not stand on crossing or where train crew will flag the crossing, no short track crossing circuits need be provided.

4. *Operating Power*

- (a) Two (2) sources of power shall be provided for the operation of crossing signals.

5. *Circuits*

- (a) All single and/or multiple track not in existing signal territory shall have full crossing protection obtained by the staggering of rail insulation at the crossing and by means of shunt connections on the interlocking relays.

All single track within existing signal territory and all multiple track in signal territory in municipalities shall have full protection obtained by means of short track circuits over the crossing.

The short track circuit, on multiple track operation in the country and when within existing signal territory, may be omitted where the likelihood of back-up or reverse movements over the crossing is remote.

6. *Flashing Lamp Units*

- (a) Lamp Units (center of lens), unless otherwise specified, shall be located not less than seven (7) feet ten (10) inches and not more than nine (9) feet above the surface of the highway.
- (b) Signal lights shall shine in both directions along the highway, and shall be mounted horizontally two (2) feet six (6) inch centers. Lamp Units shall be arranged in pairs, back to back,

and shall be open at the front and be designed so that the door will move to the side or downward.

- (c) Lamp Units shall be equipped with mountings providing ready adjustment in all directions with positive locking for such adjustments.
- (d) Lamp Units shall be properly hooded and provided with black backgrounds twenty (20) inches in diameter.
- (e) Lamp Units shall have lenses or roundels, red in color, not less than eight and three-eighths ($8\frac{3}{8}$) inches in diameter for both front and rear indication. Transmission values shall conform to A. A. R. standard scale.
- (f) The beam spread shall be not less than three (3) degrees each side of the axial beam under normal conditions. This beam spread is interpreted to refer to the point at the angle mentioned where the intensity of the beam is fifty (50) per cent of the axial beam under normal conditions.

7. *Flashes*

- (a) Lights (in pairs) shall flash alternately. The number of flashes for each light per minute shall be thirty (30) minimum and forty-five (45) maximum.

8. *Range*

- (a) The effective range of flashing lights shall be at least three hundred (300) feet on a clear day, with a bright sun at or near the zenith.
- (b) An effective indication shall be provided for all points within the three hundred (300) foot range under the same conditions.

9. *Signs*

- (a) The "Railroad Crossing" sign shall be in accordance with attached drawing CS-4, Fig. 1.
- (b) "Number of Tracks" sign shall normally be in accordance with attached drawing CS-4, Fig. 2.

10. *Bells*

- (a) Bell shall be used on crossing signal if local conditions warrant.

11. *Painting*

- (a) All metal parts, unless otherwise specified, shall be painted with white or aluminum paint.

12. *Foundations*

- (a) Foundations shall be substantially in conformity with A. A. R. Signal Section drawing No. 1107. They shall be level, and set parallel with track except where alignment of apparatus requires otherwise. Dimensions are for level and solid ground.

13. *Material and Workmanship*

- (a) All material and workmanship shall be first class in every respect, and every signal installation, in all its details, shall be constructed and installed to the satisfaction of the Board of Railroad Commissioners of the State of Iowa.

14. *Deviations*

- (a) The Commission reserves the right to make such deviations from these requisites as may appear just and proper under the circumstances, it being understood, however, that there will be no change in uniformity of standard aspects in these variations.

FLASHING LIGHT TYPE

15. *Signs*

- (a) A reflector button sign "STOP ON RED SIGNAL" shall be provided for signal shown on drawing CS-1. Such sign shall be in accordance with drawing CS-4, Fig. 3. It shall be displayed toward highway traffic approaching the near side of crossing.

FLASHING LIGHT WITH ROTATING DISC

16. *Signs*

- (a) The "Stop" sign shall be octagonal in shape, twenty-four (24) inches across the flats, suitably formed of sheet steel, and have the word "STOP" in reflector buttons per drawing CS-4, Fig. 4.

17. *Mechanism*

- (a) The "Stop" sign shall be returned to, and held, in a stop position perpendicular and at right angles to the center line of the highway by the force of gravity and shall be moved to, and held, in a clear position parallel to the center line of the highway by the application of electrical energy.
- (b) The mechanism shall be arranged to rotate the "Stop" sign about its vertical axis from its stop position to its clear position through an angle of ninety (90) degrees against the force of gravity, retaining it in that position as long as electrical energy is supplied and to cause it to return to its stop position by the force of gravity when through the failure of any part or circuit the electrical energy is cut off. The parts shall be locked in their stop and clear positions against any force applied from without the mechanism case.
- (c) The "closed circuit" principle shall be made fundamental in the detailed design of all parts of the operating mechanism and in its control and operation.

Under date of April 12, 1935, the Board issued the following supplementary order:

WHEREAS this Board adopted under date of February 14, 1935, an Order, Docket No. K-1269, in the matter of the adoption of requisites for uniform protective apparatus for highway railroad grade crossings in the state of Iowa, and

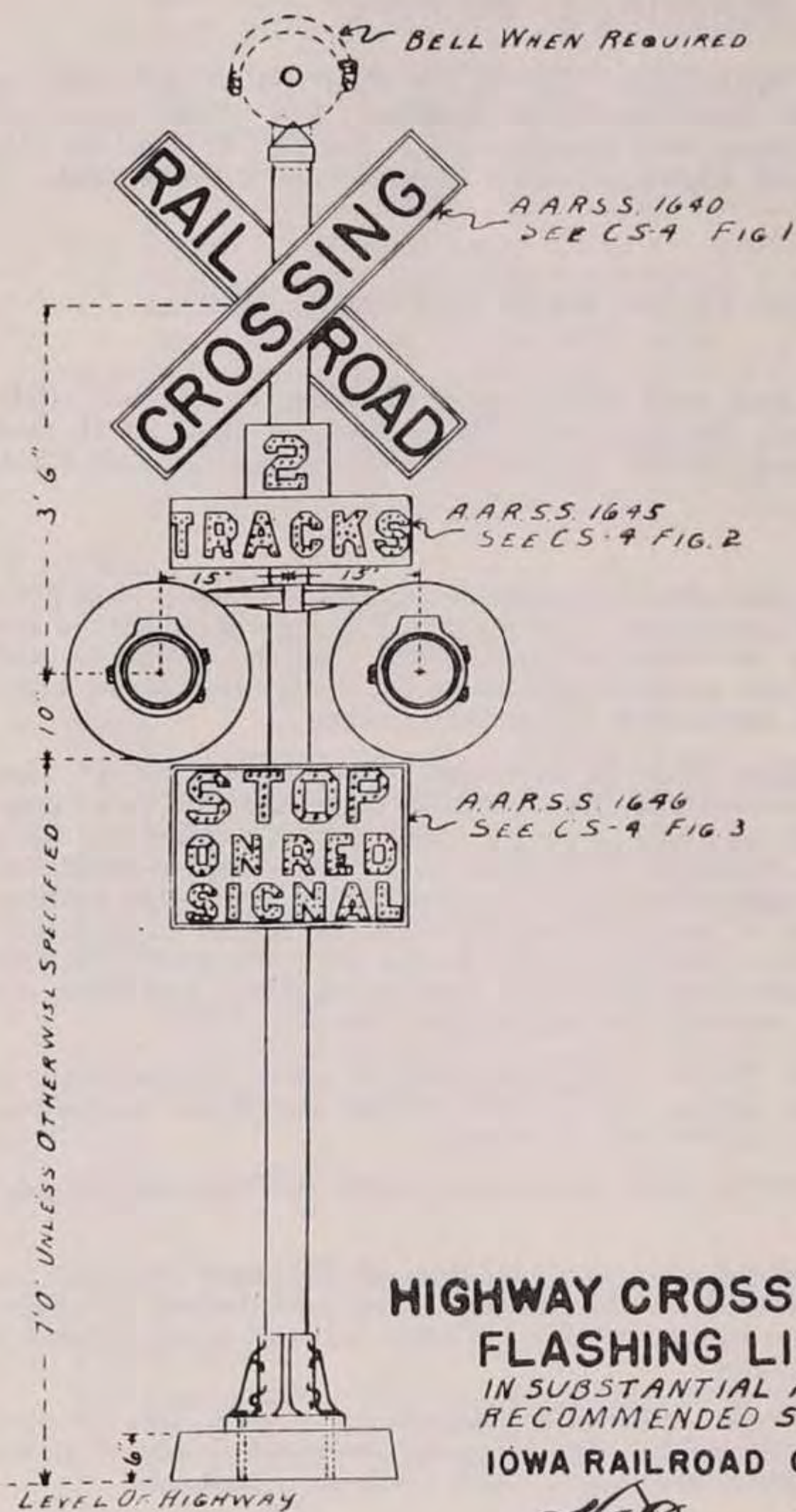
WHEREAS there was specifically adopted as a part thereof four sheets bearing title "Requisites for Highway Railroad Grade Crossing Signals" and plans designated CS-1, CS-2, CS-3, and CS-4, and

WHEREAS it is now found that plan CS-4 should have Figure 4 thereof changed to conform to recommendations contained in "Manual on Uniform Traffic Control Devices for Streets and Highways" dated December, 1934, and it being the recommendation of the committee that this be accepted by this Board,

IT IS HEREBY ORDERED that plan CS-4 at Figure 4 thereof be and the same is hereby revised to incorporate the said recommended changes.

Under date of June 3, 1935, the Board issued the following supplemental order:

Under date of December 28, 1934, this Board issued an Order wherein it was the opinion that the flashing light type of signal as shown in

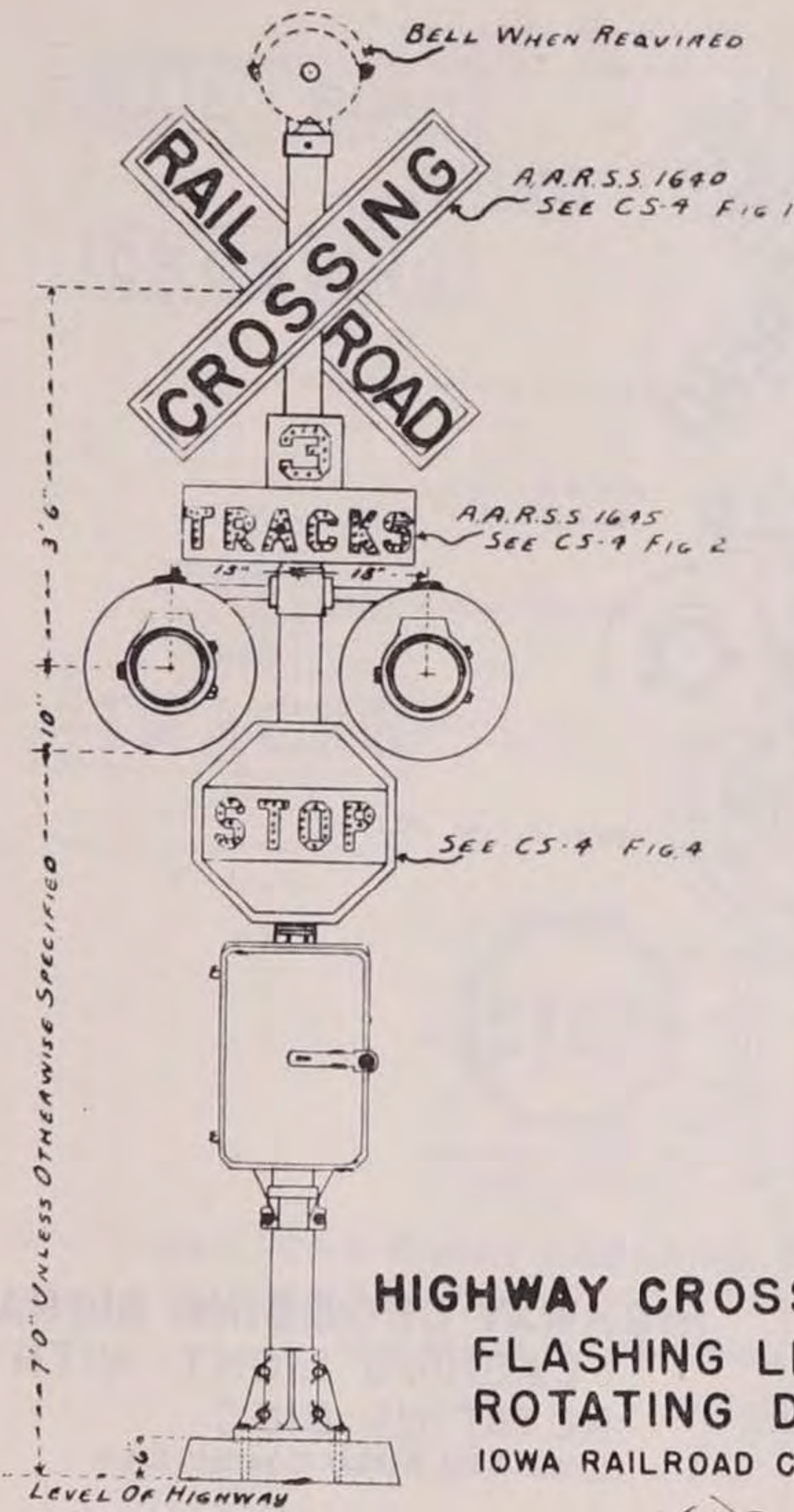


**HIGHWAY CROSSING SIGNAL
FLASHING LIGHT TYPE**

IN SUBSTANTIAL ACCORD WITH
RECOMMENDED STANDARDS A.A.R.

IOWA RAILROAD COMMISSION

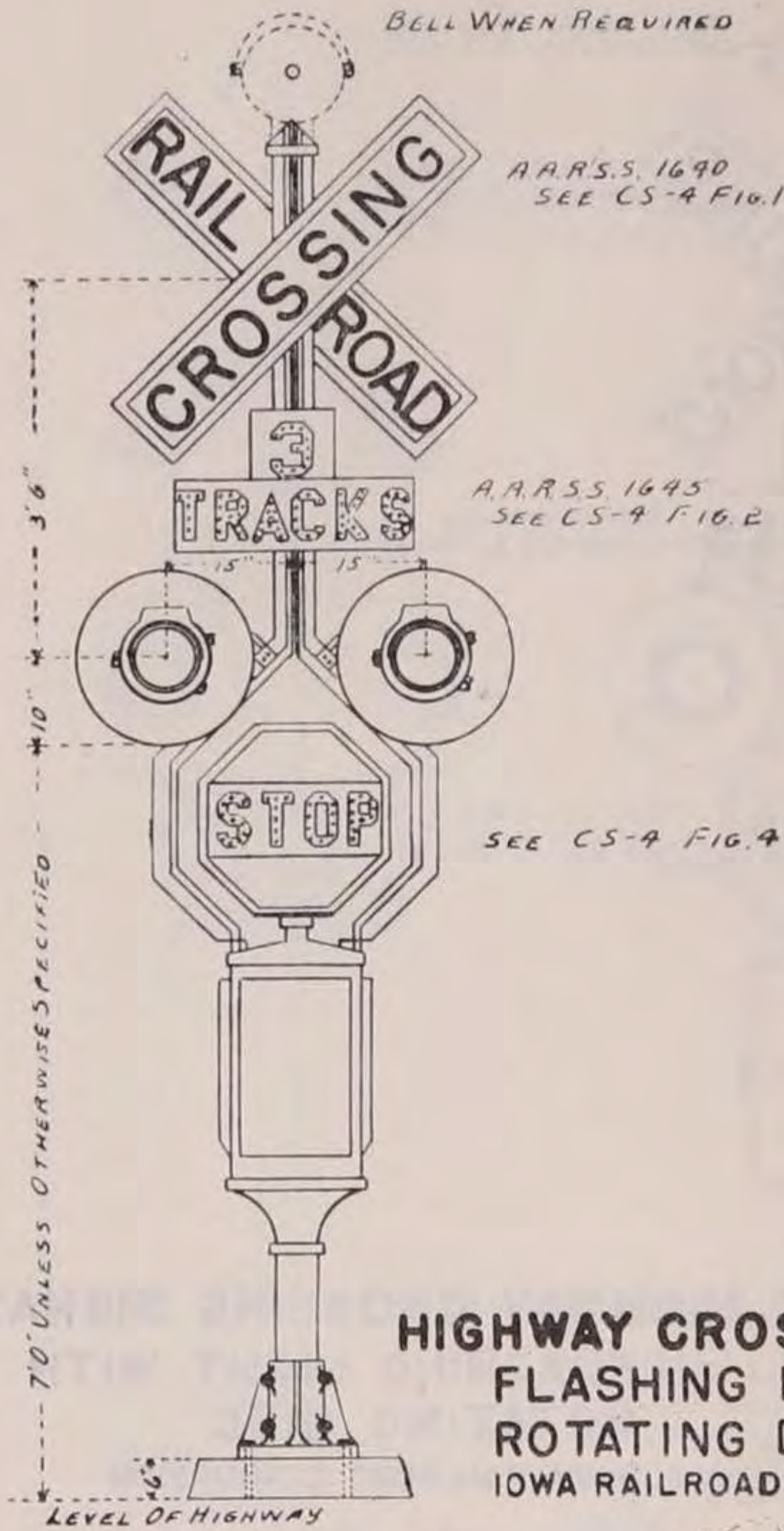
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ENGINEER



**HIGHWAY CROSSING SIGNAL
FLASHING LIGHT WITH
ROTATING DISC.**

IOWA RAILROAD COMMISSION

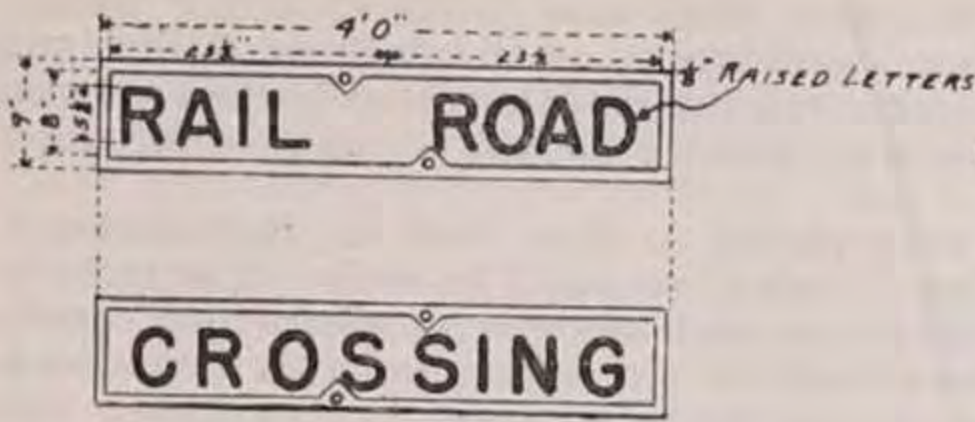
Wm. Franklyn
ENGINEER



**HIGHWAY CROSSING SIGNAL
FLASHING LIGHT WITH
ROTATING DISC.**

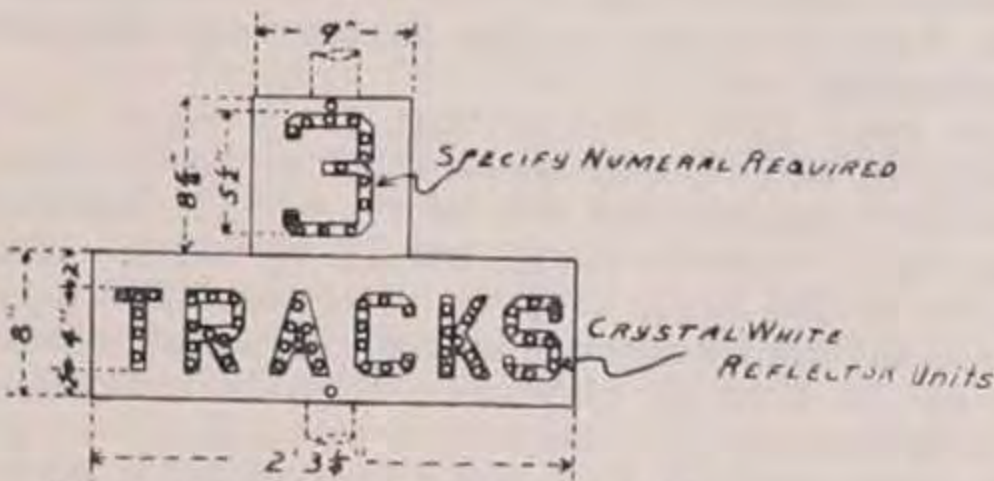
IOWA RAILROAD COMMISSION

W. A. Foulke
ENGINEER



CROSSING SIGN COMPLETE A.A.R.S.S. 1640

FIGURE



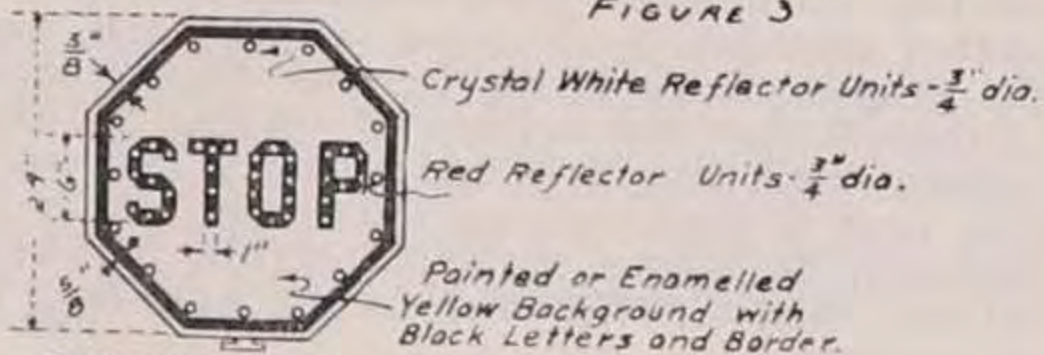
TRACKS SIGN COMPLETE A.A.R.S.S. 1645

FIGURE 2



STOP ON RED SIGNAL SIGN COMPLETE A.A.R.S.S. 1646

FIGURE 3



ROTATING STOP SIGN
(#18-U.S.S. Gauge Steel)

FIGURE 4

SIGNS FOR HIGHWAY CROSSING SIGNALS

DETAILS NOT SHOWN SHALL CONFORM TO A.A.R. SIGNAL SECTION RECOMMENDED PRACTICE.

IOWA RAILROAD COMMISSION

H. Frankel
ENGINEER

CS-4

Figure 7, Bulletin No. 1, "Railroad Highway Grade Crossing Protection," of the American Railway Association, or the flashing light signal with the addition of or incorporating the rotating stop banner moving to restrictive indication by force of gravity should be adopted as standards in the State of Iowa.

Since that date there has been placed in this State an installation of what is known as the Auto-Stop Grade Crossing Protector. The installation has been in service for some time and has given satisfactory results. Thorough inspections have been made of the device and it is found to be well constructed and to operate as intended, and has operated with safety. We fully believe that it will continue to operate with entire safety.

The signals approved as standards in our Order of December 28, 1934, are of the warning type; in other words, they are intended to provide only the best restrictive indication obtainable to warn the traveler on the highway that danger exists and leaving it entirely to the traveler to protect accordingly. The Auto-Stop goes a step farther and compels obedience to the danger indication.

National statistics for the year 1934 disclose that there were 3,322 highway grade crossing accidents and that of these 1,287 or 38.7% were instances in which motor vehicles ran into the side of train. The balance of the accidents were instances of vehicles being struck by train. The ratio above shown also applies to the State of Iowa. Of the 1,287 accidents shown above, there were 431 that occurred at crossings which were protected by safety devices at the time of accident. Signals indicating the presence of a train were operating in 270 cases, a watchman was on duty in 136 cases, and gates were down in 25 cases. This is not a statement that these forms of protection were entirely insufficient or ineffective. In most of these instances it is entirely probable that the protection afforded should have, within itself, been sufficient and afforded the proper advice to the traveler that danger existed. It is rather a statement that the drivers of vehicles on the highway are extremely careless with their lives and property, and will not, of their own volition, give heed to such warning indications. If it is considered essential and necessary to compel the driver on the highway to obey restrictive indications, then a device such as the Auto-Stop has a place in the scheme of protection.

It is our thought that when the railway and/or highway traffic is sufficient to justify a reasonable expenditure of funds, or where for obvious reasons the grades cannot be separated without too great expense, that this device can be given consideration.

It is apparent that there will be available from federal sources, funds for the protection of highway railroad grade crossings and that there probably will be funds available for the installation of this particular device in this state. It is the statement of the distributor of this device that in order to qualify and obtain such federal funds, it is necessary that this Board pass on and standardize this device as one of the standards of the State for railroad highway grade crossing protection. We do not desire to stand in the way of progress of this nature and particularly so where the device appears to have merit and will lend to the reduction of some of these accidents.

There has been in operation at Valparaiso, Indiana, an installation of this device and below are given some of the statistics for the eight months' period ended April 4, 1935. Total number of automobiles passing over the crossing, 266,215; total number of trains passing over highway, 4,660; average trains per day, 22; total automobiles stopped during passing of trains, 7,061, with average delay of 45 seconds; total vehicles passing over Auto-Stop at 4" warning position, 113; total number of automobiles sliding into Auto-Stop account icy and slippery pavement, 4; total number of automobiles crashing Auto-Stop, 1. There were no injuries of auto occupants.

The device installed near Des Moines shows for a twenty day period the following: Total vehicles passing over crossing, 30,100; train movements, 230; cars delayed, 424; cars passing over barrier at 4" height, 8; average time barrier up for train movement, 75 seconds; and average delay to automobiles, 30 seconds. No vehicles have crashed into the device and there have been no injuries.

In consideration of the particular facts and reasons that this device is not exclusively a warning device and that some installations may be made with Federal funds, together with other facts shown herein, it is our belief that it should be approved as a standard for the protection of highway railroad grade crossings in the State of Iowa, and IT IS SO ORDERED.

This Order is supplementary to our Order of December 28, 1934, and does not affect the standards provided therein.

Plans for any proposed installation of the Auto-Stop Grade Crossing Protector shall be submitted to this Commission for its approval before installing same.

Filed October 14, 1934. Closed November 12, 1935.

No. K-1270—1935. Town of Waltham v. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Petition for highway grade crossing protection at the intersection of State Highway No. 44 also at the street crossing immediately west thereof and the tracks of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company. An investigation was made of the crossings complained of and the Town authorities were advised to negotiate with the railroad company. The residents of Waltham failed to proceed to a hearing and the file was closed without prejudice.

Filed January 14, 1935. Closed November 12, 1935.

No. K-1271—1935. Board of Railroad Commissioners v. Illinois Central Railroad Company. Derailment of passenger train 11 at Iowa Falls, Iowa, January 21, 1935. This accident was due to passing through a home interlocking signal which had failed to close on account of frost on the contacts with the plant improperly lined up. Investigation developed a failure on the part of the interlocker operator and the engineer to strictly observe the rules.

Filed January 23, 1935. Closed August 3, 1935.

No. K-1272—1935. Board of Railroad Commissioners v. Chicago, Rock Island & Pacific Railway Company. Derailment of passenger train 19 at Iowa Falls, Iowa, February 14, 1935. This accident was due to passing a home interlocking signal in the stop position, but the engineer claimed he had a clear signal before proceeding. The evidence appeared somewhat conflicting and the investigation did not conclusively fix the blame for the irregularity.

Filed February 16, 1935. Closed August 3, 1935.

No. K-1273—1935. Board of Railroad Commissioners v. Western Union Telegraph Company. Improper construction of wire line crossing over C. E. & Q. Walsh crossing at Albia. Proper repairs made.

Filed February 23, 1935. Closed November 12, 1935.

No. K-1274—1935. Board of Railroad Commissioners v. Western Union Telegraph Company. Twisted telephone pair over Fort Dodge, Des Moines & Southern Railroad track at East Des Moines not fastened to double cross-arm pins. Proper reconstruction made.

Filed February 23, 1935. Closed May 1, 1935.

No. K-1275—1935. Board of Railroad Commissioners v. Chicago Great Western Railroad Company. Faulty track conditions in East Des Moines yard. Repairs made.

Filed February 26, 1935. Closed November 12, 1935.

No. K-1276—1935. Iowa State Highway Commission, Ames, Iowa, v. Railroad Companies Operating in Iowa. In the matter of the adoption of minimum lateral and vertical clearances applicable to highway bridges spanning railroad tracks. Hearing held March 5, 1935 at the office of the Board, Des Moines, Iowa. Under date of March 18, 1935, Decision and Order was rendered as follows:

APPEARANCES:

For the Great Northern Railway Company—C. M. Nye, Asst. Chief Engr., St. Paul, Minn.

For the M. & St. L. R. R. Company—G. S. Lovering, Asst. Chief Engr., Minneapolis, Minn.

For the Wabash Railway Company—E. L. Crugar, Chief Engr., St. Louis, Mo.

For the C., R. I. & P. Ry. Company—A. E. Korsell, Chicago, Ill.

For the C., B. & Q. R. R. Company—C. L. Persons, Asst. Chief Engr., Chicago, Ill.

For the D., R. I. & N. W. Ry. Company—F. S. Weisbrook, Gen. Mgr., Davenport, Iowa.

For the C., M., St. P. & P. R. R. Company—R. J. Middleton, Asst. Chief Engr., Chicago, Ill.

For the C., St. P., M. & O. Ry. Company—Philip E. Barlow, Asst. Engr., St. Paul, Minn.

For the Chicago Great Western Railroad Company—W. R. Roof, Bridge Engr., Chicago, Ill.

For the Illinois Central Railroad Company—S. F. Grear, Asst. Engr. Bridges, Chicago, Ill.

For the A. T. & S. F. Ry. System, R. A. Van Ness, Chicago, Ill.

For the Ft. D., Des M. & Southern R. R. Company—R. L. Cooper, Chief Engr., Boone, Iowa.

For the C. & N. W. Ry. Company—Davis, McLaughlin & Hise, Attys., by George E. Hise, Des Moines, Iowa; M. E. Thomas, Div. Engr., Boone, Iowa.

For the Des Moines Union Railway Company—A. L. Morgan, Chief Engr., Des Moines, Iowa.

For the State Highway Commission—W. E. Jones, Engr. of Design, Ames, Iowa.

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

For the Brotherhood of Locomotive Engineers—F. L. Hanner, Perry, Iowa.

For the Brotherhood of Locomotive Firemen & Engineers, James Stedman, Eagle Grove, Iowa.

For the Order of Railway Conductors—W. H. Jeffries, Valley Junction, Iowa.

For the Brotherhood of Railroad Trainmen—C. G. Brandow, Sioux City, Iowa; O. G. Jones, Onawa, Iowa; Chester L. Johns, Ottumwa, Iowa; R. H. Richardson, Mason City, Iowa.

Under date of February 21, 1935, a letter was received from the Iowa State Highway Commission, Ames, Iowa, setting forth that it is probable an extensive program will be realized involving the construction of a large number of overhead bridges spanning railroad tracks; that there is an inconsistency in the requirements of the various carriers operating in Iowa as respecting minimum clearances to be maintained at these structures; that the sight distance requirements have been increased by the Bureau of Public Roads resulting in longer and heavier approach fills with consequent increased costs; that preliminary layout plans are being prepared for a large number of overhead bridges and it is desirable to establish clearances to avoid the necessity of later revision of plans; and that as the matter of determination of clearances is one for consideration of this Commission, that this body adopt minimum lateral and vertical clearances applicable to such structures.

This Board, recognizing the necessity and need for the establishment of these clearances, named the date of March 5, 1935, at these offices as time and place for hearing in this matter. Representatives of the railroad companies, the Iowa State Highway Commission, the railroad brotherhood organizations and other interested parties were invited to attend. All interested parties were heard and substantial agreement was reached as to clearances to apply. The Commission agreed to formulate rules and submit them to the interested parties for their consideration and comment. Rules were formulated and forwarded with the provision that comments be returned by March 14, 1935. Replies have been received and advisable corrections have been made in the tentative draft. We believe the rules represent general agreement, good practice, and afford a reasonable margin of safety to employees and to the public.

IT IS THEREFORE ORDERED that attached rules entitled "Minimum Lateral and Vertical Clearances Applicable to Highway Bridges Spanning Railroad Tracks" be and the same are hereby adopted, effective March 18, 1935.

The minimum lateral and vertical clearances applicable to highway bridges spanning railroad tracks shall be as follows:

Beginning at a point in the center line of track twenty-two (22) feet above the top of rail; thence horizontally four (4) feet; thence downward at an angle to a point twenty (20) feet above the top of rail and eight (8) feet laterally distant from the center line of track; thence downward to a point level with the top of rail and eight (8) feet laterally distant from the center line of track; except that where electric interurban tracks are spanned, the vertical clearance of bridge shall be such that the trolley contact wire may be maintained at a minimum vertical height of twenty-two (22) feet from top of rail. In such a case the clearance line of the structure shall extend four (4) feet horizontally from center line of track at the maximum height; thence downward at an angle so as to intersect a point twenty (20) feet above the top of rail and eight (8) feet laterally distant from center line of track; and thence follow the clearance line previously designated.

The horizontal clearances herein prescribed are for tangent tracks. For curved tracks compensation shall be made so that the equivalent to the minimum clearances herein prescribed shall be maintained.

The vertical and horizontal clearances herein prescribed are for tracks where the tops of the rails are at the same level. Where one rail is elevated above the other, compensation shall be made so that the minimum vertical and horizontal clearances herein prescribed shall be maintained, the vertical clearances being taken from the top of the higher rail and measured perpendicularly to the face of the ties and the horizontal clearances being measured perpendicularly to a line that passes through the center line of the track and which is perpendicular to the face of the ties.

The clearances herein prescribed are minimum requirements and apply only to new construction and reconstruction. When exigencies of any particular case make it seemingly impractical to comply with the requirements herein designated, or for good reasons variation therefrom is desired, application may be made to this Commission for permission to maintain clearances less than are herein provided. When deemed necessary by the Commission, a formal hearing upon any application to maintain clearances less than those herein prescribed will be held. If the desired change does not materially affect safety, no formal hearing will be held. Similarly, if conditions require a greater clearance, for safety, than is herein provided, and agreement cannot be had by the parties concerned, application may be made to this Commission for an Order approving the increased clearance.

Under date of April 4, 1935, the Board issued the following Supplemental Order revising the rules entitled "Minimum lateral and vertical clearances applicable to highway bridges spanning railroad tracks."

WHEREAS on the 18th day of March, 1935, this Board issued Decision and Order in the matter of the adoption of minimum lateral and Vertical clearances applicable to highway bridges spanning railroad tracks, and

WHEREAS it was ordered that rules attached thereto entitled "Minimum lateral and vertical clearances applicable to highway bridges spanning railroad tracks" be adopted effective as of that date, and

WHEREAS it is now found advisable to make certain definite allowances in lateral clearance on account of the chord formed by a long car or engine on a curve and the overhanging of such car or engine,

IT IS HEREBY ORDERED that said rules be and the same are hereby revised in accordance with rules entitled "Minimum lateral and vertical clearances applicable to highway bridges spanning railroad tracks" attached to this Supplementary Order and bearing revision date of April 4, 1935.

The minimum lateral and vertical clearances applicable to highway bridges spanning railroad tracks shall be as follows:

Beginning at a point in the center line of track twenty-two (22) feet above the top of rail; thence horizontally four (4) feet; thence downward at an angle to a point twenty (20) feet above the top of rail and eight (8) feet laterally distant from the center line of track; thence downward to a point level with the top of rail and eight (8) feet laterally distant from the center line of track; except that where electric interurban tracks are spanned, the vertical clearance of bridge shall be such that the trolley contact wire may be maintained at a minimum vertical height of twenty-two (22) feet from top of rail. In such a case the clearance line of the structure shall extend four (4) feet horizontally from center line of track at the maximum height; thence downward at an angle so as to intersect a point twenty (20) feet above the top of rail and eight (8) feet laterally distant from center line of track; and thence follow the clearance line previously designated.

The vertical and horizontal clearances herein prescribed are for tangent tracks and tracks where the tops of the rails are at the same level, and shall not be less than those shown:

Where one rail is elevated above the other, compensation shall be made so that the minimum vertical and horizontal clearances herein prescribed shall be maintained, the vertical clearances being taken from the top of the higher rail and measured perpendicularly to the face of the ties and the horizontal clearances being measured perpendicularly to a line that passes through the center line of the track and which is perpendicular to the face of the ties.

If the alignment is curved, the horizontal clearance shall be so increased as to provide for the overhanging and the tilting of a car 85 feet long, 60 feet between centers of trucks, and 14 feet high, allowance being made for superelevation of outer rail. The distance from top of rail to top of tie shall be taken as 8 inches.

The clearances herein prescribed are minimum requirements and apply only to new construction and reconstruction. When exigencies of any particular case make it seemingly impractical to comply with the requirements herein designated, or for good reasons variation therefrom is desired, application may be made to this Commission for permission to maintain clearances less than are herein provided. When deemed necessary by the Commission, a formal hearing upon any application to maintain clearances less than those herein prescribed will be held. If the desired change does not materially affect safety, no formal hearing will be held. Similarly, if conditions require a greater clearance, for safety, than is herein provided, and agreement cannot be had by the parties concerned, application may be made to this Commission for an Order approving the increased clearance.

Filed February 21, 1935. Closed November 27, 1935.

No. K-1277—1935. Board of Railroad Commissioners v. Chicago, Burlington & Quincy Railroad Company. Poor condition of railroad highway grade crossing warning sign on the south side of the C., B. & Q. tracks at Southeast Twentieth Street, Des Moines. Sign replaced.

Filed March 27, 1935. Closed August 3, 1935.

No. K-1278—1935. Board of Railroad Commissioners v. Gowrie Municipal Light and Water Company, Gowrie. Service wires over Chicago & North Western tracks east of depot, Gowrie, maintained in slack condition. Wires removed.

Filed March 27, 1935. Closed July 9, 1935.

No. K-1280—1935. Board of Railroad Commissioners v. Chicago, Burlington & Quincy Railroad Company. Improperly constructed telegraph line over side tracks west of Southeast Eighteenth Street, Des Moines. Crossings made standard.

Filed March 27, 1935. Closed April 19, 1935.

No. K-1282—1935. Board of Railroad Commissioners v. Fort Dodge Gas and Electric Company, Fort Dodge. Improperly installed service wires over C., G. W. track, Fort Dodge. Crossing rebuilt to comply with the Board's requirements.

Filed April 6, 1935. Closed April 19, 1935.

No. K-1283—1935. Board of Railroad Commissioners v. Fort Dodge Telephone Company, Fort Dodge. Improperly installed telephone wires over C., G. W. sidetrack at Fort Dodge. Crossing rebuilt to standard requirements.

Filed April 6, 1935. Closed April 20, 1935.

No. K-1284—1935. Board of Railroad Commissioners v. Minneapolis & St. Louis Railroad Company. Failure to lock hand throw switch stand when not in use at Hampton interlocking plant. Corrective measures taken to prevent recurrence.

Filed April 19, 1935. Closed August 3, 1935.

No. K-1285—1935. Board of Railroad Commissioners v. Farmers Telephone Company, Mason City. Improperly constructed telephone line over M. & St. L. track three miles south of Mason City. Crossing reconstructed to comply with the Board's requirements.

Filed April 20, 1935. Closed May 10, 1935.

No. K-1286—1935. Board of Railroad Commissioners v. Chicago Great Western Railroad Company. Rear end collision between freight train No. 75 and passenger train No. 15 at Fort Dodge, Iowa, April 11, 1935. The cause of this accident was the failure of the engine crew of train 75 to observe yard limit rules.

Filed April 11, 1935. Closed November 12, 1935.

No. K-1287—1935. Board of Railroad Commissioners v. Chicago Great Western Railroad Company. Failure to have switch at junction of C. G. W. "Wye" tracks on lead to passenger station locked March 29, 1935. Railroad company advises this will not occur again.

Filed April 6, 1935. Closed August 3, 1935.

No. K-1288—1935. Board of Railroad Commissioners v. Chicago Great Western Railroad Company. Poor condition of railroad highway crossing warning sign at the intersection of Highway No. 9 and the C. G. W. Railroad at Manly. Proper repairs made.

Filed April 19, 1935. Closed April 30, 1935.

No. K-1289—1935. Board of Railroad Commissioners v. Chicago Great Western Railroad Company. Damaged condition of railroad highway

grade crossing warning sign south of C. G. W. depot, Baxter. Proper repairs made.

Filed April 29, 1935. Closed May 10, 1935.

No. K-1290—1935. Board of Railroad Commissioners v. Chicago, Rock Island & Pacific Railway Company. Derailment of freight train No. 96 operating as Extra 2598-953 at Tiffin, April 4, 1935. Accident was caused by broken arch bar on M. & St. L. box car No. 20302.

Filed April 6, 1935. Closed November 12, 1935.

No. K-1291—1935. Board of Railroad Commissioners v. Seymour Municipal Light Company, Seymour. Unsatisfactory condition of service wires over C., M., St. P. & P. tracks at Seymour. Crossing removed to another location.

Filed May 20, 1935. Closed August 5, 1935.

No. K-1292—1935. Board of Railroad Commissioners v. Fort Dodge, Des Moines & Southern Railroad Company. Unsatisfactory condition of derails at Swanwood. Proper repairs made.

Filed May 15, 1935. Closed August 3, 1935.

No. K-1294—1935. Board of Railroad Commissioners v. Chicago, Rock Island & Pacific Railway Company and the Minneapolis & St. Louis Railroad Company. Collision of Minneapolis and St. Louis freight train No. 95 and Chicago, Rock Island & Pacific passenger train 63 at Morning Sun, Iowa, on June 13, 1935. The cause of this accident was not ascertainable from the investigation conducted, there being no apparent failure of equipment and both crews claiming they were operating under clear signals.

Filed June 13, 1935. Closed November 12, 1935.

No. K-1295—1935. Board of Railroad Commissioners v. Chicago Great Western Railroad Company. Faulty condition of track circuit controlling crossing bell at grade crossing south of depot, Hudson. Repairs made.

Filed June 29, 1935. Closed November 12, 1935.

No. K-1296—1935. Board of Railroad Commissioners v. Chicago Great Western Railroad Company. Failure of train No. 4 to make grade crossing stop at C. & N. W. industry track crossing, Marshalltown yard. Railroad company issued instructions to have this stop regularly made.

Filed June 29, 1935. Closed November 23, 1935.

No. K-1297—1935. Board of Railroad Commissioners v. Chicago Great Western Railroad Company. Condition of railroad crossing warning sign at North Nineteenth Street, Fort Dodge. Proper repairs made.

Filed August 13, 1934. Closed July 29, 1935.

No. K-1298—1935. Board of Railroad Commissioners v. Wabash Railway Company. Condition of railroad highway grade crossing warning sign south of the C., B. & Q.-Wabash crossing, Tracy. Necessary repairs made.

Filed October 16, 1934. Closed August 1, 1935.

No. K-1299—1935. Board of Railroad Commissioners v. Chicago Great Western Railroad Company. Railroad highway grade crossing warning sign located at North Nineteenth Street, Fort Dodge, obscured by trees. Obstruction removed.

Filed August 17, 1935. Closed November 22, 1935.

No. K-1300—1935. Board of Railroad Commissioners v. Iowa Electric Company, Cedar Rapids. Poor condition of electric service wires to C. & N. W. Depot, De Witt. Crossing rebuilt to comply with the Board's requirements.

Filed September 7, 1935. Closed October 14, 1935.

PIPE LINES

No. P-2—1935. Northern Natural Gas Company, Omaha, Nebraska. Des Moines Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 53 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-3—1935. Natural Gas Pipeline Company of America, Chicago, Illinois. Main line. Original notice in the District Court of Johnson County, Iowa, May term, 1935, Henry Meyers, Plaintiff, vs. I. M. Siders, Nellie M. Siders, American Telephone and Telegraph Company of Iowa, and Natural Gas Pipeline Company of America, Defendants, served on Board.

No. P-4—1935. Northern Natural Gas Company, Omaha, Nebraska. Main line. Original notice in District Court of Wright County, Iowa, February term, 1935, Art Duitscher and Edward Stetcher vs. Northern Natural Gas Company, served on Board.

Petition amending original petition filed September 10, 1935, covering 2,200 feet of proposed 12-inch diameter pipe line construction in Mills County, Iowa. After consideration, and for the reason that this line served no new territory and was constructed as an emergency line to guard against failure of a section of the main line near the Missouri River, the Board ordered that Permanent Permit No. 115, dated September 24, 1935, be issued.

The Board adopted resolution, dated September 24, 1935, amending Permit No. 57 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-5—1935. Northern Natural Gas Company, Omaha, Nebraska. Oakland Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 86 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-6—1935. Northern Natural Gas Company, Omaha, Nebraska. Walnut Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 60 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-8—1935. Northern Natural Gas Company, Omaha, Nebraska. Harcourt-Gowrie-Lake City-Rockwell City-Manson Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 56 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-9—1935. Northern Natural Gas Company, Omaha, Nebraska. Belmond Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 61 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-10—1935. Northern Natural Gas Company, Omaha, Nebraska. Garner Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 62 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-11—1935. Northern Natural Gas Company, Omaha, Nebraska. Carson lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 63 to show the holder of the permit as the Northern

Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-15—1935. Northern Natural Gas Company, Omaha, Nebraska. Ogden Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 66 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-16—1935. Northern Natural Gas Company, Omaha, Nebraska. Mason City Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 67 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-17—1935. Northern Natural Gas Company, Omaha, Nebraska. Fort Dodge Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 68 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-19—1935. Northern Natural Gas Company, Omaha, Nebraska. Council Bluffs Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 69 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-20—1935. Northern Natural Gas Company, Omaha, Nebraska. Britt Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 70 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-23—1935. Northern Natural Gas Company, Omaha, Nebraska. Glenwood Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 71 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-24—1935. Northern Natural Gas Company, Omaha, Nebraska. Avoca Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 72 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-25—1935. Northern Natural Gas Company, Omaha, Nebraska. Dayton Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 75 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-27—1935. Northern Natural Gas Company, Omaha, Nebraska. Boxholm Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 85 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-28—1935. Northern Natural Gas Company, Omaha, Nebraska. Pilot Mound Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 84 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-32—1935. Northern Natural Gas Company, Omaha, Nebraska.

Audubon and Exira Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 87 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-33—1935. Great Lakes Pipe Line Company, Kansas City, Missouri. Main lines. Original notice in District Court, Decatur County, Iowa, February term, 1935, Wm. E. Sams vs. Great Lakes Pipe Line Company, served on Board December 31, 1934.

No. P-34—1935. Northern Natural Gas Company, Omaha, Nebraska. Jefferson Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 103 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-44—1935. Northern Natural Gas Company, Omaha, Nebraska. Forest City Lateral. The Board adopted resolution dated September 24, 1935, amending Permit No. 100 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-48—1935. Northern Natural Gas Company, Omaha, Nebraska. Clarion Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 59 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-49—1935. Northern Natural Gas Company, Omaha, Nebraska. Eagle Grove Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 96 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-53—1935. Northern Natural Gas Company, Omaha, Nebraska. Main Line By-Pass to Natural Gas Pipeline Company of America. The Board adopted resolution, dated September 24, 1935, amending Permit No. 55 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-54—1935. Northern Natural Gas Company, Omaha, Nebraska. Atlantic Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 97 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-56—1935. Natural Gas Pipeline Company of America, Chicago, Illinois. Malvern Lateral. Temporary Permit No. 29 expiring March 15, 1935, this company filed application for an extension of time. The Board considered the matter and on March 19, 1935, issued order extending permit to March 15, 1936.

No. P-57—1935. Natural Gas Pipeline Company of America, Chicago, Illinois. Clarinda Lateral. Temporary Permit No. 30 expiring March 15, 1935, this company filed application for an extension of time. The Board considered the matter and on March 19, 1935, issued order extending permit to March 15, 1936.

No. P-58—1935. Natural Gas Pipeline Company of America, Chicago, Illinois. Osceola Lateral. Temporary Permit No. 31 expiring March 15, 1935, this company filed application for an extension of time. The Board considered the matter and on March 19, 1935, issued order extending permit to March 15, 1936.

No. P-59—1935. Natural Gas Pipeline Company of America, Chicago, Illinois. Chariton Lateral. Temporary Permit No. 32 expiring March 15, 1935, this company filed application for an extension of time. The Board considered the matter and on March 19, 1935, issued order extending permit to March 15, 1936.

No. P-60—1935. Natural Gas Pipeline Company of America, Chicago, Illinois. Ottumwa-Fairfield Lateral. Temporary Permit No. 33 expiring March 15, 1935, this company filed application for an extension of time. The Board considered the matter and on March 19, 1935, issued order extending permit to March 15, 1936.

No. P-62—1935. Natural Gas Pipeline Company of America, Chicago, Illinois. Sigourney Lateral. Temporary Permit No. 35 expiring March 15, 1935, this company filed application for an extension of time. The Board considered the matter and on March 19, 1935, issued order extending permit to March 15, 1936.

No. P-64—1935. Natural Gas Pipeline Company of America, Chicago, Illinois. Keota Lateral. Temporary Permit No. 37 expiring March 15, 1935, this company filed application for an extension of time. The Board considered the matter and on March 19, 1935, issued order extending permit to March 15, 1936.

No. P-65—1935. Natural Gas Pipeline Company of America, Chicago, Illinois. Washington Lateral. Temporary Permit No. 38 expiring March 15, 1935, this company filed application for an extension of time. The Board considered the matter and on March 19, 1935, issued order extending permit to March 15, 1936.

No. P-66—1935. Natural Gas Pipeline Company of America, Chicago, Illinois. Wapello-Mount Pleasant-Burlington-Fort Madison-Keokuk Lateral. Temporary Permit No. 39 expiring March 15, 1935, this company filed application for an extension of time. The Board considered the matter and on March 19, 1935, issued order extending permit to March 15, 1936.

No. P-72—1935. Northern Natural Gas Company, Omaha, Nebraska. Perry Lateral. The Board adopted resolution, dated September 24, 1935, amending Permit No. 83 to show the holder of the permit as the Northern Natural Gas Company, Omaha, Nebraska, instead of the Northern Gas and Pipe Line Company.

No. P-73—1935. Iowa City Light and Power Company, Iowa City, Iowa. Iowa City Lateral. The Natural Gas Pipeline Company of America, Chicago, Illinois, transferred under date of December 3, 1934, to the Iowa City Light and Power Company a portion of Temporary Permit No. 36, the particular routing being described as follows:

“Beginning at a near point the Southwest corner of the Southeast Quarter ($SE\frac{1}{4}$) of the Northwest Quarter ($NW\frac{1}{4}$) of Section seventeen (17), Township seventy-nine (79) North, Range six (6) West, and extending east on private right-of-way through the Northwest, Southwest, Northeast and Southeast Quarters of Section seventeen (17) and the Northwest and Southwest Quarters of Section sixteen (16), said township and range, to a point near the center of said section sixteen (16), same being the west corporate limit of the City of Iowa City.”

An order was issued by this Board September 23, 1935, granting to the petitioner Permanent Permit No. 114 covering the route above described for the construction of a four-inch natural gas pipe line.

Total pipe line mileage constructed and in operation having permits issued therefor:

NATURAL GAS	377 miles—24-inch
	85 miles—20-inch
	85 miles—16-inch
	5 miles—12-inch
	56 miles—10-inch
	16 miles— 8-inch
	29 miles— 6-inch
	192 miles— 4-inch
	39 miles— 3-inch
	46 miles— 2-inch

Total930 miles

GASOLINE	157 miles— 8-inch
	332 miles— 6-inch
	100 miles— 4-inch

Total589 miles

CRUDE OIL	56 miles—12-inch
	2 miles—10-inch
	35 miles— 8-inch

Total 93 miles

Grand Total All Lines.....1,612 miles

Total pipe line mileage proposed and holding Temporary Permits:

85 miles— 8-inch
74 miles— 6-inch
25 miles— 4-inch
90 miles— 3-inch
12 miles— 2-inch

Total286 miles

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.

Total fees collected calendar year 1935:

Construction inspection	\$ 46.00
1935 annual inspection.....	4,658.50
	<u>\$4,704.50</u>

Highway—Railroad Grade Crossings

No. R-1—1935. Des Moines—Euclid Avenue, Chicago & North Western Railway Company. Plans approved February 6, 1935, for a system of barriers known as the Auto-Stop Grade Crossing Protector for the protection of the crossing, same being installed primarily for demonstration purposes.

Under date of May 3, 1935, the Board granted Temporary Certificate for a period of six (6) months on and after April 22, 1935.

A supplemental order, dated June 3, 1935, adopted the Auto-Stop device as a standard for the protection of highway-railroad grade crossings.

No. R-2—1935. Dubuque—Streets crossing the tracks of the Chicago, Milwaukee, St. Paul & Pacific Railroad, the Chicago Great Western Railroad, the Illinois Central Railroad and the Chicago, Burlington & Quincy Railroad. The installation of flashing light signals with rotating disc approved on June 24 and July 23, 1935, at Jones, Levee, 1st, Iowa, 2nd, 3rd, 4th, 7th, 8th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 19th (flashing light only), Garfield, Rhomberg, Lincoln, Kniest, (one flashing light), Eagle Point and 24th Streets.

No. R-3—1935. Dyersville—Prior's crossing east of Illinois Central Railroad Company. On June 28, 1935, approval granted on plans for proposed installation of flashing light signals.

No. R-4—1935. Spencer—Main and Grove Streets Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Approval October 28, 1935, of plans for installation of flashing light signals with rotating stop disc.

Interlocking, Signal and Other Safety Devices

FOLLOWING IS A LIST OF APPROVED PROTECTED RAILROAD
CROSSINGS IN THE STATE. AT LEAST ONE GENERAL
INSPECTION WAS MADE OF EACH PROTECTION AND
SUCH DEFECTS AS FOUND WERE REPORTED
TO THE MAINTAINING COMPANY

Name	Kind	Participating Companies	Date of Certificate
Abbott Crossing	Automatic	C. R. I. & P.—M. & St. L.	9-30-30
Ackley	Mechanical	I. C.—M. & St. L.	9-13-28
Albia	Remote Control	C. B. & Q.—Wabash	4-18-29
Alton	Electric	C. & N. W.—C. St. P. M. & O.	12-19-29
Altoona	Mechanical	C. R. I. & P.—End of double track	6-14-18
Ames	Mechanical	C. & N. W.—Ft. D. D. M. & S.	6-6-24
Arion	Mechanical	C. & N. W.—I. C.—C. M. St. P. & P.	5-12-09
Atwood	Automatic	C. & N. W.—C. R. I. & P.	6-14-29
Aurora	Mechanical	C. G. W.—End of double track	8-27-17
Belknap	Mechanical	C. R. I. & P.—Wabash	4-27-34
Belle Plaine "BA"	Mechanical	C. & N. W.—East end of yard	12-18-22
Belle Plaine "B"	Mechanical	C. & N. W.—Jet.—Yard	7-11-29
Bettendorf	Mechanical	D. R. I. & N. W.—C. D. & M.	2-7-25
Beverly	Electric	C. & N. W.—C. M. St. P. & P.	7-23-24
Boone "8th St."	Mechanical	C. & N. W.—West end of yard	8-11-31
Boone "BU"	Remote Control	C. & N. W.—East end of yard	10-30-31
Britt	Automatic	C. M. St. P. & P.—M. & St. L.	1-10-29
Burlington	Electric	C. B. & Q.—Drawbridge	2-21-18
California Jet	Electric	C. & N. W.—Jet	8-18-26
Carnforth	Mechanical	C. R. I. & P.—C. & N. W.	8-16-33
Cedar Falls	Automatic	I. C.—C. R. I. & P.	7-22-32
Cedar Falls	Gate	C. R. I. & P.—C. G. W.	9-19-25
Cedar Rapids	Electric	C. R. I. & P.—C. & N. W.—C. M. St. P. & P.	4-23-26
Cedar River	Remote Control	C. & N. W.—Gauntlet Bridge	7-13-25
Centerville	Mechanical	C. R. I. & P.—C. B. & Q.	4-18-29
Clarion	Mechanical	C. G. W.—C. R. I. & P.	1-31-34
Clarksville	Mechanical	C. G. W.—C. R. I. & P.	12-14-28
Clear Lake Jet	Mechanical	C. G. W.—C. R. I. & P.—M. C. & C. L.	7-30-27
Clinton "2nd St."	Electric	C. & N. W.—C. M. St. P. & P.—C. R. I. & P.	9-26-24
Clinton	Electric	C. & N. W.—Drawbridge	9-24-34
Clio	Prot. Sp. Sw.	C. R. I. & P.—End of double track	8-22-33
Columbus Jet	Gate	C. R. I. & P.—C. R. I. & P.	3-6-25
Cone	Mechanical	C. M. St. P. & P.—C. R. I. & P.	4-11-32
Council Bluffs	Prot. Sp. Sw.	C. B. & Q.—End of double track	8-26-30
Council Bluffs	Electric	U. P. Transfer	11-20-24
Council Bluffs	Special Prot.	C. B. & Q.—Jet	9-12-30
Council Bluffs	Electric	U. P. Bridge Approach	2-17-22
Council Bluffs	Electric	I. C.—Drawbridge	12-5-33
Council Bluffs	Gate	C. G. W.—C. B. & Q.	7-7-31
Culver	Mechanical	C. R. I. & P.—C. M. St. P. & P.	9-6-29
Davenport	Mechanical	D. R. I. & N. W.—Drawbridge	None Issued
Davenport "West"	Mechanical	C. R. I. & P.—C. M. St. P. & P.	4-25-30
Davenport "Jet"	Mechanical	C. R. I. & P.—Jet	2-1-29
Delmar	Automatic	C. M. St. P. & P.—C. & N. W.	8-16-26
Des Moines "20th St."	Electric	C. R. I. & P.—C. G. W.	8-19-30
Des Moines	Automatic	C. R. I. & P.—M. & St. L.	6-8-25
Des Moines "E. 4th St."	Gate	C. R. I. & P.—C. & N. W.	8-11-26
Des Moines "W. 11th St."	Gate	C. R. I. & P.—D. M. U. Ry.	5-21-28
Des Moines "S. E. 18th and Scott"	Gate	D. M. U. Ry.—C. R. I. & P.	1-10-31
Dixon	Gate	C. R. I. & P.—C. M. St. P. & P.	11-21-33
Dubuque "East"	Mechanical	I. C.—C. B. & Q.—C. G. W.	2-23-21
Dubuque	Electric	I. C.—C. B. & Q.—C. G. W.	10-31-16
Dumont	Automatic	C. & N. W.—C. G. W.	11-9-29
Eagle Grove	Mechanical	C. G. W.—C. & N. W.	1-30-20

Name	Kind	Participating Companies	Date of Certificate
Elberon	Mechanical	C. & N. W.—C. M. St. P. & P.	7-20-34
Eldon	Gate	C. R. I. & P.—C. R. I. & P.	3-30-27
Eldora	Mechanical	M. & St. L.—C. & N. W.	1-13-30
Estherville	Automatic	C. R. I. & P.—M. & St. L.	10-11-29
Estherville	Gate	C. R. I. & P.—M. & St. L.	6-3-26
Fairfield	Mechanical	C. R. I. & P.—C. B. & Q.	1-4-30
Fairgrounds	Mechanical	C. G. W.—End of double track	10-24-23
Fonda	Mechanical	C. M. St. P. & P.—I. C.	9-24-31
Fort Dodge	Mechanical	Ft. D. D. M. & S.—C. G. W.	3-19-21
Fort Madison	Electric	A. T. & S. F.—Drawbridge	9-15-27
Garner	Gate	C. R. I. & P.—C. M. St. P. & P.	9-29-33
Gifford	Automatic	M. & St. L.—C. & N. W.	7-17-30
Givin	Gate	C. R. I. & P.—M. & St. L.	3-14-28
Gladbrook	Mechanical	C. G. W.—C. & N. W.	11-6-19
Goldfield	Automatic	C. R. I. & P.—C. & N. W.	12-19-29
Gowrie	Mechanical	Ft. D. D. M. & S.—C. & N. W.— M. & St. L.	7-15-32
Grand Jet	Mechanical	C. & N. W.—M. & St. L.	9-7-21
Green Island	Mechanical	C. M. St. P. & P.—Jet	6-18-24
Greenville	Gate	C. R. I. & P.—M. & St. L.	6-5-26
Gridley	Automatic	C. & N. W.—C. R. I. & P.	6-28-29
Grinnell	Gate	C. R. I. & P.—M. & St. L.	12-2-27
Gypsum	Mechanical	Ft. D. D. M. & S.—I. C.	2-25-26
Halpin	C. T. C.	C. B. & Q.—Jet	1-22-30
Hampton "A"	Mechanical	C. G. W.—M. & St. L.	5-2-23
Hampton "B"	Electric	C. G. W.—M. & St. L.—C. R. I. & P.	1-31-34
Harcourt	Mechanical	Ft. D. D. M. & S.—C. & N. W.	6-29-27
Harrison-Shannon	C. T. C.	C. B. & Q.—Ends of double track	2-2-34
Hartley	Automatic	C. R. I. & P.—C. M. St. P. & P.	1-20-28
Hayfield	Mechanical	C. R. I. & P.—M. & St. L.	12-20-00
Herndon	Mechanical	C. M. St. P. & P.—Crossing	4-7-34
Hicks	Mechanical	C. & N. W.—C. G. W.	6-8-33
Hinton	Mechanical	I. C.—C. & N. W.—G. N.	1-25-24
Independence	Automatic	I. C.—C. R. I. & P.	7-7-31
Indian Creek	Remote Control	C. M. St. P. & P.—Jet	6-29-33
Iowa City	Electric	C. R. I. & P.—End of double track	1-6-27
Iowa Falls	Electric	I. C.—C. R. I. & P.	4-8-26
Jeff	Prot. Sp. Sw.	C. G. W.—End of double track	8-30-30
Jefferson	Mechanical	C. & N. W.—C. M. St. P. & P.	10-5-32
Keithsburg	Mechanical	M. & St. L.—Drawbridge	9-11-24
Kelly	Mechanical	Ft. D. D. M. & S.—C. & N. W.	4-14-33
Lake Mills	Automatic	C. & N. W.—M. & St. L.	11-10-33
Laurens	Automatic	C. R. I. & P.—C. & N. W.	3-26-26
Lawler	Mechanical	C. B. & Q.—C. M. St. P. & P.— C. R. I. & P.	9-26-24
Leeds	Gate	G. N.—I. C.	8-21-25
Le Mars	Remote Control	I. C.—C. St. P. M. & O.	6-21-28
Libertyville	Mechanical	C. R. I. & P.—C. B. & Q.	4-25-30
Linby	Mechanical	C. M. St. P. & P.—M. & St. L.	11-13-34
Lohrville	Mechanical	C. G. W.—C. & N. W.—C. M. St. P. & P.	10-18-34
Luverne	Automatic	M. & St. L.—C. & N. W.	7-17-30
Lyons	Automatic	C. M. St. P. & P.—C. & N. W.	12-17-30
Manly	Mechanical	C. G. W.—C. R. I. & P.—M. & St. L.	12-11-26
Manson	Mechanical	I. C.—C. R. I. & P.	2-5-32
Maple River	Electric	C. & N. W.—Jet	6-16-33
Marathon	Automatic	C. M. St. P. & P.—C. & N. W.	10-22-27
Marshalltown	Mechanical	C. & N. W.—C. G. W.—M. & St. L.	5-3-28
Mason City	Mechanical	C. & N. W.—C. M. St. P. & P.— C. G. W.—C. R. I. & P.	5-14-25
Mason City	Mechanical	C. G. W.—C. & N. W.	12-11-26
Mason City	Mechanical	C. & N. W.—M. C. & C. L.	2-21-33
Mason City	Automatic	C. & N. W.—M. & St. L.	12-29-26
Maxon	C. T. C.	C. B. & Q.—M. & St. L.	7-22-33
McCallsburg	Gate	C. R. I. & P.—M. & St. L.	7-13-25
Moorland	Electric	C. G. W.—M. & St. L.	3-20-30
Moravia	Automatic	Wabash—C. M. St. P. & P.	7-13-34
Morning Sun	Automatic	C. R. I. & P.—M. & St. L.	11-9-28
Nahant	Mechanical	C. R. I. & P.—C. M. St. P. & P.	6-13-18
Neola	Mechanical	C. R. I. & P.—C. M. St. P. & P.	11-17-32
New Hampton	Mechanical	C. G. W.—C. M. St. P. & P.	12-5-33

Name	Kind	Participating Companies	Date of Certificate
Nichols	Gate	C. R. I. & P.—C. R. I. & P.	8-22-25
Nora Jet	Automatic	C. M. St. P. & P.—C. R. I. & P.	1-20-28
Oelwein	Mechanical	C. G. W.—C. R. I. & P.	1-20-34
Ogden	Mechanical	C. & N. W.—M. & St. L.	8-3-33
Onawa	Automatic	C. & N. W.—I. C.	10-16-26
Onelda	Mechanical	C. G. W.—C. M. St. P. & P.—M. & O.	3-19-21
Ossian	Gate	C. M. St. P. & P.—C. R. I. & P.	
Otis	Mechanical	C. & N. W.—Jet	5-1-26
Ottumwa	Electric	C. B. & Q.—C. M. St. P. & P.—Wabash	5-1-30
Oxford Jet	Gate	C. M. St. P. & P.	2-17-33
Paralta	Mechanical	C. M. St. P. & P.—Jet	3-22-28
Plymouth Jet	Gate	C. R. I. & P.—C. M. St. P. & P.	2-15-27
Red Oak-Balfour	C. T. C.	C. B. & Q.—Ends of double track	(1-9-30) 4-11-30)
Rinard	Mechanical	Ft. D. D. M. & S.—C. G. W.	5-26-31
Rockwell City	Mechanical	I. C.—C. M. St. P. & P.—Ft. D. D. M. & S.	4-26-15
Rodney	Automatic	C. M. St. P. & P.—I. C.	7-21-26
Rolfe	Automatic	M. & St. L.—C. & N. W.	7-31-30
Rowan	Mechanical	C. G. W.—C. R. I. & P.	4-2-23
Ruthven	Gate	C. M. St. P. & P.—M. & St. L.	12-5-28
Sabula	Electric	C. M. St. P. & P.—Drawbridge	8-10-28
Sergeant Bluff	Automatic	C. & N. W.—C. M. St. P. & P.	1-22-27
Seymour	Mechanical	C. R. I. & P.—C. M. St. P. & P.	10-2-33
Shopton "A"	Mechanical	A. T. & S. F.—Yard	1-27-26
Shopton "B"	Mechanical	A. T. & S. F.—Yard	1-27-26
Sibley	Mechanical	C. St. P. M. & O.—C. R. I. & P.	11-25-27
Sioux City	Special Prot.	C. & N. W.—I. C.—C. St. P. M. & O.	10-3-27
Slater	Mechanical	C. M. St. P. & P.—C. & N. W.	4-7-34
Somers	Gate	C. G. W.—C. R. I. & P.	8-1-34
Spencer	Mechanical	C. M. St. P. & P.—M. & St. L.	9-17-32
Tama	Mechanical	C. & N. W.—C. M. St. P. & P.	8-20-33
Tracy	Mechanical	C. B. & Q.—Wabash	7-28-26
Ute	Gate	C. M. St. P. & P.—C. & N. W.	6-18-34
Washington	Automatic	C. M. St. P. & P.—C. R. I. & P.	3-18-27
Waterloo "East"	Mechanical	I. C.—W. C. F. & N.	10-8-26
Waterloo "West"	Mechanical	I. C.—W. C. F. & N.	10-12-26
Waterloo	Mechanical	C. R. I. & P.—W. C. F. & N.	9-4-34
Waterloo "A"	Electric	C. G. W.—I. C.	6-3-31
Waterloo "B"	Electric	C. G. W.—C. R. I. & P.	6-3-31
Waverly	Automatic	C. G. W.—I. C.	11-17-27
Webb	Mechanical	C. R. I. & P.—C. M. St. P. & P.	6-11-18
Webster	Gate	C. R. I. & P.—C. M. St. P. & P.	2-18-27
Webster City	Mechanical	I. C.—C. & N. W.	6-12-31
West Liberty	Gate	C. R. I. & P.—Jet	2-2-25
Wheatland	Mechanical	C. & N. W.—C. M. St. P. & P.	5-7-27
Winfield	Gate	C. B. & Q.—M. & St. L.	6-24-35
Wood	Mechanical	C. B. & Q.—Jet. and Yard	1-19-27
Wright	Automatic	C. & N. W.—M. & St. L.	11-17-28

PLANS FOR THE ORIGINAL CONSTRUCTION OF/OR FOR
CHANGES TO BE MADE IN THE FOLLOWING PRO-
TECTIVE DEVICES WERE APPROVED
SUBJECT TO INSPECTION

Name of Plant	Kind	Participating Companies
Albia	Remote Control	C. B. & Q.—Wabash
Arion	Mechanical	I. C.—C. & N. W.—C. M. St. P. & P.
Aurora	Mechanical	C. G. W.
Carnforth	Mechanical	C. R. I. & P.—C. & N. W.
Dubuque	Special Protection	C. M. St. P. & P.—I. C.—C. G. W.
Dubuque "Jet." (2)	Electric	C. B. & Q.—I. C.—C. G. W.
Dubuque "East" (2)	Mechanical	C. B. & Q.—I. C.—C. G. W.
Dubuque	Gate	C. M. St. P. & P.—C. G. W.
Dubuque	Special Protection	C. M. St. P. & P.—I. C.
Eagle Grove (2)	Mechanical	C. G. W.—C. & N. W.
Fairground	Mechanical	C. G. W.
Fonda	Mechanical	C. M. St. P. & P.—I. C.
Grand Junction	Mechanical	C. & N. W.—M. & St. L.
Hampton "B"	Automatic	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.
Indian Creek (2)	Remote Control	C. M. St. P. & P.
Lake Mills	Automatic	C. & N. W.—M. & St. L.
Linby	Mechanical	C. M. St. P. & P.—M. & St. L.
Marquette	Special Protection	C. M. St. P. & P.
Marshalltown	Mechanical	C. & N. W.—C. G. W.—M. & St. L.
Neola	Mechanical	C. M. St. P. & P.—C. R. I. & P.
New Hampton	Mechanical	C. G. W.—C. M. St. P. & P.
Oneida	Mechanical	C. G. W.—C. M. St. P. & P.—M. & O.
Ossian	Gate	C. M. St. P. & P.—C. R. I. & P.
Otis	Mechanical	C. & N. W.
Pacific Junction	Gate	C. B. & Q.
Sheldon	Special Protection	C. M. St. P. & P.—I. C.—C. St. P. M. & O.
Tracy	Mechanical	C. B. & Q.—Wabash
Winfield	Gate	C. B. & Q.—M. & St. L.
Wood	Mechanical	C. B. & Q.

(2) Indicates number of approvals.

