

State of Iowa
1924

Forty-Seventh Annual Report

OF THE BOARD OF

Railroad Commissioners

For the Year Ending December 1, 1924

FRED P. WOODRUFF, Chairman
DWIGHT LEWIS, Commissioner
CHARLES WEBSTER, Commissioner

GEO. L. McCAUGHAN, Secretary

Published by
THE STATE OF IOWA
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REPORT OF THE BOARD OF RAILROAD COMMISSIONERS

GENERAL OFFICE
STATE DEPARTMENT

LETTER OF TRANSMITTAL

To THE HONORABLE N. E. KENDALL,
Governor of Iowa.

In accordance with the provisions of Section 7912, Code of Iowa, 1924, we herewith submit to you the Forty-Seventh Annual Report of this Commission, for the year ended December 1, 1924.

Respectfully submitted,

Fred P. Woodruff, Chairman.

Dwight Lewis, Commissioner.

Charles Webster, Commissioner.

December 1, 1924.

COMMERCE COUNSEL'S DEPARTMENT
MOTOR VEHICLE DEPARTMENT
VALUATION DEPARTMENT

ROSTER

FRED P. WOODRUFF, Chairman.
 DWIGHT LEWIS, Commissioner.
 CHARLES WEBSTER, Commissioner.
 GEO. L. McCAUGHAN, Secretary.

GENERAL OFFICE

LEE S. GREEN.....Chief Clerk
 FRED W. FOSS.....Reporter
 C. S. KEVE.....File Clerk
 CECILE BOYD.....Stenographer
 ESTHER BERLOVICH.....Stenographer

RATE DEPARTMENT

W. F. PARSONS.....Chief Clerk
 B. C. DRURY.....Asst. Rate Clerk
 P. J. O'LEARY.....Asst. Rate Clerk
 C. A. HANSEN.....Asst. Rate Clerk
 CYNTHIA TAYLOR.....File Clerk and Stenographer

ENGINEERING DEPARTMENT

HERMAN A. FRANKLIN.....Signal Engineer
 O. E. BOYD.....Asst. Signal Engineer
 GEORGE CHARLESWORTH.....Electrical Engineer
 OSCAR MARCUSEN.....Asst. Electrical Engineer
 CORINNE JOHNSON.....Stenographer

STATISTICAL DEPARTMENT

C. BAILIE ELLIS.....Statistician
 J. H. GILLESPIE.....Asst. Statistician

COMMERCE COUNSEL'S DEPARTMENT

J. H. HENDERSON.....Commerce Counsel
 WALTER CONDRAN.....Asst. Commerce Counsel
 EDNA J. HENDERSON.....Clerk
 ALICE STERZING.....Stenographer

MOTOR CARRIER DEPARTMENT

L. C. DONOHUE.....Chief Clerk
 L. B. HIBBS.....Clerk
 C. L. PRICE.....Inspector
 DOROTHY RABY.....Stenographer
 FRANCES NEWLEN.....Stenographer

VALUATION DEPARTMENT

J. A. RALLS.....Valuation Counsel
 JAMES E. EUBANK.....Land Appraiser
 R. P. McCLELLAND.....Land Appraiser
 E. L. GARDNER.....Land Appraiser

REPORT OF THE RAILROAD COMMISSIONERS

For the period covered by this report there have been disposed of by the Commission, by formal order or otherwise, 445 complaints, distributed as follows: Involving railroad companies, 202; against express companies, 4; 7 applications for permission to condemn additional right of way by railroad companies, and 82 cases involving electric transmission lines. There were also 150 cases taken care of by the Motor Carrier Department.

The Board also represented the Interstate Commerce Commission in the taking of evidence in the matter of Application for a Certificate of Public Convenience and Necessity Authorizing the Abandonment of Operation on the part of the Muscatine, Burlington & Southern Railroad Co., Arthur Hoffman, Receiver, which hearing was held at Muscatine, Ia., on December 19, 1923, I. C. C. Finance Docket No. 3180. Further particulars may be found in the report of the Commerce Counsel, in another section of this volume.

ORGANIZATION OF THE BOARD

On Jan. 18, 1924, the Board met, electing Fred P. Woodruff Chairman for the year 1924, and Geo. L. McCaughan as Secretary.

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

Year Ended June 30	Mileage— Excluding Trackage Right	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	\$ 1,980.12
1879	4,936.04	21,340,769.44	12,904,420.92	8,436,348.52	1,925.88
1880	4,977.01	24,837,545.35	13,983,653.77	10,854,891.58	2,181.00
1881	5,425.98	28,452,181.91	16,788,404.39	11,663,777.52	2,149.63
1882	6,337.43	32,025,966.03	20,512,393.05	11,511,572.98	1,816.44
1883	7,014.05	34,433,354.77	23,827,450.50	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	23,069,581.04	13,054,006.41	1,742.54
1886	7,564.67	36,068,106.54	22,931,555.10	13,136,551.44	1,739.87
1887	7,967.50	37,529,730.02	24,152,990.71	13,376,739.31	1,672.50
1888	8,346.31	37,295,586.08	26,297,163.92	10,998,422.16	1,377.73
1889	8,346.00	37,138,309.75	25,286,309.30	11,852,000.45	1,420.19
1890	8,412.72	41,318,133.00	27,290,282.83	14,027,850.17	1,666.75
1891	8,413.16	43,102,309.35	28,639,292.77	14,463,016.58	1,719.15
1892	8,407.31	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	40,609,679.92	28,020,531.03	12,679,148.89	1,493.56
1895	8,486.36	35,835,910.47	24,729,072.45	11,106,838.02	1,306.25
1896	8,495.07	41,841,292.55	28,735,652.59	13,105,639.96	1,542.85
1897	8,478.63	38,269,503.04	25,336,714.38	12,932,788.66	1,518.54
1898	8,484.16	45,944,596.00	29,818,081.67	16,126,514.33	1,901.84
1899	8,514.51	48,466,158.44	31,476,771.08	16,989,387.36	1,994.64

COMPARATIVE EARNINGS AND OPERATING EXPENSES—Continued

Year Ended June 30	Mileage— Excluding Trackage Right	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
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	2,024.12
1903	9,496.00	57,159,083.09	40,752,847.63	16,435,235.49	1,780.55
1904	9,803.52	57,692,065.10	42,694,060.85	14,998,004.25	1,529.86
1905	9,826.77	58,474,377.06	41,954,530.94	16,519,846.72	1,681.11
1906	8,827.28	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	9,828.84	67,748,279.58	49,491,027.91	18,257,251.67	1,867.61
1909	9,860.22	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	78,872,412.02	60,628,526.43	18,243,886.49	1,845.08
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	66,388,471.51	22,199,141.99	2,215.92
1915	10,002.39	88,444,255.31	65,303,453.51	23,086,801.80	2,307.55
1916	9,994.34	92,250,858.89	68,363,170.42	23,887,688.47	2,390.12
1916—Dec. 31	9,942.75	98,288,402.67	70,904,673.45	27,383,729.22	2,754.14
1917—Dec. 31	9,871.78	103,192,601.66	81,637,015.19	21,555,586.47	2,183.56
1918—Dec. 31	9,841.17	117,851,156.00	113,851,157.29	4,199,998.80	426.77
1919—Dec. 31	9,842.05	134,719,330.84	127,963,671.90	6,755,658.94	688.41
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	18,787,117.78	1,905.01
1923—Dec. 31	9,827.37	153,216,540.95	131,589,054.44	21,627,486.51	2,290.74

*Operating deficit.

There is an apparent decrease in mileage of steam railways in Iowa, of main track owned, of .88 miles made up as follows:

Chicago, Burlington & Quincy Railway shows a decrease of .02 miles main line taken up.

Colfax Consolidated Coal Co. shows a decrease of .86 mile, main line spur abandoned.

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	\$508,062.16	\$335,440.58	\$167,621.58	\$ 3,334.42	\$2,800,050.00	\$ 721,500.00
1909	58.98	457,946.93	292,909.63	165,037.30	2,798.19	2,806,150.00	671,000.00
1910	60.24	359,760.88	76,070.62	283,690.26	4,709.33	2,806,150.00	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	348,055.14	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	362,678.06	111,857.23	250,821.43	4,887.40	949,300.00	671,000.00
1916	51.43	435,407.50	160,780.92	274,626.58	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	527,785.80	223,659.62	304,126.28	5,719.88	1,056,500.00	—
1918—Dec. 31	55.23	515,342.42	304,047.94	211,294.48	3,825.72	1,432,000.00	—
1919—Dec. 31	59.69	718,497.59	375,809.07	342,688.52	5,741.13	1,118,500.00	—

TERMINAL COMPANIES—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
Dec. 31—1921	61.88	891,439.19	470,353.11	421,086.08	6,804.88	1,118,500.00	—
Dec. 31—1922	64.19	913,818.14	290,800.55	623,017.59	9,705.83	1,118,500.00	—
Dec. 31—1923	64.68	493,904.42	212,694.92	281,210.40	4,347.72	1,250,500.00	450,086.65
Dec. 31—1923	68.90	484,626.47	245,784.22	188,842.25	2,740.81	1,258,500.00	none

The mileage of terminal companies shows an increase of 4.22 miles, which is accounted for as follows: Des Moines Terminal shows an increase of .093 mile on account of new yard tracks constructed; Sioux City Terminal shows an increase of .61 mile net on account of yard track constructed. Des Moines Union shows an increase of 3.40 miles not included before on account of ownership yard tracks in litigation with Des Moines Terminal Co. The Iowa Transfer Co. shows an increase of .1172 mile on account of new repair track constructed.

BRIDGE COMPANIES—ENTIRE LINE

Year Ended June 30	Mileage	Gross Earnings	Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding —Stock	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	25,099.85	645,193.10	20,430.43	9,875,800.00	2,750,000.00
1912	32.35	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	36.25	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	17,597.15	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	1,709,003.07
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	337,960.06	43,802.85	294,157.21	8,059.11	7,945,800.00	1,762,947.95
1923—Dec. 31	36.50	474,507.63	189,297.28	285,210.35	7,813.70	7,945,800.00	none

The mileage of bridge companies shows no increase or decrease in 1923.

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	\$ 975.19
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	1,194.45
1906	183.30	629,576.31	394,486.54	235,089.77	1,282.34
1907	184.51	770,338.35	476,755.34	293,583.01	1,591.15
1908	245.18	942,780.60	601,746.11	341,034.49	1,390.95
1909	361.91	1,258,279.22	734,586.61	523,692.61	1,447.52
1910	373.92	1,450,136.37	951,893.73	498,242.64	1,322.46
1911	343.25	1,605,991.39	1,100,354.31	505,637.08	1,455.29
1912	342.74	1,823,191.65	1,272,340.00	550,851.65	1,607.19
1913	394.23	2,330,835.21	1,453,624.17	876,761.04	2,228.26
1914	427.73	2,682,102.34	1,722,072.17	960,030.17	2,244.48
1915	472.48	2,923,632.97	1,895,925.36	1,027,707.61	2,178.36
1916	453.31	3,120,004.10	1,967,476.15	1,152,527.95	2,364.86
1916—Dec. 31	491.10	3,563,520.20	2,134,561.58	1,428,958.62	2,909.65
1917—Dec. 31	510.69	4,096,597.00	2,701,527.32	1,395,069.68	2,740.31
1918—Dec. 31	512.13	5,408,175.00	4,102,622.31	1,305,552.69	2,549.26
1919—Dec. 31	515.96	5,243,538.50	4,347,826.96	895,711.52	1,736.01
1920—Dec. 31	514.51	6,794,885.42	4,943,737.98	1,851,147.44	3,597.38
1921—Dec. 31	512.26	5,336,216.64	4,245,053.76	1,091,162.88	2,130.69
1922—Dec. 31	522.82	5,129,540.38	3,771,274.08	1,358,266.30	2,597.56
1923—Dec. 31	529.88	4,985,593.02	4,205,246.09	780,346.93	1,498.13

ELECTRIC INTERURBAN COMPANIES—Continued

Year Ended June 30	Mileage Owned—Single Track	Stock		Debt		
		Amount Outstanding	Amount Per Mile	Mileage	Amount Outstanding	Amount Per Mile
1908	192.57	\$ 6,709,200.00	\$ 35,359.60	188.47	\$ 3,912,000.00	\$20,756.61
1909	370.85	13,785,319.32	37,172.22	364.45	9,934,700.00	27,259.43
1910	395.69	14,778,681.11	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	31,339.73
1912	401.20	16,225,904.66	40,443.40	397.99	13,272,544.90	33,356.44
1913	462.57	18,437,323.00	39,832.63	423.02	16,215,900.00	38,333.55
1914	626.17	19,722,724.00	31,918.29	588.45	23,903,205.30	40,962.47
1915	469.68	13,334,762.67	28,391.17	442.55	18,510,000.00	42,508.67
1916	480.51	15,483,052.53	32,222.12	476.64	19,647,900.00	41,219.79
1916—Dec. 31	491.10	16,830,178.73	34,270.37	484.43	20,740,500.00	43,775.31
1917—Dec. 31	507.89	16,424,320.05	32,838.34	504.02	21,510,896.67	42,678.40
1918—Dec. 31	509.33	17,172,744.76	33,716.34	505.46	22,201,825.00	43,954.00
1919—Dec. 31	509.67	17,349,541.97	34,040.74	505.89	22,896,925.00	45,209.42
1920—Dec. 31	510.12	17,552,611.94	34,408.79	510.12	23,149,525.01	45,389.34
1921—Dec. 31	509.96	18,381,250.47	36,044.49	509.96	25,867,352.65	50,734.23
1922—Dec. 31	518.34	18,654,505.69	35,988.93	518.34	28,810,305.64	55,561.86
1923—Dec. 31	516.40	18,906,572.20	36,612.26	516.40	29,069,328.45	56,350.36

There is a decrease in mileage of 1.94 miles of road owned, single track, of electric interurbans in 1923 as compared with 1922, made up as follows:

Decrease of 1.94 miles, Albia Light & Ry. Co., account track taken up and abandoned.

VALUATION

The valuation of the railroads of the country is rapidly nearing completion. This Commission has continued its plan of checking the valuations placed on their property in this state by the railroads and by the Valuation Bureau of the Interstate Commerce Commission.

The policy followed, we believe, has fully justified itself though there are as yet no final reports on roads in Iowa, from the Interstate Commerce Commission. Tentative valuations have been served thus far on four of the major roads serving Iowa, the C., R. I. & P., Great Northern, Illinois Central, and C. G. W. Railroads. Each of these roads has filed a formal protest against the tentative valuation as made and has asked for the changes indicated in the following tabulations:

VALUE OF LAND OWNED OR USED

	Tentative value	Carrier's claim	Difference
Illinois Central	\$80,671,064.25	\$285,360,188.25	\$204,689,124.00
Great Western	10,978,179.56	37,178,311.89	26,200,132.33
Great Northern	42,729,854.00	133,338,378.00	90,608,524.00
Rock Island	78,724,691.81	114,882,380.23	36,157,688.42

VALUE OF ALL PROPERTY OTHER THAN LAND, MATERIAL AND SUPPLIES

	Tentative value	Carrier's claim	Difference
Illinois Central	\$322,715,445.00	\$415,832,263.00	\$ 93,116,818.00
Great Western	54,065,078.00	96,456,454.00	42,391,377.00
Great Northern	326,137,428.00	472,873,216.00	146,735,788.00
Rock Island	260,255,674.00	428,063,672.00	167,807,998.00

The formal hearings on the Rock Island have been completed and dates have been fixed for the others. This Commission will appear and present evidence at each of the hearings.

MOTOR CARRIER DEPARTMENT

The Motor Carrier Department, as organized by this Board, has, it is believed, efficiently carried out the provisions of the Motor Carrier Law. To be sure, the Department has been handicapped, because of lack of funds, in making proper inspection and investigation of complaints of violations of law and rules. Some assistance in reaching law violators has been given by County authorities and the Attorney General. Unquestionably, there are many persons operating motor busses and trucks for hire on public highways contrary to law. This not only means that many citizens are using these highway transportation conveniences without the protection provided by law, but the road districts are being deprived of the

taxes lawfully due them. Information has been filed against some of the law violators, but there have been no convictions.

This Commission has found it hard to decide, in many applications, whether the evidence offered was sufficient to show that the proposed service would promote the public convenience. And it has experienced great difficulty in determining just what "public convenience" signifies, either in law or statement of fact.

An independent oil company and a manufacturing concern have challenged the constitutionality of the Motor Carrier Law and enjoined its enforcement as to their industries. These cases are now pending in our State Supreme Court. It is unnecessary to enter into a discussion of the grounds upon which they base their contention.

That there should be changes in the present law, all agree. Just what amendments should be made is quite another matter.

The County Supervisors who observe their choice highways, graded and surfaced according to the best standards, defaced and injured by the operation of heavy vehicles, have protested the granting of Certificates to such motor carriers. Railroad companies, steam and electric, and their employees, resist the granting of Certificates for the reason that the operation of busses and trucks on the highways, for hire, seriously threatens the continuance of the short haul, resulting in loss of employment and serious impairment of revenues. Civic bodies have appeared both for and against proposed motor carrier service. Small communities generally favor it. The operators of busses and trucks believe, sometimes, they are not given the consideration they should have, either by operation of law or the rules and decisions of the Board.

These conflicting interests are each seeking such amendments to the Statute as will meet their respective desires. It is hoped that whatever is done will mean a law strengthened as to regulation and clarified as to purpose.

Since July 4, 1923, the Board has received 374 applications for authority to operate as motor carriers. A large number of these were for the privilege of hauling the products of the applicant, which the Board uniformly has granted. Of the number of applications filed the Board has issued Certificates to 110, denied 15, and there are many pending. These applications have necessitated the holding of 148 hearings, in 42 different towns of the State. In addition to the Certificates for Operation issued, the Board has issued 182 equipment Certificates and permitted and recorded 7 transfers.

To indicate somewhat the amount of work involved in handling this business, there have been 8,406 letters written, 2,832 monthly reports of motor carriers checked, and 17,442 daily records verified. Also 8,432 Tax Certificates issued, the taxes amounting to approximately \$39,500.00 for the year ending December 1, 1924.

Decisions and Rulings in General Cases

No. 10247—1923.

KAUTZ LUMBER COMPANY, ET AL, DAVENPORT, *Complainants,*

v.

CLINTON, DAVENPORT & MUSCATINE RAILWAY COMPANY, AND DAVENPORT, ROCK ISLAND & NORTHWESTERN RAILWAY COMPANY, *Defendants.*

Supplemental Order, December 27, 1923.

Order on Application for Rehearing, February 4, 1924.

TRACK CONNECTION—PETITION FOR, AT MOUND STREET, DAVENPORT.

Ordered, in Supplemental Order, the D. R. I. N. Ry. Co., not having provided by proper tariff for the restoration of certain rates ordered in original order (See page 3, 1923 Report), said tariffs must be published and filed with the Commission on or before Jan. 10, 1924.

Ordered, on Application for Re-hearing, defendant company shall be granted hearing to enable it to show in what respect the switching in the case at issue is different than that now being done by the respondents and other carriers in Davenport at the rate of \$2.25 a car. Hearing to be held in the office of the Board, Feb. 11, 1924, 1:30 P. M. Pursuant to this order, hearing held; decision pending.

The Board of Railroad Commissioners of the State of Iowa on February 13, 1923, made and issued its order in the above entitled cause, and in which opinion and order, among others, the following provisions were made:

"It is ordered that the respondent, the Davenport, Rock Island and North Western Railway Company be, and it is hereby, required to provide, by proper tariff, to be filed with this Commission within ninety (90) days, for the restoration of the Bettendorf, Iowa, and Davenport, Iowa, switching districts, respectively, to the corporate city limits of Bettendorf, Iowa and Davenport, Iowa respectively, limited to Iowa intrastate business.

"It is further ordered that the respondent, The Davenport, Rock Island & North Western Railway Company, be and it is hereby required to provide, by proper tariff to be filed with this Commission within ninety (90) days for the application of the usual or normal switching rates applicable between carriers and shippers in Davenport, Iowa, to Iowa intrastate business, moving between the respondents, Davenport, Rock Island & North Western Railway Company and the Clinton, Davenport & Muscatine Railway Company through the Mound Street connection, herein ordered."

The Commission is advised that the tariffs required to be filed as contained in said portions of said order have not been complied with, in that the Davenport, Rock Island & North Western Railway has not provided by proper tariff for the restoration of the Bettendorf, Iowa, and Davenport, Iowa, switching districts, respectively, as in said order required; and further, that the said Davenport, Rock Island & North Western Railway Company has not filed with the Commission within the time stated tariffs with the application of the usual and normal switching rates, as in said

order required, and that said usual and normal switching rates are \$2.25 per car.

It is therefore ordered by the Commission that the said Davenport, Rock Island & North Western Railway Company be at once required to comply with the said order to restore the said switching districts as named, and to publish and file a switching tariff providing for switching at the following rates, to-wit:

To include Clinton, Davenport & Muscatine Railway Company as a carrier with which the Davenport, Rock Island & North Western Railway has connection at Mound Street Transfer in Davenport, Iowa.

Between industries on the Davenport, Rock Island & North Western Railway and Mound Street Transfer with the Clinton, Davenport & Muscatine Railway, following or preceding a road haul, for switching service \$2.25 per car.

Between Mound Street Transfer with the Clinton, Davenport & Muscatine Railway and connections with other lines, following or preceding a road haul, for switching service \$2.25 per car.

Said tariffs to be filed with this Commission on or before January 10, 1924.

For the complainants—Hon. J. H. Henderson, Commerce Counsel; Walter Condran, Asst. Commerce Counsel.

For the Traffic Bureau, Chamber of Commerce, Davenport—Geo. M. Cummins, Davenport, Iowa.

For the D. R. I. & N. Ry. Co.—J. C. Pryor, Atty., Burlington, Iowa; C. L. Taylor, Atty., Des Moines, Iowa.

For the C. D. & M. Ry. Co.—Clark G. Anderson, G. M., Davenport, Iowa. Petition in this case was originally filed on August 12, 1921, by Hon. J. H. Henderson, Commerce Counsel, representing the applicants, asking that track connection be established at Mound Street, in Davenport, between the Davenport, Rock Island and Northwestern, and Clinton, Davenport & Muscatine Railways. After considerable preliminary correspondence, hearings were held, and on February 13, 1923, the Board rendered decision and order which, briefly stated, required, among other things, the establishment of track connection between the defendant carriers, as prayed for, and the restoration of the Bettendorf, Iowa and Davenport, Iowa, switching districts, respectively, to the corporate city limits of Bettendorf, Iowa, and Davenport, Iowa respectively, limited to Iowa intrastate business. We quote from this order as follows:

"It is ordered that the respondent, the Davenport, Rock Island & North Western Railway Company be, and it is hereby, required to provide, by proper tariff, to be filed with this Commission within ninety (90) days, for the restoration of the Bettendorf, Iowa, and Davenport, Iowa, switching districts, respectively, to the corporate city limits of Bettendorf, Iowa, and Davenport, Iowa, respectively, limited to Iowa intrastate business.

It is further ordered that the respondent, The Davenport, Rock Island & North Western Railway Company, be and it is hereby required to provide, by proper tariff to be filed with this Commission within ninety (90) days, for the application of the usual or

normal switching rates applicable between carriers and between carriers and shippers in Davenport, Iowa, to Iowa intrastate business, moving between the respondents, Davenport, Rock Island & North Western Railway Company and the Clinton, Davenport & Muscatine Railway Company through the Mound Street connection, herein ordered."

On March 7, 1923, the Davenport, Rock Island & Northwestern Railway, through its General Manager, C. B. Rogers, wrote the Board, acknowledging receipt of letter of February 16, 1923, together with copy of decision and order, in which the defendant company said:

"* * * Beg to advise this company will be pleased to comply with the order."

The Board, in view of this acknowledgment, naturally presumed that its order would be complied with. No attempt, however, so far as the Board is aware, has been made to comply with the order. The only question in issue is—what are the usual and normal rates, and are they applicable to this particular switching district? The Commission, under the provisions of Section 2125, Iowa Code, as amended, had full authority to establish switching districts, and had done so in this case. Inasmuch as the defendant company accepted the order in good faith, at "the usual or normal switching rates applicable" for such service in Davenport, there can be no controversy except as to what the usual or normal rates are. We do not need to go further than the tariff files to ascertain what these rates are. The Board has interpreted the usual or normal rate for such service to be \$2.25 per car, and unless there is some extra or unusual service performed, or some unknown obstacle existing which would make the switching service of the defendant company different than that which other carriers are now performing at \$2.25 per car, there can be no justifiable reason for charging a different rate in this district. Certainly we must presume that the present rate is remunerative; for it has never been in question before this Commission.

The Davenport, Rock Island & North Western Railway having failed to comply with the order, heretofore referred to, the Board, on December 27, 1923, issued a supplemental order, from which we quote as follows:

"The Commission is advised that the tariffs required to be filed as contained in said portions of said order have not been complied with, in that the Davenport, Rock Island & North Western Railway has not provided by proper tariff for the restoration of the Bettendorf, Iowa, and Davenport, Iowa, switching districts, respectively, as in said order required: and further, that the said Davenport, Rock Island & North Western Railway Company has not filed with the Commission within the time stated tariffs with the application of the usual and normal switching rates, as in said order required, and that said usual and normal switching rates are \$2.25 per car.

"It is therefore ordered by the Commission that the said Davenport, Rock Island & North Western Railway Company be at once required to comply with the said order to restore the said switching districts as named, and to publish and file a switching tariff providing for switching at the following rates, to-wit:

"To include Clinton, Davenport & Muscatine Railway Company as a carrier with which the Davenport, Rock Island & North Western Railway has connection at Mound Street Transfer in Davenport, Iowa.

"Between industries on the Davenport, Rock Island & North Western Railway and Mound Street Transfer with the Clinton, Davenport & Muscatine Railway, following or preceding a road haul, for switching service \$2.25 per car.

"Between Mound Street Transfer with the Clinton, Davenport & Muscatine Railway and connection with other lines, following or preceding a road haul, for switching service \$2.25 per car.

"Said tariffs to be filed with this Commission on or before January 10, 1924."

On January 4, 1924, the Davenport, Rock Island & North Western Railway Company, through W. D. Eaton and J. C. Pryor, its attorney, filed petition in this office, asking that the order of December 27, 1923, be set aside, and the matter set down for hearing, they alleging that the order "was entered, without a hearing being had for the purpose of ascertaining the cost of the service which the order required the Davenport, Rock Island & North Western Railway Company to render."

The Commerce Counsel, on January 7, 1924, filed objection to the granting of the carrier's request for rehearing. Subsequently, and on January 8, 1924, the Board, through its Secretary, wrote all parties in this case that the "time for compliance with the supplemental order of the Commission of February 27th, is hereby extended to February 14th, and date for argument on the question of rehearing will be fixed for the near future." On January 10, 1924, all parties were notified that the Board had named Friday, January 18th, at two o'clock P. M., at its office in Des Moines, as time and place for argument on the question of rehearing. The argument upon the question of rehearing was held, pursuant to notice, and the matter taken under advisement.

For the reasons hereinbefore stated, the Commission will grant the defendant company a hearing to enable it to show in what respect the switching in the case at issue is different than that now being done by the respondents and other carriers in Davenport at the rate of \$2.25 a car. Therefore, this hearing will be held in the office of the Board, at Des Moines, on February 11, 1924, at 1:30 P. M.

No. A3810—1924.

CHICAGO GREAT WESTERN RAILROAD COMPANY, Complainants,

v.

BOARD OF SUPERVISORS OF CARROLL COUNTY, Defendants.

Decided November 6, 1924.

CROSSINGS—RAILROAD OVER HIGHWAY—RECONSTRUCTION AND MAINTENANCE—
DIVISION OF EXPENSE—JURISDICTION OF BOARD WHEN MATTER
ALREADY PENDING IN COURT.

On inspection, consensus of opinion location of highway should be somewhat changed in order to straighten out curves interfering with view of travelers on the highway; no order entered; suggestions made as guide to future adjustment; complaint dismissed.

Appearances at Hearing of September 26, 1922:

For the Chicago Great Western Railroad Company—Carr, Cox, Evans & Riley, by Clifford V. Cox, Des Moines, Iowa.

For Carroll County—W. I. Saul, County Atty., Carroll, Iowa.

Appearances at Hearing of October 21, 1924:

For Chicago Great Western Railroad Company—Carr, Cox, Evans & Riley, Attys., by Clifford V. Cox, Des Moines, Iowa; C. C. Delo, Chief Engineer, Chicago, Ill.

For Carroll County—Frank Schreck, Chairman Board of Supervisors, Carroll, Iowa; Joe Wiedemeir, Member Board of Supervisors, Carroll, Iowa; W. T. Bohnenkamp, County Auditor, Carroll County, Carroll, Iowa; J. F. Maher, County Engineer, Carroll County, Carroll, Iowa; T. J. Drees, County Attorney, Carroll County, Carroll, Iowa; W. I. Saul, Attorney, Carroll, Iowa.

For Iowa State Highway Commission—L. L. Clement, Asst. Dist. Engr., Ames, Iowa.

On June 3, 1922, the Board received complaint from the Chicago Great Western Railroad Company, as follows:

"Comes now the Chicago Great Western Railroad Company and shows to this Honorable Board that a controversy has arisen between the Board of Supervisors of Carroll County, Iowa, and the Chicago Great Western Railroad Company as to whether or not the bridge located on the right of way of the Chicago Great Western Railroad Company where same crosses the public highway between Sections 19 and 20, in Township 85, North of Range 33, West of the Fifth P. M., Iowa, about 3 miles Southwest of Lanesboro, Iowa, same being Chicago Great Western Railroad bridge No. D 115, shall be reconstructed and changed and as to the manner in which same shall be maintained. Said Railroad Company denies that any change is necessary.

"Wherefore, this petitioner prays that your honorable body make an order setting this application for hearing and prescribing the notice to be given thereof; that upon such hearing an order be made designating whether or not any changes in said bridge shall be made, or said bridge reconstructed, and if so, the manner thereof, and the manner in which same shall be maintained. In event said order provides for any change or reconstruction of said bridge, your petitioner further prays that said order also provide for a proper division of the expense thereof, and for such other and further relief as may be just and equitable in the premises."

In replying to this complaint, Mr. W. I. Saul, at that time County Attorney of Carroll County, wrote the Board on July 29, 1922, saying, among other things, that—

"The Chicago Great Western Railroad are maintaining two overhead crossings, in this county, of which this subject is one, which are entirely unsuited for public travel. The Grand Jury at the October term 1921, returned an indictment against the Railroad Company charging them with obstructing the public highway. This matter has been continued from term to term at

the railroad company's request in the expectation that a settlement could be arrived at whereby these crossings could be built to the satisfaction of the Board of Supervisors, and the criminal action dismissed.

"The Board of Supervisors insist that the Railroad Company put in an overhead crossing in each of these places, so that there will be a twenty-four foot clear opening for the railway and drainage ditches beneath. The Railroad Company are willing to put in a crossing that will have an eighteen foot opening for roadway and drainage ditches beneath. This, the Board considers insufficient whereupon the railroad company threatened to have the matter determined by the Railroad Commissioners and to also have a portion of the cost assessed to the county."

The County authorities also questioned the jurisdiction of the Board to take cognizance of the complaint under the conditions as presented. The attorneys for the railroad company, on August 11, 1922, with reference to the indictment said:

"The indictment was undoubtedly returned for the purpose of compelling the railroad company to yield to the demands of the Board of Supervisors and if such an action may have the effect of depriving one of the disputants of the benefit conferred by the statute in having the dispute settled by the railroad commission, it is really of little value.

"It is our position in the matter that since the enactment of that statute giving the railroad commission authority to determine the character of crossing that shall be maintained, its jurisdiction may not be impaired or taken away by action of the grand jury such as was taken in the instant case."

The Commission proceeded to hear the case, and after due notice, met the Supervisors, the County Attorney, and representatives of the railroad company at the premises on Tuesday, September 26, 1922. At this inspection and hearing it seemed quite the consensus of opinion that the location of the highway should be somewhat changed in order to straighten out curves that interfered with the view of travel upon the highway, and the County authorities requested that no decision be announced by the Board pending negotiations for relocation of the highway. To this postponement of action by the Board the Railroad company was agreeable.

The matter had been allowed to rest, until January, 1924, when a conference was held between representatives of Carroll County and the railroad company at the office of the Board, looking toward the relocation of the crossing and plans for a new bridge over the highway.

Later the Board was advised by the County Engineer, Carroll County, J. F. Maher,—

"that on June 5th, 1924, Mr. Roof, bridge engineer for the C. G. W. Ry. Co. was in Carroll and inspected above crossing.

"Agreement was reached to have Mr. Roof prepare plans for reconstruction of the above crossing with 22 foot clear opening and pile bents parallel with the center line of the highway. This plan was to be sent to Carroll and if approved by the Board of Supervisors would be accepted as temporary construction.

"Up to the present time this plan has not been received."

Mr. C. G. Delo, Chief Engineer of the Chicago Great Western Railroad Company, on August 6th, advised the highway authorities with reference to the proposed changes, as follows:

"We have prepared estimates of the cost of work proposed to Mr. Roof and find that it will cost approximately \$2800.00 to rebuild this bridge and install the 26 foot eye beams necessary to provide a clearance of 20 feet parallel with the line of the highway, whereas to rebuild in kind with the present 18 foot beams will cost but \$1650.00.

"We are not in position to bear the burden of this increase in cost and if the State and County will assume the difference in cost as above, approximately \$1150.00 we will be glad to order the new beams and rebuild the bridge with track skewed to parallel the line of highway and install the 26 foot beams to give the 20 foot clearance you are asking for.

"Please advise if this is satisfactory and if so I will submit plans and agreement as above for execution on behalf of the State and County.

"To enable you to consider the above proposition I am attaching a blue print showing how the bridge would be reconstructed with the new 26 foot beams."

On August 26th the County Auditor of Carroll County, W. T. Bohnenkamp, advised the Board that the County Supervisors had passed a resolution reading as follows:

"Whereas, the Chicago & Great Western Railroad Company has submitted to the Board of Supervisors of Carroll County, Iowa, and the Iowa Highway Commission plans for the reconstruction of Bridge D-115 located between sections 19-20 Jasper Twp. Carroll County, Iowa, as follows:—

"To reconstruct Bridge D-115 with pile bents parallel with the line of the highway using 26 foot eye beams or reconstruct bridge as now located, skewed with the highway and using 18 foot eye beams and

"Whereas, the Chicago Great Western Railroad Company is asking the County to pay \$1150.00 toward the reconstruction of Bridge D-115 using 26 foot eye beams and pile bents parallel with the highway.