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 protective devices to better facilitate train operation or to bring about a saving of labor required in operation, as well as the providing of additional safety features. Plans of such changes are first submitted for approval, the plan inspected and certificate issued to cover after changes have been made and before the plant is again placed in operation. Twelve (12) protections were so changed during the fiscal year, requiring special inspection by this department.

Name of Plant	Kind	Participating Companies	Certificate	
			Date	No.
Arion	Mechanical	C. & N. W.—C. M. St. P. & P.—I. C.	5-7-35	169
Dubuque	Electric	C. B. & Q.—I. C.—C. G. W.	2-1-35	168
Dubuque	Mechanical	C. B. & Q.—I. C.—C. G. W.	2-1-35	166
Eagle Grove	Mechanical	C. G. W.—C. & N. W.	12-10-34	165
Fairground	Mechanical	C. G. W.	2-1-35	167
Fonda	Mechanical	C. M. St. P. & P.—I. C.	11-16-35	176
Grand Junction	Mechanical	C. & N. W.—M. & St. L.	10-3-35	174
Indian Creek	Rem. Control	C. M. St. P. & P.	7-12-35	172
Linby	Mechanical	C. M. St. P. & P.—M. & St. L.	11-4-35	175
Marshalltown	Mechanical	C. & N. W.—M. & St. L.—C. G. W.	5-27-35	170
Otis	Mechanical	C. & N. W.	6-8-35	171
Winfield	Gate	C. B. & Q.—M. & St. L.	6-24-35	173

NEW CROSSING PROTECTIONS INSTALLED—1935

Location	Type of Protection	Railroads Involved	Date
Marquette	Special Protection	C. M. St. P. & P.	11-27-35
Ossian	Gate	C. M. St. P. & P.—C. R. I. & P.	11-5-35
Winfield	Gate	C. B. & Q.—M. & St. L.	6-8-35

ELIMINATED—1935

Location	Type of Protection	Railroads Involved	Date
Oskaloosa	Gate	M. & St. L.	4-30-35

Approval for the replacing of the electric interlocking protection at Hampton "B" interlocking by automatic crossing protection, originally granted April 28, 1933, and extended until April 28, 1935, was again extended to April 28, 1936.

Approval of plans covering changes to be made in Chicago & North Western—Minneapolis & St. Louis interlocking at Lake Mills, Iowa, originally granted on April 30, 1934, was extended to April 30, 1936.

There are 169 authorized crossing protections now in operation in the state; 78 are manually operated mechanical plants; 22 are manually controlled and electrically operated; 29 are automatic signal protection for a railroad grade crossing; 1 is special protection; 5 are remote controlled and electrically operated; 4 are centralized traffic control protection; 4 are protected spring switches; and 26 are gated crossings. The mechanical plants have a machine frame capacity of 1,876 levers with 1,475 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.

Accidents occurring at interlocking plants since 1930 are as follows:

Year	Number of Accidents	Disregarding Danger Signals	Other Causes
1930	18	11	7
1931	15	7	8
1932	12	8	4
1933	7	1	6
1934	9	6	3
1935	12	9	3

In addition to the duties and inspections set forth above, this department is required upon request or when deemed necessary to investigate and make report of train operation; train accidents involving serious injury or loss of life; inspect railway equipment, track, bridges, and manner of conduct, operation and management with regard to public safety and convenience; the inspection of safety devices used on cars, locomotives and other equipment of railroads; highway grade crossing cases with recommendations, and to approve plans for protective devices for same; wire line crossings over and under railways; inadequate or improper vertical or lateral clearances; hours of service of railway employees; train speed ordinances in cities and towns; inspection and approval of pipe lines and their construction and collecting fees thereon; and other matters relating to safety and operation of pipe lines and railroads.

CASES INVESTIGATED AND HANDLED BY ENGINEERING
DEPARTMENT

(Railroad and Pipe Line)

Year	Wire Lines Crossing Over Railroads	Railway Safety	Railway Accidents	Highway-Railway Grade Crossings	Total
1925	22	2	3	..	27
1926	49	12	2	..	63
1927	62	10	3	..	75
1928	388	19	8	..	415
1929	285	20	7	..	312
1930	140	9	3	..	152
1931	120	6	6	..	132
1932	12	1	4	..	17
1933	23	8	4	..	35
1934	25	10	8	..	43
1935	11	8	8	10	37
Total	1,137	105	56	10	1,308

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.

Highway-railway grade crossing cases include: Condition of crossing proper, warning signs, crossing signals, etc.

A number of cases were handled previous to 1925 which were not handled as informal cases. These are estimated at 500 cases.

Report of Commerce Counsel

As has been noted in many former reports, it is the duty of the Commerce Counsel to investigate the reasonableness of rates, tariffs, charges, rules, regulations and practices of common carriers operating within the state, whether engaged in intrastate or interstate commerce. It is also his duty to act as attorney for and legal advisor of the Board of Railroad Commissioners, and at the request of the Board to appear for and represent it in proceedings before the Interstate Commerce Commission and in the courts. Attention should be called to the fact that the Commerce Counsel in his duties is not limited to those as attorney for the Board. It was apparently the intention of the legislature in setting up this office to make the incumbent independent of the Board in many of his duties. Thus it becomes his duty to represent, as their attorney, shippers or other interested parties and to appear as their advocate in proceedings before the Board of Railroad Commissioners and to investigate the practices of the common carriers upon his own initiative and to proceed against them to correct illegal practices. While this independence of the office of the Commerce Counsel is well known to those engaged to any considerable extent in traffic problems, it is not always known to the public which has a right to call upon the office for its services and for that reason it is referred to here.

When this office was created the duties related to the railroads, the only common carriers of the day. There has since grown up the system of transporting passengers and freight by buses and trucks and to the extent this mode of transportation has grown, the duties of this office have increased. By reason of the fact that the laws governing the operation of buses and trucks are relatively new, the office is more often called upon for legal advice respecting that class of operation. There is the added fact that the number of operators of buses and trucks is great and the rules and methods of their operation are not well fixed.

No attempt will be made in this report to detail all the proceedings in which this office participated during the year for to do so would require much space and would not be of use to those to whom this report comes. It does seem appropriate, however, to report some of the more important of those proceedings.

In the report on further hearing, *Grain and Grain Products* 205 I. C. C. 303-510, after vacating its orders in *Docket 17000, Part 7, Grain and Grain Products Within the Western District and for Export*, 164 I. C. C. 619, 173 I. C. C. 511, as a result of the decision of the Supreme Court of the United States in *Atchison, T. & S. F. Ry. Co. v. United States*, 284 U. S. 248, the Interstate Commerce Commission prescribed interstate rates within that vast territory. The Commission prescribed one rate on wheat, coarse grains, and products taking the same rates, a basis that had been effective from August 1, 1931, to February 20, 1932. Key point flat or local rates were prescribed from Iowa to rate-break markets on a line drawn along the Missouri River, Kansas City to Sioux City, thence through Minneapolis to Duluth. Key point flat or local rates were also prescribed from Iowa to Chicago, Peoria, Milwaukee and St. Louis. Proportional rates were prescribed from market to market, and from certain of the markets to destination territories beyond. Placing all grains on the one basis resulted in some increases and some reductions from Iowa to the markets on coarse grains which comprise the state's surplus production, but the all-grain, all-products, basis was supported by the states where wheat is the surplus crop and flour milling and shipment a large industry, with coarse grains either a relatively less important production or a deficit status. Illustrative interstate rates from Iowa to the markets are shown pages 495-6 of the final report. In putting the new interstate basis in effect July 1, 1935, the Iowa lines published an intrastate all-grain, all-products distance scale approximately 10% higher than the inter-

markets. This was suspended by the
attest into the intrastate grain rates,
which was had September 24 to 26, in-

within western trunk line territory
official territory were published in the
with sixth and seventh supplemental
Part 2, Western Trunk Line Class Rates,
C. 312. Eastbound interterritorial rates
given official classification and exceptions,
on. Long haul interterritorial rates were
interterritorial and interterritorial rates re-
posed. Rail carriers sought restoration of
Iowa west and north of the Mississippi
(), on the one hand, and ratings east
line, on the other hand, which basis the
be replaced by one-factor rates in the
his restoration was unanimously approved
ated territory and defined. Application
classification applicable in the declin-
to Iowa manufacturers and producers
the Indiana-Illinois state line under class
in central and eastern interior Iowa,
river cities, from or to official territory,
bridge scale, applicable west of the rate,
arrier, affording, in connection with the
combination basis, applicable when make
class rates. The Iowa rail carriers pe-
ding and further hearing of Docket No.
54 Annual Rep. (1931), pp. 31-50.

Com-
205 I. C. C. 60-706, the Commission
and between that territory and south-
line territories. The standard south-
line same as the revised western trunk line
point rates between key points in south-
ative Iowa key points are stated in the

to Eastern Points, 210 I. C. C. 317 (De-
all carriers filed schedules reducing the
east and interior lumber producing points
line territories to a blanket rate of 75
to them in effect to Illinois points east of
of these building woodwork mills
were suspended. To New York and
the Mississippi River mill which draws
the coast origins would pay the building
plus a transit charge of 15 cents, whereas local
a total of 115 cents, whereas local
destination area would draw their lum-
and deliver on the job at a freight cost
by the Mississippi River mill. The Com-

operate to further increase the com-
River) mills now have is admitted by
my concede that the proposal will bring
on which these mills will have to meet,
ach they feel deserves attention on their
action which the carriers can take in
taken.

The consideration given the inland territory east of the Mississippi River is motivated by water competition through the Panama Canal, coupled with inland water transportation or low rail or truck rates from the ports into the interior. It is not to be wondered that irremediable disadvantages such as here disclosed result in relocation of industry to the detriment of Iowa, and has caused an interest in the development of inland waterways which the rail carriers oppose.

In *Huntsville-Sinclair Mining Co. v. Wolosh Ry. Co.*, 209 I. C. C. 477, decided June 24, 1935, complainants, miners of bituminous coal in northern Missouri, assailed the rates from their mines to Iowa as unreasonable under Section 1 of the Interstate Commerce Act and also attacked the intrastate rates on coal within Iowa as unduly preferential of intrastate traffic and unduly prejudicial of interstate traffic in violation of Section 13 of the Interstate Commerce Act. The intrastate rates attacked were those prescribed by the Board in *Iowa Coal Institute v. A. T. & S. F. Ry. Co.*, 56th Annual Rep., 1933, pp. 55-70. The Commerce Counsel and other Iowa interests intervened and comprehensive data in support of the Board's intrastate rates were presented at the hearing of the Huntsville-Sinclair Mining Company case. Eight of the class one railroads serving Iowa supported complainants' attack against the Iowa intrastate rates and asked the Interstate Commerce Commission to set them aside and prescribe the rates thereafter to be applied within the state. Briefs were filed. The Examiner who heard the case recommended that the intrastate rates from Missouri to Iowa be reduced, that the Commission find the intrastate rates violative of Section 13 and require the application within Iowa of the same rates as were fixed interstate from Missouri to Iowa. After oral argument the Commission, Division 3, issued its decision prescribing a revision of the rates from Missouri to Iowa and refusing to make a finding against the Iowa intrastate rates. Its decision in Finding 2 reads as follows:

"2. And that the intrastate rates on bituminous coal, in carloads, between points in the State of Iowa are not unduly preferential of intrastate traffic or unduly prejudicial to interstate traffic."

In *Midland Electric Coal Corporation v. C. & N. W. Ry. Co.* the rates from certain Illinois mines to Iowa were attacked as unreasonable in violation of Section 1 of the Interstate Commerce Act. Subsequently five other complaints were filed by operators of Illinois mines alleging that their rates to Iowa were unjust and unreasonable in violation of Section 1 and unduly prejudicial and preferential of the Interstate Commerce Act. Three of these complaints also alleged that the Board's scale of intrastate rates within Iowa was unduly preferential and discriminatory in favor of Iowa mines and intrastate commerce to the injury of Illinois interstate shippers and interstate commerce in violation of Section 13 of the Interstate Commerce Act. These six complaints were consolidated for hearing by the Interstate Commerce Commission and hearing was had at Chicago, lasting five days in December, 1934 and six days in February of 1935.

Before the taking of testimony began the southern Illinois group filed a motion to strike its Section 13 allegation against the Iowa intrastate rates. Six of the Iowa class one defendants, together with some Illinois carriers that do not reach Iowa, presented voluminous evidence intended to show that the Iowa intrastate rates violate Section 13 as charged in the three complaints. These defendants also resisted the motion of the southern Illinois group to withdraw its Section 13 allegation. Briefs were filed by all parties and the Examiner of the Interstate Commerce Commission who conducted the hearing filed his report recommending a readjustment of the rates from Illinois mines to Iowa and proposed the Commission find that the Iowa intrastate rates have not been shown to be in violation of Section 13 of the Interstate Commerce Act. It now awaits argument before the full Commission. Be-

cause of the great interest in Iowa in the Board's maximum coal rates it is thought advisable to report on the status of these Illinois to Iowa complaints.

Under Docket No. 26712, *Rail and Barge Joint Rates*, the Interstate Commerce Commission late in 1934 entered upon an investigation into the joint rates for movement of traffic between points in Iowa, and other states, and locations on or reached via the Mississippi River waterway. The Commission set the proceeding for hearing at various points in Mississippi Valley territory during 1935. The Commerce Counsel presented witnesses from the State of Iowa at a hearing in December, 1935, at Chicago. The rail carriers seek to have present joint rail and barge rates canceled or raised to the all rail level and oppose additions to the present effective joint rail-barge rates. The proceeding will doubtless be completed and decided in the ensuing year.

Docket No. 26510, *Western-Southern Class Rates*. For many years Iowa cities on the Mississippi River, Dubuque and south, and territory Illinois and east, have had one-factor class rates, governed by southern classification, to and from the South, while the rest of Iowa has had one-factor class rates to and from the Mississippi Valley portion only of Southern territory. In an investigation and suspension proceeding *Class Rates Between Southern and W. T. L. Points*, 198 I. C. C. 581 (Decided January 25, 1934) the Commission declined to permit increases in the existing proportional rates between Iowa west or north of Mississippi or Ohio River crossings, applicable on Southern territory traffic, or increases in existing one-factor rates between Mississippi Valley points and Iowa points north or west of Iowa Mississippi River cities (Dubuque and south). The Commission, feeling that the investigation and suspension proceeding was not comprehensive enough as a basis for fixing one-factor class rates, as prayed by Iowa and other W. T. L. interests, required the suspended increased rates to be canceled. It later opened a general investigation into the all-rail class rates applicable on interstate commerce between western trunk territory and southern territory under Docket No. 26510. Hearings were set at various places in western trunk line, and southern territories in the forepart of 1935 and the Commerce Counsel presented witnesses of the various Iowa shipping interests, filed brief, and the proceeding awaits the Examiners' proposed report.

In *Emergency Freight Charges, 1935*, 208 I. C. C. 4-85 (Decided March 26, 1935), the Interstate Commerce Commission considered petition of rail carriers in the United States for permanent increases of various amounts in existing interstate freight rates and charges to enable them to improve their earnings under conditions of diminished traffic, new or intensified competition from competing transportation agencies, restoration of rail labor wages, and upward trend in prices of commodities railroads use. With some few exceptions, as on less than carload class traffic for truck-competitive hauls, carload grain in Eastern territory, and some other items, the carriers proposed a general increase. Hearings were had at various points, and at Washington and Chicago the Commerce Counsel and Iowa producing and shipping interests submitted evidence, and, after the filing of briefs and oral arguments, the Commission rendered its decision denying the carriers' petition for permanent increases but permitted certain temporary increases, to expire June 30, 1936. No increase was authorized on carloads of grain, flour, meal, edible live stock and a large number of other primary products of the farm, forest and field. For complete list of rates and charges on which the emergency charge was permitted or denied reference may be made to the report. The decision is noteworthy among those dealing with the rights of the shipping public in cases where general increases are proposed. The denial of increase on primary agricultural products and live stock and the refusal to permit the increases authorized as a permanency were regarded as helpful by the Iowa producer and shipper.

in No. 26451, *Lucas County Farm Bureau v. C., B. & Q. R. R. Co. and C., R. I. & P. Ry. Co.*, 209 I. C. C. 489, the Lucas County Farm Bureau and other interests centering about Chariton, Iowa, sought the services of the Commerce Counsel to secure a track connection at Chariton, Iowa, between the defendant roads indicated. This Board in Docket A-3660, *Lucas County Farm Bureau v. C., R. I. & P. Ry.*, 45 Annual Rep. (1922), 11-13, had found that the railroads should so connect their tracks at Chariton as to permit the transfer of carload traffic without the transfer of lading, when the complainants had procured the necessary land upon which to place the connecting tracks. This arrangement was never made effective, and subsequently in *Alabama & V. Ry. Co. v. Jackson & E. Ry. Co.*, 271 U. S. 244, the Supreme Court of the United States (May 24, 1926) held that the Interstate Commerce Commission has exclusive jurisdiction to determine whether junctions may be established between the main lines of two railroads, both engaged in interstate as well as intrastate commerce. Petition was accordingly filed by the Lucas County Farm Bureau with the Interstate Commerce Commission and after hearing that Commission declined to find that present and future public convenience and necessity required the construction and operation of a track connection for the interchange of freight between defendants' lines at Chariton. The abandonment of railroad mileage in Iowa is resulting in some cases in an increased mileage between points within the state so it is quite possible, many of the rates intrastate in Iowa being based upon mileage, that the question of track connection will become important. The assumption of jurisdiction by the Interstate Commerce Commission and the necessity of making out a complete case of convenience and necessity in order to justify requiring an additional track connection, make this case of some importance to the shipping interests of the state.

The following cases involving the operation of motor carriers in which this office appeared as counsel for the Railroad Commission seem worthy of mention:

State of Iowa ex rel Board of Railroad Commissioners v. Lischer Brothers before the Iowa Supreme Court contending that the operation by the carrier was amenable to the provisions of Chapter 252-A1 and that an injunction should be issued as the operation was without a certificate. On June 21, 1935, the Supreme Court held that the operation was not amenable to the Iowa Motor Carrier Law and that the operation was conducted under the provisions of the Truck Operator Law, Chapter 252-C1. This case is reported in 261 N. W. 634. Petition for rehearing was filed and the case will be argued orally.

State ex rel Board of Railroad Commissioners v. Sioux Transportation Company, file No. HA-632, the defense of the operator being that the operation is that of a contract carrier, it being the contention of the state that the operation was that of a motor carrier. After full trial the court found that the operator was amendable to the Iowa Motor Carrier Law. Appeal was taken by the defendant and the case is now pending on appeal.

State ex rel Board of Railroad Commissioners v. Jepson Transportation Company, the state contending that the operation was amendable to the Iowa Motor Carrier Law, the defendant contending the operation was not amenable to the Iowa Motor Carrier Law as the operation was that of a contract carrier. This case was fully tried and briefed and the court found that the operation was subject to the Motor Carrier Law. This case is now pending decision on appeal.

State of Iowa ex rel Railroad Commissioners v. Verl Baker, File No. HA-759, and procured an injunction restraining motor carrier operations to and from Des Moines and Newton and points intermediate thereto.

State ex rel Board of Railroad Commissioners v. Brady Transfer & Storage Company, File No. HA-750. Information was filed alleging that the motor carrier was operating over routes in Iowa without a certificate of convenience and necessity. A fine was imposed.

Congress during the current year enacted the "Motor Carrier Act of 1935" which places under the control of the Interstate Commerce Commission buses and trucks engaged in interstate commerce. The department for carrying out the provisions of this act is being organized and the act will become fully operative during the year 1936. Many Iowa truck owners are affected by this law and have called upon this office for much advice in reference to its provisions.

Petitions for abandonment of railroad mileages have been filed during the year involving considerable mileage in the state. Such abandonments if granted usually result in leaving towns and industries located on the abandoned lines without any railroad facilities and naturally considerable opposition develops to such proceedings. This office has in all such cases been called upon to participate in the proceedings representing the towns and shippers opposed.

This office represented the Commission and the various shipping interests in the abandonment of the C., B. & Q. R. R. branch line from Clarinda to Norwich Switch, 13.5 miles. Hearing was conducted by the Interstate Commerce Commission. We appeared as protestant to the abandonment, it being our contention that the abandonment would not promote the public convenience and necessity, that the interests of the Iowa shippers demanded continuation of the line. This case was fully presented to the Commission and the Interstate Commerce Commission on November 26, 1935, issued its decision granting the abandonment.

This office also represented the Commission and various shippers of Iowa in the abandonment of the Bellevue & Cascade Railroad, 35.7 miles, which hearing was held before the Interstate Commerce Commission.

This office also represented the Commission and various shippers in the communities in reference to the abandonment of certain segments of the M. & St. L. R. R., all hearings being held before an examiner for the Interstate Commerce Commission. The various segments and hearings being as follows:

- November 2, 1935—Spencer to Storm Lake, 36.9 miles.
- November 5, 1935—Algona to Corwith, 15.1 miles.
- November 7, 1935—Angus to Kalo Junction, 44 miles.
- November 9, 1935—G. & M. Junction to Montezuma, 13.6 miles.
- November 11, 1935—Newburg to Van Cleve, 16.1 miles.

At the hearings upon the petitions of the Receivers for the M. & St. L. R. R. as above listed, partly through the efforts of this office, concessions were made by the Receivers for the M. & St. L. granting carload and less than carload service in quantities less than 6,000 pounds to many towns and industries that would have been left without service had the petitions been granted as filed.

Petition was also filed for the abandonment of the Atlantic Northern Railroad from Atlantic to Kimballton, 17.07 miles, which petition was granted.

There was filed a petition for the abandonment of a segment of the Chicago, Rock Island & Pacific Railway Company from Newton to Reasnor, 9.62 miles, which is still pending.

Associated Railways Company, Finance Docket No. 10947, filed with the Interstate Commerce Commission an application for the purchase of the M. & St. L. R. Co., including all mileage and terminals in this and other states where located, proposing, with the consent of the Interstate Commerce Commission, to abandon numerous segments of the line of which 10 are wholly or partially within the State of Iowa, with a mileage of approximately 272 miles, and to dismember the remaining

mileage by dividing it among the eight railroad companies interested. Hundreds of protests have been received by this office and many petitions of intervention have been filed by residents of Iowa, as well as of other states traversed by the road. The Iowa Board of Railroad Commissioners filed such a petition of intervention. Hearings have not been held upon this application but no doubt will be in the early part of 1936. This office has been represented at conferences held by those opposed to the dismemberment and abandonment and will represent such interests when further proceedings are had.

The Commerce Counsel desires to express his appreciation for the assistance rendered his office by the various departments of the Railroad Commission. He has felt free to call upon them for advice and assistance in the preparation of exhibits and the assembling of evidence to be used in proceedings in which his office has been interested and he has at all times felt that he has had their full cooperation.

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LIST OF

Officers and Directors

of

Railways, Bridges and Terminal Companies,
Express, Electric Interurbans and
Motor Passenger Carriers

For the Year Ended December 31, 1934

Officers and Directors of Companies

for the Year Ended December 31, 1934

OF STEAM RAILWAY COMPANIES

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

Directors	General Officers
Edward J. Berwind, New York, N. Y.	President, S. T. Bledsoe, Chicago, Ill.
William C. Potter, New York, N. Y.	Vice Pres., E. J. Engel, Chicago, Ill.
Myron C. Taylor, New York, N. Y.	Vice Pres., W. K. Etter, Chicago, Ill.
Henry S. Pritchett, New York, N. Y.	Vice Pres., F. B. Houghton, Chicago, Ill.
Charles Steele, New York, N. Y.	Gen'l Counsel, E. E. McInnis, Chicago, Ill.
Clarence M. Woolley, New York, N. Y.	Gen'l Auditor, C. E. Betts, Chicago, Ill.
Samuel T. Bledsoe, Chicago, Ill.	Chief Engineer, G. W. Harris, Chicago, Ill.
James G. Harbord, New York, N. Y.	Ass't to Vice Pres., John Purcell, Chicago, Ill.
Myer Hurley, New York, N. Y.	Gen'l Purch. Agt., M. J. Collins, Chicago, Ill.
Edward J. Engel, Chicago, Ill.	Frt. Traffic Mgr., C. C. Dana, Chicago, Ill.
Joseph E. Otis, Chicago, Ill.	Pass. Traffic Mgr., W. J. Black, Chicago, Ill.
William B. Storey, Chicago, Ill.	Com'r of Taxes, G. G. Tunell, Chicago, Ill.
Earle W. Evans, Wichita, Kan.	Gen'l Solicitor, Charles H. Woods, Chicago, Ill.
Carroll B. Merriam, Topeka, Kan.	Comptroller, L. C. Deming, New York, N. Y.
Warren E. Brown, Wichita, Kan.	Sec'y-Treas., E. L. Copeland, Topeka, Kan.
	Gen'l Mgr., F. A. Lehman, Topeka, Kan.
	Gen'l Mgr., H. B. Lautz, Amarillo, Texas
	Gen'l Mgr., J. R. Hitchcock, Los Angeles, Calif.

ATLANTIC NORTHERN RAILWAY COMPANY

Directors	General Officers
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Andrew Kroman, Elkhorn, Iowa	Vice Pres., S. O. Pedersen, Kimballton, Iowa
S. C. Pedersen, Kimballton, Iowa	Treasurer, Paul Bjorn, Kimballton, Iowa
Paul Bjorn, 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	

BELLEVUE AND CASCADE RAILROAD COMPANY

Directors	General Officers
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V. R. Bradley, Duluth, Minn.	Vice Pres., V. R. Bradley, Duluth, Minn.
J. M. Schramm, Chicago, Ill.	Secretary, J. M. Schramm, Chicago, Ill.
	Treasurer, Earl W. Bradley, Chicago, Ill.
	Gen'l Mgr., J. E. Bradley, Bellevue, Iowa

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY

Directors	General Officers
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Charles Donnelly, St. Paul, Minn.	Vice Pres., Edward Flynn, Chicago, Ill.
Charles O. Jenks, St. Paul, Minn.	Vice Pres., Horace H. Holcomb, Chicago, Ill.
William P. Kenney, St. Paul, Minn.	V. P. and Gen'l Counsel, Bruce Scott, Chicago, Ill.
Arthur Curtis James, New York, N. Y.	V. P. and Sec.-Treas., Charles I. Sturgis, Chicago, Ill.
Greenville Kane, New York, N. Y.	Ass't to Pres., Thos. J. Thomas, Chicago, Ill.
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Stephen Birch, New York, N. Y.	Gen'l Solicitor, James Chas. James, Chicago, Ill.
Frank B. Kellogg, St. Paul, Minn.	Gen'l Atty. and Tax Com'r, Joseph A. Connell, Chicago, Ill.
Charles I. Sturgis, Chicago, Ill.	Comptroller, Herbert W. Johnson, Chicago, Ill.
Frederick H. Rawson, Chicago, Ill.	Gen'l Auditor, Harry D. Foster, Chicago, Ill.
Bruce Scott, Chicago, Ill.	Gen'l Mgr., William F. Thiehoff, Chicago, Ill.
Charles F. Glove, Chicago, Ill.	Gen'l Mgr., James H. Aydelott, Omaha, Neb.
Wallace C. Winter, Chicago, Ill.	Chief Engineer, Albert W. Newton, Chicago, Ill.
Robert E. Wood, Chicago, Ill.	Supt. Motive Power, Orle E. Ward, Chicago, Ill.
Hinkley G. Atwood, Chicago, Ill.	Supt. Motive Power, Harry H. Urbach, Havelock, Neb.
R. Douglas Stuart, Chicago, Ill.	

CHICAGO GREAT WESTERN RAILROAD COMPANY

Directors	General Officers
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P. H. Joice, Chicago, Ill.	Vice Chairman, J. W. O'Leary, Chicago, Ill.
J. W. O'Leary, Chicago, Ill.	President, P. H. Joice, Chicago, Ill.
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Milton Tootle, Jr., St. Joseph, Mo.	Treasurer, C. A. Cook, Chicago, Ill.
Guy A. Thomas, Minneapolis, Minn.	Gen'l Auditor, W. H. Slevers, Chicago, Ill.
H. A. Fitch, Kansas City, Mo.	Chief Engineer, W. C. Groth, Chicago, Ill.
J. E. Davidson, Omaha, Neb.	Supt. Motive Power, H. W. Reinhardt, Oelwein, Iowa
E. C. Finkbine, Des Moines, Iowa	Purchasing Agent, A. C. Simmons, Chicago, Ill.
	Asst. to the President, S. M. Golden, Chicago, Ill.

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

Directors	General Officers
Mortimer N. Buckner, New York, N. Y.	Chairman of Bd., H. E. Byram, New York, N. Y.
Harry E. Byram, New York, N. Y.	President, H. A. Scandrett, Chicago, Ill.
Walter W. Colpitts, New York, N. Y.	Vice President, W. W. K. Sparrow, Chicago, Ill.
Howland S. Davis, New York, N. Y.	Vice President, J. T. Gillick, Chicago, Ill.
Fairman R. Dick, New York, N. Y.	Vice President, H. E. Pierpont, Chicago, Ill.
Frederick H. Ecker, New York, N. Y.	Execution Asst., F. H. Johnson, Chicago, Ill.
Samuel H. Fisher, New York, N. Y.	General Counsel, O. W. Dynes, Chicago, Ill.
Mark W. Potter, New York, N. Y.	General Solicitor, C. S. Jefferson, Chicago, Ill.
Robert T. Swaine, New York, N. Y.	Special Counsel, H. H. Field, Chicago, Ill.
Joshua Greene, Seattle, Wash.	Comptroller, W. V. Wilson, Chicago, Ill.
Henry A. Scandrett, Chicago, Ill.	Treasurer, J. Dickie, Chicago, Ill.
W. W. K. Sparrow, Chicago, Ill.	Secretary, T. W. Burtness, Chicago, Ill.
Michael J. Cleary, Milwaukee, Wis.	Gen'l Mgr., O. N. Harsted, Chicago, Ill.
	Gen'l Mgr., C. H. Buford, Seattle, Wash.
	Vice President, H. B. Earling, Seattle, Wash.

CHICAGO AND NORTH WESTERN RAILWAY COMPANY

Directors	General Officers
Frederick W. Vanderbilt, New York, N. Y.	President, Fred W. Sargent, Chicago, Ill.
Harold S. Vanderbilt, New York, N. Y.	Chairman Finance, Harold S. Vanderbilt, New York, N. Y.
Arthur S. Pierce, New York, N. Y.	Vice Pres. and Sec., Barrat Conway, Chicago, Ill.
W. Seward Webb, New York, N. Y.	Vice Pres., Arthur S. Pierce, New York, N. Y.
Marshall Field, New York, N. Y.	Land Commissioner, Howard S. Larimer, Chicago, Ill.
Samuel A. Lynde, Chicago, Ill.	Vice Pres. and Gen'l Counsel, Samuel H. Cady, Chicago, Ill.
Charles W. Nash, Kenosha, Wis.	Vice Pres. and Chm. Traffic, Henry W. Byers, Chicago, Ill.
Fred W. Sargent, Chicago, Ill.	Local Treas., Frederick O. Linstead, Chicago, Ill.
W. Rufus Abbott, Chicago, Ill.	Treasurer, Harry W. Rish, New York, N. Y.
Samuel H. Cady, Chicago, Ill.	Comptroller, Charles Jensch, Chicago, Ill.
Albert A. Sprague, Chicago, Ill.	Gen'l Supt., Edred B. Hall, Chicago, Ill.
Barrett Conway, Chicago, Ill.	Gen'l Mgr., George B. Vilas, Chicago, Ill.
W. Dale Clark, Omaha, Neb.	Gen'l Supt., Robert E. Terping, Chicago, Ill.
Gordon Abbott, Boston, Mass.	Gen'l Supt., Harry E. Dickinson, Omaha, Neb.
Henry C. McEldowney, Pittsburgh, Pa.	Chief Engineer, Chester T. Dike, Chicago, Ill.
Edson S. Woodworth, Minneapolis, Minn.	Gen'l Solicitor, William T. Faricy, Chicago, Ill.
	Gen'l Auditor, Charles D. Brandriff, Chicago, Ill.
	Tax Com'r, Roy S. Miller, Chicago, Ill.
	Purchasing Agt., Eugene A. Clifford, Chicago, Ill.

CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RAILWAY
COMPANY

Directors	General Officers
Harold S. Vanderbilt, New York, N. Y.	President, Fred W. Sargent, Chicago, Ill.
Marshall Field, New York, N. Y.	Vice Pres. and Gen. Counsel, Samuel H. Cady, Chicago, Ill.
W. Dale Clark, Omaha, Neb.	Vice Pres. and Asst. Sec., Arthur S. Pierce, New York, N. Y.
Frederick W. Vanderbilt, New York, N. Y.	Vice Pres. and Gen. Mgr., Carl R. Gray, Jr., St. Paul, Minn.
W. Seward Webb, New York, N. Y.	Vice Pres.-Traffic, Albion M. Fenton, St. Paul, Minn.
Samuel A. Lynde, Chicago, Ill.	Secretary, Barret Conway, Chicago, Ill.
Fred W. Sargent, Chicago, Ill.	Treas. and Asst. Sec., Harry W. Rush, New York, N. Y.
Albert A. Sprague, Chicago, Ill.	Gen'l Solicitor, William T. Faricy, Chicago, Ill.
Samuel H. Cady, Chicago, Ill.	Gen'l Supt. Motive Power, Edred B. Hall, Chicago, Ill.
Edson S. Woodworth, Minneapolis, Minn.	Comptroller, Charles Jensch, Chicago, Ill.
Henry C. McEldowney, Pittsburgh, Pa.	General Auditor, Arthur R. Seder, St. Paul, Minn.
Gordon Abbott, Boston, Mass.	Freight Traffic Mgr., Edward A. Donnelly, Minneapolis, Minn.
Charles W. Nash, Kenosha, Wis.	Passenger Traffic Mgr., Edward L. Pardee, St. Paul, Minn.
	Tax Commissioner, William Mueller, St. Paul, Minn.

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY

Directors	General Officers
M. L. Bell, New York, N. Y.	Trustee, Frank O. Lowden, Chicago, Ill.
E. N. Brown, New York, N. Y.	Trustee, James E. Gorham, Chicago, Ill.
W. H. Burns, Chicago, Ill.	Trustee, Joseph B. Fleming, Chicago, Ill.
Charles Hayden, New York, N. Y.	Gen'l Counsel, M. L. Bell, Chicago, Ill.
Charles S. McCain, New York, N. Y.	Gen'l Solicitor, W. F. Dickinson, Chicago, Ill.
A. O. Rearick, New York, N. Y.	Asst. Gen'l Counsel, W. F. Peter, Chicago, Ill.
H. G. Clark, Chicago, Ill.	Sec.-Treas., Carl Nyquist, Chicago, Ill.
N. L. Amster, Boston, Mass.	Gen'l Auditor, W. H. Burns, Chicago, Ill.
James Bruce, Baltimore, Md.	Operating Officer, L. C. Fritch, Chicago, Ill.
G. Watson French, Davenport, Iowa	Pass. Traffic Mgr., L. M. Allen, Chicago, Ill.
J. E. Gorman, Chicago, Ill.	Freight Traffic Mgr., Arthur Mackenzie, Chicago, Ill.
J. M. Kurn, St. Louis, Mo.	Executive Assistant, H. G. Clark, Chicago, Ill.
C. Hamilton Moses, Little Rock, Ark.	Purchasing Agt., F. D. Reed, Chicago, Ill.
F. E. Walsh, Chicago, Ill.	Gen'l Mgr., H. L. Reed, Kansas City, Mo.
F. W. Scott, Richmond, Va.	Chief Engineer, W. H. Peterson, Chicago, Ill.
	Supt. Mot. Power, P. J. Colligan, Chicago, Ill.

ST. PAUL AND KANSAS CITY SHORT LINE RAILROAD COMPANY

Directors	General Officers
J. E. Gorman, Chicago, Ill.	Trustee, Frank O. Lowden, Chicago, Ill.
L. C. Fritch, Chicago, Ill.	Trustee, James E. Gorham, Chicago, Ill.
Carl Nyquist, Chicago, Ill.	Trustee, Joseph B. Fleming, Chicago, Ill.
W. H. Burns, Chicago, Ill.	Sec.-Treas., Carl Nyquist, Chicago, Ill.
M. L. Bell, New York, N. Y.	Gen'l Counsel, M. L. Bell, Chicago, Ill.
	Auditor, W. H. Burns, Chicago, Ill.

GREAT NORTHERN RAILWAY COMPANY

Directors	General Officers
Stephen Baker, New York, N. Y.	President, W. P. Kenney, St. Paul, Minn.
Vincent Astor, New York, N. Y.	V. P. Traffic, H. H. Brown, St. Paul, Minn.
Arthur Curtis James, New York, N. Y.	V. P. Operating, O. O. Jenks, St. Paul, Minn.
E. E. Loomis, New York, N. Y.	V. P. and Gen'l Counsel, F. G. Dorety, St. Paul, Minn.
Joseph Chapman, Minneapolis, Minn.	Sec. and Treas., F. L. Paetzold, St. Paul, Minn.
S. M. Archer, Minneapolis, Minn.	Comptroller, Geo. H. Hess, Jr., St. Paul, Minn.
R. C. Lilly, St. Paul, Minn.	Chief Engineer, J. R. W. Davis, St. Paul, Minn.
Louis W. Hill, St. Paul, Minn.	Purch. Agent, A. H. Lillengren, St. Paul, Minn.
F. E. Weyerhaeuser, St. Paul, Minn.	Gen'l Auditor, V. P. Turnburke, St. Paul, Minn.
W. P. Kenney, St. Paul, Minn.	Tax Com'r, Jas. T. Maher, St. Paul, Minn.
Thomas A. Marlow, Helena, Mont.	Gen. Mgr., F. J. Gavin, Duluth, Minn.
Frank F. Henry, Buffalo, N. Y.	Gen. Mgr., J. H. O'Neill, Seattle, Wash.
	V. P., L. C. Gilman, Seattle, Wash.
	V. P., N. Terhune, New York, N. Y.

ILLINOIS CENTRAL RAILROAD COMPANY

Directors	General Officers
Henry Horner, Springfield, Ill.	President, L. A. Downs, Chicago, Ill.
Charles A. Monroe, Chicago, Ill.	Sr. V. P., J. L. Beven, Chicago, Ill.
Lawrence A. Downs, Chicago, Ill.	V. P. and Gen. Mgr., W. Atwill, Chicago, Ill.
Stanley Field, Chicago, Ill.	V. P. Traffic, O. C. Cameron, Chicago, Ill.
J. J. Hanauer, New York, N. Y.	V. P., Acc't'g and Treas., G. J. Bunting, Chicago, Ill.
Vincent Astor, New York, N. Y.	V. P. Purch., A. C. Mann, Chicago, Ill.
Cornelius Vanderbilt, New York, N. Y.	V. P. Const., F. L. Thompson, Chicago, Ill.
Henry W. De Forest, New York, N. Y.	General Counsel, E. C. Craig, Chicago, Ill.
John D. Peabody, New York, N. Y.	Gen'l Supt. Northern Lines, J. W. Hevron, Chicago, Ill.
Eugene W. Stetson, New York, N. Y.	Sec. and Treas. Executive, R. E. Connolly, New York, N. Y.
Wm. A. Harriman, Harriman, N. Y.	Gen'l Solicitor, V. W. Foster, Chicago, Ill.
Robert W. Goelet, Newport, R. I.	Gen'l Solicitor, O. N. Burch, Memphis, Tenn.
Robt. S. Connolly, New York, N. Y.	Comptroller, W. B. McKinstry, Chicago, Ill.
	Gen'l Supt. Southern Lines, T. J. Quigley, New Orleans, La.
	Chief Engineer, A. F. Blaess, Chicago, Ill.
	Land and Tax Com'r, F. A. Hogberg, Chicago, Ill.
	Supt. Motive Power, F. R. Mays, Chicago, Ill.
	Gen. Supt. Transp'n, J. F. Porterfield, Chicago, Ill.

DUBUQUE AND SIOUX CITY RAILROAD COMPANY

Directors	General Officers
Vincent Astor, New York, N. Y.	President, L. A. Downs, Chicago, Ill.
Henry W. De Forest, New York, N. Y.	Vice Pres., J. L. Beven, Chicago, Ill.
R. W. Goelet, New York, N. Y.	Vice Pres., W. Atwill, Chicago, Ill.
Cornelius Vanderbilt, New York, N. Y.	Vice Pres., G. J. Bunting, Chicago, Ill.
C. E. Kuck, New York, N. Y.	Vice Pres., A. C. Mann, Chicago, Ill.
R. E. Connolly, New York, N. Y.	Vice Pres., F. L. Thompson, Chicago, Ill.
H. M. Risely, New York, N. Y.	Gen. Counsel, E. C. Craig, Chicago, Ill.
E. W. Stetson, New York, N. Y.	Ass't Sec., Burt A. Beck, Chicago, Ill.
Wm. A. Harriman, Harriman, N. Y.	Secretary, F. E. Couch (Miss), Dubuque, Iowa
C. A. Monroe, Chicago, Ill.	Asst. Sec., R. E. Connolly, New York, N. Y.
L. A. Downs, Chicago, Ill.	Treasurer, R. E. Connolly, New York, N. Y.
J. L. Beven, Chicago, Ill.	Ass't Treas., F. E. Couch (Miss), Dubuque, Iowa
John T. Adams, Dubuque, Iowa	
John D. Peabody, New York, N. Y.	
G. J. Bunting, Chicago, Ill.	

MANCHESTER AND ONEIDA RAILWAY COMPANY

Directors	General Officers
Chas. J. Seeds, Manchester, Iowa	President, Jos. Hutchinson, Manchester, Iowa
Geo. W. Dunham, Manchester, Iowa	Vice Pres., C. J. Hockaday, Manchester, Iowa
Hubert Carr, Manchester, Iowa	Secretary, Chas. McCormick, Manchester, Iowa
C. J. Hockaday, Manchester, Iowa	Treasurer, F. B. Wilson, Manchester, Iowa
T. J. Mathews, Manchester, Iowa	Auditor, Chas. J. Seeds, Manchester, Iowa
Jos. Hutchinson, Manchester, Iowa	Gen. Counsel, G. W. Dunham, Manchester, Iowa
F. B. Wilson, Manchester, Iowa	Mgr. Traffic, C. J. Boardway, Manchester, Iowa
F. H. Arnold, Manchester, Iowa	Supt., C. J. Hockaday, Manchester, Iowa
A. B. Hutchinson, Manchester, Iowa	Gen. Freight Agt., A. B. Hutchinson, Manchester, Iowa
Chas. McCormick, Manchester, Iowa	Chm. Board, Hubert Carr, Manchester, Iowa
Don A. Preussner, Manchester, Iowa	Gen. Pass. Agt., Hubert Carr, Manchester, Iowa

THE MINNEAPOLIS AND ST. LOUIS RAILROAD COMPANY

Directors	General Officers
F. A. Chamberlain, Minneapolis, Minn.	Agt. for Receiver, W. B. Davids, New York, N. Y.
E. E. Nash, Minneapolis, Minn.	Counsel for Receiver, C. W. Wright, Minneapolis, Minn.
S. B. November, Baltimore, Md.	Comptroller, A. E. Smith, Minneapolis, Minn.
P. V. Davis, New York, N. Y.	Treas., H. Johns, Minneapolis, Minn.
W. B. Davids, Manchester, Iowa	Acting Gen. Mgr., J. W. Devins, Minneapolis, Minn.
W. P. Hawley, Manchester, Iowa	Traffic Mgr., B. F. Moffatt, Minneapolis, Minn.
W. S. Crandall, Manchester, Iowa	Supt. Motive Power, H. W. Johnson, Minneapolis, Minn.
C. K. Seymour, Manchester, Iowa	Chief Engineer, R. G. Kenly, Minneapolis, Minn.
F. M. Tompkins, Manchester, Iowa	Purchasing Agt., E. C. Hoffman, Minneapolis, Minn.
C. E. Harries, Manchester, Iowa	

UNION PACIFIC RAILROAD COMPANY

Directors	General Officers
W. A. Harriman, New York, N. Y.	Chm. Board of Directors, W. A. Harriman, New York, N. Y.
Henry Bouere, New York, N. Y.	Chm. Executive Committee, F. W. Charske, New York, N. Y.
Newcomb Carlton, New York, N. Y.	V. P. and Gen. Counsel, Henry W. Clark, New York, N. Y.
F. W. Charske, New York, N. Y.	Sec. and Treas., E. G. Smith, New York, N. Y.
R. W. Goelet, New York, N. Y.	Comptroller, L. J. Tracy, New York, N. Y.
R. A. Lovett, New York, N. Y.	President, Carl R. Gray, Omaha, Neb.
J. H. Perkins, New York, N. Y.	Executive V. P., W. M. Jeffers, Omaha, Neb.
C. B. Seger, New York, N. Y.	V. P. in Charge of Traffic, F. W. Robinson, Omaha, Neb.
Chas. A. Stone, New York, N. Y.	Val. and Com. Counsel, J. M. Souby, Omaha, Neb.
Jas. P. Warburg, New York, N. Y.	Fr. Traffic Mgr., R. R. Mitchell, Omaha, Neb.
H. J. Grant, Salt Lake City, Utah	Pass. Traffic Mgr., W. S. Basinger, Omaha, Neb.
C. R. Gray, Omaha, Neb.	Gen. Auditor, G. E. Bissonnet, Omaha, Neb.
E. R. Harriman, New York, N. Y.	Chief Engineer, H. C. Mann, Omaha, Neb.
L. J. Tracy, New York, N. Y.	Gen. Mgr., N. A. Williams, Omaha, Neb.
	Gen. Solicitor, C. A. Mogaw, Omaha, Neb.
	Auditor, H. A. Toland, Omaha, Neb.
	Land Com'r, A. H. Scribner, Omaha, Neb.

WABASH RAILWAY COMPANY

Directors	General Officers
W. S. Pierce, New York, N. Y.	Receiver, Norman B. Pitcairn, St. Louis, Mo.
Robert Goelet, New York, N. Y.	Receiver, Frank C. Nicodemus, New York, N. Y.
H. R. Winthrop, New York, N. Y.	General Counsel, N. S. Brown, St. Louis, Mo.
Geo. W. Davison, New York, N. Y.	Chief Traffic Officer, W. C. Maxwell, St. Louis, Mo.
J. N. Willys, New York, N. Y.	Treasurer, A. K. Atkinson, New York, N. Y.
J. L. Replogle, New York, N. Y.	Ch. Acc't'g Officer, J. W. Newell, St. Louis, Mo.
A. K. Atkinson, New York, N. Y.	Gen. Auditor, G. E. Bramon, St. Louis, Mo.
Wm. D. Steele, New York, N. Y.	Chief Op. Officer, S. E. Cotter, St. Louis, Mo.
Jas. S. Crutchfield, Pittsburgh, Pa.	Gen. Mgr., G. H. Sido, St. Louis, Mo.
W. S. Franklin, Philadelphia, Pa.	Chief Engineer, E. L. Crugar, St. Louis, Mo.
Augustus E. Staley, Decatur, Ill.	Supt. Motive Power, G. F. Hess, Decatur, Ill.
Edward D. Stair, Detroit, Mich.	
Melvin W. Ellis, Charles City, Ia.	
Allen P. Green, Mexico, Mo.	
N. 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	President, 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. DeWolfe, Chicago, Ill.
Elmer A. Webber, Chicago, Ill.	

DAVENPORT, ROCK ISLAND AND NORTH WESTERN RAILWAY
COMPANY

Directors	General Officers
J. T. Gillick, Chicago, Ill.	President, E. Flynn, Chicago, Ill.
O. N. Harstad, Chicago, Ill.	Vice President, J. T. Gillick, Chicago, Ill.
Ralph Budd, Chicago, Ill.	Sec.-Treas., P. L. Hinrichs, Davenport, Iowa
W. F. Thiehoff, Chicago, Ill.	Asst. Sec., A. T. Williams, Chicago, Ill.
E. Flynn, Chicago, Ill.	Auditor and Asst. Treas., J. P. Harrison, Davenport, Iowa
L. F. Donald, Savana, Ill.	Gen. Mgr., F. S. Weisbrook, Davenport, Iowa
C. D. Waterman, Davenport, Iowa	

DES MOINES TERMINAL COMPANY

Directors	General Officers
F. C. Hubbell, Des Moines, Iowa	President, F. C. Hubbell, Des Moines, Iowa
G. C. Hubbell, Des Moines, Iowa	Vice Pres., Jas. W. Hubbell, Des Moines, Iowa
J. W. Hubbell, Des Moines, Iowa	Sec.-Treas., F. O. Thompson, Des Moines, Iowa
F. O. Thompson, Des Moines, Iowa	Ass't Sec.-Treas., O. P. Thompson, Des Moines, Iowa
O. P. Thompson, Des Moines, Iowa	Auditor, R. S. Ruemper, Des Moines, Iowa

DES MOINES UNION RAILWAY COMPANY

Directors	General Officers
J. T. Gillick, Chicago, Ill.	President, N. B. Pitcairn, St. Louis, Mo.
N. B. Pitcairn, St. Louis, Mo.	Vice Pres., J. T. Gillick, Chicago, Ill.
N. S. Brown, St. Louis, Mo.	Sec., T. S. Ford, Des Moines, Iowa
S. E. Cotter, St. Louis, Mo.	Auditor, T. S. Ford, Des Moines, Iowa
J. W. Howell, Des Moines, Iowa	Treasurer, W. A. Habnen, Des Moines, Iowa
H. W. Warren, Des Moines, Iowa	Gen. Atty., J. N. Hughes, Jr., Des Moines, Iowa
J. N. Hughes, Des Moines, Iowa	Gen. Mgr., J. A. Wagner, Des Moines, Iowa
A. C. Pearsall, Des Moines, Iowa	Chief Engineer, A. L. Morgan, Des Moines, Iowa

DES MOINES WESTERN RAILWAY COMPANY

Directors	General Officers
F. C. Hubbell, Des Moines, Iowa G. C. Hubbell, Des Moines, Iowa J. W. Hubbell, Des Moines, Iowa F. O. Thompson, Des Moines, Iowa O. P. Thompson, Des Moines, Iowa	President, F. C. Hubbell, Des Moines, Iowa Vice Pres., J. W. Hubbell, Des Moines, Iowa Sec.-Treas., F. O. Thompson, Des Moines, Iowa Asst. Sec.-Treas., O. P. Thompson, Des Moines, Iowa Auditor, R. S. Ruemper, Des Moines, Iowa

IOWA TRANSFER RAILWAY COMPANY

Directors	General Officers
F. C. Hubbell, Des Moines, Iowa J. A. Wagner, Des Moines, Iowa J. G. Gamble, Des Moines, Iowa F. A. Bogue, Des Moines, Iowa C. J. Connett, Burlington, Iowa J. M. Baths, Chicago, Ill.	President, F. C. Hubbell, Des Moines, Iowa Vice Pres., C. J. Connett, Burlington, Iowa Sec.-Treas. and Gen. Mgr., J. A. Wagner, Des Moines, Iowa Gen. Counsel, J. G. Gamble, Des Moines, Iowa Auditor, T. S. Ford, Des Moines, Iowa

SIOUX CITY TERMINAL RAILWAY COMPANY

Directors	General Officers
G. F. Silknitter, Sioux City, Iowa Wm. Milechrist, Sioux City, Iowa H. H. Burdick, Sioux City, Iowa R. M. Harben, Sioux City, Iowa W. B. Treynor, Chicago, Ill. A. G. Sam, Sioux City, Iowa W. K. Wright, Chicago, Ill. J. A. Shoemaker, Denver, Colo. P. D. Armour, Chicago, Ill.	President, G. F. Silknitter, Sioux City, Iowa Vice Pres., Wm. Milechrist, Sioux City, Iowa Sec.-Treas., H. C. Anderson, Sioux City, Iowa Supt., H. H. Burdick, Sioux City, Iowa Traffic Mgr., R. M. Harben, Sioux City, Iowa

OF RAILWAY BRIDGE COMPANIES

DUNLEITH AND DUBUQUE BRIDGE COMPANY

Directors	General Officers
L. A. Downs, Chicago, Ill. J. L. Beven, Chicago, Ill. G. J. Bunting, Chicago, Ill. E. C. Craig, Chicago, Ill. Burt A. Beck, Chicago, Ill.	President, L. A. Down, Chicago, Ill. Vice Pres., J. L. Beven, Chicago, Ill. Vice Pres., W. Atwill, Chicago, Ill. Vice Pres., G. J. Bunting, Chicago, Ill. Vice Pres., C. C. Cameron, Chicago, Ill. Gen. Counsel, E. C. Craig, Chicago, Ill. Sec., F. E. Couch (Miss), Dubuque, Iowa Asst. Sec., Burt A. Beck, Chicago, Ill. Asst. Sec. and Treas., R. E. Connolly, New York, N. Y. Comptroller, W. B. McKinstry, Chicago, Ill.

KEOKUK AND HAMILTON BRIDGE COMPANY

Directors	General Officers
Royal D. Edsell, New York, N. Y. Edwin F. Gailey, Philadelphia, Pa. J. O. Boyd, Keokuk, Iowa S. S. Hall, Jr., New York, N. Y. W. H. Myers, Jr., Philadelphia, Pa. Robert A. Franks, New York, N. Y. John C. Wallace, Philadelphia, Pa.	President, Royal D. Edsell, New York, N. Y. Vice Pres., Samuel S. Hall, Jr., New York, N. Y. Sec. and Treas., Durant R. Miller, New York, N. Y.

OMAHA BRIDGE AND TERMINAL RAILWAY COMPANY

Directors	General Officers
L. A. Downs, Chicago, Ill.	President, L. A. Downs, Chicago, Ill.
J. L. Beven, Chicago, Ill.	Vice Pres., J. L. Beven, Chicago, Ill.
G. J. Bunting, Chicago, Ill.	Vice Pres., W. Atwill, Chicago, Ill.
E. C. Craig, Chicago, Ill.	Vice Pres., G. J. Bunting, Chicago, Ill.
Burt A. Beck, Chicago, Ill.	Gen. Counsel, E. C. Craig, Chicago, Ill.
	Secretary, B. A. Beck, Chicago, Ill.
	Asst. Sec., John R. Webster, Omaha, Neb.
	Comptroller, W. B. McKinstry, Chicago, Ill.
	Treasurer, G. J. Bunting, Chicago, Ill.
	Asst. Treas., Otto F. Nau, Chicago, Ill.

SIOUX CITY BRIDGE COMPANY

Directors	General Officers
Fred W. Sargent, Chicago, Ill.	President, Fred W. Sargent, Chicago, Ill.
Samuel H. Cady, Chicago, Ill.	Vice Pres., Carl R. Gray, Jr., St. Paul, Minn.
Charles Jensch, Chicago, Ill.	Vice Pres., Charles Jensch, Chicago, Ill.
William F. White, Chicago, Ill.	Sec., Barret Conway, Chicago, Ill.
Barret Conway, Chicago, Ill.	Ass't Sec., William F. White, Chicago, Ill.
George W. Hand, Chicago, Ill.	Treas., Frederick O. Linstead, Chicago, Ill.
Bradford W. Carlton, Chicago, Ill.	Ass't Treas., Harry S. Aldridge, Chicago, Ill.
	Comptroller, Charles Jensch, Chicago, Ill.
	Gen. Counsel, Samuel H. Cady, Chicago, Ill.
	Gen. Auditor, C. D. Brandriff, Chicago, Ill.

OF ELECTRIC INTERURBAN RAILWAY COMPANIES
CEDAR RAPIDS AND MARION CITY RAILWAY COMPANY

Directors	General Officers
Glenn M. Averill, Cedar Rapids, Iowa	President, Glenn M. Averill, Cedar Rapids, Iowa
Charles S. McCain, Chicago, Ill.	1st Vice Pres., Charles S. McCain, Chicago, Ill.
B. J. Denman, Chicago, Ill.	2nd Vice Pres., B. J. Denman, Chicago, Ill.
L. H. Stubbs, Cedar Rapids, Iowa	3rd Vice Pres., Don Barnes, Cedar Rapids, Iowa
Don Barnes, Cedar Rapids, Iowa	Treas., L. H. Heinke, Chicago, Ill.
Frank C. Welch, Cedar Rapids, Iowa	Sec., E. C. Allen, Cedar Rapids, Iowa
E. C. Allen, Cedar Rapids, Iowa	Gen. Mgr., E. C. Allen, Cedar Rapids, Iowa
	Auditor and Asst. Treas., C. Fred Meyer, Cedar Rapids, Iowa
	Gen. Counsel, Don Barnes, Cedar Rapids, Iowa
	Master Mechanic, E. E. Stephen, Cedar Rapids, Iowa
	Supt. Transp., Robert Leith, Cedar Rapids, Iowa

CHARLES CITY WESTERN RAILWAY COMPANY

Directors	General Officers
M. W. Ellis, Charles City, Iowa	President, M. W. Ellis, Charles City, Iowa
W. H. Fairbanks, Charles City, Iowa	Treasurer, C. Sivright, Charles City, Iowa
J. F. Christiansen, Charles City, Ia.	Secretary, W. H. Fairbanks, Charles City, Iowa
E. L. Walleser, Charles City, Iowa	V. P. and Gen. Mgr., J. F. Christiansen, Charles City, Iowa
C. Sivright, Charles City, Iowa	
F. W. Fisher, Charles City, Iowa	
Frank Brunner, Caldwell, Iowa	

CLINTON, DAVENPORT AND MUSCATINE RAILWAY COMPANY

Directors	General Officers
B. J. Denman, Chicago, Ill.	President, B. J. Denman, Chicago, Ill.
J. G. Huntoon, Davenport, Iowa	Vice Pres., R. B. MacDonald, Moline, Ill.
H. E. Littig, Davenport, Iowa	Vice Pres., J. G. Huntoon, Davenport, Iowa
R. J. Smith, Davenport, Iowa	Vice Pres., R. J. Smith, Davenport, Iowa
R. B. MacDonald, Moline, Ill.	Secretary, H. E. Littig, Davenport, Iowa
	Treasurer, H. E. Weeks, Davenport, Iowa
	Gen. Mgr., R. J. Smith, 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	President, C. G. Adsit, Des Moines, Iowa Vice Pres., H. A. Benjamin, Des Moines, Iowa Vice Pres., C. W. Gifford, Des Moines, Iowa Sec. and Treas., C. N. Hebner, Chicago, Ill. Asst. Sec. and Gen. Auditor, E. B. Bieghler, Des Moines, Iowa Chief Engineer, W. L. Wilson, Des Moines, Iowa Supt. of Transportation, C. H. McMurray, Des Moines, Iowa Attorney, O. R. Bennett, Des Moines, Iowa

FT. DODGE, DES MOINES AND SOUTHERN RAILROAD COMPANY

Directors	General Officers
W. R. Dyer, Boone, Iowa 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.-Treas., Auditor, for Receiver, F. M. Johnston, Boone, Iowa General Counsel for Receiver, W. R. Dyer, Boone, Iowa Chief Engineer for Receiver, R. L. Cooper, Boone, Iowa Master Mechanic for Receiver, John Duncan, Boone, Iowa 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. Carl Myers, Cedar Rapids, Iowa F. C. Chambers, Cedar Rapids, Iowa R. S. Cook, Cedar Rapids, Iowa E. M. Pinney, Cedar Rapids, Iowa Lumer Severa, Cedar Rapids, Iowa Dr. W. J. Morrison, Cedar Rapids, Iowa Dr. John Hamilton, Cedar Rapids, Iowa Charles J. McCall, Boone, Iowa Hans Peterson, Marshalltown, Iowa L. V. Bower, Winnetka, Ill.	President, Isaac B. Smith, Cedar Rapids, Iowa Vice Pres., Sutherland Dows, Cedar Rapids, Iowa Vice Pres., James A. Reed, Kansas City, Mo. Vice Pres., F. C. Chambers, Cedar Rapids, Iowa Secretary, C. S. Woodward, Cedar Rapids, Iowa Treasurer, Carl Myers, Cedar Rapids, Iowa Asst. Treasurer, 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 H. H. Polk, Des Moines, Iowa E. F. Bulmahn, Centerville, Iowa Edw. de Rivera, New York, N. Y. Dawson Brande, Minneapolis, Minn.	President, E. T. Bulmahn, Centerville, Iowa Vice Pres., Edward de Rivera, New York, N. Y. Secretary, H. R. Bechtel, Davenport, Iowa Treasurer, E. F. Bulmahn, Centerville, Iowa Gen. Mgr., E. T. Bulmahn, Centerville, Iowa Gen. Aud., Edward L. Shutts, Centerville, Iowa Gen. Supt., H. W. Deininger, Centerville, Iowa Traffic Mgr., H. O. Kelley, Centerville, Iowa

MASON CITY AND CLEAR LAKE RAILROAD COMPANY

Directors	General Officers
F. J. Hanlon, Mason City, Iowa B. J. Denman, Chicago, Ill. B. J. Olsen, Chicago, Ill. L. H. Heinke, Chicago, Ill. F. F. Kelley, Chicago, Ill.	President, B. J. Denman, Chicago, Ill. Vice Pres. and Secretary, F. J. Hanlon, Mason City, Iowa Gen. Mgr., F. J. Hanlon, Mason City, Iowa Auditor, F. E. Wells, Mason City, Iowa Treasurer, L. H. Heinke, Chicago, Ill. Asst. Treas. and Secretary, B. J. Olsen, Chicago, Ill. Asst. Treas. and Secretary, F. F. Kelley, Chicago, Ill.

TAMA AND TOLEDO RAILROAD COMPANY

Directors	General Officers
Isaac B. Smith, Cedar Rapids, Iowa Sutherland Dows, Cedar Rapids, Iowa John A. Reed, Cedar Rapids, Iowa J. P. Walters, Toledo, Iowa G. H. Struble, Toledo, Iowa F. L. Whitford, Toledo, Iowa	President, Isaac B. Smith, Cedar Rapids, Iowa Vice Pres., Sutherland Dows, Cedar Rapids, Iowa Secretary, C. S. Woodward, Cedar Rapids, Iowa Treasurer, C. S. Woodward, Cedar Rapids, Iowa Gen. Mgr., J. P. Walters, Toledo, Iowa Gen. Aud., Carl Myers, Cedar Rapids, Iowa

WATERLOO, CEDAR FALLS AND NORTHERN RAILWAY COMPANY

Directors	General Officers
C. M. Cheney, Waterloo, Iowa C. D. Cass, Waterloo, Iowa J. B. Knowles, Waterloo, Iowa G. E. Hise, Des Moines, Iowa E. V. Kane, Philadelphia, Pa. R. E. Wilsey, Chicago, Ill.	President, C. M. Cheney, Waterloo, Iowa Vice Pres., C. D. Cass, Waterloo, Iowa Sec., Treas. and Aud., J. B. Knowles, Waterloo, Iowa Gen. Counsel, B. F. Swisher, Waterloo, Iowa Chief Engineer, T. E. Rust, Waterloo, Iowa Superintendent, E. R. Bitterly, Waterloo, Iowa Traffic Manager, S. W. Hansen, Waterloo, Iowa Purch. Agent, F. McDonald, Waterloo, Iowa

RAILWAY EXPRESS AGENCY, INCORPORATED

Directors	General Officers
Samuel T. Bledsoe, Chicago, Ill. Frederick E. Williamson, New York N. Y. Lyman Delano, New York, N. Y. Leon O. Head, New York, N. Y. Hale Holden, New York, N. Y. Thomas M. Schumacher, New York, N. Y. Edward G. Buckland, New Haven, Conn. William P. Kenney, St. Paul, Minn. Scott M. Loftin, Jacksonville, Fla. Charles E. Denney, Cleveland, Ohio Lawrence A. Downs, Chicago, Ill. Carl A. Gray, Omaha, Neb. Martin W. Clement, Philadelphia, Pa. Charles T. O'Neal, Chicago, Ill. George M. Shriver, Baltimore, Md.	President, L. O. Head, New York, N. Y. Vice Pres., W. A. Benson, San Francisco, Calif. Exec. Asst., A. V. Julier, New York, N. Y. Vice Pres., C. D. Sunny, Chicago, Ill. Vice Pres., W. W. Owens, Atlanta, Ga. Vice Pres., C. R. Graham, New York, N. Y. Vice Pres., Geo. S. Lee, New York, N. Y. Vice Pres., Charles A. Lutz, New York, N. Y. Vice Pres., L. R. Gwyn, New York, N. Y. Secretary, E. R. Merry, Jr., New York, N. Y. Vice Pres. and Treas., W. B. Clark, New York, N. Y. Vice Pres. and Gen. Counsel, H. S. Marx, New York, N. Y. Gen. Auditor, S. M. Baker, Chicago, Ill. Gen. Auditor, J. F. Brizzie, Chattanooga, Tenn. Gen. Auditor, H. D. Freeman, New York, N. Y.

OF BUS COMPANIES

BURLINGTON TRANSPORTATION COMPANY

OFFICERS

President, Ralph Budd.....	Chicago, Ill.
Vice President, W. E. Fuller.....	Chicago, Ill.
Secretary-Treasurer, C. I. Sturgis.....	Chicago, Ill.
General Attorney, E. M. Shelton.....	Chicago, Ill.
Auditor, H. W. Johnson.....	Chicago, Ill.

CLINTON, DAVENPORT AND 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 - WINTERSËT BUS COMPANY

OFFICER

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. Matthal	Omaha, Neb.
Treasurer, C. T. Cullen	Omaha, Neb.
Auditor, W. A. Hall	Omaha, Neb.

OTTO AND STANLEY JACKSON

OFFICERS

Manager, Otto Jackson	Washington, Iowa
Assistant Manager, 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.

WATERLOO, CEDAR FALLS AND NORTHERN RAILWAY COMPANY

OFFICERS

President, C. M. Cheney	Waterloo, Iowa
Vice President, C. D. Cass	Waterloo, Iowa
Secretary-Treasurer and Auditor, J. B. Knowles	Waterloo, Iowa

STATISTICS

of

Steam Railway Companies

For the Year Ended December 31, 1934

In the following tables all names indented are lesser companies. The Chicago, St. Paul, Minneapolis and Omaha Railway Company is controlled by the Chicago & North Western Railway Company through ownership of 93.66% of the stock.

The St. Paul & Kansas City Short Line Railroad Company is controlled by the Chicago, Rock Island and Pacific Railway Company through ownership of 100% of the stock.

The Dubuque & Sioux City Railroad Company is controlled by the Illinois Central Railroad Company through ownership of 100% of the stock.