"Now, Be It Resolved by the Board of Supervisors of Carroll County, Iowa, that the Chicago and Great Western Railroad Company reconstruct Bridge D-115 with 26 foot eye beams without expense to Carroll County, by the County assuming the cost of excavation work only in connection with the above described project."

The Commission called for final conference in hearing in this matter in their office for October 21, 1924, at which time all parties were fully represented. It was testified to at this time that the indictments referred to had all been withdrawn or dismissed, and Mr. T. J. Drees, County Attorney, submitted plans for a proposed change of the highway, eliminat-

ing a curve and a small bridge, so that the approach to the railroad would be at nearly right angles thereto, and stated:

"The Chairman of the Board of Supervisors of Carroll County before this Commission agrees to build or construct the proposed road as shown in the blue print submitted by our engineer before this Commission, provided the Great Western Railroad Company meets their demands and constructs a bridge as they have asked for through their engineer at the railroad's expense entirely."

Mr. C. V. Cox, Attorney for the railroad company, desired that the record show:

"That the railroad company is not demanding the building of a new bridge or the relocation of a highway, that it has at the location proposed a bridge which is now amply sufficient to take care of all its needs and which opening lines up with the proposed highway that they propose to relocate, and that the railroad company is willing to, and now offers, if Carroll County desires, for the purpose of improving this highway to relocate this road as shown on Exhibit 1 to sacrifice such life as there is in the present bridge and rebuild the bridge with a wider opening, either 18 ft. or 20 ft. if in the judgment of this Board is deemed advisable provided Carroll County, who desires this change made shall pay the difference in the expense between the amount sufficient to replace the present bridge with one of the same type and the cost of a bridge with an 18 ft. or a 20 ft. opening, as to the Board may seem most desirable, if the Board deems any advisable or necessary."

It is assumed that the cost of the relocation to the County would be approximately \$5,000, while the railroad company would be required to expend approximately \$2800 to rebuild the bridge so as to provide a horizontal clearance of 20 feet.

This Commission is of the opinion that this work should be done, and we believe it will be done. However, the testimony indicates that there is approximately three years of life left in the present structure over the highway, and while it does not provide all the clearance for the highway that should be provided in a structure of this kind, yet we do not believe, under all the circumstances, that we would be justified in requiring the railroad company to rebuild this structure at this time.

It is our opinion, if the authorities of Carroll County reconstruct this highway as indicated by their blueprints and testimony, that the railroad company should, in approximately three years, rebuild this bridge at its own expense, providing for a horizontal clearance of not less than 18 feet and vertical clearance of not less than 13 feet. We would not be justified, under the conditions as they exist now, in making any order, but we have fully expressed our opinion, which we hope may be a guide to future adjustment. The complaint is therefore dismissed without prejudice.

No. A-3894—1924.

R. M. PELL, ET AL., HERNDON, Complainants.

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY Co., Defendants.

Decided April 2, 1924.

SHEDS OVER PASSENGER TRANSFER.

Ordered, upon hearing, that shed of the umbrella type shall be constructed by the respondent railway on or before July 1, 1924.

For the complainants—Walter Condran, Asst. Commerce Counsel; R. M. Pell, Herndon, Iowa.

For the C. M. & St. P. Ry. Co.—B. F. Van Vliet, Supt., Des Moines, Iowa.

On May 5, 1923, the following petition, signed by forty-eight people was filed in this office:

"We, the undersigned, do petition you, Honorable Board of Railroad Commissioners of Iowa, to erect sheds over the passenger transfers at Herndon, Iowa, for the health and welfare of the public."

As is customary in all complaints filed with the Board, this matter was taken up with the defendant railway company, by correspondence, and on June 14, 1923, the Commission received the following reply from Mr. O. N. Harstad, General Superintendent of the respondent company:

"In the first place I will agree that shelter sheds would be a nice facility to have at transfer platforms, but the way I look at it they are a facility that is seldom made use of and if we can get authority to spend the amount of money that such platforms would cost I feel that you will agree with me that we have other ways of spending it to better serve the public.

"You no doubt have had a good many occasions to observe people transferring at places like Herndon and you have no doubt already made up your mind that except in inclement weather you would have difficulty in getting people to use the facility.

"As a matter of fact when we have rainy weather or the weather is cold people transferring at Herndon are privileged to stay in the coaches of either train they might arrive on until their connecting trains arrive which means that they only have to walk a distance crossing platform from one coach to the other.

"For the reasons as explained above it seems to me that we could spend this money to much better advantage in other directions and better serve the public and I have no doubt but that if the matter is put up in that light they will see our side of it and agree that the matter need not be given consideration at this time."

This case was originally set down for hearing, in the office of the Board, at Des Moines, but, at the request of Mr. R. M. Pell, who conducted the correspondence in connection therewith, the place was changed to Herndon, where the hearing in this application was held March 6, 1924, the premises were inspected.

Herndon is the junction point of the Iowa and Des Moines Divisions of the Chicago, Milwaukee & St. Paul Railway Company, and the schedule is so arranged that trains, north, south, east and west, all meet there at approximately 10:30 A. M. The depot is located at the crossing of the main lines in order to facilitate the operation of the interlocking plant, while the transfer platform is located about six hundred feet west of the depot. The complainants introduced thirteen witnesses who testified as to the conditions existing at this point. The testimony developed the fact that in the shipment of hogs, cream and other products, both by freight and express, the present system necessitates the standing on the platform of the various commodities, in the open, in inclement weather—the hot weather, as well, affecting the cream shipments—and that such exposure in cold weather due to sudden changes in temperature, tends to cause the hogs to catch cold, with danger of pneumonia and death, which has occurred. This is also true as to young chicks being shipped, and which, according to the testimony is quite an industry in that section. The testimony showed that shipments of cement, salt, sugar, lime, and other like commodities, were often damaged by rain and sleet, and that the United States mail, in times of rain and sleet, or snow, was sometimes soiled and slightly damaged by the moisture. It was further testified that passengers are inconvenienced by reason of having to stand in the open while transferring from one train to another, and the common complaint seemed to be that the present method is a generally unsatisfactory one.

Further testimony was introduced to the effect that some time ago the company made arrangements with the owner of the lunch counter contiguous to the transfer point to place seats in the lunch room for the accommodation of transferring passengers, but that this arrangement had been discontinued for some time, due to certain things being asked of the owner of the restaurant, and which he testified seemed to him to be somewhat unreasonable.

The carrier replied that the present facilities were, in its opinion, ample; that it was only a few hundred feet to the depot from the point of disembarkation; that the passengers were allowed to remain seated in their respective trains until their connections were called, and that the passengers were always so advised by the brakemen when calling the station: this program was followed on the day the Board went to Herndon. The respondents also state that in times of inclement weather tarpaulins were used to protect the shipments unloaded at Herndon. The agent at Herndon testified that such covers were used to protect the shipments, and that they had never had a claim filed for damage, due to such transfer.

When trains are on time, there can, of course, be no cause for complaint, as passengers can walk from one coach to the other. As to shipments of live stock, cream and poultry, there are very few stations in position to afford shelter for these products temporarily awaiting shipment. It would be, perhaps, more convenient with a shed provided, as requested by the petitioners—and the expense thereof would be but nominal—but the platform, which is but fifteen and one-half to sixteen feet wide, is too narrow to permit of the building of a proper shed without more

or less danger to the traveling public, and without interfering with the handling of merchandise, due to the necessary posts or pillars which would be required in the proposed construction. These posts would occupy much of the already limited space, making an already congested condition even more aggravated.

A narrow, open shed, at the proper height, would afford some protection from sun and rain, but if enclosed on all sides it might seriously interfere with the movement of passengers and trucks.

It is the opinion of the board that a shed of the umbrella type, open on all sides, should be constructed, said shed to be fifty feet long and as wide as possible without interfering with the free movement of passengers and trucks, same to be completed on or before July 1, 1924, and it is so ordered.

No. A-3923—1924.

CITIZENS OF THOMPSON, IOWA FALLS COMMUNITY CLUB, ET AL.,
Complainants.

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, *Defendants.*
Decided January 26, 1924.

TRAIN SERVICE BETWEEN IOWA FALLS AND ESTHERVILLE.

Upon hearing, Board hesitates to order re-arrangement of schedules which will cause carriers to incur heavy additional loss—Impossible to give all towns in state ideal service—Present schedule shall be maintained for a time to see if it will not work itself out satisfactorily. Complaint dismissed without prejudice, with permission to re-open later if present arrangement does not prove workable.

For the petitioner—Hon. J. H. Henderson, Commerce Counsel. C. A. Bryson, Atty., Iowa Falls, Ia. C. M. Wheeler, Secy., Community Club, Iowa Falls, Ia.

For the defendants—R. L. Read, Atty., Des Moines, Ia. A. T. Abbott, Gen. Supt., Des Moines, Ia.

On July 25, 1923, Mr. C. M. Wheeler, Secretary of the Iowa Falls Community Club, telegraphed this office that the Chicago, Rock Island and Pacific Railway Company were contemplating discontinuing their trains Nos. 435 and 436, and stating that the proposed change would impose many hardships to the towns between Iowa Falls and Estherville. On July 27th, a similar complaint was received from citizens of Thompson, Iowa. On July 27th, the Board, through its Secretary, wrote Mr. D. Coughlin, General Manager of the defendant railway company, asking what the company's intentions were with regard to the reported withdrawal of these trains. Objections and remonstrances were also filed by the towns of Garner, Hampton, Miller, Klemme, Belmont, Iowa Falls, Popejoy, Burdette and vicinity, Buffalo Center, Goodell, Armstrong, Swea City and vicinity, and representatives of these various towns appeared as witnesses at the hearing on November 1st, 1923. The train in question formerly left Iowa Falls at 7 A. M., arriving Estherville about noon, making the return trip in the afternoon.

On account of the ability of the defendant company to save the use of one engine crew, and the additional saving incidental to the removal

of one train crew, the train service was reversed, the train leaving Iowa Falls at 12:45 P. M., leaving Estherville at 8:10 A. M.

On September 8, 1923, Hon. J. H. Henderson, Commerce Counsel, filed formal complaint, requesting formal hearing and action by the Board as to the restoration of the former train service.

In their answer the railway company claim that the train service, as changed, is adequate; that their passenger revenue is decreasing to such an extent that it is necessary to reduce expenses to the lowest possible minimum; and that the present schedule means the saving of 174 train miles, or the equivalent of from seven to eight hundred dollars per month in money. They state that these trains, as formerly operated, were being operated at a loss. The revenue was 46.6c per train mile and the direct out of pocket expense was 78.4c per train mile, the total expense, including an equitable pro-ration of maintenance of track, operation of round house, equipment repairs, etc., being \$1.79 per train mile.

At the hearing it was brought out by witnesses from various towns that the mail, arriving late in the day, cannot be answered and gotten out on the same day, thereby causing delay to important mail, such as bank remittances, market returns, etc. Swift & Company's representative at Iowa Falls testified to the effect that the change in the schedule means a twenty-four hour delay in the receiving of cream, making it necessary for them to hire men at night to handle the cream, in order to obviate deterioration or entire loss of the cream. Bakers and fruit dealers made similar complaints. Testimony was also to the effect that people along the line are unable to get to Iowa Falls to transact business and return to their homes on the same day.

The Board takes cognizance of the condition of the railway company and, also, the inconvenience to the cities and towns along the line, and has been endeavoring to find a way that will better satisfy all concerned. This branch of the Rock Island Railroad runs through some of the richest and most fertile territory in the State. The cities and towns are thriving and industrious, and there is no question but that they should have better service than the defendant company is able to give them under the present schedule. The railroad company, however, shows that the present schedule gives the petitioners practically the same service as formerly, except that time of arrival and departure of the trains in question is changed.

With bus and private automobile competition, the local passenger revenues of the railroads are decreasing all over the state, and if this competition continues, the railroads will be unable to maintain the service now being given to the public. Therefore, the Board hesitates to order a rearrangement of schedules which will cause the carriers to incur a heavy additional loss. The Commission has given this matter a great deal of study, and finds that it is impossible to give all the towns in the state ideal service. Therefore, it is the opinion of the Board that the present schedule should be maintained for a time, to see if it will not work itself out satisfactorily.

The complaint is dismissed without prejudice, with permission to re-open the case later if the present arrangement does not prove workable.

No. A-3930—1924.

BOARD OF SUPERVISORS OF CLINTON COUNTY, BY IOWA STATE HIGHWAY COMMISSION, AMES, *Complainants*,

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO., *Defendants*.

Decided October 21, 1924.

HIGHWAY CROSSING, ONE MILE EAST OF WHEATON.

Held, On inspection and hearing. Many places where there should be separation of grades need for which is more urgent than here; should not be required at this crossing; suggested certain earth obstructions in highway be removed;

Ordered, respondent railway company shall install wig-wag signal, with bell and light, by December 1, 1924.

Extension of time granted, on request of railway, to May 1, 1925.

For the complainants—G. L. Cook, Member of Board of Supervisors; T. J. Quigley, Member of Board of Supervisors; Geo. McClintock, Member of Board of Supervisors; E. D. Lorenzen, County Engr., Clinton, Iowa.

For the Iowa State Highway Commissioner—J. H. Ames, Bridge Engineer, Ames, Iowa.

For the C. M. & St. P. Ry. Co.—C. L. Taylor, Atty., Des Moines, Iowa.

The Board of Supervisors of Clinton County filed with the Commission, on July 21, 1923, a petition asking that the Board determine the manner of crossing primary road No 6, known as the Lincoln Highway, by the Chicago, Milwaukee & St. Paul Railway in Section 10, Spring Rock Township of that County, near the town of Wheatland; that the said Supervisors and the railway company were unable to agree as to the manner of crossing.

Mr. John H. Ames, Bridge Engineer of the Iowa State Highway Commission, presented the matter to the Board, stating that this was known as State Highway Commission crossing project No. 402 and that the highway authorities were asking for an overhead crossing.

In answering the petition, Mr. O. N. Harstad, General Superintendent, stated that "our service on this branch line is limited. It is not fast, and while I appreciate that it would be a nice thing to do, it does seem to me that we ought to be able to figure out some way to provide for a safe movement over this crossing without having to go to a large expense necessary to separate the grade."

Complaint was also made to the Board by the Wheatland Community Club, stating that several hundred feet of highway east and west of the crossing had been left unpaved because of the crossing controversy; "That east being low lying land and wet, while the west is a clay hillside, during the greater part of five weeks last winter this stretch of road was next to impassable. This is not only true of long wet periods in winter, but the summer rains interfere seriously with traffic; recently one auto got beyond control and skidded off the grade, completely overturning, while two others skidded off the grade."

The case was set for hearing and inspection for October 1st, at 8:00 o'clock A. M., at Wheatland. The members of the Board of Supervisors and Mr. Ames testified on behalf of the overhead project, and there were a number of witnesses for the railway company.

It developed from the testimony offered, and from inspection of the premises, that there are but two trains each way per day over this line of the Chicago, Milwaukee & St. Paul Railway Company, all trains going through in daylight. The highway approaches the railway from the west on a five per cent grade. To the east the highway is somewhat lower than the railway tracks for some distance. Approaching the crossing from the west, travelers on the highway could not readily see approaching trains from the north, because of the cut in the highway. This crossing, however, is located but a short distance from the station to the south, so that trains are not approaching at a rapid rate of speed, either from the north or the south, as all trains stop at Wheatland.

There is practically no obstruction to the view of approaching trains, except as indicated herein. The view to the north from points west on the highway could be materially improved by cutting away the embankment along the highway for some distance, and where the highway intersects the right-of-way of the railway company.

It would be exceedingly desirable if all grade crossings could be eliminated by a separation of grades or relocation of highways or railroads, and eventually perhaps this will be done. The cost, however, is very heavy. In the case before us, testimony indicates that the cost of the proposed overhead structure would be \$21,345.00, with 10% added for contingencies and engineering, making the total cost \$23,500.00, the structure alone, outside of approaches, costing \$5200.00.

Upon the tentative plans submitted, this would not improve the grade of the highway at this particular point. It would merely carry the highway level, or approximately level, to a point east of the railroad, where again there would be a five per cent grade to reach the low land upon which the Lincoln Highway is located, to the east.

There are so many places that should have separation of grades where the need is so much more urgent than here, that we have reached the conclusion that a separation of the grades should not, at this time, be required at this crossing. As the years come and conditions change, it may be that this should be one of the crossings to require a separation of the grades. We do not believe, however, that this is the opportune time.

It is therefore our opinion that, with the removal of the earth to the north of the highway and west of the railway to such an extent as to improve the view to the north, the railway company shall be required to operate and maintain what is known as a wigwag signal with bell and light to indicate approaching trains. We believe this will protect the traveling public, using ordinary care, with the limited train service at present upon this branch line of the respondent railway company.

It is therefore ordered that the respondent, the Chicago, Milwaukee & St. Paul Railway Company, shall install such wigwag signal with bell and light by December 1, 1924.

No. A-3934—1924.

GEORGE FERGUSON, JAMES, Complainant,

v.

ILLINOIS CENTRAL RAILROAD COMPANY, Defendants.

Decided October 21, 1924.

INDUSTRY SITE—ALLEGED UNREASONABLE RENTAL.

Held, upon hearing, not province of Commission to pass upon constitutionality of law defining its duties. \$25.00 per year an exorbitant and excessive rental for use of parcel of ground involved; just rental should be based upon 6% of the fair value of the property, not to exceed \$6.00 per year; complainant having expressed willingness to pay \$12.00 per year rental—which Commission thinks more than fair return.

Ordered, respondent railroad shall be required to lease the premises to the complainant, beginning Oct. 1, 1924, at an annual rental of \$12.00—railroad company required to comply with order not later than Dec. 1, 1924. Upon application of carrier, time of taking effect of this order extended to June 1, 1925, pending appeal to the District Court of Woodbury County. For the complainant—F. L. Ferris, Atty., Sioux City, Iowa. Walter Condran, Asst. Commerce Counsel. George Ferguson, James, Iowa.

For the defendant—C. A. Helsell, Atty., Ft. Dodge, Iowa.

On July 23, 1923, the Board received complaint from George Ferguson, of James, Iowa, as follows:

"Regarding overcharge on Lease of Coal Shed Site at James, Iowa, Illinois Central Railroad Company, to George Ferguson of James, Iowa, Lease No. R-101-23.

"The value of this site is not over Fifty (\$50.00) Dollars and the rent demanded by the Railroad Company is Twenty-five (\$25.00) Dollars per year, which should not exceed Ten (\$10.00) Dollars per year, according to valuation of site.

"The rent was increased on Oct. 1st, 1921, from \$12.50 to \$25.00 per year, and the only reason I could get for the increase, was that it was in accordance with the increases made all over the System.

"As the value of this Coal Shed Site does not exceed the sum of Fifty (\$50.00) Dollars, I am paying 50% of the valuation as rent yearly, whereas it should not exceed 10% of the valuation.

"Kindly advise if it is possible to reduce this rental to a reasonable amount."

This complaint was submitted to the Illinois Central Railroad Company, and after some correspondence had been had with its attorneys, formal answer was filed August 17, 1923, as follows:

"Comes now the Illinois Central Railroad Company, defendant in the above matter in which the petitioner, George Ferguson, of James, Iowa, has filed complaint claiming that the rental for the site on defendant's right of way at James, Iowa, used by petitioner for a coal shed site is unreasonable, and for answer states:

1.

"That the charge made and the rental demanded for said site by the defendant is a legal, proper and reasonable charge for said premises.

2.

"That said site is used for a purely private enterprise, to-wit, for the sale of coal at retail for private profit; that no public interest is involved; that the rental charge therefor is a matter for negotiation and contract between the parties; that the public interest or welfare is not involved; that the only right involved is a purely personal, private right of petitioner, and beyond the scope of the provisions of the Iowa Statute and beyond the scope of the power of the State Board of Railroad Commissioners.

3.

"That the rental charged and demanded is at the minimum rate and in accordance with an agreement made between the defendant carrier and the Commerce Counsel of the State of Iowa, the State Board of Railroad Commissioners, and representatives of associations of grain and coal dealers in Iowa, and was by such agreement approved as reasonable.

4.

"That the value of the site as measured by the value of adjoining property is not a proper, legal or reasonable basis for determining a rental charge, because such a basis fails to take into consideration the cost of constructing and maintaining side and main track facilities afforded petitioner, the cost of negotiating and preparing a lease for said site, and the cost of collecting and accounting for rentals.

5.

"That to require the defendant to charge another or different rental would result in discrimination against other lessees and other patrons of the road at other stations within the State of Iowa, paying for similar sites and facilities proportionally the same rental with a minimum of \$25.00 per year for coal shed sites.

6.

"That the subject matter of petitioner's complaint, involved in his petition filed with the Board of Railroad Commissioners, is beyond the power or authority of said Board, as provided by statute. That the subject matter of said complaint has no connection with, or relation to, the transportation of persons or property, or with transportation facilities, other than as such transportation facilities may give added value to such site.

7.

"That an order by the Board of Railroad Commissioners of the State of Iowa requiring the defendant, Illinois Central Railroad Company, to lease its waylands or other property to petitioner as a coal shed site at a rental of less than \$25.00 per year, or at any rental other than such as agreed to by said parties by private contract, is the taking of property for private use without just compensation, in violation of the Fifth Amendment to the Constitution of the United States, providing:

'Nor shall private property be taken for public use without just compensation.'

and is repugnant to and in violation and contravention of the provisions of Section 18 of the Constitution of the State of Iowa, which provides:

'Private property shall not be taken for public use without just compensation first being made, or secured to be made, to the owner thereof, as soon as the damages shall be assessed by a jury who shall not take into consideration any advantages that may result to said owner on account of the improvement for which it is taken.'

and is in violation of the foregoing provisions of the Constitution of Iowa which prohibits, by implication, the taking of private property for anything but public use—to-wit, the taking of private property for private use.

8.

"That the land taken for said coal shed site, or proposed to be taken, is the private property of the defendant railroad company, purchased and owned by it, and cannot be taken except by a due process of law. That an order by the Board of Railroad Commissioners of the State of Iowa requiring the defendant to lease said property to the petitioner for a sum less than \$25.00 per year, or for any sum fixed and determined by said Board other than such sum as may be agreed to by said parties, is the taking of defendant's property without due process of law, and denying to defendant the equal protection of the laws guaranteed by the provisions of Section 1 of the Fourteenth Amendment to the Constitution of the United States, and the Fifth Amendment to the Constitution of the United States, providing:

'Nor shall any State deprive any person of life, liberty or property without due process of law, nor deny to any person within its jurisdiction the equal protection of the laws.'

And providing that no person shall be deprived of life, liberty or property without due process of law, nor shall private property be taken for public use without just compensation. That such a taking is repugnant to and in violation and contravention of the provisions of Section 9 of the Constitution of the State of Iowa, which provides that no person shall be deprived of life, liberty or property without due process of law.

9.

"That an order by the Board of Railroad Commissioners of the State of Iowa requiring defendant to lease to petitioner its property for a private coal shed site, on terms fixed by said Board, at a rental of less than \$25.00 per annum or at any other annual rental save and except as may be determined and agreed upon by the said parties, said annual rental of \$25.00 having been agreed upon between said parties by contract, would and does impair the obligation of such contract contrary to the provisions, and

in violation of Section 21 of the Constitution of the State of Iowa providing:

'That no bill of attainder, ex post facto law, or law impairing the obligation of a contract, shall ever be passed.'

That the Statute of Iowa giving, or attempting to give to said Board of Railroad Commissioners any such authority to alter, change or modify the provisions of the contract made by the said parties fixing the rental charge thereof, is unconstitutional and void within the provisions of said Section 21 of the State Constitution, and is repugnant to and in contravention of Section 10 of Article 1 of the Constitution of the United States providing that no State shall pass any law impairing the obligation of contracts.

"Wherefore defendant prays that the petition of the said George Ferguson may be dismissed."

The Board fixed Thursday, October 9, 1924, at Sioux City, for hearing in the case. It was developed at the hearing that the site leased by the complainant from the railway company located upon the station grounds adjacent to side track, comprises a lot of about 1152 square feet, upon which is located a coal shed now belonging to the complainant, a frame building 72x14 ft. in size, with cement floor, and valued at about \$300. Mr. Ferguson bought a general store in James from G. C. Crosby, about the year 1914 and operated the store two years. At the time he purchased the store from Mr. Crosby, the lease which the latter held for coal house site was transferred to Mr. Ferguson by the railway company. The rental charged by the railroad company was twelve dollars per year until October 1, 1921, since which time the railway company has insisted upon twenty-five dollars per year, which the complainant claims is excessive.

James is a very small unincorporated village, containing a grocery store, blacksmith shop and garage, located eight miles north of Sioux City on the Illinois Central Railroad. The town of James is not growing any, and but six families now reside there. The population has decreased the past four years.

Complainant testified that he had bought two lots in James the past year, for which he paid \$100 each. The lots were 60x140 feet each, and he thought a fair valuation upon the premises used by him for coal shed would be a hundred dollars.

The complainant is not now handling coal, but leases the coal shed for \$3.00 per month for six months of the year, to some person who will handle coal for the people of James and vicinity. He gets no other income from the property, except the eighteen dollars as indicated. He testified that he could not afford to pay \$25.00 per year rental for an income of \$18.00 for the same period. He states he was willing to pay the \$12.00 per year, as that would permit him to have the shed used for the storing of coal for the use of families in and adjacent to James.

There are no other industries, warehouses, elevators or other buildings on the station grounds at James, except depot and stockyards.

When Mr. Ferguson was in the store business he handled the coal,

but the present storekeeper does not wish to do so. Mr. Ferguson therefore rents his building to another who will handle the coal for the people. The railway company contends that by the terms of the lease, the lessee cannot sublet without the consent of the railway company, which was not obtained in this case, and therefore the complainant no longer has any right to the use of the premises in question. The fact, however, that all these conditions were fully understood by the railway agent, and the subletting met with his approval, as was testified at the hearing, removes any just ground for cancelling the lease upon this contention.

Mr. Ferguson stated it would cost him from \$5.00 to \$6.00 per year to make needed improvements upon the coal shed to maintain it in condition for use.

The value of the railway land used by the complainant for his coal shed, based upon values of surrounding real estate is almost negligible. City lots 60x140 have sold for \$100, or at the rate of about \$600 per acre. At this rate of valuation the plat used by the complainant would be worth about seventeen dollars. The complainant, however, states he thinks a value of \$100 would be fair.

But little coal is handled at James, just about four carloads per year, and there is no prospect for any increase in business.

It is not the province of this Commission to pass upon the constitutionality of a law defining its duties.

Section 2110-1, Supplement to the Code 1913, is as follows:

"That whenever a disagreement arises between the owner of an elevator or grain warehouse, coal shed, ice house, buying station, flour mill, or any other building used for receiving, storing or manufacturing any article of commerce transported or to be transported, situated on a railroad right of way or on land owned or controlled by a railroad company, and such railroad company as to the terms and conditions on which the same is to be continued thereon, or removed therefrom, or whenever application is made by any person, firm or corporation for the right to a site for such elevator or grain warehouse, coal shed, ice house, buying station, flour mill, or any other building used for receiving, storing or manufacturing any article of commerce transported or to be transported and such railway company and said applicant cannot agree as to whether said elevator or grain warehouse shall be so placed on said right of way or on property owned or controlled by the railroad company, or as to the character of the buildings to be erected and placed thereon, or the place where the same is to be so erected and maintained, or as to the terms and conditions under which the same may be so placed and operated, then, and in every such event on written application to the Board of Railroad Commissioners by such railroad company, persons, firm or corporation the said Board of Railroad Commissioners shall have the authority, and it is hereby made their duty, as speedily as possible after the filing of such application, to hear and determine such controversy, and make such order in reference thereto as shall be just and right

between the parties under all the facts in the case, which order shall be enforced as other orders of said commission."

Under this law, it is the duty of the Board to determine the rights and duties of the parties herein. There is a disagreement here between the "owner of...coal shed...situated on a railroad right-of-way... and such railroad company as to the terms and conditions on which the same is to be continued thereon", etc., and after full hearing the Board has reached the conclusion that twenty-five dollars per year is an exorbitant and excessive rental for the use of the parcel of ground involved in this complaint, and that a just rental based upon six per cent of the fair value of the property used would not exceed six dollars per year.

Stacyville Grain & Coal Company, vs. Illinois Central Railroad Company, Iowa Railroad Commissioner report for 1919, page 22.

However, the complainant in this case has expressed his willingness to pay twelve dollars per year rental, which we think is more than a fair return upon the value of the land used, and it is our opinion that the Illinois Central Railroad Company should be required to lease the premises in question to the said George Ferguson, beginning October 1, 1924, at an annual rental of twelve dollars, and it is so ordered. The respondent carrier, the Illinois Central Railroad Company, will be required to comply with this order not later than December 1, 1924.

No. A-3980—1924.

C. A. SNOOK, FT. DODGE, *Complainant,*

v.

FT. DODGE, DES MOINES & SOUTHERN RAILROAD COMPANY, *Defendants.*

Decided October 21, 1924.

HIGHWAY CROSSING—STOPPING OF TRAINS AT, ONE MILE EAST OF BRUSHY STATION.

Held, upon hearing and inspection, danger incident to obstructions to view not greater than at many other crossings; not so unusual as to require so radical protection as stopping of trains before proceeding over the crossing; certain grading and removal of obstructions suggested in highway, but not ordered.

Ordered, the respondent carrier, in approaching this crossing with trains from the west shall slow down to not more than ten miles per hour until the crossing is passed, order to become effective not later than Nov. 1, 1924.

For the complainant—Walter Condran, Asst. Commerce Counsel. R. E. Lund, Member of Board of Supervisors of Webster County. Wesley Johnson, Member of Board of Supervisors of Webster County. C. A. Knutson, Member of Board of Supervisors of Webster County. A. W. Bugbee, Member of Board of Supervisors of Webster County. W. S. Manchester, Member of Board of Supervisors of Webster County.

For the defendant—Dyer, Jordan & Dyer, Attys., by John W. Jordan, Boone, Iowa.

Mr. C. A. Snook, County Auditor, on December 8, 1923, filed complaint with the Board on behalf of the Board of Supervisors of Webster County, alleging a dangerous highway crossing on the Ft. Dodge-Webster City line of the Ft. Dodge, Des Moines & Southern Railway, at a point about one-quarter of a mile west of Brushy Station.

The complaint stated that eastbound cars were not visible at this crossing until the person on the highway was nearly upon the crossing, and the Commission was asked to investigate and require the Company to stop its eastbound cars before proceeding over this crossing.

General Manager Crooks, of the Ft. Dodge, Des Moines & Southern Railway, on December 18th, replied, that in his opinion there was not sufficient travel on the highway to justify bringing all cars to a stop before crossing the same. The Board fixed Wednesday, July 16th, at Ft. Dodge, for hearing.

Later a personal inspection was made of the crossing by the Commission. At the hearing it was developed that there is not extensive travel upon this highway and that the danger incident to obstructions to view is not greater than at many other crossings, and that such danger is not so unusual as to require so radical protection as the stopping of trains before proceeding over the crossing. There are not many trains going over this crossing, and generally they are of a light character, being generally of one car only.

The highway, as it approaches the railway tracks both from the north and the south, makes an abrupt dip within the right-of-way lines on to the track. It is our opinion that the roadway should be graded level over the track the full width of the right-of-way, and that the highway authorities should grade the highway to the north so that there will be a gradual approach to such level crossing. It would aid materially to the safety of this crossing if the embankment on the right-of-way of the railway to the west of the crossing could be cut down perhaps two feet. This would enable persons using the highway to see approaching cars from the west a much greater distance.

There will be no order made at this time with reference to this particular phase of the situation, but in our opinion the highway authorities and the railway company should cooperate in making this crossing safer for public use.

While we do not believe the danger is such as to warrant the making of a full stop, it is our opinion that it will create no hardship on the carrier to require cars approaching and going over this crossing from the west to slow down to not more than ten miles per hour, until the crossing is passed, and it is so ordered.

The respondent company, the Ft. Dodge, Des Moines & Southern Railroad Company, will be required to carry this order into effect not later than November 1, 1924.

No. A-3988—1924.

BOARD OF SUPERVISORS OF DAVIS COUNTY, BLOOMFIELD, BY IOWA STATE HIGHWAY COMMISSION, AMES, *Complainants,*

v.

WABASH RAILWAY COMPANY, *Defendants.*

Decided August 29, 1924.

HIGHWAY CROSSING NEAR BLOOMFIELD—MANNER OF CONSTRUCTION—APPORTIONMENT OF COST.

Held, Upon inspection and hearing, because of dangerous character of present bridge structure it should be promptly renewed; vertical and

horizontal clearance provided for; railway company shall pay for cost of renewal as though the present structure were duplicated, estimated at \$1,750.00, the balance of such cost, or approximately \$3,250.00, to be borne equally by the railway company and Davis County; way for pedestrians under bridge; pavement under bridge; if apportionment of cost cannot be arrived at may appeal to Board.

Ordered, structure shall be renewed not later than Nov. 1, 1924, and the county should guarantee to the railway company its share of the expense of reconstructing bridge.

For the Board of Supervisors—W. H. Robinson, Member. A. W. Willard, Member. Chris Ensminger, Member.

For the Iowa State Highway Commission—J. S. Morrison, District Engineer. G. H. Mack, Resident Engineer, Bloomfield. J. H. Henderson, Commerce Counsel.

For the Wabash Railway Co.—L. H. Strasser, Ass't. Gen. Solicitor, St. Louis, Mo.

The Board of Supervisors of Davis County advised the Board on December 24, 1923, through the Iowa State Highway Commission, that they were unable to agree with the Wabash Railway Company for the reconstruction of an overhead crossing on primary roads Nos. 3 and 13, near the west corporate limits of Bloomfield, in Davis County, Wabash Railway bridge No. 2149, State Highway Commission project No. 460.

It was stated, in filing this complaint, that the Railway Company had asked that Davis County pay one-half the cost of reconstructing this bridge to provide adequate horizontal and vertical clearance, the County and State Highway Commission contending that the bridge must be rebuilt anyhow, because of its present condition, and that the Railway Company should pay for the reconstruction of their bridge so as to allow standard 13 feet vertical clearance and 20 feet horizontal clearance, and that the cost of constructing the highway is all being paid for from primary road funds.

In replying to this application, the Wabash Railway Company, through Mr. L. H. Strasser, Assistant General Solicitor, stated that, in order to comply with the request of the Highway Commission, the work of rebuilding would cost \$5,000. That if the bridge should be restored on the same lines as at present constructed, the work could be done for \$1750.00, leaving a balance of cost, due to the request of the County authorities and the State Highway Commission, of \$3250.00.

The Wabash Railway Company stated it was willing to make the desired changes if the County would assume the additional expense of \$3250.00.

Inspection and hearing was had at Bloomfield on June 30th, and the Commission found that the present Railway bridge at this crossing is in such a condition as to require its early renewal. There was no dispute as to the cost figures submitted by the Wabash Railway Company. It is proposed by the County authorities and the Highway Commission to provide proper drainage where this primary highway passes underneath the Wabash Railway bridge. The Railway crosses the Highway at an acute angle and the short I-beams used in the structure make it necessary for vehicles to make slight turns in going under the bridge, leaving only actual horizontal clearance for the highway of about 15½ feet.

It was also proposed at the hearing that provision should be made for foot passengers underneath the bridge.

Under all the facts and circumstances in this case, it is our opinion that because of the dangerous character of the present bridge structure, it should be promptly renewed, and in such renewal it should be so constructed as to provide a vertical clearance of 13 feet and a horizontal clearance of 20 feet at right angle to the highway; that the apportionment of cost of such structure shall be as follows: The Railway Company shall pay for the cost of renewal as though the present structure was duplicated, which is estimated at \$1750.00; that the balance of such cost, or approximately \$3250.00, shall be borne equally by the Railway Company and Davis County.

It is our opinion that the cost of providing a way for pedestrians under the bridge shall be paid for by Davis County, and it is also our opinion that, as a part of this crossing protection, the highway should be properly paved under this bridge and at least 50 feet each side thereof, in order that the roadway may be at all times passable and convenient for public use.

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

It is the opinion and order of this Board that this structure should be renewed not later than November 1, 1924, and that the County should guarantee to the Railway Company its share of the expense of reconstructing this bridge as indicated herein.

No. A-3994—1924.

BOARD OF SUPERVISORS OF LYON COUNTY, BY IOWA STATE HIGHWAY COMMISSION, AMES, *Complainants*,

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY Co., *Defendants*.

Decided October 21, 1924.

HIGHWAY CROSSING NEAR INWOOD.

Held, upon inspection and hearing—because of light traffic on railroad at this point, and comparatively light traffic upon the highway, large expenditure necessary for separation of grades unwarranted; more dangerous crossings should receive consideration first; removal of embankments and raising of highway recommended; engineers should receive instructions for ample signalling in approaching this crossing from the south; expense of work apportioned; decision does not foreclose either party at some future time, when needs are greater, from re-opening the question of separation of grades.

For the Board of Supervisors—L. O. Seversen, Chairman, and full membership of Board. R. H. Fuller, County Engineer, Rock Rapids, Iowa.

For the Iowa State Highway Commission—C. W. Dunn, District Engineer, Ames, Iowa.

For the C. M. & St. P. Ry. Co.—W. M. Weidenhamer, Gen. Supt., Minneapolis, Minn. C. S. Christopher, Supt., Mason City, Iowa. A. G.

Holt, Asst. Chief Engr., Chicago, Ill. H. G. Crow, Asst. Engr., Mason City, Iowa. A. Daniels, District Engr., Minneapolis, Minn.

The Board of Supervisors of Lyon County petitioned the Board, on January 25, 1924, stating that they were unable to agree with the Chicago, Milwaukee & St. Paul Railway Company as to the method of crossing primary road No. 19, which the county officials desired should be an undergrade crossing, that is, the highway passing beneath the railway tracks.

Mr. J. H. Ames, Bridge Engineer for the State Highway Commission, in sending the papers to the Commission, stated that this was their highway project No. 234, located near the town of Inwood, Lyon County.

On March 15, 1924, Mr. C. F. Loweth, Chief Engineer for the railway company, wrote the Board stating that:

"The separation of the grade crossing referred to near Inwood, Iowa, has had a great deal of consideration. The matter has been gone into quite fully with Mr. Ames, and our engineers have looked the situation over on the ground, and after due consideration we were compelled to reach the conclusion that no grade separation was necessary at this point, and Mr. Ames was so advised.

"Briefly, our contention is that a very considerable portion of the travel on the highway proposed to be improved will not use the proposed undercrossing, but will proceed, as now, to and through the village of Inwood and cross our track near the station.

"The citizens of Inwood do not favor this undercrossing, for the reason that it will tend to divert the travel from its present route through the village. We have comparatively few trains at that point, and due to the heavy gradients approaching Inwood from each direction and the proximity of this crossing to the station, trains are not only few in number but their speed is restricted, and the locomotives are using steam, so that there is the additional visible and audible evidence of approaching trains. There are other reasons which we might advance and, as stated, we will be glad to go into it in further detail if that is the wish of the Commission.

"In view of the very great difficulty, amounting almost to impossibility, of finding the funds for capital expenditure of this kind, we feel that they should not be made except where showing great necessity, and it would be most unfortunate to spend so much at this point where the trains are comparatively few and the other conditions not at all bad, when the same amount could be so much more advantageously expended at other places."

Hearing was set for October 8, 1924, at Inwood. The Commission viewed the premises involved in this complaint and heard all testimony offered. The Board of Supervisors was not unanimous in insisting upon an undergrade crossing, some of the members stating that they believed the crossing could be improved by raising the highway to the west of said crossing and making a more gradual approach upon the east of the crossing, cutting away some of the embankment to the south of the

highway along and upon the railroad right-of-way. Six trains operate regularly per day over this line of railway.

The view of approaching trains is unexcelled looking northward from the highway on either side of the crossing. The town of Inwood is but a few hundred yards from the crossing and all trains stop at the station. A person on the highway approaching the railroad from the west is unable to see an approaching train from the south until within about 150 feet of the crossing. The railroad at this point, however, is on an ascending grade of about one per cent, and all trains approach this crossing under heavy steam pressure, so that the smoke and steam of approaching trains are visible for a long distance.

Approaching the railroad crossing from the east, the view is good for a long distance. There is a short, shallow cut for a short distance immediately south of the crossing on the railroad line. Trains approaching the crossing from the north are not only visible to one on the highway, but are not moving rapidly, as all trains stop at Inwood Station.

An undergrade crossing at this point is estimated to cost approximately \$31,000 for a permanent structure and \$21,000 for a temporary structure. Because of the light traffic on the railroad at this point, and the comparatively light traffic upon the highway, it is our opinion that this is not such a case as would warrant, at this time, expenditure for separation of the grades. Separation of grades is always an ideal way, where it is possible to do it, to eliminate the danger incident to grade crossings. We believe, however, that the more dangerous crossings should receive first consideration.

With the removal of the obstructing embankments to the south and west of the crossings, and the elevation of the highway to the west of the railroad, we do not believe this crossing would be any more dangerous, for the use of the public, than the average grade crossing. The highway to the west of the crossing is now located in low ground. Removal of the earth from the view-obstructing embankment could be utilized in raising the highway.

The approach of the highway from the east should also be regraded, and for the full width of the right-of-way of the railway company the roadway should be on a level with the rail. Engineers operating locomotives on this line should receive special instruction for ample signaling for this crossing approaching from the south. When these improvements are made we believe this crossing will be reasonably safe for those using ordinary care.

The expense for removing the earth from the railway embankment upon the right-of-way of the railway should be borne by the railway company, the highway authorities being responsible for the improvements in the highway as suggested.

This opinion does not foreclose either the railway company or the highway authorities, at some future time when needs are greater, to reopen the question of separation of grades.

No. A-4018-1924.

FT. DODGE CHAMBER OF COMMERCE FOR CITIZENS OF
CLAYWORKS, PILOT MOUND, BERKLEY AND BURNSIDE,
Complainants,

v.

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

Decided August 29, 1924.

TRAIN SERVICE—FT. DODGE—ANGUS BRANCH.

Held, upon hearing, railroad company, through its receiver, justified in reducing passenger train service; necessity for any service performed by any common carrier must be determined largely upon the patronage given, and whether or not such service at least pays for the cost of performing it. Petition dismissed.

For the complainant—

Walter Condran, Assistant Commerce Counsel.

L. M. O'Leary, Ft. Dodge, Iowa, for the Ft. Dodge Chamber of Commerce, et al.

For the railroad company—

B. B. Burnquist, Atty., Ft. Dodge, Iowa.

The Board received numerous petitions from citizens living along the line of the Minneapolis & St. Louis Railway, residing in the towns of Burnside, Berkley, Pilot Mound and Clayworks, asking that the Board require the Minneapolis & St. Louis Railway Company and W. H. Bremner, Receiver, to reinstate their passenger trains Nos. 101 and 102, or a daily passenger train running each way through the stations named, and stop said trains at those stations for the purpose of receiving and discharging passengers and the carrying and delivering of the United States mail; that passenger train service was discontinued on February 16, 1924.

The Board set the case for hearing July 16th at Ft. Dodge, at which time a number of petitioners were heard in support of the petitions, and representatives of the Railway Company also testified.

The Minneapolis & St. Louis Railway has two lines running from Angus to Ft. Dodge, from 12 to 16 miles apart. Upon one of these lines, the one passing through Gowrie, the bridge structures, rails and ties are of such character as to permit the operation of the heavy through trains between Des Moines and Minneapolis. The line upon which the towns petitioning are located is of light construction and it was in testimony that bridges and rails would not support the heavy passenger trains now in operation on the other line. Hence, it was impracticable to transfer any of the trains now operating on the Gowrie line to the line upon which these towns are located.

The Minneapolis & St. Louis Railway is now in the hands of a receiver, the Railway Company having defaulted in its interest. If the Railway Company, as a whole, was shown to be making a net earning upon its operation, then this Board might order the passenger service requested, even though the particular train to be installed would not pay a return upon the cost of operation. With the showing made, however, that the trains sought to be restored had paid nothing near the cost of operation

of such trains, it is our opinion that no order made by this Commission requiring the train service requested could be enforceable.

It was shown in testimony at the hearing that the returns from the passenger train service which was discontinued amounted to but \$26.30 per day, and that upon the basis of cost of operating the train, \$1.00 per mile, the daily cost would be about \$105.20. If this daily loss should continue it would mean a net deficit for the operation of this train per year of \$23,670.00.

There are in operation in Iowa today nearly 600,000 automobiles, and in many hearings had before this Commission, it has been testified that people owning their own cars not only use them on the short trips between points, but even on the long trips where the roads are passable, and frequently carry their friends and acquaintances with them. This widespread use of the private car, coupled with the installation of motor carrier service under the Iowa Motor Carrier law, has resulted in great decline in passenger train patronage, with consequent depletion of passenger train earnings.

There is no bus line competition with the particular line of railroad involved in this case, and it must be that the privately owned cars have made it impossible to run the trains in question without unwarranted loss to the Railway Company.

Much as we regret the situation and deplore the necessity for curtailment of passenger train service, we cannot find otherwise, but that the Railway Company, through its receiver, is justified in reducing the passenger train service upon this line.

In thus holding against the petitioners in this case, we have in mind the great body of patrons of this line of railroad who must pay in freight and passenger fares for the maintenance of this line, if service is to be continued. For any particular service rendered by the Company upon which there is a great loss in operation patrons of the line availing themselves of other service given by the carrier must, in some way, reimburse such carrier for the loss sustained upon that particular business. This is manifestly unfair, and could not long be justified. The necessity for any service performed by any common carrier must be determined largely upon the patronage given, and whether or not such service at least pays for the cost of performing it.

Petition is therefore dismissed.

No. A-4024—1924.

MULLEN BROTHERS, FONDA, *Complainants,*

v.

ILLINOIS CENTRAL RAILROAD COMPANY, *Defendants.**Decided October 21, 1924.*

WAREHOUSE SITE—EXCESSIVE RENTAL CHARGE THEREFOR.

Held, upon inspection and hearing, annual rental charge of \$25.00, as asked for by the railroad company, not unreasonable or exorbitant; complaint dismissed.

For the complainants—J. H. Henderson, Commerce Counsel, Des Moines, Iowa; J. P. Mullen, Fonda, Iowa.

For the defendants—C. A. Helsell, Atty., Ft. Dodge, Iowa.

Complaint was filed on April 14, 1924, by Mr. J. H. Henderson, Commerce Counsel of Iowa, in behalf of the complainants, as follows:

"The complainant alleges that it is a partnership, composed of J. P. Mullen and O. W. Mullen, doing business at Fonda, Iowa, and with others in their business handle implements and have an implement warehouse located on the right-of-way of the defendant, situated on a lot of about 30x80 ft., and which they have used for a number of years. The accurate description of the said lot by metes and bounds cannot now be given, but it is the lot which they have heretofore used and are now using as their implement warehouse. It is situated not far from the depot or station of the defendant railway company at Fonda. The said lot is not on or along the railroad tracks of the defendant, nor so situated that freight shipped to them may be unloaded from the cars into their property; that there are coal sheds situated along the side of the track, and then there is a street or strip of land about 60 or 70 feet wide used as a street, running to the stockyards of the said railway company from Main Street, and on the opposite side of this strip of land is the implement warehouse of the complainants. Therefore, it is distant from the railroad tracks the width of the ground occupied by the coal sheds and the strip of land used as a street. The rental therefor for a number of years has been Ten or Twelve Dollars per annum, and about three years ago the said defendant demanded a rental of Twenty-five Dollars per year, and there has been a controversy during all of the time since as to the rental to be paid.

"Efforts have been made to settle and adjust same, but have been without avail. Therefore, this petition is filed, as provided by the statute of the state, asking of the Board of Railroad Commissioners a determination of the rental value and the terms and conditions of the lease.

"The complainants aver this small tract of land was low, and that a pond was formerly on it. That some years ago, at their own expense, they filled in the said lot and raised the surface so that it could be used for a warehouse which they built and have used and are now using on the said premises. That the value of the said lot as situated—and the character of it—is not to exceed \$50.00 to \$75.00. That the rental price of \$25.00 is unreasonable, excessive and unjust, and that they are willing to continue the rentals as heretofore paid, even though it is considerable in excess of 6% upon the value of the property. The defendants having declined to accept such rental, the complainants ask the Commission in this application to determine what should be the fair rental the complainants should pay. That the ground is low, and is not used or contemplated to be used as an elevator site; it ought not to be included in any minimum lease claimed by the railway company for elevator sites. It does not interfere in any wise whatever with the use and operation of the

railroad, in either the running of trains or in stopping and unloading, because it is not situated along the tracks of the railway company and has, intervening to the tracks, the said strip of land used as a street to the stock yards from the main street of the town.

"Being unable to adjust and agree upon the compensation, the complainants file this, their petition or application, and ask that the Board may make due investigation, hear the proof of the parties thereupon, and make such an order fixing such rental, the terms and conditions of the contract, as may to the Commission seem fair, just and equitable, and grant the complainants such other and further orders as they may be entitled to receive in the premises."

The Illinois Central Railroad Company, by E. C. Craig, and Helsell and Helsell, its attorneys, filed a special appearance under date of April 25, 1924, raising the constitutional question of the jurisdiction of the Board over this complaint.

While the Commission cannot pass upon constitutional questions, we quote the pleading filed by the railway company in full:

"Comes now the Illinois Central Railroad Company, defendant in the above entitled matter, and enters its appearance solely for the purpose of attacking the jurisdiction of said Board, and denies that the Board of Railroad Commissioners of the State of Iowa has jurisdiction of petitioners' complaint, or the subject matter of said action, for the following reasons:

"1. That said site is used for a purely private enterprise, to-wit, for the storage and sale of farm machinery at retail for private profit; that no public interest is involved; that the rental charge therefor is a matter of negotiation and contract between the parties; that the public interest or welfare is not involved; that the only right involved is a purely personal, private right of petitioners, and is beyond the scope of the provisions of the Iowa Statute, and beyond the scope, power and jurisdiction of the Board of Railroad Commissioners. That other sites or locations for complainants' warehouse, on privately owned property, are available, and equally or better suited to complainants' needs, without any necessity for taking or using defendant's premises. That said site is not used or intended to be used to store property for the public generally, or for any one other than petitioners.

"2. That an order of the Board of Railroad Commissioners of the State of Iowa requiring the defendant, Illinois Central Railroad Company, to lease its waylands or other property to petitioners, as a private warehouse site, at a rental of less than \$25.00 per year, or at any other rental other than such as agreed to by said parties by private contract, is the taking of defendant's property for private use without just compensation, in violation of the Fifth Amendment to the Constitution of the United States, providing:

"Nor shall private property be taken for public use without just compensation."

And is repugnant to and in violation and contravention of the provisions of Section 18 of the Constitution of the State of Iowa, which provides:

"Private property shall not be taken for public use without just compensation first being made, or secured to be made, to the owner thereof, as soon as the damages shall be assessed by a jury who shall not take into consideration any advantages that may result to said owner on account of the improvement for which it is taken."

And is in violation of the foregoing provisions of the Constitution of Iowa which prohibits, by implication, the taking of private property for anything but public use, to-wit, the taking of private property for private use.

"3. That the land taken for said warehouse site, or proposed to be taken, is the private property of the defendant railroad company, purchased and owned by it, and can not be taken except by a due process of law. That an order by the Board of Railroad Commissioners of the State of Iowa requiring the defendant to lease said property to the petitioners for a sum less than \$25.00 per year, or for any sum fixed and determined by said Board, or fixing any terms or conditions for said lease, or the determination that any lease should be made, given or entered into, is the taking of defendant's property without due process of law, and denying to defendant the equal protection of the laws guaranteed by the provisions of Section 1 of the Fourteenth Amendment to the Constitution of the United States, and the Fifth Amendment to the Constitution of the United States, providing:

"Nor shall any State deprive any person of life, liberty or property without due process of law, nor deny to any person within its jurisdiction the equal protection of the laws."

And providing that no person shall be deprived of life, liberty or property without due process of law, nor shall private property be taken for public use without just compensation. That such a taking is repugnant to and in violation and contravention of the provisions of Section 9 of the Constitution of the State of Iowa, which provides that no person shall be deprived of life, liberty or property without due process of law.

"4. The Illinois Central Railroad Company specifically denies that the Board of Railroad Commissioners of the State of Iowa has any jurisdiction of the subject matter in controversy. It alleges that said Board has no power, authority or jurisdiction under the provisions of the Iowa Statute. That the Iowa Statute under which such jurisdiction is claimed, being Sections 1 and 2 of Chapter 178 of the Laws of the 35th General Assembly of Iowa, Sections 2110-l and 2110-m, 1913, Supplement to the Code

of Iowa, and Sections 5171 and 5172 of the Compiled Code of 1919, is unconstitutional, unenforceable and void. That said Statute is in contravention of and in conflict with the provisions of the constitution of the United States, and of the State of Iowa, for the reasons and upon the grounds, and each of them, hereinbefore set out.

"That the Board of Railroad Commissioners of the State of Iowa has no power or authority or jurisdiction to fix the terms or conditions for the leasing of the property of the Illinois Central Railroad Company to private persons, firms, corporations or individuals for private use or purposes, or for the use of the complainants, Mullen Bros., as contended in their complaint."

Later, the Illinois Central Railroad Company filed its answer to complaint, which answer is set out here in full:

"Comes now the Illinois Central Railroad Company, defendant in the above entitled matter, and excepting to the ruling of the Board of Railroad Commissioners of the State of Iowa in over-ruling defendant's Special Appearance and denial of the Board's jurisdiction, and expressly reserving its rights thereunder, and solely because of such ruling by said Board, makes the following answer to petitioner's complaint:

I.

"That the charge made and the rental demanded for said site by the defendant is a legal, proper and reasonable charge for said premises.

II.

"That said site is used for a purely private enterprise, to-wit, for the storage and sale of farm machinery at retail for private profit; that no public interest is involved; that the rental charge therefor is a matter of negotiation and contract the parties; that the public interest or welfare is not involved; that the only right involved is a purely personal, private right of petitioners, and beyond the scope of the provisions of the Iowa Statute and beyond the scope, power and jurisdiction of the State Board of Railroad Commissioners. That other sites or locations for complainants' warehouse, on privately owned property, are available, and equally or better suited to complainants' needs, without any necessity for taking or using defendant's premises. That said site is not used or intended to be used to store property for the public generally or for any other than petitioners.

III.

"That the rental charged and demanded is at the minimum rate and in accordance with an agreement made between the defendant carrier and the Commerce Counsel of the State of Iowa, the State Board of Railroad Commissioners, and representatives of associations of grain and coal dealers in Iowa, and was by such agreement approved as reasonable.

IV.

"That the value of the site as measured by the value of adjoining property is not a proper, legal or reasonable basis for determining the rental charge, because such a basis fails to take into consideration the cost of constructing and maintaining side and main track, and other facilities afforded petitioners, the cost of negotiating and preparing a lease for said site, and the cost of collecting and accounting for rentals. That the amount of property which defendant may take for railroad purposes is limited by statute, whereas complainants may take, by purchase or lease, real estate without statutory limit or restriction. That to require the defendant to charge another or different rental would result in discrimination against other lessees and other patrons of the road at other stations within the State of Iowa, and elsewhere, paying for similar sites and facilities proportionally the same rental with a minimum of \$25.00 per year for such sites.

V.

"That the subject-matter of petitioners' complaint, involved in their petition filed with the Board of Railroad Commissioners, is beyond the power or authority of said Board, as provided by statute. That the subject-matter of said complaint has no connection with, or relation to, the transportation of persons or property, or with transportation facilities other than as such transportation facilities may give added value to such site.

VI.

"That an order by the Board of Railroad Commissioners of the State of Iowa requiring the defendant, Illinois Central Railroad Company, to lease its waylands or other property to petitioners, as a private warehouse site, at a rental of less than \$25.00 per year, or at any other rental other than such as agreed to by said parties, by private contract, is the taking of defendant's property for private use without just compensation, in violation of the Fifth Amendment to the Constitution of the United States, providing:

"Nor shall private property be taken for public use without just compensation."

And is repugnant to and in violation and contravention of the provisions of Section 18 of the Constitution of the State of Iowa, which provides:

"Private property shall not be taken for public use without just compensation first being made, or secured to be made, to the owner thereof, as soon as the damages shall be assessed by a jury who shall not take into consideration any advantages that may result to said owner on account of the improvement for which it is taken."

And is in violation of the foregoing provisions of the Constitution of Iowa which prohibits, by implication, the taking of pri-

vate property for anything but public use, to-wit, the taking of private property for private use.

VII.

"That the land taken for said warehouse site, or proposed to be taken, is the private property of the defendant railroad company, purchased and owned by it, and can not be taken except by a due process of law. That an order by the Board of Railroad Commissioners of the State of Iowa requiring the defendant to lease said property to the petitioners for a sum less than \$25.00 per year, or for any sum fixed and determined by said Board, or fixing any terms or conditions for said lease, or the determination that any lease should be made, given, or entered into, is the taking of defendant's property without due process of law, and denying to defendant the equal protection of the laws guaranteed by the provisions of Section 1 of the Fourteenth Amendment to the Constitution of the United States, and the Fifth Amendment to the Constitution of the United States, providing:

"Nor shall any State deprive any person of life, liberty or property without due process of law, nor deny to any person within its jurisdiction the equal protection of the laws."

And providing that no person shall be deprived of life, liberty or property without due process of law, nor shall private property be taken for public use without just compensation. That such a taking is repugnant to and in violation and contravention of the provisions of Section 9 of the Constitution of the State of Iowa, which provides that no person shall be deprived of life, liberty or property without due process of law.

VIII.

"The Illinois Central Railroad Company specifically denies that the Board of Railroad Commissioners of the State of Iowa has any jurisdiction of the subject-matter in controversy. It alleges that said Board has no power, authority or jurisdiction under the provisions of the Iowa Statute. That the Iowa Statute under which such jurisdiction is claimed, being Sections 1 and 2 of Chapter 178 of the Laws of the 35th General Assembly of Iowa, Sections 2110-l and 2110-m, 1913 Supplement to the Code of Iowa, and Sections 5171 and 5172 of the Compiled Code of 1919, is unconstitutional, unenforceable and void. That said Statute is in contravention of and in conflict with the provisions of the Constitution of the United States, and of the State of Iowa, for the reasons and upon the grounds, and each of them hereinbefore set out.

"That the Board of Railroad Commissioners of the State of Iowa has no power or authority or jurisdiction to fix the terms or conditions for the leasing of the property of the Illinois Central Railroad Company to private persons, firms, corporations,

or individuals for private use or purposes, or for the use of the complainants, Mullen Bros., as contended in their complaint.

IX.

"Defendant alleges that complainants' lease heretofore existing for the premises in question has been terminated:

"1. By reason of complainants' failure to pay any rental whatever for said premises since the 1st day of October, 1920, and

"2. By the Notice to Quit and vacate said premises, served on complainants under the provisions of the Statutes of Iowa, and under the terms of the lease heretofore existing between said parties, a copy of which Notice is attached hereto, marked Exhibit "A," and by reference made a part hereof."

After due notice, the case came on for hearing on October 6th, at Fonda. The facts developed at the hearing are substantially as stated in the complaint, except as to the value of the land used by the complainant herein, for his warehouse. Upon this latter point there was considerable testimony and much dispute. It was in evidence that in the tentative valuation fixed by the Interstate Commerce Commission, the value of railway lands within the zone of which this particular piece is a parcel, was fixed at 25c per square foot. There being approximately 3,150 square feet in the land now used by the warehouse of complainant, the value of this particular piece would be \$787.50. Witnesses for the railroad company testified that \$228.64 had been paid in special assessments against this piece of property which, in their opinion, would make this particular lot worth \$1,016.14. A lot immediately south of the one in question had been sold at an approximate value of 16c per square foot, and upon this basis the lot used by the complainant would be worth \$504.00. The railway company was willing to admit that this particular piece of ground should be valued at 23.2c per square foot, or \$730.00. The complainants insisted that this particular piece of property, not being located alongside any railway track, and although on the main street of a town, was south of the railroad tracks, where valuation was much less, was not worth to exceed \$100.00. It was difficult to ascertain what property was really worth in Fonda, for the reason that apparently there has been no recent sales of lots located near the property in question.

The Dixon Lumber Company, located upon the right-of-way of the railway company, uses approximately 22,660 square feet. Some of this is in the valuation zone with the property in dispute. A part of it is located in another zone, but this Commission is not advised of the valuation placed upon the railroad property in that zone.

Upon the basis of 23.2c per square foot, which perhaps is high, the valuation of this particular property used by the Dixon Lumber Company would be \$5,257.12. Six per cent of this valuation would make a rental of \$315.43. The Dixon Lumber Company, however, pays \$200.00 per year for the use of this property.

The Board is also advised that the Fullerton Lumber Company, having a tract west of Main Street, a part of the tract being outside of the

Main Street valuation zone, is paying \$102.00 rental per year for 26,800 square feet. Unquestionably the valuation of this land would be considerably less per square foot than property adjacent to and fronting on Main Street.

Accepting the valuation of the only lot that has been sold, apparently, in the immediate vicinity of this property within the last few years, which was disposed of on the basis of 16c per square foot, then the property used by the complainant is reasonably worth \$504.00. Six per cent of \$504.00 is \$30.24. Assuming, however, that the Dixon tract is also worth 16c per square foot, six per cent upon that valuation would be \$217.54 annual rental. The annual rental, however, is \$200.00, which is approximately 5½%. Upon the same basis the rental for the land used by complainant would amount to \$27.72 per year.

We therefore do not find that the \$25.00 annual rental as asked for by the railway company is unreasonable or exorbitant, and the complaint is therefore dismissed.

No. A-4026-1924.

BOARD OF SUPERVISORS OF DICKINSON COUNTY, BY IOWA STATE HIGHWAY COMMISSION, AMES, *Complainants*,

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Defendants*.

Decided August 29, 1924.

HIGHWAY CROSSING SOUTH OF ARNOLDS PARK.

Held, upon inspection and hearing, entirely feasible to separate grades, as indicated; crossing dangerous and should be protected; method proposed reasonable; cost apportioned;

Ordered, work shall commence not later than Oct. 15, 1924, and be completed as soon as practicable thereafter.

For the complainant—J. H. Henderson, Commerce Counsel; J. H. Ames, Iowa State Highway Commission, Ames, Iowa; Fred W. Jones, Member of Board of Supervisors.

For the defendants—Hughes, Taylor & O'Brien, Attys., by Mr. O'Brien, Des Moines, Iowa.

On April 21, 1924, through the Iowa State Highway Commission, the Board received petition of the Board of Supervisors of Dickinson County for an order requiring the separation of grades where primary road No. 4 crosses the Chicago, Milwaukee & St. Paul Railway, at a point south of Arnolds Park.

It is proposed by the County authorities and the Iowa State Highway Commission, that the highway shall pass underneath the line of railroad which will require the raising of the Milwaukee tracks about two feet.

Inspection of the premises was made by members of the Board, and hearing was had before the Commission on Wednesday, June 23rd, at the Court House, Spirit Lake, Iowa.

The Board finds that this total project will cost approximately \$16,000.00, and that it is entirely feasible to separate the grades as indicated. The Board also found this to be a dangerous crossing and one that should be protected, and we found the method proposed to be reasonable.

There is some difference in the estimates of cost submitted by the Railway Company and by the State Highway Commission. It is our opinion that all of the cost of grading, removing earth and grading the highway should be borne entirely by Dickinson County, the Railway Company to build, at its own expense, the structure necessary to carry the railroad over this crossing, providing standard vertical and horizontal clearance. There will be some expense incident to raising the track and the additional ballast, in order to provide the proper vertical clearance. It is our opinion that Dickinson County should place the earth taken from the excavation upon the right of way of the Railroad Company to be used by the Railroad Company in work of raising the track.

It is our opinion that the work on this highway crossing project should be commenced not later than October 15, 1924, and completed as soon as practicable thereafter, and it is so ordered.

ABROGATION OF FOREGOING ORDER AND NEW DECISION AND ORDER ISSUED.

Decided November 6, 1924.

Held, upon further hearing, order of Aug. 29, 1924, should be abrogated; cost apportioned; railway company shall elect whether structure shall be temporary or permanent construction; county shall post bond to protect railroad company in expenditure for relaying of track; county authorities and railway company to agree when work shall be done; failing to do so, the Commission, upon proper notice, shall make further order as to time when this work shall be commenced or completed; pending completion of work, all trains should, at a distance of 200 feet from the crossing, approach and pass over the same at a speed not exceeding ten miles per hour, sounding the necessary warnings;

Ordered, this order shall become effective on Dec. 1, 1924, and continued in effect thereafter until the separation of grades has been completed.

Appearances for hearing of June 23, 1924:

For the Complainant—J. H. Henderson, Commerce Counsel, Des Moines, Iowa; J. H. Ames, Iowa State Highway Commission, Ames, Iowa; Fred W. Jones, Member of Board of Supervisors.

For the Defendants—Hughes, Taylor & O'Brien, Attys., by Mr. O'Brien, Des Moines, Iowa.

Appearances for hearing of October 21, 1924:

For the Complainant—A. A. Baustian, Dist. Engr., Storm Lake, Iowa.

For the C. M. & St. P. Ry. Co.—Hughes, Taylor & O'Brien, Attys., by Mr. Taylor, Des Moines, Iowa.

Upon the decision made by the Board in this case, of August 29, 1924, the railway company filed its application for rehearing as follows:

"Comes now the Chicago, Milwaukee & St. Paul Railway Company and respectfully asks for a rehearing in the above entitled matter, and states:

"That the decision and order herein made on August 29, 1924, is unreasonable and inequitable and that a further hearing will more fully develop the facts and the Board will be more fully advised and prepared to make a decision and order in connection therewith.

"Your applicant further states that further evidence will better and more fully establish the actual costs in connection with the

road grading, construction of a bridge and the raising of the railway tracks, and will demonstrate to the Board that the order hereinbefore made and referred to is an inequitable apportionment of the costs of the contemplated improvement as provided and ordered heretofore.

"Your applicant further requests that the date for the execution of the order, to-wit, October 15, 1924, be extended to another date, or until a further hearing may be had upon a re-hearing before the Board as requested in this application."

The Board thereupon fixed October 21st, at its office in Des Moines, for such rehearing and consideration of matters presented by both the railway company and the State Highway Commission.

It appeared that it would cost the railway company approximately \$15,200 to build a permanent structure over the highway at the point concerned in this application, or approximately \$7,500 for a so-called temporary structure, that is, a structure of wood with steel I-beams, the cost of the whole project, outside of such structure, being approximately \$7,600, of which amount \$2,255 would be expense necessary to raise the track approximately 1200 feet in order to make the proper clearance for the highway at the crossing.

Upon hearing all the testimony and examination of blueprints and plans the Board has reached the conclusion that it should abrogate its order of August 29, 1924, and in lieu of the order made at that time, now makes its order as follows:

The defendant, the Chicago, Milwaukee & St. Paul Railway Company shall bear all of the cost of the structure over the highway, electing itself whether it shall be of a temporary type or more permanent construction, Dickinson County to bear all of the other expense in connection with the excavation for the highway, the removal of the earth so excavated to the right of way of the railway company and placement thereon to provide proper base for the necessary elevation of tracks and to bear the cost of the elevation of the tracks as required in order to make the proper clearance for the highway, in a sum not to exceed \$2,255.

The County should post its bond in the sum of \$2,255 to protect the railway company in expenditure for relaying of the track, but the County should be required to pay only such sum as may be necessary to do the work, not to exceed the amount named.

The County authorities and the railway company should agree upon when this work shall be begun. Failing to do so, the Commission, upon proper notice, will make further order as to the time when this work shall be commenced or completed.

In the meantime, it is the opinion of the Board that all trains on the Chicago, Milwaukee & St. Paul Railway should, at a distance of 200 feet therefrom, approach this crossing and pass over the same at a speed not exceeding 10 miles per hour, sounding the necessary warnings, and it is so ordered; this order becoming effective on December 1, 1924, and continuing in effect thereafter until the separation of grades has been completed.

No. A-4028—1924

BOARD OF SUPERVISORS OF BUENA VISTA COUNTY, BY IOWA STATE HIGHWAY COMMISSION, AMES, *Complainants*,

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO., *Defendants*.*Decided October 21, 1924.*

HIGHWAY CROSSING NEAR STORM LAKE.

Held, upon inspection and hearing, but little obstruction to the view of approaching trains at this crossing from any direction, except when approaching the railroad from the east, trees in cemetery obstructing view; removal of these would not obviate all trouble, due to embankments along right of way; large expenditures as required in this instance should not be ordered except in cases of unusual danger; crossing under consideration not unusually dangerous;

Ordered, railway company shall install wig-wag signal, with bell and light, not later than Dec. 1, 1924. If conditions should so change in the future as to make such signal inadequate, matter may be again presented to the Board for further consideration and order.

For the Complainants—J. H. Henderson, Commerce Counsel, Des Moines, Iowa; all members of the Board of Supervisors.

For the Iowa State Highway Commission—J. H. Ames, Bridge Engineer, Ames, Iowa; A. A. Baustian, District Engineer, Storm Lake, Iowa.

For the Defendants—W. J. O'Brien, Atty., Des Moines, Iowa.

The Board of Supervisors of Buena Vista County, on April 28, 1924, stated to the Board that they were unable to agree with the Chicago, Milwaukee and St. Paul Railway Company, with reference to crossing of Iowa State Highway Commission project No. 355 on primary road No. 5 between Sections 2 and 11, Storm Lake Township, immediately east of the town of Storm Lake.