TABLE 1—CAPITAL STOCK—ENTIRE LINE—1934

PART 1—PAR VALUE AUTHORIZED AND OUTSTANDING AT CLOSE OF YEAR

Number	Railway Companies	Par Value of Amount Authorized		Total Par Value Outstanding at Close of Year		Total Par Value Nominally Issued and Nominally Outstanding at Close of Year	
						In Treasury	
		Common	Preferred	Common	Preferred	Common	Preferred
1	Atchison, Topeka & Santa Fe Ry.-----	\$ 282,875,800	\$ 124,199,530	\$ 242,759,500	\$ 124,199,500	\$ 53,500	\$ 26,700
2	Atlantic Northern Ry.-----	150,000			111,325		
3	Bellevue & Cascade Railroad Co.-----	3		3			
4	Chicago, Burlington & Quincy R. R.-----	170,839,100		170,839,100			
5	Chicago Great Western R. R.-----	46,000,000	50,000,000	45,246,900	47,194,550	37,300	121,250
6	Chicago, Milwaukee, St. Paul & Pacific R. R.-----		211,282,700		119,307,300		
7	Chicago & North Western Ry.-----	229,302,450	22,395,000	158,439,800	22,395,000		
8	Chicago, St. Paul, Minn. & Omaha Ry.-----	18,559,000	11,259,900	18,556,700	11,259,300		
9	Chicago, Rock Island & Pacific Ry.-----	105,000,000	65,000,000	74,877,200	54,549,489	517,477	16,700
10	St. Paul & Kansas City Short Line R. R.-----	50,000		50,000			
11	Great Northern Railway-----		250,000,000		249,748,350		1,083,800
12	Illinois Central R. R.-----	154,445,480	34,144,880	135,799,700	18,645,700	208	
13	Dubuque & Sioux City R. R.-----	15,000,000		11,759,500			
14	Manchester & Oneida Railway-----	100,000		62,745			
15	Minneapolis & St. Louis R. R.-----	26,000,000		25,792,600		519,127	
16	Union Pacific R. R.-----	296,178,700	200,000,000	222,291,000	99,543,100		
17	Wabash Railway-----	70,646,750	72,813,250	66,921,475	71,571,492	115,600	256,600
	Total-----	\$ 1,415,147,283	\$ 1,041,095,260	\$ 1,173,396,233	\$ 818,525,106	\$ 1,243,212	\$ 1,505,050

TABLE 1—CAPITAL STOCK—ENTIRE LINE—1934—Continued

PART 2—PAR VALUE OUTSTANDING—Continued—AND REACQUIRED AT CLOSE OF YEAR

Number	Railway Companies	Total Par Value Actually Outstanding at Close of Year		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	
		Common	Preferred	Common	Preferred	Common	Preferred
1	Atchison, Topeka & Santa Fe Ry.....	\$ 242,706,000	\$ 124,172,800	\$ 53,500	\$ 26,700		
2	Atlantic Northern Ry.....	111,325					
3	Bellevue & Cascade Railroad Co.....	3					
4	Chicago, Burlington & Quincy R. R.....	170,839,100					
5	Chicago Great Western R. R.....	45,209,600	47,073,300	36,400	\$ 38,000	\$ 900	\$ 83,250
6	Chicago, Milwaukee, St. Paul & Pacific R. R.....	105,175,913	119,307,300				
7	Chicago & North Western Ry.....	158,439,800	22,356,000				
8	Chicago, St. Paul, Minn. & Omaha Ry.....	18,556,700	11,259,500				
9	Chicago, Rock Island & Pacific Ry.....	74,359,723	54,532,789			517,477	16,700
10	St. Paul & Kansas City Short Line R. R.....	50,000					
11	Great Northern Railway.....		248,664,150		1,100		1,082,700
12	Illinois Central R. R.....	125,799,492	18,645,700			208	
13	Dubuque & Sioux City R. R.....	11,759,500					
14	Manchester & Onelda Railway.....	62,745					
15	Minneapolis & St. Louis R. R.....	25,273,473		519,127			
16	Union Pacific R. R.....	222,291,000	99,543,100				
17	Wabash Railway.....	66,805,875	71,314,892			115,600	256,600
	Total.....	\$ 1,277,440,249	\$ 816,908,731	\$ 609,027	\$ 65,800	\$ 634,185	\$ 1,439,250

TABLE 1—CAPITAL STOCK—ENTIRE LINE—1934—Continued
PART 3—DIVIDEND PAID AND STOCKS ISSUED DURING YEAR

Number	Railway Companies	Dividends					Stocks Issued During Year				
		Rate Per Cent of Dividends Declared During Year		Par Value of Amount on Which Dividends Was Declared		Distribution of Charge		Par Value		Cash Value of Other Property Acquired or Services Received as Consideration for Issue	
		Regular		Common	Preferred	To Income	To Profit and Loss	Common	Preferred	Common	Preferred
		Common	Preferred								
1	Atchison, Topeka & Santa Fe Ry.....	2.00	5.00	\$ 242,706,000	\$ 124,172,800		\$11,062,760				
2	Atlantic Northern Ry.....										
3	Bellevue & Cascade Railroad Co.....										
4	Chicago, Burlington & Quincy R. R.....	3.00		170,838,700			5,125,161				
5	Chicago Great Western R. R.....										
6	Chicago, Mil., St. Paul & Pac. R. R.....										
7	Chicago & North Western Ry.....										
8	Chi., St. Paul, Minn. & Omaha Ry.....										
9	Chicago, Rock Island & Pacific Ry.....										
10	St. Paul & Kan. City Short Line R. R.....										
11	Great Northern Railway.....										
12	Illinois Central R. R.....										
13	Dubuque & Sioux City R. R.....										
14	Manchester & Oneida Railway.....										
15	Minneapolis & St. Louis R. R.....										
16	Union Pacific R. R.....	6.00	4.00	222,291,000	99,543,100	17,319,184		\$31,386	\$12,450	\$ 103,050	
17	Wabash Railway.....							35,000	35,000		\$ 70,000
	Total.....			\$ 635,835,700	\$ 223,715,900	\$17,319,184	\$16,187,921	\$66,386	\$47,450	\$ 103,050	\$ 70,000

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE—1934

PART I—TOTAL UNMATURED FUNDED DEBT

Number	Railway Companies	Par value of extent of indebtedness authorized	Par value outstanding at close of year	Total Par Value Nominally Issued and Nominally Outstanding at Close of Year			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	In sinking or other funds					
1	Atch., T. & S. F. Ry.	\$ 441,883,500	\$ 314,065,262	\$ 4,405,000			\$ 309,660,262	\$ 12,803,366.80	\$ 12,830,848.93	\$ 4,390,000	\$ 15,000
2	Atlantic Northern Ry.										
3	Bellevue & Cas. R. R.										
4	C., B. & Q. R. R.	248,414,000	248,414,000	10,448,000	18,294,000		219,672,000	9,084,635.00	9,084,377.50	28,167,000	575,000
5	C. G. W. R. R.	85,895,959	70,932,626	18,067,750	9,233,000		43,631,876	1,580,874.53	1,193,854.15	27,061,500	239,250
6	C., M., St. P. & P.	527,524,289	497,579,182	943,000	20,193,000		476,443,182	22,557,089.23	13,686,322.02	21,136,000	
7	C. & N. W. Ry.	438,824,100	438,824,100	2,214,000	90,841,000		345,769,100	15,635,916.76	15,637,408.58	93,055,000	
8	C., St. P., M. & O.	52,118,000	47,809,800				47,809,800	2,400,437.80	98,648.14		
9	C., R. I. & P. Ry.	190,060,250	123,939,000				123,939,000	5,335,565.00	2,653,685.00		
10	St. P. & K. C. S. L.	30,000,000	27,812,000				27,812,000	449,206.92			
11	Great Northern Ry.	1,053,708,989	427,100,909	3,846,000	68,445,394		354,809,515	18,816,883.79	18,836,312.97	59,860,000	12,431,394
12	Illinois Central R. R.	567,907,533	387,936,473		17,626,000	6,239,500	370,310,473	15,317,478.14	15,435,404.20	17,626,000	6,239,500
13	D. & S. C. R. R.	15,798,075	14,023,075				14,023,075				
14	Man. & Onelda Ry.	128,480	55,000				55,000	2,850.00	2,850.00		
15	Minn. & St. L. R. R.	129,653,837	30,530,615	1,103,044	3,877,000		25,550,571	1,088,697.74	76,199.20	4,980,000	44
16	Union Pacific R. R.	372,322,000	252,928,600	14,098,000			238,830,600	9,987,942.99	10,018,764.80	14,098,000	
17	Wabash Railway	189,837,428	136,395,188	11,138	1,545,924		134,838,126	6,572,453.00	3,569,752.00	508,938	1,048,124
	Total	\$4,344,076,440	\$3,018,345,830	\$ 55,135,932	\$230,055,318	\$6,239,500	\$2,733,154,580	\$ 121,633,397.70	\$ 103,124,427.49	\$270,882,438	\$ 20,548,312

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE—1934—Continued
PART 2—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND INTEREST RATE PER ANNUM

Number	Railway Companies	Unmatured Funded Debt at Close of Year											
		Amount Bearing Interest Rate Per Annum of											
		5%	3½%	4%	4¼%	4½%	4¾%	5%	5½%	5¾%			
1	Atchison, Top. & Santa Fe Ry.			\$237,326,500		\$ 61,286,762		\$ 11,047,000					
2	Atlantic Northern Ry.												
3	Bellevue & Cascade R. R. Co.												
4	Chicago, Bur. & Quincy R. R.		50,449,000	99,223,000		30,000,000		40,000,000					
5	Chicago Great Western R. R.		500,000	37,952,162		1,639,000		100,157		3,397,157			
6	C., M., St. Paul and Pac. R. R.		8,950,000	60,068,463		79,043,000	\$ 19,534,000	303,301,789		3,600,000			
7	Chicago & North Western Ry.		45,994,000	62,661,200		54,013,000	95,998,000	70,757,000					
8	Chi., St. Paul, Minn. & O. Ry.						1,467,000	46,186,000					
9	Chicago, Rock Island & Pac. Ry.			61,581,000		58,337,000		2,941,000					
10	St. P. & K. C. Short Line R. R.					27,812,000							
11	Great Northern Ry.			53,353,515	\$ 35,668,000	57,920,000		65,780,000		30,000,000			
12	Illinois Central R. R.	15,733,000	57,874,000	130,546,033		40,741,000	35,000,000	67,233,340		651,000			
13	Dubuque & Sioux City R. R.			10,093,075				3,930,000					
14	Manchester & Oneida Ry.							55,000					
15	Minneapolis & St. Louis R. R.			20,400,000				4,164,181				\$ 885,590	
16	Union Pacific R. R.			185,872,600		30,265,000		21,856,000					
17	Wabash Railway		3,173,000	8,355,000		24,324,000		83,971,000		13,304,000			
	Total	\$ 15,733,000	\$166,940,000	\$967,432,548	\$ 35,668,000	\$465,380,762	\$151,999,000	\$721,322,467	\$ 50,952,157	\$ 885,590			

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE—1934—Continued

PART 3—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND INTEREST RATE PER ANNUM, AVERAGE FUNDED DEBT AND STOCK 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	Total par value of common and preferred stock actually outstanding at close of year	Average value of common and preferred stock per mile of road owned	Amount of receivers certificates outstanding at close of year	Actually outstanding funded debt matured unpaid at close of year
		Amount Bearing Interest Rate of			Total						
		6%	6½%	7%							
1	Atchison, Topeka & Santa Fe Ry.				\$ 309,660,262	7,030.93	\$ 44,042	\$ 366,878,800	\$ 52,180		\$ b4,600
2	Atlantic Northern Ry.					17.07		111,325	6,522		
3	Bellevue & Cascade R. R. Co.					35.72		3			
4	Chi., Burlington & Quincy R. R.				219,672,000	8,667.42	25,344	170,839,100	19,710		b2,600
5	Chicago Great Western Railroad	\$ 43,400			43,631,876	1,018.47	42,840	92,282,900	90,609		
6	Chi., Mil., St. Paul & Pac. R. R.	1,945,930			476,448,182	10,051.46	45,311	224,483,213	22,333		b9,000
7	Chicago & North Western Ry.	664,900	\$ 15,681,000		345,769,100	8,349.28	41,413	180,834,800	21,658		b15,000
8	Chi., St. Paul, Minn. & O. Ry.	156,800			47,809,800	1,581.17	30,236	29,816,000	18,856		b500
9	Chicago, Rock Island & Pac. Ry.	1,080,000			123,939,000	5,303.72	23,368	128,892,511	24,302		a156,224,000
10	St. P. & K. C. Short Line R. R.				27,812,000	418.73	66,419	50,000	119		
11	Great Northern Ry.	6,229,000		\$105,859,000	354,809,515	7,605.00	46,654	248,664,550	32,697		b298,000
12	Illinois Central R. R.	13,147,100	8,648,000	737,000	370,310,473	2,225.95	166,360	154,445,192	69,383		b25,033
13	Dubuque & Sloux City R. R.				14,023,075	760.89	18,431	11,759,500	15,455		
14	Manchester & Oneida Ry.				55,000	8.03	6,849	62,745	7,814		
15	Minneapolis & St. Louis R. R.	100,800			25,550,571	1,548.87	16,496	25,273,473	16,317	\$ 1,185,000	a18,961,095
16	Union Pacific R. R.			837,000	238,830,600	3,756.91	63,571	321,834,100	85,665		b2,300
17	Wabash Railway	1,711,126			134,838,126	2,000.29	67,409	138,120,767	69,050	21,517,994	b200
	Total	\$ 25,079,056	\$ 24,329,000	\$107,433,000	\$2,733,154,580	60,379.91	\$ 45,305	\$2,094,348,979	\$ 34,686	\$ 22,702,994	\$175,542,328

^aFunds not available for payment.

^bBonds not presented for payment.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE—1934
PART 1—TOTAL EXPENDITURES DURING YEAR AND TOTAL INVESTMENT AT CLOSE OF YEAR

Number	Railway Companies	Expenditures During Year				Total Investment in Road and Equipment at Close of Year			Road Owned	
		Road	Equipment	General	Total	Leased Lines	Owned Lines	Total	Miles of Road (Single Track)	Average Investment Per Mile of Road Excluding Improvements on Leased Lines
1	Atch., Top. & S. F. Ry.-----	\$ *7,384,372.70	\$ *4,368,677.51	\$ *21,302.19	\$*11,774,352.40	\$2,353,793.55	\$ 901,265,019.67	\$ 903,618,813.22	7,030.93	\$ 128,185.75
2	Atlantic Northern Ry.-----	*1,279.13			*1,279.13		156,414.58	156,414.58	17.07	9,163.12
3	Bellevue & Cas. R. R. Co.-----		2,485.73		2,485.73		24,735.73	24,735.73	35.72	692.49
4	Chi., Bur. & Q. R. R.-----	*2,962,416.44	*6,738,773.49	*35,360.13	*9,736,550.06	14,703.19	588,247,634.52	588,262,337.71	8,667.42	67,868.83
5	Chi., Great West'n R. R.-----	*895,440.74	*688,732.74		*1,584,173.48	44,906.83	127,888,884.76	127,933,791.59	1,018.47	125,569.61
6	M. C. & Ft. D. R. R.-----	2,900.38			2,900.38		44,497,566.05	44,497,566.05	363.53	122,404.11
7	C., M., St. P. & P. R. R.-----	*3,588,674.09	*35,526,597.13	3,508.78	*39,111,762.44	407,161.82	681,984,319.00	682,391,480.82	10,051.46	67,849.28
8	Chicago & North W. Ry.-----	*733,124.92	*45,064.24	*6,317.81	*784,506.97	163,105.72	562,121,469.67	562,284,575.39	8,349.28	67,325.74
9	C., St. P., M. & O. Ry.-----	*219,295.57	28,570.14	*9,819.51	*200,544.94	50,592.95	89,368,776.54	89,419,369.49	1,581.17	56,520.66
10	Chi., Rock Isl. & Pac. Ry.-----	*435,470.88	*3,556,630.00	*6,364.72	*3,998,465.60	756,418.81	374,292,351.54	375,048,770.35	5,303.72	70,571.67
11	St. P. & K. C. S. L.-----	30,153.49	*68,081.62		*37,928.13	115,131.98	27,911,350.02	28,026,482.00	418.73	66,657.15
12	Great Northern Ry.-----	*69,926.71	*449,483.47	*30,975.23	*550,385.41	526,066.27	533,964,375.15	534,490,441.42	7,605.00	70,212.28
13	Illinois Central R. R.-----	*888,290.09	*613,704.24	*41.30	*1,502,035.63		381,419,857.03	381,419,857.03	2,225.95	171,351.49
14	Dub. & Sioux City R. R.-----	38,115.69			38,115.69		40,309,336.46	40,309,336.46	760.89	52,976.56
15	Manchester & Oneida Ry.-----	3,021.40			3,021.40		141,866.73	141,866.73	8.03	17,667.09
16	Minn. & St. Louis R. R.-----	*182,946.56	*92,585.41	*9,282.00	*284,813.97	110.00	66,562,468.56	66,562,578.56	1,548.87	42,974.86
17	Union Pacific R. R.-----	*736,255.28	*446,961.48		*1,183,216.76		444,757,635.22	444,757,635.22	3,756.91	118,383.89
18	Wabash Railway-----	*1,559,505.37	*1,235,791.89		*2,795,297.26		291,134,282.02	291,134,282.02	2,000.29	145,546.04
	Total-----	\$*19,582,807.52	\$*53,800,027.35	\$*115,954.11	\$*73,498,788.98	\$4,431,991.12	\$5,156,048,343.25	\$5,160,480,334.37	60,743.44	\$ 84,882.39

*Credit.

TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA—1934

PART 1—EXPENDITURES DURING YEAR

Number	Railway Companies	Expenditures During Year				Road Owned Solely, Within the State of Iowa	
		Road	Equipment	General	Total	Miles—Single Track	Average Expenditures Per Mile of Road
1	Atchison, Topeka & Santa Fe Ry.....	\$ *30,031.47			\$ *30,031.47	19.99	\$ *1,547.34
2	Atlantic Northern Railway.....	*1,279.13			*1,279.13	17.07	*74.93
3	Bellevue & Cascade Railroad Company.....		\$ 2,485.73		2,485.73	35.72	69.59
4	Chicago, Burlington & Quincy Railroad.....	*1,044,506.57		\$ *192.59	*1,044,699.16	1,226.98	*851.44
5	Chicago Great Western Railroad.....	23,841.90			23,841.90	422.69	56.40
6	Mason City & Fort Dodge Railroad.....	310.13			310.13	335.30	.92
7	Chicago, Milwaukee, St. Paul and Pacific Railroad.....	*1,781,380.13		*6.17	*1,781,386.30	1,804.26	*987.32
8	Chicago & North Western Railway.....	105,155.60		277.79	105,433.39	1,610.74	65.45
9	Chicago, St. Paul, Minn. & Omaha Railway.....	3,667.74	2,434.69		6,102.43	56.82	107.40
10	Chicago, Rock Island & Pacific Railway.....	*514,676.34			*514,676.34	1,805.45	*285.07
11	St. Paul & Kansas City Short Line Railroad.....	19,485.12	*68,081.62		*48,596.50	345.27	*140.75
12	Great Northern Railway.....	16,183.87			16,183.87	78.02	207.43
13	Illinois Central Railroad.....						
14	Dubuque & Sioux City Railroad.....	38,785.86			38,785.86	716.36	54.14
15	Manchester & Oneida Railway.....	3,021.40			3,021.40	8.03	376.26
16	Minneapolis & St. Louis Railroad.....	*82,738.36	*48,598.08	*6,907.00	*138,243.44	825.67	*167.43
17	Union Pacific Railroad.....	12,369.51			12,369.51	2.48	4,987.70
18	Wabash Railway.....	45,876.83			45,876.83	203.31	225.65
	Total.....	\$ *3,186,814.04	\$ *111,759.28	\$ *6,827.97	\$ *3,305,401.29	9,514.16	

*Credit.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE—1934

PART 1—OPERATING INCOME

Number	Railway Companies	Railway Operating		Net revenue from rail- way operations	Railway tax accruals	Uncollectible railway revenues	Railway operating income	Miscellaneous oper- ating income	Total operating income
		Revenues	Expenses						
1	Atchison, Topeka & Santa Fe Ry.....	\$107,268,205.35	\$ 85,407,421.33	\$ 21,860,784.02	\$ 8,929,226.94	\$ 30,335.12	\$ 12,901,221.96		\$ 12,901,221.96
2	Atlantic Northern Ry.....	17,171.97	19,000.34	^a 1,828.37	1,150.31	.29	^a 2,978.97		^a 2,978.97
3	Bellevue & Cascade R. R. Co.....	20,106.31	21,807.16	^a 1,700.85			^a 1,700.85		^a 1,700.85
4	Chi., Burlington & Quincy R. R.....	80,288,159.11	58,007,982.59	22,280,176.52	5,788,596.67	25,123.45	16,471,456.40		16,471,456.40
5	Chicago, Great Western R. R.....	15,491,939.01	11,291,717.06	4,200,221.95	692,715.21	5,294.03	3,502,212.71		3,502,212.71
6	Chi., Mil., St. Paul & Pac. R. R.....	87,859,792.05	69,655,547.03	18,204,245.02	6,405,000.00	23,499.79	11,775,745.23		11,775,745.23
7	Chicago & North Western Ry.....	75,893,418.19	61,811,819.73	14,081,598.46	6,106,055.04	18,672.08	7,956,871.34		7,956,871.34
8	Chi., St. Paul, Minn. & O. Ry.....	14,848,618.49	12,490,880.38	2,357,738.11	895,771.54	7,016.12	1,454,950.45		1,454,950.45
9	Chicago, Rock Island & Pac. Ry.....	63,328,500.22	54,082,631.04	9,245,869.18	4,121,398.90	25,567.05	5,098,903.23		5,098,903.23
10	St. P. & K. C. Short Line R. R.....								
11	Great Northern Ry.....	70,752,877.44	48,610,180.81	22,142,696.63	6,181,110.83	10,527.44	15,951,058.36		15,951,058.36
12	Illinois Central R. R.....	79,228,255.24	59,154,117.27	20,074,137.97	4,993,572.32	49,848.47	15,030,717.18		15,030,717.18
13	Manchester & Onelda Ry.....	22,887.39	13,011.88	9,875.51	1,011.88		8,863.63		8,863.63
14	Minneapolis & St. Louis R. R.....	7,514,180.32	6,823,400.94	690,779.38	337,862.56	3,640.32	349,276.50		349,276.50
15	Union Pacific R. R.....	67,490,848.98	46,901,762.65	20,589,086.33	5,258,403.04	9,187.47	15,321,495.82		15,321,495.82
16	Wabash Railway.....	38,235,813.36	28,523,481.04	9,712,332.32	1,325,927.55	7,963.57	8,378,441.20		8,378,441.20
	Total.....	\$708,260,773.43	\$542,814,761.25	\$165,446,012.18	\$ 51,032,802.79	\$216,675.20	\$114,196,534.19		\$ 114,196,534.19

^aDeficit.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE—1934—Continued
PART 2—NON-OPERATING, GROSS AND NET INCOME AND NET RAILWAY OPERATING
INCOME AND OPERATING RATIO

Number	Railway Companies	Total non-operating income	Gross income	Total deductions from gross income	Net income	Total appropriations of income	Income transferred to profit and loss account	Net railway operating income	Operating ratio —per cent
1	Atchison, Topeka & Santa Fe Ry..	\$ 10,909,204.65	\$ 23,810,426.61	\$ 16,378,358.42	\$ 7,432,068.19	\$ 7,900.00	\$ 7,424,168.19	\$ 14,166,811.43	79.69
2	Atlantic Northern Ry.....	103.40	^a 2,875.57	229.84	^a 3,105.41	-----	^a 3,105.41	^a 3,207.52	110.65
3	Bellevue & Cascade R. R. Co.....	-----	^a 1,700.85	-----	^a 1,700.85	-----	^a 1,700.85	^a 1,700.85	108.46
4	Chi., Burlington & Quincy R. P.....	2,009,355.06	18,480,811.46	14,026,051.29	4,454,760.17	-----	4,454,760.17	12,650,936.36	72.25
5	Chicago, Great Western R. R.....	206,853.76	3,709,066.47	4,321,471.71	^a 612,405.24	-----	^a 612,405.24	1,200,498.88	72.89
6	Chi., Mil., St. Paul & Pac. R. R.....	1,966,388.47	13,742,133.70	29,989,754.56	^a 16,247,620.86	-----	^a 16,247,620.86	6,539,053.99	79.28
7	Chicago & North Western Ry.....	3,853,632.71	11,810,504.05	20,086,697.85	^a 8,276,193.80	-----	^a 8,276,193.80	5,202,104.56	81.45
8	Chi., St. Paul, Minn. & O. Ry.....	370,116.11	1,825,066.56	3,748,277.01	^a 1,923,210.45	-----	^a 1,923,210.45	601,984.95	84.12
9	Chicago, Rock Island & Pac. Ry.....	1,675,711.26	6,774,614.49	18,718,311.65	^a 11,943,697.16	-----	^a 11,943,697.16	1,727,644.67	85.40
10	St. P. & K. C. Short Line R. R.....	449,206.92	449,206.92	449,206.92	-----	-----	-----	-----	-----
11	Great Northern Ry.....	6,105,461.93	22,056,520.29	23,131,000.31	^a 1,074,480.02	29,826.66	^a 1,104,306.68	14,101,650.04	68.70
12	Illinois Central R. R.....	5,452,059.60	20,482,776.78	21,488,384.71	^a 1,005,607.93	-----	^a 1,005,607.93	12,688,092.08	74.66
13	Manchester & Oneida Ry.....	1,131.49	9,995.12	3,992.74	6,002.38	-----	6,002.38	7,740.49	56.85
14	Minneapolis & St. Louis R. R.....	202,521.21	551,797.71	3,494,869.26	^a 2,943,071.55	-----	^a 2,943,071.55	40,723.40	90.81
15	Union Pacific R. R.....	20,246,720.35	35,568,216.17	15,816,856.76	19,751,359.41	17,319,184.00	2,432,175.41	11,585,526.14	69.49
16	Wabash Railway.....	951,160.41	9,329,601.61	12,437,222.15	^a 3,107,620.54	-----	^a 3,107,620.54	4,355,272.86	74.60
	Total.....	\$ 54,399,627.33	\$168,596,161.52	\$184,090,685.18	\$ ^a 15,494,523.66	\$ 17,356,910.66	\$ ^a 32,851,434.32	\$ 84,863,131.48	76.64

^aDeficit.

TABLE 4½—TAXES ON RAILWAY PROPERTY—ENTIRE LINE AND IOWA—1934

PART 1—TAXES AND PER MILE OF ROAD YEARS 1933 AND 1934

Number	Railway Companies	Amount Charged to "Railway Tax Accruals" in Income			Railway Tax Accruals Excluding U. S. Government Taxes—Iowa—	Miles of Road Owned Dec. 31, 1934—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	1934	1933	1934	1933
1	Atchison, Topeka & Santa Fe Ry.....	\$ 9,844,564.13	\$ 508,263.57	\$10,352,827.70	\$ 61,924.27	19.99	13,013.21	\$ 3,097.76	\$ 3,920.89	\$ 795.56	\$ 1,401.69
2	Atlantic Northern Ry.....	1,150.31		1,150.31	1,150.31	17.07	17.07	67.39	81.08	67.39	81.08
3	Bellevue & Cascade R. R. Co.....										
4	Chi., Burlington & Quincy R. R.....	5,621,314.15	162,282.52	5,783,596.67	604,553.20	1,226.98	8,667.42	492.71	536.35	667.28	785.05
5	Chicago, Great Western R. R.....	687,218.42	5,496.79	692,715.21	275,000.00	757.99	1,381.10	362.80	402.50	501.56	486.54
6	Chi., Mil., St. Paul & Pac. R. R.....	6,358,661.79	46,338.21	6,405,000.00	695,852.98	1,804.26	10,051.46	385.67	526.06	637.22	687.22
7	Chicago & North Western Ry.....	6,043,273.03	62,782.01	6,106,055.04	1,022,389.29	1,610.74	8,349.28	634.73	605.46	731.32	822.01
8	Chi., St. Paul, Minn. & O. Ry.....	887,403.91	8,367.63	895,771.54	31,158.79	56.82	1,581.17	548.37	539.26	566.52	608.14
9	Chicago, Rock Island & Pac. Ry.....	4,098,523.93	22,874.92	4,121,398.90	895,865.50	1,805.45	5,303.72	418.39	522.06	730.81	863.80
10	St. P. & K. C. Short Line R. R.....					335.75	335.75				
11	Great Northern Ry.....	6,448,834.39	*267,723.56	6,181,110.83	35,856.28	78.02	7,605.00	459.57	434.69	812.77	875.82
12	Illinois Central R. R.....	4,925,855.93	67,716.39	4,993,572.32			2,225.95			1,697.16	1,712.32
13	Dubuque & Sioux City R. R.....				405,142.51	716.36	716.36	565.55	499.75		
14	Manchester & Oneida Ry.....	1,011.88		1,011.88	1,011.88	8.03	8.03	112.05	105.15	112.05	105.15
15	Minneapolis & St. Louis R. R.....	320,933.82	16,923.74	337,862.56	115,369.25	825.67	1,548.87	139.72	169.28	218.35	240.97
16	Union Pacific R. R.....	4,119,721.39	1,138,681.65	5,258,403.04	63,512.55	2.48	3,756.91	25,609.90	31,364.70	1,399.68	1,394.15
17	Wabash Railway.....	1,315,432.59	10,494.96	1,325,927.55	43,432.19	203.31	2,000.29	213.62	318.20	662.86	903.04
	Total.....	\$50,673,904.72	\$ 1,782,498.83	\$52,456,403.55	\$ 4,252,219.00	9,468.92	66,561.59	\$ 449.07	\$ 507.49	\$ 788.08	\$ 926.83

*Credit.

TABLE 5—PROFIT AND LOSS ACCOUNT—ENTIRE LINE—1934

PART 1—CREDITS

Number	Railway Companies	Credit Balance		Profit on road and equipment sold	Delayed income credits	Unrefundable overcharges	Donations	Miscellaneous credits	Debit balance carried to balance sheet	Total
		At beginning of year	Transferred from income							
1	Atch. Top. & Santa Fe Ry.	\$ 307,711,473.50	\$ 7,424,168.19	\$ 3,666.84		\$ 2,234.38	\$ 17,284.09	\$ 199,123.85		\$ 315,357,950.85
2	Atlantic Northern Ry.								\$ 18,374.30	18,374.30
3	Bellevue & Cascade R. R.								3,462.21	3,462.21
4	Chi., Bur. & Quincy R. R.	161,416,721.09	4,454,760.17	^a 5,764.59		4,438.19	13,786.69	323,968.93		166,207,910.48
5	Chicago Great West. R. R.	1,539,108.85		716.79	\$ 259,469.44	6,590.14	2,046.15	712.57	1,174,552.85	2,983,196.70
6	C., M., St. P. and P. R. R.			47,335.43		6,496.57	15,166.97	4,497.28	72,792,184.51	72,865,680.76
7	Chicago & North Western Ry.	36,181,747.89		39,215.44		15,388.77	17,330.57	46,750.33		36,300,433.00
8	C., St. P., M., & O. Ry.			1,012.37		14,322.23	1,749.18	13,007.35	10,095,825.98	10,125,917.11
9	Chi., R. I. & Pac. Ry.	2,538,729.76		50,644.94		1,809.26	11,919.91	7,583.56	14,233,899.78	16,844,587.21
10	St. P. & K. C. Sh. L. R. R.						1,965.27		243,244.83	245,210.10
11	Great Northern Ry.	104,655,902.88		1,443.51		4,857.23	93,759.84	181,679.06		104,937,642.52
12	Illinois Central R. R.	67,785,543.13		13,269.85			11,629.28	115,143.00		67,925,585.26
13	Dubuque & S. C. R. R.						2,792.07		379,552.50	382,344.57
14	Manchester & Oneida Ry.	17,061.21	6,002.38					3,994.70		27,058.29
15	Minneapolis & St. L. R. R.			^a 10.63	70,546.57	2,370.30	4,052.02	9,506.86	32,260,738.00	32,347,203.12
16	Union Pacific R. R.	227,680,470.56	2,432,175.41	17,739.59		1,571.45	^a 9,932.12	8,097.26		230,130,122.15
17	Wabash Railway	17,104,274.65		^a 58,453.00			7,943.36	4,180.58		17,057,945.59
	Total	\$ 926,631,033.52	\$14,317,106.15	\$ 110,816.45	\$ 330,016.01	\$60,078.52	\$ 191,493.28	\$ 918,245.33	\$ 131,201,834.96	\$ 1,073,760,624.22

^aDebit

TABLE 5—PROFIT AND LOSS ACCOUNT—ENTIRE LINE—1934—Continued

PART 2—DEBITS

Number	Railway Companies	Debit Balance		Dividend appropriation of income	Surplus appropriated for investment in physical property	Debt discount extinguished through surplus	Loss on retired road and equipment	Delayed income—debts	Miscellaneous debits	Credit balance carried to balance sheet	Total
		At beginning of year	Transferred from income								
1	A., T. & S. F. Ry.			\$11,062,760.00	\$ 17,284.09		\$ 1,125,079.03		\$ 220,859.70	\$302,931,968.03	\$ 315,357,950.85
2	Atlantic N. Ry.	\$ 14,699.48	\$ 3,105.41				569.41				18,374.30
3	B. & C. R. R.	1,761.35	1,700.85								3,462.21
4	C., B. & Q. R. R.			5,125,161.00	13,786.69		4,232,129.26	\$1,894,957.59	415,522.27	154,526,353.67	166,207,910.48
5	C. G. W. R. R.		612,405.24		2,046.15	\$ 3,364.15	948,707.75	981,008.46	435,664.95		2,983,196.70
6	C., M., St. P. & Pacific R. R.	49,656,624.43	16,247,620.86		17,487.98		3,954,325.16	2,876,197.42	113,424.91		72,865,680.76
7	C. & N. W. Ry.		8,276,193.80		18,422.68	14,650.05	1,519,162.57		62,433.79	26,409,570.11	36,300,433.00
8	C., St. P., M. & O.	7,747,480.72	1,923,210.45		1,749.18	164.90	380,506.95	43,884.90	76,689.81		10,125,917.11
9	C., R. I. & P. Ry.		11,943,697.16		11,919.91	60,357.84	2,030,762.21	1,483,331.80	1,314,518.29		16,844,587.21
10	St. P. & K. C. Short L. R. R.	233,516.77			1,965.27		9,728.06				245,210.10
11	Great Northern Ry.		1,104,306.68	^c 7,006.26	82,439.62	5,349.44	1,102,340.18	331,265.93	102,485.52	102,202,448.89	104,937,642.52
12	Ill. Central R. R.		1,005,607.93	^e 238,730.16	11,629.28		1,139,561.51	333,725.88	291,875.14	64,904,455.36	67,925,585.26
13	D. & S. C. R. R.	279,552.50			2,792.07						382,344.57
14	Man. & O. Ry.			^c 2,500.00						24,558.29	27,058.29
15	M. & St. L. R. R.	29,161,593.67	2,943,071.55		4,052.02		212,956.83	20,267.29	5,261.76		32,347,203.12
16	Union Pacific R. R.				^b 9,932.12		1,308,121.98		1,606,165.93	227,225,766.36	230,130,122.15
17	Wabash Railway		3,107,620.54		7,943.36		1,117,954.39	439,924.93	5,491,369.11	6,893,133.26	17,057,945.59
	Total	\$87,195,228.93	\$47,168,540.47	\$16,436,157.42	\$183,586.18	\$83,886.38	\$19,081,905.29	\$8,356,794.40	\$10,186,271.18	\$885,118,253.97	\$1,073,760,624.22

^bCredit.^cSurplus applied to sinking and other reserve funds.

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE—1934

PART 1—TOTAL OPERATING REVENUES

Number	Railway Companies	Freight revenue	Passenger revenue	Other rail-line revenue	Total rail-line transportation revenues	Incidental operating revenue	Joint facility operating revenue (net)	Total railway operating revenues
1	Atchison, Topeka & Santa Fe Ry. ^a -----	\$104,720,630.36	\$ 11,970,641.70	\$ 9,616,423.33	\$126,307,695.39	\$ 1,303,801.57	\$ 482,450.67	\$ 128,093,947.63
2	Atlantic Northern Ry.-----	14,736.66	141.24	2,281.11	17,159.01	12.96	-----	17,171.97
3	Bellevue & Cascade R. R.-----	20,106.31	-----	-----	20,106.31	-----	-----	20,106.31
4	Chi., Bur. & Quincy R. R.-----	64,815,017.90	6,749,237.57	7,146,343.79	78,710,599.26	1,133,133.87	444,425.98	80,288,159.11
5	Chicago Great West. R. R.-----	13,783,203.55	525,208.75	1,027,463.61	15,335,875.91	75,883.56	80,179.54	15,491,939.01
6	C., M., St. P. and P. R. R.-----	73,382,542.84	5,616,950.49	7,508,298.23	86,507,791.56	1,000,951.85	351,048.64	87,859,792.05
7	Chicago & North Western Ry.-----	58,789,260.27	8,675,144.48	7,226,561.03	74,690,965.78	1,205,685.70	*3,233.29	75,893,418.19
8	C., St. P., M., & O. Ry.-----	12,332,526.74	1,363,653.76	965,954.98	14,662,135.48	151,024.20	35,458.81	14,848,618.49
9	Chicago, Rock Island & Pacific Ry.-----	51,271,505.73	5,694,865.59	4,508,441.59	61,474,812.91	1,033,777.63	819,909.68	63,328,500.22
10	Great Northern Ry.-----	60,348,272.76	4,220,570.90	4,230,966.75	68,799,810.41	1,950,567.30	2,499.73	70,752,877.44
11	Illinois Central R. R.-----	64,016,958.18	8,510,440.21	5,088,121.60	77,615,519.99	955,008.76	657,726.49	79,228,255.24
12	Manchester & Oneida Ry.-----	20,841.71	114.35	1,877.83	22,833.89	53.50	-----	22,887.39
13	Minneapolis & St. Louis R. R.-----	6,860,995.64	182,592.00	442,109.72	7,485,697.36	22,609.59	5,873.37	7,514,180.32
14	Union Pacific R. R.-----	56,159,406.46	5,200,896.32	4,839,622.94	66,199,925.72	1,207,558.36	83,364.90	67,490,848.98
15	Wabash Railway-----	33,569,924.64	2,127,900.04	1,951,428.24	37,649,252.92	429,148.42	157,412.02	38,235,813.36
	Total-----	\$600,105,929.75	\$ 60,838,357.40	\$ 54,555,894.75	\$715,500,181.90	\$ 10,469,217.27	\$ 3,117,116.54	\$ 729,086,515.71

*Debit.

^aSystem figures.

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE—1934

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.	\$ 610,925.09	\$ 103,330.84	\$ 935.95	-----	\$ 393.92	\$ 39,205.34	\$ 18,428.61	\$ 4,937.63	\$ 1,035.34
2	Atlantic Northern Ry.	14,736.66	141.24	-----	-----	-----	1,912.50	301.89	-----	66.72
3	Bellevue & Cascade R. R.	20,106.31	-----	-----	-----	-----	-----	-----	-----	-----
4	Chicago, Burlington & Q. R. R.	7,145,482.23	747,819.71	3,594.00	-----	1,553.04	880,809.25	252,448.80	11,701.39	18,140.18
5	Chicago Great Western R. R.	7,302,387.87	285,079.71	1,276.05	-----	-----	220,076.41	84,146.84	12,376.89	5,928.77
6	Chi., Mil., St. P. and Pac. R. R.	15,717,988.50	561,123.73	1,961.96	\$ 37,117.51	9.23	381,685.14	220,594.39	10,388.38	7,591.88
7	Chicago & North Western Ry.	14,392,440.09	1,777,249.67	12,721.52	-----	3,073.85	638,610.38	461,110.74	17,291.96	4,907.74
8	C., St. P., M. & Omaha Ry.	1,514,755.63	102,158.90	467.34	-----	605.83	41,850.15	29,095.16	1,622.32	4,792.49
9	Chicago, R. I. & Pacific Ry.	12,623,342.39	1,238,445.16	8,452.56	-----	6,086.69	591,884.72	288,590.47	28,070.93	10,375.36
10	Great Northern Ry.	636,530.93	6,234.02	30.11	-----	-----	13,004.19	2,839.38	37.58	927.10
11	Illinois Central R. R.	5,573,029.23	289,066.14	869.90	-----	404.02	172,982.98	133,362.44	5,987.09	873.57
12	Manchester & Oneida Ry.	20,841.71	114.35	-----	-----	-----	1,222.35	415.48	-----	-----
13	Minn. & St. Louis R. R.	3,557,635.53	80,298.68	263.47	-----	-----	124,132.37	24,863.76	696.22	87.37
14	Union Pacific R. R.	76,614.76	1,624.67	38.46	-----	-----	3,794.37	1,113.72	16.34	-----
15	Wabash Railway	695,631.41	58,775.04	244.58	-----	-----	50,706.02	10,219.64	782.83	1,036.50
	Total	\$ 69,902,448.34	\$5,251,461.86	\$ 30,855.90	\$ 37,117.51	\$ 12,126.58	\$3,161,876.17	\$1,527,531.32	\$ 93,909.56	\$55,763.02

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE—1934
—Continued

PART 2—RAIL LINE TRANSPORTATION REVENUE AND INCIDENTAL OPERATING REVENUE

Number	Railway Companies	Rail Line Transportation Revenue				Incidental Operating Revenue					
		Revenue from			Total rail line transportation revenue	Dining and buffet	Hotel and restaurant	Station, train and boat privileges	Parcel room	Storage	
		Switching	Special service train	Other freight train						Freight	Baggage
1	Atchison, Topeka & Santa Fe Ry.	\$ 1,627.80		\$ 428.73	\$ 781,249.25			\$ 44.34	\$ 37.10	\$ 123.87	\$ 17.64
2	Atlantic Northern Ry.				17,159.01					4.96	
3	Bellevue & Cascade R. R.				20,106.31						
4	Chicago, Burlington & Q. R. R.	58,141.57	\$ 413.81	430.83	9,120,534.81	\$ 53,752.69		3,793.01	123.49	2,214.90	181.60
5	Chicago Great Western R. R.	35,770.74		55.91	7,947,099.19	3,231.48		467.13	2.80	1,069.67	50.42
6	Chi., Mil., St. P. and Pac. R. R.	103,082.69	2,192.36	1,435.51	17,045,171.28	15,629.68		2,192.69	32.90	2,648.45	90.31
7	Chicago & North Western Ry.	172,053.72		3,910.57	17,483,370.24	74,063.85		4,154.55	16.80	3,941.88	272.39
8	C., St. P., M. & Omaha Ry.	10,116.68	*2.22	58.57	1,705,520.85	2,931.19		55.86	1.04	91.94	8.99
9	Chicago, R. I. & Pacific Ry.	74,656.23	7,756.71	1,937.80	14,879,599.02	70,227.82	\$14,920.80	2,219.14	2,158.30	3,072.34	638.39
10	Great Northern Ry.	20,620.86			680,224.17	75.06		32.39	93.10	43.90	.42
11	Illinois Central R. R.	34,025.62			6,210,600.99	9,636.68		2,262.77	6.90	1,004.31	43.25
12	Manchester & Oneida Ry.	240.00			22,833.89					20.50	
13	Minn. & St. Louis R. R.	33,705.69	608.35		3,822,291.44	14.81		417.80		709.15	1.98
14	Union Pacific R. R.	566.31		12.55	83,781.18	484.52	381.47	18.93	5.63	5.19	2.81
15	Wabash Railway	49,515.89	292.95	42.04	867,246.90	2,655.72		372.36	2.70	121.21	
	Total	\$594,123.80	\$ 11,261.96	\$8,312.51	\$ 80,686,788.53	\$232,703.50	\$15,302.27	\$16,030.97	\$ 2,480.76	\$15,072.27	\$ 1,308.20

*Debit.

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE—1934
—Continued

PART 3—INCIDENTAL OPERATING REVENUE, JOINT FACILITY REVENUE AND
TOTAL OPERATING REVENUES

Number	Railway Companies	Incidental Operating Revenue					Total incidental operating revenues	Joint facility operating revenue (net)	Total railway operating revenues
		Demurrage	Telegraph and telephone	Stockyards	Rents of buildings and other property	Miscellaneous			
1	Atchison, Topeka & Santa Fe Ry.....	\$ 188.00	\$ 395.81		\$ 815.56	\$ 28,323.81	\$ 29,946.13		\$ 811,195.38
2	Atlantic Northern Ry.....	8.00					12.96		17,171.97
3	Bellevue & Cascade R. R.....								20,106.31
4	Chicago, Burlington & Quincy R. R.....	10,220.02	18,437.49		12,762.11	10,560.27	112,045.58	\$ 18,001.02	9,250,581.41
5	Chicago Great Western R. R.....	3,467.00	455.94		4,392.16	8,950.26	22,086.86	42,166.42	8,011,352.47
6	Chicago, Milwaukee, St. Paul & Pac. R. R.....	9,200.00	7,037.92	\$ 670.40	5,343.66	11,958.78	54,804.79	71,523.99	17,171,500.00
7	Chicago & North Western Ry.....	11,315.00			25,985.46	29,511.55	149,261.48	*3,840.40	17,628,791.32
8	Chicago, St. Paul, Minn. & Omaha Ry.....	1,511.00			931.07	4,582.25	10,113.34	5,172.94	1,720,807.13
9	Chicago, Rock Island & Pacific Ry.....	20,832.21	3,959.26	719.30	14,877.96	63,245.45	196,870.97	*2,623.74	15,073,846.25
10	Great Northern Ry.....	571.00	444.60		2,665.43	938.77	4,864.67	*12,141.21	672,947.63
11	Illinois Central R. R.....	7,086.00			2,874.22	11,402.11	34,316.24	318.13	6,245,235.36
12	Manchester & Oneida Ry.....	33.00					53.50		22,887.39
13	Minneapolis & St. Louis R. R.....	2,033.00	592.81		645.95	2,045.86	6,461.36	28.56	3,828,781.36
14	Union Pacific R. R.....	57.34	88.13		54.89	108.65	1,207.56	83.36	85,072.10
15	Wabash Railway.....	1,641.72			6.36	473.63	5,273.70	51,538.84	924,059.44
	Total.....	\$ 68,163.29	\$ 31,411.96	\$ 1,389.70	\$ 71,354.83	\$ 172,101.39	\$ 627,319.14	\$ 170,227.91	\$ 81,484,335.58

*Debit.

TABLE 7—RAILWAY OPERATING EXPENSES—ENTIRE LINE—1934

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 percent
		Way and structures	Equipment							
1	Atchison, Top. & Santa Fe Ry. ^a	\$16,537,881.01	\$ 30,843,587.50	\$ 4,467,868.07	\$ 43,816,636.85	\$ 117,421.15	\$ 6,396,937.47	\$ 96,852.60	\$ 102,083,479.45	79.69
2	Atlantic Northern Ry.	7,444.46	2,401.38	220.84	7,750.88		1,182.78		19,000.34	110.65
3	Bellevue & Cascade R. R.	32.40	1,114.38		16,883.47		3,776.91		21,807.16	108.46
4	Chi., Bur. & Quincy R. R.	9,860,326.88	12,431,389.18	2,527,662.59	28,564,565.45	741,533.97	4,082,234.25	199,729.73	58,007,982.59	72.25
5	Chicago Great Western R. R.	1,965,496.94	2,188,006.07	609,144.19	5,841,331.78	9,184.55	696,739.72	18,186.19	11,291,717.06	72.89
6	Chi., Mil., St. P. & P. R. R.	12,851,519.35	16,849,616.66	2,456,437.35	33,346,657.73	558,852.62	3,819,533.00	227,069.68	69,655,547.03	79.28
7	Chicago & North Western Ry.	10,776,858.43	15,528,401.95	1,943,869.12	29,403,294.72	452,439.24	3,818,839.32	111,883.05	61,811,819.73	81.45
8	C., St. P., M. & Omaha Ry.	1,789,582.38	2,341,493.98	378,181.03	6,952,398.95	117,305.02	924,802.21	12,943.14	12,490,880.38	84.12
9	Chi., Rock Island & Pac. Ry.	6,768,562.91	14,435,045.38	2,158,096.10	26,138,711.63	808,845.36	3,831,777.80	58,408.14	54,682,631.03	85.40
10	Great Northern Ry.	8,368,882.83	11,846,694.33	1,899,765.01	23,082,746.25	740,835.67	2,778,342.77	57,066.05	48,610,180.81	68.79
11	Illinois Central R. R.	6,752,904.33	16,251,788.79	2,194,886.03	29,701,094.35	456,581.16	3,870,876.33	74,013.72	59,154,117.27	74.66
12	Manchester & Oneida Ry.	904.17	1,596.86	1,056.41	7,353.88		2,100.56		13,011.88	56.85
13	Minn. & St. Louis R. R.	1,089,134.67	1,521,783.63	264,908.29	3,558,927.58	850.36	401,899.89	14,103.53	6,823,400.94	90.81
14	Union Pacific R. R.	5,843,542.40	14,722,474.09	1,371,493.32	20,477,420.15	892,099.89	3,594,822.80		46,901,762.65	69.49
15	Wabash Railway.....	4,621,032.12	5,978,723.04	1,585,433.34	14,492,651.42	164,690.50	1,798,961.98	118,011.36	28,523,481.04	74.60
	Total.....	\$37,234,105.28	\$144,944,117.22	\$21,859,021.69	\$265,358,425.09	\$ 5,060,549.49	\$36,022,887.79	\$ 988,287.19	\$ 559,490,819.37	76.74

^aSystem figures.

TABLE 7A—RAILWAY OPERATING EXPENSES—WITHIN THE STATE—1934

PART 1—OPERATING EXPENSES

Number	Railway Companies	Maintenance of		Traf- fic	Transportation rail line	Miscellaneous	General	Transportation for in- vestment (credit)	Grand total railway operating expenses	Operating ratio —per cent
		Way and struc- tures	Equipment							
1	Atch., Top. & Santa Fe Ry.....	\$ 105,045.76	\$ 236,640.65	\$ 32,335.10	\$ 462,540.26		\$ 53,710.87	\$ 485.23	\$ 889,787.30	109.69
2	Atlantic Northern Ry.....	7,444.46	2,401.38	220.84	7,750.88		1,182.78		19,000.34	110.65
3	Bellevue & Cascade R. R.....	32.40	1,114.38		16,883.47		3,776.91		21,807.16	108.46
4	Chi., Bur. & Quincy R. R.....	1,443,666.71	1,661,543.35	361,543.84	3,586,074.26	\$ 89,067.18	556,224.48	29,699.81	7,668,420.01	82.90
5	Chicago Great Western R. R.....	1,033,654.84	1,150,672.39	320,348.93	3,071,956.38	4,830.15	366,415.42	9,564.11	5,938,314.00	74.12
6	Chi., Mil., St. P. & P. R. R.....	1,940,138.12	3,428,265.81	464,497.53	5,681,818.22	3,367.80	707,726.80	25,607.64	12,200,206.64	71.05
7	Chicago & North Western Ry.....	2,317,059.52	4,054,434.48	467,545.65	6,386,204.21	110,550.15	883,551.02	29,359.99	14,189,985.04	80.49
8	C., St. P., M. & Omaha Ry.....	79,089.20	191,152.50	26,426.90	778,666.92	5,238.37	62,217.44	847.94	1,141,943.39	66.36
9	Chi., Rock Island & Pac. Ry.....	1,752,381.17	3,672,733.84	570,136.58	6,443,657.79	155,672.55	1,005,366.19	9,554.33	13,590,393.79	90.16
10	Great Northern Ry.....	84,489.42	104,093.64	18,781.60	253,856.69	196.58	27,023.14	624.66	487,816.41	72.49
11	Illinois Central R. R.....	740,536.16	1,467,505.93	224,755.04	2,613,363.14	30,543.70	399,669.75	1,708.24	5,474,665.48	87.66
12	Manchester & Oneida Ry.....	904.17	1,596.86	1,056.41	7,353.88		2,100.56		13,011.88	56.85
13	Minn. & St. Louis R. R.....	552,467.67	798,322.48	137,733.74	1,650,683.00	47.07	188,278.50	5,402.28	3,322,130.18	86.77
14	Union Pacific R. R.....	12,604.52	31,756.37	2,958.31	44,169.80	1,924.07	7,754.03		101,167.10	118.92
15	Wabash Railway.....	278,293.88	194,836.35	71,754.65	540,207.55	5,986.02	92,204.19	481.43	1,182,806.21	128.00
	Total.....	\$10,347,813.00	\$16,997,070.41	\$ 2,700,095.12	\$31,545,186.45	\$ 407,423.64	\$ 4,357,202.08	\$ 113,335.71	\$66,241,454.99	81.29

TABLE 8—SECURITIES HELD AS INVESTMENTS—ENTIRE LINE—1934

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...	\$ 4,000,000	*	\$ 10,560,625	\$ 15,885,410	\$ 1,492,017	\$ 1,460,101	\$ 6,437,199	\$ 6,506,938
2	Atlantic Northern Ry.								
3	Chicago, Burlington & Quincy R. R.			4,355,292	4,622,577	37,244,667	23,681,023	10,506,323	7,017,148
4	Chicago Great Western R. R.	48,700	\$ 78,902	375,600	465,001	12,597,633	12,279,275	99,610	154,959
5	Chi., Mil., St. Paul & Pac. R. R.	499,500	499,500	10,000,500	10,039,050	13,132,253	6,299,989	675,228	677,825
6	Chicago & North Western Ry.	2,000,000	250,000	2,361,000	11,000	50,243,800	48,736,469	28,819,640	24,610,818
7	Chi., St. Paul, Minn. & Om. Ry.							653,000	603,771
8	Chicago, Rock Island & Pacific Ry.	4,498,000	4,448,001	254,000	3	74,673,169	75,641,486	10,835,851	1,623,328
9	Great Northern Ry.	650,000	650,000	5,023,500	5,053,540	119,551,900	145,087,827	60,871,683	49,844,793
10	Illinois Central R. R.			16,037,675	16,680,800	97,844,384	95,978,612	24,960,918	19,182,487
11	Dubuque & Sioux City R. R.							5,000,000	1,702,450
12	Minneapolis & St. Louis R. R.	700		40,000	65,375	306,500		103,600	103,800
13	Union Pacific R. R.			7,351,622	2,077,066			243,663,834	211,221,507
14	Wabash Railway	100,000	2,149,101			16,391,194	9,971,575	182,896	30,900
	Total	\$ 11,796,900	\$ 8,075,504	\$ 56,359,814	\$ 54,899,822	\$ 423,477,517	\$ 419,136,357	\$ 392,809,782	\$ 323,280,724

*No book value.

TABLE 8—SECURITIES HELD AS INVESTMENTS—ENTIRE LINE—1934
—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	\$ 1,000	\$ 27,776,418	\$ 27,689,576	\$ 21,830,770	\$ 27,609,764	\$ 27,609,764
2	Atlantic Northern Ry.....							
3	Chicago, Burlington & Quincy R. R.....			7,563,855	4,319,009	10,010,724	9,645,174	9,645,174
4	Chicago Great Western R. R.....	33,500	22,067	318,311	329,201	20,210	20,210	20,210
5	Chicago, Milwaukee, St. Paul & Pac. R. R.....			200,767	200,301	106,700	166,839	166,839
6	Chicago & North Western Ry.....	4,334,000	4,060,940	59,809	59,715	60,783	84,213	84,213
7	Chicago, St. Paul, Minn. & Omaha Ry.....			3,600	3,600			
8	Chicago, Rock Island & Pacific Ry.....			2,986,632	2,601,311	213,928	215,656	215,656
9	Great Northern Ry.....			2,315,285	3,169,087	112,704	176,468	159,994
10	Illinois Central R. R.....			318,624	320,532	35,333,805	35,273,586	35,273,586
11	Dubuque & Sioux City R. R.....			670	1			
12	Manchester & Oneida Ry.....					6,000	6,000	2,280
13	Minneapolis & St. Louis R. R.....							
14	Union Pacific R. R.....			147,690,923	144,151,106	6,623,573	6,103,382	6,103,382
15	Wabash Railway.....	12,946,450	24,726,199	464,915	455,772	904,221	904,221	904,221
	Total.....	\$ 17,315,950	\$ 28,810,206	\$ 189,699,909	\$ 183,299,011	\$ 75,223,448	\$ 80,205,513	\$ 80,184,319

12 TABLE 8—SECURITIES HELD AS INVESTMENTS—ENTIRE LINE—1934
—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-operating Subsidiaries			Stocks and Long Term Debt Retired or Canceled During Year	
		Par value	Book value	Selling Price	Par value of amount held or controlled at close of year	Actual money cost to respondent or subsidiary	Amount at which carried on books	Date acquired	Par value
1	Atchison, Topeka & Santa Fe Ry.-----	\$ 11,497,299	\$ 11,506,761	\$ 10,441,902	\$ 22,228,091	\$ 30,275,554	\$ 30,278,370	1934	\$ 4,000
2	Chicago, Burlington & Quincy R. R.-----	11,398,463	11,089,523	10,105,014					
3	Chicago Great Western R. R.-----	771,691	782,806	728,593	1,100,000	349,062	349,062	Various	1,067,172
4	Chicago, Milwaukee, St. P. & P. R. R.-----	228,296	246,671	76,772	55,960	^a 100	55,960	Various	4,944,346
5	Chicago & North Western Ry.-----	236,783	234,396	236,783	1,205,857	847,424	847,424	Various	4,597,900
6	Chicago, St. P., Minn. & Omaha Ry.-----	24,000	24,000	24,000				Various	493,800
7	Chicago, Rock Island & Pacific Ry.-----	345,658	345,810	345,810	10,000	10,000	10,000	1934	3,000
8	St. P. & Kansas City Short L. R. R.-----							1934	40,500
9	Great Northern Ry.-----	643,637	643,637	623,755	7,387,396	5,901,767	5,969,268	1934	1,199,000
10	Illinois Central R. R.-----	578,674	578,207	537,856	34,195,370	23,534,578	23,730,704	Various	26,840,100
11	Dubuque & Sioux City R. R.-----								
12	Minneapolis & St. Louis R. R.-----								
13	Union Pacific R. R.-----	8,194,636	7,872,619	7,892,331	9,179,293	16,373,238	10,751,440	Various	367,824
14	Wabash Railway-----	1,248,200	84,282	78,166				Various	2,255,500
	Total-----	\$ 35,117,337	\$ 33,408,912	\$ 31,090,982	\$ 75,361,964	\$ 77,291,723	\$ 71,992,228	Various	84,000
									\$ 41,897,142

^aNotes accepted for \$55,860.00 for timber and coal right sold.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE 1934—Continued

PART 1—INVESTMENTS, CURRENT AND DEFERRED ASSETS

Number	Railway Companies	Total Investments			Total Current Assets			Total deferred assets December 31, 1934
		December 31, 1934	December 31, 1933	Increase or decrease 1934	December 31, 1934	December 31, 1933	Increase or decrease 1934	
1	Atch., Top. & Santa Fe Ry.-----	\$1,214,866,670.64	\$1,218,181,733.59	\$ *3,315,062.95	\$ 53,358,663.46	\$ 48,651,437.57	\$ 4,707,225.89	\$ 1,292,092.64
2	Atlantic Northern Ry.-----	156,611.19	157,939.46	*1,328.27	8,698.78	10,700.21	*2,001.43	-----
3	Bellevue & Cascade R. R.-----	24,760.73	22,275.00	2,485.73	108.03	^a 213.90	321.93	250.00
4	Chicago, Burlington & Q. R. R.-----	636,333,494.17	647,420,385.36	*11,086,891.19	28,582,861.60	25,344,358.79	3,238,502.81	271,337.63
5	Chicago Great Western R. R.-----	142,637,551.17	145,485,447.23	*2,847,896.06	2,042,202.27	1,664,161.22	378,041.05	8,254.68
6	Mason City & Fort Dodge R. R.-----	44,905,111.38	44,909,070.43	*3,959.05	-----	-----	-----	-----
7	Chi., Mil., St. P. & Pac. R. R.-----	712,502,056.91	752,093,009.28	*39,590,952.37	24,754,929.89	25,431,454.71	*676,524.82	2,172,592.41
8	Chicago & North Western Ry.-----	642,861,731.95	644,160,834.41	*1,299,102.46	29,219,532.79	25,041,574.50	4,177,958.29	40,399.81
9	Chi., St. P., M. & Omaha Ry.-----	90,253,542.74	90,562,468.07	*308,925.33	2,103,429.86	1,581,655.29	521,774.57	21,699.87
10	Chicago, Rock Island & Pac. Ry.-----	489,508,066.90	497,471,178.95	*7,963,112.05	11,170,748.48	13,505,997.09	*2,335,249.51	2,171,718.68
11	St. P. & K. C. Short L. R. R.-----	28,028,011.05	28,065,697.73	*37,686.68	860,970.37	411,763.45	449,206.92	-----
12	Great Northern Ry.-----	788,097,834.05	788,398,995.72	*301,161.67	37,418,665.20	32,066,952.35	5,351,712.85	22,204,699.81
13	Illinois Central R. R.-----	694,749,738.99	687,495,783.42	7,253,955.57	26,989,128.15	32,473,737.38	*5,484,609.23	2,495,566.45
14	Dubuque & Sioux City R. R.-----	42,943,471.93	42,904,645.97	38,825.96	-----	-----	-----	-----
15	Manchester & Onelda Ry.-----	141,866.73	138,845.33	3,021.40	22,935.89	26,263.49	*3,327.60	-----
16	Minneapolis & St. Louis R. R.-----	67,213,396.50	67,455,086.98	*241,690.48	1,574,600.41	1,609,870.74	*35,270.33	10,857.36
17	Union Pacific R. R.-----	893,132,779.77	895,497,050.92	*2,364,271.15	38,901,064.07	33,387,646.58	5,513,417.49	1,112,489.18
18	Wabash Railway-----	332,971,216.51	335,047,911.08	*2,076,694.57	9,815,531.08	9,698,158.53	117,372.55	156,945.04
	Total-----	\$6,821,327,913.31	\$6,885,468,358.93	\$*64,140,445.62	\$266,824,070.33	\$250,905,518.90	\$ 15,918,551.43	\$ 31,958,903.56

*Decrease.

^aDeficit.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE 1934—Continued
PART 2—DEFERRED ASSETS, UNADJUSTED DEBITS AND GRAND TOTAL ASSETS

Number	Railway Companies	Total Deferred Assets		Total Unadjusted Debits			Grand Total Assets		
		December 31, 1933	Increase or decrease, 1934	December 31, 1934	December 31, 1933	Increase or decrease, 1934	December 31, 1934	December 31, 1933	Increase or decrease, 1934
1	Atch., Top. & Santa Fe Ry.-----	\$ 305,685.38	\$ 986,407.26	\$ 1,326,597.99	\$ 1,144,679.77	\$ 181,918.22	\$1,270,844,024.73	\$1,268,283,353.31	\$ 2,560,488.42
2	Atlantic Northern Ry.-----						165,309.97	168,639.67	*3,329.70
3	Bellevue & Cascade R. R.-----	250.00					25,118.76	22,311.10	2,807.66
4	Chicago, Burlington & Q. R. R.-----	386,079.07	*114,741.44	6,935,506.75	7,313,203.41	*377,696.66	672,123,200.15	680,464,026.63	*8,340,826.48
5	Chicago Great Western R. R.-----	8,420.37	*165.69	2,645,743.15	3,102,716.10	*456,972.95	147,333,751.27	150,260,744.92	*2,926,993.65
6	Mason City & Fort Dodge R. R.-----			1,603,463.21	1,602,635.45	827.76	46,508,574.59	46,511,705.88	*3,131.29
7	Chi., Mil., St. P. & Pac. R. R.-----	2,357,996.02	*185,403.61	4,203,120.79	2,830,258.46	1,372,862.33	743,632,700.00	782,712,718.47	*39,080,018.47
8	Chicago & North Western Ry.-----	132,821.15	*92,421.34	4,084,354.10	3,664,471.72	419,882.38	676,206,018.65	672,999,701.78	3,206,316.87
9	Chi., St. P., M. & Omaha Ry.-----	6,699.87	15,000.00	255,833.97	274,845.16	*19,011.19	92,634,506.44	92,425,668.39	208,838.05
10	Chicago, Rock Island & Pac. Ry.-----	895,618.48	1,276,100.20	1,026,889.06	1,140,507.73	*113,618.67	503,877,423.12	513,013,303.15	*9,135,880.03
11	St. P. & K. C. Short L. R. R.-----						28,888,981.42	28,477,461.18	411,520.24
12	Great Northern Ry.-----	21,240,178.30	964,521.51	9,462,389.41	9,718,641.80	*256,252.39	857,183,588.47	851,424,768.17	5,758,820.30
13	Illinois Central R. R.-----	355,547.95	2,140,018.50	14,162,030.16	6,212,698.34	7,949,331.82	738,396,463.75	726,537,767.09	11,858,696.66
14	Dubuque & Sioux City R. R.-----						42,943,471.93	42,904,645.97	38,825.96
15	Manchester & Oneida Ry.-----			7,000.00		7,000.00	171,802.62	165,108.82	6,693.80
16	Minneapolis & St. Louis R. R.-----	11,527.95	*670.59	9,901,368.60	9,930,207.43	*28,838.83	78,700,222.87	79,006,693.10	*306,470.23
17	Union Pacific R. R.-----	1,005,283.28	107,205.90	1,000,552.05	2,315,103.40	*1,314,551.35	934,146,885.07	932,205,084.18	1,941,800.89
18	Wabash Railway-----	149,433.49	7,511.55	1,170,060.68	1,068,051.99	102,008.69	344,113,753.31	345,963,555.09	*1,849,801.78
	Total-----	\$26,855,541.31	\$ 5,103,362.25	\$57,784,909.92	\$50,318,020.76	\$ 7,466,889.16	\$7,177,895,797.12	\$7,213,547,439.90	*\$35,651,642.78

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE—1934

PART 3—CAPITAL STOCK, GOVERNMENT GRANTS AND LONG TERM DEBT

Number	Railway Companies	Total Capital Stock			Total Governmental Grants			Total Long Term Debt		
		December 31, 1934	December 31, 1933	Increase or decrease, 1934	December 31, 1934	December 31, 1933	Increase or decrease, 1934	December 31, 1934	December 31, 1933	Increase or decrease, 1934
1	A., T. & S. Fe Ry.	\$ 367,596,600.00	\$ 367,596,600.00					\$ 309,660,262.00	\$ 309,664,262.00	\$ *4,000.00
2	Atlantic North. Ry.	111,325.00	111,325.00							
3	B. & C. R. R.	3.00	3.00							
4	C., B. & Q. R. R.	170,839,100.00	170,839,100.00					219,672,000.00	219,672,000.00	
5	C. G. W. R. R.	92,282,900.00	92,282,915.00	\$ *15.00				43,631,876.47	43,629,487.53	2,388.94
6	M. C. & Ft. D.	32,841,152.00	32,841,152.00					12,000,000.00	12,007,191.39	*7,191.39
7	C., M., St. P. & P.	224,483,213.33	256,018,233.17	*31,535,019.84	\$ 107,047.98	\$ 98,900.60	\$ 8,147.38	476,443,181.97	477,523,527.66	*1,080,345.69
8	C. & N. W. Ry.	180,869,503.00	180,869,503.00					345,769,100.00	348,055,000.00	*2,285,900.00
9	C., St. P., M. & O.	29,818,945.78	29,818,945.78		1,500.00	1,500.00		47,809,800.00	48,303,600.00	*493,800.00
10	C., R. I. & P. Ry.	128,892,511.50	128,909,211.50	*16,700.00	392,209.71	389,896.84	2,312.87	128,058,313.05	284,215,785.33	*156,157,472.28
11	St. P. & K. C. S. L.	50,000.00	50,000.00		10,389.39	3,459.39	6,930.00	28,188,965.06	28,225,818.95	*36,853.89
12	Great Northern Ry.	248,745,818.44	248,760,618.44	*14,800.00	383,755.05	374,582.23	9,172.82	355,094,503.27	351,045,265.15	4,049,238.12
13	Ill. Central R. R.	154,583,946.20	154,583,946.20		62,779.65	48,821.62	13,958.03	371,632,631.95	365,260,241.10	6,372,390.85
14	D. & S. C. R. R.	11,759,500.00	11,759,500.00		11,855.89	11,855.89		30,630,867.64	30,594,833.75	36,033.89
15	M. & O. Ry.	62,745.00	62,745.00					55,000.00	57,500.00	*2,500.00
16	M. & St. L. R. R.	25,792,600.00	25,792,600.00		4,897.91	4,897.91		26,735,571.36	27,103,395.28	*367,823.92
17	U. P. R. R.	321,834,100.00	321,834,100.00		651,464.62	636,636.00	14,828.62	250,523,558.55	253,288,784.36	*2,765,225.81
18	Wabash Ry.	138,120,767.17	138,120,699.51	67.66				156,356,119.99	155,158,709.00	1,197,410.99
	Total	\$2,128,684,730.42	\$2,160,251,197.60	\$*31,566,467.18	\$1,625,900.20	\$1,570,550.48	\$55,349.72	\$2,802,261,751.31	\$2,953,805,401.50	\$*151,543,650.19

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE 1934—Continued

PART 4—CURRENT AND DEFERRED LIABILITIES AND UNADJUSTED CREDITS

Number	Railway Companies	Total Current Liabilities			Total Deferred Liabilities			Total Unadjusted Credits		
		December 31, 1934	December 31, 1933	Increase or decrease, 1934	December 31, 1934	December 31, 1933	Increase or decrease, 1934	December 31, 1934	December 31, 1933	Increase or decrease, 1934
1	A., T. & S. Fe Ry.-----	\$ 17,215,449.13	\$ 17,036,745.18	\$ 178,703.95	\$ 2,898,401.50	\$ 2,467,081.15	\$ 431,320.35	\$183,209,142.12	\$176,500,356.62	\$ 6,708,785.50
2	Atlantic North. Ry.-----	3,072.56	3,502.06	*429.50	12.28	28.56	*16.28	10,547.21	9,756.31	790.90
3	B. & C. R. R.-----	26,844.19	23,349.46	3,494.73				1,733.78	720.00	1,013.78
4	C., B. & Q. R. R.-----	9,923,167.08	8,688,243.46	1,234,923.62	70,109.22	124,658.83	*54,549.61	72,369,404.97	75,014,024.73	*2,644,619.76
5	C. G. W. R. R.-----	5,038,430.89	4,415,104.93	623,325.96	102,624.67	133,680.31	*31,055.64	7,357,843.88	8,167,866.24	*810,022.36
6	M. C. & Ft. D.-----							1,454,650.49	1,450,590.39	4,060.10
7	C., M., St. P. & P.-----	20,536,341.24	17,119,197.58	3,417,143.66	45,197,145.34	34,680,789.92	10,516,355.42	49,117,162.82	46,405,390.12	2,711,772.70
8	C. & N. W. Ry.-----	45,584,749.18	34,327,981.22	11,256,767.96	94,590.73	264,548.29	*169,957.56	74,254,599.59	70,095,438.02	4,159,161.57
9	O., St. P., M. & O.-----	13,992,274.45	11,435,133.26	2,557,141.19	11,577.69	17,105.83	*5,528.14	9,873,322.66	9,375,701.58	497,621.08
10	C., R. I. & P. Ry.-----	203,382,541.54	36,910,034.97	166,472,506.57	698,819.34	628,154.42	70,664.92	55,670,924.14	58,329,853.47	*2,658,429.33
11	St. P. & K. C. Sh. L.-----	860,970.37	411,763.45	449,206.92						
12	Great Northern Ry.-----	20,706,331.21	20,146,722.51	559,608.70	22,204,473.35	21,225,763.98	978,709.37	67,382,241.28	64,707,506.63	2,674,734.65
13	Ill. Central R. R.-----	12,460,390.77	12,295,706.38	164,684.39	2,095,535.42	286,808.46	1,808,726.96	118,917,697.20	112,788,032.44	6,129,664.76
14	D. & S. C. R. R.-----	610,127.57	610,127.57							
15	M. & O. Ry.-----	15,271.07	16,224.37	*953.30				3,880.86	3,730.84	150.02
16	M. & St. L. R. R.-----	49,011,430.97	46,057,731.44	2,953,699.53	2,442,998.37	2,447,815.68	*4,817.31	6,868,998.14	6,661,434.36	207,563.78
17	U. P. R. R.-----	12,715,781.25	12,550,922.89	164,858.36	245,763.75	221,223.19	24,540.56	80,609,508.68	75,642,073.20	4,967,435.48
18	Wabash Ry.-----	15,047,744.51	12,523,962.14	2,523,782.37	25,358.47	956,384.40	*931,025.93	26,993,771.46	21,430,610.30	5,563,161.16
	Total-----	\$427,130,917.98	\$234,572,452.87	\$192,558,465.11	\$76,087,410.13	\$63,454,043.02	\$12,633,367.11	\$754,095,429.28	\$726,582,585.25	\$27,512,844.03

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE 1934—Continued

PART 5—CORPORATE SURPLUS AND GRAND TOTAL LIABILITIES

Number	Railway Companies	Total Corporate Surplus			Grand Total Liabilities		
		December 31, 1934	December 31, 1933	Increase or decrease, 1934	December 31, 1934	December 31, 1933	Increase or decrease, 1934
1	Atch., Top. & Santa Fe Ry.....	\$ 390,264,169.98	\$ 395,018,491.36	\$ *4,754,321.38	\$ 1,270,844,024.73	\$ 1,268,283,536.31	\$ 2,560,488.42
2	Atlantic Northern Ry.....	40,352.92	44,027.74	*3,674.82	165,309.97	168,639.67	*3,329.70
3	Bellevue & Cascade R. R.....	*3,462.21	*1,761.36	^b 1,700.85	25,118.76	22,311.10	2,807.66
4	Chicago, Burlington & Q. R. R.....	199,249,418.88	206,125,999.61	*6,876,580.73	672,123,200.15	680,464,026.63	*8,340,826.48
5	Chicago Great Western R. R.....	*1,079,924.64	1,631,690.91	^b 2,711,615.55	147,333,751.27	150,260,744.92	*2,926,993.65
6	Mason City & Fort Dodge R. R.....	212,772.10	212,772.10		46,508,574.59	46,511,705.88	*3,131.29
7	Chi., Mil., St. P. & Pac. R. R.....	*72,251,392.68	*49,133,320.58	^b 23,118,072.10	743,632,700.00	782,712,718.47	*39,080,018.47
8	Chicago & North Western Ry.....	29,633,476.15	39,387,231.25	*9,753,755.10	676,206,018.65	672,999,701.78	3,206,316.87
9	Chi., St. P., M. & Omaha Ry.....	*8,872,914.14	*6,526,318.06	^b 2,346,596.08	92,634,506.44	92,425,668.39	208,838.05
10	Chicago, Rock Island & Pac. Ry.....	*13,217,896.16	3,630,866.62	^b 16,848,762.78	503,877,423.12	513,013,303.15	*9,135,880.03
11	St. P. & K. C. Short L. R. R.....	*221,343.40	*213,580.61	^b 7,762.79	28,888,981.42	28,477,461.18	411,520.24
12	Great Northern Ry.....	142,666,465.87	145,164,309.23	*2,497,843.36	857,183,588.47	851,424,768.17	5,758,820.30
13	Illinois Central R. R.....	78,643,482.56	81,274,210.89	*2,630,728.33	738,396,463.75	726,537,767.09	11,858,696.66
14	Dubuque & Sioux City R. R.....	*68,879.17	*71,671.24	^c 2,792.07	42,943,471.93	42,904,645.97	38,825.96
15	Manchester & Onelda Ry.....	34,905.69	24,908.61	9,997.08	171,802.62	165,108.82	6,693.80
16	Minneapolis & St. Louis R. R.....	*32,156,273.88	*29,061,181.57	^b 3,095,092.31	78,700,222.87	79,006,693.10	*306,470.23
17	Union Pacific R. R.....	267,566,708.22	268,031,344.54	*464,636.32	934,146,885.07	932,205,084.18	1,941,800.89
18	Wabash Railway.....	7,569,991.71	17,773,189.74	*10,203,198.03	344,113,753.31	345,963,555.09	*1,849,801.78
	Total.....	\$ 988,009,657.80	\$ 1,073,311,209.18	\$ *85,301,551.38	\$ 7,177,895,797.12	\$ 7,213,547,439.90	\$ *35,651,642.78

*Deficit.