This line of railroad is a branch line operating between Rockwell City and Storm Lake, the traffic being very light, there being but three trains each way per day, all in the day-time, no trains running on Sunday.

Mr. J. H. Ames, Bridge Engineer for the State Highway Commission, stated that the project was for an overhead crossing taking the highway over the railroad tracks. The plan submitted would require the lowering of the railway track for a considerable distance in order to provide proper clearance between the rail and the overhead structure, the thought being that the earth taken from the railway right of way could be used as approaches for the overhead structure on the highway. It was testified to that this proposed improvement would cost approximately \$41,600 for a permanent, or concrete structure, and \$13,500 for a temporary, or wooden structure.

Hearing was held on October 6, and inspection made of the premises. There is but little obstruction to the view of approaching trains at this crossing from any direction, except when approaching the railroad from the east. In the northeast angle at this crossing is located a cemetery. There are many evergreen trees planted along the highway and along the railway right of way as well as many clumps of such evergreens located in various parts of the cemetery, all of which obstruct

the view of trains approaching from the north. Were these trees to be removed, while the view would be much improved, there would still be obstruction, due to the embankment along the right of way.

It was stated at the hearing that it was not feasible to ask for the removal of these trees, and of course, without their removal, but little could be accomplished by removal of any embankment within the railway right-of-way.

There is a great deal of travel upon the highway, which is one of the primary roads of the state, and wherever it is desirable or feasible and conditions warrant it, this Board is exceedingly favorable to a grade separation. In order to require such capital expenditure, however, on the part of the railway company, we believe there should be such unusual danger as would warrant the heavy expense necessary to provide for separation of grades.

The time may come when all grade crossings must be eliminated, and this would be most desirable. We believe, however, that at the present time we should proceed with caution in requiring large expenditures unless the danger is unusual.

In our opinion the crossing under consideration is not unusually dangerous. It is, however, in our opinion, somewhat more dangerous than the average grade crossing, because of the obstruction to view as indicated herein. In our opinion a wigwag signal with bell and light should be installed and maintained by the railway company at this crossing and, we believe, properly installed and maintained, such a device will render this crossing at this time safe and reasonable for public use. We therefore order that the Chicago, Milwaukee & St. Paul Railway Company shall install and maintain, at this crossing, a wigwag signal with bell and light, and that such signal be provided by December 1, 1924.

Should conditions so change in the future as to make such signalling inadequate to properly protect the traveling public at this crossing, this matter may again be presented to the Board for further investigation and order.

No. B-1170-1924.

FLINT CRUSHED GRAVEL COMPANY, DES MOINES, BY J. H. HENDERSON, COMMERCE COUNSEL, *Complainants*,

v.

A. T. & S. F. RY. CO., ET AL., *Defendants*.*Decided October 28, 1924.*

PETITION FOR JOINT RATE FROM PORTER TO CLEARFIELD, IOWA, VIA DES MOINES, IOWA, AND REPARATION FOR OVERCHARGES.

Held, upon hearing, shipper, by right, entitled to lowest rates available, as indicated by tariffs lawfully on file; complainant entitled to the combination of the proportional rate of 28c per ton from Porter to Des Moines when destined to stations beyond Des Moines on connecting lines, and 80% of the local rate of the delivering carrier from Des Moines to destination; provision of Tariff 160—Series and of Joint Rate Order No. 4 that in no case will a lower through rate be applied to any shipment over two or more lines than the local rate for the total distance the

shipment is transported, is inapplicable; Tariff No. 160—Series of Iowa Lines was and is unlawful in claiming to publish certain rates;

Ordered, Iowa Lines shall amend Tariff No. 160-C. No order for reparation made; if carriers decline to adjust rates on shipments already made in accordance with this opinion, upon proper presentation of such facts, order will issue for just reparation and refund of overcharge.

For the complainants—J. H. Henderson, Commerce Counsel; Walter Condran, Asst. Commerce Counsel; R. C. Fletcher, Des Moines, Iowa, C. V. Ray, Capital City Sand Co., Des Moines, Iowa.

For the carriers—W. Y. Wildman, C. & N. W., Chicago, Ill.; G. A. Hoffelder, C. B. & Q., et al., Chicago, Ill.; H. A. Triebel, C. R. I. & P., Chicago, Ill.

The complaint in this case stated that the Flint Crushed Gravel Company, in the production and sale of gravel and sand, is in direct competition with firms, individuals and corporations engaged in like business at points on the lines of defendant railways, and particularly with competitors having plants at Des Moines, Iowa, and within its industrial vicinity served at switching rates and under switching absorptions by which such competitors are enabled to ship from Des Moines to Iowa points on the same basis as though their plants were located upon and reached by the line of each defendant operating to and from Des Moines;

That in Des Moines & Central Iowa Railroad tariffs G. F. D. No. 300-C effective June 26, 1923, G. F. D. No. 300-B, effective May 28, 1923, to June 26, 1923, G. F. D. No. 300-A effective October 1, 1922, to May 28, 1923, and G. F. D. No. 300-A effective April 15, 1922, to October 1, 1922, there is and has continuously been published from Porter, Iowa, to connection with other lines at Des Moines a proportional rate of 28 cents per ton on gravel and sand, carloads, subject to the provision as follows:

"To construct through rates for shipments passing over two or more railroads within the State of Iowa, use as a factor without further reductions, the proportional rate shown above, to which the rate applicable on connecting line shall be added to obtain a through rate;"

That in Freight Tariffs Nos. 160-B, 160-A and 160 of Iowa Lines, E. B. Boyd, Agent, the former effective November 25, 1922, and, with supplements, still in effect when the complaint was filed, defendants publish and published their "local and joint distance tariff naming class and commodity rates applying on local and joint traffic between points in Iowa" on the lines of all common carriers by railroad and which unlawfully purports and purported to name therein the rates on gravel and sand from Porter to all stations in Iowa, notwithstanding the specific tariffs published by the said Des Moines & Central Iowa Railway Company.

The complaint then names a number of cars upon which the Chicago, Burlington & Quincy Railroad Company collected charges at the rate of 128.8c per ton, whereas under the tariffs published by Des Moines & Central Iowa Railway the proportional rate from Porter to Des Moines on shipments of sand and gravel is 28c, and from Des Moines when originating at Porter to Clearfield, Iowa, 92.4c per ton, or a total through rate of 120.4c per ton.

That upon complainant's demand for the return of alleged overcharge, the defendant, the Chicago, Burlington & Quincy Railroad Company

refuses to refund, except upon the basis of 122c per ton, the claim being that under Boyd's Freight Tariff Issues 160-Series, it is required on joint movements to collect the continuous mileage rate for the distance from Porter to Clearfield as the minimum.

The complainant prays that after due hearing and investigation an order be made commanding defendants and each of them to cease and desist from the violations of law governing common carriers by railroad as herein alleged, and establish and put in force and apply in future such methods of tariff publication as will exempt traffic covered by specific tariffs from the application of Freight Tariff No. 160-B of Iowa Lines, its subsequent issues and reissues or amendments, preserve to the shipping public the benefit of such rates as may now or hereafter be published upon a basis lower than the maximum, and cite the carrier's agents, the shipping public and whoever may consult said tariffs to the tariff or tariffs naming the lowest rate; that the defendant, Chicago, Burlington & Quincy Railroad Company be required, by way of reparation for the unlawful charges hereinbefore alleged and refund of the overcharge complained of, to pay to the complainant the difference between the charges exacted and the charges that would have accrued at the rate of 120.4 cents per ton from Porter to Clearfield, and that such other and further order or orders be made as the Board of Railroad Commissioners may consider proper in the premises.

All Iowa lines participating in Tariff 160-C are defendants to the charge that their Tariff 160-series was and is an unlawful publication in purporting to name all rates between all points and upon traffic covering which lower local, joint and proportional rates are published in other effective issues. The statute does not admit of conflicting and duplicating rates. This charge has been defended at the hearing and upon brief in behalf of all defendants. The tariff is as much unlawful as to each of the other carriers as in the case of the C., B. & Q. and D. M. & C. I. R. R.

The case came on for hearing July 30, 1924, and briefs and arguments have been filed and the question of the application of the tariff carefully gone into.

It is our opinion that the contention of the carriers in this case, that tariff No. 160-Series of Iowa Lines, E. B. Boyd, Agent, will govern on all traffic, regardless of individual issues by carriers operating in Iowa, is entirely erroneous. A shipper is, by right, entitled to the lowest rates available, as indicated by tariffs lawfully on file.

This Board, in the fixing of its rates and charges, for many years past has not had the authority to fix the actual rate to be charged. It has only been empowered under the law to fix a schedule of rates which shall be received within the Courts of the State as *prima facie* evidence of what the reasonable rate should be. If a common carrier should attempt to collect a greater charge than the reasonable maximum rate fixed by the Board, it would be subject to controversy in the Court, in which case, of course, it would be incumbent upon the Railroad Company to prove that the Commissioners' rate was non-compensatory. The law, however, does not prevent the carrier from making a less rate than the

scale fixed by this Commission, providing, of course, no unjust discrimination is practiced. When the joint rate law was enacted by the 23rd General Assembly, Section One thereof (23rd G. A. Chapter 17—Section One) provided that the various sections of the law regulating the charges of carriers as passed by the 22nd General Assembly should not be construed as prohibiting the making of rates by two or more railway companies for the transportation of property over two or more of their respective lines within the State; and a less charge by each of said companies for its operation of such joint shipment than it charges for the shipment of the same distance wholly over its line within the State shall not be considered a violation of the general railroad regulating chapter and "shall not render such companies liable to any of the penalties thereof."

The joint rate law also provided that upon the failure of the railway companies of Iowa to establish through joint rates, or fail to establish and charge reasonable rates for through shipments, then it should be the duty of the Board to establish such rates for the shipment of freight in cars over two or more connecting lines of railroad in the state, and that after such rates had become effective "from and after that time a schedule thereof shall be prima facie evidence within the Courts of this State and that the rates therein fixed are just and reasonable," etc.

Under this law, and upon the failure of the railway companies of Iowa to grant any relief to the shippers of the State by providing for joint through rates, the Iowa Commission promulgated what was known as its joint rate order, which has been in effect, with amendments, since 1890.

By amendment of the 32nd General Assembly, among other changes made in the statute, it is provided "the share of any railway company of any joint through rate shall not be construed to fix the charge that it may make for transportation for a similar distance over any part of its line for any single rate shipment or the share of any other joint rate." (Section 2, Chapter 111, Acts 32nd General Assembly).

The Commission, acting under authority of law, provided that upon a shipment of freight passing over two or more railroads the charges assessed "shall be 80% of the sum of the local charges for the distance each railroad hauls the freight." The railway companies generally in Iowa have not elected to treat the so-called 80% order of the Iowa Commission as a joint rate, but have elected to make up the through charge by adding together the sum of 80% of the local rates applying on the haul made by each of the carriers handling the through shipments. It was, in our opinion, not the intention of the Commission, at the time when the original joint rate order was fixed, that the carrier should be estopped from ever making any lower rate or combination of rates for joint through shipments than would apply by the application of 80% of the full local maximum rates as fixed by the Board. Indeed, many cases have arisen where such lower factors on joint through shipments have been named and charges collected upon that basis. Because the carriers generally in Iowa have elected to charge the full maximum scale prescribed by the Board, does not make unlawful the act of a common carrier

who may, if it so desires, publish and charge a scale of rates less than such maximum.

It is our opinion that the shipper is entitled to the best combination of rates he may obtain under the published tariffs lawfully on file, and we therefore hold that the complainant in this case is entitled to the combination of the proportional rate of 28c per ton from Porter to Des Moines when destined to stations beyond Des Moines on connecting lines, and 80% of the local rate of the delivering carrier from Des Moines to destination, and that the provision of Tariff No. 160-Series and of joint rate order No. 4 that in no case will a lower through rate be applied to any shipment over two or more lines than the local rate for the total distance the shipment is transported, is inapplicable. In thus holding, we are confirming the opinion of the Board in the case of the *Northern Gravel Company vs. Chicago, Burlington & Quincy Railroad*, decided March 31, 1915. This decision may be found in report of this Commission for 1917, page 5.

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

It is also our opinion and we so find that the defendants shall either amend Tariff No. 160-C of Iowa Lines by including therein the local rates, joint rates and proportional rates or joint rate factors lower than the maximum now published in other issues, simultaneously cancelling such other issues, or, if they do not desire to publish all these intrastate rates in the one issue, then they shall, by proper exceptions in Tariff No. 160-C of Iowa Lines, indicate that it is inapplicable between points and upon traffic covering which other issues publish local rates, joint rates and proportional rates or joint rate factors lower than the maximum, and by appropriate cross references in Tariff No. 160-C of Iowa Lines and such other issues direct one seeking the applicable rate to the issue or issues in which it will be found, and further, whichever method of publication is followed, shall exempt, through charges made up in whole or in part of proportional rates or joint rate factors lower than eighty per cent of the maximum schedule, from the application as a minimum of the maximum schedule for the continuous mileage.

No order for reparation will issue at this time, but if respondent carriers decline to adjust rates on shipments already made in accordance with this opinion, upon proper presentation of such facts, order will issue for just reparation and refund of overcharge.

No. B-1197—1924.

BOARD OF SUPERVISORS OF WOODBURY COUNTY, *Complainants*.

v.

CHICAGO & NORTH WESTERN RAILWAY COMPANY AND
ILLINOIS CENTRAL RAILROAD COMPANY, *Defendants*.*Decided October 28, 1924.*APPLICATION 80% JOINT LINE HAUL ON SHIPMENTS OF SAND AND GRAVEL FROM
ILLINOIS CENTRAL SPUR TRACK TO POINTS ON C. & N. W., VIA CORREC-
TIONVILLE—REPARATION FOR OVERCHARGE DURING PERIOD
COVERED BY PETITION.

Held, upon hearing, case similar to Docket B-1170—1924; carrier may not so disregard the 80% rule as to its own line, even though the connecting carrier may elect to fix a rate much less than 80% of its local charge; rates prescribed upon shipments of sand and gravel from the pit belonging to Woodbury County, located about 1½ to 2 miles from Correctionville; charge per ton should have been, for the period of time during which Illinois Central Tariff of March 23, 1923, was effective, as given in decision; reparations and adjustments of charges should be made upon the shipments concerned in this case, upon the basis as herein set forth; no order will be made unless the defendant carrier and the complainants fail to agree upon settlement of claims; upon such failure either party in interest may apply to the Board for order in accordance with these findings.

For the complainants—J. H. Henderson, Commerce Counsel; Walter Condran, Asst. Commerce Counsel; F. E. Carrington, Board of Supervisors, Woodbury County, Correctionville, Iowa.

For the Carriers—W. Y. Wildman, C. & N. W., Chicago, Ill.; G. A. Hoffelder, C., B. & Q., et al., Chicago, Ill.; H. A. Triebel, C., R. I. & P. Ry. Co., Chicago, Ill.

Petition in this case recited, among other things, that Woodbury County—

"has purchased and put in operation a sand and gravel pit, with facilities for washing, screening and preparing the sand and gravel for use in the improvement and paving of the highways of Woodbury County, and for such other use as they may have for the sand and gravel. That the pit is located at a point where there is a large deposit of the sand materials. The county has invested in the same, in machinery and appliances and facilities necessary to properly operate the same, an expenditure of approximately \$150,000.00. That such expenditure has been for the benefit of the county, is a permanent one, the deposit is sufficient, and the demand therefor and the supply will continue for the use of the gravel for many years;

"That the shipments of the said sand and gravel from the said pit to the various parts of Woodbury County and to all points situated on the Chicago & North Western Railway, which is a common carrier duly organized, are made over the said Chicago & North Western Railway. That the said pit is situated on the line of the Illinois Central Railroad, and the loading of the said material is on a switch or spur track and

hauled by the said Illinois Central Railroad to Correctionville, and there is turned over to the Chicago & North Western Railway, to be hauled to its destination. That all of the hauls are therefore a two-line haul, and the said Woodbury County is entitled to have the rates of said shipments in accordance with the order of this Board, at 80% of the sum of the locals. That for a time the said Chicago & North Western Railway Company complied with the general order requiring that on two or more lines the rates shall be 80% of the sum of the locals, and charged and collected on the shipments over the lines of the Chicago & North Western Railway the said 80% of the sum of the rates on each of said shipments, and so continued until July, 1923, and that they are now billing on what they allege to be undercharges heretofore made, and now refuse to transport the said sand and gravel at the 80% of the sum of the locals, where it is a two-line haul, except upon payment of the full 100% of the local rates prescribed by the said railway company."

The petitioners ask that the Board order the said Chicago & North Western Railway Company to transport upon the two-line haul this sand and gravel at a rate of 80% of the sum of the locals so charged by the Chicago & North Western Railway Company to the various points reached by it, or to junction points where it is turned over to other roads, and that they be required to refund on charges in excess of such rates on shipments heretofore made, etc.

Answer was made by defendant carrier denying each and every allegation of the complaint, and asking that said petition be dismissed.

Later the petitioner filed an amendment to petition, "fully adopting, confirming and reaffirming each and every allegation therein contained," except that the defendant railway company was now properly making charges upon shipments, "but there yet remains to be determined the amount of reparation which should be awarded in shipments made during the period stated in the petition." This period of time covered the months of June, July, August, September and October, 1923.

The amendment to petition then recites that there were large numbers of cars shipped during the said months, some to Bronson Station, upon which the charge should have been 64.4 cents per ton, made up by the Illinois Central Railroad charge of 14 cents plus 50.4 cents on Chicago & North Western, which latter charge is 80% of the local rate for the distance of haul, namely 33.9 miles. The charge as assessed by the Chicago & North Western Railway Company was 77 cents, or an overcharge of 12.6 cents per ton on 349 carloads, 17,422.5 tons, total overcharge of \$2,195.24.

That there were shipped to Salix 38 carloads, rate charged was 90.5 cents per ton, whereas the charge should have been 75.2 cents, made up of 14 cents pit to Correctionville via Illinois Central, plus 61.2 cents per ton, being 80% of the local rate for the distance of haul, namely 49.1 miles, total overcharge \$311.30.

That there were shipped from gravel pit to Cushing during same period 295 cars of sand and gravel, upon which was charged 14 cents, pit to Correctionville, via Illinois Central, plus 41 cents per ton to Cushing, full local rate on Chicago & North Western. On basis of 80% of local charges on Chicago & North Western the total charge would have been 46.8 cents per ton, instead of 55 cents per ton, made up of 14 cents plus 32.8 cents or 80% of the local charge of 41 cents on the Chicago & North Western Railway, total overcharge claimed on these shipments \$1,229.87.

For same period there were shipped 377 carloads of sand and gravel to Sloan, upon which the defendant railway charged its full local rate from Correctionville instead of 80% thereof. The charge as made was 14 cents pit to Correctionville, via Illinois Central, plus 81 cents, full local rate, Correctionville to Sloan, via Chicago & North Western. The charge, it is claimed, should have been 78.8 cents per ton, made up of 14 cents, pit to Correctionville, plus 80% of the local Chicago & North Western rate, Correctionville to Sloan, 64.8 cents, making, it is alleged, a total overcharge of \$3,123.34.

The total overcharge claimed is \$6,859.75.

The shipments in question were all consigned to the C. F. Lytle Construction Company—

"It being the contractor and a party to a certain contract made with Woodbury County, Iowa, dated February 15, 1923, under which the said Construction Company agreed to and did construct certain road improvements in and for the said Woodbury County along the public highway between these points and in Woodbury County, Iowa, and that under the terms of said contract any abatements, rebatements or reductions in freight rates made effective after the date of said contract were to accrue to the benefit of said Woodbury County, Iowa, and that in the said contract there is contained the following provision:

'Contractors bidding on work requiring freight shipments of material entering permanently into the work shall base their bids on freight rates as shown in published railroad tariff schedules, including war tax. Should the state or county secure any exemption for war tax or reduction in freight rates on such road building material, the amount of tax exemption or freight reductions thus secured shall be deducted from the amount due the contractor at the time of final settlement.

'Any contracts entered into under the specifications shall be based on freight rates in effect at the time the proposal is filed. Should freight rates be increased between the time the proposal is filed and the specified time of completion of the contract, or should freight rates be decreased between the time proposal is filed and the work is actually completed the amount due the contractor at the time of final settlement will be increased or decreased by an amount equal to the increase or decrease in freight rates on materials permanently entering into the work.'

"Under the contract, the said claims belong to Woodbury County, same having been paid by Woodbury County."

The complainant asks this Board to order the defendant railway company to refund the overcharge claimed, and "that no undercharge be found due or unpaid," etc.

This case was heard at the same time as the complaint of the Flint Crushed Gravel Company of Des Moines, vs. Railway Companies involving practically the same question, that is, whether a common carrier may disregard the application of the 80% rule on through shipments, if its connecting carrier fixes a rate for its portion of the through movement which is less than 80% of its local charge generally for the same distance. We have held in the case just cited that a carrier may not so disregard the 80% rule as to its own line, even though the connecting carrier may elect to fix a rate much less than 80% of its local charge. In this case, in particular, we could so hold, because of the short haul and limited service afforded by the Illinois Central Railroad, but the length of haul or manner of service does not affect the principle involved.

The gravel pit is owned and controlled by Woodbury County, Iowa, the county authorities have installed machinery for properly washing and handling the gravel and sand. The contract between the county authorities and the C. F. Lytle Company for road work was based upon the then existing freight rates, the county to profit or lose by any re-adjustment of freight charges.

It appears that efforts made on the part of the county authorities to get more favorable freight rates resulted in a concession being made by the Illinois Central (tariff effective March 23, 1923) for the short distance of its haul (1½ to 2 miles) from the pit to Correctionville, the junction with the Chicago & North Western, and a tariff rate was made of 14 cents per ton on sand and gravel to be turned over to the Chicago & North Western at Correctionville. This charge is less than 80% of the rate for the five-mile haul on sand and gravel. For a time the Chicago & North Western Railway received such shipments carrying them on to destination at a rate made by charging 80% of the local rate, but thereafter as indicated in the complaint declined to do so, exacting the full local charge for its portion of the through shipments. Later, September 28, 1923, the Illinois Central increased its rates, since which time the Chicago & North Western Railway Company has exacted only the 80% of its local rate.

The Chicago & North Western Railway Company, in its brief and argument, contends that:

(1) The rates in no case should have exceeded the rate of 14 cents published by the Illinois Central plus the full 100% basis of the C. & N. W. Ry. (subject to limitations 2 and 3).

(2) The rate in no case should have been less than the full 100% mileage scale for the total distance from point of origin to ultimate destination.

(3) The rate for joint hauls involving a total movement of less than 25 miles should have arbitrarily been based on sum of the joint scales for ten or fifteen miles.

We have already, in case heretofore referred to, namely *Flint Crushed Gravel Company vs. Railway Companies*, disposed of claim number one.

Paragraph 3 of Joint Rate Order No. 4, issued by the Board, carries the following provision:

"In case the application of the eighty (80) per cent rule would make the rate less than the continuous mileage rate, then the continuous mileage rate shall be the joint rate."

This rule is only applicable when the Iowa Commissioners' scale is used as a basis for fixing the charges in a shipment passing over two or more lines. It seems to the Board that this is so self evident as to require no further comment.

Considering the question raised by the third contention of the defendant carrier, we have reached the conclusion that the point is well taken.

Paragraph 4 of Joint Rate Order No. 4 provides that:

"The above joint rate shall not apply on distances less than twenty-five miles; and in such cases the joint rate shall be eighty (80) per cent of the local charges for ten and fifteen mile hauls, the transfer charges on carloads to be absorbed by the railroad companies."

Because the Illinois Central Railroad Company, in the case before us, elected to charge less than 80% of its ten-mile haul for the short distance of 1½ to 2 miles from pit to Correctionville, does not, of course, compel the Chicago & North Western Railway Company to accept less than 80% of its 15-mile local rate, when its portion of the through movement is shorter than that distance.

We find, therefore, that upon shipments of sand and gravel made from the pit belonging to Woodbury county, located about 1½ to 2 miles from Correctionville, the charge per ton should have been, for the period of time during which Illinois Central Tariff of March 23, 1923, was effective, as follows:

To Cushing, 5.9 miles from Correctionville:	
Pit to Correctionville.....	14.0c
Correctionville to Cushing, on basis of 80% of 15-mile haul	36.4c
Total rate per ton.....	
	50.4c
To Bronson, 33.9 miles from Correctionville:	
Pit to Correctionville.....	14.0c
Correctionville to Bronson.....	50.4c
Total rate per ton.....	
	64.4c
To Salix, 49.1 miles from Correctionville:	
Pit to Correctionville.....	14.0c
Correctionville to Salix.....	61.2c
Total rate per ton.....	
	75.2c

To Sloan, 55.1 miles from Correctionville:	
Pit to Correctionville.....	14.0c
Correctionville to Sloan.....	64.8c
Total rate per ton.....	
	78.8c

It is our opinion that reparations and readjustments of charges should be made upon the shipments concerned in this case, upon the basis as herein set forth. No order for such reparation or readjustment will be made, however, until and unless the defendant carrier and the complainants herein fail to agree upon settlement of claims. Upon such failure either party in interest may apply to the Board for order in accordance with these findings.

No. B-1200—1924.

WESTERN ASPHALT PAVING CORPORATION, OMAHA, *Complainants*,

v.

CHICAGO & NORTH WESTERN RAILWAY COMPANY AND ILLINOIS CENTRAL RAILROAD COMPANY, *Defendants*.

Decided October 28, 1924.

APPLICATION FOR REPARATION ON SAND SHIPMENTS FROM WOODBURY COUNTY SAND PIT TO HOLSTEIN.

Held, upon hearing, case similar to Dockets B-1170—1924, and B-1197—1924; no order for reparation will issue at this time, but if respondent carriers decline to adjust rates on shipments already made in accordance with this opinion, upon proper presentation of such facts, order will issue for just reparation and refund of overcharge.

For the complainant—W. A. Knight, Atty., Omaha, Neb.; J. H. Henderson, Commerce Counsel.

For the C. & N. W. Ry. Co.—W. Y. Wildman, Chicago, Ill.

The Western Asphalt Paving Corporation, a corporation organized under the laws of Iowa, with its principal offices at Sioux City, filed with the Board, on February 25, 1924, its complaint against the Chicago & North Western Railway Company and Illinois Central Railroad Company, alleging that:

I.

"That it is a corporation organized under the laws of Iowa, with principal offices at Sioux City, Iowa, and is engaged in the contracting and paving business, and the conduct of such business, required the shipping of sand in carload quantities from Woodbury County Sand Pit, Iowa, to Holstein, Iowa.

II.

"That the defendants above named are common carriers engaged in the transportation of passengers and property, including sand, wholly by railroad between stations in the state of Iowa, and as such common carriers are subject to the laws of Iowa governing common carriers by railroad.

III.

"That in Supplement No. 3 to Illinois Central Railroad Tariffs G. F. D. No. 13321-F, effective April 26, 1923, Index 6777 and cancelled in Supplement No. 26, September 28, 1923, there was published from Woodbury County Sand Pit, Iowa, to connection with the Chicago & North Western Railway at Correctionville, Iowa, a proportional rate of 14 cents per ton on sand, carloads, subject to the provisions as follows:

"Applies only to connections with Chicago & North Western Railway at Correctionville, Iowa, minimum weight 50 tons."

IV.

"That in Freight Tariff No. 160-B of Iowa lines, effective November 25, 1922, and with supplements thereto, defendants published their 'local and joint distance tariff naming class and commodity rates applying on local and joint traffic moving between points in Iowa' on the lines of defendant carriers.

V.

"That on many carloads of sand shipped between April 26th and September 28th, 1923, by Gilleas from Woodbury County Sand Pit to complainants' agent, L. G. Everist, at Holstein, Iowa, defendant, Chicago & North Western Railway, collected charges on many cars at the rate of 50.4 cents per ton; made up of 14 cents per ton to Correctionville, Iowa, and 80% of joint scale rate of 45.5 cents from Correctionville, Iowa, to Holstein, Iowa, as named in Section No. 6 of publication named in Paragraph IV, and on many cars charges were collected on the basis of 14 cents per ton from Woodbury County Sand Pit to Correctionville and 45.5 cents per ton from Correctionville to Holstein, making a through rate of 59.5 cents per ton. That upon complainants' demand for return of the overcharge, defendant, Chicago & North Western Railway Company refunded on a part of the shipments, to the basis of 50.4 per cent per ton through but on the remainder of the shipments on which charges were collected on a basis of 59.5 cents per ton, defendant refused to make any further refunds stating it is bound to protect its full local rates from Correctionville to Holstein, Iowa.

VI.

"That the exaction by defendants, or either of them, of a greater sum than the combination of 14 cents per ton from Woodbury County Sand Pit to Correctionville, and 36.4 cents per ton from Correctionville to Holstein, Iowa, is unjust and unreasonable, and therefore unlawful in violation of law of Iowa governing common carriers by railroad; that the complainant has been injured and damaged by the assessment of the charges as alleged and is entitled to claim and does claim reparation in the amount of the difference between charges figured at the rate of 50.4 cents per ton and those collected.

VII.

"That by reason of the facts stated in foregoing paragraphs complainant has been subjected to the payment of rates and charges for transportation, which were when exacted unjust and unreasonable, and therefore unlawful, in violation of the laws of Iowa governing common carriers by railroad. That complainant has been injured thereby to his damage in the sum of the difference between the charges exacted and those which should have been collected as alleged in Paragraph VI, or such other sum as the Commission may find to be due.

"WHEREFORE, complainant prays that the defendants may be severally required to answer the charges herein; that after due hearing and investigation an order by (be) made commanding defendants, or either of them, to pay by way of reparation for the unlawful charges hereinbefore alleged to the complainant the difference between the charges exacted and the charges that would have accrued at the rate of 50.4 cents per ton from Woodbury County Sand Pit to Holstein, and that such other and further order or orders be made as the Board of Railroad Commissioners may consider proper in the premises."

The complaint was submitted to the railway companies, and on March 8th, the Chicago & North Western Railway Company filed its answer as follows:

"Comes now the defendant, Chicago & North Western Railway Company, and for answer to the complaint of complainant denies each and every allegation therein contained.

"WHEREFORE, having fully answered, defendant prays that said complaint may be dismissed."

On March 12th, the Illinois Central Railroad Company filed its answer, which is also quoted herewith:

"Now comes the Illinois Central Railroad Company and for its separate answer to the complaint herein respectfully states that it appears on the face of complainant's petition that the charge of the Illinois Central Railroad Company is not involved.

"WHEREFORE, the Illinois Central Railroad Company requests that the complaint be dismissed with reference to it."

After due notice, hearing was held on April 9, 1924, at the office of the Board. It was developed at the hearing that, while the shipments under complaint were consigned to L. G. Everist, Inc., Mr. Everist was acting as the agent for the Western Asphalt Paving Corporation and is, indeed, the vice-president of said corporation, and that if any reparation is due upon the shipments made, the record is clear that such reparation is of right due the Western Asphalt Paving Corporation.

There is no dispute as to the facts in the case, namely, that the shipments moved from the Woodbury County Sand Pit, located on the Illinois Central Railroad Company about two miles from Correctionville, a junction on the Chicago & North Western; that the shipments from there moved to Holstein, a station on the Chicago & North Western, located about 13 miles from Correctionville; that during a portion of

the time these shipments were made, the Illinois Central Railroad had effective a rate of 14c applying from the sand pit to Correctionville when destined to points on the Chicago & North Western Railway Company, with a minimum weight per carload of 50 tons; that this rate was named in Supplement No. 3 to Illinois Central Railroad Tariff G. F. D. No. 13321-F, effective April 26, 1923, Index 6777, which was cancelled in Supplement No. 26 to the same tariff, effective September 28, 1923.

A number of shipments moved while the tariff was effective upon which, as stated in the complaint, the Chicago & North Western Railway exacted their full local rate of 59.5 cents from Correctionville to Holstein, instead of 80% thereof, or 45.5 cents.

Upon a number of these cars refund was made by said Chicago & North Western Railway Company upon the basis of 45.5 cents. Later, however, the Chicago & North Western Railway Company insisted upon exacting the full local rate upon the shipments from Correctionville to Holstein. The amount of overcharge claimed by the complainants in this case is approximately \$1,400.00.

Upon September 28, 1923, the Illinois Central 80% of their charge became effective, since which time there has been no misunderstanding as to the proper rate to be charged. Undisputed evidence indicates that before the contract for the work was entered into by the Western Asphalt Paving Corporation, telephone inquiry of the Agent of the Chicago & North Western Railway Company at Sioux City elicited the information that the combined rate from the sand pit to Holstein would be 50.4c.

The complainants are asking for reparation based upon the combined rate of 50.4c as quoted by the rate clerk of the Chicago & North Western Railway Company at Sioux City, and also upon the basis of tariffs in effect at the time shipments were made. The defendant, the Chicago & North Western Railway Company, sought to inject into the proceedings the question of the reasonableness of the rate per se, but this cannot properly be considered in this proceeding, as the complaint herein involves only the proper application of tariffs lawfully on file and in effect. Indeed, there is no competent evidence before the Board in this case upon which the question of the reasonableness of the rates in controversy could be determined.

There is no question but that the tariff of the Illinois Central Railroad Company heretofore referred to was lawfully on file and in effect and fixed the proportional of a joint through movement of sand and gravel to points on the Chicago & North Western Railway Company at 14c per ton, from the Woodbury Gravel Pit to Correctionville.

The railway company contends that because of language used in freight tariff 160-B, E. B. Boyd, Agent of Iowa lines, effective November 25, 1922, with supplement thereto, that no other joint rate could be lawfully in effect than as indicated therein, which would be 80% of the local charges on each line participating in the through movement, said local charges being based upon the Iowa Commissioners' scale of maximum rates.

In the case of the *Northern Gravel Company vs. Chicago, Burlington & Quincy Railroad Company*, decided March 31, 1915 (report of the

Iowa Railroad Commission for 1917, page 5), this Commission said:

"Under Iowa joint rates the delivering carrier is entitled to no more than 80% of its local rate, though the initiating carrier charges less than the local maximum rate for its portion for the joint haul."

This Board has followed this opinion in other cases involving practically the same state of facts. As we have already said in the case of the *Flint Crushed Gravel Company vs. Atchison, Topeka & Santa Fe Railway Company, et al.*:

"It is our opinion that the shipper is entitled to the best combination of rates he may obtain under the published tariffs lawfully on file, and we therefore hold that the complainant in this case is entitled to the combination of the proportional rate of 28c per ton from Porter to Des Moines when destined to stations beyond Des Moines on connecting lines, and 80% of the local rate of the delivering carrier from Des Moines to destination, and that the provision of Tariff No. 160-Series and of joint rate order No. 4 that in no case will a lower through rate be applied to any shipment over two or more lines than the local rate for the total distance the shipment is transported, is inapplicable."

We would also refer to our opinion in the case of the *Board of Supervisors of Woodbury County vs. Chicago & Northwestern Railway Company and Illinois Central Railroad Company*, which involves substantially the same as in the case before us.

We adhere to our opinion in the case quoted above, the *Flint Crushed Gravel Company vs. Atchison, Topeka & Santa Fe Railway Company et al.*, which we herewith quote and make a part of our finding in this case:

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

"It is also our opinion and we so find that the defendants shall either amend Tariff No. 160-C of Iowa lines by including therein the local rates, joint rates and proportional rates or joint rate factors lower than the maximum now published in other issues, simultaneously canceling such other issues, or, if they do not desire to publish all these interstate rates in the one issue, then they shall, by proper exceptions in Tariff No. 160-C of Iowa Lines, indicate that it is inapplicable between points and upon traffic covering which other issues publish local rates, joint rates and proportional rates or joint rate factors lower than the maximum, and by appropriate cross references

in Tariff No. 160-C of Iowa Lines and such other issues direct one seeking the applicable rate to the issue or issues in which it will be found, and further, whichever method of publication is followed, shall exempt, through charges made up in whole or in part of proportional rates or joint rate factors lower than eighty per cent of the maximum schedule, from the application as a minimum of the maximum schedule for the continuous mileage.

"No order for reparation will issue at this time, but if respondent carriers decline to adjust rates on shipments already made in accordance with this opinion, upon proper presentation of such facts, order will issue for just reparation and refund of overcharge."

No. B-1211-1924.

CARRIERS OPERATING IN IOWA, BY A. F. CLEVELAND, CHAIRMAN.

RATES ON CEMENT FROM DES MOINES, MASON CITY, AND GILMORE CITY, TO POINTS IN IOWA.

Decided May 13, 1924.

WHEREAS, in the Atlas Portland Cement Company v. Chicago, Burlington & Quincy Railroad Company, et al., I. C. C. No. 12701, which involved cement rates, intrastate in Iowa, and wherein it was alleged that the said intrastate rates were discriminatory and prejudicial to interstate transportation, and upon full showing thereof the Interstate Commerce Commission found that the intrastate rates in Iowa, wherein they were less than the interstate rates for like distances, were discriminatory and prejudicial, and ordered that the rates be increased so they would be on a parity with interstate rates: it further appeared in the hearing that there were intrastate rates over two or more lines which were higher than interstate rates for like distances and under same conditions, and that the Interstate Commerce Commission did not have the authority to reduce such intrastate rates which were in excess of the interstate rates to the basis of the interstate rates, and holding that, under the issues as tendered, was to be determined by the railroad commissioners of the State of Iowa. And

WHEREAS, by Chapter 161 of the Acts of the 40th General Assembly of Iowa, authority is given to grant relief under what is called the long and short haul, and

WHEREAS, the carriers in this state have applied to the Commission for relief authorized by the said enactment by the legislature, and have filed schedules showing wherein they desire the relief asked, and the Commission, having investigated same and being fully advised, finds that the application should be granted, and that, as authorized in the said enactment and under this order, the carriers, parties to the above entitled proceedings, transporting cement within the state of Iowa, having circuitous routes in the transportation of cement within the state of Iowa, be and they are hereby, authorized to maintain rates for the transportation of cement in carloads, intrastate within Iowa, the

same as the rates contemporaneously in effect on like traffic between the same points via the short lines; and to maintain higher rates at intermediate points, provided that the rates at the said intermediate points shall not exceed the rates under the scale prescribed in the Western Cement Rates and in the Atlas Portland Cement Company v. Chicago, Burlington & Quincy Railroad Company, et al., I. C. C. Docket No. 12701, and shall in no case exceed the lowest available combination of rates subject to the act, and provided, further, that the authority herein granted shall not include intermediate points, as to which the haul of the said carriers, having circuitous routes, is not longer than that of the direct lines or routes between the competitive points. It being expressly understood that this order is that the carriers on Iowa intrastate traffic shall publish rates no lower than that applicable on interstate traffic, nor any rates higher than on interstate traffic, and to accord the shippers of Iowa intrastate traffic the same choice of routes and the same advantages in the securing of cars for loading as are enjoyed by the interstate shippers, and that the rates intrastate shall be based upon the same formula and rule as that applied to interstate transportation.

Electric Transmission Line Franchises and Matters Pertaining Thereto

No. E-320-1924.

WEST BEND TELEPHONE CO., WEST BEND V. NORTHERN IOWA GAS & ELECTRIC CO., HUMBOLDT.

Objections to Location of Transmission Line between Emmetsburg and Bode.

No communications having been received from the complainant for over three years, this file was closed without prejudice.

Filed—Dec. 20, 1919. Closed—July 7, 1924.

No. E-365—1924.

Van Buren Light & Power Co., Stockport. Franchise in Lee County.

This application came on for hearing on July 12, 1921, and on Oct. 6, 1924, franchise was granted upon the following route:

Beginning at the intersection of an east and west highway with a north and south highway at the northeast corner of the southeast quarter of Section seventeen (17), Township sixty-seven (67) north, Range six (6) west of the fifth (5) P. M., Lee County, Iowa, thence south in the west margin of the last named highway along the east section line of said Section seventeen (17), Sections twenty (20), twenty-nine (29), and thirty-two (32), said Township and Range; and Sections five (5) and eight (8), Township sixty-six (66) north, Range six (6) west of the fifth (5) P. M., a distance of approximately five (5) miles to the southeast corner of the northeast quarter of said Section eight (8); thence crossing said highway to the east margin thereof, and continuing south on the highway along the east section line of said Section eight (8), and Section seventeen, (17), last named Township and Range, a distance of approximately one and three-fourths (1 $\frac{3}{4}$) miles to the place where said highway turns east in the southwest quarter of Section sixteen (16), last named Township and Range; thence continuing south on private right of way along the east section line of said Section seventeen (17), and Section twenty (20), last named Township and Range, a distance of approximately three-fourths ($\frac{3}{4}$) of a mile to the north and south highway along the east section line of said Section twenty (20); thence continuing south in the west margin of said north and south highway along the east section line of said Section twenty (20), and Sections twenty-nine (29), and thirty-two (32), last named Township and Range, a distance of approximately two and one-half (2 $\frac{1}{2}$) miles to the southeast corner of said Section thirty-two (32); thence continuing south on private right of way between lots four (4) and five (5), last named Township and Range, a distance of approximately one-eighth ($\frac{1}{8}$) of a mile to the Des Moines river.

Beginning at the intersection of the north and south highway with an east and west highway at the southeast corner of the northeast quarter of Section twenty (20), Township sixty-seven (67) north, Range six (6) west of the fifth (5) P. M., thence west in the north margin of the last named highway approximately along the east and west center section line of said Section twenty (20), Section nineteen (19), said Township and Range, and Sections twenty-four (24), and twenty-three (23), Township sixty-seven (67) north, Range seven (7) west of the fifth (5) P. M., a distance of approximately three and one-half (3 $\frac{1}{2}$) miles to the southwest corner of the northeast quarter of said Section twenty-three (23).

Beginning at the intersection of an east and west highway with a north and south highway at the northwest corner of the southwest quarter of Section twenty (20), Township sixty-seven (67) north, Range six (6) west of the fifth (5) P. M., thence south in the east margin of the last named highway along the west section line of said Section twenty (20), and Section twenty-nine (29), said Township and Range, a distance of approximately one and one-half (1 $\frac{1}{2}$) miles to the southwest corner of said Section twenty-nine (29).

Beginning at the intersection of a north and south highway with an east and west highway at the northeast corner of section five (5), Township sixty-six (66) north, Range six (6) west of the fifth (5) P. M., thence west in the south margin of the last named highway along the north section line of said Section five (5), a distance of approximately one (1) mile to the northwest corner of said Section five (5); thence north in the east margin of the north and south highway along the west section line of Section thirty-two (32), Township sixty-seven (67) north, Range six (6) west of the fifth (5) P. M., a distance of approximately one (1) mile to the northwest corner of said Section thirty-two (32); thence west in the north margin of the east and west highway along the south section line of Section thirty (30), said Township and Range, Section twenty-five (25), Township sixty-seven (67) north, Range seven (7) west of the fifth (5) P. M. a distance of approximately one and one-half (1 $\frac{1}{2}$) miles to the place where said highway turns south in the north half of Section thirty-six (36), last named Township and Range.

Beginning at the southwest corner of Section thirty (30), Township sixty-seven (67) north, Range six (6) west of the fifth (5) P. M., thence north in the east margin of the north and south highway along the west section line of said Section thirty (30), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the northwest corner of the southwest quarter of said Section thirty (30).

Beginning at the northwest corner of Section six (6), Township sixty-six (66) north, Range six (6) west of the fifth (5) P. M., thence south in the west margin of the north and south highway along the east section line of said Section six and Section seven (7), said Township and Range, a distance of approximately two (2) miles to the southeast corner of said Section seven (7); thence east in the north margin of the east and west highway along the south section line of Section eight (8), said Township and Range, a distance of approximately one (1) mile to the southeast corner of said Section eight (8).

Beginning at the northeast corner of the southeast quarter of Section six (6), Township sixty-six (66) north, Range six (6) west of the fifth (5) P. M., thence west in the south margin of the east and west highway approximately along the east and west center section line of said Section six (6), and Section one (1), Township sixty-six (66) north, Range seven (7) west of the fifth (5) P. M. a distance of approximately one and one-half (1 $\frac{1}{2}$) miles.

Beginning at the southeast corner of the northeast quarter of Section seven (7), Township sixty-six (66) north, Range six (6) west of the fifth (5) P. M., thence west in the north margin of the east and west highway approximately along the east and west center section line of said Section seven (7), a distance of approximately one (1) mile to the west section line of said Section seven (7); thence south in the west margin of the north and south highway along the east section line of Sections twelve (12), and thirteen (13), Township sixty-six (66) north, Range seven (7) west of the fifth (5) P. M., a distance of approximately one (1) mile to the place where said highway turns southwest in the southeast quarter of said Section thirteen (13); thence southwest in the northwest margin of said highway across the southeast quarter of said Section thirteen (13), a distance of approximately nine-sixteenths ($\frac{9}{16}$) of a mile to the south section line of said Section thirteen (13).

Beginning at the northeast corner of the northwest quarter of Section seventeen (17), Township sixty-six (66) north, Range six (6) west of the fifth (5) P. M., thence south in the west margin of the north and south highway approximately along the north and south center section line of said Section

seventeen (17), and Section twenty (20), said Township and Range, a distance of approximately one and three-fourths (1 $\frac{3}{4}$) miles to the unincorporated town of Vincennes, Lee County, Iowa.

Beginning at the northwest corner of the southwest quarter of Section nine (9), Township sixty-six (66) north, Range six (6) west of the fifth (5) P. M., thence east in the south margin of the east and west highway approximately along the east and west center section line of said Section nine (9), a distance of approximately one (1) mile to the east section line of said Section nine (9).

Beginning at the northwest corner of Section ten (10), Township sixty-six (66) north, Range six (6) west of the fifth (5) P. M., thence south in the east margin of the north and south highway along the west section line of said Section ten (10), and Section fifteen (15), said Township and Range, a distance of approximately two (2) miles to the southwest corner of said Section seventeen (17).

Beginning at the northwest corner of Section sixteen (16), Township sixty-six (66) north, Range six (6) west of the fifth (5) P. M., thence east in the south margin of the east and west highway along the north section line of said Section sixteen (16), Sections fifteen (15), fourteen (14), and thirteen (13), said Township and Range, and Sections eighteen (18), and seventeen (17), Township sixty-six (66) north, Range five (5) west of the fifth (5) P. M. a distance of approximately five and three-fourths (5 $\frac{3}{4}$) miles to the intersection of said east and west highway with a northwest and southeast diagonal highway across the northeast quarter of said Section seventeen (17).

Beginning at the northwest corporate limits of the town of Montrose, Lee County, Iowa, where said corporate limits is intersected by a northwest and southeast diagonal highway across the north half of Section ten (10), Township sixty-six (66) north, Range five (5) west of the fifth (5) P. M., thence northwest in the southwest margin of said highway across the west half of said Section ten (10), a distance of approximately five-eighths ($\frac{5}{8}$) of a mile; thence crossing said highway to the northeast margin thereof, and continuing northwest in the northeast margin thereof across the northeast quarter of Section nine (9), said Township and Range, a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the place where said highway turns west along the north section line of said Section nine (9); thence west in the south margin of said highway along the north section line of said Section nine (9), and Section eight (8), said Township and Range, a distance of approximately one and one-fourth (1 $\frac{1}{4}$) miles and continuing west on private right of way along the north section line of said Section eight, and Section seven (7), said Township and Range, a distance of approximately three-eighths ($\frac{3}{8}$) of a mile; thence continuing west in the north margin of the east and west highway along the north section line of said Section seven (7), a distance of approximately one-eighth ($\frac{1}{8}$) of a mile to the intersection of said east and west highway with a northwest and southeast diagonal highway across the northeast quarter of said Section seven (7).

Beginning at the northeast corner of the southwest quarter of Section eight (8), Township seventy (70) north, Range eight (8) west of the fifth (5) P. M., Van Buren County, Iowa, thence west in the south margin of the east and west highway approximately along the east and west center section line of said Section eight (8), and Section seven (7), said Township and Range, and Sections twelve (12) and eleven (11), Township seventy (70) north, Range nine (9) west of the fifth (5) P. M. to the northeast corner of the southeast quarter of Section ten (10), last named Township and Range; thence south in the west margin of the north and south highway along the east section line of said Section ten (10), Sections fifteen (15), and twenty-two (22), last named Township and Range, a distance of approximately two and one-half (2 $\frac{1}{2}$) miles to the southeast corner of said Section twenty-two (22); thence continuing south over private right of way along the east section line of Section twenty-seven (27), last named Township and Range, a distance of approximately ten (10) rods.

No. E-388—1924.

Iowa Railway & Light Co., Cedar Rapids. Franchise in Linn and Jones Counties.

This application came on for hearing on July 5, 1922, and on Feb. 28, 1924, franchise was granted upon the following route:

Beginning at the southwest corner of Section thirty-two (32), Township eighty-four (84) north, Range six (6) west of the fifth (5) P. M., Linn County, thence east in the north margin of the public highway extending along the south section line of said Section thirty-two (32) and Section thirty-three (33), said Township and Range, a distance approximately two (2) miles, to the southeast corner of said Section thirty-three (33); thence northeasterly in the north margin of the diagonal highway extending through the south half of Section thirty-four (34), and through Section thirty-five (35), both of said Township and Range, a distance of approximately two and one-eighth (2 $\frac{1}{8}$) miles, to the intersection of the last named highway with the east section line of said Section thirty-five (35); thence continuing east in the north margin of an east and west highway in the northwest quarter of Section thirty-six (36), said Township and Range, a distance of approximately one-fourth ($\frac{1}{4}$) mile, to a point where said highway turns northeasterly; thence northeasterly in the north margin of the last named highway, a distance of approximately nine-tenths ($\frac{9}{10}$) mile, to the intersection of said highway with the north and south highway extending along the east section line of Section twenty-five (25), said Township and Range; thence north in the west margin of the last named highway, a distance of approximately three-fourths ($\frac{3}{4}$) mile, to the northeast corner of said Section twenty-five (25); thence east in the north margin of the highway along the south section line of Sections nineteen (19) and twenty (20) Township eighty-four (84) north, Range five (5) west of the fifth (5) P. M., a distance of approximately two (2) miles, to the southwest corner of Section twenty-one (21), of the last named Township and Range; thence north in the east margin of the highway extending along the west section line of said Section twenty-one (21), and Section sixteen (16), of the last named Township and Range, a distance of approximately two (2) miles, to the northwest corner of said Section sixteen (16); thence east in the south margin of the highway extending along the north section line of said Section sixteen (16) and Sections fifteen (15) and fourteen (14), of the last named Township and Range, a distance of approximately three (3) miles, to the northwest corner of Section thirteen (13), of the last named Township and Range; thence north in the east margin of the highway extending along the west section line of Section twelve (12), of the last named Township and Range, a distance of approximately three-fourths ($\frac{3}{4}$) mile, to the intersection of said highway with a diagonal highway running in a northeasterly direction through the northwest quarter of said Section twelve (12); thence easterly in the south margin of the last named highway, a distance of approximately one-fourth ($\frac{1}{4}$) mile; thence across said highway and continuing in a northeasterly and southeasterly direction in the northerly margin of said highway across the south half of Section one (1), of the last named Township and Range, and through Section six (6), Township eighty-four (84) north, Range four (4) west of the fifth (5) P. M., a distance of approximately two (2) miles, to the intersection of the last named highway with a north and south highway in the southeast quarter of said Section six (6).

Also beginning at the northwest corner of Section sixteen (16), Township eighty-four (84) north, Range five (5) west of the fifth (5) P. M., Linn County, thence west in the south margin of the highway along the north section line of Section seventeen (17), said Township and Range, a distance of approximately one-fourth ($\frac{1}{4}$) mile.

On the same date, the following decision was rendered in the matter of application for right of eminent domain:

On July 5, 1922, the Commission held hearing in the application of the Iowa Railway & Light Company, Cedar Rapids, Iowa, for a franchise

to construct a transmission line in Linn and Jones Counties, the Commission's docket E-388.

The petition asked the right to construct and maintain a transmission line carrying three phase, alternating current, 33,000 volts pressure, to be constructed in the highway along a described route. In addition, petitioner asked that it "be given the right to acquire the necessary rights for the construction, maintenance and operation of said line over a strip twenty-five (25) feet in width on lands privately owned, extending from the west end of said line, eastward approximately twelve (12) miles." At the conclusion of the hearing it was announced that franchise would issue.

Later, applicant filed its application "for the right to eminent domain in connection with a franchise to construct, operate and maintain a high voltage transmission line."

On September 8, 1922, the Iowa Railway & Light Company filed its amendment to its application for the right of eminent domain, alleging that by reason of many trees on the side of the highway where the transmission line was proposed to be constructed under the franchise theretofore issued, said trees being located on privately owned land, it was necessary to carry out the purposes of said franchise that the applicant be permitted "to cut and remove the said trees, branches of trees and other obstructions from said highway and also those that are located upon or extend into, over or across a strip of land privately owned not exceeding twenty-five (25) feet in width abutting upon the side of the highway whereon said transmission line is, or will be, located." The Commission thereupon set September 25, 1922, 9:00 A. M., at its office as time and place for hearing, and on said date the case was heard. Numerous objections were filed in writing and the representatives of many objectors testified. Testimony was offered for the applicant, to the effect that trees growing along the highway where it was proposed to build the transmission line, interfered very seriously with the service furnished by the line to approximately fifty towns, and that it was impossible, in many cases, to secure permission from the owners of such trees to trim or remove them. For the objectors, testimony was offered to show that if the right to cut and trim trees were given it would result in considerable damage to the owners of the trees. At the conclusion of the hearing, it was announced that the case would be taken under consideration by the Commission.

Later, Commissioner Webster inspected several of the points concerning which objection to the cutting and trimming of trees was made, and several conferences were had with interested parties, looking to the amicable settlement of all objections.

The Commission on January 10, 1924, received from the applicant, copies of contracts entered into between the applicant and objecting land owners along the route of the proposed transmission line, and was also advised "that the tree conditions have been remedied under these contracts so that no interference now exists," and that there were no "controversies pending as a result of the application."

In view of this settlement, the application for the right of eminent domain is hereby dismissed.

No. E-393—1924.

Iowa Service Co., Red Oak. Franchise in Pottawattamie and Cass Counties.

This application came on for hearing on Aug. 15, 1922, and on Aug. 6, 1924, franchise was granted upon the following route:

Beginning at the east corporate limits of the town of Avoca, Pottawattamie County, Iowa, where said corporate limits is intersected by a north and south highway along the east section line of Section nine (9), Township seventy-seven (77) north, Range thirty-nine (39) west of the fifth (5) P. M., thence north in the west margin of said highway along the east section line of said Section 9, a distance of approximately one-eighth ($\frac{1}{8}$) of a mile to the east and west highway along the north line of Section ten (10), said Township and Range; thence east in the south margin of the last named highway a distance of approximately one (1) mile to the east margin of the north and south highway along the west line of Sections eleven (11) and two (2), said Township and Range; thence north in the east margin of the last named highway along the west line of said Sections eleven (11) and two (2), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the east and west highway through the south half of said Section two (2); thence east in the south margin of the last named highway through the south half of said Section two (2), a distance of approximately one (1) mile to the east margin of the north and south highway along the west section line of Section one (1), said Township and Range; thence south in the east margin of the last named highway along the west section line of said Section one (1), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the southwest corner of said Section one (1); thence east in the north margin of the highway along the south line of said Section one (1), a distance of approximately three-fourths ($\frac{3}{4}$) of a mile; thence diagonally across said highway and continuing east in the south margin thereof, along the north line of Section twelve (12), said Township and Range, and Sections seven (7) and eight (8), Township seventy-seven (77) north, Range thirty-eight (38) west of the fifth (5) P. M., a distance of approximately two and one-fourth ($2\frac{1}{4}$) miles to the northeast corner of said Section eight (8); thence south in the west margin of the north and south highway along the east line of said Section eight (8), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the southeast corner of the northeast quarter of said Section eight (8); thence across the last named highway and continuing south in the east margin thereof, to the north corporate limits of the town of Walnut, Pottawattamie County, Iowa.

Beginning at the east corporate limits of the town of Walnut, Pottawattamie County, Iowa, where said corporate limits is intersected by an east and west highway along the north section line of Section fifteen (15), Township seventy-seven (77) north, Range thirty-eight (38) west of the fifth (5) P. M., thence east in the south margin of said highway, a distance of approximately one (1) mile to the northeast corner of said Section fifteen (15); thence south in the west margin of the north and south highway along the east line of said Section fifteen (15), a distance of approximately one-half ($\frac{1}{2}$) of a mile, to the northeast corner of the southeast quarter of said Section fifteen (15); thence east in the south margin of the highway approximately along the east and west center section line of Section fourteen (14), said Township and Range, a distance of approximately one (1) mile, to the northeast corner of the southeast quarter of said Section fourteen (14); thence north in the west margin of the north and south highway along the east section line of said Section fourteen (14), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the northeast corner of said Section fourteen (14); thence east in the south margin of the highway along the north line of Section thirteen (13), said Township and Range, Pottawattamie County, Iowa, and Sections eighteen (18) and seventeen (17), Township seventy-seven (77) north, Range thirty-seven (37) west of the fifth (5) P. M., Cass County, Iowa, a distance of approximately three (3) miles to the northwest corner of Section sixteen (16), of the last named Township and Range; thence south in the east margin of the

north and south highway along the west line of said Section sixteen (16), and Section twenty-one (21), of the last named Township and Range, a distance of approximately one and one-half ($1\frac{1}{2}$) miles to the north corporate limits of the town of Marne, Cass County, Iowa.

Beginning at the south corporate limits of the town of Marne, Cass County, Iowa, where said corporate limits is intersected by a highway approximately along the north and south center section line of Section twenty-eight (28), Township seventy-seven (77) north, Range thirty-seven (37) west of the fifth (5) P. M., thence south in the west margin of said highway, a distance of approximately three-fourths ($\frac{3}{4}$) of a mile to the south margin of the east and west highway along the south line of said Section twenty-eight (28); thence east in the south margin of the last named highway a distance of approximately one-half ($\frac{1}{2}$) of a mile to the northwest corner of Section thirty-four (34), said Township and Range; thence south in the east margin of the highway along the west section line of said Section thirty-four (34), a distance of approximately one (1) mile to the southwest corner of said Section thirty-four (34); thence diagonally across said highway to the northeast corner of Section four (4), Township seventy-six (76) north, Range thirty-seven (37) west of the fifth (5) P. M.; thence continuing south in the west margin of the highway along the east line of said Section four (4) and Section nine (9), of the last named Township and Range, a distance of approximately two (2) miles to the southeast corner of said Section nine (9); thence diagonally across the highway to the northwest corner of Section fifteen (15), of the last named Township and Range, and continuing south in the east margin of the highway along the west line of said Section fifteen (15), a distance of approximately three-fourths ($\frac{3}{4}$) of a mile; thence across the last named highway and continuing south in the west margin thereof, along the east line of Sections sixteen (16), twenty-one (21), twenty-eight (28), and thirty-three (33), of the last named Township and Range, a distance of approximately three and one-fourth ($3\frac{1}{4}$) miles, to the southeast corner of said Section thirty-three (33); thence diagonally across the highway to the northwest corner of Section three (3), Township seventy-five (75) north, Range thirty-seven (37) west of the fifth (5) P. M., and continuing south in the east margin of the highway along the west section line of said Section three (3), and Section ten (10), last named Township and Range, a distance of approximately one and one-half ($1\frac{1}{2}$) miles to the place where said north and south highway turns southeasterly into the southwest quarter of said Section ten (10); thence southeasterly in the northerly margin of the last named highway a distance of approximately five-sixteenths ($\frac{5}{16}$) of a mile to the west corporate limits of the town of Lewis, Cass County, Iowa.

No. E-409—1924.

Northern Iowa Gas & Electric Co., Humboldt. Franchise in Pocahontas County.

This application came on for hearing on Dec. 1, 1922, and on Jan. 25, 1924, franchise was granted upon the following route:

Beginning at the west corporate limits of the town of Gilmore City, Pocahontas County, Iowa, where said corporate limits is intersected by a highway along the north section line of Section one (1), Township ninety-one (91) north, Range thirty-one (31) west of the fifth (5) P. M., thence west in the south margin of said highway along the north section line of said Section one (1), and Sections two (2), three (3), four (4), five (5) and six (6), said Township and Range, and Sections one (1), two (2), three (3), four (4) and five (5), Township ninety-one (91) north, Range thirty-two (32) west of the fifth (5) P. M., a distance of approximately ten and three-fourths ($10\frac{3}{4}$) miles, to the east corporate limits of the town of Pocahontas, Pocahontas County, Iowa.

No. E-419—1924.

Iowa Electric Co., Cedar Rapids. Franchise in Van Buren County.

This application came on for hearing on Mar. 27, 1923, and on Jan. 16, 1924, franchise was granted upon the following route:

Beginning at the south corporate limits of the town of Birmingham, Van Buren County, Iowa, where said corporate limits is intersected by a highway along the east section line of Sections twelve (12) and thirteen (13), Township seventy (70) north, Range ten (10) west of the fifth (5) P. M., thence south in the west margin of the highway along the east section line of said Sections twelve (12) and thirteen (13), and Sections twenty-four (24), twenty-five (25) and thirty-six (36), said Township and Range, a distance of approximately three and one-fourth ($3\frac{1}{4}$) miles to the intersection of said highway with a diagonal and irregular highway extending in a southeasterly and northwesterly direction thru the west half of Section thirty-one (31), Township seventy (70) north, Range nine (9) west of the fifth (5) P. M.; thence southeasterly in the south and west margins of the last named highway, a distance of approximately one and one-eighth ($1\frac{1}{8}$) miles to the intersection of the last named highway with the north section line of Section six (6), Township sixty-nine (69) north, Range nine (9) west of the fifth (5) P. M. near the northeast corner of the northwest quarter of said Section six (6); thence east in the south margin of the highway along the north line of the east half of said Section six (6), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the northeast corner of said Section six (6); thence south in the west margin of the highway along the east section line of said Section six (6), a distance of approximately one-third ($\frac{1}{3}$) of a mile to the intersection of the last named highway with an east and west highway located in the north half of Section five (5), of the last named Township and Range; thence east in the south margin of said east and west highway, a distance of approximately three-fourths ($\frac{3}{4}$) of a mile to the place where said east and west highway turns north in the northeast quarter of said Section five (5); thence north in the east margin of the last named highway a distance of approximately one-third ($\frac{1}{3}$) of a mile, to the north section line of said Section five (5); thence east in the south margin of the east and west highway along the north line of said Section five (5) and Sections four (4), three (3), two (2) and one (1), last named Township and Range, a distance of approximately four and one-fourth ($4\frac{1}{4}$) miles to the northeast corner of said Section one (1); thence south in the west margin of the highway along the east section line of said Section one (1) and Sections twelve (12), thirteen (13), twenty-four (24), twenty-five (25) and thirty-six (36), of the last named Township and Range, a distance of approximately five and one-eighth ($5\frac{1}{8}$) miles to the place where the last named highway turns southeasterly in the northwest quarter of Section thirty-one (31), Township sixty-nine (69) north, Range eight (8) west of the fifth (5) P. M.; thence in a southerly direction in the west and south margins of an irregular highway in the west half of said Section thirty-one (31) and the northwest quarter of Section six (6), Township sixty-eight (68) north, Range eight (8) west of the fifth (5) P. M., a distance of approximately one and one-eighth ($1\frac{1}{8}$) miles to the intersection of the last named highway with an east and west highway located in the north half of said Section six (6); thence east in the south margin of the last named highway a distance of approximately three-fourths ($\frac{3}{4}$) of a mile to the place where said highway turns southeasterly in the northeast quarter of said Section six (6); thence southeasterly in the southwest margin of the last named highway, a distance of approximately one-eighth ($\frac{1}{8}$) of a mile to the place where said highway turns south in the east half of said Section six (6); thence south in the west margin of said north and south highway in the east half of said Section six (6), and Section seven (7), last named Township and Range, a distance of approximately one and three-eighths ($1\frac{3}{8}$) miles to a point one hundred (100) feet south of the south right of way line of the Chicago, Rock Island & Pacific Railway Company.

No. E-421—1924.

Afton Mutual Telephone Co., Afton, v. Creston Mutual Electric Light, Heat & Power Co., Creston.

Inductive Interference in Union County.

Satisfactorily adjusted.

Filed Nov. 12, 1921. Closed Sept. 4, 1924.

No. E-422—1924.

Chicago Great Western Railroad Co. v. Creston Mutual Electric Light, Heat & Power Co., Creston.

Improper Wire Construction over tracks one mile east of Arispe, Union County.

Satisfactorily adjusted.

Filed Oct. 22, 1921. Closed Jan. 17, 1924.

No. E-424—1924.

C. L. Fiester, County Auditor, Independence, v. Tri-States Utilities Co., Central City, Ia.

Improper Transmission Line Construction in Buchanan County.

Adjusted.

Filed Dec. 10, 1921. Closed Apr. 5, 1924.

No. E-426—1924.

Ft. Dodge Telephone Co., Ft. Dodge, v. City of Clare.

Inductive Interference in Webster County.

Adjusted.

Filed Jan. 9, 1922. Closed July 2, 1924.

No. E-430—1924.

Remsen-Alton-Granville Telephone Co., Remsen, v. Iowa Light, Heat & Power Co., Carroll.

Improper Construction Wire Crossing in Sioux County.

Closed without prejudice. Litigation pending in court.

Filed Nov. 1, 1922. Closed Dec. 1, 1924.

No. E-432—1924.

Board of Railroad Commissioners, Des Moines, v. Incorporated Town of Deloit.

Improper Construction of Transmission Line in Crawford County.

After inspection, some changes made.

Filed Feb. 3, 1922. Closed Dec. 1, 1924.

No. E-443—1924.

Iowa Electric Co., Cedar Rapids.

Franchise in Jones County.

This application came on for hearing on July 31, 1923, and on Jan. 11, 1924, franchise was granted upon the following route:

Beginning at a point on a northeasterly and southwesterly diagonal highway through the northwest quarter of the southwest quarter of Section twenty-

seven (27), Township eighty-six (86) north, Range three (3) west of the fifth (5) P. M., thence east over private right of way twenty-five (25) feet in width south of and along the north line of said southwest quarter of said Section twenty-seven (27) a distance of approximately one-half ($\frac{1}{2}$) of a mile to the southwest corner of the northeast quarter of said Section twenty-seven (27); thence north over said private right of way east of and along the west line of said northeast quarter and the southeast quarter of Section twenty-two (22), said Township and Range, a distance of approximately nine-tenths ($\frac{9}{10}$) of a mile to the intersection of said private right of way with a northeasterly and southwesterly diagonal highway across the east half of said Section twenty-two (22); thence along said diagonal highway in a northeasterly direction, a distance of approximately one-half ($\frac{1}{2}$) of a mile to the place where said highway turns east in the northeast quarter of said Section twenty-two (22); thence east along said highway, a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the east section line of said Section twenty-two (22); thence northeasterly along said highway through the northwest quarter of Section twenty-three (23), the south and east halves of Section fourteen (14), the northwest quarter of Section thirteen (13), and the southwest quarter of Section twelve (12), said Township and Range, a distance of approximately two and six-tenths ($2\frac{6}{10}$) miles to the place where said highway turns north on the north and south center section line of said Section twelve (12); thence north along said highway on the north and south center section line of said Section twelve (12), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the intersection of said north and south highway with a northeasterly and southwesterly diagonal highway across the east half of said Section twelve (12); thence northeasterly along said diagonal highway in the east half of said Section twelve (12), a distance of approximately seven-tenths ($\frac{7}{10}$) of a mile to the northeast corner of said Section twelve (12); thence east along said highway on the south section line of Section six (6), Township eighty-six (86) north, Range two (2) west of the fifth (5) P. M., a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the place where said highway turns in a northeasterly direction; thence along said diagonal and irregular highway in a general northeasterly direction across said Section six (6) and Sections five (5), four (4), three (3), two (2) and one (1), last named Township and Range, a distance of approximately five and one-half ($5\frac{1}{2}$) miles to the west corporate limits of the town of Cascade, Jones County, Iowa.

No. E-452—1924.

Board of Railroad Commissioners, Des Moines, v. Delphos Telephone Co. and Western Union Telegraph Co.

Improperly Constructed Wire Crossing over Railroad Tracks, at Maloy, Benton and Diagonal.

Crossings rebuilt to conform to Board's requirements.

Filed Sept. 6, 1923. Closed July 7, 1924.

No. E-453—1924.

Iowa Light, Heat & Power Co., Carroll.

Franchise in Sioux City.

This application came on for hearing on Oct. 2, 1923, and on Jan. 11, 1924, franchise was granted upon the following route:

Beginning at a point on the now existing transmission line at the intersection of a north and south highway with an east and west highway at the southeast corner of Section thirty-six (36), Township ninety-five (95) north, Range forty-five (45) west of the fifth (5) P. M., thence west on the last named highway along the south section line of said Section thirty-six (36), and Sections thirty-five (35) and thirty-four (34), said Township and Range, a distance of approximately three (3) miles to the intersection of said east and

west highway with a north and south highway at the southwest corner of said Section thirty-four (34); thence south on the last named highway along the east section line of Sections four (4) and nine (9), Township ninety-four (94) north, Range forty-five (45) west of the fifth (5) P. M., a distance of approximately two (2) miles to the intersection of said north and south highway with an east and west highway at the southeast corner of said Section nine (9); thence west on the last named highway along the south section line of said Section nine (9), a distance of approximately one (1) mile to the east corporate limits of the town of Maurice, Sioux County, Iowa.