^bIncrease in deficit.^cDecrease in deficit.

*Decrease.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1934

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. ^a	13,319.21	15,706,381	43,136	15,749,517	18,176,521	3,070,741	358,460	7,474	37,362,713	205,462
2	Atlantic Northern Ry.....	17.07	5,722		5,722	10,430				16,152	
3	Chicago, Burlington & Quincy R. R.....	9,143.98	13,046,785	60,882	13,107,667	12,428,604	980,798	630,245	1,358	27,148,672	113,411
4	Chicago Great Western R. R.....	1,517.72	2,708,550	3,930	2,712,480	1,897,853			232	4,610,565	23,854
5	Chi., Mil., St. Paul & Pac. R. R.....	11,172.13	12,672,406	65,310	12,737,716	10,519,174	1,565,748	354,758	5,640	25,183,036	361,965
6	Chicago & North Western Ry.....	8,441.27	10,896,903	30,035	10,926,938	11,881,011	455,777	58,470	2,309	23,324,505	193,612
7	Chi., St. Paul, Minn. & Om. Ry.....	1,660.58	2,021,218	13,334	2,034,552	2,216,287	463,315	67,523	77	4,781,754	60,211
8	Chicago, Rock Island & Pacific Ry.....	7,596.41	10,079,150	29,332	10,108,482	9,816,325	1,446,043	187,608	5,767	21,564,225	63,348
9	Great Northern Ry.....	8,344.39	7,077,487	48,835	7,126,322	6,659,407	1,530,644	1,087,219	4,113	16,407,705	268,057
10	Illinois Central R. R.....	4,998.41	13,600,551	111,875	13,712,426	9,477,900	825,932	159,495	8,686	24,184,439	100,423
11	Manchester & Oneida Ry.....	8.15	6,046		6,046	15,387				21,433	
12	Minneapolis & St. Louis R. R.....	1,632.80	1,639,108	10,977	1,650,085	1,356,755	209,300	44,862	419	3,261,421	9,468
13	Union Pacific R. R.....	3,767.84	9,416,057	53,887	9,469,944	6,217,280	1,609,564	274,518	2,420	17,573,726	125,018
14	Wabash Railway.....	2,455.06	5,794,579	50,984	5,845,563	3,019,767	470,148	41,829	656	9,377,963	56,231
	Total.....	74,075.72	104,670,943	522,517	105,193,460	93,692,701	12,628,010	3,264,987	39,151	214,818,309	1,581,060

^aSystem.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1934
—Continued

PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles								Mixed Trains	
		Freight				Passenger				Principal	Helper
		Principal	Helper	Light	Total	Principal	Helper	Light	Total		
1	Atchison, Topeka & Santa Fe Ry.-----	15,751,451	857,914	681,763	17,291,128	14,710,389	598,465	359,040	15,667,894	3,429,406	7,379
2	Atlantic Northern Ry.-----	5,722			5,722						
3	Chicago, Burlington & Quincy R. R.-----	13,110,797	601,861	455,474	14,168,132	9,117,649	37,597	276,248	9,431,494	1,487,866	2,957
4	Chicago Great Western R. R.-----	2,712,486	12,296	160,934	2,885,716	1,090,375	375	24,202	1,114,952		
5	Chi., Mil., St. Paul & Pac. R. R.-----	12,742,878	779,135	657,710	14,179,718	9,414,746	122,212	133,642	9,670,600	1,921,091	10,242
6	Chicago & North Western Ry.-----	10,927,587	615,689	271,363	11,814,639	9,585,549	257,777	146,554	9,989,880	514,247	492
7	Chi., St. Paul, Minn. & Om. Ry.-----	2,044,609	90,133	103,237	2,237,979	2,011,032	33,386	27,251	2,071,669	531,544	3,455
8	Chicago, Rock Island & Pacific Ry.-----	10,106,196	207,345	71,659	10,385,200	8,539,387	37,750	137,444	8,714,581	1,478,926	3,612
9	Great Northern Ry.-----	7,126,322	70,136	233,591	7,430,049	5,522,827	5,888	124,118	5,652,833	1,760,097	175
10	Illinois Central R. R.-----	13,712,426	147,090	284,619	14,144,135	7,136,160	78,755	99,402	7,314,317	985,427	
11	Manchester & Oneida Ry.-----	6,046			6,046						
12	Minneapolis & St. Louis R. R.-----	1,650,704	144,822	72,182	1,867,708	219,914	112	4,275	224,301	247,784	720
13	Union Pacific R. R.-----	9,469,762	240,614	428,236	10,138,612	5,169,524	107,984	200,078	5,477,586	1,857,521	10,504
14	Wabash Railway-----	5,845,563	91,316	122,352	6,059,231	2,872,572	24,395	78,974	2,975,941	511,977	6,598
	Total-----	105,212,544	3,858,351	3,543,120	112,614,015	75,390,124	1,304,696	1,611,228	78,306,048	14,725,886	46,134

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1934
—Continued

PART 3—LOCOMOTIVE MILES—Continued

Number	Railway Companies	Locomotive Miles									
		Mixed Train		Special Train				Train switching	Yard Switching		
		Light	Total	Principal	Helper	Light	Total		Freight	Passenger	Total
1	Atchison, Topeka & Santa Fe Ry.....	49,001	3,485,786	7,474	1,004	711	9,189	1,318,667	5,396,683	508,934	5,905,617
2	Atlantic Northern Ry.....							1,507			
3	Chicago, Burlington & Quincy R. R.....	16,535	1,507,358	1,358	209	4	1,571	1,503,054	4,237,148	505,491	4,742,639
4	Chicago Great Western R. R.....			232	76	76	384	146,672	959,231	49,846	1,009,077
5	Chi., Mil., St. Paul & Pac. R. R.....	28,743	1,960,076	5,640	557	663	6,800	1,609,428	6,057,714	429,561	6,487,275
6	Chicago & North Western Ry.....	960	515,699	2,309	464	229	3,002	1,304,309	5,137,707	420,154	5,557,861
7	Chi., St. Paul, Minn. & Om. Ry.....	15,313	550,312	77			77	267,019	1,164,503	118,759	1,283,262
8	Chicago, Rock Island & Pacific Ry.....	10,252	1,492,790	5,767	227		5,994	876,057	3,990,916	417,929	4,408,845
9	Great Northern Ry.....	35,599	1,795,871	4,113	17	484	4,614	952,137	2,752,400	211,114	2,963,514
10	Illinois Central R. R.....	15,504	1,000,931	8,686			8,686	1,049,018	4,404,489	428,204	4,832,693
11	Manchester & Oneida Ry.....								624		624
12	Minneapolis & St. Louis R. R.....	5,097	253,601	419	332	3	754	203,047	504,952	14,636	519,588
13	Union Pacific R. R.....	40,606	1,908,631	2,420		34	2,454	386,268	2,780,730	237,706	3,018,436
14	Wabash Railway.....	8,185	526,760	656	113	17	786	333,645	2,266,739	78,072	2,344,811
	Total.....	225,795	14,997,815	39,151	2,999	2,221	44,371	9,950,828	39,653,836	3,420,406	43,074,242

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1934
—Continued

PART 4—LOCOMOTIVE MILES—Concluded—AND CAR MILES

Number	Railway Companies	Locomotive Miles		Car Miles					
		Total transporta- tion service	Work service	Freight Train					
				Loaded	Empty	Sum of loaded and empty	Caboose	Exclusive work equipment	Total
1	Achison, Topeka & Santa Fe Ry.-----	43,678,281	248,589	483,642,295	290,856,950	774,499,245	16,329,348	1,010,698	791,839,291
2	Atlantic Northern Ry.-----	7,229		15,008	15,090	30,098	5,644		35,742
3	Chicago, Burlington & Quincy R. R.-----	31,354,248	368,980	345,685,948	235,886,258	581,572,206	12,754,375	2,579,302	596,905,883
4	Chicago Great Western R. R.-----	5,156,801	37,655	80,701,068	56,049,845	136,750,913	2,905,266	191,858	139,848,037
5	Chi., Mil., St. Paul & Pac. R. R.-----	33,913,957	710,902	355,924,808	236,706,643	592,631,451	13,584,701	118,560	606,334,712
6	Chicago & North Western Ry.-----	29,185,390	382,479	283,276,579	177,206,612	460,483,191	11,961,851	365,582	472,810,624
7	Chi., St. Paul, Minn. & Om. Ry.-----	6,410,318	64,082	49,193,188	27,838,624	77,031,812	2,105,443	260,053	79,397,308
8	Chicago, Rock Island & Pacific Ry.-----	25,883,467	254,075	244,071,152	159,065,113	403,136,265	10,259,275	500,337	413,895,877
9	Great Northern Ry.-----	18,799,018	258,564	246,474,572	148,983,786	395,458,358	7,997,953	813,177	404,269,488
10	Illinois Central R. R.-----	28,349,780	318,747	326,911,401	221,028,094	547,939,495	14,638,396	624,084	563,201,975
11	Manchester & Oneida Ry.-----	6,670		8,476	8,337	16,813			16,813
12	Minneapolis & St. Louis R. R.-----	3,068,999	10,334	29,376,832	21,041,519	50,418,351	1,681,484		52,099,835
13	Union Pacific R. R.-----	20,931,987	181,591	352,593,835	234,089,111	586,682,946	9,436,938	600,565	596,720,449
14	Wabash Railway-----	12,241,174	97,277	182,742,182	113,726,238	296,468,420	5,965,851	351,860	302,786,131
	Total-----	258,987,319	2,883,275	2,980,617,344	1,922,502,220	4,903,119,564	109,626,525	7,416,076	5,020,162,165

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1934
—Continued

PART 5—CAR MILES—Continued

Number	Railway Companies	Car Miles									
		Passenger Train					Mixed Train				
		Passenger	Sleeping, parlor and observa- tion	Dining	Other	Total	Freight		Caboose	Exclusive work equipment	Passenger
Loaded	Empty										
1	Atchison, Topeka & Santa Fe Ry.....	30,190,134	57,468,023	6,429,259	40,326,177	134,413,593	26,110,125	20,030,533	34,981	221,950	3,435,827
2	Atlantic Northern Ry.....	10,430				10,430					
3	Chicago, Burlington & Quincy R. R.....	24,010,515	20,747,598	3,646,284	29,651,102	78,055,499	4,695,684	1,705,199	297,539	82,567	1,726,917
4	Chicago Great Western R. R.....	2,004,813	2,419,403	7,623	3,426,167	7,858,006					
5	Chi., Mil., St. Paul & Pac. R. R.....	18,141,546	23,130,012	2,867,861	25,415,257	69,054,676	9,293,209	5,537,653	273,246	9,655	1,901,426
6	Chicago & North Western Ry.....	25,455,246	22,361,983	2,212,261	27,023,055	77,052,545	2,275,544	2,038,849	122,143	27,568	412,120
7	Chi., St. Paul, Minn. & Om. Ry.....	4,461,527	5,172,225	296,278	5,799,639	15,729,669	3,044,973	1,781,617	630	28,740	537,291
8	Chicago, Rock Island & Pacific Ry.....	17,281,914	19,047,112	4,355,288	20,246,467	60,930,781	9,083,155	7,290,201	560,502	87,844	1,106,520
9	Great Northern Ry.....	11,847,261	12,069,282	2,418,262	18,328,472	44,663,277	12,442,476	4,243,710	49,342	62,784	2,810,598
10	Illinois Central R. R.....	25,966,548	13,477,408	2,294,393	25,104,935	66,843,284	5,693,261	4,636,198	199,317	41,415	867,276
11	Manchester & Oneida Ry.....	15,387				15,387					
12	Minneapolis & St. Louis R. R.....	1,415,132	282,254	678	1,469,846	3,167,910	993,270	841,686	952		255,004
13	Union Pacific R. R.....	10,332,728	24,303,653	3,309,539	19,632,688	57,578,608	16,546,493	8,701,930	1,049,265	113,240	1,829,160
14	Wabash Railway.....	6,027,120	6,256,470	388,636	5,854,179	18,526,405	3,547,700	2,810,923	58,226	58,760	509,055
	Total.....	177,160,301	206,735,423	27,726,362	222,277,984	633,900,070	93,725,890	59,618,499	2,646,143	734,523	15,391,194

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1934
—Continued

PART 6—CAR MILES—Continued

Number	Railway Companies	Car Miles									
		Mixed Train				Special Train					
		Sleeping, parlor and observa- tion	Dining	Other passenger train	Total	Freight		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observa- tion
						Loaded	Empty				
1	Atchison, Topeka & Santa Fe Ry.....	48,933		607,105	50,489,454	104,033	240	6,361		43,896	552
2	Atlantic Northern Ry.....										
3	Chicago, Burlington & Quincy R. R.....	206,142	55,488	1,536,539	10,306,075	22,360	1,836	1,355		6,796	
4	Chicago Great Western R. R.....					2,784		232		696	
5	Chi., Mil., St. Paul & Pac. R. R.....	120,654		1,379,206	18,515,049	75,068	42	4,734		3,177	29,715
6	Chicago & North Western Ry.....	82		160,307	5,036,613	41,325		2,150		11,368	340
7	Chi., St. Paul, Minn. & Om. Ry.....	12,100		158,251	5,563,602	1,617		77		616	
8	Chicago, Rock Island & Pacific Ry.....	399		212,601	18,341,222	41,565	536	1,917		21,724	10,435
9	Great Northern Ry.....	153,623	3,082	3,207,518	22,973,133	75,983	400	3,801		30,198	2,648
10	Illinois Central R. R.....			476,399	11,913,866	100,818		8,066		28,297	
11	Manchester & Oneida Ry.....										
12	Minneapolis & St. Louis R. R.....			96,802	2,187,714	8,136		419		1,695	
13	Union Pacific R. R.....	183,062	24,005	2,319,054	30,766,209	37,613		2,420		14,836	
14	Wabash Railway.....	1,841	39	60,172	7,046,716	14,300		656		3,575	
	Total.....	726,836	82,614	10,213,954	183,139,653	525,602	3,054	32,188		166,874	48,690

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1934
—Continued

PART 7—CAR MILES—Concluded—AND FREIGHT SERVICE

Number	Railway Companies	Car Miles				Freight Service			
		Special Train			Total transporta- tion service	Work service	Tons		
		Dining	Other passenger train	Total			Revenue freight	Non-revenue freight	Total
1	Atchison, Topeka & Santa Fe Ry.....		1,180	156,262	976,898,600	1,577,111	26,993,999	6,388,802	33,382,801
2	Atlantic Northern Ry.....				46,172		11,703	383	12,086
3	Chicago, Burlington & Quincy R. R.....			32,347	685,299,804	663,442	25,126,645	5,520,581	30,647,226
4	Chicago Great Western R. R.....			3,712	147,709,755	196,677	5,048,632	915,726	5,963,758
5	Chi., Mil., St. Paul & Pac. R. R.....	1,833	2,760	117,329	694,021,766	3,176,880	28,098,754	3,871,327	31,970,081
6	Chicago & North Western Ry.....		256	55,439	554,955,221	984,148	29,647,629	3,651,731	33,299,360
7	Chi., St. Paul, Minn. & Om. Ry.....			2,310	100,692,889	709,876	6,921,045	655,668	7,576,713
8	Chicago, Rock Island & Pacific Ry.....	485	1,083	77,745	493,245,625	203,823	18,756,384	3,141,835	21,898,219
9	Great Northern Ry.....	331	3,129	116,490	472,022,388	2,697,426	21,690,396	3,244,519	24,934,915
10	Illinois Central R. R.....			137,181	642,096,306	854,136	31,069,147	4,747,670	35,756,817
11	Manchester & Oneida Ry.....				32,200		25,519		25,519
12	Minneapolis & St. Louis R. R.....	339		10,589	57,466,048	27,286	3,700,968	379,622	4,080,590
13	Union Pacific R. R.....			54,869	685,120,135	1,491,956	13,242,851	3,727,574	16,970,425
14	Wabash Railway.....			18,531	328,377,783	370,311	13,793,550	1,922,250	15,715,800
	Total.....	2,988	8,408	782,804	5,837,984,692	12,953,072	224,066,622	38,167,688	262,234,310

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1934
—Continued

PART 8—FREIGHT AND PASSENGER SERVICE AND REVENUES

Number	Railway Companies	Freight Service				Passenger Service		Revenues and Expenses			
		Ton Miles		Total	Gross Ton Miles		Passengers carried—revenue	Passenger miles—revenue	Freight revenue	Passenger revenue	Passenger service train revenue
		Revenue freight	Non-revenue freight		Inclusive loco-motives and tenders	Exclusive loco-motives and tenders					
1	Atch., Top. & S. Fe Ry.---	9,351,567,968	956,659,076	10,308,227,044	36,466,401,000	31,209,404,818	1,864,091	639,025,428	\$104,720,630	\$11,970,642	\$ 20,238,863
2	Atlantic Northern Ry.-----	181,408	5,362	186,770			466	4,046	14,737	141	2,422
3	Chi., Bur. & Quincy R. R.---	7,137,167,686	1,404,752,514	8,541,920,200	24,557,813,100	21,218,614,600	7,582,128	425,949,359	64,815,018	6,749,238	12,366,739
4	Chi. Great West'n R. R.---	1,587,059,262	92,452,608	1,679,511,870	5,943,239,510	5,022,751,524	188,763	28,611,096	13,783,204	525,209	1,129,221
5	C., M., St. P. & P. R. R.---	7,540,899,349	1,239,073,023	8,779,972,372	26,115,786,682	22,843,600,548	3,538,215	341,742,308	73,382,543	5,609,273	10,703,553
6	Chi. & North West'n Ry.---	4,989,316,625	972,165,969	5,961,482,594	20,112,380,000	17,385,768,000	15,446,391	561,208,030	58,789,260	8,675,145	13,273,100
7	C., St. P., M. & O. Ry.---	1,139,203,601	93,815,694	1,233,019,295	3,734,135,026	3,154,012,498	624,829	75,927,969	12,332,527	1,363,654	2,206,357
8	Chi., Rock Isl. & Pac. Ry.---	5,118,917,761	520,651,824	5,639,569,585	18,103,579,274	15,498,235,347	7,106,733	344,557,052	51,271,506	5,694,866	9,244,833
9	Great Northern Ry.-----	6,137,693,978	685,000,128	6,822,694,106	18,608,844,937	16,401,832,290	1,244,819	246,897,409	60,347,883	4,202,624	7,953,108
10	Illinois Central R. R.-----	7,554,994,833	1,111,464,167	8,666,459,000	25,237,665,000	21,850,843,000	28,798,899	530,167,162	64,016,958	8,510,440	12,459,562
11	Manchester & Oneida Ry.---	207,978		207,978			523	4,262	20,842	114	1,992
12	Minn. & St. Louis R. R.---	659,101,502	99,890,024	758,991,526	2,245,906,236	1,932,587,234	151,541	10,164,568	6,860,996	182,592	506,947
13	Union Pacific R. R.-----	5,987,442,057	1,253,244,734	7,240,686,791	25,978,989,831	22,504,441,858	724,004	300,720,712	56,159,407	5,200,896	9,459,532
14	Wabash Railway-----	3,310,879,646	277,792,471	3,588,672,117	12,666,176,967	11,076,188,648	637,728	108,769,824	33,569,925	2,127,900	3,286,865
	Total-----	60,514,633,654	8,706,967,594	69,221,601,248	219,770,917,563	190,098,280,365	67,909,130	3,613,748,225	\$600,085,436	\$60,812,734	\$102,834,094

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1934
—Continued

PART 9—OPERATING REVENUES, EXPENSES, NET OPERATING REVENUES AND AVERAGES PER MILE OF ROAD

Number	Railway Companies	Revenues and 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 service 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. Top. & Santa Fe Ry. ^a	\$ 128,093,947.63	\$ 102,083,479.45	\$ 26,010,468.18	1,182	1,365	257	1	2,805	15	3,279	62,943	10,402	\$ 7,862.38	\$ 1,519.52
2	Atlantic Northern Ry.	17,171.97	19,000.34	*1,828.37	335	606	-----	-----	946	-----	423	2,093	611	863.32	141.88
3	Chi., Bur. & Quincy R. R.	80,288,159.11	58,007,982.59	22,280,176.52	1,574	1,677	599	-----	2,969	12	3,429	66,498	9,511	7,139.30	1,441.67
4	Chi. Great West'n R. R.	15,491,939.01	11,291,717.06	4,200,221.95	1,855	1,338	-----	-----	3,038	16	3,398	95,636	5,541	9,425.57	796.13
5	C., M., St. P. & P. R. R.	87,845,353.74	69,614,487.45	18,230,866.29	1,141	1,168	213	1	2,254	32	3,036	55,674	8,049	6,573.26	1,188.35
6	Chi. & North West'n Ry.	75,893,418.19	61,811,819.73	14,081,598.46	1,294	1,407	61	1	2,763	23	3,457	56,546	9,197	6,964.50	1,572.41
7	C., St. P., M. & O. Ry.	14,848,618.49	12,490,880.38	2,357,738.11	1,225	1,325	320	-----	2,880	36	3,860	50,738	9,899	7,426.64	1,328.67
8	Chi., Rock Isl. & Pac. Ry.	63,328,500.22	54,082,631.04	9,245,869.18	1,331	1,292	215	1	2,839	8	3,407	56,732	8,199	6,749.44	1,217.00
9	Great Northern Ry.	70,734,262.69	48,592,066.28	22,142,196.41	1,065	1,287	592	-----	1,966	32	2,253	50,626	6,347	7,254.39	992.15
10	Illinois Central R. R.	79,228,255.24	59,154,117.27	20,074,137.97	2,743	1,896	197	2	4,838	20	5,672	114,813	13,647	12,807.46	2,492.70
11	Manchester & Oneida Ry.	22,887.39	13,011.88	9,875.51	741	1,888	-----	-----	2,630	-----	818	2,062	1,888	2,557.30	244.41
12	Minn. & St. Louis R. R.	7,514,180.32	6,823,400.94	690,779.38	1,014	874	156	-----	1,997	6	1,880	33,135	2,268	4,214.32	326.49
13	Union Pacific R. R.	67,490,848.98	46,901,762.65	20,589,086.33	2,513	1,650	500	1	4,664	33	5,555	165,392	16,441	14,904.93	2,510.60
14	Wabash Railway.....	38,235,813.36	28,523,481.04	9,712,332.32	2,381	1,230	209	-----	3,820	23	4,986	125,975	7,780	13,673.77	1,338.81
	Total.....	\$ 729,033,356.34	\$ 559,409,838.10	\$ 169,623,518.24	1,420	1,265	214	.53	2,899	21	3,496	69,893	8,917	\$ 8,100.97	\$ 1,388.22

*Deficit.
^aSystem.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1934
—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	Freight trains	Mixed trains	Freight trains	Mixed trains	Revenue freight	All freight	Passenger trains	Mixed trains	
1	Atchison, Topeka & Santa Fe Ry.	\$ 9,617.23	\$ 7,664.38	\$ 1,952.85	702,111	773,937	47,978	30.71	7.61	18.47	5.84	496.89	547.72	7.39	1.19
2	Atlantic Northern Ry.	2,106.99	2,331.33	*224.34	22,258	22,794	496	2.62		2.63		31.70	32.64	1.00	
3	Chicago, Burlington & Quincy R. R.	8,780.44	6,343.84	2,436.60	786,151	940,883	49,656	26.37	2.91	18.00	1.06	506.60	606.30	6.28	2.19
4	Chicago Great Western R. R.	10,207.38	7,439.92	2,767.46	1,085,302	1,148,526	20,172	29.75		20.66		585.10	619.18	4.14	
5	Chi., Mil., St. Paul & Pac. R. R.	7,862.90	6,231.08	1,631.82	675,478	786,468	37,942	27.94	4.84	18.58	2.88	527.21	613.84	6.56	1.77
6	Chicago & North Western Ry.	8,990.76	7,322.57	1,668.19	591,062	706,231	66,484	25.92	4.43	16.22	3.96	438.32	523.73	6.49	1.11
7	Chi., St. Paul, Minn. & Om. Ry.	8,941.83	7,522.00	1,419.83	686,028	742,523	45,724	24.18	5.74	13.68	3.36	456.07	493.63	7.10	1.33
8	Chicago, Rock Island & Pacific Ry.	8,336.64	7,119.50	1,217.14	673,860	742,399	45,358	24.15	5.56	15.74	4.46	443.02	488.08	6.21	.81
9	Great Northern Ry.	8,476.86	5,823.32	2,653.54	737,809	820,153	30,800	34.59	4.75	20.91	1.62	708.99	788.12	6.71	2.36
10	Illinois Central R. R.	15,850.69	11,834.59	4,016.10	1,511,480	1,733,843	106,067	23.84	5.78	16.12	4.70	519.66	596.11	7.05	1.36
11	Manchester & Oneida Ry.	2,808.27	1,596.55	1,211.72	25,519	25,519	523	1.40		1.38		34.40	34.40	1.00	
12	Minneapolis & St. Louis R. R.	4,602.02	4,178.96	423.06	404,849	466,205	6,546	17.80	3.91	12.75	3.31	354.47	408.19	2.33	1.38
13	Union Pacific R. R.	17,912.35	12,447.92	5,464.43	1,589,091	1,921,708	79,812	37.23	8.78	24.72	4.62	540.45	653.52	9.26	2.31
14	Wabash Railway	15,574.29	11,618.24	3,956.05	1,348,594	1,461,745	44,304	31.26	6.93	19.46	5.49	524.23	568.21	6.14	1.12
	Total	\$ 9,841.73	\$ 7,551.86	\$ 2,289.87	816,929	934,470	48,784	28.33	5.90	18.27	3.75	513.61	638.23	6.77	1.66

*Deflect.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1934
—Continued

PART 11—AVERAGES PER TRAIN MILE, PER LOCOMOTIVE MILE AND PER LOADED FREIGHT CAR MILE

Number	Railway Companies	Averages Per Train Mile					Averages Per Locomotive Mile							Averages Per Loaded Freight Car Mile			
		Revenue passenger miles	Freight Revenue	Passenger service train revenue	Operating		Train miles—freight trains	Car miles—freight trains	Train miles—passenger trains	Car miles—passenger trains	Train miles—mixed trains	Car miles—mixed trains	Train miles—special trains	Car miles—special trains	Ton Miles		Freight revenue
					Revenues	Expenses									Net operating revenues	Revenue freight		All freight
1	Atchison, Topeka & Santa Fe Ry.	34.48	\$ 5.56	\$ 1.09	\$ 3.43	\$ 2.73	\$.70	.91	45.79	.94	8.18	.98	14.48	.81	17.01	20.17	\$.20543
2	Atlantic Northern Ry.	.39	2.57	.23	1.06	1.17	*.11	1.00	6.24							12.44	.98194
3	Chicago, Burlington & Quincy R. R.	36.62	4.60	.95	2.96	2.14	.82	.93	42.13	.97	7.71	.99	6.59	.86	20.59	24.38	.18498
4	Chicago Great Western R. R.	15.08	5.08	.59	3.36	2.45	.91	.94	48.46	.98	5.06			.60	9.67	20.81	.17079
5	Chi., Mil., St. Paul & Pac. R. R.	31.43	5.13	.98	3.49	2.77	.72	.90	42.76	.97	6.94	.98	9.45	.82	17.10	24.04	.20093
6	Chicago & North Western Ry.	47.00	5.16	1.11	3.25	2.65	.60	.92	40.02	.96	7.27	1.00	9.77	.77	18.47	20.88	.20588
7	Chi., St. Paul, Minn. & Om. Ry.	33.25	4.94	.97	3.10	2.61	.49	.91	35.48	.97	7.33	.96	10.11	1.00	30.00	23.60	.23608
8	Chicago, Rock Island & Pacific Ry.	34.44	4.44	.92	2.94	2.51	.43	.97	39.85	.98	6.67	.99	11.85	.96	12.97	22.28	.20253
9	Great Northern Ry.	31.87	6.97	1.03	4.31	2.96	1.35	.96	54.41	.98	7.50	.98	11.23	.89	25.25	26.26	.23308
10	Illinois Central R. R.	55.01	4.40	1.29	3.28	2.45	.83	.97	39.82	.98	7.99	.98	11.90	1.00	15.79	26.06	.19247
11	Manchester & Oneida Ry.	.27	3.45	.13	1.06	.60	.46	1.00	2.78							24.53	2.45894
12	Minneapolis & St. Louis R. R.	7.25	3.39	.36	2.30	2.09	.21	.88	27.90	.98	3.36	.98	8.58	.56	14.04	24.99	.22591
13	Union Pacific R. R.	46.32	5.07	1.46	3.84	2.67	1.17	.93	58.86	.94	10.20	.97	16.08	.99	22.36	19.61	.15214
14	Wabash Railway	35.53	5.32	1.07	4.08	3.04	1.04	.96	49.97	1.01	6.23	.97	13.38	.83	23.58	19.26	.18020
	Total	37.27	\$ 5.09	\$ 1.06	\$ 3.39	\$ 2.60	\$.79	.93	44.58	1.19	8.09	1.06	12.21	.88	17.64	19.68	22.51 \$.19519

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—1934
—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.-----	7.01	\$.13134	346.43	149.74	308.79	342.81	\$ 3.87940	\$.01120	\$ 6.42170	\$.01873	79.69
2	Atlantic Northern Ry.-----	.39	.01352	15.50	14.00	15.37	8.70	1.25926	.08123	.30257	.03484	110.64
3	Chicago, Burlington & Quincy R. R.-----	9.12	.14455	284.05	254.46	278.72	56.18	2.57953	.00908	.89015	.01585	72.25
4	Chicago Great Western R. R.-----	6.47	.11871	314.39	100.96	281.62	151.57	2.73041	.00868	2.78237	.01836	72.89
5	Chi., Mil., St. Paul & Pac. R. R.-----	7.89	.12956	268.37	320.06	274.63	96.59	2.61159	.00973	1.58534	.01641	79.25
6	Chicago & North Western Ry.-----	11.64	.17987	168.29	266.22	179.03	36.33	1.98293	.01178	.56163	.01546	81.45
7	Chi., St. Paul, Minn. & Om. Ry.-----	7.46	.13391	164.60	143.08	162.74	121.52	1.78189	.01083	2.18244	.01796	84.12
8	Chicago, Rock Island & Pacific Ry.-----	9.20	.15212	272.92	165.72	257.54	48.48	2.73355	.01002	.80133	.01653	85.40
9	Great Northern Ry.-----	9.18	.15634	282.97	211.13	273.62	198.34	2.78224	.00983	3.37609	.01702	68.70
10	Illinois Central R. R.-----	13.15	.21112	243.64	234.11	242.37	18.41	2.06445	.00847	.29551	.01605	74.66
11	Manchester & Oneida Ry.-----	.27	.00741	8.15		8.15	8.15	.81672	.10021	.21800	.02674	56.85
12	Minneapolis & St. Louis R. R.-----	5.21	.09352	178.09	263.13	186.00	67.07	1.85384	.01041	1.20490	.01796	90.81
13	Union Pacific R. R.-----	8.21	.14191	452.13	336.21	426.67	415.36	4.24073	.00938	7.18352	.01729	69.49
14	Wabash Railway-----	8.50	.16631	240.03	144.51	228.35	170.56	2.43374	.01014	3.33669	.01956	74.60
	Total-----	9.03	\$.15202	270.07	228.12	263.97	53.21	\$ 2.67815	\$.00916	\$.89550	\$.01682	76.73

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—1934

PART 1—AVERAGE MILES OF ROAD OPERATED AND TRAIN MILES

Number	Railway Companies	Average miles of road operated	Train Miles								
			Freight			Passenger	Mixed		Special	Total transportation service	Work service
			Ordinary	Light	Total		Freight	Passenger			
1	Athlison, Topeka & Santa Fe Ry.	19.99	83,953	359	84,312	101,962	5,786	1,511		193,571	2,039
2	Atlantic Northern Ry.	17.07	5,722		5,722	10,430				16,152	
3	Chicago, Burlington & Quincy R. R.	1,364.03	1,626,837	5,669	1,632,506	1,969,845	118,985	51,360	83	3,772,779	25,326
4	Chicago Great Western R. R.	763.81	1,417,705	1,482	1,419,187	1,005,347				2,424,534	13,609
5	Chl., Mil., St. Paul & Pac. R. R.	1,872.99	3,386,102	7,071	3,393,173	1,938,827	139,510	29,462	886	5,501,858	59,323
6	Chicago & North Western Ry.	1,627.68	2,897,296	2,985	2,900,281	2,488,348	100,359	9,155		5,498,143	36,088
7	Chl., St. Paul, Minn. & Om. Ry.	84.32	155,415	498	155,913	182,953	623	92		339,586	2,224
8	Chicago, Rock Island & Pacific Ry.	2,246.10	2,770,325	10,846	2,781,171	2,513,342	554,787	130,136	4,401	5,983,837	12,494
9	Great Northern Ry.	78.02	98,992	93	99,085	56,666				155,751	5,211
10	Illinois Central R. R.	718.04	1,954,826	7,403	1,962,229	700,935	78,952	14,178		2,756,294	8,536
11	Manchester & Onelda Ry.	8.15	6,046		6,046	15,387				21,433	
12	Minneapolis & St. Louis R. R.	882.74	897,437	1,193	898,630	632,904	99,275	18,419	260	1,649,488	7,383
13	Union Pacific R. R.	2.48	17,810	38	17,848	5,679				23,527	14,660
14	Wabash Railway	208.87	270,644	5,347	275,991	127,783			104	403,878	6,392
	Total	9,894.29	15,589,110	42,984	15,632,094	11,750,408	1,098,282	254,313	5,734	28,740,831	193,285

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—
1934—Continued

PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles									
		Freight				Passenger				Mixed Train	
		Principal	Helper	Light	Total	Principal	Helper	Light	Total	Principal	Helper
1	Atchison, Topeka & Santa Fe Ry.	84,312	5,101	19,016	108,429	100,097	7,131	13,302	120,530	7,297	
2	Atlantic Northern Ry.	5,722			5,722						
3	Chicago, Burlington & Quincy R. R.	1,633,107	147,645	77,754	1,858,506	1,218,054	2,375	30,208	1,250,637	170,345	73
4	Chicago Great Western R. R.	1,419,193	11,748	97,466	1,528,407	568,000	129	11,045	579,174		
5	Chi., Mil., St. Paul & Pac. R. R.	3,393,196	213,223	180,729	3,787,148	1,463,077	11,783	16,191	1,491,051	168,972	1,232
6	Chicago & North Western Ry.	2,900,281	106,455	21,154	3,027,890	1,913,754	25,438	8,194	1,947,386	109,514	
7	Chi., St. Paul, Minn. & Om. Ry.	156,195	629	3,789	160,613	182,835	612	6,168	189,615	744	18
8	Chicago, Rock Island & Pacific Ry.	2,780,941	85,960	38,292	2,905,193	2,266,633	6,845	3,828	2,277,306	662,459	3,127
9	Great Northern Ry.	99,085		665	99,750	14,234		536	14,770		
10	Illinois Central R. R.	1,962,229	16,962	3,360	1,982,551	700,935	2,162	13,235	716,332	93,130	
11	Manchester & Oneida Ry.	6,046			6,046						
12	Minneapolis & St. Louis R. R.	809,180	103,987	48,035	1,051,202	134,568	112	1,182	135,862	117,702	353
13	Union Pacific R. R.	17,848	2,069	10,518	30,435	2,470		10,662	13,132		
14	Wabash Railway	275,991	5,732	3,978	285,701	127,783	369	4,274	132,426		
	Total	15,633,326	699,511	504,756	16,837,593	8,692,440	56,956	118,825	8,868,221	1,330,163	4,803

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—
1934—Continued

PART 3—LOCOMOTIVE MILES—Continued

Number	Railway Companies	Locomotive Miles										
		Mixed Train		Special Train				Train switching	Yard Switching			
		Light	Total	Principal	Helper	Light	Total		Freight	Passenger	Total	
1	Atchison, Topeka & Santa Fe Ry.-----	725	8,022							116,916	4,374	121,290
2	Atlantic Northern Ry.-----							1,507				
3	Chicago, Burlington & Quincy R. R.-----	214	170,632	83			83	211,678		445,588	67,408	512,996
4	Chicago Great Western R. R.-----							63,226		266,829	17,520	284,349
5	Chi., Mil., St. Paul & Pac. R. R.-----	5,547	175,751	886		213	1,099	328,293		682,542	27,420	709,962
6	Chicago & North Western Ry.-----	352	109,866					197,439		772,461	45,084	817,545
7	Chi., St. Paul, Minn. & Om. Ry.-----	253	1,015					10,140		182,658	26,184	208,842
8	Chicago, Rock Island & Pacific Ry.-----	7,911	673,497	4,401	3		4,404	311,597		944,932	84,645	1,029,577
9	Great Northern Ry.-----							4,329		105,939	2,673	108,612
10	Illinois Central R. R.-----	80	93,210					89,816		379,320	13,680	393,000
11	Manchester & Oneida Ry.-----									624		624
12	Minneapolis & St. Louis R. R.-----	4,191	122,246	260	184	2	446	87,888		190,700	2,914	193,614
13	Union Pacific R. R.-----	18	18							281,593	37,035	318,628
14	Wabash Railway-----			104	96		200	8,379		32,982	6,175	39,157
	Total-----	19,291	1,354,257	5,734	283	215	6,232	1,314,292		4,403,084	335,112	4,738,196

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—
1934—Continued

PART 4—LOCOMOTIVE MILES—Concluded—AND CAR MILES

Number	Railway Companies	Locomotive Miles		Car Miles					
		Total transporta- tion service	Work service	Freight Train					
				Loaded	Empty	Sum of loaded and empty	Carboose	Exclusive work equipment	Total
1	Atchison, Topeka & Santa Fe Ry.-----	358,271	2,151	3,132,808	2,122,226	5,255,034	86,316	4,148	5,345,498
2	Atlantic Northern Ry.-----	7,229		15,008	15,090	30,098	5,644		35,742
3	Chicago, Burlington & Quincy R. R.-----	4,004,532	33,109	40,969,076	29,304,246	70,273,322	1,548,111	471,054	72,292,487
4	Chicago Great Western R. R.-----	2,455,156	24,799	41,760,710	29,083,571	70,844,281	1,527,528	103,285	72,475,094
5	Chi., Mil., St. Paul & Pac. R. R.-----	6,493,304	63,679	82,271,914	64,292,167	146,564,081	3,573,640	25,075	150,162,796
6	Chicago & North Western Ry.-----	6,100,126	65,310	84,599,447	54,793,589	139,393,036	3,361,817	85,374	142,840,227
7	Chi., St. Paul, Minn. & Om. Ry.-----	570,225	2,391	3,771,792	2,661,977	6,433,769	157,778	30,234	6,621,781
8	Chicago, Rock Island & Pacific Ry.-----	7,201,574	50,512	59,721,981	36,467,560	96,189,541	2,835,451	141,670	99,166,662
9	Great Northern Ry.-----	227,461	5,215	2,762,247	2,525,376	5,287,623	101,058		5,388,681
10	Illinois Central R. R.-----	3,274,909	19,930	34,126,277	27,764,752	61,891,029	2,045,344	87,372	64,023,745
11	Manchester & Oneida Ry.-----	6,670		8,476	8,337	16,813			16,813
12	Minneapolis & St. Louis R. R.-----	1,591,258	8,123	15,583,518	11,622,830	27,206,348	906,281		28,112,629
13	Union Pacific R. R.-----	362,213	227	455,303	310,340	765,643	19,246	458	785,347
14	Wabash Railway-----	465,863	6,392	3,475,158	2,170,459	5,645,617	283,600	28,791	5,958,008
	Total-----	33,118,791	281,838	372,653,715	263,142,520	635,796,235	16,451,814	977,461	653,225,510

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—
1934—Continued

PART 5—CAR MILES—Continued

Number	Railway Companies	Car Miles									
		Passenger Train					Mixed Train				
		Passenger	Sleeping, parlor and observa- tion	Dining	Other	Total	Freight		Caboose	Exclusive work equipment	Passenger
							Loaded	Empty			
1	Atchison, Topeka & Santa Fe Ry.-----	182,312	517,107	76,086	321,615	1,097,120	53,501	22,006	17	1,029	7,644
2	Atlantic Northern Ry.-----	10,430				10,430					
3	Chicago, Burlington & Quincy R. R.-----	3,255,640	2,743,908	575,659	5,470,987	12,046,194	361,610	172,729	10,892	7,982	161,693
4	Chicago Great Western R. R.-----	997,499	1,253,084	3,978	1,738,054	3,992,615					
5	Chi., Mil., St. Paul & Pac. R. R.-----	2,716,529	3,300,590	17,057	3,536,757	9,570,933	781,135	318,842	10,755	541	185,124
6	Chicago & North Western Ry.-----	3,967,286	8,535,506	683,211	7,367,307	20,553,310	604,011	569,431	848	10,046	106,761
7	Chi., St. Paul, Minn. & Om. Ry.-----	375,416	341,075	1,462	574,820	1,292,773	6,075	3,855		171	735
8	Chicago, Rock Island & Pacific Ry.-----	3,491,796	4,709,069	1,066,130	5,708,050	14,975,045	3,698,466	2,509,217	125,194	31,971	571,532
9	Great Northern Ry.-----	60,364	312	624	96,011	157,311					
10	Illinois Central R. R.-----	1,600,538	701,272	82,253	1,745,567	4,129,630	423,583	363,992	244	3,727	92,999
11	Manchester & Oneida Ry.-----	15,387				15,387					
12	Minneapolis & St. Louis R. R.-----	652,989	166,288	340	634,711	1,454,328	336,838	298,021	74		117,684
13	Union Pacific R. R.-----	16,694	3,544	4,431	34,568	59,237					
14	Wabash Railway-----	189,548	187,832		248,930	626,310					
	Total-----	17,532,428	22,459,587	2,511,231	27,477,377	69,980,623	6,265,219	4,258,093	148,024	55,467	1,244,172

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—
1934—Continued

PART 6—CAR MILES—Continued

Number	Railway Companies	Car Miles									
		Mixed Train				Special Train					
		Sleeping, parlor and observa- tion	Dining	Other passenger train	Total	Freight		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observa- tion
						Loaded	Empty				
1	Atchison, Topeka & Santa Fe Ry.-----	17		7,910	92,124						
2	Atlantic Northern Ry.-----										
3	Chicago, Burlington & Quincy R. R.-----	206	103	55,102	770,317	1,402	276	80		312	
4	Chicago Great Western R. R.-----										
5	Chi., Mil., St. Paul & Pac. R. R.-----	17		63,331	1,359,745	19,410		886			5,452
6	Chicago & North Western Ry.-----			1,278	1,292,375						
7	Chi., St. Paul, Minn. & Om. Ry.-----			3	10,839						
8	Chicago, Rock Island & Pacific Ry.-----	284		122,854	7,059,518	14,694		551		17,416	4,210
9	Great Northern Ry.-----										
10	Illinois Central R. R.-----			122	884,667						
11	Manchester & Oneida Ry.-----										
12	Minneapolis & St. Louis R. R.-----			88	752,705	4,464		260		930	
13	Union Pacific R. R.-----										
14	Wabash Railway-----					2,496		104		624	
	Total-----	524	103	250,688	12,222,290	42,466	276	1,881		19,282	9,662

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—
1934—Continued

PART 7—CAR MILES—Concluded—AND FREIGHT SERVICE

Number	Railway Companies	Car Miles				Freight Service			
		Special Train			Total transporta- tion service	Work service	Tons		
		Dining	Other passenger train	Total			Revenue freight	Non-revenue freight	Total
1	Atchison, Topeka & Santa Fe Ry.				6,534,742	35,922	2,752,548	397,849	3,150,397
2	Atlantic Northern Ry.				46,172		11,703	383	12,086
3	Chicago, Burlington & Quincy R. R.			2,070	85,111,068	153,815	6,149,682	1,310,946	7,460,628
4	Chicago Great Western R. R.				76,467,700	104,987	4,243,004	744,399	4,987,403
5	Chi., Mil., St. Paul & Pac. R. R.	343	251	26,342	161,119,816	560,621	8,293,524	1,025,448	9,318,972
6	Chicago & North Western Ry.				164,685,912	224,339	7,086,456	1,079,388	8,165,844
7	Chi., St. Paul, Minn. & Om. Ry.				7,925,393	23,831	1,358,678	82,374	1,471,052
8	Chicago, Rock Island & Pacific Ry.	230	543	37,644	121,238,869	27,740	8,045,211	1,154,787	9,199,998
9	Great Northern Ry.				5,545,992	27,205	733,340	74,421	807,761
10	Illinois Central R. R.				69,038,042	107,490	3,114,848	612,868	3,727,716
11	Manchester & Oneida Ry.				32,200		25,519		25,519
12	Minneapolis & St. Louis R. R.	186		5,840	30,325,502	17,596	2,314,417	318,927	2,633,344
13	Union Pacific R. R.				844,584	18,683	3,256,651	193,038	3,449,689
14	Wabash Railway			3,224	6,587,542	18,981	1,161,292	126,239	1,287,531
	Total	759	794	75,120	735,503,543	1,321,210	48,576,873	7,121,067	55,697,940

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—
1934—Continued

PART 8—FREIGHT AND PASSENGER SERVICE AND OPERATING REVENUES

Number	Railway Companies	Freight Service			Gross Ton-Miles		Passenger Service		Revenues		
		Ton-Miles			Including loco- motives and tenders	Excluding locomo- tives and tenders	Passengers carried —revenue	Passenger miles —revenue	Freight revenue	Passenger revenue	Passenger service train revenue
		Revenue freight	Non-revenue freight	Total							
1	Atch., Top. & S. Fe Ry.	55,031,239	3,526,578	58,557,817			278,244	5,418,811	\$ 610,925.09	\$ 103,330.84	\$ 168,267.63
2	Atlantic Northern Ry.	181,408	5,362	186,770			466	4,046	14,737.00	141.00	2,422.00
3	Chi., Bur. & Quincy R. R. ...	695,829,874	208,868,826	904,698,700	2,869,596,600	2,434,276,400	438,090	43,233,704	7,145,482.23	747,819.71	1,916,066.37
4	Chi. Great West'n R. R.	811,144,757	60,063,025	871,207,782			130,135	15,181,778	7,302,387.87	285,079.71	608,884.67
5	C., M., St. P. & P. R. R. ...	1,618,806,905	153,406,269	1,772,213,174	5,950,779,875	5,219,522,638	284,396	32,331,701	15,717,988.50	558,706.95	1,213,375.29
6	Chi. & North West'n Ry.	1,301,985,031	187,948,730	1,489,933,761	5,802,422,000	5,015,888,000	455,267	92,357,668	14,392,440.09	1,777,249.67	2,914,965.86
7	C., St. P., M. & O. Ry.	130,437,767	4,904,363	135,342,130	379,957,677	346,310,572	95,489	5,225,692	1,514,755.63	102,158.90	180,592.19
8	Chi., Rock Isl. & Pac. Ry. ...	1,309,230,573	135,966,589	1,445,197,162	4,610,438,612	3,847,449,699	573,793	68,160,464	12,623,342.39	1,238,445.16	2,171,905.89
9	Great Northern Ry.	55,238,525	4,541,400	59,779,925	198,669,658	177,223,408	6,377	317,985	636,530.93	6,234.02	23,072.38
10	Illinois Central R. R.	627,188,794	81,146,206	708,335,000	2,659,593,000	2,213,000,000	174,008	17,068,945	5,573,029.23	289,066.14	603,546.14
11	Manchester & Oneida Ry. ...	207,978		207,978			523	4,262	20,842.00	114.00	1,992.00
12	Minn. & St. Louis R. R.	355,182,566	58,510,939	413,693,505	1,196,832,139	1,029,875,737	73,836	4,450,559	3,557,635.53	80,298.68	230,341.87
13	Union Pacific R. R.	7,165,018	432,306	7,597,324			44,285	97,400	76,614.76	1,624.67	6,587.56
14	Wabash Railway	77,824,379	2,919,821	80,744,200	263,221,478	217,624,375	43,502	2,765,077	695,631.41	58,775.04	121,764.61
	Total	7,045,454,814	902,240,414	7,947,695,228	23,931,511,039	20,501,170,829	2,598,411	286,618,092	\$60,882,342.66	\$ 5,249,044.49	\$10,163,784.46

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—
1934—Continued

PART 9—OPERATING REVENUES, EXPENSES, NET OPERATING REVENUES AND AVERAGES PER MILE OF ROAD

Number	Railway Companies	Operating			Averages Per Mile of Road										
		Revenues	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	Atch., Top. & S. Fe Ry.-----	\$ 811,195.38	\$ 889,787.36	\$ *78,591.98	4,218	5,100	365	-----	9,683	102	17,923	271,238	55,662	\$30,561.54	\$ 8,417.59
2	Atlantic Northern Ry.-----	17,171.97	19,000.34	*1,828.37	335	606	-----	-----	946	-----	423	2,093	611	863.32	141.88
3	Chi., Bur. & Quincy R. R.-----	9,250,581.41	7,668,420.01	1,582,161.40	1,321	1,635	728	-----	2,766	19	2,936	53,406	9,380	5,238.51	1,465.45
4	Chi. Great West'n R. R.-----	8,011,352.47	5,938,314.00	2,073,038.47	1,858	1,316	-----	-----	3,174	18	3,214	94,886	5,227	9,560.48	797.17
5	C., M., St. P. & P. R. R.-----	17,164,403.13	12,186,774.94	4,977,628.19	1,812	1,141	99	-----	2,937	32	3,467	80,777	5,784	8,391.92	714.23
6	Chi. & North West'n Ry.-----	17,628,791.32	14,189,985.04	3,438,806.28	1,782	1,529	67	-----	3,378	22	3,748	88,485	12,694	8,842.30	1,790.87
7	C., St. P., M. & O. Ry.-----	1,720,807.13	1,141,943.39	578,863.74	1,849	2,170	8	-----	4,027	26	6,763	78,651	15,341	17,964.37	2,141.75
8	Chi., Rock Isl. & Pac. Ry.-----	15,073,846.25	13,590,393.79	1,483,452.46	1,238	1,119	305	2	2,664	6	3,206	46,991	6,986	5,620.12	966.97
9	Great Northern Ry.-----	672,947.63	487,316.41	185,131.22	1,270	726	-----	-----	1,996	67	2,915	69,068	2,016	8,158.56	295.72
10	Illinois Central R. R.-----	6,245,235.36	5,474,665.48	770,569.88	2,733	976	130	-----	3,839	12	4,561	90,267	5,881	7,761.45	840.55
11	Manchester & Oneida Ry.-----	22,887.39	13,011.88	9,875.51	741	1,888	-----	-----	2,630	-----	818	2,062	1,888	2,557.30	244.41
12	Minn. & St. Louis R. R.-----	3,828,781.36	3,222,130.18	506,651.18	1,019	778	133	-----	1,869	8	1,803	32,613	1,933	4,035.29	283.05
13	Union Pacific R. R.-----	85,072.10	101,167.10	*16,095.00	7,197	2,290	-----	-----	9,487	5,911	146,054	316,672	23,886	30,893.05	2,656.27
14	Wabash Railway-----	924,059.44	1,182,806.21	*258,746.77	1,321	612	-----	1	1,934	31	2,230	28,537	3,002	3,330.45	582.97
	Total-----	\$ 81,457,132.34	\$ 66,206,216.13	\$ 15,250,916.21	1,580	1,188	137	.57	2,905	19	3,347	67,109	7,227	\$ 7,062.89	\$ 1,027.23

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—
1934—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			Ton Miles			Loaded Freight Car Miles		Empty Freight Car Miles		Ton Miles		Passenger Train Miles			
		Revenues	Expenses	Net operating revenues	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	Atchison, Topeka & Santa Fe Ry.	\$40,580.06	\$44,511.62	\$*3,931.56	2,752,938		2,929,356	271,076		37.16	7.33	25.17	3.02	610.79	649.93	10.76	2.13
2	Atlantic Northern Ry.	2,106.99	2,331.33	*224.34	22,258		22,794	496		2.62		2.63		31.70	32.64	1.00	
3	Chicago, Burlington & Quincy R. R.	6,781.80	5,621.88	1,159.92	510,128		663,254	33,066		25.10	2.12	17.95	1.01	397.28	516.53	6.12	1.27
4	Chicago Great Western R. R.	10,488.67	7,774.60	2,714.07	1,061,972		1,140,608	19,876		29.43		20.49		571.56	613.88	3.97	
5	Chi., Mil., St. Paul & Pac. R. R.	9,164.17	6,506.59	2,657.58	864,290		946,195	19,032		24.25	4.62	18.95	1.89	458.24	501.66	4.94	1.47
6	Chicago & North Western Ry.	10,830.62	8,717.92	2,112.70	799,902		915,373	56,742		29.17	5.52	18.89	5.20	433.90	496.54	8.26	.99
7	Chi., St. Paul, Minn. & Om. Ry.	20,408.05	13,542.97	6,865.08	1,546,937		1,605,101	61,975		24.19	8.44	17.07	5.35	833.25	864.58	7.07	1.03
8	Chicago, Rock Island & Pacific Ry.	6,711.12	6,050.66	660.46	582,891		643,425	30,346		21.47	5.40	13.11	3.66	387.38	427.62	5.96	1.01
9	Great Northern Ry.	8,625.32	6,252.45	2,372.87	708,005		766,213	4,076		27.88		25.49		557.49	603.32	2.78	
10	Illinois Central R. R.	8,697.62	7,624.46	1,073.16	873,473		986,484	23,772		17.39	4.55	14.15	3.91	307.27	347.02	5.89	1.00
11	Manchester & Oneida Ry.	2,808.27	1,506.55	1,211.72	25,519		25,519	523		1.40		1.38		34.40	34.40	1.00	
12	Minneapolis & St. Louis R. R.	4,337.38	3,763.43	573.95	402,870		469,237	5,469		17.34	2.86	12.93	2.53	355.93	414.56	2.30	1.00
13	Union Pacific R. R.	34,303.27	40,793.19	*6,489.92	2,889,120		3,063,437	39,274		25.51		17.39		401.45	425.67	10.43	
14	Wabash Railway	4,424.09	5,662.88	*1,238.79	372,597		386,576	13,238		12.59		7.86		281.98	292.56	4.90	
	Total	\$ 8,232.74	\$ 6,691.35	\$ 1,541.39	712,073	91,188	803,260	28,968		23.84	4.63	16.83	3.15	421.12	475.04	5.95	1.10

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—
1934—Continued

PART 11—AVERAGES PER TRAIN MILE, PER LOCOMOTIVE MILE AND PER LOADED FREIGHT CAR MILE

Number	Railway Companies	Averages Per Train Mile					Averages Per Locomotive Mile							Averages Per Loaded Freight Car Mile				
		Revenue passenger—miles	Freight revenue	Passenger service train revenue	Operating			Train miles—freight trains	Car miles—freight trains	Train miles—passenger trains	Car miles—passenger trains	Train miles—mixed trains	Car miles—mixed trains	Train miles—special trains	Car miles—special trains	Ton Miles		Freight revenue
					Revenues	Expenses	Net operating revenues									Revenue freight	All freight	
1	Atchison, Topeka & Santa Fe Ry.	52.37	\$ 6.78	\$ 1.63	\$ 4.19	\$ 4.60	\$ * .41	.78	49.30	.83	9.08	.91	11.48			18.35	\$.19173	
2	Atlantic Northern Ry.	.39	2.57	.23	1.06	1.17	* .11	1.00	6.24							12.44	.98194	
3	Chicago, Burlington & Quincy R. R.	21.39	4.08	.95	2.45	2.03	.42	.88	38.90	.97	8.72	1.00	4.51	1.00	24.94	21.89	.17289	
4	Chicago Great Western R. R.	15.10	5.14	.61	3.30	2.45	.85	.93	47.42	.98	4.88					20.86	.17486	
5	Chi., Mil., St. Paul & Pac. R. R.	16.43	4.45	.62	3.12	2.22	.90	.90	39.65	.98	5.78	.96	7.74	.81	23.97	21.34	.18925	
6	Chicago & North Western Ry.	36.98	4.80	1.17	3.21	2.58	.63	.96	47.17	.98	9.97	1.00	11.76			17.49	.16892	
7	Chi., St. Paul, Minn. & Om. Ry.	28.55	9.68	.99	5.07	3.36	1.71	.97	41.23	.96	6.82	.71	10.68			35.83	.40096	
8	Chicago, Rock Island & Pacific Ry.	26.22	3.74	.84	2.52	2.27	.25	.96	34.13	1.00	6.37	.98	10.40	1.00	8.55	22.79	.19904	
9	Great Northern Ry.	5.61	6.42	.41	4.32	3.13	1.19	.99	54.02	.96	3.30					21.64	.23044	
10	Illinois Central R. R.	23.87	2.73	.84	2.27	1.99	.28	.99	32.29	.98	5.76	1.00	9.49			20.50	.16130	
11	Manchester & Oneida Ry.	.27	3.45	.13	1.06	.60	.46	1.00	2.78							24.53	2.45894	
12	Minneapolis & St. Louis R. R.	6.83	3.63	.35	2.32	2.01	.31	.85	26.74	.99	3.27	.96	6.16	.58	13.09	25.99	.22346	
13	Union Pacific R. R.	17.15	4.29	1.16	3.62	4.30	* .68	.59	25.80	.19	3.91					16.69	.16827	
14	Wabash Railway	21.64	2.52	.95	2.29	2.93	* .64	.97	20.85	.96	4.73			.52	16.12	23.23	.20017	
	Total	23.87	\$ 4.18	\$.85	\$ 2.83	\$ 2.30	\$.53	.93	38.79	1.32	7.89	.99	9.02	.92	12.05	18.59	20.97	\$.18442

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—
1934—Continued
PART 12—AVERAGES PER CAR MILE—PASSENGER AND MISCELLANEOUS AVERAGES

Number	Railway Companies	Averages Per Car Mile—Passenger		Miscellaneous Averages							Operating ratio —per cent	
		Passenger miles —revenue	Passenger revenue	Miles Hauled			Miles carried revenue pas- sengers	Revenue Per				
				Revenue freight	Non-revenue freight	All freight		Ton of freight	Ton mile of freight	Passenger		Passenger mile
1	Atchison, Topeka & Santa Fe Ry.....	7.66	\$.14614	19.99	8.86	18.59	19.48	\$.22195	\$.01110	\$.37137	\$.01907	109.69
2	Atlantic Northern Ry.....	.39	.01352	15.50	14.00	15.37	8.70	1.25926	.08123	.30257	.03484	110.64
3	Chicago, Burlington & Quincy R. R.....	7.02	.12137	113.15	159.33	121.26	98.69	1.16193	.01027	1.70700	.01730	82.90
4	Chicago Great Western R. R.....	6.75	.12667	191.17	80.69	174.68	116.66	1.72104	.00900	2.19065	.01878	74.12
5	Chi., Mil., St. Paul & Pac. R. R.....	5.21	.09008	195.19	149.60	190.17	113.69	1.89521	.00971	1.96454	.01728	71.00
6	Chicago & North Western Ry.....	7.32	.14094	183.73	174.13	182.46	202.86	2.03098	.01105	3.90375	.01924	80.49
7	Chi., St. Paul, Minn. & Om. Ry.....	7.29	.14244	93.93	59.54	92.00	54.73	1.09079	.01161	1.06985	.01955	66.36
8	Chicago, Rock Island & Pacific Ry.....	7.77	.14117	162.73	117.74	157.09	118.79	1.56905	.00964	2.15835	.01817	90.16
9	Great Northern Ry.....	5.24	.10274	75.32	61.02	74.01	49.86	.86799	.01152	.97758	.01960	72.49
10	Illinois Central R. R.....	7.13	.12071	201.35	132.40	190.02	98.09	1.73918	.00889	1.66122	.01694	87.66
11	Manchester & Oneida Ry.....	.27	.00741	8.15		8.15	8.15	.81672	.10021	.21800	.02674	56.85
12	Minneapolis & St. Louis R. R.....	4.75	.08570	153.47	183.46	157.10	60.29	1.53716	.01002	1.08753	.01804	86.77
13	Union Pacific R. R.....	4.81	.08028	2.20	2.24	2.20	2.20	.02353	.01069	.03669	.01668	118.92
14	Wabash Railway.....	7.33	.15574	67.02	23.13	62.71	63.56	.59902	.00894	1.35109	.02126	128.00
	Total.....	6.95	\$.12729	145.04	126.70	142.69	110.30	\$ 1.43859	\$.00992	\$ 2.02009	\$.01837	81.27

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1934
PART 1—TOTAL PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers		Carloads	Tons	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons			
1	Atchison, Topeka & Santa Fe Ry.	119,626	3,716,956	94,266	2,025,544	36,505	938,664	12,602	299,916	262,999	6,821,080	\$ 33,923,482
2	Chicago, Burlington & Quincy R. R.	76,619	2,838,383	35,488	1,000,037	37,069	829,019	30,763	570,505	180,479	5,237,944	12,476,781
3	Chicago Great Western R. R.	8,865	302,321	10,424	274,562	13,499	406,871	18,293	363,137	50,966	1,346,891	3,010,614
4	Chicago, Mil., St. Paul & Pac. R. R.	87,491	3,021,635	39,530	1,044,396	45,747	912,906	13,747	230,164	186,515	5,199,101	13,100,293
5	Chicago & North Western Ry.	62,146	2,067,584	37,806	1,070,000	67,677	1,681,996	31,705	584,935	199,334	5,404,515	9,984,284
6	Chl., St. Paul, Minn. & Omaha Ry.	14,825	538,547	23,161	742,196	19,807	517,483	15,717	314,331	73,510	2,102,547	3,021,218
7	Chicago, Rock Island & Pacific Ry.	66,236	2,475,968	49,967	1,354,508	36,206	785,190	47,950	794,329	200,359	5,409,965	15,701,724
8	Great Northern Ry.	75,205	2,496,844	50,614	1,058,898	29,245	450,604	4,390	95,162	150,454	4,101,478	17,982,117
9	Illinois Central R. R.	56,837	1,682,870	55,335	1,284,596	50,502	999,433	49,658	934,700	212,332	4,901,509	15,917,967
10	Minneapolis & St. Louis R. R.	7,992	299,275	20,188	637,490	7,590	187,211	8,316	156,637	44,016	1,300,523	2,114,186
11	Union Pacific R. R.	35,678	1,469,628	28,335	711,812	25,160	523,157	124,907	2,049,969	214,080	4,754,566	22,745,696
12	Wabash Railway	21,321	701,617	14,875	385,437	42,341	781,151	47,631	740,455	126,168	2,668,600	7,080,597
	Total	632,772	21,661,628	459,989	11,609,256	492,888	8,943,685	405,562	7,084,240	1,901,241	49,248,800	\$157,070,179

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1934
—Continued

PART 2—TOTAL ANIMALS AND PRODUCTS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers		Carloads	Tons	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons			
1	Atchison, Topeka & Santa Fe Ry.....	69,461	840,030	38,528	460,292	18,138	212,169	2,870	36,027	128,997	1,548,518	\$ 10,049,125
2	Chicago, Burlington & Quincy R. R.....	94,994	1,104,007	46,580	577,360	22,121	262,777	10,489	131,373	174,184	2,075,517	11,644,147
3	Chicago Great Western R. R.....	15,518	205,442	29,311	386,778	4,019	53,266	4,118	58,026	52,966	703,512	3,591,531
4	Chicago, Mil., St. Paul & Pac. R. R.....	95,163	1,120,131	57,773	737,938	17,031	220,319	3,026	40,792	172,993	2,119,180	12,163,129
5	Chicago & North Western Ry.....	74,590	889,209	56,093	683,280	32,129	393,059	15,397	194,465	178,209	2,160,013	10,390,132
6	Chi., St. Paul, Minn. & Omaha Ry.....	6,743	78,863	17,086	210,039	10,346	120,641	7,835	96,884	42,010	506,427	1,212,950
7	Chicago, Rock Island & Pacific Ry.....	52,316	592,333	32,205	389,272	15,184	173,137	5,978	81,749	105,683	1,236,491	6,063,048
8	Great Northern Ry.....	25,705	268,793	18,394	222,583	2,851	36,248	1,024	12,770	47,974	540,394	4,106,235
9	Illinois Central R. R.....	24,524	291,574	34,595	449,872	13,038	159,708	13,034	183,938	85,191	1,085,092	5,777,133
10	Minneapolis & St. Louis R. R.....	6,360	79,045	13,967	179,419	1,897	22,414	1,734	22,617	23,958	303,495	852,747
11	Union Pacific R. R.....	34,148	392,442	23,391	274,050	13,524	154,739	18,409	237,690	89,472	1,058,921	6,282,688
12	Wabash Railway.....	12,582	153,028	20,530	271,854	12,055	148,837	18,105	239,898	63,272	813,617	4,644,346
	Total.....	512,104	6,014,897	388,453	4,842,737	162,333	1,957,314	102,019	1,336,229	1,164,909	14,151,177	\$ 76,777,211

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1934
—Continued

PART 3—TOTAL PRODUCTS OF MINES—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers		Carloads	Tons	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons			
										Carloads	Tons	
1	Achison, Topeka & Santa Fe Ry.	89,412	4,603,248	34,757	1,573,065	28,449	1,269,980	4,562	231,412	157,180	7,677,705	\$ 8,568,198
2	Chicago, Burlington & Quincy R. R.	101,216	5,009,886	50,401	2,228,760	51,022	2,270,620	7,413	302,066	210,052	9,811,332	12,553,504
3	Chicago Great Western R. R.	1,907	96,709	193	9,180	14,144	604,806	6,329	267,655	22,573	978,440	1,366,853
4	Chicago, Mil., St. Paul & Pac. R. R.	91,031	4,538,203	38,177	1,885,412	73,082	3,320,806	5,574	248,153	207,864	9,992,664	13,116,670
5	Chicago & North Western Ry.	61,025	3,095,667	60,356	3,349,828	86,840	3,950,623	12,013	548,175	220,234	10,944,293	10,784,850
6	Chi., St. Paul, Minn. & Omaha Ry.	18,395	825,134	8,449	287,097	11,225	500,975	2,593	91,882	40,662	1,705,088	2,320,972
7	Chicago, Rock Island & Pacific Ry.	37,653	1,835,182	25,161	1,162,472	43,691	1,963,842	9,642	410,323	116,147	5,371,819	6,353,362
8	Great Northern Ry.	37,227	1,741,563	124,037	7,476,290	51,958	2,053,955	10,679	440,629	223,901	11,712,446	11,488,712
9	Illinois Central R. R.	107,380	5,721,508	113,859	5,886,999	60,396	2,939,484	29,514	1,499,469	311,149	16,047,460	18,359,052
10	Minneapolis & St. Louis R. R.	3,720	191,367	4,515	229,110	12,220	491,187	2,289	84,582	22,744	906,246	1,149,422
11	Union Pacific R. R.	31,361	1,315,713	14,797	626,872	17,402	718,231	8,427	294,537	71,987	2,955,354	4,366,030
12	Wabash Railway	22,447	1,108,751	11,776	535,252	52,564	2,584,343	14,831	702,870	101,618	4,931,216	4,319,266
	Total	602,774	30,082,931	486,478	25,250,347	502,993	22,660,032	113,866	5,121,753	1,706,111	83,124,063	\$ 94,746,891

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1934
—Continued

PART 4—TOTAL PRODUCTS OF FORESTS—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers		Carloads	Tons	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons			
1	Atchison, Topeka & Santa Fe Ry.....	15,340	483,003	5,865	153,358	13,962	354,893	2,379	57,398	37,546	1,048,652	\$ 2,896,707
2	Chicago, Burlington & Quincy R. R.....	1,433	38,223	1,788	52,622	24,525	621,450	14,596	358,429	42,342	1,070,724	2,987,252
3	Chicago Great Western R. R.....	101	2,499	48	1,158	2,445	59,302	3,403	83,695	5,997	146,654	295,056
4	Chicago, Mil., St. Paul & Pac. R. R.....	39,439	1,355,915	19,088	609,962	17,104	470,259	4,043	104,338	79,674	2,540,474	6,305,522
5	Chicago & North Western Ry.....	39,288	1,506,347	10,443	322,535	24,103	722,739	7,393	183,716	81,227	2,735,337	3,367,216
6	Chi., St. Paul, Minn. & Omaha Ry.....	5,185	184,457	4,564	118,854	5,071	137,677	8,160	222,280	22,980	663,268	683,213
7	Chicago, Rock Island & Pacific Ry.....	3,717	126,340	7,782	204,580	7,855	193,373	7,420	180,911	26,774	705,204	1,522,775
8	Great Northern Ry.....	30,826	1,133,931	19,320	498,976	6,221	183,834	7,032	195,710	63,399	2,012,451	6,243,606
9	Illinois Central R. R.....	13,020	385,156	14,662	392,643	21,110	566,177	22,391	574,093	71,183	1,918,069	4,773,054
10	Minneapolis & St. Louis R. R.....	40	737	38	908	1,765	42,338	3,647	88,974	5,490	132,957	195,533
11	Union Pacific R. R.....	365	9,897	368	10,711	4,758	129,423	20,113	528,612	25,604	678,643	2,989,448
12	Wabash Railway.....	1,457	45,596	1,057	27,621	5,266	136,146	6,221	156,717	14,001	366,080	671,526
	Total.....	150,211	5,272,101	85,023	2,393,928	134,185	3,617,611	106,798	2,734,873	476,217	14,018,513	\$ 32,930,908