Beginning at the intersection of an east and west highway with a north and south highway at the northeast corner of Section three (3), Township ninety-four (94) north, Range forty-five (45) west of the fifth (5) P. M., thence south on the last named highway along the east section line of said Section three (3), a distance of approximately one (1) mile to the intersection of said north and south highway with an east and west highway at the southeast corner of said Section three (3); thence west on the last named highway along the south section line of said Section three (3), a distance of approximately one (1) mile to the intersection of said east and west highway with a north and south highway at the southwest corner of said Section three (3).

Beginning at the west corporate limits of the town of Maurice, Sioux County, Iowa, where said corporate limits is intersected by an east and west highway along the south section line of Section eight (8), Township ninety-four (94) north, Range forty-five (45) west of the fifth (5) P. M., thence west on said highway along the south section line of said Section eight (8), and Section seven (7), said Township and Range, and Sections twelve (12), eleven (11), ten (10), nine (9) and eight (8), Township ninety-four (94) north, Range forty-six (46) west of the fifth (5) P. M., a distance of approximately six and one-fourth (6 $\frac{1}{4}$) miles, to the east corporate limits of the town of Ireton, Sioux County, Iowa.

No. E-455—1924.

Iowa Light, Heat & Power Co., Carroll.

Franchise in Jasper and Poweshiek Counties.

This application came on for hearing on Nov. 1, 1923, but owing to an error in the publication notices, hearing was continued to Nov. 13, 1923. Franchise was granted on Jan. 16, 1924, upon the following route:

Beginning at the north corporate limits of the town of Lynnville, Jasper County, Iowa, where said corporate limits is intersected by a north and south highway in the northeast quarter of Section eleven (11), Township seventy-eight (78) north, Range seventeen (17) west of the fifth (5) P. M., thence north on said highway in the northeast quarter of said Section eleven (11), a distance of approximately twenty (20) rods to the intersection of said north and south highway with an east and west highway along the north section line of said Section eleven (11); thence east on the last named highway along the north section line of said Section eleven (11) and Section twelve (12), said Township and Range, a distance of approximately one and four-tenths (1 $\frac{4}{10}$) miles to the intersection of said east and west highway with a north and south highway at the northeast quarter of said Section twelve (12); thence south on the last named highway between said Section twelve (12), Jasper County, Iowa, and Section seven (7), Township seventy-eight (78) north, Range sixteen (16) west of the fifth (5) P. M., Poweshiek County, Iowa, a distance of approximately one-half ($\frac{1}{2}$) of a mile to the intersection of said north and south highway with an east and west highway approximately along the east and west center section line of said Section seven (7); thence east on the last named highway approximately along the east and west center section line of said Section seven (7), and Sections eight (8) and nine (9), last named Township and Range, a distance of approximately two and

one-half (2 $\frac{1}{2}$) miles to the intersection of said east and west highway with a north and south highway approximately along the north and south center section line of said Section nine (9); thence north in the west margin of the last named highway approximately along the north and south center section line of said Section nine (9), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the northeast corner of the southeast quarter of the northwest quarter of said Section nine (9); thence east across the highway to the west corporate limits of the town of Searsboro, Poweshiek County, Iowa.

No. E-457—1924.

W. A. Kinsey, Marshalltown.

Franchise in Marshall County.

Application dismissed; no jurisdiction in this Board.

Filed Sept. 25, 1923. Closed Jan. 15, 1924.

No. E-458—1924.

Des Moines Electric Co., Des Moines.

Franchise in Marion and Mahaska Counties.

This application came on for hearing on Nov. 1, 1923, and on Jan. 11, 1924, franchise was granted upon the following route:

Beginning at a point on the now existing transmission line opposite lot six (6) block three (3) Hammonds Addition in the Unincorporated Town of Otley, Marion County, Iowa, forty (40) feet northeast of the center line and in the private right of way of the Chicago, Rock Island & Pacific Railway Company, thence in a general southeasterly direction forty (40) feet northeast of the center line and in the private right of way of said railway company across Sections twenty-two (22), twenty-three (23), twenty-six (26), twenty-five (25) and thirty-six (36), Township seventy-seven (77) north, Range nineteen (19) west of the fifth (5) P. M., and Section thirty-one (31), Township seventy-seven (77) north, Range eighteen (18) west of the fifth (5) P. M., and Sections six (6), five (5) and four (4), Township seventy-six (76) north, Range eighteen (18) west of the fifth (5) P. M., a distance of approximately seven (7) miles to the west corporate limits of the city of Pella, Marion County, Iowa.

Beginning at the east corporate limits of the city of Pella, Marion County, Iowa, where said corporate limits is intersected by the Chicago, Rock Island & Pacific Railway Company in the southwest quarter of Section eleven (11), Township seventy-six (76) north, Range eighteen (18) west of the fifth (5) P. M., thence in a general southeasterly direction forty (40) feet northeast of the center line and in the private right of way of said railway company across said Section eleven (11), sections fourteen (14) and thirteen (13) said Township and Range, Section eighteen (18), Township seventy-six (76) north, Range seventeen (17) west of the fifth (5) P. M., Mahaska County, Iowa, and Sections nineteen (19), twenty (20), twenty-one (21), twenty-eight (28), twenty-seven (27), thirty-four (34) and thirty-five (35), last named Township and Range, a distance of approximately seven and one-fourth (7 $\frac{1}{4}$) miles to the west corporate limits of the town of Leighton, Mahaska County, Iowa.

Beginning at the south corporate limits of the town of Leighton, Mahaska County, Iowa, where said corporate limits is intersected by the Chicago, Rock Island & Pacific Railway Company, thence in a general southeasterly direction forty (40) feet northeast of the center line and in the private right of way of said railway company across Section two (2), Township seventy-five (75) north, Range seventeen (17) west of the fifth (5) P. M., a distance of approximately one-half ($\frac{1}{2}$) of a mile to the east section line of said Section two (2), continuing southeasterly over private right of way northeasterly of and adjacent to the northeast right of way line of said railway company across Section one (1), last named Township and Range, a distance of approximately one and one-fourth (1 $\frac{1}{4}$) miles to the east section line of said Section one

(1), continuing southeasterly forty (40) feet north of the center line and in the private right of way of said railway company across Sections six (6), seven (7), eighteen (18), seventeen (17), sixteen (16), fifteen (15), twenty-two (22), and twenty-three (23), Township seventy-five (75) north, Range sixteen (16) west of the fifth (5) P. M., a distance of approximately five and three-tenths ($5\frac{3}{10}$) miles to a point on private right of way approximately one hundred sixteen (116) feet north of the center line of the last named private right of way and approximately three hundred forty-three (343) feet measured along the center line of said private right of way east of the north and south center section line of said Section twenty-three (23); thence east on private right of way approximately sixty-four (64) feet north of the center line of said Chicago, Rock Island & Pacific Railway Company's private right of way, a distance of approximately four-tenths ($\frac{4}{10}$) of a mile, to the west corporate limits of the city of Oskaloosa, Mahaska County, Iowa.

No. E-459—1924.

Iowa Light, Heat & Power Co., Carroll.
Franchise in Crawford County.

This application came on for hearing on Nov. 1, 1923, and on Jan. 16, 1924, franchise was granted upon the following route:

Beginning at the west corporate limits of the town of Kiron, Crawford County, Iowa, where said corporate limits is intersected by an east and west highway on the north section line of Section twelve (12), Township eighty-five (85) north, Range thirty-nine (39) west of the fifth (5) P. M., thence west on said highway along the north section line of said Section twelve (12), and Sections eleven (11) and ten (10), said Township and Range, a distance of approximately two and one-half ($2\frac{1}{2}$) miles to the intersection of said east and west highway with a north and south highway along the west section line of said Section ten (10); thence south on the last named highway along the east section line of Sections nine (9) and sixteen (16), said Township and Range, a distance of approximately two (2) miles to the intersection of said north and south highway with an east and west highway along the south section line of said Section sixteen (16); thence west on the last named highway along the south section line of said Section sixteen (16), and Sections seventeen (17) and eighteen (18), said Township and Range, a distance of approximately two and one-half ($2\frac{1}{2}$) miles to the east corporate limits of the town of Schleswig, Crawford County, Iowa.

Beginning at the west corporate limits of the town of Schleswig, Crawford County, Iowa, where said corporate limits is intersected by an east and west highway along the north section line of Section twenty-four (24), Township eighty-five (85) north, Range forty (40) west of the fifth (5) P. M., thence west on said highway along the north section line of said Section twenty-four (24), and Sections twenty-three (23), twenty-two (22), twenty-one (21), twenty (20) and nineteen (19), said Township and Range, and Section twenty-four (24), Township eighty-five (85) north, Range forty-one (41) west of the fifth (5) P. M., a distance of approximately seven (7) miles to the intersection of said east and west highway with a north and south highway along the west section line of said Section twenty-four (24); thence south on last named highway along the west section line of said Section twenty-four (24), and Sections twenty-five (25) and thirty-six (36), last named Township and Range, a distance of approximately two and four-tenths ($2\frac{4}{10}$) miles to the north corporate limits of the town of Ricketts, Crawford County, Iowa.

Beginning at the south corporate limits of the town of Ricketts, Crawford County, Iowa, where said corporate limits is intersected by a north and south highway along the east section line of Section two (2), Township eighty-four (84) north, Range forty-one (41) west of the fifth (5) P. M., thence south on said highway along the east section line of said Section two (2), and Sections eleven (11), fourteen (14), and twenty-three (23), said Township and Range, a distance of approximately three and thirteen-sixteenths ($3\frac{13}{16}$) miles to a place five (5) feet south of the south right of way line of the Chicago, Milwaukee & Saint Paul Railway Company.

No. E-460—1924.

Northeastern Light & Power Co., Marquisville.
Franchise in Polk County.

This application came on for hearing on Nov. 1, 1923, and on Feb. 28, 1924, franchise was granted upon the following route:

Beginning at the north corporate limits of the city of Des Moines, Polk County, Iowa, where said corporate limits is intersected by a north and south highway along the west section line of Section twenty-four (24), Township seventy-nine (79) north, Range twenty-four (24) west of the fifth (5) P. M., thence north in said highway along the west section line of said Section twenty-four (24), and Sections thirteen (13), twelve (12) and one (1), said Township and Range, a distance of approximately three and one-half ($3\frac{1}{2}$) miles to the intersection of said north and south highway with an east and west highway along the north section line of said Section one (1).

Beginning at the intersection of a north and south highway along the east section line of Section eleven (11), Township seventy-nine (79) north, Range twenty-four (24) west of the fifth (5) P. M., with an east and west highway in the north half of said Section eleven (11), thence west in the last named highway in the north half of said Section eleven (11), a distance of approximately one (1) mile to the west section line of said Section eleven (11).

Beginning at the intersection of a north and south highway with an east and west highway at the southeast corner of Section eleven (11), Township seventy-nine (79) north, Range twenty-four (24) west of the fifth (5) P. M., thence west in the last named highway along the south section line of said Section eleven (11), a distance of approximately one (1) mile to the west section line of said Section eleven (11).

Beginning at the intersection of a north and south highway along the east section line of Section twenty-three (23), Township seventy-nine (79) north, Range twenty-four (24) west of the fifth (5) P. M., with an east and west highway in the north half of said Section twenty-three (23), thence west in the last named highway in the north half of said Section twenty-three (23), a distance of approximately one (1) mile to the west section line of said Section twenty-three (23).

Beginning at a point on the north and south highway along the east section line of Section fourteen (14), Township seventy-nine (79) north, Range twenty-four (24) west of the fifth (5) P. M., thence west on private right of way approximately one-fourth ($\frac{1}{4}$) of a mile south of the north section line of said Section fourteen (14), a distance of approximately one (1) mile to the west section line of said Section fourteen (14).

Beginning at a point on the north and south highway along the east section line of Section fourteen (14), Township seventy-nine (79) north, Range twenty-four (24) west of the fifth (5) P. M., thence west on private right of way approximately along the east and west center section line of said Section fourteen (14), a distance of approximately one (1) mile to the west section line of said Section fourteen (14).

No. E-462—1924.

Iowa Service Co., Omaha, Nebr.
Franchise in Fremont County.

This application came on for hearing on Nov. 20, 1923, and on Jan. 11, 1924, franchise was granted upon the following route:

Beginning at the south corporate limits of the town of Riverton, Fremont County, Iowa, where said corporate limits is intersected by a north and south highway approximately along the north and south center section line of Section twenty-nine (29), Township sixty-eight (68) north, Range forty-one (41) west of the fifth (5) P. M., thence south on said highway approximately along the north and south center section line of said Section twenty-nine (29), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the intersection of said

north and south highway with an east and west highway along the north section line of Section thirty-two (32), said Township and Range; thence west on the last named highway along the north section line of said Section thirty-two (32), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the intersection of said east and west highway with a north and south highway in the west half of said Section thirty-two (32); thence south on the last named highway in the west half of said Section thirty-two (32), a distance of approximately one (1) mile to the intersection of said north and south highway with an east and west highway along the south section line of said Section thirty-two (32); thence west on the last named highway along the south section line of said Section thirty-two (32), and Section thirty-one (31), said Township and Range, a distance of approximately one and one-fourth ($\frac{1}{4}$) miles to the place where said highway turns south along the east section line of Section one (1), Township sixty-seven (67) north, Range forty-two (42) west of the fifth (5) P. M., thence south on said highway as it is now located along the east section line of said Section one (1) and Sections twelve (12) and thirteen (13), last named Township and Range, a distance of approximately two and one-third ($2\frac{1}{3}$) miles to the place where said highway turns in a general southeasterly direction in the east half of said section thirteen (13); thence southwesterly and south in the east half of said Section thirteen (13), a distance of approximately eight-tenths ($\frac{8}{10}$) of a mile to the place where said highway turns west along the south section line of said Section thirteen (13); thence west on the last named highway along the south section line of said Section thirteen (13), a distance of approximately forty (40) rods, to the place where said highway turns south in the east half of Section twenty-four (24), last named Township and Range; thence south on said highway in the east half of said Section twenty-four (24), a distance of approximately one-half ($\frac{1}{2}$) mile to the place where said highway turns west approximately along the east and west center section line of said Section twenty-four (24); thence west on said highway approximately along the east and west center section line of said Section twenty-four (24) and Sections twenty-three (23) and twenty-two (22), last named Township and Range, a distance of approximately one and three-fourths ($1\frac{3}{4}$) miles to the place where said highway turns in a southwesterly direction in the southeast quarter of said Section twenty-two (22); thence in a southwesterly direction on the road as it is now located in the southeast quarter of said Section twenty-two (22), a distance of approximately nine-sixteenths ($\frac{9}{16}$) of a mile to the northwesterly and southeasterly diagonal highway in the southeast quarter of said Section twenty-two (22); thence northwesterly on private right of way abutting upon and adjacent to the northeasterly line of said diagonal highway in the southeast quarter of said Section twenty-two (22), a distance of approximately one-third ($\frac{1}{3}$) of a mile to the east corporate limits of the city of Hamburg, Fremont County, Iowa.

No. E-463—1924.

Iowa Light, Heat & Power Co., Carroll.

Franchise in Crawford and Monona Counties.

This application came on for hearing on Dec. 14, 1923, and on Jan. 16, 1924, franchise was granted upon the following route:

Beginning at the west corporate limits of the town of Charter Oak, Crawford County, Iowa, where said corporate limits is intersected by a northeasterly and southwesterly diagonal highway in the southwest quarter of Section twenty-three (23), Township eighty-four (84) north, Range forty-one (41) west of the fifth (5) P. M., thence southwesterly on said highway through the southwest quarter of said Section twenty-three (23), and the south half of Section twenty-two (22), said Township and Range, a distance of approximately one (1) mile to the place where said highway turns west along the south section line of said Section twenty-two (22); thence continuing west on said highway along the south section line of said Section twenty-two (22), and Section twenty-one (21), said Township and Range, a distance of approximately three-

eighths ($\frac{3}{8}$) of a mile to the intersection of said east and west highway with a north and south highway in the northeast quarter of Section twenty-eight (28), said Township and Range; thence continuing south, southwesterly and west on said highway as it is now located across said Section twenty-eight (28), and Section twenty-nine (29), said Township and Range, a distance of approximately two (2) miles to the intersection of said highway with a north and south highway along the west section line of said Section twenty-nine (29); thence south on the last named highway along the east section line of Section thirty (30), said Township and Range, a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the intersection of said north and south highway with a northeasterly and southwesterly diagonal highway in the south half of said Section thirty (30); thence in a southwesterly direction on the last named highway through the south half of said Section thirty (30), a distance of approximately five-sixths ($\frac{5}{6}$) of a mile to the place where said highway turns west along the south section line of said Section thirty (30); thence west on said highway along the south section line of said Section 30, Crawford County, Iowa, Section twenty-five (25), Township eighty-four (84) north, Range forty-two (42) west of the fifth (5) P. M., Monona County, Iowa, and Section twenty-six (26), last named Township and Range, a distance of approximately one and three-fourths ($1\frac{3}{4}$) miles to the intersection of said east and west highway with a north and south highway approximately along the north and south center section line of Section thirty-five (35), last named Township and Range; thence south in the east margin of the last named highway approximately along the north and south center section line of said Section thirty-five (35), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the southwest corner of the northeast quarter of said Section thirty-five (35); thence west across said highway to the east corporate limits of the town of Ute, Monona County, Iowa.

Beginning at the west corporate limits of the town of Ute, Monona County, Iowa, where said corporate limits is intersected by an east and west highway approximately along the east and west center section line of Section thirty-four (34), Township eighty-four (84) north, Range forty-two (42) west of the fifth (5) P. M.; thence west on said highway approximately along the east and west center section line of said Section thirty-four (34), a distance of approximately fifteen-sixteenths ($\frac{15}{16}$) of a mile to the place where said highway turns in a southwesterly direction in the west half of said Section thirty-four (34); thence continuing in a southwesterly direction on said highway in the west half of said Section thirty-four (34), and the south half of Section thirty-three (33), said Township and Range, a distance of approximately five-eighths ($\frac{5}{8}$) of a mile, to the place where said highway turns south in the south half of said Section thirty-three (33); thence south on said highway through the south half of said Section thirty-three (33), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the place where said highway turns in a southwesterly direction on the north section line of Section four (4), Township eighty-three (83) north, Range forty-two (42) west of the fifth (5) P. M., thence continuing southwesterly on said highway in the northwest quarter of said Section four (4), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the place where said highway turns south along the east section line of Section five (5), last named Township and Range; thence continuing south on the said highway along the east section line of said Section five (5), and Section eight (8), last named Township and Range, a distance of approximately three-fourths ($\frac{3}{4}$) of a mile to the place where said highway turns west in the northeast quarter of said Section eight (8); thence continuing west on said highway in the north half of said Section eight (8), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the intersection of said east and west highway with a north and south highway approximately along the north and south center section line of said Section eight (8); thence south on the last named highway approximately along the north and south center section line of said Section eight (8), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the place where said highway turns in a southwesterly direction in the south half of said Section eight (8); thence continuing in a southwesterly direction on said highway in the southwest quarter of said Section eight

(8), and the northwest quarter of Section seventeen (17), last named Township and Range, a distance of approximately one-half ($\frac{1}{2}$) of a mile to the place where said highway turns south in the northwest quarter of said Section seventeen (17); thence continuing south on said highway in the northwest quarter of said Section seventeen (17), a distance of approximately three-eighths ($\frac{3}{8}$) of a mile to the intersection of said north and south highway with an east and west highway approximately along the east and west center section line of said Section seventeen (17); thence west on the last named highway approximately along the east and west center section line of said Section seventeen (17), and Section eighteen (18), last named Township and Range, a distance of approximately three-eighths ($\frac{3}{8}$) of a mile to the intersection of said east and west highway with a northeasterly and southwesterly diagonal highway in the east half of said Section eighteen (18); thence in a southwesterly direction on said highway in the east half of said Section eighteen (18), a distance of approximately three-eighths ($\frac{3}{8}$) of a mile to the place where said highway turns south in the southeast quarter of said Section eighteen (18); thence continuing south on said highway in the southeast quarter of said Section eighteen (18), and the northeast quarter of Section nineteen (19), last named Township and Range, a distance of approximately one-half ($\frac{1}{2}$) of a mile to the intersection of said north and south highway with a northeasterly and southwesterly diagonal highway in the northeast quarter of said Section nineteen (19); thence southwesterly on the last named highway in the north half and southwest quarter of said Section nineteen (19), a distance of approximately three-eighths ($\frac{3}{8}$) of a mile to the north corporate limits of the town of Soldier, Monona County, Iowa.

No. E-464—1924.

Eastern Iowa Electric Co., Dubuque.

Franchise in Dubuque County.

This application came on for hearing on Dec. 14, 1923, and it appearing that publication had not been completed, as required by statute, the hearing was continued to Feb. 13, 1924. On March 6, 1924, franchise was granted upon the following route:

Beginning at a point on the east and west highway at the southwest corner of Section thirty-two (32), Township ninety (90) north, Range two (2) west of the fifth (5) P. M., thence east on said highway a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the intersection of said highway with a north and south highway in the west half of said Section thirty-two (32); thence north in the last named highway in the west half of said Section thirty-two (32), and Section twenty-nine (29), said Township and Range, a distance of approximately one and one-half ($1\frac{1}{2}$) miles to the intersection of said north and south highway with an east and west highway approximately along the east and west center section line of said Section twenty-nine (29); thence east in the last named highway a distance of approximately one-eighth ($\frac{1}{8}$) of a mile to the place where said highway turns in a northeasterly direction in the north half of said Section twenty-nine (29); thence northeasterly on said highway in the north half of said Section twenty-nine (29), and the east half of Section twenty (20), said Township and Range, a distance of approximately one and seven-tenths ($1\frac{7}{10}$) miles to the intersection of said highway with an east and west highway along the north section line of said Section twenty (20); thence east in the last named highway along the north section line of said Section twenty (20) and Section twenty-one (21), said Township and Range, a distance of approximately thirteen-sixteenths ($\frac{13}{16}$) of a mile to the west corporate limits of the town of Luxenburg, Dubuque County, Iowa.

Beginning at the east corporate limits of the town of Luxenburg, Dubuque County, Iowa, where said corporate limits is interested by an east and west highway along the north section line of Section twenty-two (22), Township ninety (90) north, Range two (2) west of the fifth (5) P. M., thence east on

said highway along the north section line of said Section twenty-two (22), and Section twenty-three (23), said Township and Range, a distance of approximately one and one-half ($1\frac{1}{2}$) miles to the place where said highway turns southeasterly in the northeast quarter of said Section twenty-three (23); thence continuing southeasterly on said highway in the northeast quarter of said Section twenty-three (23), and the north half of Section twenty-four (24), said Township and Range, a distance of approximately one and one-eighth ($1\frac{1}{8}$) miles to the place where said highway turns east approximately along the east and west center section line in the east half of said Section twenty-four (24); thence continuing east on said highway approximately along the east and west center section line of said Section twenty-four (24), and Section nineteen (19), Township ninety (90) north, Range one (1) west of the fifth (5) P. M., a distance of approximately one and one-eighth ($1\frac{1}{8}$) miles to the west corporate limits of the town of Holy Cross, Dubuque County, Iowa.

No. E-465—1924.

Raymond Electric Co., Raymond.

Franchise in Black Hawk County.

This application came on for hearing on Dec. 14, 1923, and on Jan. 25, 1924, franchise was granted upon the following route:

Beginning at a point on a now existing transmission line at the intersection of an east and west highway with a north and south highway at the northwest corner of Section twenty-five (25), Township eighty-nine (89) north, Range twelve (12) west of the fifth (5) P. M., thence south on the last named highway along the west section line of said Section twenty-five (25), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the place where said highway turns east approximately along the east and west center section line of said Section twenty-five (25); thence continuing east on said highway in the west half of said Section twenty-five (25), a distance of approximately twenty (20) rods, to the place where said highway turns south in the west half of said Section twenty-five (25); thence continuing south on said highway on the west half of said Section twenty-five (25), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the intersection of said north and south highway with an east and west highway along the south section line of said Section twenty-five (25); thence west on the last named highway, along the south section line of said Section twenty-five (25), a distance of approximately twenty (20) rods to the intersection of said east and west highway with a north and south highway along the west section line of Section thirty-six (36), said Township and Range; thence south on the last named highway along the west section line of said Section thirty-six (36), a distance of approximately one (1) mile to and including the streets and alleys of the Unincorporated Town of Raymond, Black Hawk County, Iowa.

No. E-466—1924.

Iowa Electric Co., Cedar Rapids.

Franchise in Van Buren County.

This application came on for hearing on Dec. 14, 1923, and on April 10, 1924, franchise was granted upon the following route:

Beginning at the southwest corporate limits of the town of Bonaparte, Van Buren County, Iowa, thence south on private right of way, a distance of approximately one-eighth ($\frac{1}{8}$) of a mile to the intersection of the private right of way with an east and west highway in the north half of Section seventeen (17), Township sixty-eight (68) north, Range eight (8) west of the fifth (5) P. M., thence east on said highway in the north half of said Section seventeen (17), a distance of approximately one-eighth ($\frac{1}{8}$) of a mile to the intersection of said east and west highway with a north and south highway approximately along the north and south highway approximately along the north

and south center section line of said Section seventeen (17); thence south on the last named highway approximately along the north and south center section line of said Section seventeen (17), and Sections twenty (20) and twenty-nine (29), said Township and Range, a distance of approximately two and three-fourths ($2\frac{3}{4}$) miles to the intersection of said north and south highway with an east and west highway along the north section line of Section thirty-two (32), said Township and Range; thence east on the last named highway along the north section line of said Section thirty-two (32), a distance of approximately three-eighths ($\frac{3}{8}$) of a mile to the place where said highway turns in a southeast direction in the northeast quarter of said Section thirty-two (32); thence continuing in a southeast direction on said highway in the northeast quarter of said Section thirty-two (32), a distance of approximately three-sixteenths ($\frac{3}{16}$) of a mile to the place where said highway turns south along the west section line of Section thirty-three (33), said Township and Range; thence south on said highway along the west section line of said Section thirty-three (33), a distance of approximately one-eighth ($\frac{1}{8}$) of a mile to the place where said highway turns east in the north half of said Section thirty-three (33); thence continuing east and southeast on said highway as it is now located across the north and east halves of said Section thirty-three (33), and the south half of Section thirty-four (34), said Township and Range, a distance of approximately two and one-fourth ($2\frac{1}{4}$) miles to the place where said highway turns north along the east section line of said Section thirty-four (34); thence north on said highway along the east section line of said Section thirty-four (34), a distance of approximately one-eighth ($\frac{1}{8}$) of a mile to the place where said highway turns east in the southwest quarter of Section thirty-five (35), said Township and Range; thence east on said highway in the southwest quarter of said Section thirty-five (35), a distance of approximately one-eighth ($\frac{1}{8}$) of a mile, and continuing east on private right of way a distance of approximately five-sixteenths ($\frac{5}{16}$) of a mile to the intersection of said private right of way with a northwest and southeast diagonal highway in the south half of said Section thirty-five (35); thence southeast on said diagonal highway in the south half of said Section thirty-five (35), a distance of approximately one-eighth ($\frac{1}{8}$) of a mile to the north corporate limits of the town of Farmington, Van Buren County, Iowa.

No. E-467—1924.

Iowa Falls Electric Co., Iowa Falls.

Franchise in Black Hawk and Grundy Counties.

This application came on for hearing on Dec. 27, 1923, and on April 2, 1924, franchise was granted upon the following route:

Beginning at the west corporate limits of the town of LaPorte City, Black Hawk County, where said corporate limits is intersected by an east and west highway along the south section line of Section twenty-six (26), Township eighty-seven (87) north, Range twelve (12) west of the fifth (5) P. M., thence west on said highway along the south section line of said Section twenty-six (26), and Sections twenty-seven (27), twenty-eight (28), twenty-nine (29), and thirty (30), said Township and Range, Sections twenty-five (25), twenty-six (26), twenty-seven (27), twenty-eight (28), twenty-nine (29), and thirty (30), Township eighty-seven (87) north, Range thirteen (13) west of the fifth (5) P. M., Sections twenty-five (25), twenty-six (26), twenty-seven (27), twenty-eight (28), twenty-nine (29), and thirty (30), Township eighty-seven (87) north, Range fourteen (14) west of the fifth (5) P. M., Black Hawk County, Iowa, and Sections twenty-five (25) and twenty-six (26), Township eighty-seven (87) north, Range fifteen (15) west of the fifth (5) P. M., Grundy County, Iowa, a distance of approximately eighteen and three-fourths ($18\frac{3}{4}$) miles to the intersection of said east and west highway with a north and south highway along the west section line of said Section twenty-six (26); thence north on the last named highway along the west section line of said Section twenty-six (26), a distance of approximately one (1) mile to the intersection

of said north and south highway with an east and west highway at the north-west corner of said Section twenty-six (26).

Beginning at the intersection of an east and west highway with a north and south highway at the southeast corner of Section twenty-seven (27), Township eighty-seven (87) north, Range twelve (12) west of the fifth (5) P. M., Black Hawk County, Iowa, thence north on said highway along the east section line of said Section twenty-seven (27), and Section twenty-two (22), said Township and Range, a distance of approximately two (2) miles to the intersection of said north and south highway with an east and west highway along the north section line of said Section twenty-two (22); thence west on the last named highway along the north section line of said Section twenty-two (22), Sections twenty-one (21), twenty (20) and nineteen (19), said Township and Range, Sections twenty-four (24), twenty-three (23), twenty-two (22), twenty-one (21), twenty (20), and nineteen (19), Township eighty-seven (87) north, Range thirteen (13) west of the fifth (5) P. M., and Section twenty-four (24), twenty-three (23), twenty-two (22) and twenty-one (21), Township eighty-seven (87) north, Range fourteen (14) west of the fifth (5) P. M., a distance of approximately thirteen and one-fourth ($13\frac{1}{4}$) miles to the intersection of said east and west highway with a north and south highway approximately along the north and south center line of the northeast quarter of said Section twenty-one (21); thence south on the last named highway approximately along the north and south center line of the northeast quarter of said Section twenty-one (21), and through the Unincorporated Town of Voorhies, Iowa, a distance of approximately one-half ($\frac{1}{2}$) of a mile to the intersection of said north and south highway with an east and west highway approximately along the east and west center section line of said Section twenty-one (21); thence west on the last named highway approximately along the east and west center section line of said Section twenty-one (21), a distance of approximately three-fourths ($\frac{3}{4}$) of a mile to the intersection of said east and west highway with a north and south highway along the west section line of said Section twenty-one (21); thence south on the last named highway along the east section line of Section twenty (20), of the last named Township and Range, a distance of approximately one-half ($\frac{1}{2}$) of a mile to the intersection of said north and south highway with an east and west highway along the south section line of said Section twenty (20); thence west on the last named highway along the south section line of said Section twenty (20), and Section nineteen (19), of the last named Township and Range, Black Hawk County, Iowa, and Sections twenty-four (24), twenty-three (23), and twenty-two (22), Township eighty-seven (87) north, Range fifteen (15) west of the fifth (5) P. M., Grundy County, Iowa, a distance of approximately four and seven-eighths ($4\frac{7}{8}$) miles to the east corporate limits of the town of Reinbeck, Grundy County, Iowa.

Beginning at the intersection of an east and west highway with a north and south highway at the southwest corner of Section twenty-five (25), Township eighty-seven (87) north, Range thirteen (13) west of the fifth (5) P. M., Black Hawk County, Iowa, thence north on the last named highway along the west section line of said Section twenty-five (25), and Section twenty-four (24), said Township and Range, a distance of approximately two (2) miles to the intersection of said north and south highway with an east and west highway in the northwest corner of said Section twenty-four (24).

No. E-468—1924.

Iowa Railway & Light Co., Cedar Rapids.

Franchise in Linn County.

This application came on for hearing on Jan. 3, 1924, and on Mar. 6, 1924, franchise was granted upon the following route:

Connecting with a now existing transmission line on an east and west highway approximately at the southeast corner of the northeast quarter of Section eight (8), Township eighty-three (83) north, Range seven (7) west of the fifth (5) P. M., thence north on private right of way twenty-five (25) feet

in width, along the east section line of said Section eight (8), and Section five (5), said Township and Range, a distance of approximately eleven-twelfths (11/12) of a mile to the north right of way line of the Chicago, Milwaukee & Saint Paul Railway Company.

Beginning at the north corporate limits of the town of Robbins, Linn County, Iowa, where said corporate limits is intersected by the Waterloo, Cedar Falls & Northern Railway Company in the northwest quarter of Section sixteen (16), Township eighty-four (84) north, Range seven (7) west of the fifth (5) P. M., thence north on private right of way abutting upon and adjacent to the east right of way line of said railway company across the northwest quarter of said Section sixteen (16), Sections nine (9), four (4), and five (5), said Township and Range, and Sections thirty-two (32) and twenty-nine (29), Township eighty-five (85) north, Range seven (7) west of the fifth (5) P. M., a distance of approximately four and two-tenths (4 2/10) miles to the north side of a northwest and southeast diagonal highway across the north half of said Section twenty-nine (29); thence east on said private right of way across the east half of said Section twenty-nine (29) and the west half of Section twenty-eight (28), last named Township and Range, a distance of approximately one-half (1/2) of a mile to the intersection of said private right of way with a northeasterly and southwesterly diagonal highway in the southwest quarter of the northwest quarter of said Section twenty-eight (28); thence northeasterly on said diagonal highway across the northwest quarter of said Section twenty-eight (28), and the west half of Section twenty-one (21), last named Township and Range, a distance of approximately one and three-eighths (1 3/8) miles to the intersection of said diagonal highway with an east and west highway along the south section line of Section sixteen (16), last named Township and Range; thence west on the last named highway along the south section line of said Section sixteen (16), a distance of approximately one-third (1/3) of a mile to the intersection of said east and west highway with a north and south highway along the east section line of Section seventeen (17), last named Township and Range; thence north on the last named highway along the east section line of said Section seventeen (17), Sections eight (8) and five (5), last named Township and Range, and Sections thirty-two (32), and twenty-nine (29), Township eighty-six (86) north, Range seven (7) west of the fifth (5) P. M., a distance of approximately five (5) miles to the intersection of said north and south highway with an east and west highway along the north section line of said Section twenty-nine (29); thence west on the last named highway along the north section line of said Section twenty-nine (29), a distance of approximately one-fourth (1/4) of a mile to the intersection of said east and west highway with a north and south highway approximately along the north and south center line of the east half of Section twenty (20), last named Township and Range; thence north on the last named highway approximately along the north and south center line of the east half of said Section twenty (20) and Sections seventeen (17), eight (8) and five (5), last named Township and Range, a distance of approximately four (4) miles to the intersection of said north and south highway with an east and west highway along the north section line of said Section five (5), and including the streets and alleys of the Unincorporated Town of Troy Mills, Linn County, Iowa.

No. E-469—1924.

Iowa Railway & Light Co., Cedar Rapids.
Franchise in Buchanan County.

This application came on for hearing on Jan. 3, 1924, and on Feb. 28, 1924, franchise was granted upon the following route:

Beginning at a point on an east and west highway at the southeast corner of the southwest quarter of the southeast quarter of Section thirty-two (32), Township seventy-eight (78) north, Range seven (7) west of the fifth (5) P. M., Buchanan County, Iowa, thence west on said highway along the south section line of said Section thirty-two (32), a distance of approximately one-fourth

(1/4) of a mile to the intersection of said east and west highway with a north and south highway approximately along the north and south center section line of said Section thirty-two (32); thence north on the last named highway approximately along the north and south center section line of said Section thirty-two (32), and Section twenty-nine (29), said Township and Range, a distance of approximately one and one-half (1 1/2) miles to the intersection of said north and south highway with an east and west highway approximately along the east and west center section line of said Section twenty-nine (29); thence west on the last named highway approximately along the east and west center section line of said Section twenty-nine (29), and Section thirty (30), said Township and Range, a distance of approximately three-fourths (3/4) of a mile to the intersection of said east and west highway with a north and south highway approximately along the north and south center line of the east half of said Section thirty (30); thence north on the last named highway approximately along the north and south center line of the east half of said Section thirty (30), and Section nineteen (19), said Township and Range, a distance of approximately one (1) mile to the place where said highway turns west approximately along the east and west center section line of said Section nineteen (19); thence west on said highway approximately along the east and west center section line of said Section nineteen (19), a distance of approximately one-fourth (1/4) of a mile to the place where said highway turns north approximately along the north and south center section line of said Section nineteen (19); thence north on said highway approximately along the north and south center section line of said Section nineteen (19), a distance of approximately one-half (1/2) of a mile to the intersection of said north and south highway with an east and west highway along the south section line of Section eighteen (18), said Township and Range; thence west on the last named highway along the south section line of said Section eighteen (18), a distance of approximately one-half (1/2) of a mile to the intersection of said east and west highway with a north and south highway along the east section line of Section thirteen (13), Township eighty-seven (87) north, Range eight (8) west of the fifth (5) P. M.; thence north on the last named highway along the east section line of said Section thirteen (13), Sections twelve (12) and one (1), last named Township and Range, and Section thirty-six (36), Township eighty-eight (88) north, Range eight (8) west of the fifth (5) P. M., a distance of approximately four (4) miles, to the intersection of said north and south highway with an east and west highway along the south section line of Section twenty-five (25), last named Township and Range; thence west on the last named highway along the south section line of said Section twenty-five (25), and Section twenty-six (26), last named Township and Range, a distance of approximately one and one-half (1 1/2) miles to the southwest corner of the southeast quarter of said Section twenty-six (26); thence continuing west in the north margin of said highway along the south section line of said Section twenty-six (26) and Section twenty-seven (27), last named Township and Range, a distance of approximately five-eighths (5/8) of a mile to the north corporate limits of the town of Quasqueton, Buchanan County, Iowa.

Beginning at the north corporate limits of the town of Quasqueton, Buchanan County, Iowa, where said corporate limits is intersected by a northeasterly and southwesterly diagonal highway in the southeast quarter of Section twenty-seven (27), Township eighty-eight (88) north, Range eight (8) west of the fifth (5) P. M., thence northeasterly on said diagonal highway through the east half of said Section twenty-seven (27), the northwest quarter of Section twenty-six (26), and the southwest quarter of Section twenty-three (23), said Township and Range, a distance of approximately one and one-half (1 1/2) miles, to the place where said highway turns northwesterly in the southwest quarter of said Section twenty-three (23); thence northwesterly on said highway across the west half of said Section twenty-three (23), a distance of approximately one-half (1/2) of a mile to the place where said highway turns north along the east section line of Section twenty-two (22), said Township and Range; thence north in said highway along the east section line of said Section twenty-two (22), and Sections fifteen (15), ten (10) and three (3),

said Township and Range, a distance of approximately three and three-eighths ($3\frac{3}{8}$) miles to the intersection of said highway with an east and west highway along the north section line of said Section 3; thence west on the last named highway along the north section line of said Section three (3), a distance of approximately twenty-five (25) rods to the intersection of said east and west highway with the right of way of the Illinois Central Railroad Company along the north section line of said Section three (3).

No. E-470—1924.

Modern Light & Power Co., Atkins.

Franchise in Benton and Linn Counties.

This application came on for hearing on Dec. 27, 1923, and on Mar. 4, 1924, franchise was granted upon the following route:

Connecting with the now existing transmission line owned and operated by the applicant at the intersection of an east and west highway with a north and south highway at the northwest corner of Section twenty-six (26), Township eighty-three (83) north, Range nine (9) west of the fifth (5) P. M., Benton County, Iowa; thence south on the last named highway along the west section line of said Section twenty-six (26), a distance of approximately one (1) mile to the intersection of said north and south highway with an east and west highway along the south section line of said Section twenty-six (26); thence east on the last named highway along the south section line of said Section twenty-six (26) and Section twenty-five (25), said Township and Range, Benton County, Iowa, and Section thirty (30), Township eighty-three (83) north, Range eight (8) west of the fifth (5) P. M., Linn County, Iowa, a distance of approximately three (3) miles to the intersection of said east and west highway with a north and south highway at the southeast corner of said Section thirty (30).

Beginning at the intersection of an east and west highway with a north and south highway at the northeast corner of Section thirty-six (36), Township eighty-three (83) north, Range nine (9) west of the fifth (5) P. M., Benton County, Iowa; thence south on the last named highway along the east section line of said Section thirty-six (36), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the southeast corner of the northeast quarter of said Section thirty-six (36).

No. E-471—1924.

Interstate Power Co., McGregor.

Franchise in Buchanan County.

This application came on for hearing on Jan. 3, 1924, and on Mar. 4, 1924, franchise was granted upon the following route:

Beginning at the south corporate limits of the town of Hazelton, Buchanan County, Iowa, where said corporate limits is intersected by a north and south highway along the east section line of Section sixteen (16), Township ninety (90) north, Range nine (9) west of the fifth (5) P. M.; thence south on said highway along the east section line of said Section sixteen (16), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the place where said highway turns east in the southwest quarter of Section fifteen (15), said Township and Range; thence east on said highway in the southwest quarter of said Section fifteen (15), a distance of approximately one-tenth ($\frac{1}{10}$) of a mile to the place where said highway turns south in the southwest quarter of said Section fifteen (15); thence south on said highway in the southwest quarter of said Section fifteen (15), and the northwest quarter of Section twenty-two (22), said Township and Range, a distance of approximately one-half ($\frac{1}{2}$) of a mile to the place where said highway turns southwest in the northwest quarter of said Section twenty-two (22); thence southwesterly on said highway in the northwest quarter of said Section twenty-two (22), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the place where said highway turns south along the west

section line of said Section twenty-two (22); thence south on said highway along the west section line of said Section twenty-two (22), and Section twenty-seven (27), said Township and Range, a distance of approximately one mile to the place where said highway turns in a southwesterly direction in the southeast quarter of Section twenty-eight (28), said Township and Range; thence southwesterly on said highway in the southeast quarter of said Section twenty-eight (28), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the place where said highway turns south in the southeast quarter of said Section twenty-eight (28); thence south on said highway in the southeast quarter of said Section twenty-eight (28), a distance of approximately five-sixteenths ($\frac{5}{16}$) of a mile to the intersection of said highway with an east and west highway along the south section line of said Section twenty-eight (28); thence east on the last named highway along the south section line of said Section twenty-eight (28), a distance of approximately three-sixteenths ($\frac{3}{16}$) of a mile to the intersection of said east and west highway with a north and south highway along the west section line of Section thirty-four (34), said Township and Range; thence south on the last named highway along the west section line of said Section thirty-four (34) and Section three (3), Township eighty-nine (89) north, Range nine (9) west of the fifth (5) P. M., a distance of approximately two (2) miles to the intersection of said north and south highway with an east and west highway along the north section line of Section ten (10), last named Township and Range; thence east on the last named highway along the north section line of said Section ten (10), a distance of approximately three-fourths ($\frac{3}{4}$) of a mile to the intersection of said east and west highway with a north and south highway, approximately along the north and south center line of the east one-half ($\frac{1}{2}$) of said Section ten (10); thence south on the last named highway approximately along the north and south center line of the east one-half ($\frac{1}{2}$) of said Section ten (10) and Sections fifteen (15), twenty-two (22) and twenty-seven (27), the last named Township and Range, a distance of approximately four (4) miles to the south section line of said Section twenty-seven (27); thence east on private right of way, twenty-five (25) feet in width, north of and adjacent to the south section line of said Section twenty-seven (27), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to an east and west highway along the south section line of Section twenty-six (26), last named Township and Range; thence east on said east and west highway along the south section line of said Section twenty-six (26), a distance of approximately one-half ($\frac{1}{2}$) of a mile to approximately the southwest corner of the southeast quarter of said Section twenty-six (26); thence south on private right of way twenty-five (25) feet in width east of and adjacent to the north and south center section line of Section thirty-five (35), last named Township and Range, a distance of approximately one-half ($\frac{1}{2}$) of a mile to an east and west highway, approximately along the east and west center section line of said Section thirty-five (35); thence east on said highway, approximately along the east and west center section line of said Section thirty-five (35), Section thirty-six (36), last named Township and Range, and Sections thirty-one (31) and thirty-two (32), Township eighty-nine (89) north, Range eight (8) west of the fifth (5) P. M., a distance of approximately three (3) miles to approximately the southeast corner of the northwest quarter of said Section thirty-two (32); thence east on private right of way twenty-five (25) feet in width, approximately along the east and west center section line of said Section thirty-two (32), a distance of approximately four-tenths ($\frac{4}{10}$) of a mile to the north and south highway in the east half of said Section thirty-two (32); thence south on said north and south highway in the east half of said Section thirty-two (32), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the place where said highway intersects the south line of the northeast quarter of the southeast quarter of said Section thirty-two (32).

No. E-472—1924.

Interstate Power Co., McGregor.
Franchise in Buchanan County.

This application came on for hearing on Jan. 3, 1924, and on Oct. 21, 1924, franchise was granted upon the following route:

Beginning at the place where a north and south highway in the east one-half ($\frac{1}{2}$) of the east one-half ($\frac{1}{2}$) of Section thirty-two (32), Township eighty-nine (89) north, Range eight (8) west of the fifth (5) P. M., Buchanan County, Iowa, intersects the north line of the southeast quarter of the southeast quarter of said Section thirty-two (32); thence south on said north and south highway in the east half of said Section thirty-two (32), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the intersection of said north and south highway with an east and west highway along the south section line of said Section thirty-two (32); thence east on the last named highway along the south section line of said Section thirty-two (32) and Sections thirty-three (33) and thirty-four (34), said Township and Range, a distance of approximately one and one-half ($1\frac{1}{2}$) miles to a point approximately two hundred (200) feet east of the Illinois Central Railway Company's right of way, which crosses said east and west highway along the south line of the southwest quarter of said Section thirty-four (34).

No. E-473—1924.

Evergreen Mutual Light & Power Co., Eagle Grove.
Franchise in Wright and Humboldt Counties.

This application came on for hearing on Jan. 15, 1924, and it appearing that publication had not been completed, as required by law, the hearing was continued to Feb. 5, 1924. On April 10, 1924, franchise was granted upon the following route:

Connecting with a now existing transmission line at the intersection of an east and west highway with a north and south highway at the northeast corner of the northwest quarter of Section seven (7), Township ninety-one (91) north, Range twenty-six (26) west of the fifth (5) P. M., Wright County, Iowa, thence south on the last named highway along the north and south center section line of said Section seven (7), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the southeast corner of said northwest quarter and continuing south on private right of way abutting upon and adjacent to the west line of said north and south highway in the southwest quarter of said Section seven (7), a distance of approximately fifty (50) rods to a farm residence.

Connecting with a now existing transmission line at the intersection of an east and west highway with a north and south highway at the northwest corner of the northeast quarter of Section twelve (12), Township ninety-one (91) north, Range twenty-seven (27) west of the fifth (5) P. M., Humboldt County, Iowa, thence south in the last named highway along the north and south center section line of said Section twelve (12), and Section thirteen (13), said Township and Range, a distance of approximately one and one-half ($1\frac{1}{2}$) miles to the southwest corner of the northeast quarter of said Section thirteen (13), and continuing south on private right of way along the north and south center section line of said Section thirteen (13), a distance of approximately five-sixteenths ($\frac{5}{16}$) of a mile to the north right of way line of the Chicago and North Western Railway Company; thence east on said private right of way abutting upon and adjacent to the north right of way line of said railway company in the southwest quarter of the southeast quarter of said Section thirteen (13), a distance of approximately six hundred (600) feet; thence crossing said railway tracks and continuing south on private right of way to a farm residence in the southwest quarter of the southeast quarter of said Section thirteen (13).

No. E-474—1924.

Board of Railroad Commissioners, Des Moines, v. Iowa Electric Co., Cedar Rapids.

Overbuilding in Guthrie County.

Telephone lines moved to opposite side of the road.

Filed Nov. 16, 1923. Closed Apr. 7, 1924.

No. E-476—1924.

Lee Electric Co., Clarinda.
Franchise in Page County.

This application came on for hearing on Feb. 26, 1924, and on March 20, 1924, franchise was granted upon the following route:

Beginning at the south corporate limits of the city of Clarinda, Page County, Iowa, where said corporate limits is intersected by a north and south highway approximately along the north and south center section line of Section one (1), Township sixty-eight (68) north, Range thirty-seven (37) west of the fifth (5) P. M.; thence south on said highway approximately along the north and south center section line of said Section one (1) and Sections twelve (12), thirteen (13), twenty-four (24), twenty-five (25) and thirty-six (36), said Township and Range, a distance of approximately five and three-eighths ($5\frac{3}{8}$) miles to the intersection of said north and south highway with an east and west highway along the north section line of Section one (1), Township sixty-seven (67) north, Range thirty-seven (37) west of the fifth (5) P. M.; thence east on the last named highway along the north section line of said Section one (1), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the place where said highway turns south at the northeast corner of said Section one (1); thence south on said highway along the east section line of said Section one (1) and Sections twelve (12), thirteen (13), twenty-four (24) and twenty-five (25), last named Township and Range, a distance of approximately four and one-half ($4\frac{1}{2}$) miles to the north corporate limits of the town of Braddyville, Page County, Iowa.

No. E-477—1924.

Iowa Light, Heat & Power Co., Carroll.
Franchise in Woodbury County.

This application came on for hearing on Feb. 26, 1924, and on March 20, 1924, franchise was granted upon the following route:

Beginning at the west corporate limits of the town of Anthon, Woodbury County, Iowa, where said corporate limits is intersected by an east and west highway along the north section line of Section five (5), Township eighty-seven (87) north, Range forty-three (43) west of the fifth (5) P. M., thence west on said highway along the north section line of said Section five (5), a distance of approximately one-twelfth ($\frac{1}{12}$) of a mile to the intersection of said highway with a northeasterly and southwesterly diagonal highway across the west half of said Section five (5); thence southwesterly on said diagonal highway across the west half of said Section five (5), the southeast quarter of Section six (6), and the northeast quarter of Section seven (7), said Township and Range, a distance of approximately one and three-eighths ($1\frac{3}{8}$) miles to the place where said highway turns south in the northeast quarter of said Section seven (7); thence south on said highway in the northeast quarter of said Section seven (7), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the intersection of said highway with an east and west highway approximately along the east and west center section line of said Section seven (7); thence west on the last named highway approximately along the east and west center section line of said Section seven (7), a distance of approximately five-sixteenths ($\frac{5}{16}$) of a mile to the place where said highway turns south-

westerly in the south half of said Section seven (7); thence in a general southerly direction on said diagonal and irregular highway as it is now located across the south half of said Section seven (7); the southeast quarter of the southeast quarter of Section twelve (12), Township eighty-seven (87) north, Range forty-four (44) west of the fifth (5) P. M., the east half of Section thirteen (13), last named Township and Range, the southwest quarter of Section eighteen (18), Township eighty-seven (87) north, Range forty-three (43) west of the fifth (5) P. M., the southeast quarter of the southeast quarter of Section thirteen (13), Township eighty-seven (87) north, Range forty-four (44) west of the fifth (5) P. M., the east half of Sections twenty-four (24), twenty-five (25) and thirty-six (36), last named Township and Range, and the southwest quarter of the southwest quarter of Section thirty-one (31), Township eighty-seven (87) north, Range forty-three (43) west of the fifth (5) P. M., and the north half of Section six (6), Township eighty-six (86) north, Range forty-three (43) west of the fifth (5) P. M., a distance of approximately five and three-fourths (5 $\frac{3}{4}$) miles to the north corporate limits of the town of Oto, Woodbury County, Iowa.

No. E-478—1924.

Hawkeye Electric Power Co., Davenport.
Franchise in Scott County.

This application came on for hearing on Feb. 26, 1924, and on Mar. 20, 1924, franchise was granted upon the following route:

Beginning at the place where the Chicago, Rock Island & Pacific Railway Company crosses a northwest and southeast diagonal highway near the center of Section eight (8), Township seventy-seven (77) north, Range three (3) east of the fifth (5) P. M., Scott County, Iowa, thence northwest on said diagonal highway across said Section eight (8), and Section seven (7), said Township and Range, to the intersection of said diagonal highway with a northeast and southwest diagonal highway in the northeast quarter of said Section seven (7).

Beginning at the intersection of an east and west highway with a north and south highway at the northeast corner of Section thirty (30), Township seventy-eight (78) north, Range three (3) east of the fifth (5) P. M., thence south on the last named highway along the east section line of said Section thirty (30), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the northeast corner of the southeast quarter of said Section thirty (30).

Beginning at the intersection of a northeast and southwest diagonal highway with a northwest and southeast diagonal highway in the southwest quarter of Section thirteen (13), Township seventy-eight (78) north, Range four (4) east of the fifth (5) P. M., thence northwest on the last named highway across the southwest quarter of said Section thirteen (13), a distance of approximately three-eighths ($\frac{3}{8}$) of a mile to the place where said highway turns north along the east section line of Section fourteen (14), said Township and Range; thence north on said highway along the east section line of said Section fourteen (14), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the northeast corner of said Section fourteen (14).

Beginning at the intersection of a north and south highway with an east and west highway at the southwest corner of the southeast quarter of Section seven (7), Township seventy-eight (78) north, Range four (4) east of the fifth (5) P. M., thence east in the north margin of the last named highway along the south section line of said Section seven (7), and Section eight (8), said Township and Range, a distance of approximately one and one-fourth (1 $\frac{1}{4}$) miles to the intersection of said highway with a northeast and southwest diagonal highway in the southeast quarter of said Section eight (8).

Beginning at a point on a diagonal and irregular highway where said highway intersects the west section line of Section thirty (30), Township eighty (80) north, Range four (4) east of the fifth (5) P. M., thence in a general northerly direction on said diagonal and irregular highway across said Section thirty (30), Sections nineteen (19), eighteen (18), seven (7) and six

(6), said Township and Range, and Section thirty-one (31), Township eighty-one (81) north, Range four (4) east of the fifth (5) P. M., a distance of approximately five (5) miles to the north county line of Scott County, Iowa.

Beginning at the intersection of a north and south highway with an east and west highway at the northwest corner of the northeast quarter of Section eighteen (18), Township eighty (80) north, Range four (4) east of the fifth (5) P. M., thence east on the last named highway along the north section line of said Section eighteen (18), and Sections seventeen (17), sixteen (16), fifteen (15), fourteen (14) and thirteen (13), said Township and Range, a distance of approximately four and three-fourths (4 $\frac{3}{4}$) miles to the west corporate limits of the town of McCausland, Scott County, Iowa.

No. E-479—1924.

H. L. Morgan, Newton.
Franchise in Jasper County.

This application came on for hearing on Mar. 3, 1924, and on April 10, 1924, franchise was granted upon the following route:

Beginning at the east corporate limits of the city of Newton, Jasper County, Iowa, where said corporate limits is intersected by an east and west highway approximately along the east and west center line of the north half of Section thirty-five (35), Township eighty (80) north, Range nineteen (19) west of the fifth (5) P. M., thence east on said highway approximately along the east and west center line of the north half of said Section thirty-five (35), a distance of approximately three-fourths ($\frac{3}{4}$) of a mile to the east section line of said Section thirty-five (35).

No. E-480—1924.

Chicago & North Western Railway Co., v. Austin Skromme, Ames, Ia
Improper Construction of Telephone Wires over track North of Kelley.

Closed without prejudice.

Filed Feb. 5, 1924. Closed July 24, 1924.

No. E-481—1924.

Interstate Power Co., McGregor.
Franchise in Clayton County.

This application came on for hearing on Mar. 18, 1924, and on April 8, 1924, franchise was granted upon the following route:

Beginning at the intersection of an east and west highway with a northeast and southwest diagonal highway in the northwest quarter of Section thirty-four (34), Township ninety-five (95) north, Range four (4) west of the fifth (5) P. M., Clayton County, Iowa; thence southwest on said diagonal highway across the west half of said Section thirty-four (34), a distance of approximately eleven-sixteenths (11/16) of a mile to the place where said highway turns south along the east section line of Section thirty-three (33), said Township and Range; thence south on said highway along the east section line of said Section thirty-three (33), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the intersection of said highway with an east and west highway at the southeast corner of said Section thirty-three (33); thence west on the last named highway along the south section line of said Section thirty-three (33), a distance of approximately one (1) mile to the place where said highway turns southwest at the northeast corner of Section five (5), Township ninety-four (94) north, Range four (4) west of the fifth (5) P. M.; thence southwest on said highway across the northeast quarter of said Section five (5), a distance of approximately eleven-sixteenths (11/16) of a mile to the

place where said highway turns west approximately along the east and west center section line of said Section five (5); thence west and northwest on said highway across the north half of said Section five (5), a distance of approximately three-fourths ($\frac{3}{4}$) of a mile to the intersection of said highway with a north and south highway along the east section line of Section six (6), last named Township and Range; thence south on the last named highway along the east section line of said Section six (6), a distance of approximately three-eighths ($\frac{3}{8}$) of a mile to the place where said highway turns southwest in the southeast quarter of said Section six (6); thence southwest on said highway across the southeast quarter of said Section six (6), the east and south halves of Section seven (7), last named Township and Range, a distance of approximately one and one-fourth ($1\frac{1}{4}$) miles to the place where said highway turns west in the south half of said Section seven (7); thence west on said highway across the south half of said Section seven (7), a distance of approximately five-eighths ($\frac{5}{8}$) of a mile to the intersection of said highway with a north and south highway along the west section line of said Section seven (7); thence north on the last named highway along the west section line of said Section seven (7), and Section six (6), last named Township and Range, and Sections thirty-one (31), and thirty (30), Township ninety-five (95) north, Range four (4) west of the fifth (5) P. M., a distance of approximately three and three-fourths ($3\frac{3}{4}$) miles to the intersection of said north and south highway with a northwest and southeast diagonal highway in the northwest quarter of said Section thirty (30).

Beginning at the intersection of an east and west highway with a north and south highway at the northeast corner of Section four (4), Township ninety-four (94) north, Range four (4) west of the fifth (5) P. M.; thence south on the last named highway along the east section line of said Section four (4), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the intersection of said highway with a southwest and northeast diagonal highway in the northeast quarter of said Section four (4); thence southwest and south on the last named highway across the east and south halves of said Section four (4), the northwest quarter of Section nine (9), the east halves of Sections eight (8) and seventeen (17), said Township and Range, a distance of approximately three and one-half ($3\frac{1}{2}$) miles to the south section line of said Section seventeen (17).

Beginning at the intersection of a northeast and southwest diagonal highway with an east and west highway along the south section line of Section four (4), Township ninety-four (94) north, Range four (4) west of the fifth (5) P. M.; thence west on the last named highway along the south section line of said Section four (4) and Section five (5), said Township and Range, a distance of approximately seven-eighths ($\frac{7}{8}$) of a mile to the place where said highway turns north approximately along the north and south center section line of said Section five (5); thence north on said highway approximately along the north and south center section line of said Section five (5), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the intersection of said highway with an east and west highway approximately along the east and west center section line of said Section five (5).

No. E-482—1924.

Iowa Light, Heat & Power Co., Carroll.
Franchise in Monona County.

This application came on for hearing on Mar. 18, 1924, and on April 2, 1924, franchise was granted upon the following route:

Beginning at the north corporate limits of the town of Ute, Monona County, Iowa, where said corporate limits is intersected by a north and south highway along the east section line of Section twenty-seven (27), Township eighty-four (84), Range forty-two (42) west of the fifth P. M., thence north on said highway along the east section line of said Section twenty-seven (27), and Sections twenty-two (22), fifteen (15), ten (10) and three (3), said Town-

ship and Range, a distance of approximately four and three-fourths ($4\frac{3}{4}$) miles to the intersection of said highway with an east and west highway at the southeast corner of Section thirty-four (34), Township eighty-five (85) north, Range forty-two (42) west of the fifth P. M.; thence west on the last named highway along the south section line of said Section thirty-four (34), a distance of approximately three-fourths ($\frac{3}{4}$) of a mile to the place where said highway turns northwest in the southwest quarter of said Section thirty-four (34); thence northwest and west on said highway as it is now located across the southwest quarter of said Section thirty-four (34), the east and north halves of section thirty-three (33), the north half of Section thirty-two (32), the northeast quarter of Section thirty-one (31), and the south half of Section thirty (30), last named Township and Range, a distance of approximately four (4) miles to the intersection of said highway with a north and south highway along the west section line of said Section thirty (30); thence north on the last named highway along the west section line of said Section thirty (30), and Section nineteen (19), last named Township and Range, a distance of approximately three-fourths ($\frac{3}{4}$) of a mile to the south corporate limits of the town of Mapleton, Monona County, Iowa.

No. E-483—1924.

Citizens Gas & Electric Co., Waterloo.
Franchise in Black Hawk County.

This application came on for hearing on April 1, 1924, and on April 10, 1924, franchise was granted upon the following route:

Beginning at a point on a north and south highway along the west section line of Section twenty-two (22), Township eighty-seven (87) north, Range thirteen (13) west of the fifth (5) P. M., Black Hawk County, Iowa, five hundred and forty (540) feet south of the northwest corner of said Section twenty-two (22); thence south on said highway along the west section line of said Section twenty-two (22), and Section twenty-seven (27), said Township and Range, a distance of approximately one and four-tenths ($1\frac{4}{10}$) miles to approximately the southwest corner of the northwest quarter of said Section twenty-seven (27).

No. E-484—1924.

Citizens Gas & Electric Co., Waterloo.
Franchise in Black Hawk County.

This application came on for hearing on April 1, 1924, and on April 10, 1924, franchise was granted upon the following route:

Beginning at the intersection of an east and west highway with a north and south highway at the northeast corner of the northwest quarter of Section thirty-six (36), Township eighty-nine (89) north, Range fourteen (14) west of the fifth (5) P. M., Black Hawk County, Iowa, then south on the last named highway approximately along the north and south center section line of said Section thirty-six (36), a distance of approximately one (1) mile to the intersection of said highway with an east and west highway along the north section line of Section two (2), Township eighty-eight (88) north, Range fourteen (14) west of the fifth (5) P. M.; thence west on the last named highway along the north section line of said Section two (2) and Section three (3), last named Township and Range, a distance of approximately one (1) mile to the intersection of said highway with a north and south highway approximately along the north and south center section line of said Section three (3); thence south on the last named highway approximately along the north and south center section line of said Section three (3) and Sections ten (10), fifteen (15), twenty-two (22), and twenty-seven (27), last named Township and Range, a distance of approximately four and one-half ($4\frac{1}{2}$) miles to the intersection of said highway with an east and west highway approximately along the east and west center section line of said Section twenty-

seven (27); thence east on the last named highway approximately along the east and west center section line of said Section twenty-seven (27), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the west corporate limits of the town of Hudson, Black Hawk County, Iowa.

No. E-485—1924.

Bentley Telephone Exchange, Fairbank, v. Northeastern Iowa Power Co., West Union.

Electrical Interference

Satisfactorily adjusted.

Filed Feb. 22, 1924. Closed Oct. 21, 1924.

No. E-486—1924.

Iowa Service Co., Omaha.

Franchise in Harrison County.

This application came on for hearing on Apr. 8, 1924, and on April 22, 1924, franchise was granted upon the following route:

Beginning at the east corporate limits of the town of Mondamin, Harrison County, Iowa, where said corporate limits is intersected by an east and west highway approximately along the east and west center section line of Section thirty (30), Township eighty (80) north, Range forty-four (44) west of the fifth (5) P. M., thence east on said highway approximately along the east and west center section line of said Section thirty (30), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the intersection of said highway with a north and south highway approximately along the north and south center section line of said Section thirty (30); thence north on the last named highway approximately along the north and south center section line of said Section thirty (30), and Sections nineteen (19), eighteen (18), and seven (7), said Township and Range, a distance of approximately three and one-half ($3\frac{1}{2}$) miles to the intersection of said north and south highway with an east and west highway along the south section line of Section six (6), said Township and Range; thence west on the last named highway along the south section line of said Section six (6), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the intersection of said east and west highway with a north and south highway at the southwest corner of said Section six (6); thence north on the last named highway along the west section line of said Section six (6), and Sections thirty-one (31), and thirty (30), Township eighty-one (81) north, Range forty-four (44) west of the fifth (5) P. M., a distance of approximately three (3) miles to the south corporate limits of the town of Little Sioux, Harrison County, Iowa.

No. E-487—1924.

Iowa Service Co., Omaha, Nebr.

Franchise in Harrison County.

This application came on for hearing on April 8, 1924, and on April 22, 1924, franchise was granted upon the following route:

Beginning at the east corporate limits of the town of Little Sioux, Harrison County, Iowa, where said corporate limits is intersected by an east and west highway in the south half of Section nineteen (19), Township eighty-one (81) north, Range forty-four (44) west of the fifth (5) P. M., thence east on said highway across the south half of said Section nineteen (19), a distance of approximately five-eighths ($\frac{5}{8}$) of a mile to the intersection of said highway with a north and south highway across the east half of the east half of said Section nineteen (19); thence north on said north and south and irregu-

lar highway as it is now located across the east half of the east half of said Section nineteen (19), the northwest quarter and west section line of Section twenty (20), and along the east section line and across the northeast quarter of Section eighteen (18), and the southeast quarter of Section seven (7), said Township and Range, a distance of approximately two and one-eighth ($2\frac{1}{8}$) miles to a point a distance of approximately one-third ($\frac{1}{3}$) of a mile north of the south section line of said Section seven (7); thence east on private right of way across the southeast quarter of said Section seven (7) and the southwest quarter of Section eight (8), said Township and Range, a distance of approximately three-sixteenths ($\frac{3}{16}$) of a mile to the intersection of said private right of way with a diagonal and irregular highway across the southwest quarter of said Section eight (8); thence northeast and southeast on said diagonal and irregular highway as it is now located across the south and east halves of said Section eight (8), the north and east halves of Section nine (9), and the south half of Section ten (10), said Township and Range, a distance of approximately three and seven-tenths ($3\frac{7}{10}$) miles to the intersection of said highway with an east and west highway at the northwest corner of Section fourteen (14); said Township and Range; thence east on the last named highway along the north section line of said Section fourteen (14), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile, to the intersection of said highway with a north and south highway approximately along the north and south center line of the west half of said Section fourteen (14); thence south in the last named highway approximately along the north and south center line of the west half of said Section fourteen (14), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the intersection of said highway with an east and west highway approximately along the east and west center line of the north half of said Section fourteen (14); thence east on the last named highway approximately along the east and west center line of the north half of said Section fourteen (14), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the west corporate limits of the town of Pisgah, Harrison County, Iowa.

No. E-488—1924.

Lee Electric Co., Omaha, Nebr.

Transmission Line in Page and Montgomery Counties.

This application came on for hearing on April 8, 1924, and on April 22, 1924, franchise was granted upon the following route:

Beginning at the east corporate limits of the city of Clarinda, Page County, Iowa, where said corporate limits is intersected by an east and west highway approximately along the east and west center line of the north half of Section thirty-two (32), Township sixty-nine (69) north, Range thirty-six (36) west of the fifth (5) P. M., thence east on said highway approximately along the east and west center line of the north half of said Section thirty-two (32), a distance of approximately one (1) mile to the intersection of said highway with a north and south highway along the east section line of said Section thirty-two (32); thence north on the last named highway along the east section line of said Section thirty-two (32), and Section twenty-nine (29), said Township and Range, a distance of approximately nine-sixteenths ($\frac{9}{16}$) of a mile to the place where said highway turns northeast in the southwest quarter of Section twenty-eight (28), said Township and Range; thence northeast and north on said highway as it is now located across the west and north halves of said Section twenty-eight (28), and the east halves of Sections twenty-one (21) and sixteen (16), said Township and Range, a distance of approximately three (3) miles to the place where said highway turns north at the southeast corner of Section nine (9), said Township and Range; thence north on said highway along the east section line of said Section nine (9), Section four (4), said Township and Range, Sections thirty-three (33), twenty-eight (28), twenty-one (21), sixteen (16), nine (9) and four (4), Township seventy (70) north, Range thirty-six (36) west of the fifth (5) P. M., Page County, Iowa, and Section thirty-three (33), Township seventy-one (71) north,

Range thirty-six (36) west of the fifth (5) P. M., a distance of approximately nine (9) miles to the south corporate limits of the city of Villisca, Montgomery County, Iowa.

No. E-489—1924.

Iowa Southern Utilities Co., Centerville.

Franchise in Wayne and Lucas Counties.