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1934
—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 (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers		Carloads	Tons	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons			
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	
1	Atchison, Topeka & Santa Fe Ry.-----	132,801	3,753,243	129,536	3,610,185	77,664	1,691,779	10,778	279,135	350,779	9,334,342	\$ 43,346,419
2	Chicago, Burlington & Quincy R. R.-----	63,022	1,756,699	60,447	1,435,522	84,057	2,106,543	44,394	1,143,425	251,920	6,442,189	23,284,431
3	Chicago Great Western R. R.-----	10,410	235,846	8,844	199,222	23,930	580,273	32,584	787,642	75,768	1,802,983	5,998,828
4	Chicago, Mil., St. Paul & Pac. R. R.-----	83,119	1,930,285	74,619	1,489,124	142,092	3,662,734	23,038	571,052	322,868	7,653,195	26,728,033
5	Chicago & North Western Ry.-----	83,195	2,040,566	84,774	1,678,969	117,776	3,073,260	37,026	796,284	322,771	7,589,079	20,696,316
6	Chi., St. Paul, Minn. & Omaha Ry.-----	8,659	219,245	13,208	283,920	34,040	763,337	19,934	484,039	75,841	1,750,541	4,014,637
7	Chicago, Rock Island & Pacific Ry.-----	49,940	1,231,382	59,125	1,484,067	74,017	1,831,645	44,031	1,080,782	227,113	5,627,876	20,410,346
8	Great Northern Ry.-----	34,455	889,388	18,177	573,640	54,031	1,309,560	8,706	230,569	115,369	3,003,157	16,247,664
9	Illinois Central R. R.-----	43,465	1,095,242	62,279	1,559,849	86,231	2,164,896	65,383	1,595,196	257,358	6,415,183	18,762,170
10	Minneapolis & St. Louis R. R.-----	3,211	80,988	5,455	147,459	17,294	428,260	9,946	250,219	35,906	906,926	2,148,999
11	Union Pacific R. R.-----	12,804	373,016	16,441	523,996	35,680	870,112	70,539	1,793,526	135,464	3,560,650	18,792,399
12	Wabash Railway-----	19,785	535,534	39,921	977,668	60,138	1,445,241	62,857	1,432,956	182,701	4,391,399	11,945,599
	Total-----	544,866	14,141,434	572,826	13,963,621	806,950	19,927,640	429,216	10,444,825	2,353,858	58,477,520	\$212,375,821

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1934
—Continued
PART 6—GRAND TOTAL CARLOAD TRAFFIC—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Revenue Freight Originating on Road				Revenue Freight Received from Connecting Carriers				Total Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers		Carloads	Tons	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons			
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	
1	Atchison, Topeka & Santa Fe Ry.....	426,640	13,396,480	302,952	7,822,444	174,718	4,397,485	33,191	813,888	937,501	26,430,297	\$ 98,783,931
2	Chicago, Burlington & Quincy R. R.....	337,284	10,747,198	194,704	5,294,301	219,334	6,090,409	107,655	2,505,798	858,977	24,637,706	62,946,115
3	Chicago Great Western R. R.....	36,802	842,817	48,820	870,900	58,037	1,704,608	64,640	1,560,155	208,299	4,978,480	14,262,882
4	Chicago, Mil., St. Paul & Pac. R. R.....	396,243	11,966,169	229,187	5,766,832	295,056	8,587,114	49,428	1,184,499	969,914	27,504,614	71,422,647
5	Chicago & North Western Ry.....	320,244	9,599,373	249,472	7,104,612	328,525	9,821,677	103,534	2,307,575	1,001,775	28,833,237	55,222,798
6	Chi., St. Paul, Minn. & Omaha Ry.....	53,807	1,836,246	66,468	1,642,096	80,489	2,040,113	54,239	1,209,416	255,003	6,727,871	11,252,990
7	Chicago, Rock Island & Pacific Ry.....	209,862	6,261,205	174,240	4,594,899	176,953	4,947,187	115,021	2,548,094	676,076	18,351,385	50,051,255
8	Great Northern Ry.....	203,418	6,530,519	230,542	9,830,366	135,306	4,034,201	31,831	974,840	601,097	21,369,926	56,068,334
9	Illinois Central R. R.....	245,226	9,176,350	280,730	9,573,869	231,277	6,829,698	179,980	4,787,396	937,213	30,367,313	63,589,346
10	Minneapolis & St. Louis R. R.....	21,253	651,412	44,163	1,214,296	40,766	1,171,410	25,932	603,029	132,114	3,640,147	6,460,867
11	Union Pacific R. R.....	114,356	3,560,696	83,332	2,147,442	96,524	2,395,662	242,395	4,904,334	536,607	13,008,134	55,178,601
12	Wabash Railway.....	77,592	2,604,526	88,159	2,197,832	172,364	5,095,718	149,645	3,272,896	487,760	13,170,972	28,661,244
	Total.....	2,442,727	77,172,991	1,992,769	58,059,889	2,009,349	57,115,282	1,157,491	26,671,920	7,602,336	219,020,082	\$573,901,010

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—1934
—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 (dollars)
		Originating on Road		Received from Connecting Carriers		Total L. C. L. freight—tons	Freight revenue (dollars)	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. F. Ry.....	347,707	60,596	148,968	6,431	563,702	\$ 10,444,245	13,744,187	7,883,040	4,546,453	820,319	26,993,999	\$109,228,176
2	C., B. & Q. R. R.....	211,190	106,430	120,769	50,541	488,939	6,100,236	10,958,397	5,400,731	6,211,178	2,556,339	25,126,645	69,046,351
3	C. G. W. R. R.....	27,640	17,389	17,538	4,815	67,382	638,782	870,457	888,289	1,722,146	1,564,970	5,045,862	14,901,664
4	C., M., St. P. & P. R. R...	283,887	166,089	129,926	14,238	594,140	6,831,382	12,250,056	5,932,921	8,717,040	1,198,737	28,098,754	78,254,029
5	C. & N. W. Ry.....	229,582	265,019	226,284	93,507	814,392	7,188,602	9,828,955	7,369,631	10,047,961	2,401,082	29,647,629	62,411,400
6	C., St. P., M. & O. Ry...	50,964	56,272	59,902	26,037	193,175	1,356,200	1,887,210	1,698,368	2,100,015	1,235,453	6,921,046	12,609,190
7	C., R. I. & P. Ry.....	172,368	92,285	107,119	33,327	404,999	4,271,655	6,433,473	4,687,184	5,054,306	2,581,421	18,756,384	54,322,910
8	Great Northern Ry.....	227,238	24,023	65,664	3,545	320,470	4,279,549	6,757,757	9,854,380	4,099,865	978,385	21,690,396	60,347,883
9	Illinois Central R. R.....	176,826	198,774	163,133	103,101	641,834	5,954,345	9,353,176	9,772,643	6,992,831	4,890,497	31,009,147	69,543,691
10	Minn. & St. L. R. R.....	27,328	8,371	17,033	8,089	60,821	462,234	678,740	1,222,607	1,188,443	611,118	3,700,968	6,923,101
11	Union Pacific R. R.....	62,017	20,783	51,499	100,418	234,717	4,585,168	3,622,713	2,168,225	2,447,161	5,004,752	13,242,851	59,763,769
12	Wabash Railway.....	128,583	166,424	236,688	90,883	622,578	4,908,681	2,733,109	2,364,256	5,332,406	3,363,779	13,793,550	33,569,925
	Total.....	1,945,239	1,182,455	1,344,523	534,932	5,007,149	\$ 57,021,079	79,118,230	59,242,344	58,459,805	27,206,852	224,027,231	\$630,922,089

STATISTICS OF STEAM RAILWAYS

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE
—1934

PART 1—TOTAL PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 POUNDS

Number	Railway Companies	Originating on Road		All Other Revenue Freight Carried		Total Carried		Terminating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Railway	10	166	49,457	994,876	49,467	995,042	401	6,108
2	Chicago, Burlington & Quincy R. R.	11,132	392,814	44,549	1,021,510	55,681	1,414,324	15,640	415,902
3	Chicago Great Western R. R.	4,470	170,358	39,764	927,366	44,234	1,097,724	5,521	140,025
4	Chicago, Milwaukee, St. Paul and Pacific R. R.	28,015	924,080	49,689	1,106,699	77,704	2,030,779	16,361	547,072
5	Chicago & North Western Railway	28,828	1,031,819	53,822	1,165,159	82,650	2,196,978	18,909	683,588
6	Chicago, St. Paul, Minn. & Omaha Railway	1,548	57,360	16,644	339,423	18,192	396,783	1,602	41,964
7	Chicago, Rock Island & Pacific Railway	31,674	1,061,172	59,276	1,394,197	90,950	2,455,369	23,342	671,606
8	Great Northern Railway	1,085	39,682			1,085	39,682	488	9,711
9	Illinois Central Railroad	12,297	437,090	32,874	608,539	45,171	1,045,629	8,689	279,531
10	Minneapolis & St. Louis Railroad	10,777	421,901	14,068	340,551	24,845	762,452	2,067	54,046
11	Union Pacific Railroad	748	30,174			748	30,174	816	32,844
12	Wabash Railway	2,863	106,767	11,191	284,871	14,054	391,638	1,940	53,064
	Total	133,447	4,673,383	371,334	8,183,191	504,781	12,856,574	95,776	2,935,461
13	Atlantic Northern Railway		85		157		242		
14	Manchester & Oneida Railway		141		698		839		
	Total 13 and 14—Tons		226		855		1,081		
	Total Products of Agriculture—Tons		4,673,609		8,184,046		12,857,655		

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE
—1934—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 Railway.....	134	1,585	23,711	293,049	23,845	294,634	26	312
2	Chicago, Burlington & Quincy R. R.	27,364	338,077	37,877	465,630	65,241	803,707	8,731	102,976
3	Chicago Great Western R. R.	8,690	113,964	40,402	535,566	49,092	649,530	2,672	29,678
4	Chicago, Milwaukee, St. Paul and Pacific R. R.	49,349	594,216	40,683	512,850	90,032	1,107,066	18,595	217,027
5	Chicago & North Western Railway.....	45,573	555,718	54,378	647,213	99,951	1,202,931	18,565	217,833
6	Chicago, St. Paul, Minn. & Omaha Railway.....	1,366	17,358	7,890	92,613	9,256	109,971	5,364	60,544
7	Chicago, Rock Island & Pacific Railway.....	37,280	427,780	25,291	316,180	62,571	742,960	12,352	138,338
8	Great Northern Railway.....	628	6,605	628	6,605	628	6,605	3,972	39,281
9	Illinois Central Railroad.....	27,681	351,865	19,187	238,879	46,868	590,744	6,953	77,589
10	Minneapolis & St. Louis Railroad.....	10,590	136,845	6,392	78,343	16,982	215,188	3,258	37,856
11	Union Pacific Railroad.....	14	137	14	137	14	137	6	70
12	Wabash Railway.....	1,860	24,037	7,706	106,635	9,566	130,672	255	2,667
	Total.....	210,529	2,568,187	263,517	3,286,958	474,046	5,855,145	80,749	924,171
13	Atlantic Northern Railway.....		5,047		49		5,096		
14	Manchester & Oneida Railway.....		2,685				2,685		
	Total 13 and 14—Tons.....		7,732		49		7,781		
	Total Animals and Products—Tons.....		2,575,919		3,287,007		5,862,926		

STATISTICS OF STEAM RAILWAYS

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE
—1934—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 Railway.....	1	30	4,161	165,082	4,162	165,112	834	39,206
2	Chicago, Burlington & Quincy R. R.....	4,596	204,204	28,054	1,231,861	32,650	1,436,065	18,463	838,656
3	Chicago Great Western R. R.....	1,349	75,853	14,359	609,303	15,708	685,156	7,379	333,912
4	Chicago, Milwaukee, St. Paul and Pacific R. R.....	11,890	615,966	32,953	1,384,754	44,843	2,000,720	22,393	1,030,098
5	Chicago & North Western Railway.....	6,183	362,235	24,454	1,064,094	30,637	1,426,329	17,862	838,176
6	Chicago, St. Paul, Minn. & Omaha Railway.....	2	32	5,458	222,566	5,460	222,598	2,000	87,384
7	Chicago, Rock Island & Pacific Railway.....	13,584	607,160	34,815	1,522,365	48,399	2,129,525	33,437	1,491,671
8	Great Northern Railway.....	45	2,863			45	2,863	291	10,902
9	Illinois Central Railroad.....	981	52,286	11,726	523,704	12,707	575,990	8,399	371,376
10	Minneapolis & St. Louis Railroad.....	1,978	94,872	11,263	477,397	13,241	572,269	6,778	294,032
11	Union Pacific Railroad.....	5	145			5	145	707	29,611
12	Wabash Railway.....	2,107	98,650	5,090	213,688	7,197	312,338	2,226	99,533
	Total.....	42,721	2,114,296	172,333	7,414,814	215,054	9,529,110	120,769	5,464,557
13	Atlantic Northern Railway.....				4,072		4,072		
14	Manchester & Oneida Railway.....		86		19,920		20,006		
	Total 13 and 14—Tons.....		86		23,992		24,078		
	Total Products of Mines—Tons.....		2,114,382		7,438,806		9,553,188		

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE
—1934—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 Railway			2,814	71,240	2,814	71,240	7	200
2	Chicago, Burlington & Quincy R. R.	287	7,607	7,712	191,371	7,999	198,978	3,200	78,244
3	Chicago Great Western R. R.	18	474	5,302	129,505	5,320	129,979	1,072	26,121
4	Chicago, Milwaukee, St. Paul and Pacific R. R.	422	11,959	8,778	217,974	9,200	229,933	3,332	85,001
5	Chicago & North Western Railway	80	2,012	8,685	226,581	8,765	228,593	2,890	77,773
6	Chicago, St. Paul, Minn. & Omaha Railway	7	119	2,463	62,193	2,470	62,312	220	4,852
7	Chicago, Rock Island & Pacific Railway	314	8,505	7,248	181,737	7,562	190,242	3,185	77,962
8	Great Northern Railway							197	4,829
9	Illinois Central Railroad	34	693	6,117	146,662	6,151	147,355	1,680	38,982
10	Minneapolis & St. Louis Railroad	16	283	2,743	65,762	2,759	66,045	913	21,023
11	Union Pacific Railroad	6	150			6	150	71	2,036
12	Wabash Railway	72	2,750	1,683	40,838	1,755	43,588	266	6,576
	Total	1,256	34,552	53,545	1,333,863	54,801	1,368,415	17,042	423,599
13	Atlantic Northern Railway				366		366		
14	Manchester & Oneida Railway				633		633		
	Total 13 and 14—Tons				999		999		
	Total Products of Forests—Tons				1,334,862		1,369,414		

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE
—1934—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 Railway.....	532	13,019	49,764	1,092,748	50,296	1,105,767	406	10,562
2	Chicago, Burlington & Quincy R. R.....	13,253	414,371	69,278	1,725,532	82,531	2,139,903	26,314	742,915
3	Chicago Great Western R. R.....	5,421	146,901	62,335	1,483,048	67,756	1,629,949	9,625	234,578
4	Chicago, Milwaukee, St. Paul and Pacific R. R.....	14,306	407,458	101,644	2,334,847	115,950	2,742,305	26,357	643,690
5	Chicago & North Western Railway.....	11,094	321,174	66,319	1,493,285	77,413	1,814,459	21,317	496,598
6	Chicago, St. Paul, Minn. & Omaha Railway.....	500	13,252	21,565	557,481	22,065	570,733	2,049	52,310
7	Chicago, Rock Island & Pacific Railway.....	20,716	509,357	77,413	1,778,551	98,129	2,287,908	33,320	849,137
8	Great Northern Railway.....	181	2,963			181	2,963	840	20,412
9	Illinois Central Railroad.....	3,606	88,126	25,773	613,760	29,379	701,886	10,365	254,637
10	Minneapolis & St. Louis Railroad.....	5,079	150,148	21,006	519,606	26,085	669,754	8,237	198,428
11	Union Pacific Railroad.....	136	2,600			136	2,600	668	19,174
12	Wabash Railway.....	615	13,158	10,485	249,443	11,100	262,601	2,928	65,701
	Total.....	75,439	2,082,527	505,582	11,848,301	581,021	13,930,828	142,426	3,588,442
13	Atlantic Northern Railway.....		131		1,435		1,566		
14	Manchester & Oneida Railway.....		330		833		1,163		
	Total 13 and 14—Tons.....		461		2,268		2,729		
	Total Manufactures and Miscellaneous—Tons.....		2,082,988		11,850,569		13,933,557		

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE
—1934—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 Railway.....	677	14,800	129,907	2,616,995	130,584	2,631,795	1,674	56,388
2	Chicago, Burlington & Quincy R. R.....	56,632	1,357,073	187,470	4,635,904	244,102	5,992,977	72,348	2,178,693
3	Chicago Great Western R. R.....	19,948	507,550	162,162	3,684,788	182,110	4,192,338	26,269	764,314
4	Chicago, Milwaukee, St. Paul and Pacific R. R.....	103,982	2,553,679	233,747	5,557,124	337,729	8,110,803	87,038	2,523,188
5	Chicago & North Western Railway.....	91,758	2,272,958	207,658	4,596,332	299,416	6,869,290	79,543	2,313,968
6	Chicago, St. Paul, Minn. & Omaha Railway.....	3,423	88,121	54,020	1,274,276	57,443	1,362,397	11,235	247,054
7	Chicago, Rock Island & Pacific Railway.....	103,568	2,613,974	204,043	5,193,030	307,611	7,807,004	105,636	3,228,714
8	Great Northern Railway.....	1,939	52,113	27,184	677,172	29,123	729,285	5,788	85,135
9	Illinois Central Railroad.....	44,599	930,060	95,677	2,131,544	140,276	3,061,604	36,095	1,022,115
10	Minneapolis & St. Louis Railroad.....	28,440	804,049	55,472	1,481,659	83,912	2,285,708	21,253	605,385
11	Union Pacific Railroad.....	909	33,206		3,222,980	909	3,256,186	2,268	83,735
12	Wabash Railway.....	7,517	245,362	36,155	895,475	43,672	1,140,837	7,615	227,541
	Total.....	463,392	11,472,945	1,393,495	35,967,279	1,856,887	47,440,224	456,762	13,336,230

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 above table, by commodities, giving total carloads and tons only.

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE
—1934—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, all 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 Railway	1,812	118,941	120,753	1,630	16,612	2,735,936	2,752,548	58,018	2.11
2	Chicago, Burlington & Quincy R. R.	38,471	118,234	156,705	52,373	1,395,544	4,754,138	6,149,682	2,231,066	36.28
3	Chicago Great Western R. R.	13,023	37,643	50,666	19,660	520,573	3,722,431	4,243,004	783,974	18.48
4	Chicago, Milwaukee, St. Paul and Pacific R. R.	43,224	139,497	182,721	72,695	2,596,903	5,696,621	8,293,524	2,595,883	31.30
5	Chicago & North Western Railway	70,579	146,587	217,166	71,142	2,343,537	4,742,919	7,086,456	2,385,110	33.66
6	Chicago, St. Paul, Minn. & Omaha Railway	9,067	17,214	26,281	4,602	97,188	1,291,490	1,388,678	251,656	18.12
7	Chicago, Rock Island & Pacific Railway	67,579	170,628	238,207	94,401	2,681,553	5,363,658	8,045,211	3,323,115	41.30
8	Great Northern Railway	4,055	—	4,055	2,510	56,168	677,172	733,340	87,645	11.95
9	Illinois Central Railroad	15,699	37,545	53,244	27,842	945,759	2,169,089	3,114,848	1,049,957	33.71
10	Minneapolis & St. Louis Railroad	10,552	18,157	28,709	15,133	814,601	1,499,816	2,314,417	620,518	26.81
11	Union Pacific Railroad	465	—	465	137	33,671	3,222,980	3,256,651	83,872	2.57
12	Wabash Railway	7,439	13,016	20,455	3,069	252,801	908,491	1,161,292	230,610	19.86
	Total	281,965	817,462	1,099,427	365,194	11,754,910	36,784,741	48,539,651	13,701,424	28.23
13	Atlantic Northern Railway	29	332	361	—	5,292	6,411	11,703	—	—
14	Manchester & Oneida Railway	67	126	193	—	3,309	22,210	25,519	—	—
	Total 13 and 14—Tons	96	458	554	—	8,601	28,621	37,222	—	—
	Grand Total Tons	282,061	817,920	1,099,981	—	11,763,511	36,813,362	48,576,873	13,701,424	28.20

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT
—ENTIRE LINE—1934

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																
		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.	1,846	1,775			89,104	87,357	1,518	1,506	761	50,121	66	5,265	4,583	95,887	93,446	11	10
2	Atlantic Northern	2	2			2	2	1	1				1	1	4	4		
3	C., B. & Q. R. R.	1,085	1,062	3	6	52,520	46,179	977	953	556	37,711	68	3,595	3,267	57,092	50,399		
4	C. G. W. R. R.	178	187	1		5,106	4,455	95	95	46	2,668	58	336	350	5,537	4,900		
5	C., M., S. P. & P.	1,639	1,257	107	107	67,513	61,874	1,194	1,006	618	35,997	58	2,373	2,171	71,080	65,051	7	7
6	C. & N. W. Ry.	1,678	1,678	4	4	56,555	56,457	1,943	1,892	1,146	75,608	66	3,508	3,631	62,006	61,980		
7	C., St. P., M. & O.	295	294			7,438	7,401	224	224	147	7,997	54	399	425	8,061	8,050		
8	C., R. I. & P. Ry.	1,306	1,232	1	1	41,342	38,795	1,019	987	581	42,508	73	3,312	3,152	45,673	42,934		
9	Great Northern Ry.	1,049	1,026	19	19	47,459	47,279	883	887	320	21,004	66	2,589	2,460	50,931	50,626	2	2
10	Illinois Central	1,627	1,624	10	10	60,098	59,276	1,784	1,765	836	61,975	74	2,078	2,043	63,960	63,084	6	6
11	Manch'r & Oneida	2	2					2	2						2	2		
12	Minn. & St. Louis	192	192			5,301	5,245	93	88	49	2,646	54	241	237	5,635	5,570		
13	Union Pacific R. R.	758	731			32,347	31,812	704	656	284	16,360	58	1,706	1,462	34,757	33,930		
14	Wabash Railway	546	531			18,863	18,355	262	230	128	7,505	58	412	386	19,537	18,971	5	4
	Total	12,203	11,593	145	147	483,648	464,487	10,699	10,292	5,472	362,100	66	25,815	24,168	520,162	498,947	31	29

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT
ENTIRE LINE—1934—Continued

PART 2—UNITS OF FREIGHT AND PASSENGER TRAIN CARS AND COMPANY SERVICE
EQUIPMENT AT CLOSE OF YEAR CLASSIFIED

Number	Railway Companies	Freight Train Cars								Passenger Train Cars								Company Service Equipment						
		Box	Flat	Stock	Coal	Tank	Refrigerator	Caboose	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 service equipment
1	A., T. & S. F. Ry.	39,153	2,873	9,105	14,493	3,516	16,571	1,033	613	566	174	128	21	59	466	42	50	44	499	61	18	1	3,960	
2	Atlantic Northern		1					1		1													1	
3	C., B. & Q. R. R.	24,526	1,889	4,901	14,117			607	139	425	113	95	18	35	235	32		19	1,025	9	6	20	2,188	
4	C. G. W. R. R.	3,595	108	300	330			122		26	12	19	8	1	27	2		3	1	6	1	2	337	
5	C., M., S. P. & P.	35,314	4,554	4,125	15,580		9	918	1,374	377	65	112	21	88	38	266	10	29	15		31	2	2,123	
6	C. & N. W. Ry.	25,635	4,162	4,612	14,085	1	845	999	6,118	920	152	119	74		37	304	34	252	19	1,364	15	15	15	2,203
7	C., St. P., M. & O.	4,252	474	573	1,829		99	174		103	27	10	10		7	61	6		1				17	407
8	C., R. I. & P. Ry.	27,886	1,909	2,123	6,138		207	532		453	110	79	18		36	260	31		20	1,873	39	5	105	1,110
9	Great Northern Ry.	26,737	3,385	3,454	3,484		26	511	9,682	231	63	118	21	5	29	393	14	13	23	69	51		205	2,112
10	Illinois Central	21,903	1,965	1,554	28,130	10	4,799	915		771	46	98	19		46	211	50	524	17	28	11	2	14	1,971
11	Manch'r & Oneida									1	1													
12	Minn. & St. Louis	2,830	120	591	1,485		92	111	16	34	15	7			30	2		3	41	3	1			189
13	Union Pacific R. R.	16,244	2,431	2,704	6,029	901		539	2,964	238	45	35	1		72	179	48	38	27	103	2	3	18	1,309
14	Wabash Railway	12,747	85	653	4,577			292	1	89	37	12	2		7	65	18		7	15	7		35	322
	Total	240,822	23,956	34,695	110,277	4,428	22,648	6,754	20,907	4,235	860	832	213	93	367	2,497	289	906	198	5,018	235	53	432	18,232

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT
ENTIRE LINE—1934—ContinuedPART 3—EQUIPMENT OWNED OR LEASED, NOT IN SERVICE OF RESPONDENT AND
MOTOR TRUCKS AND BUSES AT CLOSE OF YEAR

Railway Companies	Equipment Owned or Leased, Not in Service of Respondent—Number of Units						Operated by Respondent—Number of Units						Operated by Subsidiaries Controlled Wholly or Partly by Respondent—Number of Units					
	Locomotives		Freight-Train Cars		Passenger Train Cars		Co. Service Equipment		Motor Trucks		Motor Buses		Motor Trucks		Motor Buses			
	At beginning of year	At close of year	At beginning of year	At close of year	At beginning of year	At close of year	At beginning of year	At close of year	At beginning of year	At close of year	At beginning of year	At close of year	At beginning of year	At close of year	At beginning of year	At close of year		
1 Atch., Top. & Santa Fe Ry.	22	19	2,145	1,980	11	14			1	1	4,116			62	62	332,421		
2 Chicago, Bur. & Quincy R. R.																		
3 Chicago Great Western R. R.																		
4 Chi., Mil., St. P. & P. R. R.	4	2							7	7	13,716			60	71	432,963		
5 Chicago & North Western Ry.																		
6 Chi., St. P., M., & O. Ry.																		
7 Chi., Rock Isl. & Pac. Ry.	2	2																
8 Great Northern Ry.			1,008	1,003					2	2	*							
9 Illinois Central R. R.			500	500														
10 Minneapolis & St. Louis R. R.	5	5																
11 Union Pacific R. R.	123	128	71	50	91	91	37							145	173	1,190,371		
12 Wabash Railway																		
Total	157	156	3,785	3,002	102	105	29	27	2	2	17,832	50	48	220	506	2,024,775		

*Not given.

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE—1934
PART 1—MILEAGE OF ROAD OPERATED—SINGLE TRACK AND ALL TRACKS

Number	Railway Companies	Mileage Operated—Single Track						Mileage Operated—All Tracks									
		Line Owned		Line of proprietary companies	Line Operated Under			Total mileage operated single track	Miles of road	Second main track	Third main track	Fourth main track	All other main tracks	Industrial tracks	Yard tracks and sidings	Total miles operated—all tracks	Changes during year—all tracks
		Main line	Branch lines		Lease	Contract	Trackage rights										
1	A., T. & S. F.†	6,541.16	6,456.55		1.27		301.52	13,300.50	13,300.50	1,827.97	45.69	9.80		923.02	5,125.35	21,232.33	5,093.76
2	Atlantic Northern	17.07						17.07	17.07					1.78	18.85		*.14
3	Bellevue & Cascade	35.72						35.72	35.72						35.72		35.72
4	C., B. & Q. R. R.	4,667.89	3,999.53		30.81		338.46	9,036.69	9,036.69	1,197.64	44.12	6.19		899.77	2,960.99	14,145.40	*185.65
5	C. G. W. R. R.	929.19	89.28	362.63		.26	130.06	1,511.42	1,511.42	106.23	11.80	11.80		27.87	605.10	2,274.22	31.15
6	C., M., St. P. & P.	5,889.35	4,148.55		360.78		762.03	11,160.71	11,160.71	1,124.77	30.51	27.82		869.22	3,522.07	16,735.10	*226.60
7	C. & N. W. Ry.	3,359.95	4,940.55				127.55	8,428.05	8,428.05	919.55	98.42	83.11		803.96	3,244.03	13,577.12	*66.91
8	C., St. P., M. & O.	1,088.54	492.63				73.06	1,654.23	1,654.23	193.69	16.54	12.77		113.64	563.40	2,554.27	*21.59
9	C., R. I. & P. Ry.	3,282.66	1,992.31	34.92	1,827.65		438.57	7,576.11	7,576.11	585.21	22.60	10.80		454.44	2,523.19	11,172.35	*47.60
10	Great Northern	3,897.27	3,657.59	322.49	.08		450.58	8,328.01	8,328.01	654.90	15.19	12.76		345.99	2,518.94	11,875.79	*60.25
11	Illinois Central	1,518.67	707.28	1,016.10	1,526.32		205.00	4,973.37	4,973.37	896.11	73.51	33.29	197.10	454.44	2,593.37	9,221.19	*55.72
12	Manch'r & Oneida	8.03					.12	8.15	8.15					.75	8.90		
13	M. & St. L. R. R.	1,091.98	456.89		.05		98.70	1,647.62	1,647.62	27.76				73.93	334.40	2,083.71	14.86
14	Union Pacific 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		387.24	1,392.54	6,626.32	*15.58
15	Wabash Railway	1,746.38	247.08		72.65		380.89	2,447.00	2,447.00	533.57	13.38			158.80	1,256.08	4,408.83	*22.03
	Total Year 1934	36,011.08	29,001.52	1,736.14	3,819.61	1.56	3,322.58	73,892.49	73,892.49	9,140.71	374.45	211.04	197.10	5,512.32	26,641.99	115,970.10	4,473.42
	Total Year 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	*527.34
	Increase or Decrease, 1934	330.14	5,346.39	*1,489.30	* 829.64	.26	26.77	3,384.62	3,384.62	*110.86	*2.88	*10.13	*5.03	153.39	1,064.31	4,473.42	

*Decrease.
†System.

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE—1934
—Continued

PART 2—MILEAGE OF ROAD OWNED SOLELY—ALL TRACKS

Number	Railway Companies	Mileage of							Changes during year —all tracks	Road owned but not operated by respond- ent—miles—all tracks	
		Miles of road —main track	Second main track	Third main track	Fourth main track	All other main tracks	Industrial tracks	Yard tracks and sidings			Total mileage of road owned solely —all tracks
1	Atchison, Topeka & Santa Fe Ry. (System).....	12,997.31	1,620.91	31.08	9.49	-----	880.38	4,875.72	20,414.89	8,182.87	67.82
2	Atlantic Northern Railway.....	17.07	-----	-----	-----	-----	-----	1.78	18.85	*.14	-----
3	Bellevue & Cascade R. R.....	35.72	-----	-----	-----	-----	-----	-----	35.72	35.72	-----
4	Chicago, Burlington & Quincy Railroad.....	8,665.68	1,070.91	43.36	5.43	-----	739.36	2,672.35	13,197.09	*192.00	2.49
5	Chicago Great Western Railroad.....	1,381.10	58.86	-----	-----	-----	27.87	505.59	1,973.42	*8.50	-----
6	Chicago, Mil., St. Paul & Pacific R. R.....	9,982.16	852.27	21.86	20.32	-----	618.52	2,811.17	14,306.30	*232.47	56.22
7	Chicago & Northwestern Railway.....	8,301.53	861.76	98.42	83.11	-----	761.91	3,143.82	13,250.55	*61.45	48.78
8	Chi., St. Paul, Minn. & Omaha Ry.....	1,584.41	182.80	6.27	2.50	-----	113.38	552.26	2,441.62	*21.59	.26
9	Chicago, Rock Island & Pacific Ry.....	5,270.27	382.34	14.97	2.90	-----	230.53	1,697.40	7,598.41	*40.61	34.13
10	St. Paul & Kansas City Short Line R. R.....	418.73	2.50	-----	-----	-----	20.38	88.99	530.60	*.57	-----
11	Great Northern Railway.....	7,573.63	416.41	11.69	11.60	-----	312.34	2,206.76	10,532.43	*52.71	64.54
12	Illinois Central Railroad.....	2,230.93	469.23	73.51	33.29	102.71	221.85	1,304.47	4,435.99	*34.22	2.05
13	Dubuque & Sioux City Railroad.....	760.89	2.75	-----	5.17	-----	31.34	238.24	1,038.39	*.21	1,038.39
14	Manchester & Oneida Railway.....	8.03	-----	-----	-----	-----	-----	.75	8.78	-----	-----
15	Minneapolis & St. Louis Railroad.....	1,548.87	9.54	-----	-----	-----	73.93	304.40	1,936.74	31.64	12.00
16	Union Pacific Railroad.....	3,748.93	1,068.97	2.69	2.70	-----	371.78	1,344.75	6,539.82	*22.81	24.49
17	Wabash Railway.....	1,990.64	351.00	-----	-----	-----	145.53	918.46	3,405.63	*20.21	9.05
	Total Year 1934.....	66,515.90	7,350.25	303.85	176.51	102.71	4,549.10	22,666.91	101,665.23	7,562.74	1,360.22
	Total Year 1933.....	60,825.60	7,297.93	303.39	184.92	102.71	4,283.99	21,103.95	94,102.49	*436.25	1,777.04
	Increase or Decrease, 1934.....	5,690.30	52.32	.46	*8.41	-----	265.11	1,562.96	7,562.74	-----	*416.82

*Decrease.

TABLE 13A—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE—1934
PART 1—MILEAGE OF ROAD OPERATED—SINGLE TRACK AND ALL TRACKS—MILE-
AGE OWNED, SINGLE TRACK, ALL TRACKS, AND CHANGES DURING YEAR

Number	Railway Companies	Miles of Road Operated—Single Track					Total Mileage Owned Solely	Mileage Operated—All Tracks					Total Mileage Owned Solely				
		Line Owned		Line Operated Under			Single track	Changes during year	Miles of					Total mileage operated	All tracks	Changes during year	
		Main line	Branches and spurs	Lease	Contract	Trackage rights			Total mileage operated	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		1.33	42.69	84.00	83.96	
2	Atlantic Northern Ry.	17.07					17.07			17.07				1.78	18.85	18.85	*.13
3	Bellevue & Cascade R. R.	35.72					35.72	35.72	35.72	35.72					35.72	35.72	35.72
4	C., B. & Q. R. R.	372.80	855.02			73.41	1,301.23	1,226.98	*84.00	1,301.23	248.96		78.60	319.51	1,948.30	1,818.84	*91.73
5	Chicago Great West'n R. R.	728.57	29.42		.26	5.56	763.81	757.99	*.45	763.81	20.06		13.99	235.47	1,033.33	1,020.67	*.84
6	C., M., St. P. & P. R. R.	1,199.28	604.98	.03	.09	68.61	1,872.99	1,804.29	*1.99	1,872.99	218.91		87.76	480.97	2,660.63	2,509.10	*100.46
7	Chi. & North West'n Ry.	360.79	1,226.92			39.97	1,627.68	1,610.74		1,627.68	361.31		69.83	492.74	2,551.56	2,493.50	*1.62
8	C., St. P., M. & O. Ry.	56.82				27.50	84.32	56.82		84.32			4.22	47.30	135.84	105.01	
9	C., R. I. & P. Ry.	997.52	807.10	335.75	1.66	96.17	2,238.20	1,805.45	*11.87	2,238.20	109.59		108.67	555.55	3,012.01	2,435.84	*13.96
10	St. P. & K. C. S. L. R. R.							345.27								437.99	*.57
11	Great Northern Ry.		78.02				78.02	78.02		78.02			9.67	26.34	114.03	112.44	*.66
12	Illinois Central R. R.					716.36	718.04			718.04	2.75	7.21	29.64	237.29	994.93		
13	Dub. & Sioux City R. R.							716.36								987.00	*.19
14	Manchester & Oneida Ry.	8.03				.12	8.15	8.03		8.15				.75	8.90	8.78	
15	Minn. & St. Louis R. R.	585.71	239.96	.05		71.84	897.56	825.67	35.33	897.56	4.75		40.22	151.21	1,093.74	1,012.59	33.39
16	Union Pacific R. R.	2.48					2.48	2.48		2.48	2.25		10.33	56.97	72.03	72.03	*.04
17	Wabash Railway	167.14	36.17			5.56	208.87	203.31		208.87	2.20		8.98	61.45	281.50	243.65	*1.36
	Total Year 1934	4,551.92	3,877.59	335.83	718.37	390.42	9,874.13	9,514.19	*27.35	9,874.13	990.77	7.21	463.24	2,710.02	14,045.37	13,395.97	*142.45
	Total Year 1933	4,603.63	3,853.66	335.83	718.37	405.71	9,917.20	9,541.54	*82.35	9,917.20	1,087.19	7.21	469.80	2,723.53	14,204.93	13,538.42	*112.36
	Increase or Decrease, 1934	*51.71	23.93			*15.29	*43.07	*27.35		*43.07	*96.42		*6.56	*13.51	*159.56	*142.45	

*Decrease.

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE—1934

PART 1—RAILWAY WITH RAILWAY

Number	Railway Companies	Number at Beginning of Year						Number at End of Year						Increase or decrease, 1934				
		Interlocking	Automatic signals (automatic interlocking)	Derrails on one line only, no protection on other	Hand operated signals (without interlocking)	Gates	Total specially protected	Total not specially protected	Grand total	Interlocking	Automatic signals (automatic interlocking)	Derrails on one line only, no protection on other	Hand operated signals (without interlocking)		Gates	Total specially protected	Total not specially protected	Grand total
1	Atchison, Topeka & Santa Fe Ry.																	
2	Chicago, Burlington & Quincy R. R.	6	2		1	1	10	16	26	4		1		5	22	27	1	
3	Chicago Great Western R. R.	19	1			3	23	10	33	18	1		4	23	10	33		
4	Chicago, Mil., St. Paul & Pacific R. R.	7	11		5	5	28	32	60	7	12		5	28	31	59	*1	
5	Chicago & North Western Ry.	15	8		3		26	16	42	15	8		4	27	15	42		
6	Chicago, St. Paul, Minn. & Omaha Ry.	1					1	5	6	1				1	5	6		
7	Chicago, Rock Island & Pacific Ry.	14	7			17	38	25	63	14	7		17	38	24	62	*1	
5	Great Northern Ry.						19	19	19						19	19		
9	Illinois Central R. R.	14	1				15	25	40	14	1			15	25	40		
10	Minneapolis & St. Louis R. R.		3		1	1	5	8	13		3		1	5	6	11	*2	
11	Union Pacific R. R.						5	5	5					5	5	5		
12	Wabash Railway	1					1	5	6	1				1	5	6		
	Total Year 1934	77	33		10	27	147	166	313	74	32	1	9	27	143	167	310	*3
	Total Year 1933	80	32		10	25	147	168	315	77	33		10	27	147	166	313	
	Increase or Decrease, 1934	*3	1			2	0	*2	*2	*3	*1	1	*1	*4	1	*3		

*Decrease.

TABLE 14¼—GAUGE OF TRACK AND WEIGHT OF RAIL PER YARD—WITHIN
THE STATE—1934

PART 1—STANDARD GAUGE TRACK, 4 FEET, 8½ INCHES

Weight of Rail Per Yard	A., T. & S. F. Ry.	C., B. & Q. R. R.	C. G. W. R. R.	C., M., St. P. & P. R. R.	C. & N. W. Ry.	C., St. P., M. & O. Ry.	C., R. I. & P. Ry.	G. N. Ry.	I. C. R. R.	M. & St. L. R. R.	U. P. R. R.	Wabash Ry.	Total Miles
Pounds	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
130							.54						.54
110	28.20	154.61	10.37		240.48		180.03		.03				613.72
100		210.69	61.34	396.92	266.44	.65	438.66			14.39	4.55	.03	1,393.67
90	11.78	319.96	150.05	764.20	406.78	55.51	220.22	5.15	542.86	12.33	.18	4.88	2,493.90
85		160.20	262.74	168.32			136.51		86.02	244.02		5.62	1,063.43
80		.04		1.67	168.50	.45	382.32	33.72		69.04		146.94	802.68
77.5			48.11										48.11
75		165.24	189.67	152.11			.13	39.09	49.33	6.78		10.38	612.73
72					411.30								411.30
70		8.59		44.40			165.21			289.30		1.88	509.38
67							77.62						77.62
66							41.29			41.26			82.55
O. P. 66		222.42											222.42
N. P. 66		43.46											43.46
65		22.54		277.34	203.71	.16	141.12					2.94	647.81
63												30.48	30.48
60		84.35	48.79	147.50			262.30	.06	48.08	122.96			714.04
56		59.43	3.32	32.46			173.02			25.64		.16	294.03
52		.39					20.76						21.15
50				8.46		.05							8.51
112		20.80			49.41		4.67						74.88
Total	39.98	1,472.72	774.39	1,993.38	1,746.62	56.82	2,244.40	78.02	726.32	825.72	4.73	203.31	10,166.41

STATISTICS OF STEAM RAILWAYS

TABLE 14½—TELEGRAPH AND TELEPHONE LINES—WITHIN THE STATE—1934

Items	A., T. & S. F. Ry.	C., B. & Q. R. R.	C. G. W. R. R.	C., M., St. P. & P. R. R.	C. & N. W. Ry.	C., St. P., M. & O. Ry.	C., R. I. & P. Ry.	G. N. Ry.	I. C. R. R.	M. & St. L. R. R.	U. P. Ry.	Wa- bash Ry. ^o
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
Pole line fully owned and operated exclusively		^a 1041.85	239.70	.88	369.91		65.00	74.75		12.01		
Telegraph wire owned and operated exclusively	57.20	3,379.75	831.50	885.28			1,178.00	373.75	95.95	11.52	2.00	
Telephone wire owned and operated exclusively	126.60	1,469.74	948.40	1,825.74	841.26		2,379.00		1,688.22	52.13	11.54	
Pole line used, owned exclusively by other companies		212.67	516.80	1,024.79	1,584.53	84.29	11.00		710.93	529.99	2.20	
Telegraph wire used, owned exclusively by other companies		806.82	933.40	2,248.99	5,089.55	438.79	^b 4168.00		1,698.59	2,196.83		
Telephone wire used, owned exclusively by other companies			38.50	1,796.35		2.10	317.00		486.70			
Pole line owned jointly and used by respondent	19.90						1,945.00			270.88		
Telegraph wire owned jointly and used by respondent	19.90									348.38		
Telegraph wire leased off line of respondent		29.25									347.00	
Telephone wire leased off line of respondent		6.00										
Pole line fully owned and used jointly with other companies				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	19.90	1,254.52	756.50	1,787.89	1,954.44	84.29	2,138.00	74.75	710.93	812.88	2.20	
Total telegraph wire used by respondent	77.10	4,215.82	1,764.90	3,413.97	5,089.55	438.79	5,534.00	373.75	1,794.54	2,556.73	349.00	
Total telephone wire used by respondent	126.60	1,475.74	986.90	3,694.72	841.26	2.10	2,696.00		2,174.92	52.13	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	39.80	439.40	142.40				217.00		854.16		11.54	

^a41.65 miles of pole line is owned—72% by Western Union Telegraph Company and 28% by railroad company.

^bIncludes 193 miles of wire owned by the Western Union Telegraph Company and used jointly by the respondent and Western Union Telegraph Co.

^cInformation not available.

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE—1934

PART 1—BITUMINOUS COAL AND FUEL OIL

Number	Railway Companies	Total Tons Bituminous Coal Consumed by					Total Gallons Fuel Oil Consumed by						
		Freight train	Passenger train	Total transportation	Work train	Grand total tons	Average cost per ton, including freight charges	Freight train	Passenger train	Total transportation	Work train	Grand total gallons	Average cost per gallon, including freight charges
1	Atchison, Topeka & Santa Fe Ry.	581,186	330,494	1,063,045	6,299	1,069,344	\$ 2.570	191,220,855	82,371,518	348,852,477	1,641,392	350,493,869	\$.01693
2	Chicago, Bur. & Quincy R. R.	1,329,262	457,831	2,225,325	17,730	2,243,055	1.660	12,922,377	2,642,855	18,842,885	24,318	18,867,203	.01900
3	Chicago Great Western R. R.	394,629	50,330	521,973	4,119	526,092	2.529	125,651	17,740	175,511	2,469	177,980	.03560
4	C., Mil., St. P. & Pac. R. R.	1,335,925	435,269	2,240,583	36,048	2,276,631	2.060	8,356,320	2,381,274	12,587,904	1,120,433	13,708,337	.01800
5	Chicago & North Western Ry.	1,126,629	578,115	2,115,945	23,942	2,139,887	1.742	18,293,007	4,987,992	26,122,947	473,564	26,596,511	.01810
6	C., St. P., M. & Om. Ry.	197,508	93,022	391,089	4,578	395,667	3.897	25,167	12,028	55,224	-----	55,224	.04510
7	Chi., Rock Island & Pac. Ry.	804,704	374,535	1,452,999	13,015	1,466,014	2.150	61,996,856	23,331,998	107,935,592	1,410,810	109,346,402	.01540
8	Great Northern Ry.	661,607	105,209	1,020,506	14,736	1,035,242	3.160	44,997,858	26,399,412	85,087,537	1,646,209	86,733,746	.02140
9	Illinois Central R. R.	1,676,003	476,768	2,611,230	30,812	2,642,042	1.736	184,068	65,531	389,055	-----	389,055	.03900
10	Minneapolis & St. Louis R. R.	181,302	6,446	230,581	2,356	232,937	2.120	-----	-----	-----	-----	-----	-----
11	Union Pacific R. R.	1,261,539	254,252	2,016,397	7,524	2,023,921	2.379	382,942	89,446	673,753	-----	673,753	.03143
12	Wabash Railway.	689,971	126,893	1,005,085	14,436	1,019,521	1.920	143,245	51,987	325,031	1,409	326,440	.03000
	Total.	10,240,265	3,389,164	16,894,758	175,595	17,070,353	-----	338,648,346	142,351,781	601,047,916	6,320,604	607,368,520	-----

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE—1934
—Continued

PART 2—TOTAL FUEL, TONS AND GALLONS GASOLINE AND OIL CONSUMED

Number	Railway Companies	Total Fuel Tons Consumed by					Other Locomotives —Gallons Gasoline			Motor Rail Cars —Gallons Gasoline				
		Freight train	Passenger train	Total transportation	Work train	Grand total tons	Average cost per ton, including freight charges	Total transportation	Work train	Average cost per gallon	Total transportation	Work train	Grand total gallons	Average cost per gallon
1	A., T. & S. Fe Ry. ^a	1,790,459	851,377	3,263,900	16,577	3,280,477	\$ 2.650				2,940,946	195	2,941,141	\$.0485
2	C., B. & Q. R. R. ^b	1,431,821	478,806	2,374,872	17,923	2,392,795	1.709	43,006	5,454	\$.0335	2,459,790		2,459,730	.0532
3	C. G. W. R. R.	395,423	50,451	523,087	4,132	527,219	2.544	10,603		.0590	1,022,210	497	1,022,707	.0600
4	C., M., St. P. & P. ^c	1,402,245	454,168	2,340,487	44,940	2,385,427	2.070	138,676		.0530	685,168	22,257	707,425	.0750
5	C. & N. W. Ry.	1,263,414	629,608	2,325,632	27,461	2,353,093	1.792	107,715		.0500	1,964,254		1,964,254	.0960
6	C., St. P., M. & O. Ry.	197,739	93,130	391,596	4,578	396,174	3.809				227,827		227,827	.0960
7	C., R. I. & P. Ry. ^d	1,174,197	513,551	2,096,752	21,412	2,118,164	2.280	32,947		.0475	243,408	397	243,805	.1215
8	Great Northern Ry. ^e	1,012,946	315,305	1,681,638	26,608	1,708,246	3.010	19,820	9	.0321	1,545,608	13,615	1,558,623	.0792
9	Illinois Central R. R. ^f	1,677,495	477,264	2,614,358	30,812	2,645,170	1.741	277,276	1,774	.0430	16,640		16,640	.0650
10	Minn. & St. Louis R. R.	181,510	6,468	230,889	2,357	233,246	2.130				936,803		936,803	.0538
11	Union Pacific R. R. ^g	1,264,283	354,867	2,021,190	7,526	2,028,716	2.384				144,135	8,903	153,038	.0541
12	Wabash Railway	691,075	127,294	1,007,591	14,447	1,022,038	1.930				74,636		74,636	.1279
	Total	12,482,607	4,352,289	20,871,992	218,773	21,090,765		630,043	7,237		12,261,365	45,264	12,306,629	

^aConsumed additional 35,735 gallons of distillate at average cost of .0309 cents per gallon in operation of motor rail cars.

^bConsumed additional 112,437 gallons of gasoline at average cost of .0505 cents per gallon in other locomotives and 73,561 gallons of other fuel oil in operation of motor rail cars at average cost .0389 cents per gallon.

^cConsumed additional 48,071 gallons of furnace and diesel oils in operation of motor rail cars, at average cost per gallon of .06 cents and 71,817,435 kilowatt-hours of electricity in operations of other locomotives.

^dConsumed additional 1,378,462 gallons of distillate oil at average cost of .0321 cents per gallon in operations of motor rail cars.

^eConsumed additional fuel consisting of 14,571,317 kilowatt-hours electricity in operation of other locomotives and 137,319 gallons of fuel oil at average cost of .0344 cents per gallon in operation of motor rail cars.

^fConsumed additional fuel consisting of 1,111,769 kilowatt-hours electricity in operation of other locomotives and 45,483,519 kilowatt-hours of electricity in operation of motor rail cars.

^gConsumed additional fuel consisting of 521,460 gallons of distillate oil at average cost of .04 cents per gallon in operation of motor rail cars.

TABLE 16—TIES AND RAILS LAID IN REPLACEMENT—WITHIN THE STATE—1934

PART 1—TIES AND RAILS LAID DURING YEAR

Number	Railway Companies	Ties Laid in Replacement						Rails Laid in Replacement					
		Cross Ties			Switch and Bridge Ties			Main Tracks			Yard Tracks and Sidings		
		Number applied	Cost	Average cost per tie	Number of feet applied (board measure)	Cost	Average cost per thousand feet	Number of tons applied (2,240 pounds)	Cost	Average cost per ton	Number of tons applied (2,240 pounds)	Cost	Average cost per ton
1	Atchison, Topeka & Santa Fe Ry.	10,771	\$ 12,880.99	\$1.20	32,787	\$ 1,806.17	\$ 55.12	29	\$ 586.87	\$ 20.21	83	\$ 1,650.80	\$ 20.00
2	Chicago, Burlington & Quincy R. R. ..	171,524	200,162.32	1.17	444,136	15,854.28	35.70	7,028	244,637.09	34.80	457	12,735.11	27.86
3	Chicago Great Western R. R.	233,413	242,929.04	1.04	225,237	8,306.99	36.88	4,255	135,037.07	31.74	514	10,518.98	20.46
4	Chi., Mil., St. Paul & Pac. R. R. ...	352,941	256,203.95	.73	1,039,690	31,391.69	30.20	1,411	37,235.65	26.39	398	10,759.51	27.03
5	Chicago & North Western Ry.	284,979	270,435.35	.95	1,182,213	46,420.52	39.26	8,124	307,499.05	37.85	916	30,284.36	33.06
6	Chi., St. P., Minn. & O. Ry.	18,952	13,133.12	.69	73,568	2,955.01	40.16	44	1,280.30	29.10	134	3,632.47	27.10
7	Chicago, Rock Island & Pacific Ry. ...	170,081	178,421.16	1.05	902,996	31,722.03	35.12	2,769	85,831.65	30.99	1,894	42,364.61	22.36
8	Great Northern Ry.	7,673	10,013.62	1.30	24,011	812.25	33.82	654	19,622.51	30.00	44	1,253.70	28.49
9	Illinois Central R. R.	148,143	135,344.04	.91	360,053	15,943.43	44.25	975	26,146.07	26.81	263	6,293.64	23.97
10	Minneapolis & St. Louis R. R.	98,588	90,026.09	.91	582,969	20,716.62	35.53	1,023	29,430.26	28.76	135	1,734.42	12.85
11	Union Pacific R. R.	6,594	8,404.47	1.27	62,979	2,422.58	38.46	42	776.26	18.48	238	4,171.66	17.52
12	Wabash Railway	31,926	47,068.15	1.47	107,415	5,681.10	52.88	902	23,337.53	25.87	17	119.64	7.04
	Total	1,535,585	\$1,465,022.30	.95	5,038,054	\$184,032.67	\$ 36.53	27,256	\$911,420.31	\$ 33.44	5,093	\$125,518.90	\$ 24.65

TABLE 17—TIES AND RAILS LAID IN ADDITIONAL TRACKS AND NEW LINES
AND EXTENSIONS—WITHIN THE STATE—1934

PART 1—TIES AND RAILS LAID DURING YEAR

Number	Railway Companies	Ties Laid in Additional Tracks and New Lines and Extensions During Year					Rails Laid in Additional Tracks and New Lines and Extensions During Year						
		Cross Ties			Switch and Bridge Ties		Main Tracks			Yard Tracks and Sidings			
		Number of ties laid	Cost	Average cost per tie	Number of feet laid (board measure)	Cost	Average cost per thousand feet	Number of tons laid (2,240 lbs.)	Cost	Average cost per ton	Number of tons laid (2,240 lbs.)	Cost	Average cost per ton
1	Atchison, Topeka & Santa Fe Ry.												
2	Chicago, Bur. & Quincy R. R.	2,396	\$ 2,305.41	\$.96	14,003	\$ 452.42	\$ 32.31				36	\$ 1,005.46	\$ 27.93
3	Chicago Great Western R. R.	351	328.98	.94	5,071	179.69	35.43				22	509.73	23.08
4	Chi., Mil., St. Paul & Pac. R. R.	6,527	6,679.09	1.02	43,741	2,150.71	49.17				310	9,208.98	29.70
5	Chicago & North Western Ry.	973	1,141.28	1.17	40,510	1,840.28	45.67				65	2,444.47	37.60
6	Chi., St. P., Minn. & Om. Ry.												
7	Chicago, Rock Island & Pac. Ry.	1,015	604.32	.60	1,054	41.57	39.44	1	\$ 23.71	\$ 23.71	61	761.06	12.48
8	Great Northern Ry.	116	92.00	.79	2,474	85.69	35.00				7	208.26	29.75
9	Illinois Central R. R.	2,573	2,195.50	.85	5,556	198.00	35.63				108	2,635.82	24.40
10	Minneapolis & St. Louis R. R.	872	833.81	.96	23,253	986.80	42.44				59	711.30	12.05
11	Union Pacific R. R.				69	3.22	46.67				3	46.13	16.80
12	Wabash Railway	1,024	1,317.78	1.29	21,892	1,312.97	59.97						
	Total	15,847	\$ 15,498.17	\$.98	157,623	\$ 7,251.35	\$ 46.00	1	\$ 23.71	\$ 23.71	671	\$ 17,531.21	\$ 26.13

TABLE 18—EMPLOYEES AND COMPENSATION—ENTIRE LINE—1934
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	
		1934	1933	1934	1933	1934	1933	1934	1933	1934	1933
1	Atchison, Topeka & Santa Fe Ry.-----	40,627	33,459	\$ 60,564,816	\$ 47,133,817	\$1,490.75	\$1,408.70	\$124.23	\$117.39	\$ 4.14	\$ 3.91
2	Atlantic Northern Ry.-----	12	12	12,098	11,742	1,008.16	978.33	84.01	81.53	2.80	2.71
3	Chicago, Burlington & Quincy R. R.-----	23,597	22,703	36,274,655	34,226,577	1,533.02	1,507.58	127.75	125.63	4.26	4.18
4	Chicago Great Western R. R.-----	4,068	3,880	6,363,377	6,015,632	1,564.25	1,550.42	130.35	129.20	4.34	4.31
5	Chicago, Mil., St. Paul & Pacific R. R.-----	28,065	26,493	42,372,548	39,011,776	1,509.80	1,472.53	125.81	122.71	4.16	4.09
6	Chicago & North Western Ry.-----	24,400	24,014	39,109,930	36,988,309	1,602.87	1,540.28	133.57	129.19	4.44	4.31
7	Chicago, St. Paul, Minn. & Omaha Ry.-----	5,888	5,467	7,813,970	7,384,977	1,450.25	1,350.83	120.85	112.57	4.03	3.75
8	Chicago, Rock Island & Pacific Ry.-----	20,588	19,900	32,442,105	30,605,705	1,575.77	1,537.97	131.31	128.16	4.37	4.27
9	Great Northern Ry.-----	17,451	14,695	28,813,861	24,448,562	1,651.13	1,663.73	137.59	138.64	4.58	4.62
10	Illinois Central R. R.-----	25,624	21,671	40,466,217	34,086,037	1,579.23	1,572.88	131.60	131.07	4.38	4.37
11	Manchester & Oneida Ry.-----	13	13	9,536	9,493	733.54	730.23	61.13	60.85	2.04	2.03
12	Minneapolis & St. Louis R. R.-----	3,200	3,280	4,454,122	4,465,369	1,391.91	1,361.39	115.99	113.45	3.86	3.78
13	Union Pacific R. R.-----	16,571	15,044	26,307,252	23,510,144	1,587.55	1,562.75	132.29	130.23	4.40	4.34
14	Wabash Railway-----	10,342	10,814	16,514,136	15,822,359	1,596.80	1,463.14	133.07	121.93	4.43	4.06
	Total 1934 and 1933-----	219,946	201,445	\$ 341,518,623	\$ 303,720,499	\$1,552.74	\$1,507.70	\$129.39	\$125.64	\$ 4.31	\$ 4.19
	1932-----		215,425		330,852,598		1,535.81		127.98		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		4.83
	1928-----		366,964		624,255,837		1,701.14		141.76		4.72

STATISTICS OF STEAM RAILWAYS

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE—1934
PART 1—COLLISIONS AND DERAILMENTS AND TRAIN SERVICE ACCIDENTS

Number	Steam Railways	Train Accidents—Collisions and Derailments								Train Service Accidents							
		Passengers		Employees		Other Persons		Total		Passengers		Employees		Other Persons		Total	
		Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured
1	Atchison, Topeka & Santa Fe Ry.											2		1		3	
2	Chicago, Burlington & Quincy R. R.									1	2	9	8	6	10	16	
3	Chicago Great Western R. R.							3	3	1	2	23	5	6	7	30	
4	Chicago, Mil., St. Paul & Pac. R. R.	2	14	5	7		9	7	30		1	9	10	22	11	31	
5	Chicago & North Western Ry.				2				2	4	3	9	15	9	18	22	
6	Chicago, St. Paul, Minn. & Om. Ry.										1	6	3		4	6	
7	Chicago, Rock Island & Pacific Ry.	1	7			2	8	3	15	5	1	21	12	11	13	37	
8	Great Northern Ry.											4	2	1	2	5	
9	Illinois Central R. R.									4		21	10	7	10	32	
10	Minneapolis & St. Louis R. R.				1				1		1	13	3	3	4	16	
11	Union Pacific R. R.											1				1	
12	Wabash Railway									2			1		1	2	
	Total Steam Railways	3	21	5	10	2	20	10	51	17	11	118	69	66	80	201	
	ELECTRIC INTERURBAN AND TERMINAL RAILWAYS																
1	Clinton, Davenport & Muscatine Ry.		1		1				2								
2	Des Moines & Central Iowa R. R.																
3	Ft. Dodge, Des Moines & Southern R. R.																
4	Waterloo, Cedar Falls & Northern Ry.											1				1	
5	Des Moines Union Ry. (Terminal Ry.)										1	3			1	3	
	Total Electric Interurban and Terminal Railways		1		1				2		1	4			1	4	
	Grand Total Accidents, 1934	3	22	5	11	2	20	10	53		17	12	122	69	66	81	205
	1933		30	4	7	8	6	12	43	1	11	7	110	66	87	74	208
	1932		3		8	5	15	5	26		19	17	169	55	73	72	261
	1931		7		2		1		10		23	6	190	56	83	62	296
	1930		33		1		1		35		31	16	300	59	66	75	397
	1929		55	2	16	1	7	3	78		38	22	490	53	63	75	506
	1928	2	55	1	8	1	5	4	68	2	47	27	537	53	70	82	704
	1927		21	1	18	2	11	3	50	1	40	16	578	69	71	86	680

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE—1934—Continued
PART 2—AT HIGHWAY CROSSINGS AND TOTAL AND GRAND TOTAL ACCIDENTS

Number	Steam Railways	Highway Crossings—Automobile				Total						Grand Total			
		Employees		Other Persons		Total		Passengers		Employees		Other Persons		Killed	In-jured
		Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured		
1	Atchison, Topeka & Santa Fe Ry.									2		1			3
2	Chicago, Burlington & Quincy R. R.			4	17	4	17		1	2		12	23	14	33
3	Chicago Great Western R. R.			4	16	4	16		1	2		9	25	11	49
4	Chicago, Mil., St. Paul & Pac. R. R.			5	31	5	31	2	14	6		16	62	23	92
5	Chicago & North Western Ry.			8	27	8	27		4	3		11	23	36	51
6	Chicago, St. Paul, Minn. & Om. Ry.				10		10			1		6	3	10	16
7	Chicago, Rock Island & Pacific Ry.		1	7	30	7	31	1	12	1		22	21	49	83
8	Great Northern Ry.			1		1						4	3	1	5
9	Illinois Central R. R.			3	20	3	20		4			21	13	27	52
10	Minneapolis & St. Louis R. R.			5	8	5	8			1		14	8	11	25
11	Union Pacific R. R.											1			1
12	Wabash Railway			1	5	1	5		2			2	5	2	7
	Total Steam Railways		1	38	164	38	165	3	38	16	129	109	250	128	417
	ELECTRIC INTERURBAN AND TERMINAL RAILWAYS														
1	Clinton, Davenport & Muscatine Ry.				3		3		1		1		3		5
2	Des Moines & Central Iowa R. R.				6		6						6		6
3	Ft. Dodge, Des Moines & Southern R. R.				1		1						1		1
4	Waterloo, Cedar Falls & Northern Ry.				1		1						1		1
5	Des Moines Union Ry. (Terminal Ry.)									1	3		1		2
	Total Electric Interurban and Terminal Railways				11		11		1	1	5		11	1	17
	Grand Total Accidents, 1934		1	38	175	38	176	3	39	17	134	109	261	129	434
	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			62	167	62	167		30	6	192	119	251	125	473
	1930			62	187	62	187		64	16	301	121	254	137	619
	1929			79	156	79	156		93	24	506	134	232	158	831
	1928			69	167	69	167	4	102	28	595	127	245	159	942
	1927			31	155	31	155	1	61	17	596	105	243	123	900

STATISTICS OF STEAM RAILWAYS

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE—1934—Continued
PART 3—NON-TRAIN ACCIDENTS

Number	Steam Railway Companies	Class of Non-Train Accidents															
		Total Persons		Shop Machinery		Portable Machinery		Transmission and Power Apparatus		Use of Hand Tools Apparatus, Etc.		Flying Particles		Explosives, Chemicals, Etc.		Electric Currents	
		Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured
1	Atchison, Topeka & Santa Fe Ry.....		13									3					
2	Chicago, Burlington & Quincy R. R.....		15									1		1			
3	Chicago Great Western R. R.....		51		2					4		3		2			
4	Chicago, Mil., St. Paul & Pac. R. R.....	1	19							1		1					
5	Chicago & North Western Ry.....		12														
6	Chicago, St. Paul, Minn. & Om. Ry.....		1														
7	Chicago, Rock Island & Pacific Ry.....		35		1					1				1			
8	Great Northern Ry.....		2														
9	Illinois Central R. R.....	1	27							1		1		2			
10	Minneapolis & St. Louis R. R.....		29		1					3		1					
11	Union Pacific R. R.....		5							2							
12	Wabash Railway.....																
	Total Steam Railways.....	2	209		4					12		10		6			
	TERMINAL RAILWAY COMPANIES																
1	Burlington, Muscatine & North Western.....		1									1					
2	Davenport, R. I. & North Western.....		1														
3	Des Moines Union.....		7							2							
	Total Terminal Railway Companies.....		9							2		1					
	ELECTRIC INTERURBAN RAILWAYS																
1	Ft. Dodge, Des Moines & Southern.....		4							1							
2	Mason City & Clear Lake.....		1														
3	Waterloo, Cedar Falls & Northern.....		4			1											
	Total Electric Interurban Railways.....		9			1				1							
	Grand Total Non-Train Accidents, 1934.....	2	227		4		1			15		11		6			
	1933.....	5	210		3		1			13		8		6			
	1932.....	5	250		7		2	1		21		7		6			1

TABLE 19—RAILWAY ACCIDENTS—WITHIN THE STATE—1934—Continued
PART 4—NON-TRAIN ACCIDENTS

Number	Steam Railway Companies	Class of Non-Train Accidents																		
		Collapse and Fall of Objects	Handling, Rails, Ties, Timbers, Etc.		Maintenance of Way and Structures				Handling Freight or Supplies		Falls Not Included Otherwise		Miscel- laneous		Total Accidents to Em- ployees		Other Persons			
			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	Killed	In- jured
1	Atchison, Topeka & Santa Fe Ry.	2		1						1		2		4		13				
2	Chicago, Burlington & Quincy R. R.	2		2					1		2		3		12			3		
3	Chicago Great Western R. R.	10		7			1				6		16		51					
4	Chicago, Mil., St. Paul & Pac. R. R.	1		3			1				3		2		12	1		7		
5	Chicago & North Western Ry.			2							6		2		10			2		
6	Chicago, St. Paul, Minn. & Om. Ry.												1		1					
7	Chicago, Rock Island & Pacific Ry.	2		2			5		2		4		12		30			5		
8	Great Northern Ry.						2								2					
9	Illinois Central R. R.	5								1	8		5	1	22			5		
10	Minneapolis & St. Louis R. R.	1		4					2		5		11		28			1		
11	Union Pacific R. R.	2									1				5					
12	Wabash Railway																			
	Total Steam Railways	25		21			9		6	1	37		56	1	186	1		23		
	TERMINAL RAILWAY COMPANIES																			
1	Burlington, Muscatine & North Western														1					
2	Davenport, R. I. & North Western										1				1					
3	Des Moines Union			1					1				2		6			1		
	Total Terminal Railway Companies			1					1		1		2		8			1		
	ELECTRIC INTERURBAN RAILWAYS																			
1	Ft. Dodge, Des Moines & Southern			1							1		1		4					
2	Mason City & Clear Lake												1		1					
3	Waterloo, Cedar Falls & Northern	1		1							1				4					
	Total Electric Interurban Railways	1		2							2		2		9					
	Grand Total Non-Train Acc'd'ts, 1934	26		24			9		7	1	40		60	1	203	1		24		
	1933	17		21		1	8	1	5	1	45	1	56	3	184	2		26		
	1932	27		21			12		21	1	51	2	44	4	221	1		29		

TABLE 20—COST OF COLLISIONS AND DERAILMENTS—WITHIN THE STATE—1934
PART 1—WITHIN THE STATE AND NUMBER OF STATIONS AND 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, 1934
			Equipment	Way and structures			1934	1933	Where an Agent Is Employed		Where No Agent Is Employed			
									1934	1933	1934	1933		
1	Atchison, Topeka & Santa Fe Ry.	19.99	\$ 1,117			\$ 1,117	\$ 558.78	1,255.42	2	2	2	2	16,366,385	3,560,255
2	Chicago, Burlington & Quincy R. R.	1,364.03	315	\$ 1,655	\$ 104	2,074	1.52	59.92	150	156	86	98	359,724	None
3	Chicago Great Western R. R.	763.81	17,995	3,851	5,188	27,034	35.39	59.44	79	81	64	62	None	None
4	Chicago, Mil., St. Paul & Pac. R. R.	1,872.99	87,816	4,281	3,751	95,848	51.17	29.43	231	241	119	109	394,267	None
5	Chicago & North Western Ry.	1,627.68	8,819	768	1,001	10,588	6.51	5.48	201	202	75	75	1,201,326	None
6	Chicago, St. Paul, Minn. & Om. Ry.	84.32	1,489	347	144	1,980	23.48	5.79	9	9	1	1	None	None
7	Chicago, Rock Island & Pacific Ry.	2,246.10	98,362	5,381	3,150	106,893	47.59	5.15	267	269	112	110	644,747	None
8	Great Northern Ry.	78.02	1,725	574	300	2,599	33.31		8	8	3	4	^a 3,301,012	^b 103,386
9	Illinois Central R. R.	718.04	25,850	3,358	4,195	33,403	46.52	72.44	96	97	66	65	1,122,266	None
10	Minneapolis & St. Louis R. R.	882.74	1,988	381	404	2,773	3.14	4.29	109	114	58	45	475,930	421
11	Union Pacific R. R.	2.48	93	94	251	438	176.61						18,560,901	931,574
12	Wabash Railway	208.87	450	177	340	967	4.63	5.69	35	35	26	26	None	None
	Total Steam Railways, 1934	9,869.07	\$246,019	\$ 20,867	\$ 18,828	\$285,714			1,187	1,214	612	597		
	Total Steam Railways, 1933	9,940.40	231,064	22,380	24,963	288,407								
	Increase or Decrease, 1934	*71.33	\$ 14,955	*\$11,513	\$ *6,135	\$ *2,693								
1	Clinton, Davenport & Muscatine Ry.	65.03	20	35		55								
2	Waterloo, Cedar Falls & Northern Ry.	112.15	443			443								
3	Des Moines Union Railway	7.12		58		58								
	Total	184.30	\$ 463	\$ 93		\$ 556								

*Decrease.

^aAcres as reported in Annual Report, year 1931.

^bAcres unsold as reported in Annual Report, year 1933.

STATISTICS
of
**Electric Interurban
Railway Companies**

For the Year Ended December 31, 1934

TABLE 1—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE—1934
MILEAGE OPERATED, SINGLE TRACK AND ALL TRACKS, AND MILEAGE OWNED,
ALL TRACKS, AND CHANGES DURING YEAR

Number	Electric Interurban Railway Companies	Miles of Road Operated—Single Track						Miles of Road Operated—All Tracks						Miles of Road Owned—All Tracks						
		Line Owned		Line Operated Under				First main track	Second main track	Sidings and turnouts	Tracks in car houses, shops, etc.	Total miles operated	Changes during year	First Track		Second main track	Sidings and turnouts	Tracks in car houses, shops, etc.	Total miles owned	Changes during year
		Main line	Branches and spurs	Lease	Contract, Etc.	Trackage rights	Total miles operated							Changes during year	Main track						Branches and spurs
1	C. R. & M. C. Ry.	.86					.86	*1.94				.86	*1.94	.86					.86	*1.94
2	C. C. W. Ry.	21.32		.23			21.55		5.45			27.00		21.32		5.45			26.77	
3	C., D. & M. Ry.	58.32				6.71	65.03		8.37	.74		77.91		58.32		8.37	.74		67.43	
4	D. M. & C. I. R. R.	59.72				7.92	67.64		24.85	.04		100.21		59.72		3.24	22.34		85.30	
5	Ft. D., D. M. & S. R. R.	142.47	4.90	1.37		.84	149.58	*1.00	46.17	.04		195.79	*.18	142.47	4.90		41.99	.04	189.40	*.18
6	I. E. L. & P. Co.	27.30					27.30		16.51	.06		43.87	.06	27.30			16.51	.06	43.87	.06
7	I. S. U. Co.	29.36					29.36		6.74	.13		36.23	.28	29.36			6.74	.13	36.23	.28
8	M. C. & C. L. R. R.	15.53					15.53		5.23	.31		21.07		15.53			5.23	.31	21.07	
9	T. & T. R. R.	3.50					3.50		.50			4.00	.05	3.50			.50		4.00	.05
10	W., C. F. & N. Ry.	106.86	4.25			1.04	112.15		24.81	.34		142.57	.27	106.86	4.25	5.27	23.94	.34	140.66	.27
	Total Year 1934	465.24	9.15	1.60		16.51	492.50	*2.94	16.72	138.63	1.66	649.51	*1.46	465.24	9.15	8.51	131.07	1.62	615.59	*1.46
	Total Year 1933	468.18	9.15	1.60		16.51	495.44		16.55	137.32	1.66	650.97		468.18	9.15	8.34	129.76	1.62	617.05	
	Increase or Decrease, 1934	*2.94					*2.94		*2.94	.17	1.31	*1.46		*2.94		.17	1.31		*1.46	

*Decrease.

TABLE 2—CAPITAL STOCK—1934

PART 1—WITH PAR VALUE

Number	Electric Interurban Railway Companies	A—With Par Value											
		Par Value of Amount Authorized			Total par value nomi- nally issued and nomi- nally outstanding 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 outstand- ing for install- ments paid (pre- ferred)	Total	Amount nominally but not actually issued to close of year (common)	Total amount re- acquired after actual issue and held alive (com- mon)		
1	Cedar Rapids & Marion City Ry.												
2	Charles City Western Ry.	\$ 300,000		\$ 300,000		\$ 290,400		\$ 290,400					
3	Clinton, Davenport & Muscatine Ry.	2,000,000		2,000,000	\$ 275,000	646,700		646,700	\$ 275,000				
4	Des Moines & Central Iowa R. R.	1,200,000		1,200,000		1,160,000		1,160,000					
5	Ft. Dodge, Des Moines & So. R. R.	3,500,000	\$ 2,000,000	5,500,000		2,634,000		3,997,100					
6	Iowa Electric Light & Power Co.		15,000,000	15,000,000			\$ 1,363,100	11,219,226					
7	Iowa Southern Utilities Co.		15,000,000	15,000,000			11,219,226	11,219,226					
8	Mason City & Clear Lake R. R.	1,000,000		1,000,000		400,000		8,015,200					
9	Tama & Toledo R. R.	100,000		100,000		23,300		400,000					
10	Waterloo, Cedar Falls & No. Ry.	3,335,000	1,665,000	5,000,000		2,333,050	664,000	23,300					
	Total	\$11,435,000	\$33,665,000	\$45,100,000	\$ 275,000	\$ 7,487,450	\$21,261,526		\$ 28,748,976	\$ 275,000			

TABLE 2—CAPITAL STOCK—1934—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 Ry.					\$ 350,000	\$ 140,000		\$ 490,000
3	Clinton, Davenport & Muscatine Ry.						633,500		3,133,500
4	Des Moines & Central Iowa R. R.					2,500,000			6,629,604
5	Ft. Dodge, Des Moines & So. R. R.					6,550,000		\$ 79,604	75,116
6	Iowa Electric Light & Power Co.	110,000	\$ 6,250,000			Unlimited		75,116	19,768,100
7	Iowa Southern Utilities Co.	100,000	1,000,000			15,142,800		4,625,300	150,000
8	Mason City & Clear Lake R. R.								22,260,000
9	Tama & Toledo R. R.					150,000			
10	Waterloo, Cedar Falls & No. Ry.					21,000,000	1,260,000		
	Total	210,000	\$ 7,250,000			\$ 45,692,800	\$ 2,033,500	\$ 4,780,020	\$ 52,506,320

TABLE 3—UNMATURED FUNDED DEBT—1934

PART 2—TOTAL PAR VALUE ACTUALLY OUTSTANDING AT CLOSE OF YEAR

Number	Electric Interurban Railway Companies	Actually Outstanding of				Amount of interest accrued during year	Amount of interest paid during year	Total par value nomi- nally but not actually issued	Total par value reac- quired after actual issue and held alive at close of year
		Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Total				
1	Cedar Rapids & Marion City Ry.-----								
2	Charles City Western Ry.-----	\$ 119,200	\$ 140,000		\$ 259,200.00	\$ 15,552.00	\$ 11,976.00	\$ 230,800	
3	Clinton, Davenport & Muscatine Ry.-----								
4	Des Moines & Central Iowa R. R.-----	633,500	633,500		1,267,000.00	85,522.50	5,659.98	795,000	
5	Ft. Dodge, Des Moines & So. R. R.-----	5,250,000		\$ 1,941.25	5,251,941.25	262,634.13	185.33	600,000	
6	Iowa Electric Light & Power Co.-----	13,600,000		26,616.00	13,626,616.00	844,470.46	869,289.05		
7	Iowa Southern Utilities Co.-----	12,897,700		2,655,800.00	15,553,500.00	971,697.26	979,929.61	959,100	
8	Mason City & Clear Lake R. R.-----							\$ 553,400	
9	Tama & Toledo R. R.-----	25,000			25,000.00	1,500.00			
10	Waterloo, Cedar Falls & No. Ry.-----	5,773,000	460,000		6,233,000.00	364,250.00		2,202,000	
	Total-----	\$ 38,298,400	\$ 1,233,500	\$2,684,357.25	\$ 42,216,257.25	\$2,545,628.35	\$1,867,039.97	\$ 4,786,900	\$ 553,400

TABLE 3—UNMATURED FUNDED DEBT—1934
—Continued

PART 3—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND INTEREST RATE
PER ANNUM

Number	Electric Interurban Railway Companies	Amount Bearing Interest—Rate Per Annum of						Total unmatured funded debt	Matured funded debt unpaid
		5%	5½%	5¾%	6%	7%	7½%			8%
1	Cedar Rapids & Marion City Ry.								
2	Charles City Western Ry.				\$ 259,200			\$ 259,200.00	
3	Clinton, Davenport & Muscatine Ry.								
4	Des Moines & Central Iowa R. R.				633,500		\$ 633,500	1,267,000.00	\$ 350,000
5	Ft. Dodge, Des Moines & So. R. R.	\$ 5,250,000			1,250	\$ 691.25		5,251,941.25	515,000
6	Iowa Electric Light & Power Co.	3,600,000	\$ 4,000,000		26,616	6,000,000.00		13,626,616.00	
7	Iowa Southern Utilities Co.		7,822,400	\$ 8,000	4,467,600			15,553,500.00	137,700
8	Mason City & Clear Lake R. R.						\$ 3,255,500		324,000
9	Tama & Toledo R. R.				25,000			25,000.00	
10	Waterloo, Cedar Falls & No. Ry.	5,773,000			460,000			6,233,000.00	1,086,075
	Total	\$14,623,000	\$11,822,400	\$ 8,000	\$ 5,873,166	\$6,000,691.25	\$ 633,500	\$ 42,216,257.25	\$ 2,412,775

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT—1934

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.		\$ *212.00			\$ *212.00		426,174.95	\$ 274,123.33	\$ 700,298.28	21.32	\$ 32,847.01
3	C., D. & M. Ry.	\$ *3,290.82	22.25	\$ *4,866.39	\$ 1,645.44	*6,489.52	\$1,363,394.91	1,038,659.36	576,996.37	2,979,050.64	58.32	51,081.11
4	D. M. & C. I. R. R.	1,207.53		14.58		1,222.11	2,460,382.92	346,516.30	595,671.63	3,402,570.85	59.72	56,975.40
5	Ft. D. D. M. & S.	*1,213.08	*26,907.12	*2,465.40	*1,800.87	*32,386.47		7,327,458.01	2,322,927.71	9,650,385.72	147.37	65,484.06
6	I. E. L. & P. Co.	*11,699.54	*24,802.40	*202,242.57	*177,077.35	*415,821.86			30,531,544.88	30,531,544.88	27.30	1,118,371.60
7	I. S. U. Co.	1,277.67				1,277.67		289,148.70	892,984.97	1,182,133.67	29.36	40,263.41
8	M. C. & C. L. R. R.	*6,630.48	*51,598.20			*58,228.68		764,338.84	344,489.45	1,108,828.29	15.53	71,399.12
9	T. & T. R. R.	407.38		*81.30	*680.35	*354.27			143,985.19	143,985.19	3.50	41,138.63
10	W., C. F. & N. Ry.	6,679.12	*5,173.31	1,789.93		3,295.74	2,441,886.86	4,653,505.83	2,808,636.44	9,904,029.13	111.11	89,137.15
	Total	\$*13,262.22	\$*108,670.78	\$*207,851.15	\$*177,913.13	\$*507,697.28	\$6,265,664.69	\$14,845,801.99	\$38,491,359.97	\$59,602,826.65	473.53	

TABLE 5—INCOME STATEMENT—1934

PART 1—OPERATING, NON-OPERATING REVENUES, OPERATING EXPENSES, NET,
GROSS AND TRANSFERRED TO PROFIT AND LOSS

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.											
2	C. C. W. Ry.	\$ 64,381.17	\$ 44,739.44	\$ 19,641.73		\$ 19,641.73	\$ 3,464.06	\$ 16,177.67		\$ 16,177.67	\$ 16,539.54	\$ *361.87
3	C., D. & M.	181,050.68	196,245.28	*15,194.60	\$ 23,633.01	8,438.41	11,543.67	*3,105.26	\$ 304.30	*2,800.96	18,305.20	*21,106.16
4	D. M. & C. I.	232,146.89	263,634.75	*31,487.86		*31,487.86	13,551.43	*45,039.29	1,327.85	*43,711.44	125,164.22	*168,875.66
5	F. D., D. M. & S.	497,374.58	603,313.31	*105,938.73	68,606.01	*37,332.72	28,650.65	*65,983.37	11,077.02	*54,906.35	321,115.40	*376,021.75
6	I. E. L. & P. Co.	375,003.33	230,380.27	144,623.06	2,294,072.07	2,438,695.13	10,199.83	2,428,495.30	29,410.01	2,457,905.31	1,304,069.99	1,153,835.32
7	Ia. S. U. Co.	100,058.59	67,904.70	32,153.89		32,153.89	4,086.66	28,067.23	1,330,729.87	1,358,797.10	1,062,620.74	296,176.36
8	M. C. & C. L.	81,260.63	85,618.87	*4,358.24		*4,358.24	3,330.29	*7,688.53	28.02	*7,660.51	48,061.01	*55,721.52
9	T. & T. R. R.	11,627.74	10,694.84	932.90		932.90	428.26	504.64	219.91	724.55	1,500.00	*775.45
10	W., C. F. & N.	678,682.73	636,273.73	42,409.00		42,409.00	16,437.43	25,971.57	4,715.83	30,687.40	444,610.13	*413,922.73
	Total	\$2,221,586.34	\$2,138,805.19	\$ 82,781.15	\$2,386,311.09	\$2,469,092.24	\$91,692.28	\$2,377,399.96	\$1,377,812.81	\$3,755,212.77	\$3,341,986.23	\$ 413,226.54

*Deficit.

TABLE 6—PROFIT AND LOSS ACCOUNT—1934

PART 1—DEBITS

Number	Electric Interurban Railway Companies	Debit Balance		Appropriations of sur- plus to sinking fund and other reserves	Debit discount ex- tinguished through surplus	Miscellaneous appropria- tions 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 Ry.	\$ 55,444.54	\$ 261.87							\$ 55,806.41
3	Clinton, Davenport & Muscatine Ry.	1,398,317.32	21,106.16		\$ 577.49	\$ 7,600.00		\$ 153.80		1,427,754.77
4	Des Moines & Central Iowa R. R.	1,815,758.66	168,875.66							1,984,634.32
5	Ft. Dodge, Des Moines & So. R. R.	2,232,217.43	376,021.75				\$ 5,162.92	8.73		2,618,410.83
6	Iowa Electric Light & Power Co.			\$598,920.92	\$ ^a 182,953.61	700,154.48	7,685.53	7,881.65	\$292,024.31	1,789,620.50
7	Iowa Southern Utilities Co.				^a 133,143.32	2,864.94		18,594.71	564,124.28	718,727.25
8	Mason City & Clear Lake R. R.	101,306.16	55,721.52			300.00		154.27		157,481.95
9	Tama & Toledo R. R.	143,845.12	775.45							144,620.57
10	Waterloo, Cedar Falls & No. Ry.	5,739,843.81	413,922.73			725.90	1,412.53	30,661.16		6,186,566.13
	Total	\$ 11,486,733.04	\$1,036,785.14	\$598,920.92	\$316,674.42	\$711,645.32	\$ 14,260.98	\$ 57,454.32	\$856,148.59	\$15,078,622.73

^aDividend appropriation.

TABLE 6—PROFIT AND LOSS ACCOUNT—1934
—Continued

PART 2—CREDITS

Number	Electric Interurban Railway Companies	Credit Balance		Profit on road and equipment sold	Delayed income credits	Donations	Miscellaneous credits	Debit balance carried forward to balance sheet	Total credits
		At beginning of year	Transferred from income account						
1	Cedar Rapids & Marion City Ry.....								
2	Charles City Western Ry.....								
3	Clinton, Davenport & Muscatine Ry.....							\$ 55,806.41	\$ 55,806.41
4	Des Moines & Central Iowa R. R.....						\$ 1,532.97	1,426,221.80	1,427,754.77
5	Ft. Dodge, Des Moines & So. R. R.....							1,984,634.32	1,984,634.32
6	Iowa Electric Light & Power Co.....	\$ 623,607.21	\$1,153,835.32	\$ 858.00		\$ 25.00	406.59	2,612,121.24	2,613,410.83
7	Iowa Southern Utilities Co.....	370,393.96	296,176.36			154.48	12,023.49		1,789,620.50
8	Mason City & Clear Lake R. R.....					2,864.94	49,291.99		718,727.25
9	Tama & Toledo R. R.....							157,481.95	157,481.95
10	Waterloo, Cedar Falls & No. Ry.....				\$177,728.99	\$ 725.90	1.01	144,620.57	144,620.57
	Total.....	\$ 994,001.17	\$1,450,011.68	\$ 858.00	\$177,728.99	\$ 3,770.32	\$ 63,256.05	\$ 12,388,996.52	\$ 15,078,622.73

TABLE 7—RAILWAY OPERATING REVENUES—1934

PART 1—OPERATING REVENUES

Number	Electric Interurban Railway Companies	Revenue from Transportation						Total transportation revenues	Revenue from other railway operations	Total operating revenues
		Passenger revenues	Baggage and express	Mail	Freight	Switching	All other trans- portation revenue			
1	Cedar Rapids & Marion City Ry.-----	\$ 16,334.19	\$ 2,760.88				\$ 2.75	\$ 19,097.82	\$ 490.94	\$ 19,588.76
2	Charles City Western Ry.-----	385.28		\$ 970.64	\$ 62,557.69	\$ 4.50	54.00	63,972.11	409.06	64,381.17
3	Clinton, Davenport & Muscatine Ry.-----	31,694.30	45.40	4,641.52	127,410.51	2,412.20	11,590.01	177,793.94	3,256.74	181,050.68
4	Des Moines & Central Iowa R. R.-----	14,205.81	949.70	913.07	156,275.99	8,891.90	1,691.10	182,927.57	49,219.32	232,146.89
5	Ft. Dodge, Des Moines & So. R. R.-----	11,971.88	3,286.98	1,739.89	456,466.42	17,963.21		491,428.38	5,946.20	497,374.58
6	Iowa Electric Light & Power Co.-----	43,560.16	939.71	3,153.99	289,395.77	16,767.29	99.26	353,916.18	21,087.15	375,003.33
7	Iowa Southern Utilities Co.-----	115.60			95,805.12	2,676.03	26.53	98,623.28	1,435.31	100,058.59
8	Mason City & Clear Lake R. R.-----	26,872.17	.64	369.30	39,206.34	9,533.39		75,981.84	5,278.79	81,260.63
9	Tama & Toledo R. R.-----		776.00		10,691.53			11,467.53	160.21	11,627.74
10	Waterloo, Cedar Falls & No. Ry.-----	151,544.59	2,390.37	3,162.24	485,992.13	9,909.75	134.76	653,133.84	25,548.89	678,682.73
	Total-----	\$296,683.98	\$ 11,149.68	\$ 14,950.65	\$1,723,801.50	\$ 68,158.27	\$ 13,598.41	\$2,128,342.49	\$112,832.61	\$ 2,241,175.10

TABLE 8—RAILWAY OPERATING EXPENSES—1934
PART 1—RECAPITULATION OF OPERATING EXPENSES

Number	Electric Interurban Railway Companies	Total Expense of					Total operating expenses	Operating ratio	
		Way and structures	Equipment	Power	Conducting trans- portation	Traffic			General and miscel- laneous
1	Cedar Rapids & Marion City Ry.....	\$ 5,009.89	\$ 2,868.76	\$ 2,732.51	\$ 6,777.41	\$ 24.66	\$ 2,163.02	\$ 19,576.25	99.94
2	Charles City Western Ry.....	10,199.86	3,916.49	4,822.50	9,884.41	2,056.30	13,859.88	44,739.44	69.49
3	Clinton, Davenport & Muscatine Ry.....	34,296.90	24,935.52	30,037.13	56,163.46	6,026.00	44,786.27	196,245.28	108.39
4	Des Moines & Central Iowa R. R.....	50,676.21	27,430.46	45,786.47	58,568.36	8,787.02	72,386.23	263,634.75	113.56
5	Ft. Dodge, Des Moines & So. R. R.....	132,376.11	61,183.95	98,738.33	166,754.52	25,108.09	119,152.31	603,313.31	121.29
6	Iowa Electric Light & Power Co.....	26,879.56	25,597.47	27,532.36	92,119.81	5,928.65	52,322.42	230,380.27	61.43
7	Iowa Southern Utilities Co.....	22,928.61	6,441.27	5,865.16	11,695.73	2,449.75	18,524.18	67,904.70	67.86
8	Mason City & Clear Lake R. R.....	10,919.96	14,126.67	13,192.52	30,551.68	551.72	16,276.32	85,618.87	105.36
9	Tama & Toledo R. R.....	3,902.60	887.45	639.22	3,232.26	1.70	2,031.61	10,694.84	91.98
10	Waterloo, Cedar Falls & No. Ry.....	86,039.80	80,765.29	95,332.54	200,658.23	21,731.16	151,746.71	636,273.73	93.75
	Total.....	\$ 383,229.50	\$ 248,153.33	\$ 324,678.74	\$ 636,405.87	\$ 72,665.05	\$ 493,248.95	\$2,158,381.44	101.41

TABLE 9—TAXES ASSIGNABLE TO RAILWAY OPERATIONS—1934

PART 1—TAXES AND COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

Number	Electric Interurban Railway Companies	Taxes					Comparative General Balance Sheet —Asset Side Table 10—Part 1—Investments		
		Other than U. S. govern- ment taxes	U. S. govern- ment taxes	Total taxes	Miles of road owned—single track	Average all taxes per mile of road owned	December 31st		Increase or de- crease, 1934
							1934	1933	
1	Cedar Rapids & Marion City Ry.-----	\$ 396.35		\$ 396.35	2.80	\$ 141.55			
2	Charles City Western Ry.-----	3,190.40	\$ 273.66	\$ 3,464.06	21.32	162.48	\$ 701,357.31	\$ 701,961.01	\$ *603.70
3	Clinton, Davenport & Muscatine Ry.-----	11,460.10	83.57	11,543.67	58.32	197.94	3,230,775.95	3,238,069.40	*7,293.45
4	Des Moines & Central Iowa R. R.-----	13,205.40	346.03	13,551.43	59.72	226.91	3,405,023.02	3,403,800.91	1,222.11
5	Ft. Dodge, Des Moines & So. R. R.-----	25,639.43	3,011.22	28,650.65	147.37	194.41	9,811,940.10	9,858,695.96	*46,755.86
6	Iowa Electric Light & Power Co.-----	10,109.87	89.96	10,199.83	27.30	373.62	31,273,906.27	33,665,748.75	*2,391,842.48
7	Iowa Southern Utilities Co.-----	4,063.52	23.14	4,086.66	29.36	139.19	24,778,928.14	25,022,010.48	*243,082.34
8	Mason City & Clear Lake R. R.-----	3,253.09	77.20	3,330.29	15.53	214.44	1,116,803.71	1,173,432.39	*56,628.68
9	Tama & Toledo R. R.-----	422.98	5.28	428.26	3.50	122.36	143,985.19	144,339.46	*354.27
10	Waterloo, Cedar Falls & No. Ry.-----	16,437.43		16,437.43	111.11	147.93	9,912,671.68	9,908,975.94	3,695.74
	Total-----	\$ 88,178.57	\$ 3,910.06	\$ 92,088.63	476.33	\$ 193.33	\$ 84,375,391.37	\$ 87,117,034.30	\$ *2,741,642.93

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—1934

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, 1934	December 31st		Increase or de- crease, 1934	December 31st		Increase or de- crease, 1934
		1934	1933		1934	1933		1934	1933	
1	Cedar Rapids & Marion City Ry.---									
2	Charles City Western Ry.-----	\$ 23,358.56	\$ 22,496.21	\$ 862.35				\$ 4,889.79	\$ 5,615.16	\$ *725.37
3	Clinton, Davenport & Muscatine R	66,643.43	69,820.22	*3,176.79				17,545.89	14,459.78	3,086.11
4	Des Moines & Central Iowa R. R.---	85,022.10	79,575.39	5,446.71				159,357.52	158,536.25	821.27
5	Ft. Dodge, Des Moines & So. R. R.	620,485.12	562,962.92	57,522.20	\$531,566.32	\$510,319.16	\$ 21,247.16	64,656.89	74,602.69	*9,945.80
6	Iowa Electric Light & Power Co.---	1,021,059.74	1,032,177.23	*11,117.49				641,387.85	705,346.68	*63,958.83
7	Iowa Southern Utilities Co.-----	1,410,823.31	996,240.68	414,582.63	8,369.14	4,579.66	3,789.48	933,184.71	1,014,913.26	*81,728.55
8	Mason City & Clear Lake R. R.---	51,583.06	64,816.67	*13,233.61				6,491.76	7,970.67	*1,478.91
9	Tama & Toledo R. R.-----	3,499.06	2,617.05	882.01				105.99	136.63	*30.64
10	Waterloo, Cedar Falls & No. Ry.---	445,852.69	416,421.46	29,431.23				253,415.62	308,020.61	*54,604.99
	Total-----	\$3,728,327.07	\$2,247,127.83	\$ 481,199.24	\$539,935.46	\$514,898.82	\$ 25,086.64	\$2,081,036.02	\$2,289,601.73	\$ *208,565.71

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—1934
—Continued

PART 3—GRAND TOTAL ASSETS AND CAPITAL STOCK, GOVERNMENTAL GRANTS
—LIABILITY SIDE

Number	Electric Interurban Railway Companies	Grand Total Assets			Total Capital Stock			Total Governmental Grants		
		December 31st		Increase or de- crease, 1934	December 31st		Increase or de- crease, 1934	December 31st		Increase or de- crease, 1934
		1934	1933		1934	1933		1934	1933	
1	Cedar Rapids & Marion City Ry.....									
2	Charles City Western Ry.....	\$ 729,605.66	\$ 730,072.38	\$ *466.72	\$ 290,400.00	\$ 290,400.00		\$126,107.75	\$126,107.75	
3	Clinton, Davenport & Muscatine Ry.....	3,314,965.27	3,322,349.40	*7,384.13	646,700.00	646,700.00				
4	Des Moines & Central Iowa R. R.....	3,649,402.64	3,641,912.55	7,490.09	1,160,000.00	1,160,000.00				
5	Ft. Dodge, Des Moines & So. R. R.....	11,028,648.43	11,006,580.73	22,067.70	3,997,100.00	3,997,100.00				
6	Iowa Electric Light & Power Co.....	32,936,353.86	35,403,272.66	*2,466,918.80	17,469,225.66	17,482,784.69	\$*13,559.03			
7	Iowa Southern Utilities Co.....	27,131,305.30	27,037,744.08	93,561.22	9,015,200.00	9,015,200.00				
8	Mason City & Clear Lake R. R.....	1,174,878.53	1,246,219.73	*71,341.20	400,000.00	400,000.00				
9	Tama & Toledo R. R.....	147,590.24	147,093.14	497.10	23,300.00	23,300.00				
10	Waterloo, Cedar Falls & No. Ry.....	10,611,939.99	10,633,418.01	*21,478.02	2,997,050.00	2,997,050.00				
	Total.....	\$90,724,689.92	\$93,168,662.68	\$*2,443,972.76	\$35,998,975.66	\$36,012,534.69	\$*13,559.03	\$126,107.75	\$126,107.75	

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—1934
—Continued

PART 4—LONG TERM DEBT, CURRENT AND DEFERRED LIABILITIES

Number	Electric Interurban Railway Companies	Total Long Term Debt			Total Current Liabilities			Total Deferred Liabilities		
		December 31st		Increase or de- crease, 1934	December 31st		Increase or de- crease, 1934	December 31st		Increase or de- crease, 1934
		1934	1933		1934	1933		1934	1933	
1	Cedar Rapids & Marion City Ry.-----									
2	Charles City Western Ry.-----	\$ 259,200.00	\$ 259,200.00		\$ 56,732.14	\$ 57,746.09	\$ *1,013.95	\$ 175.02	\$ 196.84	\$ *21.82
3	Clinton, Davenport & Muscatine Ry.-----	187,771.32	187,771.32		3,783,455.38	3,784,723.87	*1,268.49	150.20	225.28	*75.08
4	Des Moines & Central Iowa R. R.-----	1,267,000.00	1,542,723.31	\$ *275,723.31	1,965,911.27	1,565,056.81	400,854.46	1,343.70	1,368.70	*25.00
5	Ft. Dodge, Des Moines & So. R. R.-----	5,251,941.25	5,770,141.25	*518,200.00	2,268,902.77	1,439,785.19	829,117.58	565,064.44	554,722.41	10,342.03
6	Iowa Electric Light & Power Co.-----	13,626,616.00	14,493,818.45	*867,202.45	451,546.87	453,700.71	*2,153.84	108,381.73	96,645.65	11,736.08
7	Iowa Southern Utilities Co.-----	15,553,500.00	14,676,500.00	877,000.00	552,506.87	1,655,413.52	*1,102,906.65	124,900.78	118,847.90	6,052.88
8	Mason City & Clear Lake R. R.-----	490,765.71	442,476.45	48,289.26	354,996.61	365,308.85	*10,312.24			
9	Tama & Toledo R. R.-----	25,000.00	25,000.00		241,633.05	240,248.46	1,384.59			
10	Waterloo, Cedar Falls & No. Ry.-----	6,233,000.00	7,033,000.00	*800,000.00	7,080,826.24	6,069,415.98	1,011,410.26			
	Total-----	\$42,894,794.28	\$44,430,630.78	\$*1,535,836.50	\$16,756,511.20	\$15,631,399.48	\$1,125,111.72	\$800,015.87	\$772,006.78	\$28,009.09

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—1934
—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, 1934	December 31st		Increase or de- crease, 1934	December 31st		Increase or de- crease, 1934
		1934	1933		1934	1933		1934	1933	
1	C. R. & M. C. Ry.-----									
2	C. C. W. Ry.-----	\$ 52,797.16	\$ 51,866.24	\$ 930.92	\$ 55,806.41	\$ 55,444.54	\$ 361.87	\$ 729,605.66	\$ 730,072.38	\$ 466.72
3	C., D. & M. Ry.-----	115,510.17	101,246.25	14,263.92	^a 1,418,621.80	^a 1,398,317.32	^b 20,304.48	3,314,965.27	3,322,349.40	[*] 7,384.13
4	D. M. & C. I. R. R.-----	1,239,781.99	1,188,522.39	51,259.60	^a 1,984,634.32	^a 1,815,758.66	^b 168,875.66	3,649,402.64	3,641,912.55	7,490.09
5	Ft. D., D. M. & S. R. R.-----	1,457,761.21	1,377,049.31	80,711.90	^a 2,512,121.24	^a 2,132,217.43	^b 379,903.81	11,028,648.43	11,006,580.73	22,067.70
6	I. E. L. & P. Co.-----	782,983.79	862,918.60	[*] 79,934.81	497,599.81	2,013,404.56	[*] 1,515,804.75	32,936,353.86	35,403,272.66	[*] 2,466,918.80
7	I. S. U. Co.-----	624,138.30	389,831.36	234,306.94	1,261,059.35	1,181,951.30	79,108.05	27,131,305.30	27,037,744.08	93,561.22
8	M. C. & C. L. R. R.-----	73,411.46	125,040.56	[*] 51,629.10	^a 144,295.25	^a 86,606.13	^b 57,689.12	1,174,878.53	1,246,219.73	[*] 71,341.20
9	T. & T. R. R.-----	2,277.76	2,389.80	[*] 112.04	^a 144,620.57	^a 143,845.12	^b 775.45	147,590.24	147,093.14	497.10
10	W., C. F. & N. Ry.-----	308,448.08	273,795.84	34,652.24	^a 6,007,384.33	^a 5,739,843.81	^b 267,540.52	10,611,939.99	10,633,418.01	[*] 21,478.02
	Total-----	\$4,657,109.92	\$4,372,660.35	\$284,449.57	^a 10,568,824.76	^a 8,176,677.15	^b 2,332,147.61	\$90,724,689.92	\$93,168,662.68	[*] 2,443,972.76

^aDeficit.
^bIncrease in deficit.
^{*}Decrease.

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—1934

PART 1—MISCELLANEOUS STATISTICS

Number	Electric Interurban Railway Companies	Total					Employees and others carried free	Passenger revenues (interurban railways)	Average Fare		Total revenue from transportation (inter- urban railways)	
		Car mileage	Car hours	Regular fare pas- sengers carried	Revenue transfer passengers carried	Free transfer pas- sengers carried			Grand total pas- sengers carried	Revenue passengers		All passengers
1	Cedar Rapids & Marion City Ry.....	150,402	16,507	116,593			116,593	\$ 16,334.19	\$.14009	\$.14009	\$ 19,097.82	
2	Charles City Western Ry.....	46,301	5,574	1,192			1,192	84	385.28	.32322	.32322	63,972.11
3	Clinton, Davenport & Muscatine Ry.....	556,558	20,675	47,888			47,888	13,169	18,276.89	.38166	.38166	152,713.93
4	Des Moines & Central Iowa R. R.....	325,577	13,465	42,200		57	42,257	13,277	14,205.81	.33663	.33663	182,927.57
5	Ft. Dodge, Des Moines & So. R. R.....	1,563,580	428,422	23,061			23,061	24,024	11,971.88	.51914	.51914	491,428.38
6	Iowa Electric Light & Power Co.....	690,860		222,027	19,787		241,814	21,806	43,560.16	.18014	.18014	349,525.82
7	Iowa Southern Utilities Co.....	172,227							115.60			98,623.28
8	Mason City & Clear Lake R. R.....	354,918	36,193	302,671		10,857	313,528	34,181	23,872.17	.08878	.08571	75,981.84
9	Tama & Toledo R. R.....	13,984		No record		No record	No record	No rec'd	None			11,467.53
10	Waterloo, Cedar Falls & No. Ry.....	2,438,128	243,443	1,192,973		114,276	1,307,249	(a)	137,114.25	.11493	.10489	638,703.50
	Total.....	6,282,535	764,369	1,948,605	19,787	125,190	2,093,583	106,541	\$268,836.23			\$ 2,084,447.78

*Not compiled.

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—1934
—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 rev- enues (interurban railways)	Operating Rev- enues Per		Total operating ex- penses (interurban railways)	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.....	\$.12697	\$ 1.15068	\$ 490.94	\$.00326	\$.02958	\$ 19,588.76	\$.13024	\$ 1.18026	\$ 19,576.25	\$.13016	\$ 1.17950
2	Charles City Western Ry.....	1.38166	11.47687	409.06	.00883	.07339	64,381.17	1.39049	11.55026	44,739.44	.96627	8.02645
3	Clinton, Davenport & Muscatine Ry.....	.27439	7.38641	3,256.74	.00585	.15752	155,970.67	.28024	7.54393	166,123.86	.29848	8.03501
4	Des Moines & Central Iowa R. R.....	.56186	13.58541	49,219.32	.15118	3.65535	232,146.89	.71303	17.24076	263,634.75	.80975	19.57926
5	Ft. Dodge, Des Moines & So. R. R.....	.31429	1.14707	5,946.20	.00380	.01388	497,374.58	.31810	1.16094	603,213.31	.38585	1.40822
6	Iowa Electric Light & Power Co.....	.50593	-----	21,087.15	.03052	-----	370,612.97	.53645	-----	227,197.45	.32886	-----
7	Iowa Southern Utilities Co.....	.57263	-----	1,435.31	.00833	-----	100,058.59	.58096	-----	67,904.70	.39427	-----
8	Mason City & Clear Lake R. R.....	.21408	2.09935	5,278.79	.01487	.14585	81,260.63	.22896	2.24520	85,618.87	.24124	2.36562
9	Tama & Toledo R. R.....	.82005	-----	160.21	.01146	-----	11,627.74	.83151	-----	10,694.84	.76479	-----
10	Waterloo, Cedar Falls & No. Ry.....	.26196	2.62362	24,999.57	.01025	.10269	663,703.07	.27222	2.72632	617,884.65	.25343	2.53811
	Total.....	-----	-----	\$112,283.29	-----	-----	\$2,196,725.07	-----	-----	\$2,106,688.12	-----	-----

TABLE 12—ACCIDENTS TO PERSONS AND EMPLOYEES AND AVERAGE NUMBER OF EMPLOYEES, CLASSIFIED, AND TOTAL AND AGGREGATE SALARIES

Number	Electric Interurban Railway Companies	Accidents								Employees												
		Killed				Injured				General Administration		Maintenance of Way and Structures		Maintenance of Equipment		Power		Transportation		Total employees	Aggregate compensation	
		Passengers	Employees	Other persons	Total	Passengers	Employees	Other persons	Total	Officers	Office clerks	Superintendents	Other employees	Superintendents	Other employees	Superintendents	Other employees	Superintendents	Other employees			
1	Cedar Rapids & Marion City Ry.....																					
2	Charles City Western Ry.....									2	1	1	9	1								
3	Clinton, Davenport & Muscatine Ry..																					
4	Des Moines & Central Iowa R. R.....					2	5	4	11	6	14	2	24									
5	Ft. Dodge, Des Moines & So. R. R....																					
6	Iowa Electric Light & Power Co.....																					
7	Iowa Southern Utilities Co.....					1	9	5	15	6	66		16	1	13		20	2	105	268		
8	Mason City & Clear Lake R. R.....									6	1	1	10	1	1		1					
9	Tama & Toledo R. R.....									2	3		11		4							
10	Waterloo, Cedar Falls & No. Ry.....						3		3	1	1					2	1	26	49			
	Total.....				14	46	5	65		8	43	3	78	1	46	1	9	1	114	304		
	Total.....				17	91	21	129		38	175	11	234	7	95	4	42	13	998	1,617		\$2,087,511.68

STATISTICS
of
**Railway Bridge and
Terminal Railway Companies**

For the Year Ended December 31, 1934

NOTE—In all Tables, 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—1934

PART 1—TOTAL STOCK AND INVESTMENT AND AVERAGE INVESTMENT PER MILE OF ROAD OWNED

Number	Railway Bridge and Terminal Railway Companies	Capital Stock		Investment in Road and Equipment at Close of Year									Total investment	Miles of road owned—single track	Average investment per mile of road owned	
		Par value of amount authorized—common	Total par value actually outstanding at close of year—common	Investment to June 30, 1907		Investment from July 1, 1907 to June 30, 1914			Investment Since June 30, 1914							
				Road	Equipment	Road	Equipment	General	Road	Equipment	General					
1	Dun. & Dub. Br. Co.	\$ 1,000,000	\$ 1,000,000	\$ 1,016,863		\$ 33,142					\$ 29,172			\$ 1,079,177	\$ 1.30	\$ 830,136
2	Keo. & Ham. Br. Co.	1,000,000	1,000,000	2,000,000									\$363,579	2,363,579	.66	3,581,181
3	Om. Br. & Ter. Ry.	7,500,000	5,000,000	6,738,391	\$ 18,785	2,560	\$ ^a 18,785				934,785		11,066	7,686,802	2.03	3,786,602
4	Sioux City Br. Co.	945,800	945,800	945,800		915					29,277			975,992	3.88	251,544
5	B., M. & N. W. Ry.	100,000	100,000								125,510	\$ 34,324	13,463	173,297	5.50	31,509
6	D., R. I. & N. W. Ry.	3,000,000	3,000,000	3,139,766	144,049	188,092	19,368				484,783	^a 86,497	3,822	3,893,383	48.76	79,848
7	Des Moines Ter. 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	43,195	68,349	23,050	\$ 235			205,529	72,950	1,305	1,595,562	6.15	259,441
9	Des Moines West. Ry.	300,000	151,000	185,131		^a 86,918					7,685			105,898	1.47	72,039
10	Iowa Transfer Ry.	80,500	80,500	30,862		2,860					53,582			87,304	.24	363,767
11	Sioux City Ter. Co.	400,000	400,000			100,030	34,919				356,916	32,312	9,808	533,985	2.62	203,811
	Total	\$ 15,226,300	\$ 12,404,300	\$ 15,322,861	\$206,029	\$376,002	\$ 58,552	\$ 235			\$2,287,297	\$ 53,089	\$403,043	\$ 18,707,108	73.59	\$ 254,207

^aCredit.

TABLE 3—INCOME ACCOUNT—1934

PART 1—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	Dun. & Dub. Br. Co.				\$ 23,004.08		\$*23,004.08	\$144,432.57	\$121,428.49		\$121,428.49	\$121,428.49	
2	Keo. & Ham. Br. Co.	\$ 82,477.45	\$ 50,322.86	\$32,154.59	15,181.78		16,972.81	40,969.89	57,942.70	\$ 61,567.50	*3,624.80		\$ *3,624.80
3	Om. Br. & Ter. Ry.												
4	Sioux City Br. Co.		429.38	*429.38	24,647.53		*25,076.91	111,579.30	86,502.39		86,502.39	50,000.00	36,502.39
5	B., M. & N. W. Ry.	19,710.25	31,944.82	*12,234.57	2,000.00		*14,234.57		*14,234.57	9,863.16	*24,097.73		*24,097.73
6	D., R. I. & N. W. Ry.	68,607.86	68,607.86		47,678.90	\$ 512.00	*48,190.90	70,821.15	22,630.25	22,566.25	64.00		64.00
7	Des Moines Ter. Co.				1,750.96		*1,750.96	16,919.34	15,168.38	4,959.70	10,208.68		10,208.68
8	Des Moines Union Ry.				58,004.25		*58,004.25	89,854.60	31,850.35	29,146.22	2,704.13		2,704.13
9	Des Moines West. Ry.				1,067.48		*1,067.48	10,123.22	9,055.74	2,400.00	6,655.74		6,655.74
10	Iowa Transfer Ry.	28,579.18	21,899.92	6,679.26	2,314.14		4,365.12	372.66	4,737.78		4,737.78		4,737.78
11	Sioux City Ter. Co.	254,811.85	190,254.93	64,556.92	6,896.18		57,660.74	1,131.60	58,792.34	55,291.84	3,500.50		3,500.50
	Total	\$454,186.59	\$363,459.77	\$90,726.82	\$182,545.30	\$ 512.00	\$*92,330.48	\$486,204.33	\$393,873.85	\$185,794.67	\$208,079.18	\$171,428.49	\$ 36,650.69

*Deficit.

TABLE 4—PROFIT AND LOSS ACCOUNT—1934
PART 1—DEBITS AND CREDITS

Number	Railway Bridge and Terminal Railway Companies	Debits					Credits				
		Debit Balance		Miscellaneous debits	Credit balance carried to balance sheet	Total	Credit Balance		Miscellaneous credits	Debit balance carried to balance sheet	Total
		At beginning of year	Transferred from income				At beginning of year	Transferred from income			
1	Dun. & Dub. Br. Co.				\$ 32,202.01	\$ 32,202.01	\$ 32,202.01				\$ 32,202.01
2	Keo. & Ham. Br. Co.		\$ 3,624.80	\$ 24,031.68	23,516.92	51,173.40	51,173.40				51,173.40
3	Om. Br. & Ter. Ry.				47,695.62	47,695.62	47,695.62				47,695.62
4	Sioux City Br. Co.			136.66	298,477.03	298,613.69	262,102.30	\$ 36,502.39	\$ 9.00		298,613.69
5	B., M. & N. W. Ry.	131,842.10	24,097.73	1,037.30		156,977.13		64.00		\$156,977.13	156,977.13
6	D., R. I. & N. W. Ry.	34,495.14		3,852.93	73,272.94	87,218.32	77,009.64	10,208.68	*134.63	38,418.70	38,348.07
7	Des Moines Ter. Co.			13,945.38		87,218.32					87,218.32
8	Des Moines Union Ry.			9,356.68		9,356.68	2,704.13				9,356.68
9	Des Moines West. Ry.			16,822.82	5,494.09	22,316.91	15,601.17	6,655.74	6,652.55		22,316.91
10	Iowa Transfer Ry.			7,345.52	13,166.34	20,511.86	15,774.08	4,737.78	60.00		20,511.86
11	Sioux City Ter. Co.				6,058.41	6,058.41	4,154.83	3,500.50	*1,596.92		6,058.41
	Total	\$ 166,337.24	\$ 27,722.53	\$ 76,528.97	\$ 499,883.36	\$ 770,472.10	\$508,417.18	\$ 61,669.09	\$ 4,990.00	\$195,395.83	\$ 770,472.10

*Debit.

TABLE 5—RAILWAY OPERATING REVENUES AND EXPENSES—1934

PART 1—REVENUES AND EXPENSES AND OPERATING RATIO

Number	Railway Bridge and Terminal Railway Companies	Operating Revenues				Operating Expenses							
		Rail transportation revenue	Incidental operat- ing revenue	Joint facility oper- ating revenue —debit	Total railway oper- ating revenues	Maintenance of		Transportation rail line	Traffic and miscel- laneous operations	General	Joint facility —credit	Total operating expenses	Operating ratio —per cent
						Way and structures	Equipment						
1	Dun. & Dub. Br. Co.		\$ 768.00	\$ 768.00		\$ 3,737.60		\$ 14,755.42		\$ 3,206.22	\$ 21,699.24		
2	Keo. & Ham. Br. Co.		82,477.45		\$ 82,477.45	21,777.21		3,600.00	\$ 6,814.52	18,131.13		\$ 50,322.86	61.25
3	Om. Br. & Ter. Ry.												
4	Sioux City Br. Co.					17,110.27		6,660.09		429.38	23,770.36	429.38	
5	B., M. & N. W. Ry.	\$ 17,901.54	1,808.71		19,710.25	6,197.43	\$ 7,860.92	10,295.69		7,590.78		31,944.82	160.07
6	D., R. I. & N. W. Ry.					88,790.73	23,046.15	149,682.34		14,820.94	276,340.16		
7	Des Moines Ter. Co.												
8	Des Moines Union Ry.	92,705.20	9,764.35	102,469.55		33,816.90	26,220.39	241,871.93		28,395.49	330,304.71		
9	Des Moines West. Ry.												
10	Iowa Transfer Ry.		28,579.18		28,579.18	2,805.44	630.59	14,562.74		3,901.15		21,899.92	76.63
11	Sioux City Ter. Co.	250,208.80	4,603.05		254,811.85	20,875.95	29,841.90	113,857.53		23,449.06		190,254.93	74.66
	Total	\$360,815.54	\$128,000.74	\$103,237.55	\$385,578.73	\$195,111.53	\$ 87,599.95	\$555,285.74	\$ 6,814.52	\$ 99,924.15	\$652,114.47	\$294,851.91	

TABLE 6—TAXES ON RAILWAY PROPERTY AND COMPARATIVE GENERAL BALANCE SHEET—1934
PART 1—TAXES, INVESTMENTS AND CURRENT ASSETS

Number	Railway Bridge and Terminal Railway Companies	Taxes on Railway Property					Comparative General Balance Sheet—Asset Side					
		Other than U. S. government taxes	U. S. government taxes	Total taxes	Miles of road owned	Taxes per mile of road owned	Total Investments			Total Current Assets		
							December 31, 1934	December 31, 1933	Increase or decrease, 1934	December 31, 1934	December 31, 1933	Increase or decrease, 1934
1	Dun. & Dub. Br. Co.	\$ 22,000.00	\$ 1,004.08	\$ 23,004.08	1.30	\$17,695.45	\$ 1,079,178.06	\$ 1,079,178.06		\$ 7,047.98	\$ 7,287.91	\$ *239.93
2	Keo. & Ham. Br. Co.	13,800.00	1,381.78	15,181.78	.66	23,002.70	2,365,167.65	2,375,167.65	\$ *10,000.00	23,312.62	17,924.83	5,387.79
3	Om. Br. & Ter. Ry.						7,686,801.86	7,686,091.59	710.27			
4	Sioux City Br. Co.	23,947.53	700.00	24,647.53	3.88	6,352.45	975,991.82	976,144.82	*153.00	562,158.40	510,295.12	51,863.28
5	B., M. & N. W. Ry.	2,000.00		2,000.00	5.50	363.63	184,998.59	186,814.76	*1,816.17	579.41	618.06	*38.65
6	D., R. I. & N. W. Ry.	47,614.28	64.62	47,678.90	48.76	977.83	3,907,619.08	3,930,640.55	*23,021.47	157,824.45	140,575.50	17,248.95
7	Des Moines Ter. Co.	209.26	1,541.70	1,750.96	.98	1,786.69	399,955.40	401,875.78	*1,920.38	3,880.63	4,800.83	*920.20
8	Des Moines Union Ry.	57,962.01	42.24	58,004.25	6.15	9,431.58	1,672,117.26	1,682,773.78	*10,656.52	212,988.87	213,192.61	*203.74
9	Des Moines West. Ry.	130.18	937.30	1,067.48	1.47	726.17	174,543.59	192,916.01	*18,372.42	8,165.09	5,380.07	2,785.02
10	Iowa Transfer Ry.	1,524.82	789.32	2,314.14	.24	9,642.25	87,304.18	87,304.18		20,959.36	22,406.80	*1,447.44
11	Sioux City Ter. Co.	6,134.70	761.48	6,896.18	2.62	2,632.13	553,095.06	544,097.95	8,997.11	32,732.87	41,311.82	*8,578.95
	Total	\$ 175,322.78	\$ 7,222.52	\$ 182,545.30	71.56	\$ 2,550.94	\$19,086,772.55	\$19,143,005.13	\$ *56,232.58	\$ 1,029,649.68	\$ 963,793.55	\$65,856.13

*Decrease.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET—1934—Continued
PART 2—DEFERRED ASSETS, UNADJUSTED DEBITS AND GRAND TOTAL ASSETS

Number	Railway Bridge and Terminal Railway Companies	Total Deferred Assets			Total Unadjusted Debits			Grand Total Assets		
		December 31, 1934	December 31, 1933	Increase or de- crease, 1934	December 31, 1934	December 31, 1933	Increase or de- crease, 1934	December 31, 1934	December 31, 1933	Increase or de- crease, 1934
1	Dun. & Dub. Br. Co.							\$ 1,086,226.04	\$ 1,086,465.97	\$ *239.93
2	Keo. & Ham. Br. Co.	\$ 75.00	\$ 75.00		\$ 4,172.54	\$ 4,343.35	\$ *170.81	2,392,627.81	2,397,510.83	*4,883.02
3	Om. Br. & Ter. Ry.							7,686,801.86	7,686,091.59	710.27
4	Sioux City Br. Co.				17,311.51	16,945.02	366.49	1,555,461.73	1,503,384.96	52,076.77
5	B., M. & N. W. Ry.				8.00		8.00	185,586.00	187,432.82	*1,846.82
6	D., R. I. & N. W. Ry.	143,239.59	138,606.26	\$ 4,633.33	11,842.65	8,401.20	3,441.45	4,220,525.77	4,218,223.51	2,302.26
7	Des Moines Ter. Co.				5,647.33	5,647.33		409,483.36	412,323.94	*2,840.58
8	Des Moines Union Ry.	144,951.25	145,032.93	*81.68	1,665.51	1,717.78	*52.27	2,031,722.89	2,042,717.10	*10,994.21
9	Des Moines West. Ry.				4,205.21	4,205.21		186,913.89	202,501.29	*15,587.40
10	Iowa Transfer Ry.	10,653.42	9,747.90	905.52	90.85	175.45	*84.60	119,007.81	119,634.33	*626.52
11	Sioux City Ter. Co.	10.00	10.00		1,271.43	7,101.80	*5,830.37	587,109.36	592,521.57	*5,412.21
	Total	\$ 298,929.26	\$ 293,472.09	\$ 5,457.17	\$ 46,215.03	\$ 48,537.14	\$ *2,322.11	\$ 20,461,466.52	\$ 20,448,807.91	\$ 12,658.61

*Decrease.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET—1934—Continued
PART 3—CAPITAL STOCK, LONG TERM DEBT AND CURRENT LIABILITIES

Number	Railway Bridge and Terminal Railway Companies	Total Capital Stock		Total Long Term Debt			Total Current Liabilities			Total Deferred Liabilities		
		December 31, 1934	December 31, 1933	December 31, 1934	December 31, 1933	Increase or decrease, 1934	December 31, 1934	December 31, 1933	Increase or decrease, 1934	December 31, 1934	December 31, 1933	Increase or decrease, 1934
1	Dun. & Dub. Br. Co.	\$ 1,000,000	\$ 1,000,000				\$ 1,607.46	\$ 488.71	\$ 1,118.75	\$ 37.22		\$ 37.22
2	Keo. & Ham. Br. Co.	1,000,000	1,000,000	\$1,197,000.00	\$1,215,000.00	\$*18,000.00	37,537.50	12,512.50	25,025.00			
3	Om. Br. & Ter. Ry.	5,000,000	5,000,000	2,634,134.47	2,633,424.20	710.27						
4	Sioux City Br. Co.	945,800	945,800				15,562.88	10,227.33	5,335.55			
5	B., M. & N. W. Ry.	100,000	100,000				166,814.63	151,800.51	15,014.12			
6	D., R. I. & N. W. Ry.	3,000,000	3,000,000	1,115,398.23	1,128,684.59	*13,286.36	39,279.78	22,712.85	16,566.93	98.90	\$616.81	*517.91
7	Des Moines Ter. Co.	327,000	327,000				25,302.19	716,503.23	8,798.96	64.66	82.40	*17.74
8	Des Moines Union Ry.	400,000	400,000	656,276.11	662,293.53	*6,017.42	96.47	95.60	.87			
9	Des Moines West. Ry.	151,000	151,000				1,714.63	1,464.45	250.18			
10	Iowa Transfer Ry.	80,500	80,500				80,084.31	95,437.06	*6,352.76			
11	Sioux City Ter. Co.	400,000	400,000									
	Total	\$12,404,300	\$12,404,300	\$5,602,808.81	\$5,639,402.32	\$ *36,593.51	\$1,076,999.85	\$1,011,242.24	\$ 65,757.61	\$200.78	\$699.21	\$*498.43

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET—1934—Continued
PART 4—UNADJUSTED CREDITS, CORPORATE SURPLUS AND GRAND TOTAL LIABILITIES

Number	Railway Bridge and Terminal Railway Companies	Total Unadjusted Credits			Total Corporate Surplus			Grand Total Liabilities		
		December 31, 1934	December 31, 1933	Increase or decrease, 1934	December 31, 1934	December 31, 1933	Increase or decrease, 1934	December 31, 1934	December 31, 1933	Increase or decrease, 1934
1	Dun. & Dub. Br. Co.-----	\$ 31,843.31	\$ 33,239.21	\$ *1,395.90	\$ 52,738.05	\$ 52,738.05	-----	\$ 1,086,226.04	\$ 1,086,465.97	\$ *239.93
2	Keo. & Ham. Br. Co.-----	134,573.39	118,824.93	15,748.46	23,516.92	51,173.40	\$*27,656.48	2,392,627.81	2,397,510.83	*4,883.02
3	Om. Br. & Ter. Ry.-----	-----	-----	-----	52,667.39	52,667.39	-----	7,686,801.86	7,686,091.59	710.27
4	Sioux City Br. Co.-----	293,096.14	282,729.65	10,366.49	301,002.71	264,627.98	36,374.73	1,555,461.73	1,503,384.96	52,076.77
5	B., M. & N. W. Ry.-----	75,748.50	67,474.41	8,274.09	^a 156,977.13	^a 131,842.10	^b 25,135.03	185,586.00	187,432.82	*1,846.82
6	D., R. I. & N. W. Ry.-----	98,135.83	93,977.28	4,158.55	^a 32,386.97	^a 27,768.02	^b 4,618.95	4,220,525.77	4,218,223.51	2,302.26
7	Des Moines Ter. Co.-----	2,870.61	1,974.49	896.12	79,612.75	83,349.45	*3,736.70	409,483.36	412,323.94	*2,840.58
8	Des Moines Union Ry.-----	216,863.93	237,261.94	*20,398.01	33,216.00	26,576.00	6,640.00	2,031,722.89	2,042,717.10	*10,994.21
9	Des Moines West. Ry.-----	27,801.83	33,283.02	*5,481.19	8,015.59	18,122.67	*10,107.08	186,913.89	202,501.29	*15,587.40
10	Iowa Transfer Ry.-----	12,973.42	12,147.90	825.52	23,819.76	25,521.98	*1,702.22	119,007.81	119,634.33	*626.52
11	Sioux City Ter. Co.-----	91,966.64	92,929.68	*963.04	6,058.41	4,154.83	1,903.58	587,109.36	592,521.57	*5,412.21
	Total-----	\$ 985,873.60	\$ 973,842.51	\$ 12,031.09	\$ 391,283.48	\$ 419,321.63	\$*28,038.15	\$ 20,461,466.52	\$ 20,448,807.91	\$ 12,658.61

*Decrease.
^aDeficit.
^bIncrease in deficit.

TABLE 8—TIES AND RAILS LAID IN REPLACEMENT AND IN NEW LINES AND EXTENSIONS—1934

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			
		Number applied	Total cost	Average cost per tie	Number of feet (board measure) applied	Total cost	Average cost per thousand feet applied	Number of tons (2,240 lbs.) applied	Total cost	Average cost per ton of (2,240 lbs.) applied	Number of tons of (2,240 lbs.) applied	Total cost	Average cost per ton of (2,240 lbs.) applied
1	Dun. & Dub. Br. Co.-----	691	\$ 1,158.12	\$ 1.68	17,797	\$ 1,129.67	\$ 63.48	158	\$ 6,730.16	\$ 42.59	22	\$ 968.23	\$ 44.01
2	Keo. & Ham. Br. Co.-----												
3	Om. Br. & Ter. Ry.-----												
4	Sioux City Br. Co.-----												
5	B., M. & N. W. Ry.-----	200	230.00	1.15									
6	D., R. I. & N. W. Ry.-----	12,260	20,095.77	1.64	46,227	2,610.03	56.46	35	1,082.13	30.92	10	240.48	24.05
7	Des Moines Ter. Co.-----												
8	Des Moines Union Ry.-----	3,117	4,118.44	1.32	29,890	1,515.91	50.72	9	327.77	36.42	23	517.04	22.48
9	Des Moines West. Ry.-----												
10	Iowa Transfer Ry.-----												
11	Sioux City Ter. Co.-----	1,662	1,753.35	1.05	18,107	735.96	40.65				65	1,214.90	18.69
	Total-----	17,930	\$ 27,355.68		112,021	\$ 5,991.57		202	\$ 8,140.06		120	\$ 2,940.65	

STATISTICS

of

Railway Express Agency, Incorporated

For the Year Ended December 31, 1934

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED,
FOR THE YEAR ENDED DECEMBER 31, 1934

Items Reported	Amount Year 1934
MILEAGE COVERED—ENTIRE LINE	
Steam roads -----	207,335.39
Electric lines -----	2,340.86
Steamboat lines -----	22,534.00
Stage lines -----	7,983.96
Ferries -----	35.50
Aircraft lines -----	15,507.00
Gas motors—rail lines -----	1,729.09
Total -----	257,465.80
MILEAGE COVERED—IOWA	
Steam roads -----	9,519.54
Electric lines -----	281.73
Aircraft lines -----	505.00
Stage lines -----	56.55
Miscellaneous -----	
Total -----	10,362.82
CAPITAL STOCK	
Number of shares authorized -----	1,000
Par value of one share -----	No par value
Total par value authorized -----	
Total par value outstanding -----	
Total par value held by respondent -----	
Total par value not held by respondent -----	
FUNDED DEBT	
Total par value authorized -----	\$ 50,000,000.00
Total par value outstanding -----	31,998,978.21
Total par value not held by respondent -----	31,998,978.21
Interest: Amount accrued during year -----	1,681,240.26
Amount paid during year -----	1,677,356.92
COST OF REAL PROPERTY AND EQUIPMENT	
Land -----	8,054,298.95
Buildings:	
Buildings and appurtenances on land owned -----	7,990,199.36
Buildings and appurtenances on land not owned -----	3,814,270.44
Improvements to buildings not owned -----	87,807.18
Total buildings -----	\$ 11,892,276.98
Equipment:	
Cars -----	\$ 968,110.06
Horses -----	
Automobiles -----	19,750,313.92
Wagons and sleighs -----	
Harness equipment -----	2,947,384.03
Office furniture and equipment -----	473,245.09
Office safes -----	2,773,354.31
Trucks -----	
Stable equipment -----	727,396.64
Garage equipment -----	500,470.71
Line equipment -----	241,641.84
Shop equipment -----	9,842.87
Miscellaneous equipment -----	
Total equipment -----	\$ 28,391,759.47
Total real property and equipment -----	\$ 48,338,335.40

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED,
FOR THE YEAR DECEMBER 31, 1934—Continued

Items Reported	Amount Year 1934
DEPRECIATION—BUILDING AND EQUIPMENT	
Buildings:	
Buildings and appurtenances on land owned.....	\$ 3,065,788.95
Buildings and appurtenances on land not owned.....	1,565,667.37
Improvements to buildings not owned.....	33,707.34
Total buildings.....	\$ 4,665,163.66
Equipment:	
Cars.....	\$ 857,748.09
Horses.....	
Automobiles.....	15,753,167.43
Wagons and sleighs.....	
Harness equipment.....	
Office furniture and equipment.....	2,115,917.86
Office safes.....	359,725.46
Trucks.....	2,170,916.73
Stable equipment.....	
Garage equipment.....	464,391.25
Line equipment.....	364,936.40
Shop equipment.....	157,195.86
Miscellaneous equipment.....	4,701.90
Total equipment.....	\$ 22,248,700.98
Total real property and equipment.....	\$ 26,913,864.94
INCOME ACCOUNT	
Operating Income:	
Charges for transportation.....	\$ 130,953,289.26
Express privileges—Dr.	50,529,638.68
Revenue from transportation.....	\$ 80,423,650.58
Revenue from operations other than transportation.....	2,483,056.73
Total operating revenues.....	\$ 82,906,707.31
Operating expenses.....	79,755,461.23
Net operating revenue.....	\$ 3,151,246.08
Uncollectible revenue from transportation.....	21,928.70
Express taxes.....	1,517,531.18
Operating income.....	\$ 1,611,786.20
Other Income:	
Rent from real property and equipment used jointly.....	\$ 253.04
Miscellaneous rent income.....	11,380.45
Dividend income.....	12.00
Income from funded securities.....	14,998.14
Income from unfunded securities and accounts.....	3,585.93
Miscellaneous income.....	125,500.02
Total other income.....	\$ 155,729.58
Gross income.....	\$ 1,767,515.78
Deductions from gross income:	
Rent for real property and equipment used jointly.....	\$ 914.81
Miscellaneous rents.....	
Interest on funded debt.....	1,681,240.26
Interest on unfunded debt.....	23,690.09
Amortization of discount on funded debt.....	56,926.44
Separately operated properties—loss.....	
Miscellaneous income debits.....	353.80
Total deductions from gross income.....	\$ 1,763,125.40
Net income.....	\$ 4,390.38

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED,
FOR THE YEAR DECEMBER 31, 1934—Continued

Items Reported	Amount Year 1934
Disposition of Net Income:	
Total appropriations of income.....	
Income balance transferred to profit and loss.....	\$ 4,390.38
PROFIT AND LOSS ACCOUNT	
Debit Items:	
Debit balance at beginning of year.....	
Debit balance transferred from income.....	
Loss on land sold.....	
Miscellaneous debits.....	\$ 9,247.72
Balance carried to balance sheet.....	
Total.....	\$ 9,247.72
Credit Items:	
Credit balance at beginning of year.....	
Credit balance transferred from income.....	\$ 4,390.38
Profit on real property and equipment sold.....	205.68
Unrefunded overcharges.....	523.73
Miscellaneous credits.....	4,127.93
Total.....	\$ 9,247.72
OPERATING REVENUES	
Transportation:	
Express, domestic.....	\$ 130,453,939.35
Miscellaneous.....	499,349.91
Total transportation.....	\$ 130,953,289.26
Contract Payments:	
Express privileges—Dr.	\$ 50,529,638.68
Revenue from transportation.....	\$ 80,423,650.58
Operations Other Than Transportation:	
Customs brokerage fees.....	\$ 116,016.43
Order and commission.....	3,374.06
Rents of buildings and other property.....	87,784.31
C. O. D. checks.....	1,611,056.98
Profit or exchange and other financial revenue.....	154.59
Miscellaneous.....	664,670.36
Total other than transportation.....	\$ 2,483,056.73
Total operating revenues.....	\$ 82,906,707.31
OPERATING EXPENSES	
Maintenance.....	\$ 4,905,511.47
Traffic.....	500,872.02
Transportation.....	68,278,062.95
General.....	6,071,014.79
Total operating expenses.....	\$ 79,755,461.23
Ratio of operating expenses to operating revenues.....	98.06%
TAXES AND ASSESSMENTS	
Total tax—entire line.....	\$ 1,517,531.18
Total tax—Iowa.....	3,723.17

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED,
 FOR THE YEAR DECEMBER 31, 1934—Continued

Items Reported	Amount Year 1934
COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE	
Investments:	
December 31, 1934.....	\$ 48,861,063.64
December 31, 1933.....	49,510,185.02
Decrease, 1934.....	\$ 649,121.38
Current Assets:	
December 31, 1934.....	\$ 25,743,868.31
December 31, 1933.....	23,745,175.36
Increase, 1934.....	\$ 1,998,692.95
Deferred Assets:	
December 31, 1934.....	
December 31, 1933.....	
Decrease, 1934.....	
Unadjusted Debits:	
December 31, 1934.....	\$ 941,249.43
December 31, 1933.....	892,103.51
Increase, 1934.....	\$ 49,145.92
Grand Total Asset Side:	
December 31, 1934.....	\$ 75,546,181.38
December 31, 1933.....	74,147,463.89
Increase, 1934.....	\$ 1,398,717.49
COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE	
Total Stock Liabilities:	
December 31, 1934.....	\$ 100,000.00
December 31, 1933.....	100,000.00
No change, 1934.....	
Long Term Debt:	
December 31, 1934.....	\$ 31,998,978.21
December 31, 1933.....	31,998,807.24
Increase, 1934.....	\$ 170.97
Current Liabilities:	
December 31, 1934.....	\$ 13,233,887.26
December 31, 1933.....	13,735,925.73
Decrease, 1934.....	502,038.47
Deferred Liabilities:	
December 31, 1934.....	\$ 21.50
December 31, 1933.....	
Increase, 1934.....	\$ 21.50
Unadjusted Credits:	
December 31, 1934.....	\$ 30,213,294.41
December 31, 1933.....	28,312,730.92
Increase, 1934.....	\$ 1,900,563.49
Corporate Surplus:	
December 31, 1934.....	
December 31, 1933.....	
No change, 1934.....	
Grand Total Liability Side:	
December 31, 1934.....	\$ 75,546,181.38
December 31, 1933.....	74,147,463.89
Increase, 1934.....	\$ 1,398,717.49

STATISTICS OF RAILWAY EXPRESS AGENCY, INCORPORATED,
FOR THE YEAR DECEMBER 31, 1934—Continued

EQUIPMENT OWNED	Number	Value
Cars -----	246	\$ 110,361.97
Horses -----		
Automobiles:		
Gasoline -----	7,537	2,642,703.79
Electric -----	1,324	727,438.35
Trailers -----	472	223,238.79
Batteries -----	1,312	403,765.56
Wagons and Sleighs:		
Wagons, double -----		
Wagons, single -----		
Sleighs -----		
Buggies -----		
Harness equipment -----		
Office furniture and equipment -----		831,466.17
Office safes -----	16,308	113,519.63
Trucks:		
Trucks -----	55,814	568,350.48
Truck batteries, electric power -----	572	34,087.10
Stable equipment -----		
Garage equipment -----		263,005.39
Line equipment:		
Safes, car -----	2,388	52,052.44
Safes, messengers' -----	6,211	9,070.02
Trunks, packing -----	6,724	29,007.24
Other line equipment -----		45,404.61
Shop equipment -----		84,445.98
Miscellaneous equipment -----		5,140.97
Total -----		\$ 6,143,058.49
Railway Express Agency does not issue financial paper.		
Number of express offices in the United States at close of year ended December 31, 1934:		
Joint with railroads -----		17,555
All others -----		3,472
Total -----		21,027
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 -----		
		107,310,710

EMPLOYEES, SERVICE AND COMPENSATION

Number of employees in service -----	34,667
Total compensation during year -----	\$ 56,120,235.99
Average yearly compensation -----	\$ 1,618.84
Average monthly compensation -----	\$ 134.90
Average daily compensation -----	\$ 4.50

STATISTICS

of

**Passenger and Freight
Motor Carriers**

For the Year Ended December 31, 1934

Class "1" Motor Carriers are those having annual gross operating revenues of \$30,000.00 and above.

Class "2" Motor Carriers are those having annual gross operating revenues under \$30,000.00.

TABLE 10—PASSENGER MOTOR CARRIERS—1934
PART 1—COMPARATIVE GENERAL BALANCE SHEET—SYSTEM FIGURES

Number	Passenger Motor Carriers	Asset Side					Liability Side						
		Investments	Current assets	Deferred assets	Unadjusted debits	Total assets	Capital stock	Long term debt	Current liabilities	Deferred liabilities	Unadjusted credits	Corporate surplus	Total liabilities
1	Burlington Transportation Co.....	\$ 671,384	\$ 78,504	\$ 500	\$ 16,208	\$ 766,596	\$ 500,000	\$214,600	\$ 84,561		\$ 277,870	\$*310435	\$ 766,596
2	Chi., Mil., St. P. & Pac. R. R.....												
3	Clinton, Davenport & Muscatine Ry....												
4	Canon, Bert.....	350	50			400							
5	Cortesio, Frank.....	375			28	403				80	168	152	400
6	Des Moines & Winterset Bus Co.....	15,549	559		68	16,176					141	262	403
7	Interstate Transit Lines.....	4,158,886	1,091,125	903,533	92,479	6,246,023	2,638,290	547,977	626,716	4,476	14,912	885	16,176
8	Jackson, Otto and Stanley.....	7,000	1,287			8,287					2,060,265	368,299	6,246,023
9	Jefferson Transportation Co.....	731,213	137,052	4,905	15,046	888,216	236,585	9,250	41,809	675	4,686	2,926	8,287
10	Kramer, B. J.....	3,781				3,781					379,686	220,886	888,216
11	Livezey, William.....	400			61	461					343	3,438	3,781
12	Manchester & Oneida Ry.....										104	357	461
13	Northland Transportation Co.....	4,081,845	556,855	880	20,030	4,659,610	3,000,000		423,504		1,234,659	1,447	4,659,610
14	Walrod, Ward D.....	5,565	100		23	5,688					5,565	123	5,688
15	Whitney, J. A.....	450			99	549					180	369	549
16	Waterloo, Cedar Falls & North'n Ry....	76,577				76,577					41,364	35,213	76,577
	Total.....	\$9,753,375	\$1,865,532	\$909,818	\$144,042	\$ 12,672,767	\$6,374,875	\$771,827	\$1,176,590	\$ 5,610	\$4,019,943	\$323,922	\$ 12,672,767

*Deficit.

TABLE 20—PASSENGER MOTOR CARRIERS—1934
PART 1—INCOME AND PROFIT AND LOSS STATEMENTS

Items	Income Statement									
	Burlington Transportation Co.		Interstate Transit Lines		Jefferson Transportation Co.		Northland Transportation Co.		Wat., Cedar Falls and Northern Ry. Co.	
	Iowa	System	Iowa	System	Iowa	System	Iowa	System	Iowa	System
Operating revenues.....	\$ 105,792.76	\$ 284,156.77	\$ 902,725.70	\$ 3,094,936.67	\$ 205,940.60	\$ 551,282.88	\$ 10,636.15	\$ 1,486,728.65	\$ 14,979.66	\$ 14,979.66
Operating expenses.....	161,470.65	400,779.50	769,903.56	2,295,814.49	192,119.15	447,572.39	11,215.19	1,244,246.27	20,576.74	20,576.74
Net revenue from motor operations.....	\$ *55,667.89	\$ *116,622.73	\$ 132,822.14	\$ 799,122.18	\$ 13,821.45	\$ 103,710.49	\$ *579.04	\$ 242,482.38	\$ *5,597.08	\$ *5,597.08
Taxes (other than ton-mile tax).....	8.52	1,622.69	39,891.31	249,559.80	6,326.64	19,711.28	179.19	69,273.67		
Uncollectible revenues.....			1,384.30	2,300.97	617.29	1,550.00	8.89	1,097.97		
Total motor operating income.....	\$ *55,686.41	\$ *118,245.42	\$ 91,546.53	\$ 547,261.41	\$ 6,877.52	\$ 82,449.21	\$ *767.12	\$ 172,110.74	\$ *5,597.08	\$ *5,597.08
Nonoperating income.....	40,715.59	62,981.90	7,009.18	22,173.95			12.02	13,474.67		
Gross income.....	\$ *14,970.82	\$ *55,263.52	\$ 98,555.71	\$ 569,435.36	\$ 6,877.52	\$ 82,449.21	\$ *755.10	\$ 185,585.41	\$ *5,597.08	\$ *5,597.08
Total deductions from gross income.....		3,083.33	1,340.80	4,241.70		2,592.60	22.16	2,793.52		
Net income (transferred to profit and loss).....	\$ *14,970.82	\$ *58,346.85	\$ 97,214.91	\$ 565,193.66	\$ 6,877.52	\$ 79,856.61	\$ *777.26	\$ 182,791.89	\$ *5,597.08	\$ *5,597.08
PROFIT AND LOSS STATEMENT										
Credits										
Credit balance at beginning of year.....				\$ 314,640.89		\$ 148,621.47		\$ 320,354.64	\$ 28,937.15	\$ 28,937.15
Credits transferred from income.....				565,193.66		79,856.61		182,791.89		
Other credits during year.....				16,121.80				1,946.31	11,872.93	11,872.93
Debits balance carried to balance sheet.....		\$ 310,435.19								
Total credits.....		\$ 310,435.19		\$ 895,956.35		\$ 228,478.08		\$ 505,092.84	\$ 40,810.08	\$ 40,810.08
Debits										
Debit balance at beginning of year.....		\$ 251,834.40								
Debit balance transferred from income.....		58,346.85							\$ 5,597.08	\$ 5,597.08
Other debits during year.....		*253.94		\$ ^b 527,658.00		\$ ^b 10,500.00		\$ ^c 503,646.06		
Credit balance carried to balance sheet.....				368,298.35		217,978.08		1,446.78	35,213.08	35,213.08
Total debits.....		\$ 310,435.19		\$ 895,956.35		\$ 228,478.08		\$ 505,092.84	\$ 40,810.08	\$ 40,810.08

*Deficit.

^aMiscellaneous.

^bDividend appropriation of surplus.

^cDividend appropriations of surplus \$471,000.00 balance \$32,646.06 miscellaneous appropriations.

TABLE 30—PASSENGER MOTOR CARRIERS—1934

PART 1—OPERATING REVENUES

Number	Passenger Motor Carriers	Operating Revenues									
		Passenger Revenues						Other Transportation Revenue		Revenue from Other Operations	
		Regular Fare		Charter Fare		Total Passenger Revenue		Iowa	System	Iowa	System
		Iowa	System	Iowa	System	Iowa	System				
1	Burlington Transportation Co.....	\$ 95,124.24	\$ 260,874.50	\$ 2,939.10	\$ 7,842.13	\$ 98,063.34	\$ 268,716.63	\$ 7,727.02	\$ 15,426.44	\$ 2.40	\$ 13.70
2	Chl., Mil., St. P. & Pac. R. R.....	2,416.78	2,416.78			2,416.78	2,416.78	4,680.15	4,680.15		
3	Clin., Dav. & Muscatine Ry.....	13,417.41	13,417.41			13,417.41	13,417.41	2,542.48	2,542.48	9,120.12	9,120.12
4	Canon, Bert.....	1,164.00	1,164.00			1,164.00	1,164.00	1,320.00	1,320.00		
5	Cortesio, Frank.....	693.12	693.12			693.12	693.12			389.40	389.40
6	Des Moines & Winterset Bus Co.....	4,000.03	4,000.03	1,230.20	1,230.20	5,320.23	5,320.23	3,453.11	3,453.11		
7	Interstate Transit Lines.....	803,344.35	2,780,664.95	11,568.57	36,471.05	814,912.92	2,817,136.00	48,113.87	152,210.91	39,698.91	125,589.76
8	Jackson, Otto and Stanley.....	7,381.18	7,381.18	882.50	882.50	8,263.68	8,263.68	732.10	732.10		
9	Jefferson Transportation Co.....	201,381.56	521,177.89		15,350.47	201,381.56	536,528.36	4,537.40	13,856.05	21.64	898.47
10	Kramer, B. J.....	6,102.27	6,102.27			6,102.27	6,102.27	20.00	20.00		
11	Livezey, William.....	445.00	445.00			445.00	445.00	738.00	738.00		
12	Manchester & Oneida Ry.....	114.35	114.35			114.35	114.35	1,637.83	1,637.83		
13	Northland Transportation Co.....	9,329.96	1,399,804.21	929.02	29,776.35	10,258.98	1,429,580.56	377.17	57,148.09		
14	Walrod, Ward D.....	3,270.25	3,270.25			3,270.25	3,270.25	305.40	305.40		
15	Whitney, J. A.....	856.38	856.38			856.38	856.38				
16	Waterloo, Cedar Falls & No. Ry...	14,430.34	14,430.34			14,430.34	14,430.34	549.32	549.32		
	Total.....	\$ 1,163,561.22	\$ 5,016,902.66	\$17,549.39	\$91,552.70	\$ 1,181,110.61	\$ 5,108,455.36	\$76,733.85	\$ 254,619.88	\$49,232.47	\$ 136,011.45

TABLE 30—PASSENGER MOTOR CARRIERS—1934

PART 2—OPERATING REVENUES—Concluded—AND OPERATING EXPENSES

Number	Passenger Motor Carriers	Total Operating Revenues		Operating Expenses—System							
		Iowa	System	Maintenance Expense—System							
				Superintendent	Storekeeper and shop expense	Cleaning, washing and greasing	Tires, tubes and repairs thereto	Repair		Meals for employees	Rent of equipment and other property
							Equipment	Parts and garage equipment			
1	Burlington Transportation Co.....	\$ 105,792.76	\$ 284,156.77	\$ 2,918.08	\$ 2,934.23		\$ 18,907.94	\$ 43,730.62	\$ 96.26		\$ 6,952.12
2	Chi., Mil., St. P. & Pac. R. R.....	7,006.93	7,006.93				370.14	2,614.80			1,025.30
3	Clinton, Davenport & Muscatine Ry.....	25,080.01	25,080.01				1,312.21	1,585.68			2,245.95
4	Canon, Bert.....	2,484.00	2,484.00				35.00	50.00			
5	Cortesio, Frank.....	1,082.52	1,082.52				48.00	156.00			
6	Des Moines & Winterset Bus Co.....	8,773.34	8,773.34				338.76	1,136.22			
7	Interstate Transit Lines.....	902,725.70	3,094,936.67	7,710.07		\$41,878.64	109,974.19	312,532.05	4,184.17		
8	Jackson, Otto and Stanley.....	8,995.78	8,995.78				346.78	481.23			270.00
9	Jefferson Transportation Co.....	205,940.00	551,282.88	5,238.00	35,008.00	1,947.31	21,309.64	6,283.41	24,413.53	\$3,809.11	4,132.69
10	Kramer, B. J.....	6,122.27	6,122.27				93.18	188.35			
11	Livesey, William.....	1,183.00	1,183.00				36.00	12.50			
12	Manchester & Oneida Ry.....	1,752.18	1,752.18				45.98	64.78			
13	Northland Transportation Co.....	10,636.15	1,486,728.65	13,784.58	9,964.77	20,020.95	58,091.24	135,306.78	4,263.45		21,698.88
14	Walrod, Ward D.....	3,575.65	3,575.65				128.50	290.60			35.00
15	Whitney, J. A.....	856.38	856.38				24.00	203.52			
16	Waterloo, Cedar Falls & North'n Ry.....	14,979.66	14,979.66		330.43		1,065.18	3,827.08	22.55		.72
	Total.....	\$1,507,076.93	\$5,499,086.69	\$29,650.73	\$48,337.49	\$63,846.90	\$212,127.64	\$508,453.68	\$32,979.96	\$3,809.11	\$38,360.66

TABLE 30—PASSENGER MOTOR CARRIERS—1934
PART 3—OPERATING EXPENSES—SYSTEM

Number	Passenger Motor Carriers	Maintenance Expense—System					Transportation Expenses—System					
		Light, heat, power and water	Depreciation			Miscellaneous	Total maintenance expenses	Superintendent	Drivers' salaries and wages	Other employees (wages)	Gasoline	
			Motor busses	Other equipment	Other property						Cost less tax	Gasoline tax
1	Burlington Transportation Co.		\$ 35,957.46			\$ 6,690.06	\$ 120,176.77	\$ 3,594.87	\$ 75,548.41		\$ 50,218.00	\$ 8,821.37
2	Chi., Mil., St. P. & Pac. R. R.		3,651.17				7,661.47		3,436.71		1,692.09	602.28
3	Clin., Dav. & Muscatine Ry.		2,058.69			686.02	7,888.55		6,242.57	\$2240.62	2,406.91	835.41
4	Canon, Bert		87.50				172.50				337.10	74.70
5	Cortesio, Frank		46.86				250.86		104.00		197.64	42.36
6	Des Moines & Winterset Bus Co.	\$ 162.73	905.53				2,543.24			483.63	1,211.50	364.65
7	Interstate Transit Lines		61,699.70	\$31,996.38	\$ 3,170.78	16,087.14	589,233.12	86,448.46	338,025.32		248,668.55	55,058.69
8	Jackson, Otto and Stanley		1,436.46				2,534.47		1,045.00		1,446.74	521.86
9	Jefferson Transportation Co.	3,812.92	33,388.65	4,050.44	1,808.01	1,351.03	146,552.80	3,676.00	77,091.99		47,089.49	18,433.80
10	Kramer, B. J.		362.74				644.27		666.39	200.00	961.00	204.06
11	Livezey, William		100.00				148.50				135.98	29.82
12	Manchester & Oneida Ry.						110.76		540.00		276.33	60.39
13	Northland Transportation Co.	11,923.34	119,863.42	7,634.24	13,182.40	23,581.45	439,315.50	34,318.75	220,943.63		132,034.94	45,134.39
14	Walrod, Ward D.						454.10				466.81	117.68
15	Whitney, J. A.		90.00				318.42				112.01	25.80
16	Waterloo, Cedar Falls & No. Ry.	150.36	4,453.80			38.24	9,888.36		3,442.02	398.70	2,725.17	674.67
	Total	\$16,049.35	\$ 264,101.98	\$43,681.06	\$18,161.19	\$48,433.94	\$ 1,327,893.69	\$128,038.08	\$727,086.04	\$3322.95	\$489,980.26	\$131,001.93

TABLE 30—PASSENGER MOTOR CARRIERS—1934
PART 4—OPERATING EXPENSES—TRANSPORTATION—SYSTEM

Number	Passenger Motor Carriers	Oil	Other lubricants, greases, etc.	Ticket agents, wages and commissions and station expense	Garage supplies and expenses	Telephone and telegraph	Insurance—fire, theft, liability and property damage	Loss on equipment retired and rent of equipment	Ton mile tax and penalties	Advertising	Motor vehicle licenses	Loss and damage
1	Burlington Transportation Co.	\$4,211.66		\$ 15,654.00	\$22,573.54		\$ 665.11	\$ 1,564.16	\$ 16,168.61	\$ 17,127.35	\$ 9,671.60	\$ 136.78
2	Chi., Mil., St. P. & Pac. R. R.	239.65	\$ 48.74						1,772.81		192.00	
3	Clin., Dav. & Muscatine Ry.	370.92	82.28	3,152.30			315.79		3,142.62		212.00	
4	Canon, Bert.	44.00	5.00				198.00		106.78		17.00	
5	Cortesio, Frank.	26.70					180.00		50.26		28.00	
6	Des Moines & Winterset Bus Co.	285.00	45.73			\$ 100.00	328.70	15.50	487.73		100.00	
7	Interstate Transit Lines	^c 25,375.98		406,614.64	42,436.93	^d 10,544.40	93,570.86	38,427.36	78,671.07	76,017.70	40,550.08	1,894.76
8	Jackson, Otto and Stanley	368.00	72.00				672.75	155.00	786.91		170.00	
9	Jefferson Transportation Co.	^c 4,094.68		44,859.74		2,913.02	23,270.05	4,950.34	23,474.51	5,810.49	12,858.14	345.49
10	Kramer, B. J.	80.50	48.00	372.06		23.60	164.00	60.00	521.02		72.00	
11	Livezey, William.	21.00	1.80				75.00		64.16		16.00	
12	Manchester & Oneida Ry.	13.80					134.00		85.78		17.00	
13	Northland Transportation Co.	^c 13,669.44		99,323.05	4,549.11		1,791.52	37,139.16	1,173.92	45,364.13	47,622.14	5,525.15
14	Walrod, Ward D.	112.00	25.00				170.20		197.68		23.00	
15	Whitney, J. A.	13.60	11.12				100.00		43.16		24.00	
16	Waterloo, Cedar Falls & No. Ry.	900.71			99.55		74.70		2,039.66	75.80	148.00	61.29
	Total	\$59,827.64	\$ 339.67	\$ 569,975.79	\$69,659.13	\$13,581.02	\$ 121,710.68	\$82,311.52	\$ 128,786.68	\$ 144,395.47	\$ 111,720.96	\$7,963.47

^cIncludes lubricants, grease, etc.

^dMiscellaneous bus supplies.

TABLE 30—PASSENGER MOTOR CARRIERS—1934
PART 5—OPERATING EXPENSES—TRANSPORTATION AND GENERAL

Number	Passenger Motor Carriers	Transportation Expenses—System			General Expenses—System							
		Injuries to persons	Miscellaneous	Total transportation expenses	Salaries and expenses—general officers	Salaries and expenses of clerks and attendants	Office supplies and expenses	Law expense and audit and pensions	Stationery and printing and joint operating expense—net	Other expenses and miscellaneous	Total general expenses	Grand total operating expenses
1	Burlington Transportation Co.	\$13,051.55	\$ 9,533.21	\$ 248,540.22	\$ 3,812.74	\$ 12,355.97	\$ 615.33	\$ 2,715.76	\$12,240.00	\$ 322.71	\$ 32,062.51	\$ 400,779.50
2	Chi., Mil., St. P. & Pac. R. R.			7,984.28						353.04	353.04	15,998.79
3	Clin., Dav. & Muscatine Ry.			19,001.42	300.20	569.64						
4	Canon, Bert		263.50	1,046.08						2,361.61	3,231.45	30,121.42
5	Cortesio, Frank			628.96								1,218.58
6	Des Moines & Winterset Bus Co.		379.17	3,801.61	2,306.04							879.82
7	Interstate Transit Lines	2,682.99	29,042.26	1,584,050.05	37,222.48	56,682.43	1,271.06	3,741.04	16,110.62	678.39	2,984.43	9,329.28
8	Jackson, Otto and Stanley			5,238.26						7,523.69	122,551.32	2,295,814.49
9	Jefferson Transportation Co.		1,315.86	270,183.60	20,354.00	5,582.00	506.57	14.73	2,215.11	2,163.58	30,835.99	7,772.73
10	Kramer, B. J.		351.70	3,724.33	400.00							447,572.39
11	Livezey, William			343.76						75.00	475.00	4,843.60
12	Manchester & Oneida Ry.			1,127.30								492.26
13	Northland Transportation Co.	27,134.53	19,041.45	734,765.31	14,301.28	29,735.41	8,985.40	3,568.44	3,966.16	9,608.77	70,165.46	1,238.06
14	Walrod, Ward D.			1,112.37								1,244,246.27
15	Whitney, J. A.			329.69						100.00	100.00	1,666.47
16	Waterloo, Cedar Falls & No. Ry.			10,640.27						13.00	13.00	661.11
	Total	\$42,869.07	\$59,927.15	\$ 2,892,497.51	\$78,696.74	\$ 104,925.45	\$11,378.36	\$10,039.97	\$34,580.00	\$23,199.79	\$ 262,820.31	\$ 4,483,211.51

TABLE 30—PASSENGER MOTOR CARRIERS—1934

PART 6—RECAPITULATION OF OPERATING REVENUES AND EXPENSES AND SURPLUS FROM OPERATIONS

Number	Passenger Motor Carriers	Total Operating Revenues		Total Operating Expenses		Surplus from Motor Operations		Selected Items of Expense				
		Iowa	System	Iowa	System	Iowa	System	Gas tax (3 cents per gallon)—Iowa	Motor vehicle license fees—Iowa	Ton mile tax—Iowa	Total—Iowa	Ratio (per cent) to operating revenues—Iowa
1	Burlington Transportation Co	\$ 105,792.76	\$ 284,156.77	\$ 161,470.65	\$ 400,779.50	\$*55,677.89	\$ *116,622.73	\$ 4,791.10	\$ 1,976.75	\$ 16,168.61	\$ 22,936.46	21.64
2	Chi., Mil., St. P. & Pac. R. R.	7,096.93	7,096.93	15,998.79	15,998.79	*8,901.86	*8,901.86	602.28	192.00	1,772.81	2,567.09	36.17
3	Clin., Dav. & Muscatine Ry.	25,080.01	25,080.01	30,121.42	30,121.42	*5,041.41	*5,041.41	835.41	212.00	3,142.62	4,190.03	16.70
4	Canon, Bert	2,484.00	2,484.00	1,218.58	1,218.58	1,265.42	1,265.42	74.70	17.00	106.78	198.48	7.83
5	Cortasio, Frank	1,082.52	1,082.52	879.82	879.82	202.70	202.70	42.36	28.00	50.26	120.62	11.14
6	Des Moines & Winterset Bus Co	8,773.34	8,773.34	9,329.28	9,329.28	*555.94	*555.94	364.65	100.00	487.73	952.38	10.86
7	Interstate Transit Lines	902,725.70	3,094,936.67	769,903.56	2,295,814.49	132,822.14	799,122.18	18,662.25	6,747.92	73,876.28	99,286.45	11.00
8	Jackson, Otto and Stanley	8,995.78	8,995.78	7,772.73	7,772.73	1,223.05	1,223.05	521.86	170.00	786.91	1,478.77	16.44
9	Jefferson Transportation Co.	205,940.60	551,282.88	192,119.15	447,572.39	13,821.45	103,710.49	5,666.37	2,696.68	23,474.51	31,837.56	15.46
10	Kramer, B. J.	6,122.27	6,122.27	4,843.60	4,843.60	1,278.67	1,278.67	204.06	72.00	521.02	797.08	13.02
11	Livezey, William	1,183.00	1,183.00	492.26	492.26	690.74	690.74	29.82	16.00	64.16	109.98	9.30
12	Manchester & Oneida Ry.	1,752.18	1,752.18	1,238.06	1,238.06	514.12	514.12	60.39	17.00	85.78	163.17	9.31
13	Northland Transportation Co.	10,636.15	1,486,728.65	11,215.19	1,244,246.27	*579.04	242,482.38	498.30	225.90	1,173.43	1,897.63	17.84
14	Walrod, Ward D.	3,575.65	3,575.65	1,666.47	1,666.47	1,909.18	1,909.18	117.68	23.00	197.68	338.36	9.46
15	Whitney, J. A.	856.38	856.38	661.11	661.11	195.27	195.27	25.80	24.00	43.16	92.96	10.85
16	Waterloo, Cedar Falls & No. R.	14,979.66	14,979.66	20,576.74	20,576.74	*5,597.08	*5,597.08	674.67	148.00	2,039.66	2,862.33	19.11
	Total	\$1,307,076.93	\$5,499,086.69	\$1,229,507.41	\$4,483,211.51	\$ 77,569.52	\$1,015,875.18	\$33,171.70	\$12,666.25	\$123,991.40	\$169,829.35	12.99

STATISTICS OF MOTOR CARRIERS

TABLE 30—PASSENGER MOTOR CARRIERS—1934
PART 7—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Passenger Motor Carriers	Motor Miles		Passengers Carried					
				Revenue		Non-Revenue		Total	
		Iowa	System	Iowa	System	Iowa	System	Iowa	System
1	Burlington Transportation Co.	931,071	2,403,204	135,257	332,421	1,516	4,027	136,773	336,448
2	Chi., Mil., St. P. & Pac. R. R.	97,877	97,877	5,857	5,857	2,043	2,043	7,900	7,900
3	Clinton, Davenport & Muscatine Ry.	194,948	226,763	45,070	45,070	3,468	3,468	48,538	48,538
4	Canon, Bert	32,370	32,370	728	728			728	728
5	Cortasio, Frank	7,734	13,974	3,465	3,465			3,465	3,465
6	Des Moines & Winterset Bus Co.	82,980	82,980	4,670	4,670			4,670	4,670
7	Interstate Transit Lines	3,688,971	11,688,304	1,017,946	1,623,352			1,017,946	1,623,352
8	Jackson, Otto and Stanley	174,918	174,918	19,450	19,450			21,755	21,755
9	Jefferson Transportation Co.	1,045,615	2,580,049	166,585	450,141			166,585	450,141
10	Kramer, B. J.	62,165	62,165	8,546	8,546	11	11	8,557	8,557
11	Livezey, William	16,717	16,717	500	500			500	500
12	Manchester & Oneida Ry.	16,245	16,245	523	523	53	53	576	576
13	Northland Transportation Co.	59,438	7,333,225	10,115	1,535,803	75	25,212	10,190	1,561,015
14	Walrod, Ward D.	39,457	39,457	5,800	5,800			5,008	5,800
15	Whitney, J. A.	4,338	4,338	3,171	3,171			3,171	3,171
16	Waterloo, Cedar Falls & North'n Ry.	136,164	148,693	21,099	21,099			21,099	21,099
	Total	6,591,008	24,921,279	1,451,087	4,062,901	7,166	34,814	1,458,253	4,097,715

TABLE 30—PASSENGER MOTOR CARRIERS—1934
PART 8—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Passenger Motor Carriers	Miscellaneous Averages							
		Miles Carried— Revenue Passengers		Average Fare— Revenue Passengers		Revenue Per Motor Passenger Mile		Motor Passenger Miles—Revenue	
		Iowa	System	Iowa	System	Iowa	System	Iowa	System
1	Burlington Transportation Co.....	40.42	49.44	\$.70329	\$.78476	\$.01740	\$.01587	5,446,613	16,433,764
2	Chl., Mil., St. P. & Pac. R. R.....	21.93	21.93	.41263	.41263	.01881	.01881	128,470	128,470
3	Clinton, Davenport & Muscatine Ry.....	14.88	14.88	.29770	.29770	.02000	.02000	670,867	670,867
4	Canon, Bert.....	35.53	35.53	1.59890	1.59890	.04499	.04499	25,867	25,867
5	Cortasio, Frank.....	6.06	6.06	.20000	.20000	.03301	.03301	21,003	21,003
6	Des Moines & Winterset Bus Co.....	29.21	29.21	1.13923	1.13923	.03600	.03600	147,783	147,783
7	Interstate Transit Lines.....	40.03	86.77	.80055	1.73538	.02000	.02000	40,745,646	140,856,800
8	Jackson, Otto and Stanley.....	10.85	10.85	.37985	.37985	.03500	.03500	236,105	236,105
9	Jefferson Transportation Co.....	76.20	76.60	1.20888	1.19191	.01621	.01598	12,700,458	34,486,982
10	Kramer, B. J.....	35.70	35.70	.71405	.71405	.02000	.02000	305,113	305,113
11	Livezey, William.....	25.43	25.43	.89000	.89000	.03500	.03500	12,715	12,715
12	Manchester & Oneida Ry.....	8.65	8.65	.21864	.21864	.02295	.02295	4,982	4,982
13	Northland Transportation Co.....	62.71	56.54	.93084	.91580	.01617	.01646	634,358	86,831,190
14	Walrod, Ward D.....	14.96	14.96	.56384	.56384	.04000	.04000	81,757	81,757
15	Whitney, J. A.....	19.90	19.90	.27007	.27007	.01357	.01357	63,103	63,103
16	Waterloo, Cedar Falls & Northern Ry.....	34.20	34.20	.68346	.68346	.02000	.02000	721,517	721,517
	Total.....	42.75	69.21	\$.81395	\$1.25734	\$.01906	\$.01817	61,946,357	281,028,018

STATISTICS OF MOTOR CARRIERS

TABLE 30—PASSENGER MOTOR CARRIERS—1934
PART 9—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Passenger Motor Carriers	Miscellaneous Averages														
		Operating Revenues Per Motor Mile		Operating Expenses Per Motor Mile		Motor Miles Per Gallon of Gasoline		Motor Miles Per Gallon of Oil		Ton Miles Operated During Year	Units of Equipment—System		Gallons Gasoline Consumed		Gallons Oil Consumed	
		Iowa	System	Iowa	System	Iowa	System	Iowa	System	Iowa	Busses	Other	Iowa	System	Iowa	System
1	Burlington Trans'n Co.....	\$.11362	\$.11824	\$.17342	\$.16677	5.83	5.83	309.53	309.53	8,084,335	65	6	159,703	412,226	3,008	7,764
2	C., M., St. P. & P. R. R....	.07251	.07251	.16346	.16346	4.88	4.88	179.92	179.92	886,394	2		20,076	20,076	544	544
3	Clin., Dav. & Musc. Ry.....	.11060	.11060	.13283	.13283	8.10	8.10	288.00	288.00	1,551,950	4	2	27,847	27,847	787	787
4	Canon, Bert.....	.07673	.07673	.03764	.03764	13.00	13.00	588.54	588.54	53,387	1		2,490	2,490	55	55
5	Cortasio, Frank.....	.07818	.07818	.06296	.06296	9.89	9.89	314.02	314.02	25,134	1		1,412	1,412	45	45
6	Des M. & Win. Bus Co.....	.10585	.10585	.11243	.11243	6.82	6.82	169.39	169.39	247,630	4		12,155	12,155	490	490
7	Interstate Transit Lines....	.24471	.26529	.20870	.19642	5.87	4.77	296.97	297.43	37,191,982	292	11	628,366	2,448,862	12,422	39,297
8	Jackson, Otto and Stanley..	.05142	.05142	.04443	.04443	12.43	12.43	190.10	190.10	393,438	6		14,062	14,062	920	920
9	Jefferson Transp. Co.....	.19696	.21367	.18374	.17347	5.44	5.44	283.20	283.20	11,557,311	32		188,879	474,225	3,627	9,108
10	Kramer, B. J.....	.09848	.09848	.07795	.07795	8.94	8.94	377.00	377.00	286,146	1		6,802	6,802	161	161
11	Livezey, William.....	.07078	.07078	.02646	.02646	16.80	16.80	246.00	246.00	32,243	1		994	994	37	37
12	Manchester & Oneida Ry....	.10785	.10785	.07621	.07621	8.07	8.07	649.00	649.00	42,631	1		2,013	2,013	25	25
13	Northland Trans. Co.....	.17895	.20274	.18869	.16967	4.99	4.99	287.14	286.29	581,372	112	9	11,896	1,468,662	207	25,614
14	Walrod, Ward D.....	.09062	.09062	.04223	.04223	10.00	10.00	281.00	281.00	98,836	1		3,923	3,923	140	140
15	Whitney, J. A.....	.19741	.19741	.15240	.15240	5.04	5.04	255.00	255.00	21,576	1		860	860	17	17
16	W., Cedar Falls & No. Ry..	.11001	.11001	.13505	.13505	6.91	6.91	140.76	140.76	1,019,852	6		22,489	22,489	1,103	1,103
	Total (Averages).....	\$.19831	\$.22065	\$.18654	\$.17989	5.97	5.07	279.42	289.42	62,074,217	530		28 1,103,967	4,919,098	23,588	86,107

TABLE 30—PASSENGER MOTOR CARRIERS—1934

PART 10—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—Concluded

Number	Passenger Motor Carriers		Average number of employees (System)	Aggregate compensation	Accidents to Persons During Year																Miles of Routes Operated One Way		
					Within State of Iowa				Without State of Iowa				Total										
					Passengers		Employees		Other persons		Passengers		Employees		Other persons		Within the state of Iowa		Without the state of Iowa				
Drivers	Other	System	K	Inj	K	Inj	K	Inj	K	Inj	K	Inj	K	Inj	K	Inj	K	Inj	Within Iowa	Without Iowa			
1	Burlington Transportation Co.	40	30	\$ 129,859.78				3		2			10		4		2		5		16	561.36	1,541.55
2	Chi., Mil., St. P. & Pac. R. R.			4,069.21																		45.15	
3	Clin., Dav. & Muscatine Ry.			6,242.57				1		1									2			66.75	
4	Canon, Bert	b		b																		46.10	1.00
5	Cortese, Frank	1		104.00																		6.08	
6	Des Moines & Winterset Bus Co.			2,789.67																		35.20	
7	Interstate Transit Lines	251	390	766,193.02		48		5		7		3	246	1	93	3	47		60	7	386	1,778.00	3,182.00
8	Jackson, Otto and Stanley	1		1,045.00																		171.75	
9	Jefferson Transportation Co.	42	61	160,952.99		2			1	1			5				9	1	3		14	879.51	d
10	Kramer, B. J.	2	3	1,266.39																		96.00	
11	Livesey, William	b		b																		28.40	
12	Manchester & Onelda Ry.	1		540.00																		8.65	
13	Northland Transportation Co.	168	246	475,168.64		1		1					75		54		39		2		168	76.40	d
14	Walrod, Ward D.	b		b																		36.91	
15	Whitney, J. A.	b		b																		10.35	
16	Waterloo, Cedar Falls & No. Ry.	3	4	9,098.00																		73.00	
	Total	529	734	\$ 1,557,329.27		51		10	1	11		3	336	1	151	3	97	1	72	7	584	3,919.67	4,724.55

*Two part time.

†Operated by owner.

‡One part time.

§Not reported.

K—Killed.

Inj—Injured.

TABLE 10—CLASS 1 FREIGHT MOTOR CARRIERS—1934

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	\$ 19,125.00	\$ 750.00	\$ 19,875.00	\$ 8,534.34	\$ 2,145.00		\$ 30,554.34
2	Bos, A. H. (Bos Transfer)	41,124.88	1,300.00	42,424.88	9,105.01			51,529.89
3	Bos, Joe (Bos Truck Line)	65,751.69	15,791.36	81,543.05	4,153.40			85,696.45
4	Brady Transfer and Storage Co.	56,027.64	204,221.91	260,249.55	22,364.22	2,269.87		284,883.64
5	Bruce, G. E. & E. I. (Bruce Transfer & St. Co.)	45,749.55	4,544.07	50,293.62	17,487.63	2,135.86	\$ 3,483.98	73,401.09
6	Dakota Transportation Co.	12,550.29	10,513.48	23,063.77	2,137.83			25,201.60
7	Denver Chicago Trucking Co.	44,170.45	212.20	44,382.65	15,427.41			59,810.06
8	Des Moines Transportation Co.	37,170.56	583.09	37,753.65	4,168.95		1,287.13	43,209.73
9	Dougherty Storage & Van Co.	63,189.83	188,616.31	251,806.14	17,942.85			269,748.99
10	Durand, C. T. (National Freight Lines)	28,952.65	64,403.26	93,355.91	8,174.60	1,230.33		102,760.84
11	Green, H. B. (Green Trans. Co.)	30,772.10	6,200.00	36,972.10	9,341.85		1,118.88	47,432.83
12	H & W Motor Express	33,301.56	11,768.66	45,070.22	8,317.84		1,149.63	54,537.69
13	Hawkeye Motor Express	16,141.84	584.23	16,726.07	4,504.86			21,230.93
14	Iowa Film Delivery Co. (Iles & McKinney)	4,750.00	19,273.84	24,023.84	5,344.49		241.78	29,610.11
15	Knowles Storage & Moving Co.	21,027.79	1,959.89	22,987.68	23,403.73		139.20	46,530.61
16	Murphy Motor Freight Lines, Inc.	177,593.64	520,520.27	698,113.91	55,809.27		1,267.64	755,190.82
17	On Time Transfer Co.	26,794.81	354.00	27,148.81	9,380.48	51.33	38.37	36,618.99
18	Redman Freight Lines	26,692.22	6,500.00	33,192.22	1,212.50			34,404.72
19	Rieke, H. W. (Rieke Motor Transfer Line)	15,831.60	1,300.00	17,131.60	2,279.00		2,010.00	21,420.60
20	Rohweder Truck Lines	13,468.00		13,468.00	657.63			14,125.63
21	Smith, Esther M. (Film Transportation Co.)	3,239.80	171.74	3,411.54	16,078.72			19,490.26
22	Takin Bros. Freight Line	19,019.65	850.00	19,869.65	4,675.20		587.45	25,132.30
23	Twin Cities Des Moines Motor Express	7,555.00	100.00	7,655.00	2,150.00			9,805.00
24	Watson Bros. Transfer Co.	136,324.70	6,363.80	142,688.50	58,319.78	1,152.22		202,160.50
25	Werner Transportation Co.	53,458.39		53,458.39	11,312.40	2,627.23		67,398.02
26	White Line Motor Freight	86,975.09	13,206.65	100,181.74	7,042.75		3,575.39	110,799.88
	Total	\$1,086,758.73	\$1,080,088.76	\$2,166,847.49	\$ 329,326.74	\$ 11,611.84	\$ 14,899.45	\$ 2,522,685.52

TABLE 10—CLASS 1 FREIGHT MOTOR CARRIERS—1934—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.....	\$ 1,125.00		\$ 8,457.54	\$ 1,443.15		\$ 19,528.65	\$ 30,554.34
2	Bos, A. H. (Bos Transfer).....			2,923.36	7,368.78	\$ 16,846.95	24,390.80	51,529.89
3	Bos, Joe (Bos Truck Line).....			16,000.00		40,039.18	29,657.27	85,696.45
4	Brady Transfer and Storage Co.....	88,000.00	\$ 50,000.00	16,014.68	19,763.33	78,972.21	32,133.42	284,883.64
5	Bruce, G. E. & E. I. (Bruce Transfer & St. Co.).....	22,773.12				23,644.33	26,983.64	73,401.09
6	Dakota Transportation Co.....	17,100.00		4,060.94		5,226.47	*1,185.81	25,201.60
7	Denver Chicago Trucking Co.....			1,122.53		37,916.38	20,771.15	59,810.06
8	Des Moines Transportation Co.....	10,000.00		8,042.76	14,700.10	10,747.36	*280.49	43,209.73
9	Dougherty Storage & Van Co.....	83,000.00		14,000.00		119,138.08	53,610.91	269,748.99
10	Durand, C. T. (National Freight Lines).....		39,725.27	13,400.16	944.94	901.48	47,788.99	102,760.84
11	Green, H. B. (Green Trans. Co.).....			604.66		19,717.66	27,110.51	47,432.83
12	H & W Motor Express.....			1,403.11	14,173.80	14,822.86	24,137.92	54,537.69
13	Hawkeye Motor Express.....	3,312.28		3,664.90		3,782.94	10,470.81	21,230.93
14	Iowa Film Delivery Co. (Iles & McKinney).....		1,226.14	2,620.69	425.14	6,652.29	18,685.85	29,610.11
15	Knowles Storage & Moving Co.....	21,852.75		6,711.68			17,966.18	46,530.61
16	Murphy Motor Freight Lines, Inc.....	700,000.00		20,976.08		94,006.73	*59,791.99	755,190.82
17	On Time Transfer Co.....	15,000.00		10,222.93		8,738.74	2,657.32	36,618.99
18	Redman Freight Lines.....			2,000.00	10,856.80	10,194.15	11,353.77	34,404.72
19	Rieke, H. W. (Rieke Motor Transfer Line).....			156.00		10,896.87	10,367.73	21,420.60
20	Rohweder Truck Lines.....			5,874.00		3,957.53	4,294.10	14,125.63
21	Smith, Esther M. (Film Transportation Co.).....	16,716.55		2,359.13		414.58		19,490.26
22	Takin Bros. Freight Line.....			3,288.35	7,762.24	2,444.61	11,637.10	25,132.30
23	Twin Cities Des Moines Motor Express.....			50.00	1,800.00	3,438.24	4,516.76	9,805.00
24	Watson Bros. Transfer Co.....	20,000.00	37,550.00	40,290.36		106,585.76	*2,265.62	202,160.50
25	Werner Transportation Co.....	40,000.00		9,549.00		18,678.90	*829.88	67,398.02
26	White Line Motor Freight.....	14,400.00		27,017.70	22,620.71	58,481.44	*11,719.97	110,799.88
	Total.....	\$1,053,279.70	\$ 128,501.41	\$ 220,810.56	\$ 101,858.90	\$ 696,245.74	\$ 321,989.12	\$ 2,522,685.52

*Deficit.

TABLE 20—CLASS 1 FREIGHT MOTOR CARRIERS—1934
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	\$ 33,811.72	\$ 1,541.94	\$ 35,353.66	\$ 866.14	\$ 7,274.25	\$ 26,907.35	\$ 35,047.74	\$ 305.92		\$ 305.92
2	Bos, A. H. (Bos Transfer)	98,026.51		98,026.51	22,966.57	61,597.11	10,328.38	94,892.06	3,134.45		3,134.45
3	Bos, Joe (Bos Truck Line)	154,545.83		154,545.83	43,020.93	107,676.97	6,922.63	157,620.53	*3,074.70		*3,074.70
4	Brady Transfer and Storage Co	142,546.47	15,761.31	158,307.78	48,087.93	76,968.08	24,751.66	149,807.67	8,500.11	\$ 1,930.42	6,569.69
5	Bruce, G. E. & E. I. (Bruce Transfer & St. Co.)	116,391.21	29,492.54	145,883.75	22,867.12	100,628.77	8,977.96	132,473.85	13,409.90		13,409.90
6	Dakota Transportation Co.	42,904.05		42,904.05	12,967.41	24,069.79	6,279.68	43,316.88	*412.83		*412.83
7	Denver Chicago Trucking Co.	157,666.46		157,666.46	30,868.96	89,280.45	16,745.90	136,895.31	20,771.15		20,771.15
8	Des Moines Transportation Co.	118,514.92	4,503.99	123,018.91	12,201.39	83,535.24	27,350.71	123,087.34	*68.43		*68.43
9	Dougherty Storage & Van Co.	49,449.12	6,215.34	55,664.46	12,588.85	20,001.76	24,622.20	57,212.81	*1,548.35	1,638.91	*3,187.26
10	Durand, C. T. (Nat'l Frt. Lines)	139,201.23	900.00	140,101.23	37,875.71	85,283.41	11,086.13	134,245.25	5,855.98	668.13	5,187.85
11	Green, H. B. (Green Trans. Co)	66,903.46	2,093.75	68,997.21	7,844.36	49,423.18	2,400.03	59,667.57	9,329.64		9,329.64
12	H & W Motor Express	120,626.69	9.02	120,635.71	36,700.13	52,537.87	26,527.74	115,765.74	4,869.97	175.55	4,694.42
13	Hawkeye Motor Express	51,510.70	183.97	51,694.67	7,244.57	32,424.18	4,519.77	44,188.52	7,506.15		7,506.15
14	Ia. Film Del. (Iiles & McKinney)	43,226.53		43,226.53	8,600.75	23,776.47	5,055.11	37,432.33	5,794.20		5,794.20
15	Knowles Storage & Moving Co.	28,358.94	20,277.10	48,636.04	No record	No record	No record	48,416.76	219.28		219.28
16	Mrphy Motor Freight Lines Inc.	299,922.77	6,433.89	306,356.66	33,896.02	260,527.82	15,271.82	309,695.66	*3,339.00	15,341.23	*18,680.23
17	On Time Transfer Co.	134,534.65		134,534.65	11,700.01	114,098.62	11,270.19	137,068.82	*2,534.17	571.36	*3,105.53
18	Redman Freight Lines	60,120.95		60,120.95	14,257.40	34,609.86	6,503.34	55,370.60	4,750.35		4,750.35
19	Rieke, H. W. (Rieke Mot. Tr. L.)	75,145.72		75,145.72	9,318.04	60,490.53	4,564.75	74,373.32	772.40		772.40
20	Rohweder Truck Lines	47,119.23		47,119.23	7,996.99	34,421.73	1,376.62	43,795.34	3,323.89		3,323.89
21	Smith, Esther M. (Film Tr. Co.)	40,111.91	15.29	40,127.20	2,285.27	22,007.60	6,569.88	30,862.75	9,264.45		9,264.45
22	Takin Bros. Freight Line	55,371.36		55,371.36	6,477.14	31,213.41	6,337.81	44,028.36	11,343.00		11,343.00
23	Twin Cities-Des Moines M. Exp.	38,174.26		38,174.26	6,510.35	25,333.02	1,590.00	33,433.37	4,740.89		4,740.89
24	Watson Bros. Transfer Co.	427,481.26		427,481.26	120,549.25	225,894.11	78,090.78	424,534.14	2,947.12	1,132.99	1,814.13
25	Werner Transportation Co.	260,584.62	832.27	261,416.89	33,664.31	156,685.84	71,896.62	262,246.77	*829.88		*829.88
26	White Line Motor Freight	222,251.12	262.73	222,513.85	47,582.75	152,217.19	23,258.85	223,058.79	*544.94		*544.94
	Total	\$ 3,024,501.69	\$88,523.14	\$ 3,113,024.83	\$ 598,938.35	\$ 1,931,977.26	\$ 429,205.91	\$ 3,008,538.28	\$ 104,486.55	\$21,458.59	\$83,027.96

*Deficit.

TABLE 30—CLASS 1 FREIGHT MOTOR CARRIERS
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.....	No record	\$ 35,353.66	No rec'd	\$ 35,047.74	No rec'd	No rec'd	No rec'd	No record	No rec'd
2	Bos, A. H. (Bos Transfer).....	522,290	98,026.51	\$.18768	94,892.06	\$.18168	93,802	5.56	4,353.00	119.98
3	Bos, Joe (Bos Truck Line).....	788,676	154,545.83	.19595	157,620.53	.19985	131,446	6.00	2,854.00	276.34
4	Brady Transfer and Storage Co.....	671,160	158,307.78	.23587	149,807.67	.22320	111,860	6.00	2,237.00	300.00
5	Bruce, G. E. & F. I. (Bruce Transfer & St. Co.).....	590,305	145,883.75	.24713	132,473.85	.22441	83,751	7.04	2,424.00	243.52
6	Dakota Transportation Co.....	54,370	42,904.05	.78911	43,316.88	.79670	7,767	7.00	148.55	366.00
7	Denver Chicago Trucking Co.....	No record	157,666.46	No rec'd	136,895.31	No rec'd	No rec'd	No rec'd	No record	No rec'd
8	Des Moines Transportation Co.....	716,029	123,018.91	.17180	123,087.34	.17190	109,190	6.56	2,059.00	347.75
9	Dougherty Storage & Van Co.....	174,630	55,664.46	.31875	57,212.81	.32762	29,105	6.00	660.00	264.59
10	Durand, C. T. (National Freight Lines).....	784,908	140,101.23	.17849	134,245.25	.17230	130,818	6.00	3,043.00	257.94
11	Green, H. B. (Green Trans. Co.).....	664,720	68,997.21	.10379	59,667.57	.08976	72,350	9.18	2,463.00	270.00
12	H & W Motor Express.....	550,549	120,635.71	.21911	115,765.74	.21027	94,368	5.83	2,291.00	240.30
13	Hawkeye Motor Express.....	280,000	51,694.67	.18462	44,188.52	.15781	39,365	7.11	928.00	301.72
14	Iowa Film Delivery Co. (Des & McKinney).....	498,482	43,226.53	.08671	37,432.33	.07509	44,071	11.31	1,441.00	345.92
15	Knowles Storage & Moving Co.....	No record	48,636.04	-----	48,416.76	-----	No rec'd	No rec'd	No record	No rec'd
16	Murphy Motor Freight Lines, Inc.....	No record	306,356.66	-----	309,695.66	-----	No rec'd	No rec'd	No record	No rec'd
17	On Time Transfer Co.....	535,416	134,534.65	.25127	137,068.82	.25600	89,236	6.00	2,623.25	204.10
18	Redman Freight Lines.....	465,285	60,120.95	.12921	55,370.60	.11900	93,057	5.00	3,017.00	154.00
19	Rieke, H. W. (Rieke Motor Transfer Line).....	401,618	75,145.72	.18710	74,373.32	.18518	57,374	7.00	1,970.00	203.80
20	Rohweder Truck Lines.....	No record	47,119.23	-----	43,795.34	-----	No rec'd	No rec'd	No record	No rec'd
21	Smith, Esther M. (Film Transportation Co.).....	529,858	40,127.20	.07573	39,862.75	.05982	42,730	12.40	1,066.00	497.05
22	Takin Bros. Freight Line.....	349,362	55,371.36	.15849	44,028.36	.12602	58,227	6.00	828.00	421.93
23	Twin Cities Des Moines Motor Express.....	236,418	58,174.26	.16146	33,433.37	.14141	36,372	6.50	670.00	352.86
24	Watson Bros. Transfer Co.....	2,812,500	427,481.26	.15199	424,534.14	.15095	561,905	5.00	9,375.00	300.00
25	Werner Transportation Co.....	No record	261,416.89	-----	262,246.77	-----	No rec'd	No rec'd	No record	No rec'd
26	White Line Motor Freight.....	390,793	222,513.85	.56939	223,058.79	.57078	113,156	3.45	11,988.00	325.98
	Total.....	12,017,369	\$3,113,024.83	-----	\$3,008,538.28	-----	1,999,950	-----	56,438.80	-----

TABLE 30—CLASS 1 FREIGHT MOTOR CARRIERS—1934—Continued
PART 2—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—Continued

Number	Carriers Reporting	Ton miles operated within the state of Iowa	Number of		Motor vehicle licenses—system	Total Miles of Routes (One Way)		Average Number of Employees—System		Ton mile tax—Iowa
			Trucks and tractors—system	Trailers—system		System	Iowa	Drivers	Other	
1	Akron Motor Cargo	770,357	29	29	No record	No record	1,778.65	No rec'd	9	\$ 1,925.97
2	Bos, A. H. (Bos Transfer)	149,919	14	13	\$ 3,662.73	No record	273.22	14	17	374.81
3	Bos, Joe (Bos Truck Line)	742,327	19	9	6,258.95	811.55	651.55	35	7	1,855.79
4	Brady Transfer and Storage Co.	3,009,691	21	3	3,954.74		1,085.60	26	14	7,524.27
5	Bruce, G. E. & E. I. (Bruce Transfer & St. Co.)	2,687,565	12	10	4,145.50	883.55	267.95	No rec'd	No rec'd	6,718.97
6	Dakota Transportation Co.	242,873	3	--	452.81	No record	377.08	7	5	607.17
7	Denver Chicago Trucking Co.	605,358	13	10	No record	No record	354.28	24	9	1,566.53
8	Des Moines Transportation Co.	1,253,332	15	14	2,620.12	358.20	178.20	16	17	3,133.35
9	Dougherty Storage & Van Co.	106,668	12	3	612.84	320.00	74.05	12	12	274.08
10	Durand, C. T. (National Freight Lines)	5,176,368	20	9	1,841.50	No record	598.12	23	25	12,940.92
11	Green, H. B. (Green Trans. Co.)	909,728	14	5	1,467.50	No record	176.41	19	5	2,274.31
12	H & W Motor Express	1,196,342	13	9	1,664.06	543.00	175.00	16	14	2,990.84
13	Hawkeye Motor Fxpress	415,388	5	5	3,560.13	231.00	85.64	10	3	1,087.88
14	Iowa Film Delivery Co. (Iles & McKinney)	1,152,096	7	--	90.00	1,585.06	1,585.06	8	4	2,880.27
15	Knowles Storage & Moving Co.	20,422	7	3	No record	No record	"	10	5	51.06
16	Murphy Motor Freight Lines, Inc.	302,212	23	26	No record	695.00	142.00	No rec'd	No rec'd	755.54
17	On Time Transfer Co.	1,245,215	7	7	1,086.00	586.00	372.64	15	17	3,113.02
18	Redman Freight Lines	822,786	17	10	2,023.00	165.96	165.96	12	7	2,057.02
19	Rieke, H. W. (Rieke Motor Transfer Line)	270,196	6	5	1,495.94	161.00	161.00	12	5	687.55
20	Rohweder Truck Lines	604,745	7	7	No record	No record	2,564.62	No rec'd	No rec'd	1,511.75
21	Smith, Esther M. (Film Transportation Co.)	1,337,004	4	--	135.00	1,232.15	1,232.15	4	5	3,342.52
22	Takin Bros. Freight Line	952,661	7	5	974.77	383.19	238.19	10	5	2,393.65
23	Twin Cities Des Moines Motor Express	1,078,875	5	3	1,548.00	492.16	242.16	4	1	2,693.68
24	Watson Bros. Transfer Co.	496,022	29	21	4,880.33	No record	188.14	35	106	1,257.23
25	Werner Transportation Co.	762,869	8	6	No record	No record	385.39	22	31	1,907.25
26	White Line Motor Freight	5,717,366	30	21	3,769.48	352.00	352.00	26	25	14,293.48
	Total	32,028,385	347	233	\$ 46,243.40	8,799.82	13,805.06	360	348	80,218.91

"No fixed route.

TABLE 10—CLASS 2 FREIGHT MOTOR CARRIERS—1934

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				\$ 550.00		\$ 343.32		\$ 206.68	\$ 550.00
2	Amburn, L. L.	775.00	\$ 1,000.00	\$ 100.00	\$ 41.50	1,916.50		121.12		1,795.38	1,916.50
3	Anderson Transfer Co.	1,066.50		160.00	11.55	1,238.05		215.44		1,022.61	1,238.05
4	Atlantic Motor Freight	12,046.00	2,847.00	491.05	242.00	15,626.05	\$ 230.65	5,494.00	\$ 2,935.77	6,965.63	15,626.05
5	Ausenhus, Adolph H.	3,403.68		172.00		3,575.68	250.00	2,500.80	582.00	242.88	3,575.68
6	Baldwin, Ray S.	5,321.00		364.20	370.50	6,055.70	75.00	3,260.90	725.00	1,994.80	6,055.70
7	Barta, J. E.	1,325.00		938.75	65.00	2,328.75	125.00	671.70		1,532.05	2,328.75
8	Baxter Motor Express	2,000.00	1,200.00	100.00		3,300.00		1,666.66		1,633.34	3,300.00
9	Beckjorden & Co.	9,565.44	500.00	1,500.00		11,565.44		6,137.18		5,428.26	11,565.44
10	Beuchele, Alvin C.	1,450.00		500.00	200.00	2,150.00		369.75		1,780.25	2,150.00
11	Blue, W. O.	1,867.00		808.47	202.50	2,877.97		843.91		2,034.06	2,877.97
12	Boyer, Don	1,350.00	750.00	100.00	238.00	2,438.00		303.75	310.00	1,824.25	2,438.00
13	Boyer Transfer Co.	2,590.00	200.00	227.00		3,017.00	365.00	747.50	340.00	1,564.50	3,017.00
14	Brommer, James	966.00		100.00	87.00	1,153.00		120.75		1,032.25	1,153.00
15	Brown, Carl	12,550.45	5,350.00	575.00	530.65	19,006.10	511.75	10,976.21		7,518.14	19,006.10
16	Burgett & Kendall	1,000.00	125.00	700.00	122.75	1,947.75	125.00	572.80	360.00	889.95	1,947.75
17	Bullock, Orval W.	1,096.00			90.00	1,186.00		1,096.00		90.00	1,186.00
18	Butterworth, M. E.	4,398.60		200.00	340.00	4,938.60	984.00	2,985.42		969.18	4,938.60
19	Campbell, R. A.	2,094.80		200.00		2,294.80		2,094.80		200.00	2,294.80
20	Carson, Ray	865.00	200.00	140.00	85.00	1,290.00		216.25		1,073.75	1,290.00
21	Cass, M. J.	7,285.00	10,200.00	25.00	661.44	18,171.44		7,163.34		11,008.10	18,171.44
22	Cherry, E. C. ^a	989.00		175.00		1,164.00		103.00	216.00	845.00	1,164.00
23	Christensen, John C.	920.00	4,300.00	22.45		5,242.45	208.00	125.73	550.00	4,358.72	5,242.45
24	Claussen, Herman	2,151.30	938.00	200.00	185.00	3,474.30	200.00	710.11	170.30	2,393.89	3,474.30
25	Cleveland, Mrs. Wilma ^b	500.00		340.00		840.00		62.50	61.14	716.36	840.00
26	Cohen, Sam	1,970.00		525.00		2,495.00	150.00	464.97		1,880.03	2,495.00
27	Conard, R. L.	750.00	250.00	200.00		1,200.00	160.00	250.00		790.00	1,200.00
28	Corrow, Clayton N.	790.00	50.00		40.00	880.00		790.00		90.00	880.00
29	Cross, C. D.	1,900.15	150.00	400.00	75.00	2,525.15	150.00	135.90	1,343.77	895.48	2,525.15
30	Cross, W. D.	14,535.34	800.00	350.00		15,685.34	500.00	12,199.86	1,178.57	1,806.91	15,685.34
31	Denhart, J. R.	800.00	30.00	25.00	40.00	895.00		377.76	33.00	484.24	895.00
32	Dennis, J. A. (Ind. Trsfr. Co.)	4,721.20	440.00	628.10		5,789.30		94.92	2,868.07	2,826.31	5,789.30
33	Doyle, H. F.	1,200.00	875.00	1,710.00	70.00	3,855.00		741.66		3,113.34	3,855.00
34	Dragoun, C. E.	5,840.00	3,049.67	5,388.74	1,914.32	16,192.73	200.00	5,270.40		10,722.33	16,192.73
35	Enfield, G. W.	850.00	525.00		42.62	1,417.62	1,247.00	23.61		147.01	1,417.62
Total Part 1		\$ 111,482.46	\$ 33,779.67	\$ 17,365.76	\$ 5,654.83	\$ 168,282.72	\$ 5,481.40	\$ 69,252.02	\$ 14,786.96	\$ 78,762.34	\$ 168,282.72

^aFrom Aug. 10, 1934, to Dec. 31, 1934.^bFrom July 1, 1934, to Dec. 31, 1934.

TABLE 10—CLASS 2 FREIGHT MOTOR CARRIERS—1934—Continued

PART 2—BALANCE SHEET—NUMBERS 36 TO 69

Number	Freight Carriers Reporting	Asset Side				Liability Side					
		Investments		Current Assets	Unad-justed Debits	Total Assets	Current Liabilities	Depre-ciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
		Motor Equipment	Buildings, Fran-chises and Other								
36	Eyerly, Rolla	\$ 1,150.00	\$ 50.00	\$ 50.00		\$ 1,250.00		\$ 95.83	\$ 378.88	\$ 775.29	\$ 1,250.00
37	Fearing, R. B.	12,993.73	6,702.00	800.72	\$ 466.60	20,903.05	\$ 378.71	3,797.34	4,702.81	12,024.19	20,903.05
38	Frederickson, J. H. & Son	2,460.00		1,253.10	102.50	3,815.60	112.40	1,947.50		1,755.70	3,815.60
39	Furness, Bert H.										
40	Gateway City Transfer Co.	40,093.09	25,612.94	12,504.37	3,911.89	82,122.29	18,222.73	23,248.77	^a 32,193.68	8,457.11	82,122.29
41	Gerdes, A. J.	2,110.00	1,768.80	111.13	33.00	4,022.93		501.65		3,521.28	4,022.93
42	Graham, Clyde O.	450.00	50.00	40.00		540.00		240.00		300.00	540.00
43	Grothaus, C. E.	650.00	75.00	575.00	111.25	1,411.25		260.00	50.00	1,101.25	1,411.25
44	Guinn, Fred A.	1,846.09	2,000.00	1,147.55		4,993.64	1,912.00	543.13	248.00	2,290.51	4,993.64
45	Hampton Truck Line	811.47	3,005.00		54.00	3,870.47		135.24		3,735.23	3,870.47
46	Harless Bros.	1,710.58	200.00	50.00	100.00	2,060.58		571.19	750.00	739.39	2,060.58
47	Harper, Thomas	752.00				752.00		676.80		75.20	752.00
48	Hartlieb Transit Co.	52,070.57	12,159.94	1,783.93	1,125.00	67,139.44	7,418.99	29,784.47	^b 22,663.57	7,272.41	67,139.44
49	Haye, Claire	1,830.00	3,650.00		215.00	5,695.00	576.00	487.07		4,631.93	5,695.00
50	Headrick & Marshal	2,100.00	2,335.00		44.49	4,479.49		2,100.00		2,379.49	4,479.49
51	Heimendinger, George L.	1,035.00	2,258.00		25.00	3,318.00		927.18	1,800.00	590.82	3,318.00
52	Hess, Harry	3,200.00	150.00	1,285.35	375.00	5,010.35	325.40	520.00		4,164.95	5,010.35
53	Hiatt, D. N. (United Frt. Lines)	6,182.00	35.00	453.26	31.85	6,702.11	602.33	4,191.46		1,908.32	6,702.11
54	Hi-Speed Motor Express	6,470.00	606.78	922.41	450.00	8,449.19	1,250.00	3,963.50	1,400.00	1,835.69	8,449.19
55	Holderoft, Howard	325.00		150.00	40.00	515.00		126.38		388.62	515.00
56	Hudson, L. E.	1,720.00		1,000.00	142.48	2,862.48		320.41		2,542.07	2,862.48
57	Hudson Mot. Exp. (R. O. Duncan)	800.00	800.00	600.00	61.25	2,261.25	200.00	300.00		1,761.25	2,261.25
58	Ia. Cent. Mot. Exp. (H. W. Post)	2,300.00	4,750.00		72.00	7,122.00		1,868.75	^c 4,750.00	503.25	7,122.00
59	Iowa Freight Lines	6,425.00	18,285.00	2,479.32	225.00	27,414.32	3,180.00		^d 12,961.00	11,273.32	27,414.32
60	James, C. W.	5,180.00	675.00	500.00		6,355.00	1,000.00	900.61	1,500.00	2,954.39	6,355.00
61	Kier, Walter H.	1,000.00	500.00	157.85	28.00	1,685.85	30.94	185.40		1,469.51	1,685.85
62	King, George	3,381.00	775.00	100.00		4,256.00		651.74		3,604.26	4,256.00
63	Kirkwood, W. M.	700.00	500.00	100.00	60.00	1,360.00		379.00		981.00	1,360.00
64	Koss, George	735.00			25.00	760.00		232.75		527.25	760.00
65	Kristensen, Harold	550.00		80.30	110.85	741.15		194.80		546.35	741.15
66	Kroeger, Ray	1,060.00			40.00	1,100.00		1,060.09		40.00	1,100.00
67	Lamb, D. E.	1,300.00	75.00	300.00		1,675.00	100.00	480.00		1,095.00	1,675.00
68	La Tour, R. R.	725.00	650.00	160.00	57.00	1,592.00		364.50		1,227.50	1,592.00
69	Lau, C. E.	880.00		100.00	50.00	1,030.00		73.33		956.67	1,030.00
Total Part 2		\$ 164,995.53	\$ 87,668.46	\$ 26,704.29	\$ 7,897.16	\$ 287,265.44	\$ 35,309.50	\$ 81,128.80	\$ 83,397.94	\$ 87,429.20	\$ 287,265.44

^a\$31,400 capital stock outstanding at close of year.
^b 4,600 capital stock outstanding at close of year.

^c 4,750 capital stock outstanding at close of year.
^d 10,000 capital stock outstanding at close of year.

TABLE 10—CLASS 2 FREIGHT MOTOR CARRIERS—1934—Continued

PART 3—BALANCE SHEET—NUMBERS 70 TO 104

Number	Freight Carriers Reporting	Asset Side					Liability Side				
		Investments		Current Assets	Unad-justed Debits	Total Assets	Current Liabilities	Depre-ciation Reserves	Other Deferred Liabilities	Corporate Surplus	Total Liabilities
		Motor Equipment	Buildings, Fran-chises and Other								
70	Le Mars Associated Retailers	\$ 4,615.41	\$ 200.00	\$ 268.15	\$ 307.22	\$ 5,390.78		\$ 4,387.95	\$ 2,325.00	\$ *1,322.17	\$ 5,390.78
71	Loomis, L. L. (estate)	765.00	300.00		40.00	1,105.00		255.00		850.00	1,105.00
72	Markusen, Oscar	1,400.00	400.00			1,800.00		1,312.50		487.50	1,800.00
73	Marsh, Earl	480.00		150.00	58.00	688.00		100.00		588.00	688.00
74	Martin, Ben	934.00	300.00	175.00	85.00	1,494.00	\$ 100.00	77.83	505.00	811.17	1,494.00
75	Maxwell, J. P. & Son	787.17	75.00	577.84	28.85	1,468.86	168.60	407.62		892.64	1,468.86
76	Mercer Transfer & Storage Co.	1,198.60	1,616.15			2,814.75		514.40	800.35	1,500.00	2,814.75
77	Meinhardt Transfer Co.	6,155.00	995.00	^a 103.40		7,046.60		2,421.67	541.00	4,083.93	7,046.60
78	Merriman, F. M.	1,427.00	420.00	150.00		1,997.00		237.80	300.00	1,459.20	1,997.00
79	McCabe, Francis	1,128.00	100.00	510.00	245.00	1,983.00		223.25	306.95	1,452.80	1,983.00
80	McCoy, H. N.	16,963.30	15,650.00	1,450.00	643.26	34,706.56	4,500.00	13,257.72	1,750.00	15,198.84	34,706.56
81	McCullough Transfer Co.	4,100.00		500.00	130.00	4,730.00		803.64		3,926.36	4,730.00
82	Miller, A. C.	4,960.00	950.00	172.00		6,082.00		4,376.67	250.00	1,455.33	6,082.00
83	Minert, James G.	2,985.00	1,011.00	300.00		4,296.00	50.00	862.72	791.00	2,592.28	4,296.00
84	Nauvoo Transportation Co.	700.00	50.00	51.20	48.00	849.20		622.14		227.06	849.20
85	Neth, Earl	401.00			40.00	441.00		401.00		40.00	441.00
86	Northwestern Light & Power Co.	^b 3,498,313.12		156,516.96	260,050.37	3,914,880.45	25,800.04	56,435.61	^b 3,811,060.64	21,584.16	3,914,880.45
87	Notbohm, H. G.	1,675.00	45.00	1,150.00		2,870.00		400.45	50.00	2,419.55	2,870.00
88	Nygaard, Howard R. ^c	1,800.00	900.00	519.32		3,219.32	1,400.00			1,819.32	3,219.32
89	Osceola Transfer Co.	11,783.48	862.25	335.45		12,981.18		9,484.39	825.00	2,671.79	12,981.18
90	Otis, Carol	1,285.00	360.00	50.00	129.00	1,824.00		963.75		860.25	1,824.00
91	Otto, W. C.	535.00	2,150.00			2,685.00		35.67	2,385.00	264.33	2,685.00
92	Owen, John R.	2,455.00	2,685.00	455.43	50.00	5,645.43	100.96	173.95	1,258.60	4,111.92	5,645.43
93	Patterson Transfer Co.	540.00	100.00	50.00	84.56	774.56		124.88		649.68	774.56
94	Patrick, William	800.00	175.00		40.00	1,015.00		316.67		698.33	1,015.00
95	Pautsch, Carl	1,075.00		55.65	50.25	1,180.90	150.55	325.42		704.93	1,180.90
96	Peterson, Carl	2,508.00	25.00	200.00	9.00	2,742.00		2,403.50	550.00	*211.50	2,742.00
97	Phippen Trucks	6,337.00	600.00	424.90		7,361.90	946.09	3,124.78	725.00	2,566.03	7,361.90
98	Prange, C. G.	890.00	1,200.00	75.00		2,165.00		454.27	310.00	1,400.73	2,165.00
99	Quade, H. F.	444.70			55.00	499.70		83.37	21.97	394.36	499.70
100	Rapid Transfer (Elmer Sahl)	6,908.00		250.00		7,158.00	660.00	4,818.00	228.00	1,452.00	7,158.00
101	Riebe, Ben C.	939.69	572.00		120.00	1,631.69	88.00	133.11		1,410.58	1,631.69
102	Renter, Carl	843.00		335.21	25.00	1,203.21		710.35		492.86	1,203.21
103	Revell, I. C.	3,420.00	133.59	512.94	46.99	4,113.52	450.00	1,184.99	671.00	1,807.53	4,113.52
104	Rihner Bros.	4,132.28			878.00	5,010.28		2,419.64		2,590.64	5,010.28
Total Part 3		\$3,595,683.75	\$ 31,874.99	\$165,131.65	\$263,163.50	\$4,055,853.89	\$34,414.24	\$113,854.71	\$3,825,654.51	\$ 81,930.43	\$4,055,853.89

*Deficit.

^aOverdraft.

^b\$2,335,730.92 capital stock.

^cFrom Dec. 12, 1934 to Dec. 31, 1934.

^dNot separated from buildings, franchises and other.

STATISTICS OF MOTOR CARRIERS

TABLE 10—CLASS 2 FREIGHT MOTOR CARRIERS—1934—Continued

PART 4—BALANCE SHEET—NUMBERS 105 TO 139

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								
105	Roberts Transfer	\$ 2,813.00	\$ 1,000.00	\$ 350.00	\$ 460.00	\$ 4,623.00	\$ 100.00	\$ 1,047.81	\$ 459.50	\$ 3,015.69	\$ 4,623.00
106	Roddy, Lynn	919.00	300.00	700.00	25.00	1,944.00		380.42		1,563.58	1,944.00
107	Ruse, Olony	2,800.00				2,800.00		2,613.32		186.68	2,800.00
108	Sarvis, H. F.	7,456.00	300.00	1,600.00	665.00	10,021.00		3,641.50	710.00	5,669.50	10,021.00
109	Sarvis & Stone	13,780.00		300.00		14,080.00		5,582.50	450.00	8,047.50	14,080.00
110	Sawyer Lines	2,500.00	500.00	400.00	660.00	4,060.00		794.80	306.00	2,959.20	4,060.00
111	Schaefer, Anton	5,100.00		215.00		5,315.00		3,752.00	1,607.65	*44.65	5,315.00
112	Scherer, F. C.	12,624.06	3,650.00	250.00		16,524.06	1,455.00	12,509.04		2,560.02	16,524.06
113	Schlick, M. F.	13,072.50	6,674.25	2,032.05	1,936.11	23,714.91		9,869.29	600.00	13,245.62	23,714.91
114	Schoenewe, A. M.	1,170.00	175.00	300.00	112.94	1,757.94		170.62		1,587.32	1,757.94
115	Seaton, Ray	7,865.00	400.00	425.00	150.00	8,840.00	275.00	6,187.00		2,378.00	8,840.00
116	Seaton, R. O.	6,805.00	2,000.00	1,550.00		10,355.00		5,930.00		4,425.00	10,355.00
117	Shannon, Clarence E.	350.00		50.00		400.00		330.53		69.47	400.00
118	Southern Iowa Transit Lines	727.30	950.00	50.00	27.75	1,755.05		290.00		1,465.05	1,755.05
119	Smith, James M.	853.00		533.00	97.00	1,483.00		53.31		1,429.69	1,483.00
120	Speas, J. J.	1,523.00		450.00	300.00	2,273.00		385.57		1,887.43	2,273.00
121	Stanley, L. B.	2,150.00		35.00	64.50	2,249.50		2,150.00		99.50	2,249.50
122	Stevens, R. K.	500.00	25.00			525.00		499.98		25.02	525.00
123	Stine, C. W. & Son	1,200.00			255.39	1,455.39		1,067.00		388.39	1,455.39
124	Strait, Paul	8,285.00	150.00	250.00	117.50	8,802.50		7,478.75		1,323.75	8,802.50
125	Thacker, H. T. ^a	6,634.00	50.00	450.00		7,134.00		316.80	4,513.00	2,304.20	7,134.00
126	Theil, Jorgen	1,050.00				1,050.00		538.13		511.87	1,050.00
127	Trindle, E. H.	3,163.75				3,163.75		1,482.99	116.00	1,564.76	3,163.75
128	Van der Kooi, Ben	1,300.00		100.00	25.00	1,425.00		866.66		558.34	1,425.00
129	Van Horsen, Arthur	2,260.00	25.00	100.00		2,385.00		904.00		1,481.00	2,385.00
130	Wahrer Truck Lines	5,799.00	765.00	1,450.00	80.00	8,094.00		5,532.40		2,561.60	8,094.00
131	Waite, N. M.	1,740.00	531.85	1,354.00	110.00	3,735.85	289.65	1,242.00		2,204.20	3,735.85
132	Wells, Arthur E.	2,724.44	125.00	100.00		2,949.44		1,384.92	150.00	1,414.52	2,949.44
133	Wells, Vilas D.	6,239.54			364.00	6,603.54		6,239.54		364.00	6,603.54
134	Weldon, Fred	4,400.00		1,500.00	357.50	6,257.50		3,100.00		3,157.50	6,257.50
135	Wenzel, Gus H.	1,150.00	500.00	50.00		1,700.00		1,150.00	350.00	200.00	1,700.00
136	West, William	1,458.00		490.00		1,948.00	125.00	942.00		881.00	1,948.00
137	Whitney Transfer Co.	2,654.00	501.00	965.96	546.75	4,667.71	275.00	827.00	304.00	3,261.71	4,667.71
138	Wilton, Richard	970.00	400.00	200.00		1,570.00		181.87		1,388.13	1,570.00
139	Winans, R. R.	1,150.00	425.03	599.29	412.79	2,587.11	26.90	425.92		2,134.29	2,587.11
Total Part 4		\$ 135,185.59	\$ 19,447.13	\$ 16,849.30	\$ 6,767.23	\$ 178,249.25	\$ 2,546.55	\$ 89,867.67	\$ 9,566.15	\$ 76,268.88	\$ 178,249.25

*Deficit.

^aFrom Sept. 1, 1934 to Dec. 31, 1934.

TABLE 10—CLASS 2 FREIGHT MOTOR CARRIERS—1934—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.....	\$ 111,482.46	\$ 33,779.67	\$ 17,365.76	\$ 5,654.83	\$ 168,282.72	\$ 5,481.40	\$ 69,252.02	\$ 14,786.96	\$ 78,762.34	\$ 168,282.72
	Total Part 2.....	164,995.53	87,668.46	26,704.29	7,897.16	287,265.44	85,309.50	81,128.80	83,397.94	87,429.20	287,265.44
	Total Part 2.....	3,595,683.75	31,874.99	165,131.65	263,163.50	4,055,853.89	34,414.24	113,854.71	3,825,654.51	81,930.43	4,055,853.89
	Total Part 3.....	135,185.59	19,447.13	16,849.30	6,767.23	178,249.25	2,546.55	89,867.67	9,566.15	76,268.88	178,249.25
	Grand Total—Table 10.....	\$4,007,347.33	\$172,770.25	\$226,051.00	\$283,482.72	\$4,689,651.30	\$77,751.69	\$354,103.20	\$3,933,405.56	\$324,390.85	\$4,689,651.30

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT MOTOR CARRIERS—1934

PART 1—NUMBERS 1 TO 35

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
1	Akron Truck Co.	\$ 2,153.80		\$ 2,153.80		\$ 660.00	\$ 222.75	\$ 13.00	\$ 5.00		\$ 60.00
2	Amburn, L. L.	3,526.19		3,526.19			459.00	21.00	5.00	39.01	80.00
3	Anderson Transfer Co.	2,850.00		2,850.00		756.00	850.00	63.00	55.00	160.00	590.00
4	Atlantic Motor Freight	20,680.35	\$ 5,903.71	26,584.06	\$ 2,480.94	5,612.65	4,966.94	518.42	^c 440.00	1,198.58	2,224.06
5	Ausenhuis, Adolph H.	2,700.00		2,700.00		715.00	490.80	53.20	47.91	22.50	44.00
6	Baldwin, Ray S.	2,694.43	3,996.16	6,690.59	297.61	1,560.00	1,096.42	74.40	17.20	229.33	206.61
7	Barta, J. E.	3,783.50		3,783.50		243.50	773.75	51.00		193.40	
8	Baxter Motor Express	2,400.00		2,400.00		360.00	1,009.44	93.44	10.00	200.00	80.00
9	Beckjorden & Co.	5,757.04	10,799.59	16,556.63		2,516.85	3,488.31	128.15	^d 437.49	535.46	1,814.04
10	Beuchele, Alvin C.	1,664.62		1,664.62			64.26	11.55	5.00	100.00	25.00
11	Blue, W. O.	7,354.71		7,354.71	1,040.00	2,995.20	976.80	100.00	25.00	120.85	1,200.00
12	Boyer, Don	4,529.02	531.20	5,060.22	845.00	1,050.00	505.20	44.00		45.00	78.85
13	Boyer Transfer Co.	4,740.00	4,488.60	9,228.60	925.00	1,250.00	1,858.00	400.00		370.00	287.00
14	Brommer, James	2,210.00		2,210.00		297.50	333.20	9.45	20.00	115.00	151.00
15	Brown, Carl	8,971.57	1,967.59	10,939.16	175.00	3,240.00	1,622.09	102.79	27.65	688.59	1,320.88
16	Burgett & Kendall	332.70	1,004.10	1,336.80	60.00		229.92	36.88	7.00	40.00	27.50
17	Bullock, Orval W.	1,685.24	100.00	1,785.24			170.00	25.00	12.00	20.00	200.00
18	Butterworth, M. E.	6,000.50	557.00	6,557.50		1,683.00	1,208.00	187.00		539.20	353.18
19	Campbell, R. A.	251.46	660.69	912.15			241.89	45.00	5.00		61.59
20	Carson, Ray	824.00		824.00			123.76	16.80	2.00	62.50	26.00
21	Cass, M. J.	17,976.01		17,976.01	955.59	3,640.00	1,838.41	254.37	21.58	552.80	938.78
22	Cherry, E. C. ^a	1,935.00	50.00	1,985.00		90.00	432.00	15.39	3.15	150.00	78.50
23	Christensen, John C.	1,887.90		1,887.90			302.00	32.90	6.00	112.00	35.12
24	Claussen, Herman	3,780.65	728.50	4,509.15	411.55	720.00	960.00	132.15	32.45	152.00	304.40
25	Cleveland, Mrs. Wilma ^b	2,072.40		2,072.40		300.00	306.00	15.30	15.00	100.00	75.00
26	Cohen, Sam	4,203.40	1,800.00	6,003.40		500.00	1,450.00	90.00	52.00	200.00	225.00
27	Conard, R. L.	3,380.00		3,380.00		780.00	396.86	40.56	11.00	154.80	50.00
28	Corrow, Clayton N.	1,500.00		1,500.00			114.88	33.00	12.00	42.00	100.00
29	Cross, C. D.	2,381.80	2,374.30	4,756.10		480.00	539.00	120.00	20.00	240.00	300.00
30	Cross, W. D.	10,357.92	1,744.12	12,102.04		3,139.99	1,970.80	243.90	30.71	472.42	446.49
31	Denhart, J. R.	820.76	1,673.28	2,494.04			460.76	68.59	17.50	185.80	142.74
32	Dennis, J. A. (Ind. Trsfr. Co.)	12,591.50		12,591.50	1,053.00	2,557.50	1,620.24	311.00		403.60	839.35
33	Doyle, H. F.	2,045.08		2,045.08		100.00	224.08	46.00	12.00	95.00	131.00
34	Dragoun, C. E.	8,881.20	12,681.10	21,562.30	1,248.00	6,009.92	1,148.00	125.00		1,087.90	
35	Enfield, G. W.	513.84		513.84		171.50	98.54	9.00	5.61	1.00	1.15
Total Part 1		\$159,436.59	\$ 51,059.94	\$ 210,496.53	\$ 9,491.69	\$ 41,428.61	\$ 32,552.10	\$ 3,531.24	\$1,360.25	\$ 8,628.74	\$12,497.24

^aFrom Aug. 10, 1934, to Dec. 31, 1934.

^bFrom July 1, 1934, to Dec. 31, 1934.

^cInterest paid.

^dMinnesota wheel tax and licenses.

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT MOTOR CARRIERS—1934—Continued

PART 2—NUMBERS 36 TO 69

Number	Freight Carriers Reporting	Operating Revenues				Operating Expenses					
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
36	Eyerly, Rolla	\$ 619.50	\$ 1,200.00	\$ 1,819.50	\$ 125.00		\$ 448.00	\$ 28.00	\$ 15.25	\$ 120.00	\$ 50.00
37	Fearing, R. B.	15,642.61	10,606.75	26,249.36	3,162.42	\$ 6,275.62	4,928.70	404.80	51.40	768.52	422.06
38	Frederickson, J. H. & Son	3,740.80	769.50	4,510.30		1,080.00	412.40	64.40	32.60	212.40	89.70
39	Furness, Bert H.										
40	Gateway City Transfer Co.	4,275.65		4,275.65	250.59	620.30	725.56	54.32	26.00	215.00	160.00
41	Gerdes, A. J.	4,873.65		4,873.65	77.89		373.57	36.38	3.58	35.60	77.13
42	Graham, Clyde O.	480.00	606.00	1,086.00			231.36	25.65	9.60	51.00	45.00
43	Grothaus, C. E.	3,025.50		3,025.50	300.00	720.00	288.00	56.00	25.00	65.00	50.00
44	Guinn, Fred A.	14,357.99		14,357.99	1,049.20	3,277.83	2,032.45	113.91	28.64	526.40	345.03
45	Hampton Truck Line	2,399.06	784.87	3,183.93	49.22	1,362.21	268.74	30.87		16.75	17.93
46	Harless Bros.	1,138.00	1,241.00	2,379.00			512.00	48.00		210.00	268.00
47	Harper, Thomas	1,698.75		1,698.75			207.79	48.80		33.00	50.50
48	Hartliep Transit Co.	22,629.72		22,629.72	4,317.21	6,139.10	2,468.48	323.75	134.40	2,424.37	1,212.18
49	Haye, Claire	5,836.97		5,836.97	1,280.67	742.00	681.29	77.91	12.50	32.50	121.75
50	Headrick & Marshal	2,184.23		2,184.23			254.80	25.35	6.68		36.23
51	Helmendinger, George L.	960.00	576.00	1,536.00			237.60	6.84	10.00	2.00	106.50
52	Hess, Harry	19,609.47		19,609.47	500.00	2,780.00	1,474.75	408.60	110.50	450.30	1,176.50
53	Hiatt, D. N. (United Frt. Lines)	11,339.04		11,339.04	1,136.20	2,980.00	1,776.70	149.30	35.00	352.91	550.66
54	Hi-Speed Motor Express	4,653.79	18,786.41	23,440.20	1,230.00	5,980.72	4,280.00	627.85		896.42	2,170.00
55	Holderoft, Howard	1,600.00		1,600.00		520.00	174.89	18.00			42.00
56	Hudson, L. E.	2,500.00		2,500.00		760.00	642.08	85.10	40.00	3.00	
57	Hudson Mot. Exp. (R. O. Duncan)	720.00	1,020.00	1,740.00			179.00	7.05	10.00	80.00	50.00
58	Ia. Cent. Mot. Exp. (H. W. Post)	4,251.80		4,251.80		780.00	730.66	118.10		109.45	237.60
59	Iowa Freight Lines	11,138.65		11,138.65	960.00	2,277.08	1,541.95	163.23		98.94	610.00
60	James, C. W.	18,929.20		18,929.20	1,876.00	3,647.00	1,367.48	198.75	72.00	780.00	700.00
61	Kier, Walter H.	2,842.56		2,842.56	1,364.60		372.01	18.87	16.81	22.50	91.07
62	King, George	4,881.68		4,881.68		413.00	531.50	52.21	31.88	226.14	221.60
63	Kirkwood, W. M.	983.90		983.90			116.82	14.70	8.00	15.25	7.81
64	Koss, George	480.20		480.20			28.32	3.05	3.50		7.15
65	Kristensen, Harold	1,430.65	92.00	1,522.65			89.10	14.00	12.00	5.20	41.32
66	Kroeger, Ray	570.00		570.00			54.00	13.00	2.25	2.25	5.00
67	Lamb, D. E.	1,890.00		1,890.00		549.12	357.00	30.16		172.48	24.20
68	La Tour, R. R.	3,745.06		3,745.06		272.00	294.12	11.38		46.62	31.47
69	Lau, C. E.	1,610.69		1,610.69			186.10	21.00	19.00	41.00	48.00
Total Part 2		\$177,039.12	\$ 35,682.53	\$ 212,721.65	\$ 17,679.00	\$ 41,175.98	\$ 28,267.22	\$ 3,299.33	\$ 716.59	\$ 8,015.00	\$ 9,066.39

STATISTICS OF MOTOR CARRIERS

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT MOTOR CARRIERS—1934—Continued

PART 3—NUMBERS 70 TO 104

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
70	Le Mars Associated Retailers	\$ 5,199.99		\$ 5,199.99	\$ 366.15	\$ 2,378.37	\$ 640.08	\$ 64.20		\$ 130.00	\$ 234.95
71	Loomis, L. L (estate)	3,281.00		3,281.00	10.00	422.85	373.65	53.31	\$ 39.50	97.20	102.27
72	Markusen, Oscar	1,847.50		1,847.50			157.40	21.00	8.50	112.00	14.00
73	Marsh, Earl	1,764.91	\$ 332.50	2,097.41	477.35		340.48	38.50	18.00	82.50	158.00
74	Martin, Ben	2,557.00		2,557.00			332.80	65.00	39.00	110.00	40.00
75	Maxwell, J. P. & Son	3,535.65	13.50	3,549.15	302.00	780.00	539.61	44.36	3.18	122.30	102.90
76	Mercer Transfer & Storage Co.	9,136.20		9,136.20	1,897.65	1,320.10	729.15	124.80	40.00	205.03	210.00
77	Meinhardt Transfer Co.	29,601.20		29,601.20	1,060.36	6,211.32	5,993.16	629.04	62.00	2,167.20	2,053.44
78	Merriman, F. M.	3,925.00		3,925.00		260.00	299.84	28.00	35.00		58.00
79	McCabe, Francis	1,358.47	901.68	2,260.15	14.50		203.84	12.90	6.00	4.00	90.40
80	McCoy, H. N.	10,042.11	6,796.04	16,838.15	897.00	2,948.10	4,766.11	416.36	35.25	1,683.94	1,937.27
81	McCullough Transfer Co.	1,505.85		1,505.85		615.00	239.85	22.60			100.00
82	Miller, A. C.	6,411.59		6,411.59		1,691.00	1,283.67	98.94	18.50	531.75	160.51
83	Minert, James G.	11,310.62		11,310.62	847.03	2,340.00	2,106.60	144.40	15.00	365.90	482.07
84	Nauvoo Transportation Co.	596.22		596.22	75.00	120.00	58.20	7.80		35.00	65.00
85	Neth, Earl	480.00		480.00			45.00	6.75		11.00	
86	Northwestern Light & Power Co.	4,390.36		4,390.36							
87	Notbohm, H. G.	1,392.30		1,392.30		520.00	105.40	10.00		50.00	20.00
88	Nygaard, Howard R.	151.91		151.91	4.50	37.50	28.17	6.60	2.50		
89	Osceola Transfer Co.	27,142.71	2,059.90	29,202.61	3,107.67	6,705.26	4,965.44	335.24	50.00	1,617.70	1,108.67
90	Otis, Carol	3,900.00		3,900.00	50.00	796.00	390.06	125.00	25.00	128.00	104.00
91	Otto, W. C.	2,146.06		2,146.06			328.49	56.49	10.00	113.53	64.29
92	Owen, John R.	7,985.45	435.00	8,420.45	1,000.00	1,559.20	1,632.72	271.09	20.58	270.32	556.39
93	Patterson Transfer Co.	1,914.76	60.00	1,974.76			385.00	42.00	12.65	90.00	150.00
94	Patrick, William	2,604.58		2,604.58		360.00	517.28	62.00	27.00	96.25	57.55
95	Pautsch, Carl	6,435.34	496.42	6,931.76	365.00	640.48	1,191.15	99.00	25.00	349.80	220.44
96	Peterson, Carl	3,867.56		3,867.56		780.00	820.26	50.00		80.00	160.00
97	Phippen Trucks	11,200.91	4,877.64	16,078.55	2,950.00	3,900.00	3,988.50	319.50	5.00	430.00	998.25
98	Prange, C. G.	1,742.89		1,742.89		455.00	353.42	41.36	4.00		141.84
99	Quade, H. F.	1,849.27		1,849.27		119.15	336.62	42.30	6.10	200.00	95.01
100	Rapid Transfer (Elmer Sahl)	10,342.44		10,342.44	590.00	2,468.30	1,359.20	171.02	48.37	425.30	851.90
101	Riebe, Ben C.	1,200.00	113.74	1,313.74			102.20	8.00	4.00		20.00
102	Reuter, Carl	5,066.56		5,066.56		900.00	623.18	91.80	47.25	151.09	176.34
103	Revell, I. C.	5,432.86		5,432.86		864.00	739.34	135.50	69.42	347.52	148.35
104	Rihner Bros.	397.50	9,464.00	9,861.50		2,460.00	1,740.00	200.00	50.00	950.00	450.00
Total Part 3		\$191,716.77	\$ 25,550.42	\$ 217,267.19	\$ 14,014.21	\$ 41,651.63	\$ 37,715.87	\$ 3,844.86	\$ 726.80	\$ 10,957.33	\$11,131.84

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT MOTOR CARRIERS—1934—Continued

PART 5—NUMBERS 105 TO 139

Number	Freight Carriers Reporting	Operating Revenues			Operating Expenses						
		Motor Carrier Revenue	Other Revenue	Total Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
105	Roberts Transfer	\$ 10,137.45		\$ 10,137.45	\$ 1,837.70	\$ 2,080.00	\$ 1,588.01	\$ 124.00		\$ 86.00	\$ 160.00
106	Roddy, Lynn	5,222.22		5,222.22		1,058.05	634.62	60.00	\$ 27.84	178.37	402.46
107	Ruse, Olony	62.50	\$ 1,040.00	1,102.50			166.40	13.00	5.00	85.00	72.50
108	Sarvis, H. F.	2,747.27	688.08	3,385.35		1,000.00	353.02	17.50			
109	Sarvis & Stone	4,000.00	33,580.00	37,580.00		6,096.00	5,414.40	448.50	7.00	4,343.50	3,820.00
110	Sawyer Lines	11,963.18		11,963.18		2,090.00	1,866.00	136.40	44.80	1,039.00	624.30
111	Schaefer, Anton	4,421.91	1,114.32	5,536.23	985.00	380.00	612.65	176.98	68.00	372.72	650.13
112	Scherer, F. C.	4,976.00	6,560.22	11,536.22		3,400.00	3,584.00	889.20	46.00	865.00	201.25
113	Schlick, M. F.	32,439.32		32,439.32	2,973.30	6,843.45	3,408.32	390.26	46.52	855.57	1,881.34
114	Schoenewe, A. M.	640.00	2,105.00	2,745.00		780.00	232.50	38.08		96.80	26.50
115	Seaton, Ray	12,136.00		12,136.00		3,120.00	2,400.00	252.00	80.00	500.00	1,100.00
116	Seaton, R. O.	6,551.93		6,551.93		1,440.00	540.00	44.64	5.00	55.00	15.00
117	Shannon, Clarence E.	208.00		208.00			57.28	9.75	2.00		
118	Southern Iowa Transit Lines	5,093.94		5,093.94	520.00	832.00	1,484.95	88.20	9.50	428.97	515.27
119	Smith, James M.	2,827.00		2,827.00		500.00	357.00	44.80	48.00	210.00	
120	Speas, J. J.	578.94		578.94		162.00	86.24	15.40			
121	Stanley, L. B.	1,920.40	652.93	2,573.33		25.00	400.09	33.49	4.28	88.00	244.38
122	Stevens, R. K.	96.00	50.00	146.00			40.00	5.10	3.50	9.16	7.83
123	Stine, C. W. & Son	1,950.00		1,950.00		390.00	214.36	21.00	5.00	100.00	
124	Strait, Paul	1,520.00	6,300.00	7,820.00		1,120.00	2,027.52	120.15		473.20	184.00
125	Thacker, H. T.	1,680.00	2,520.00	4,200.00		600.00	720.00	24.00	36.00	120.00	50.00
126	Theil, Jorgen	2,219.49		2,219.49		480.00	570.36	36.52		70.00	16.50
127	Trindle, E. H.	464.00	3,358.17	3,822.17	70.00	920.00	614.11	66.00	75.90	48.90	393.83
128	Van der Kooi, Ben	1,600.00	288.00	1,888.00			262.08	36.00	6.00	110.00	225.00
129	Van Horsen, Arthur	3,676.77		3,676.77		650.00	560.65	60.15		204.25	58.40
130	Wahrer Truck Lines	5,045.22	2,959.96	8,005.18	150.00	1,664.00	1,060.00	153.25	15.00	299.50	139.96
131	Waite, N. M.	2,672.28	2,703.15	5,375.43	1,120.00	600.00	736.60	97.00	30.00	125.00	241.96
132	Wells, Arthur E.	4,321.79	1,327.29	5,648.99		520.20	1,081.18	120.33		201.60	131.65
133	Wells, Vilas D.	905.13	1,514.46	2,419.59		60.00	210.40	41.60	9.00	34.60	45.00
134	Weldon, Fred	910.00	1,790.00	2,700.00		480.00	450.00	26.50	36.00	300.00	150.00
135	Wenzel, Gus H.	2,600.00	50.00	2,650.00		364.00	344.85	78.75	12.00	119.00	313.00
136	West, William	5,421.04		5,421.04		1,140.00	703.46	150.00	10.00	160.00	177.96
137	Whitney Transfer Co.	7,470.40	120.00	7,590.40	800.00	1,500.00	1,340.96	157.32	18.00	221.50	175.00
138	Wilton, Richard	2,240.00		2,240.00	20.00		284.76	18.00	5.00	18.00	20.00
139	Winans, R. R.	2,327.51	2,623.14	4,950.65	480.35	1,000.00	496.44	43.22	15.17	125.40	73.84
Total Part 4		\$153,045.69	\$ 71,294.63	\$ 224,340.32	\$ 8,956.35	\$ 41,294.70	\$ 34,903.21	\$ 4,037.09	\$ 670.51	\$ 11,944.04	\$12,117.06

STATISTICS OF MOTOR CARRIERS

TABLE 20—OPERATING REVENUES AND EXPENSES—CLASS 2 FREIGHT MOTOR CARRIERS—1934—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 Revenues	Salaries of Officers and Other Wages	Drivers' Wages	Gasoline	Lubricating Oil	Other Lubricants	Tires and Tubes	Repairs
	Total Part 1.....	\$159,436.59	\$ 51,059.94	\$ 210,496.53	\$ 9,491.69	\$ 41,428.61	\$ 32,552.10	\$ 3,531.24	\$1,360.25	\$ 8,628.74	\$12,497.24
	Total Part 2.....	177,039.12	35,682.53	212,721.65	17,679.00	41,175.98	28,267.22	3,299.33	716.59	8,015.00	9,066.39
	Total Part 3.....	191,716.77	25,550.42	217,267.19	14,014.21	41,651.63	37,715.87	3,844.86	726.80	10,957.33	11,131.84
	Total Part 4.....	153,045.69	71,294.63	224,340.32	8,956.35	41,294.70	34,903.21	4,037.09	670.51	11,944.04	12,117.06
	Grand Total.....	\$681,238.17	\$183,587.52	\$ 864,825.69	\$ 50,141.25	\$165,550.92	\$123,438.40	\$ 14,712.52	\$3,474.15	\$ 39,545.11	\$44,812.53

TABLE 20—OPERATING EXPENSES (Concluded) AND SURPLUS—CLASS 2 FREIGHT MOTOR CARRIERS—1934

PART 6—NUMBERS 1 TO 35

Number	Freight Carriers Reporting	Operating Expenses								Surplus from Operations	
		Rent	Insurance	Ton-Mile Taxes	Licenses	Telephone and Telegraph	Depreciation	Dock and Depot Privileges	Miscellaneous		Total Operating Expenses
1	Akron Truck Co.		\$ 47.50	\$ 91.46	\$ 65.00		\$ 100.82	\$ 286.00		\$ 1,551.53	\$ 602.27
2	Amburn, L. L.	\$ 25.00	66.00	289.23	50.00		191.41	165.00		1,390.65	2,135.54
3	Anderson Transfer Co.		112.00	380.13	90.00	\$ 70.00	237.03	300.00	\$ 139.00	3,802.16	*952.16
4	Atlantic Motor Freight	855.92	793.93	1,131.39	559.25	380.42	2,060.90	220.95	1,721.58	25,165.93	1,418.13
5	Ausenhus, Adolph H.	25.00	130.00	218.07	65.00	66.00	25.80			1,903.28	796.72
6	Baldwin, Ray S.	120.00	221.00	102.89	261.50	128.95	603.54	84.00	344.00	5,347.45	1,343.14
7	Barta, J. E.	25.00	75.00	91.52	65.00		331.25			1,849.42	1,934.08
8	Baxter Motor Express	35.00	122.00	263.50	65.00		666.66	960.00	5.00	3,870.04	*1,470.04
9	Beckjorden & Co.	240.00	598.78	328.96	599.75	180.00	992.38	30.00	299.58	12,189.75	4,366.88
10	Beuchele, Alvin C.	24.00	70.00	64.13	80.00		275.00			718.94	945.68
11	Blue, W. O.	60.00	125.60	301.11	145.00	40.00	342.70		201.60	7,673.86	*319.15
12	Boyer, Don	399.80	78.00	209.94	50.00		393.75			3,699.54	1,360.68
13	Boyer Transfer Co.	360.00	180.00	218.07	180.00	135.00	468.28		20.00	6,651.35	2,577.25
14	Brommer, James		47.00	215.07	40.00	^c 366.00	258.33	24.00	15.00	1,891.55	318.45
15	Brown, Carl		201.85	546.03	543.75	92.84	1,018.26	480.37	55.00	10,115.10	824.06
16	Burgett & Kendall		55.75	21.04	42.00	4.75	250.00	7.50	165.00	947.34	389.46
17	Bullock, Orval W.		50.00	45.56	40.00		91.34			653.90	1,131.34
18	Butterworth, M. E.	24.00	190.00	573.34	165.00	^c 377.40	337.77		80.00	5,717.89	839.61
19	Campbell, R. A.	12.00	45.00	12.78	42.00					465.26	446.89
20	Carson, Ray		22.50	72.32	20.00	4.00	129.75			479.63	344.37
21	Cass, M. J.		348.44	1,147.13	263.00	104.84	2,108.34	906.45	414.55	13,494.28	4,481.73
22	Cherry, E. C. ^a	15.00	20.00	165.27	40.00		103.00	30.00		1,142.31	842.69
23	Christensen, John C.		58.00	164.33	20.75		151.98	62.15	66.75	1,011.98	875.92
24	Claussen, Herman	108.00	135.00	290.25	180.00	25.00	261.09	525.85		4,237.74	271.41
25	Cleveland, Mrs. Wilma ^b		37.50	98.41		36.00	62.50	48.00	26.40	1,120.11	952.29
26	Cohen, Sam	60.00	220.00	43.57	210.00	60.00	424.37	300.00	250.00	4,084.94	1,918.46
27	Conard, R. L.	30.00	65.00	192.76	65.00	12.00	150.00	312.00		2,259.98	1,120.02
28	Corrow, Clayton N.		60.00	86.94	40.00		66.58			555.40	944.60
29	Cross, C. D.		50.00	108.29	50.40		672.31			2,580.00	2,176.10
30	Cross, W. D.	460.35	412.81	751.59	308.75	164.33	1,299.76	^d 179.90	172.90	10,054.70	2,047.34
31	Denhart, J. R.		92.00	31.25	65.00		266.66		21.75	1,352.05	1,141.99
32	Dennis, J. A. (Ind. Trsfr. Co.)		350.00	1,078.05	450.00		522.60	633.59	223.40	10,042.33	2,549.17
33	Doyle, H. F.		54.00	46.22	45.00	24.00	425.00	60.00	85.20	1,347.50	697.58
34	Dragoun, C. E.	2,569.80	1,038.11	475.93	521.72	^e 595.18	1,120.44	821.11	840.41	17,601.52	3,960.78
35	Enfield, G. W.		43.50	39.72	10.00		23.61	24.00	51.28	478.91	34.93
Total Part 6		\$ 5,448.87	\$ 6,216.27	\$ 9,896.25	\$ 5,437.87	\$ 2,866.71	\$ 16,433.21	\$ 6,460.87	\$ 5,198.40	\$167,448.32	\$ 43,048.21

STATISTICS OF MOTOR CARRIERS

*Deficit.

^aFrom Aug. 10, 1934, to Dec. 31, 1934.

^bFrom July 1, 1934, to Dec. 31, 1934.

^cLoss on equipment retired.

^dBridge toll.

^eUncollectible revenue.

TABLE 20—OPERATING EXPENSES (Concluded) AND SURPLUS—CLASS 2 FREIGHT MOTOR CARRIERS, 1934—Cont'd

PART 7—NUMBERS 36 TO 69

Number	Freight Carriers Reporting	Operating Expenses								Surplus from Operations	
		Rent	Insurance	Ton-Mile Taxes	Licenses	Telephone and Telegraph	Depreciation	Dock and Depot Privileges	Miscellaneous		Total Operating Expenses
36	Eyerly, Rolla		\$ 55.00	\$ 16.66	\$ 52.50		\$ 158.33			\$ 1,068.74	\$ 750.76
37	Fearing, R. B.	750.00	764.68	1,605.28	723.68	\$ 592.41	2,210.04	\$ 1,692.00	\$ 37.33	24,388.94	1,860.42
38	Frederickson, J. H. & Son	150.00	37.50	327.12	65.50	68.40	615.00		*92.00	3,247.02	1,263.28
39	Furness, Bert H.										
40	Gateway City Transfer Co.	92.82	172.81	129.93	58.99	75.63	294.18			3,156.98	1,118.67
41	Gerdes, A. J.		66.74	225.42	80.00	47.85	399.00	270.00	91.82	1,790.98	3,082.67
42	Graham, Clyde O.		36.00	53.64	26.00	5.40	160.00			643.65	442.35
43	Grothaus, C. E.		71.25	190.96	40.00	25.00	130.00	75.00	32.00	2,068.21	957.29
44	Guinn, Fred A.	113.50	425.48	791.84	405.00	53.60	1,029.01	2,291.58	249.40	12,732.87	1,625.12
45	Hampton Truck Line	48.00	51.01	129.19	66.75	31.55	214.74		96.81	2,383.77	800.16
46	Harless Bros.		55.00	80.17	65.00		570.19		*68.00	1,876.36	502.64
47	Harper, Thomas		48.00	95.89	25.00		150.40	28.10		687.48	1,011.27
48	Hartlep Transit Co.	945.00	942.99	1,671.05	430.85	781.27	2,647.33	*31.46	3,778.68	28,248.12	*5,618.40
49	Haye, Claire	237.00	102.00	404.49	113.00	28.95	417.50	918.17	690.33	5,860.06	*23.09
50	Headrick & Marshal	24.00	53.88	175.79	40.00			38.89	7.31	662.93	1,521.30
51	Heimendinger, George L.	72.00	56.30	63.39	25.00		258.75	72.00		910.38	625.62
52	Hess, Harry	*350.00	695.00	665.84	375.40	75.00	520.00	1,274.97	450.00	11,306.86	8,302.61
53	Hiatt, D. N. (United Frt. Lines)	462.00	230.60	982.87	120.00	*152.20	674.33	802.54	287.36	10,692.67	646.37
54	Hi-Speed Motor Express	693.00	252.00	788.36	722.09	784.28	1,486.84	1,976.48	767.29	22,655.33	784.87
55	Holderoft, Howard		59.57	80.43	40.00		108.33			1,043.22	556.78
56	Hudson, L. E.		102.40	114.28	68.00		320.41		*154.00	2,289.27	210.73
57	Hudson Mot. Exp. (R. O. Duncan)		95.00	68.95	26.25	27.00	200.00			743.25	996.75
58	Ia. Cent. Mot. Exp. (H. W. Post)	120.00	95.00	527.50	40.00	36.00	575.00		74.50	3,443.81	807.99
59	Iowa Freight Lines	1,634.02	345.51	721.39	288.77	42.00	595.08		853.77	10,131.74	1,006.91
60	James, C. W.	3,216.66	704.57	499.35	435.00	740.39	900.61	315.00	3,100.00	18,552.81	376.39
61	Kier, Walter H.	57.00	44.00	197.29	40.00	75.00	185.40		74.54	2,559.09	283.47
62	King, George	76.01	102.00	152.17	185.00	*262.50	651.74	551.17	239.13	3,696.05	1,185.63
63	Kirkwood, W. M.		40.00	70.24	40.00	15.00	175.00		2.20	505.02	478.88
64	Koss, George		48.00	13.91	25.00		73.50		3.00	205.43	274.77
65	Kristensen, Harold	36.00	60.85	60.25	50.00	32.20	137.50	4.15	8.00	550.57	972.08
66	Kroeger, Ray		25.00	16.56	10.00	24.00		33.12	29.50	214.68	355.32
67	Lamb, D. E.	52.50	25.50	116.40		*33.34	152.53	60.00	35.00	1,608.23	281.77
68	La Tour, R. R.	44.00	68.00	214.50	40.00		181.25	129.89	84.00	1,417.23	2,327.83
69	Lau, C. E.		42.50	102.01	40.00	*88.54	143.83	15.00	15.85	762.83	847.86
Total Part 7		\$ 9,172.51	\$ 5,974.14	\$ 11,353.12	\$ 4,762.78	\$ 4,097.51	\$ 16,335.82	\$ 10,585.52	\$ 11,602.67	\$182,104.58	\$ 30,617.07

*Deficit.

^aBridge toll.

^bInterest.

^cLoss on equipment retired.

TABLE 20—OPERATING EXPENSES (Concluded) AND SURPLUS—CLASS 2 FREIGHT MOTOR CARRIERS, 1934—Cont'd

PART 8—NUMBERS 70 TO 104

Number	Freight Carriers Reporting	Operating Expenses								Surplus from Operations	
		Rent	Insurance	Ton-Mile Taxes	Licenses	Telephone and Telegraph	Depreciation	Dock and Depot Privileges	Miscellaneous		Total Operating Expenses
70	Le Mars Associated Retailers.....	\$ 115.50	\$ 105.11	\$ 281.02	\$ 162.25	\$ 115.36	\$ 37.90	\$ 24.00	\$ 125.06	\$ 4,779.95	\$ 420.04
71	Loomis, L. L. (estate).....		46.60	120.42	40.00	^a 94.00	255.00	96.00	67.20	1,818.00	1,463.00
72	Markusen, Oscar.....	60.00	40.00	68.64	40.00		350.00	52.00		923.54	923.96
73	Marsh, Earl.....	10.00	33.00	98.88	25.00	^a 53.20	100.00	70.00	10.00	1,514.91	582.50
74	Martin, Ben.....		75.00	86.78	25.00	25.00	190.33	90.00		1,078.91	1,478.09
75	Maxwell, J. P. & Son.....		60.95	279.12	40.00	1.04	384.78	91.80	62.83	2,814.87	734.28
76	Mercer Transfer & Storage Co.....		185.30	761.49	100.00	105.06	299.65	2,190.37	180.00	8,348.60	787.60
77	Meinhardt Transfer Co.....	600.00	636.00	536.11	83.54	122.89	1,538.75	1,512.00	2,430.10	25,635.91	3,965.29
78	Merriman, F. M.....		87.00	232.18	25.00	15.00	280.00	150.00	40.00	1,510.02	2,414.98
79	McCabe, Francis.....	29.00	45.00	54.36	25.00	9.00	223.25	17.25	40.50	775.00	1,485.15
80	McCoy, H. N.....		859.13	589.89	784.12	204.20	2,520.55	1,115.53	269.58	19,027.03	*2,188.88
81	McCullough Transfer Co.....		55.00	189.00	65.00	3.00	275.00		162.50	1,726.95	*221.10
82	Miller, A. C.....	480.00	203.00	494.54		82.25	1,490.15	525.85		7,060.16	*648.57
83	Minert, James G.....	293.00	223.80	1,220.33	330.75	309.00	507.42	499.69	598.36	10,283.35	1,027.27
84	Nauvoo Transportation Co.....		25.60	37.19	24.00		116.66		^a 41.60	606.05	*9.83
85	Neth, Earl.....		40.00	14.08	15.00					131.83	348.17
86	Northwestern Light & Power Co.....	3,098.10		324.79					84.72	3,507.61	882.75
87	Notbohm, H. G.....		32.50	68.02	25.00		90.75			921.67	470.63
88	Nygaard, Howard R.....			9.19		3.00				91.46	60.45
89	Osceola Transfer Co.....	420.00	395.00	2,683.20	397.00	247.20	2,455.25	4,640.00	456.75	29,584.38	*381.77
90	Otis, Carol.....	30.00	64.00	239.36	65.00	30.00	321.25	104.10		2,471.77	1,428.23
91	Otto, W. C.....		64.00	211.36	25.00	60.00	129.01		154.00	1,216.17	929.89
92	Owen, John R.....	296.41	119.00	753.25	25.00	55.93	324.95	349.61	787.73	8,022.18	398.27
93	Patterson Transfer Co.....	35.00	49.56	121.11	35.00		200.00	55.00		1,175.32	799.44
94	Patrick, William.....	12.00	60.00	440.51	40.00	30.00	200.00			1,902.59	701.99
95	Pautsch, Carl.....	72.00	126.00	320.26	130.00	72.00	325.42	1,090.37	322.00	5,348.92	1,582.84
96	Peterson, Carl.....		55.00	341.66	80.00	36.00	525.08	120.00	293.21	3,341.21	526.35
97	Phippen Trucks.....		300.70	847.75	349.00	160.00	2,018.97	417.44	25.00	16,710.11	*631.56
98	Prange, C. G.....		53.00	156.04	26.66	8.00	148.32			1,387.64	355.25
99	Quade, H. F.....	72.00	53.50	173.11	55.00		83.37		29.52	1,265.68	583.59
100	Rapid Transfer (Elmer Sahl).....	360.00	69.00	160.76	111.00	91.65	255.00	^a 159.40	538.68	7,659.58	2,682.86
101	Riebe, Ben C.....	11.00	58.00	97.65	40.00		195.10		304.68	840.63	473.11
102	Reuter, Carl.....		48.00	362.42	25.00	28.95	185.85	224.38	59.62	2,923.88	2,142.68
103	Revell, I. C.....		171.00	325.50		96.83	805.00	180.00		3,882.46	1,550.40
104	Rihner Bros.....	180.00	443.00	37.61	435.00	75.00	1,220.14		^a 150.00	8,390.75	1,470.75
	Total Part 8.....	\$ 6,174.01	\$ 4,881.75	\$ 12,737.58	\$ 3,648.32	\$ 2,133.56	\$ 18,052.90	\$ 13,774.79	\$ 7,233.64	\$188,679.09	\$ 28,588.10

*Deficit.

^aBridge toll.

TABLE 20—OPERATING EXPENSES (Concluded) AND SURPLUS—CLASS 2 FREIGHT MOTOR CARRIERS, 1934—Cont'd

PART 9—NUMBERS 105 TO 139

Number	Freight Carriers Reporting	Operating Expenses								Surplus from Operations	
		Rent	Insurance	Ton-Mile Taxes	Licenses	Telephone and Telegraph	Depreciation	Dock and Depot Privileges	Miscellaneous		Total Operating Expenses
105	Roberts Transfer	\$ 387.50	\$ 163.00	\$ 760.28	\$ 197.00	\$ 12.00	\$ 738.91	\$ 250.00	\$ ^a 438.00	\$ 8,822.40	\$ 1,315.05
106	Roddy, Lynn	96.00	50.00	312.19	25.00	63.00	227.25		226.36	3,361.14	1,861.08
107	Ruse, Olony		90.00	63.29	130.00		560.00		^b 52.00	1,237.19	*134.69
108	Sarvis, H. F.		80.00	133.04	65.00		359.73	^b 91.80	135.15	2,235.24	1,150.11
109	Sarvis & Stone	240.00	1,860.60	1,136.14	940.00	120.00	2,915.00	^c 1,182.50	780.00	29,303.64	8,276.36
110	Sawyer Lines	180.00	727.53	697.60	570.00	93.60	614.60		63.45	8,747.28	3,215.90
111	Schaefer, Anton		186.70	213.66	180.00	20.00	1,224.00	151.25		5,221.09	315.14
112	Scherer, F. C.	204.00	333.50	821.46	325.00	244.40	2,356.01	371.44	834.60	14,475.86	*2,939.64
113	Schlick, M. F.	227.00	1,217.36	2,139.79	718.75	156.73	2,057.56	1,183.88	3,239.63	27,339.46	5,099.86
114	Schoenewe, A. M.		47.94	30.52	65.00	4.80	237.28		143.34	1,702.76	1,042.24
115	Seaton, Ray	300.00	250.00	1,072.40	325.00		1,310.00		250.00	10,959.40	1,176.60
116	Seaton, R. O.		149.00	326.38	202.00	50.00	927.71			3,754.73	2,797.20
117	Shannon, Clarence E.		48.60	38.58	40.00		116.66			312.87	*104.87
118	Southern Iowa Transit Lines	120.00	102.00	387.29	29.75	15.00	290.00	839.28		5,662.21	*568.27
119	Smith, James M.		57.00	163.18	80.00		203.81	60.00	^c 476.54	2,200.33	626.67
120	Speas, J. J.		16.25	70.60	25.00		365.25	42.50		783.24	*204.30
121	Stanley, L. B.		98.00	220.24	40.00		207.34	61.50		1,489.32	1,084.01
122	Stevens, R. K.		13.00	15.40	9.00				^b 10.00	112.99	33.01
123	Stine, C. W. & Son		177.39	107.19	18.00		400.00			1,432.94	517.06
124	Strait, Paul		270.00	236.02	470.00	25.00	592.09		114.54	5,632.52	2,187.48
125	Thacker, H. T.	60.00	432.00	179.04	130.00	32.00	274.64	75.00		2,732.68	1,467.32
126	Theil, Jorgen		46.00	194.52	25.00		157.50	102.00		1,698.40	521.09
127	Trindle, E. H.	60.00	150.30	84.20	195.00		790.95	11.15		3,480.34	341.83
128	Van der Kooi, Ben		44.00	84.57	25.00		433.33	6.00		1,231.98	656.02
129	Van Horsen, Arthur	26.00	50.00	158.79	40.00	45.20	452.00			2,305.44	1,371.33
130	Wahrer Truck Lines	240.00	300.00	475.91	170.00	100.00	200.00	400.00		5,367.62	2,637.56
131	Waite, N. M.	60.00	95.00	144.79	80.00	18.65	460.29	15.00	161.87	3,986.16	1,389.27
132	Wells, Arthur E.		136.89	304.91	167.00	35.00	515.72	438.17	130.00	3,782.65	1,866.34
133	Wells, Vilas D.	40.00	104.00	109.92	260.00	18.40		4.60		937.52	1,482.07
134	Weldon, Fred	240.00	180.00	35.40	230.00		1,000.00		^b 156.50	3,284.40	*584.40
135	Wenzel, Gus H.		84.00	218.97	40.00	30.00	224.08		33.00	1,861.65	788.35
136	West, William	180.00	49.00	309.60	40.00	85.00	364.50	420.00	293.55	4,083.07	1,337.97
137	Whitney Transfer Co.		333.75	507.49	213.00	32.00	1,326.00	180.00		6,805.02	785.38
138	Wilton, Richard	52.00	48.00	79.93	40.00	12.00	181.87	320.00		1,099.56	1,140.44
139	Winans, R. R.	387.00	110.00	188.59	125.00	80.10	272.92	58.97	127.35	3,584.35	1,366.30
	Total Part 9	\$ 3,099.50	\$ 8,100.81	\$ 12,021.88	\$ 6,234.50	\$ 1,292.88	\$ 22,357.00	\$ 6,265.04	\$ 7,732.88	\$181,027.45	\$ 43,312.87

*Deficit.

^aLoss on equipment retired.

^bBridge toll.

^cLoss on equipment.

TABLE 20—OPERATING EXPENSES (Concluded) AND SURPLUS—CLASS 2 FREIGHT MOTOR CARRIERS, 1934—Cont'd
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 Taxes	Licenses	Telephone and Telegraph	Depreciation	Dock and Depot Privileges	Miscellaneous		Total Operating Expenses
	Total Part 6.....	\$ 5,448.87	\$ 6,216.27	\$ 9,896.25	\$ 5,437.87	\$ 2,866.71	\$ 16,433.21	\$ 6,460.87	\$ 5,198.40	\$167,448.32	\$ 43,048.21
	Total Part 7.....	9,173.51	5,974.14	11,353.12	4,762.78	4,097.51	16,335.82	10,585.52	11,602.67	182,104.58	30,617.07
	Total Part 8.....	6,174.01	4,881.75	12,737.58	3,648.32	2,133.56	18,052.90	13,774.79	7,233.64	188,679.09	28,588.10
	Total Part 9.....	3,099.50	8,100.81	12,021.88	6,234.50	1,292.88	22,357.00	6,265.04	7,732.88	181,027.45	43,312.87
	Grand Total.....	\$23,895.89	\$25,172.97	\$ 46,008.83	\$ 20,083.47	\$ 10,390.66	\$ 73,178.93	\$ 37,086.22	\$ 31,767.59	\$719,259.44	\$ 145,566.25

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 mile	Expenses—system	Expenses per mile
1	Akron Truck Co.....	11,966	11,966	\$ 2,153.80	\$.17999	\$ 1,551.53	\$.12966
2	Amburn, L. L.....	29,468	29,468	3,526.19	.11966	1,390.65	.04719
3	Anderson Transfer Com- pany.....	29,141	30,141	2,850.00	.09455	3,802.16	.12614
4	Atlantic Motor Freight.....	171,214	232,822	26,584.06	.11418	25,165.93	.10809
5	Ausenhuis, Adolph H.....	15,567	15,567	2,700.00	.17344	1,903.28	.12226
6	Baldwin, Ray S.....	18,536	54,736	6,690.59	.12223	5,347.45	.09769
7	Barta, J. E.....	40,149	40,149	3,783.50	.09423	1,849.42	.04606
8	Baxter Motor Express.....	31,228	31,228	2,400.00	.07685	3,870.04	.12392
9	Beckjorden & Co.....	111,888	152,888	16,556.63	.10829	12,189.75	.07972
10	Beuchele, Alvin C.....	6,291	6,291	1,664.62	.26460	718.94	.11428
11	Blue, W. O.....	31,678	31,678	7,354.71	.23217	7,673.86	.24224
12	Boyer, Don.....	24,960	24,960	5,060.22	.20273	3,699.54	.14821
13	Boyer Transfer Co.....	108,300	109,300	9,228.60	.08443	6,651.35	.06085
14	Brommer, James.....	17,153	17,153	2,210.00	.12884	1,891.55	.11027
15	Brown, Carl.....	56,825	56,825	10,939.16	.19250	10,115.10	.17800
16	Burgett & Kendall.....	18,927	18,927	1,336.80	.07062	947.34	.05005
17	Bullock, Orval W.....	7,218	7,218	1,785.24	.24733	653.90	.09059
18	Butterworth, M. E.....	53,383	53,383	6,557.50	.12283	5,717.89	.10711
19	Campbell, R. A.....	14,661	14,661	912.15	.06221	465.26	.03173
20	Carson, Ray.....	6,364	6,364	824.00	.12947	479.63	.07536
21	Cass, M. J.....	90,357	90,357	17,976.01	.19894	13,494.28	.14934
22	Cherry, E. C.....	24,300	24,300	1,985.00	.08168	1,142.31	.04700
23	Christensen, John C.....	16,816	16,816	1,887.90	.11227	1,011.98	.06017
24	Claussen, Herman.....	49,528	49,528	4,509.15	.09104	4,237.74	.08556
25	Cleveland, Mrs. Wilma.....	18,300	18,300	2,072.40	.11324	1,120.11	.06120
26	Cohen, Sam.....	44,707	77,207	6,003.40	.07775	4,084.94	.05290
27	Conard, R. L.....	18,734	18,734	3,380.00	.18042	2,259.98	.12063
28	Corrow, Clayton N.....	7,906	7,906	1,500.00	.18846	555.40	.07012
29	Cross, C. D.....	40,831	44,331	4,756.10	.10728	2,580.00	.05819
30	Cross, W. D.....	98,399	98,399	12,102.04	.12298	10,054.70	.10218
31	Denhart, J. R.....	4,413	28,836	2,494.04	.08649	1,352.05	.04688
32	Dennis, J. A. (Inde- pendent Transfer Co.).....	56,285	56,285	12,591.50	.22370	10,042.33	.17841
33	Doyle, H. F.....	7,535	8,060	2,045.08	.25373	1,347.50	.16718
34	Dragoun, C. E.....	48,395	48,395	21,562.30	.44555	17,601.52	.36371
35	Enfield, G. W.....	3,774	3,774	513.84	.13615	478.91	.12689
36	Eyerly, Rolla.....	24,000	24,000	1,819.50	.07581	1,068.74	.04453
37	Fearing, R. B.....	238,102	271,729	26,249.36	.09660	24,388.94	.08975
38	Frederickson, J. H. & Son.....	30,654	30,654	4,510.30	.14713	3,247.02	.10592
39	Furness, Bert H.....						
40	Gateway City Transfer Company.....	10,376	27,340	4,275.65	.15638	3,156.98	.11547
41	Gerdes, A. J.....	15,570	15,570	4,873.65	.31302	1,790.98	.11490
42	Graham, Clyde O.....	15,906	15,906	1,086.00	.06827	643.65	.04046
43	Grothaus, C. E.....	16,878	16,878	3,025.50	.17925	2,068.21	.12253
44	Guinn, Fred A.....	66,140	136,323	14,357.99	.10532	12,732.87	.09340
45	Hampton Truck Line.....	17,639	17,639	3,183.93	.18051	2,383.77	.13514
46	Harless Bros.....	9,840	9,840	2,379.00	.24177	1,876.36	.19069
47	Harper, Thomas.....	11,650	11,650	1,698.75	.11581	687.48	.05901
48	Hartlep Transit Com- pany.....	73,727	96,975	22,629.72	.23336	28,248.12	.29129
49	Haye, Claire.....	33,154	33,154	5,836.97	.17606	5,860.06	.17675
50	Headrick & Marshal.....	13,575	13,575	2,184.23	.16090	662.93	.04883
	Total Part 1.....	1,912,408	2,258,186	\$ 308,607.08		\$ 256,264.43	

STATISTICS OF MOTOR CARRIERS

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STATISTICS—CLASS 2 FREIGHT MOTOR CARRIERS—1934

1 TO 50

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			
1,350	8.86	26	460.23	36,583	1	28.44	1		\$ 91.46	5,546	
2,700	10.9	30	982.26	115,692	1	58.13		1,200,000	289.23	29,468	
5,000	6.03	70	430.58	148,707	2	78.35	1	819,391	380.13	29,141	
31,043	7.5	836	278.5	464,658	5	204.11	5	3	1,161.61	47,997	
3,068	5.07	70	222.38	85,590	2	27.82	1	930,000	213.99	14,037	
6,842	8.0	120	456.13	41,159	3	82.42	2	1	102.89	7,798	
4,661	8.61	108	371.75	36,598	1	10.67	1	921,000	91.52	6,554	
5,608	5.56	128	243.96	105,395	1	60.52	1	1,536,000	263.50	15,614	
21,802	7.01	225	679.50	131,589	6	85.00	2		328.96	33,106	
378	16.64	16	381.27	25,666	2	19.59		820,000	64.13	6,291	
5,746	5.51	162	195.54	120,446	2	51.7	3	1	2,082,038	301.11	15,839
3,120	8.0	80	312.0	80,582	1	25.88	1	1	1,363,000	201.39	15,735
10,930	10.0	604	180.96	87,231	3	125.00	2	1	760,000	218.07	16,289
2,380	7.2	21	817.0	86,042	1	94.90	1		680,000	215.07	16,141
10,522	5.4	167	340.2	218,414	5	35.26	3	1	3,831,113	546.03	30,924
1,402	13.5	51	369.5	8,416	1	37.4		1	124,080	21.04	1,944
1,133	6.37	50	144.3	18,040	1	34.7			376,000	45.08	3,609
7,550	7.1	256	208.5	229,335	3	142.31	2			573.36	51,883
1,466	10.0	75	195.48	5,117	1	13.5			78,600	12.78	1,161
728	9.0	21	303.0	28,948	1	30.6			350,000	72.32	6,364
12,147	7.4	388	232.88	491,856	5	114.70	4	1	5,154,724	1,229.63	90,357
2,700	9.0	29	837.93	66,106	1	207.85	1		450,000	165.27	14,066
1,958	8.6	38	439.6	64,079	1	58.85			411,176	160.18	15,316
6,000	8.28	240	207.0	111,382	3	111.73	1	2	1,003,112	290.25	24,767
2,040	8.0	45	406.6	39,359	1	147.58	1			98.41	8,650
10,000	7.72	140	551.48	17,430	2	61.81	1		1,564,000	43.57	3,207
2,496	7.5	78	240.17	77,114	1	22.74	1		1,872,000	192.76	14,054
718	11.0	60	119.0	34,784	1	125.67				86.94	7,906
3,850	11.51	240	184.71	43,319	2	45.48	1		1,576,785	108.29	9,990
14,057	7.0	542	181.54	300,612	6	94.0	4		3,214,407	751.59	53,377
2,880	10.0	68	423.0	12,704	1	47.9			286,000	31.76	2,541
9,128	6.16	311	180.98	431,222	4	92.5	2	1	4,767,232	1,078.05	56,285
1,260	6.55	45	179.1	18,050	1	39.2	1		302,600	45.14	4,011
7,175	6.75	240	201.6	189,021	5	31.99	4	3	3,160,310	472.55	19,852
594	6.36	12	314.5	15,891	1	25.5	1			39.72	3,774
2,800	8.57	40	600.0	6,660	1	52.36		1	156,000	16.66	1,800
33,991	8.0	1,012	269.0	651,728	16	256.37	5	2	5,700,000	1,629.30	145,317
2,560	11.9	134	228.0	130,848	1	51.1	1		1,148,600	327.12	25,374
4,268	6.4	97	273.52	51,989	2	55.21	1	1		129.96	10,376
2,148	7.2	44	354.0	90,169	1	25.36		1	1,813,349	225.42	15,570
1,446	11.0	47½	334.8	21,426	1	29.85				53.64	5,641
1,800	9.37	80	210.97	76,373	1	54.8	1	1		190.96	16,878
12,393	11.0	197	692.0	45,704	2	68.6	3		1,745,497	114.26	10,127
1,688	10.4	58	304.0	52,162	1	18.34	1	1	873,000	130.41	11,297
3,200	3.08	96	102.5	31,766	1	18.0				79.41	4,944
1,267	9.2	80	145.6	38,370	1	32.22			723,525	95.89	10,541
17,632	5.5	875	111.0	698,883	11	378.36	5	4		1,847.29	73,727
4,499	7.32	77	432.0	161,810	2	77.22	1	2	2,144,981	404.54	19,634
1,960	6.9	33	411.3	70,318	1	34.63			817,200	175.79	13,575
296,084		8,462½		6,115,343	120	3,626.72	66	29	54,755,720	\$15,408.43	1,048,395

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
51	Heimendinger, George L.---	10,080	10,080	\$ 1,536.00	\$.15238	\$ 910.38	\$.09031
52	Hess, Harry---	39,084	58,990	19,609.47	.33242	11,306.86	.19167
53	Hlatt, D. N. (United Freight Lines)---	79,927	79,927	11,339.04	.14186	10,692.67	.13378
54	Hi-Speed Motor Express---	88,684	160,898	23,440.20	.14568	22,655.33	.14080
55	Holderoft, Howard---	25,707	25,707	1,600.00	.06223	1,043.22	.04058
56	Hudson, L. E.---	11,425	36,960	2,500.00	.06764	2,289.27	.06193
57	Hudson Motor Express (R. O. Duncan)---	9,434	9,434	1,740.00	.18444	743.25	.07878
58	Iowa Central Motor Express (H. W. Post)---	32,996	32,996	4,251.80	.12885	3,443.81	.10437
59	Iowa Freight Lines---	50,156	50,156	11,138.65	.22208	10,131.74	.20200
60	James, C. W.---	46,652	64,356	18,929.20	.29413	18,552.81	.28828
61	Kier, Walter H.---	18,540	18,540	2,842.56	.14900	2,559.09	.13803
62	King, George---	32,620	33,220	4,881.68	.14695	3,696.05	.11125
63	Kirkwood, W. M.---	6,381	6,381	983.90	.15419	505.02	.07914
64	Koss, George---	1,627	1,627	480.20	.29514	205.43	.12626
65	Kristensen, Harold---	5,940	5,940	1,522.65	.25633	550.57	.09268
66	Kroeger, Ray---	3,360	3,660	570.00	.15573	214.68	.05865
67	Lamb, D. E.---	20,248	20,248	1,890.00	.09334	1,608.23	.07942
68	La Tour, R. R.---	21,226	21,226	3,745.06	.17643	1,417.23	.06676
69	Lau, C. E.---	9,456	9,456	1,610.69	.17033	762.83	.08057
70	Le Mars Associated Retailers---	22,377	22,377	5,199.99	.23238	4,779.95	.21361
71	Loomis, L. L. (estate)---	21,000	29,300	3,281.00	.11197	1,818.00	.06204
72	Markusen, Oscar---	12,480	12,480	1,847.50	.14803	923.54	.07400
73	Marsh, Earl---	18,125	18,790	2,097.41	.11164	1,514.91	.08062
74	Martin, Ben---	16,838	19,000	2,557.00	.13457	1,078.91	.05678
75	Maxwell, J. P. & Son---	23,507	23,507	3,549.15	.15198	2,814.87	.11978
76	Mercer Transfer & Storage Co.---	49,169	49,169	9,136.20	.18581	8,348.60	.16979
77	Meinhardt Transfer Co.---	26,122	326,898	29,601.20	.09055	25,635.91	.07842
78	Merriman, F. M.---	23,800	23,800	3,925.00	.16491	1,510.02	.06344
79	McCabe, Francis---	20,000	20,000	2,260.15	.11300	775.00	.03875
80	McCoy, H. N.---	225,882	225,882	16,838.15	.07454	19,027.03	.08423
81	McCullough Transfer Co.---	17,714	17,714	1,505.85	.08500	1,726.95	.09749
82	Miller, A. C.---	51,620	51,620	6,411.59	.12420	7,060.16	.13677
83	Minert, James G.---	68,304	68,304	11,310.62	.16559	10,283.35	.15055
84	Nauvoo Transportation Company---	4,930	4,930	596.22	.12093	606.05	.12298
85	Neth, Earl---	2,374	2,374	480.00	.20219	131.83	.05551
86	Northwestern Light & Power Co.---	15,979	15,979	4,390.36	.27476	3,507.61	.21951
87	Notbohm, H. G.---	6,800	6,800	1,392.30	.20475	921.67	.13553
88	Nygaard, Howard R.---	625	625	151.91	.24279	91.46	.14633
89	Osceola Transfer Co.---	177,208	177,208	29,202.61	.16479	29,584.38	.16694
90	Otis, Carol---	23,640	23,640	3,900.00	.16497	2,471.77	.10455
91	Otto, W. C.---	19,852	19,852	2,146.06	.10810	1,216.17	.06126
92	Owen, John R.---	73,597	73,597	8,420.45	.11441	8,022.18	.10900
93	Patterson Transfer Co.---	23,426	23,426	1,974.76	.08429	1,175.32	.05017
94	Patrick, William---	37,419	37,419	2,604.58	.06960	1,902.59	.05084
95	Pautsch, Carl---	55,860	55,860	6,931.76	.12409	5,348.92	.09575
96	Peterson, Carl---	39,488	42,008	3,867.56	.09206	3,341.21	.07953
97	Phippen Trucks---	212,720	212,720	16,078.55	.07558	16,710.11	.07855
98	Prange, C. G.---	14,938	14,938	1,742.89	.11667	1,387.64	.09289
99	Quade, H. F.---	12,451	12,451	1,849.27	.14852	1,265.68	.10165
Total Part 2		1,831,788	2,282,470	\$ 299,861.19		\$ 258,270.26	

STATISTICS OF MOTOR CARRIERS

469

ISTICS—CLASS 2 FREIGHT MOTOR CARRIERS—1934—Continued

51 TO 99

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			
1,440	7.0	12	840.0	25,352	1	9.2			640,000	\$ 63.39	5,775
8,427	7.0	454	130.0	266,316	4	77.55	3	1		605.80	39,084
12,038	6.64	248	322.61	393,148	5	252.08	4	4	916,332	982.87	79,927
28,533	5.64	872	184.51	269,264	5	378.36	4	2		788.36	22,780
1,388	5.07	30	234.63	146,224	1	21.0	1			285.15	18,768
4,013	9.21	115	321.39	45,704	2	18.67	1		780,000	114.28	11,425
994	9.5	23½	401.0	27,573	1	48.1			384,000	68.95	4,714
4,298	7.67	161	204.94	211,009	1	52.5	1		1,256,000	527.50	32,996
9,637	5.2	272	180.7	290,257	4	157.25	3	2	2,922,955	725.66	50,156
8,044	8.0	268	240.11	193,193	4	851.51	7	1	1,880,000	482.99	23,326
2,362	7.85	30	618.0	77,897	1	38.51		1	1,000,000	194.76	15,866
3,322	10.0	87	381.84	60,883	2	105.1	1		2,053,629	152.17	15,218
649	9.83	21	304.0	28,104	1	30.68			403,885	70.24	6,381
157	10.36	5	325.4	5,363	1	9.8			32,000	13.42	1,627
540	11.0	14	424.28	24,099	1	9.8			591,400	60.25	5,428
300	11.5	16½	280.0	6,648	1	27.5			240,000	16.56	1,663
2,100	9.66	45	499.95	46,560	2	91.2	2			116.40	10,124
1,722	12.33	16	1327.0	85,934	1	34.57	1		1,012,768	214.51	21,225
1,059	8.91	21	450.26	40,797	1	15.4			862,723	102.01	9,456
4,000	5.59	107	209.0	111,685	2	25.24	2	2		279.23	18,667
2,500	11.72	90	325.55	47,789	1	44.6	1	1	600,000	119.44	9,945
1,560	8.0	30	416.0	27,454	1	33.5			700,000	68.64	5,259
2,128	8.83	52	361.35	35,071	1	68.14			498,750	98.88	9,062
2,080	9.13	65	292.3	34,706	1	32.70			700,000	86.78	8,419
3,437	6.8	92	256.0	111,654	2	38.41	1	1	1,411,054	279.12	23,507
4,944	9.94	250	196.67	304,600	1	80.87	1	4		761.49	49,169
54,483	6.0	1,655	197.5	214,441	5	42.00	6	2		536.11	26,122
2,380	10.0	20	1190.0	92,874	1	45.00	1			232.21	18,800
2,200	9.09	35	571.42	21,904	1	43.4		1	546,000	54.72	4,514
37,647	6.0	946	240.0	235,955	5	505.61	3	8		589.89	24,834
1,599	11.0	45	393.6	93,448	1	28.0	1			233.62	17,714
8,558	6.03	125	413.0	197,809	3	182.42	2			494.54	49,820
13,905	4.91	386	176.94	488,342	5	225.39	3	2	2,879,319	1,220.33	68,304
455	11.0	13	580.0	14,574	2	18.7	1	1	340,600	36.40	3,890
300	7.91	9	263.77	5,624	1	10.0			210,000	14.08	2,374
				129,921		26.11				324.79	15,978
680	10.0	20	340.0	27,197	2	17.5	1		527,650	68.02	6,800
171	3.67	11	57.0	3,674	2	28.44	1	1	67,350	9.19	483
37,904	4.67	600	295.34	1,073,293		182.77	8	4	8,699,124	2,683.10	177,208
2,364	10.0	201	117.61	95,738	1	60.0	1		1,317,500	239.36	23,640
2,106	9.43	93	210.56	84,544	1	67.85			1,170,000	211.36	19,852
9,224	7.97	461	159.64	302,386	2	207.56	2	1	2,684,894	755.96	53,340
2,500	9.4	70	334.0	48,449	1	91.7			515,035	121.11	11,461
2,970	13.41	100	374.19	177,731	1	83.9	1		836,250	444.36	37,419
7,445	7.5	225	248.0	140,914	2	114.18	1	1	865,544	352.29	27,530
5,292	7.93	125	336.06	114,889	1	78.35	1		1,008,000	341.66	19,744
26,590	8.0	639	332.89	339,100	6	113.87	5	3	1,119,504	847.75	70,256
2,140	6.9	40½	368.83	60,288	1	31.4	1		712,000	156.04	12,058
2,085	5.97	90	138.39	69,248	1	85.38	1		624,000	173.11	12,451
834,670		9,306½		6,949,627	93	4,841.77	73	43	43,008,266	\$17,478.85	1,204,559

TABLE 30—MILEAGE, TRAFFIC AND MISCELLANEOUS STAT

PART 3—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
100	Rapid Transfer (Elmer Sahl)	73,177	73,177	\$ 10,342.44	\$.14133	\$ 7,659.58	\$.10467
101	Rlebe, Ben O.	8,084	8,084	1,313.74	.16251	840.63	.10398
102	Reuter, Carl	37,171	37,171	5,066.56	.13364	2,923.88	.07866
103	Revell, I. O.	40,792	40,792	5,432.86	.13318	3,882.46	.09517
104	Rihner Bros.	102,350	102,350	9,861.50	.09635	8,390.75	.08198
105	Roberts Transfer	83,501	83,501	10,137.45	.12140	8,822.40	.10565
106	Roddy, Lynn	26,765	26,765	5,222.22	.19595	3,361.14	.12638
107	Ruse, Olony	7,280	7,280	1,102.50	.15144	1,237.19	1.6994
108	Sarvis, H. F.	23,008	24,288	3,385.35	.13938	2,235.24	.09203
109	Sarvis & Stone	188,154	293,280	37,580.00	.12813	29,303.64	.09991
110	Sawyer Lines	41,288	80,290	11,963.18	.14898	8,747.28	.10893
111	Schaefer, Anton	82,752	35,620	5,536.23	.15542	5,221.09	.14658
112	Scherer, F. C.	134,817	134,817	11,536.22	.08556	14,475.86	.10737
113	Schlick, M. F.	218,457	218,457	32,439.32	.14849	27,339.46	.12514
114	Schoenewe, A. M.	14,000	14,100	2,745.00	.19607	1,702.76	.12162
115	Seaton, Ray	120,000	120,000	12,136.00	.10113	10,959.40	.09132
116	Seaton, R. O.	25,321	25,321	6,551.93	.25875	3,754.73	.14848
117	Shannon, Clarence E.	4,295	4,295	208.00	.04842	312.87	.07284
118	Southern Iowa Transit Lines	17,711	97,050	5,093.94	.05248	5,662.21	.05834
119	Smith, James M.	28,566	28,566	2,827.00	.09896	2,200.33	.07703
120	Speas, J. J.	4,942	4,942	578.94	.11715	783.24	.15848
121	Stanley, L. B.	23,640	23,640	2,573.33	.10885	1,489.32	.06300
122	Stevens, R. K.	1,870	1,870	146.00	.07807	112.99	.06042
123	Stine, C. W. & Son	14,291	14,291	1,950.00	.13645	1,432.94	.10026
124	Strait, Paul	34,052	69,412	7,820.00	.11266	5,632.52	.08114
125	Thacker, H. T.	18,430	27,000	4,200.00	.15555	2,732.68	.10121
126	Theil, Jorgen	20,345	20,345	2,219.49	.10909	1,698.40	.08348
127	Trindle, E. H.	49,601	49,601	3,822.17	.07705	3,480.34	.07016
128	Van der Kooi, Ben	16,908	16,908	1,888.00	.11166	1,231.98	.07286
129	Van Horsen, Arthur	28,562	28,562	3,676.77	.12872	2,305.44	.08071
130	Wahrer Truck Lines	59,902	59,902	8,005.18	.13362	5,367.62	.08960
131	Waite, N. M.	58,932	58,932	5,375.43	.09121	3,986.16	.06765
132	Wells, Arthur E.	47,672	47,672	5,648.99	.11849	3,782.65	.07934
133	Wells, Vilas D.	11,326	11,326	2,419.59	.21363	937.52	.08277
134	Weldon, Fred	22,500	22,500	2,700.00	.12000	3,284.40	.14597
135	Wenzel, Gus H.	19,665	19,665	2,650.00	.13475	1,861.65	.09466
136	West, William	23,850	26,150	5,421.04	.20730	4,083.07	.15614
137	Whitney Transfer Co.	24,036	24,036	7,590.40	.31579	6,805.02	.28311
138	Wilton, Richard	17,402	17,402	2,240.00	.12872	1,099.56	.06318
139	Winans, R. R.	23,375	23,375	4,950.65	.21179	3,584.35	.15334
	Total Part 3	1,748,790	2,022,744	\$ 256,357.42		\$ 204,724.75	
	Total Part 1	1,912,408	2,258,186	308,607.08		256,264.43	
	Total Part 2	1,831,738	2,282,470	299,861.19		258,270.26	
	Grand Total	5,492,986	6,563,400	\$ 864,825.69		\$ 719,259.44	

STATISTICS OF MOTOR CARRIERS

471

ISTICS—CLASS 2 FREIGHT MOTOR CARRIERS—1934—Continued

100 TO 139

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			
8,914	8.21	306	239.0	64,286	3	53.75	2	1	3,204,345	\$ 160.76	8,385
624	12.9	16	505.25	38,101	1	25.5	—	—	492,500	95.25	8,084
3,780	9.8	102	364.4	144,494	1	60.74	1	—	1,806,012	361.21	37,049
5,099	8.0	158	258.17	130,212	2	62.48	1	—	2,042,560	325.50	17,307
10,235	10.0	400	255.87	15,058	4	34.42	4	—	240,000	37.61	2,581
9,925	8.04	310	269.0	304,202	3	73.39	2	1	—	760.48	55,607
3,823	7.0	100	268.0	124,858	1	43.45	1	—	—	312.19	26,765
1,040	7.0	26	280.0	25,322	1	35.0	—	—	380,000	63.29	3,640
2,847	8.53	35	694.0	53,217	5	43.61	1	—	—	133.04	11,120
45,120	6.5	897	326.95	454,461	3	318.42	6	—	—	1,136.14	35,026
12,440	6.45	189	424.8	279,047	2	178.82	2	—	1,624,500	697.60	20,644
3,562	10.0	236	150.0	85,479	3	64.88	1	2	—	213.66	10,056
22,400	6.02	1,482	90.96	328,573	4	155.97	3	—	—	821.46	49,591
24,273	9.0	620	352.35	855,830	7	120.71	6	3	11,967,021	2,139.79	120,526
1,550	9.03	56	250.0	12,200	2	11.0	1	—	425,000	30.52	2,288
15,000	8.0	315	381.0	428,963	4	135.08	3	—	—	1,072.40	74,412
3,600	7.03	80	316.51	130,543	3	147.10	2	—	2,340,000	326.38	25,321
358	11.99	13	530.38	15,432	1	20.5	—	—	138,660	38.58	4,295
15,350	6.32	204	475.73	141,900	2	56.5	1	1	989,790	354.78	17,711
2,380	12.0	64	446.0	65,273	3	27.13	1	—	740,651	163.18	14,283
539	9.16	20	247.1	28,231	2	44.92	2	—	—	70.60	4,942
2,561	9.23	28	844.28	88,101	2	49.87	—	—	958,159	220.24	15,951
242	7.7	6	311.66	6,164	1	46.7	—	—	48,000	15.40	1,870
1,786	8.0	42	340.2	42,944	1	46.1	1	—	—	107.19	7,146
12,288	5.64	267	259.97	94,415	4	95.6	3	—	—	236.02	17,026
4,500	6.0	48	562.5	71,619	2	377.08	4	—	—	179.04	7,543
3,521	5.78	55	370.0	77,815	1	84.7	1	—	730,850	194.52	20,345
4,549	10.9	200	248.00	33,680	3	21.4	2	—	—	84.20	6,719
1,872	9.03	60	281.8	33,834	1	55.65	—	—	500,000	84.57	8,458
3,738	7.64	86	332.11	63,523	2	57.31	1	—	940,000	158.79	14,281
6,625	9.04	306½	195.4	190,370	4	69.01	2	1	3,000,000	475.91	43,583
4,911	12.0	97	607.5	57,992	2	76.86	1	2	786,350	144.96	13,193
7,560	6.3	242	197.0	121,964	2	88.85	1	—	—	304.91	22,479
1,618	7.0	69	164.1	44,364	2	33.60	—	1	—	110.92	7,341
3,000	7.5	50	450.0	14,193	2	42.65	1	—	328,000	35.40	2,217
2,090	9.4	105	187.28	87,584	1	46.53	1	—	836,000	218.97	19,465
4,264	6.13	250	104.6	123,485	1	51.85	1	—	900,000	309.60	23,850
7,888	3.05	228	105.4	202,993	2	104.07	2	—	3,298,000	507.48	24,036
1,582	11.0	30	580.06	31,965	1	61.6	—	1	405,000	79.93	6,591
2,924	7.99	48	486.97	75,443	2	19.2	2	2	539,714	188.59	12,021
270,378	—	7,846½	—	5,188,130	93	3,142.0	63	15	39,661,112	\$12,971.06	823,808
296,084	—	8,462½	—	6,115,343	120	3,626.72	66	29	54,755,720	15,408.43	1,048,395
334,670	—	9,306½	—	6,949,627	93	4,841.77	73	43	43,008,266	17,478.85	1,204,550
901,132	—	25,615½	—	18,253,100	306	11,610.49	202	87	137,425,098	\$45,858.34	3,076,762

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