This application came on for hearing on April 15, 1924, and on May 31, 1924, franchise was granted upon the following route:

Beginning at the south corporate limits of the city of Chariton, Lucas County, Iowa, where said corporate limits is intersected by a north and south highway along the east section line of Section thirty (30), Township seventy-two (72) north, Range twenty-one (21) west of the fifth (5) P. M., thence south on said highway along the east section line of said Section thirty (30), Section thirty-one (31), said Township and Range, and Sections six (6), seven (7) and eighteen (18), Township seventy-one (71) north, Range twenty-one (21) west of the fifth (5) P. M., a distance of approximately three and three-fourths (3 $\frac{3}{4}$) miles to the intersection of said north and south highway with an east and west highway approximately along the east and west center section line of said Section eighteen (18); thence west on the last named highway approximately on the east and west center section line of said Section eighteen (18), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the intersection of said east and west highway with a north and south highway approximately along the north and south center section line of said Section eighteen (18); thence south on the last named highway approximately along the north and south center section line of said Section eighteen (18), and Sections nineteen (19), thirty (30) and thirty-one (31), last named Township and Range, Lucas County, Iowa, and Sections six (6), seven (7), eighteen (18), nineteen (19) and thirty (30), Township seventy (70) north, Range twenty-one (21) west of the fifth (5) P. M., Wayne County, Iowa, a distance of approximately eight and one-half (8 $\frac{1}{2}$) miles, to the intersection of said north and south highway with an east and west highway along the north section line of Section thirty-one (31), last named Township and Range; thence east on the last named highway along the north section line of said Section thirty-one (31), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the intersection of said east and west highway with a north and south highway approximately along the north and south center line of the east half of said Section thirty-one (31); thence south on the last named highway approximately along the north and south center line of the east half of said Section thirty-one (31), and Sections six (6) and seven (7), Township sixty-nine (69) north, Range twenty-one (21) west of the fifth (5) P. M., a distance of approximately three (3) miles to the intersection of said north and south highway with the private right of way of the Chicago, Rock Island & Pacific Railway Company approximately at the south section line of said Section seven (7); thence continuing south on private right of way abutting upon and adjacent to the west right of way line of said railway company across the east half of Section eighteen (18), last named Township and Range, a distance of approximately three-fourths ($\frac{3}{4}$) of a mile to the place where the private right of way of the Chicago, Rock Island & Pacific Railway Company is crossed by the private right of way of the Chicago, Burlington & Quincy Railway Company in the southeast quarter of said Section eighteen (18); thence southwest on private right of way abutting upon and adjacent to the northwest right of way line of the last named railway company across the south half of said Section eighteen (18), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the place where the last named railway company's private right of way intersects the south section line of said Section eighteen (18); thence west on private right of way along the south section line of said Section eighteen (18), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the southwest corner of said Section eighteen (18); thence continuing west on the east and west highway along the south section line of Sections thirteen (13), and fourteen

(14), Township sixty-nine (69) north, Range twenty-two (22) west of the fifth (5) P. M., a distance of approximately two (2) miles to the southwest corner of said Section fourteen (14); thence south on private right of way along the west section line of Section twenty-three (23), last named Township and Range, a distance of approximately three-fourths ($\frac{3}{4}$) of a mile to the southwest corner of the northwest quarter of the southwest quarter of said Section twenty-three (23); thence continuing south on the north and south highway along the west section line of said Section twenty-three (23), Sections twenty-six (26), and thirty-five (35), last named Township and Range, and Section two (2), Township sixty-eight (68) north, Range twenty-two (22) west of the fifth (5) P. M., a distance of approximately two and three-fourths (2 $\frac{3}{4}$) miles to the north corporate limits of the town of Allerton, Wayne County, Iowa.

No. E-490—1924.

Iowa Southern Utilities Co., Centerville, Ia.

Transmission Line in Appanoose County.

This application came on for hearing on April 15, 1924, and on May 31, 1924, franchise was granted upon the following route:

Beginning at the intersection of an east and west highway with a north and south highway at the southwest corner of Section thirty-four (34), Township sixty-nine (69) north, Range sixteen (16) west of the fifth (5) P. M., Appanoose County, Iowa; thence north on the last named highway along the west section line of said Section thirty-four (34), and Sections twenty-seven (27), twenty-two (22), fifteen (15), ten (10) and three (3), said Township and Range, a distance of approximately six (6) miles to the south corporate limits of the town of Unionville, Appanoose County, Iowa.

Beginning at the intersection of a north and south highway with an east and west highway at the southeast corner of the northeast quarter of Section fourteen (14), Township sixty-nine (69) north, Range sixteen (16) west of the fifth (5) P. M.; thence west on the last named highway approximately along the east and west center section line of said Section fourteen (14), and Sections fifteen (15), sixteen (16), seventeen (17), and eighteen (18), said Township and Range, a distance of approximately four and one-fourth (4 $\frac{1}{4}$) miles to the east corporate limits of the town of Udell, Appanoose County, Iowa.

Beginning at the intersection of a north and south highway with an east and west highway at the southwest corner of Section three (3), Township sixty-nine (69) north, Range sixteen (16) west of the fifth (5) P. M., thence east on the last named highway along the south section line of said Section three (3), a distance of approximately one (1) mile to the southeast corner of said Section three (3).

Beginning at the intersection of a north and south highway with an east and west highway at the northwest corner of the southwest quarter of the southwest quarter of Section ten (10), Township sixty-nine (69) north, Range sixteen (16) west of the fifth (5) P. M., thence east on the last named highway approximately along the east and west center line of the south half of said Section ten (10), a distance of approximately one (1) mile to the east section line of said Section ten (10).

Beginning at the intersection of a north and south highway with an east and west highway at the northwest corner of the southwest quarter of Section thirty-four (34), Township sixty-nine (69) north, Range sixteen (16) west of the fifth (5) P. M.; thence east on the last named highway approximately along the east and west center section line of said Section thirty-four (34), a distance of approximately one (1) mile to the east section line of said Section thirty-four (34).

No. E-492—1924.

Town of McClelland, Iowa.

Franchise in Pottawattamie County.

This application came on for hearing on May 13, 1924, and on May 31, 1924, franchise was granted upon the following route:

Beginning at the intersection of an east and west highway with a north and south highway at the southeast corner of Section two (2), Township seventy-four (74) north, Range forty-two (42) west of the fifth (5) P. M., Pottawattamie County, Iowa, thence north on the last named highway along the east section line of said Section two (2) and Sections thirty-five (35), and twenty-six (26), Township seventy-five (75) north, Range forty-two (42) west of the fifth (5) P. M., a distance of approximately two and five-sixteenths ($2\frac{5}{16}$) miles to the intersection of said north and south highway with an east and west highway across the southeast quarter of said Section twenty-six (26); thence west on the last named highway across the southeast quarter of said Section twenty-six (26), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the intersection of said east and west highway with a north and south highway approximately along the north and south center line of the east half of said Section twenty-six (26); thence north on the last named highway approximately along the north and south center line of the east half of said Section twenty-six (26), a distance of approximately eleven-sixteenths ($\frac{11}{16}$) of a mile to the intersection of said north and south highway with an east and west highway along the north section line of said Section twenty-six (26); thence west on the last named highway along the north section line of said Section twenty-six (26), and Section twenty-seven (27), last named Township and Range, a distance of approximately one and three-fourths ($1\frac{3}{4}$) miles to the intersection of said east and west highway with a north and south highway at the southeast corner of Section twenty-one (21), last named Township and Range; thence north on the last named highway along the east section line of said Section twenty-one (21), and Sections sixteen (16), nine (9) and four (4), last named Township and Range, a distance of approximately four (4) miles to the intersection of said north and south highway with an east and west highway at the northeast corner of said Section four (4); thence west on the last named highway along the north section line of said Section four (4), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the east corporate limits of the town of McClelland, Pottawattamie County, Iowa.

No. E-493—1924.

Monroe Light & Power Co., Monroe.

Franchise in Jasper and Marion Counties.

This application came on for hearing on May 20, 1924, and on July 18, 1924, franchise was granted upon the following route:

Beginning at the south corporate limits of the town of Monroe, Jasper County, Iowa, where said corporate limits is intersected by a north and south highway approximately along the north and south center section line of Section thirty-six (36), Township seventy-eight (78) north, Range twenty (20) west of the fifth (5) P. M., thence south on said highway approximately along the north and south center section line of said Section thirty-six (36), and Sections one (1) and twelve (12), Township seventy-seven (77) north, Range twenty (20) west of the fifth (5) P. M., Marion County, Iowa, a distance of approximately two and one-half ($2\frac{1}{2}$) miles to the intersection of said north and south highway with an east and west highway along the south section line of said Section twelve (12); thence west on the last named highway along the south section line of said Section twelve (12), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the southwest corner of said Section twelve (12).

Beginning at the south corporate limits of the town of Monroe, Jasper County, Iowa, where said corporate limits is intersected by a north and south highway which is a distance of approximately thirty-four (34) rods west of the

east section line of Section thirty-six (36), Township seventy-eight (78) north, Range twenty (20) west of the fifth (5) P. M., thence south on said highway across the east half of the east half of said Section thirty-six (36), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the intersection of said north and south highway with an east and west highway along the south section line of said Section thirty-six (36); thence west on the last named highway along the south section line of said Section thirty-six (36), a distance of approximately one hundred ninety (190) rods.

Beginning at a point on a north and south highway approximately along the north and south center section line of Section thirty-six (36), Township seventy-eight (78) north, Range twenty (20) west of the fifth (5) P. M., eighty (80) rods north of the south section line of said Section thirty-six (36); thence east on private right of way along the east and west center line of the south half of said Section thirty-six (36), a distance of approximately one hundred thirty (130) rods to the north and south highway across the east half of the east half of said Section thirty-six (36).

No. E-494—1924.

Iowa Southern Utilities Co., Centerville.

Franchise in Taylor County.

This application came on for hearing on May 27, 1924, and on July 18, 1924, franchise was granted upon the following route:

Beginning at the intersection of an east and west highway with a north and south highway in the northeast corner of Section eleven (11), Township sixty-nine (69) north, Range thirty-three (33) west of the fifth (5) P. M., Taylor County, Iowa, thence south on the last named highway along the east section line of said Section eleven (11), and Sections fourteen (14), twenty-three (23), and twenty-six (26), said Township and Range, a distance of approximately three and one-half ($3\frac{1}{2}$) miles to the intersection of said north and south highway with an east and west highway approximately along the east and west center section line of said Section twenty-six (26); thence west on the last named highway approximately along the east and west center section line of said Section twenty-six (26), a distance of approximately one-half ($\frac{1}{2}$) of a mile, to the east corporate limits of the town of Conway, Taylor County, Iowa.

No. E-495—1924.

Iowa Light, Heat & Power Co., Carroll.

Franchise in Monona County.

This application came on for hearing on June 3, 1924, and on July 18, 1924, franchise was granted upon the following route:

Beginning at the intersection of an east and west highway with a north and south highway at the northwest corner of Section twenty-three (23), Township eighty-five (85) north, Range forty-three (43) west of the fifth (5) P. M., Monona County, Iowa, thence south on the last named highway along the west section line of said Section twenty-three (23), a distance of approximately one (1) mile to the intersection of said north and south highway with an east and west highway at the southwest corner of said Section twenty-three (23); thence east on the last named highway along the south section line of said Section twenty-three (23), and Section twenty-four (24), said Township and Range, a distance of approximately two (2) miles to the intersection of said east and west highway with a north and south highway at the southeast corner of said Section twenty-four (24).

No. E-497—1924.

Iowa Railway & Light Co., Cedar Rapids.
Franchise in Guthrie County.

This application came on for hearing on July 1, 1924, and on Oct. 21, 1924, franchise was granted upon the following route:

Beginning at the intersection of a north (N) and south (S) highway with an east (E) and west (W) highway at the northeast (NE) corner of Section sixteen (16), Township eighty-one (81) north, Range thirty (30) west of the 5th P. M., Guthrie County, Iowa, thence west (W) on the last named highway along the north (N) section line of said Section sixteen (16), Sections seventeen (17), and eighteen (18), said Township and Range, and Sections thirteen (13), fourteen (14), fifteen (15), sixteen (16), seventeen (17) and eighteen (18), Township eighty-one (81) north, Range thirty-one (31) west of the fifth (5) P. M., a distance of approximately nine (9) miles to the intersection of said east (E) and west (W) highway with a north (N) and south (S) highway at the northwest (NW) corner of said Section eighteen (18); thence north (N) on the last named highway along the west (W) section line of Section seven (7), last named Township and Range, a distance of approximately one (1) mile and continuing north (N) on private right of way not to exceed twenty-five (25) feet in width along the west section line of Section six (6) last named Township and Range, a distance of approximately one-fourth (¼) of a mile to a point approximately twelve and one-half (12½) feet north (N) of the north (N) right of way line of the Chicago, Milwaukee & St. Paul Railway Company; thence west (W) on said private right of way adjacent to and paralleling the north (N) right of way line of said railway company across the south (S) halves of Sections one (1) and two (2), Township eighty-one (81) north, Range thirty-two (32) west of the fifth (5) P. M., a distance of approximately two (2) miles to the east (E) corporate limits of the town of Bayard, Guthrie County, Iowa.

No. E-498—1924.

Iowa Railway & Light Co., Cedar Rapids.
Franchise in Boone and Greene Counties.

The Board held hearing in this case on July 1, 1924, and on Oct. 2, 1924, the application was withdrawn.
Filed May 27, 1924. Closed Oct. 4, 1924.

No. E-499—1924.

Iowa Railway & Light Co., Cedar Rapids.
Franchise in Boone and Greene Counties.

This application came on for hearing on July 29, 1924, and on Sept. 26, 1924, franchise was granted upon the following route:

Beginning at a place on the north and south highway along the west section line of Section thirty-three (33), Township eighty-four (84) north, Range twenty-eight (28) west of the fifth (5) P. M., Boone County, Iowa, just north of the north right of way line of the Chicago and North Western Railway Company across the south half of said Section thirty-three (33), thence south on said north and south highway along the west section line of said Section thirty-three (33), a distance of approximately one-eighth (⅛) of a mile to the intersection of said north and south highway with an east and west highway at the northeast corner of Section five (5), Township eighty-three (83) north, Range twenty-eight (28) west of the fifth (5) P. M.; thence west on the last named highway along the north section line of said Section five (5) and Section six (6), last named Township and Range, Boone County, Iowa, and Sections one (1), two (2), and three (3), Township eighty-three (83) north

Range twenty-nine (29) west of the fifth (5) P. M., a distance of approximately five (5) miles to the east corporate limits of the town of Grand Junction, Greene County, Iowa.

No. E-500—1924.

Iowa Light, Heat & Power Co., Carroll, Ia.
Franchise in Sac County.

This application came on for hearing on July 29, 1924, and on Oct. 4, 1924, the application was withdrawn.
Filed June 27, 1924. Closed Oct. 4, 1924.

No. E-501—1924.

Board of Railroad Commissioners, Des Moines, v. Cedar Valley Electric Co., Hampton.
Improperly Constructed Wire Crossing C. R. I. & P. and M. & St. L. Tracks at Hampton.

Satisfactorily taken care of.
Filed June 16, 1924. Closed Sept. 25, 1924.

No. E-502—1924.

Northern Iowa Gas & Electric Co., Humboldt.
Franchise in Wright County.

This application came on for hearing on July 29, 1924, and on Oct. 21, 1924, franchise was granted upon the following route:

Beginning at the west (W) corporate limits of the city of Clarion, Wright County, Iowa, where said corporate limits is intersected by an east (E) and west (W) highway along the south (S) section line of Section thirty-five (35), Township ninety-two (92) north, Range twenty-five (25) west of the fifth (5) P. M., thence west (W) on said highway along the south (S) section line of said Section thirty-five (35), and Sections thirty-four (34), thirty-three (33), and thirty-two (32), said Township and Range, a distance of approximately four (4) miles to the intersection of said east (E) and west (W) highway with a north (N) and south (S) highway at the southeast (SE) corner of Section thirty-one (31), said Township and Range; thence north (N) on the last named highway along the east (E) section line of said Section thirty-one (31), a distance of approximately one (1) mile to the northeast (NE) corner of said Section thirty-one (31), including the streets and alleys of the unincorporated town of Holmes, Wright County, Iowa.

Beginning at the intersection of an east (E) and west (W) highway with a north (N) and south (S) highway at the northeast (NE) corner of Section six (6), Township ninety-one (91) north, Range twenty-five (25) west of the fifth (5) P. M., thence south (S) on the last named highway along the east (E) section line of said Section six (6), a distance of approximately one (1) mile to the southeast (SE) corner of said Section six (6).

No. E-506—1924.

Lamoni Electric Co., Lamoni.
Franchise in Decatur County.

This application came on for hearing on Sept. 3, 1924, and on Nov. 6, 1924, franchise was granted upon the following route:

Connecting with a now existing transmission line at the intersection of an east (E) and west (W) highway with a north (N) and south (S) highway at the northwest (NW) corner of the southwest (SW) quarter of the south-

east (SE) quarter of Section two (2), Township sixty-seven (67) north, Range twenty-six (26) west of the fifth (5) P. M., Decatur County, Iowa; thence east (E) on private right of way approximately along the east (E) and west (W) center line of the southeast (SE) quarter of said Section two (2), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the north (N) and south (S) highway along the east (E) section line of said Section two (2); thence south on said north and south highway along the east (E) section line of said Section two (2) and Section eleven (11), said Township and Range, a distance of approximately three-fourths ($\frac{3}{4}$) of a mile to the intersection of said north (N) and south (S) highway with an east (E) and west (W) highway approximately along the east (E) and west (W) center section line of said Section eleven (11); thence east (E) on the last named highway approximately along the east (E) and west (W) center section line of Section twelve (12), said Township and Range, a distance of approximately one-half ($\frac{1}{2}$) of a mile and continuing east (E) on private right of way approximately along the east (E) and west (W) center section line of said Section twelve (12), and Section seven (7), Township sixty-seven (67) north, Range twenty-five (25), west of the fifth (5) P. M., a distance of approximately one (1) mile to the north (N) and south (S) highway approximately along the north (N) and south (S) center section line of said Section seven (7) and continuing east (E) on the east (E) and west (W) and irregular highway approximately along the east (E) and west (W) center section line of said Section seven (7), a distance of approximately one-half ($\frac{1}{2}$) of a mile to the east (E) section line of said Section seven (7), and continuing east (E) on private right of way approximately along the east (E) and west (W) center section line of Section eight (8), last named Township and Range, a distance of approximately one (1) mile to the north (N) and south (S) highway along the east section line of said Section eight (8); thence south (S) on said north (N) and south (S) highway along the west (W) section line of Sections nine (9) and sixteen (16), last named Township and Range, a distance of approximately one (1) mile to the southwest (SW) corner of the northwest (NW) quarter of said Section sixteen (16); thence southeast (SE) on private right of way across the west (W) half of said Section sixteen (16), a distance of approximately one-eighth ($\frac{1}{8}$) of a mile; and continuing in a general southerly direction on the north and south and irregular highway across the southwest (SW) quarter of said Section sixteen (16), and the northeast (NE) quarter of Section twenty (20), last named Township and Range, a distance of approximately three-fourths ($\frac{3}{4}$) of a mile to the place where said highway turns east (E) in the northeast (NE) quarter of Section twenty-one (21), last named Township and Range, thence east (E) on said highway across the northwest (NW) quarter of said Section twenty-one (21), a distance of approximately sixty (60) rods to the place where said highway turns south (S) in the northwest quarter of said Section twenty-one (21); thence south (S) on said highway across the northwest (NW) quarter of said Section twenty-one (21), a distance of approximately one-eighth ($\frac{1}{8}$) of a mile to the north (N) corporate limits of the town of Pleasanton, Decatur County, Iowa.

No. E-507—1924.

Board of Railroad Commissioners, Des Moines, v. Western Electric Telephone System, Mason City, Ia.

Improperly Constructed Overhead Telephone Wire Crossing over Rock Island Railway Tracks at Holmes.

Satisfactorily adjusted.

Filed Aug. 4, 1924. Closed Oct. 23, 1924.

No. E-508—1924.

Iowa Falls Electric Co., Cedar Rapids.

Franchise in Hancock County.

This application came on for hearing on Sept. 3, 1924, and on Oct. 21, 1924, franchise was granted upon the following route:

Beginning at the east (E) corporate limits of the town of Britt, Hancock County, Iowa, where said corporate limits is intersected by a northeast (NE) and southwest (SW) diagonal highway across the south (S) half of Section twenty-seven (27), Township ninety-six (96) north, Range twenty-five (25) west of the fifth (5) P. M., thence northeast (NE) and southeast (SE) on said highway across said Section twenty-seven (27) and Sections twenty-six (26) and twenty-five (25), said Township and Range, a distance of approximately two (2) miles to the place where said highway turns northeast (NE) in the southwest (SW) quarter of said Section twenty-five (25).

No. E-509—1924.

Iowa Railway & Light Co., Cedar Rapids.

Franchise in Boone County.

This application came on for hearing on Sept. 3, 1924, and on Sept. 26, 1924, franchise was granted upon the following route:

Beginning at the west corporate limits of the city of Boone, Boone County, Iowa, where said corporate limits is intersected by the Chicago and North Western Railway Company across the southeast quarter of Section nineteen (19), Township eighty-four (84) north, Range twenty-six (26) west of the fifth (5) P. M., thence southwest and west on private right of way a distance of approximately one and three-fourths ($1\frac{3}{4}$) miles to the east and west highway at the northeast corner of Section twenty-six (26), Township eighty-four (84) north, Range twenty-seven (27) west of the fifth (5) P. M.; thence west on said east and west highway along the north section line of said Section twenty-six (26), a distance of approximately thirteen-sixteenths ($\frac{13}{16}$) of a mile to the place where said highway turns southwest in the northwest quarter of said Section twenty-six (26), and continuing west on private right of way a distance of approximately seven-eighths ($\frac{7}{8}$) of a mile to the east and west highway along the north section line of Section twenty-seven (27), last named Township and Range, and continuing west on said east and west highway along the north section line of said Section twenty-seven (27), and Sections twenty-eight (28), twenty-nine (29), and thirty (30), last named Township and Range, and Sections twenty-five (25), twenty-six (26), twenty-seven (27) and twenty-eight (28), Township eighty-four (84) north, Range twenty-eight (28) west of the fifth (5) P. M. a distance of approximately seven and five-sixteenths ($7\frac{5}{16}$) miles to the intersection of said east and west highway with a north and south highway at the northwest corner of said Section twenty-eight (28); thence south on the last named highway along the west section line of said Section twenty-eight (28), and Section thirty-three (33), last named Township and Range, a distance of approximately one and seven-eighths ($1\frac{7}{8}$) miles to the north right of way line of the Chicago and North Western Railway Company across the southwest quarter of said Section thirty-three (33).

E-510—1924.

Iowa Light, Heat & Power Co., Carroll.

Franchise in Carroll County.

This application came on for hearing on Sept. 9, 1924, and on Oct. 21, 1924, franchise was granted upon the following route:

Beginning at the intersection of an east (E) and west (W) highway with a north (N) and south (S) highway at the northeast (NE) corner of Section

twenty-nine (29); Township eighty-four (84) north, Range thirty-four (34) west of the fifth (5) P. M., Carroll County, Iowa, thence south (S) on the last named highway along the east (E) section line of said Section twenty-nine (29), Section thirty-two (32), said Township and Range, and Sections five (5), eight (8), seventeen (17), and twenty (20), Township eighty-three (83) north, Range thirty-four (34) west of the fifth (5) P. M., a distance of approximately five and three-fourths (5 $\frac{3}{4}$) miles to the north corporate limits of the town of Willey, Carroll County, Iowa.

No. E-511—1924.

Iowa Light, Heat & Power Co., Carroll.

Franchise in Sac County.

This application came on for hearing on Sept. 9, 1924, and on Oct. 21, 1924, franchise was granted upon the following route:

Beginning at the east (E) corporate limits of the town of Lake View, Sac County, Iowa, where said corporate limits is intersected by an east (E) and west (W) highway at the southwest (SW) corner of Section twenty-seven (27), Township eighty-seven (87) north, Range thirty-six (36) west of the fifth (5) P. M., thence east (E) on said highway along the south (S) section line of said Section twenty-seven (27), Sections twenty-six (26), and twenty-five (25), said Township and Range, and Section thirty (30), Township eighty-seven (87) north, Range thirty-five (35) west of the fifth (5) P. M., a distance of approximately four (4) miles to the intersection of said east (E) and west (W) highway with a north (N) and south (S) highway at the northeast (NE) corner of Section thirty-one (31), last named Township and Range; thence south (S) on the last named highway along the east (E) section line of said Section thirty-one (31), and Sections six (6), and seven (7), Township eighty-six (86) north, Range thirty-five (35) west of the fifth (5) P. M. a distance of approximately three (3) miles to the intersection of said north (N) and south (S) highway with an east (E) and west (W) highway at the southeast (SE) corner of said Section seven (7), thence east (E) on the last named highway along the north (N) section line of Sections seventeen (17) and sixteen (16), last named Township and Range, a distance of approximately two (2) miles to the intersection of said east (E) and west (W) highway with a north (N) and south (S) highway at the northeast (NE) corner of said Section sixteen (16); thence south (S) on the last named highway along the east (E) section line of said Section sixteen (16), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile to the intersection of said north (N) and south (S) highway with an east (E) and west (W) highway approximately along the east (E) and west (W) center line of the north (N) half of Section fifteen (15), last named Township and Range; thence east (E) on the last named highway approximately along the east (E) and west (W) center line of the north (N) half of said Section fifteen (15), a distance of approximately one (1) mile to the place where said highway turns southeast (SE) on the east (E) section line of said Section fifteen (15); thence southeast (SE) on said highway across the west (W) and south (S) halves of Section fourteen (14), last named Township and Range, a distance of approximately one and one-fourth (1 $\frac{1}{4}$) miles to the south (S) section line of said Section fourteen (14); thence east (E) on the east (E) and west (W) highway along the south (S) section line of said Section fourteen (14), and Section thirteen (13), last named Township and Range, a distance of approximately one-half ($\frac{1}{2}$) of a mile to a place approximately 1000 feet east (E) of the southwest (SW) corner of said Section thirteen (13).

No. E-512—1924.

Iowa Light, Heat & Power Co., Carroll.

Franchise in Ida County.

This application came on for hearing on Sept. 9, 1924, and was withdrawn at that time.

Filed Aug. 11, 1924. Closed Sept. 29, 1924.

No. E-513—1924.

Citizens Gas & Electric Co., Waterloo.

Franchise in Black Hawk County.

This application came on for hearing on Sept. 9, 1924, and on Oct. 21, 1924, franchise was granted upon the following route:

Beginning at the east (E) corporate limits of the city of Waterloo, Black Hawk County, where said corporate limits is intersected by an east (E) and west (W) highway along the south (S) section line of Section nineteen (19), Township eighty-nine (89) north, Range twelve (12) west of the fifth (5) P. M., thence east (E) on said east (E) and west (W) highway along the south (S) section line of said Section nineteen (19), Sections twenty (20), twenty-one (21), twenty-two (22), twenty-three (23) and twenty-four (24), said Township and Range, and sections nineteen (19), twenty (20), twenty-one (21) and twenty-two (22), Township eighty-nine (89) north, Range eleven (11) west of the fifth (5) P. M. a distance of approximately nine and one-half (9 $\frac{1}{2}$) miles to the intersection of said east and west highway with a north and south (S) highway at the southeast (SE) corner of said Section twenty-two (22); thence south (S) on the last named highway along the west (W) section line of Section twenty-six (26), last named Township and Range, a distance of approximately one (1) mile to the intersection of said north (N) and south (S) highway with an east (E) and west (W) highway at the southwest (SW) corner of said Section twenty-six (26); thence east (E) on the last named highway along the south (S) section line of said Section twenty-six (26), and Section twenty-five (25), last named Township and Range, a distance of approximately two (2) miles to the east (E) county line of Black Hawk County, Iowa.

Beginning at the intersection of an east (E) and west (W) highway with a north (N) and south (S) highway at the southwest (SW) corner of Section twenty-one (21), Township eighty-nine (89) north, Range eleven (11) west of the fifth (5) P. M., thence north (N) on the last named highway along the west (W) section line of said Section twenty-one (21), Sections sixteen (16), nine (9) and four (4), said Township and Range, and Section thirty-three (33), Township ninety (90) north, Range eleven (11) west of the fifth (5) P. M., a distance of approximately four and three-fourths (4 $\frac{3}{4}$) miles to the south (S) corporate limits of the town of Dunkerton, Black Hawk County, Iowa.

No. E-514—1924.

Citizens Gas & Electric Co., Waterloo.

Franchise in Buchanan County.

This application came on for hearing on Sept. 9, 1924, and on Oct. 21, 1924, franchise was granted upon the following route:

Beginning at the intersection of a north (N) and south (S) highway with an east (E) and west (W) highway at the southwest (SW) corner of Section thirty (30), Township eighty-nine (89) north, Range ten (10) west of the fifth (5) P. M., Buchanan County, Iowa; thence east (E) on the last named highway along the south (S) section line of said Section thirty (30), and Sections twenty-nine (29), twenty-eight (28), twenty-seven (27) and twenty-six (26), said Township and Range, a distance of five (5) miles to the intersection of said east (E) and west (W) highway with a north (N) and south (S) highway at the southeast (SE) corner of said Section twenty-six (26); thence south (S) on the last named highway along the east (E) section line of Section thirty-five (35), said Township and Range, a distance of approximately one-half ($\frac{1}{2}$) of a mile to the right of way of the Illinois Central Railroad Company across said Section thirty-five (35).

No. E-518—1924.

Northern State Power Co., Ottumwa,
Franchise in Lyon County.

This application came on for hearing on Oct. 14, 1924, and on Oct. 21, 1924, franchise was granted upon the following route:

Beginning at the west (W) line of the southwest (SW) quarter of Section sixteen (16), Township ninety-eight (98) north, Range forty-eight (48) west of the fifth (5) P. M., Lyon County, Iowa, thence in a general easterly direction on Primary Road known as No. 19 across the south (S) halves of said Section sixteen (16) and Section fifteen (15), said Township and Range, a distance of approximately two and one-fourth (2¼) miles to the place where said highway turns east (E) at the southeast (SE) corner of said Section fifteen (15); thence east (E) on the east (E) and west (W) highway along the south (S) section line of Sections fourteen (14) and thirteen (13), said Township and Range, a distance of approximately two (2) miles to the intersection of said east (E) and west (W) highway with a north (N) and south (S) highway at the northwest (NW) corner of Section nineteen (19), Township ninety-eight (98) north, Range forty-seven (47) west of the fifth (5) P. M.; thence south (S) on the last named highway along the west (W) section line of said Section nineteen (19), a distance of approximately one (1) mile to the intersection of said north (N) and south (S) highway with an east (E) and west (W) highway at the southwest (SW) corner of said Section nineteen (19); thence east (E) on the last named highway along the south (S) section line of said Section nineteen (19), and Section twenty (20), last named Township and Range, a distance of approximately two (2) miles to the intersection of said east (E) and west (W) highway with a north (N) and south (S) highway at the southeast (SE) corner of said Section twenty (20); thence south (S) on the last named highway along the east (E) section line of Sections twenty-nine (29) and thirty-two (32), last named Township and Range, a distance of approximately two (2) miles to the south (S) line of Lyon County, Iowa.

No. E-519—1924.

Northern State Power Co., Ottumwa,
Franchise in Sioux County.

This application came on for hearing on Oct. 14, 1924, and on Oct. 21, 1924, franchise was granted upon the following route:

Beginning on the north line of Sioux County, Iowa, at the intersection of an east (E) and west (W) highway with a north (N) and south (S) highway at the northeast (NE) corner of Section five (5), Township ninety-seven (97) north, Range forty-seven (47) west of the fifth (5) P. M. thence south (S) on the last named highway along the east (E) section line of said Section five (5), and Sections eight (8) and seventeen (17), said Township and Range, a distance of approximately three (3) miles to the intersection of the said north (N) and south (S) highway with an east (E) and west (W) highway at the southeast (SE) corner of said Section seventeen (17); thence east (E) on the last named highway along the south (S) section line of Sections sixteen (16), fifteen (15) and fourteen (14), said Township and Range, a distance of approximately three (3) miles to the intersection of said east (E) and west (W) highway with a north (N) and south (S) highway at the northwest (NW) corner of Section twenty-four (24), said Township and Range; thence south (S) on the last named highway along the west (W) section line of said Section twenty-four (24), a distance of approximately one (1) mile to the intersection of said north (N) and south (S) highway with an east (E) and west (W) highway at the southwest (SW) corner of said Section twenty-four (24); thence east (E) on the last named highway along the south (S) section line of said Section twenty-four (24), and Sections nineteen (19) and twenty (20), Township ninety-seven (97) north, range forty-six (46) west of the fifth (5) P. M. a distance of approximately two and one-half (2½) miles to west (W) corporate limits of the town of Rock Valley, Sioux County, Iowa.

No. E-520—1924.

Maxwell Electric Co., Maxwell.
Franchise in Story County.

This application came on for hearing on Oct. 14, 1924, and on Oct. 21, 1924, franchise was granted upon the following route:

Beginning at the intersection of a north (N) and south (S) highway with an east (E) and west (W) highway at the southwest (SW) corner of the southeast (SE) quarter of Section seventeen (17), Township eighty-three (83) north, Range twenty-two (22) west of the fifth (5) P. M., Story County, Iowa, thence east (E) on the last named highway along the south (S) section line of said Section seventeen (17), and Section sixteen (16), said Township and Range, a distance of approximately six-tenths (6/10) of a mile to a place about one-tenth (1/10) of a mile east (E) of the southwest (SW) corner of said Section sixteen (16).

No. E-522—1924.

Board of Railroad Commissioners, Des Moines, v. Grimes Mutual Telephone Co.

Wire Crossing over C. M. & St. P. Ry. near Ortonville.

Wires removed.

Filed Sept. 16, 1924. Closed Sept. 29, 1924.

No. E-525—1924.

C. & N. W. Ry. Co. v. Iowa Railway & Light Co., Cedar Rapids.

Wire Crossing over Track at State Center.

Adjusted.

Filed Sept. 23, 1924. Closed Nov. 10, 1924.

Franchises for the construction, operation and maintenance of electric transmission lines were granted by Boards of Supervisors, subject to the rules of this Commission, as follow:

No. EE-1—1924.

Iowa Falls Electric Co., Cedar Rapids.

Franchise in Hancock County.

Application withdrawn.

Filed July 21, 1924. Closed July 29, 1924.

No. EE-4—1924.

Eastern Iowa Electric Co., Dubuque.

Franchise in Dubuque County.

Certified Nov. 13, 1924.

Filed July 16, 1924. Closed Nov. 29, 1924.

No. EE-5—1924.

Manson Light, Heat & Power Co., Manson.

Franchise in Calhoun County.

Certified Sept. 11, 1924.

Filed July 31, 1924. Closed Sept. 11, 1924.

No. EE-6—1924.

Incorporated Town of Pilot Mound.
Franchise in Boone County.
Certified Nov. 24, 1924.
Filed Aug. 12, 1924. Closed Dec. 1, 1924.

No. EE-8—1924.

Iowa Electric Co., Cedar Rapids.
Franchise in Van Buren County.
Certified Nov. 24, 1924.
Filed Aug. 14, 1924. Closed Nov. 29, 1924.

No. EE-11—1924.

Consumers Power Co., Osage.
Franchise in Chickasaw County.
Certified Oct. 11, 1924.
Filed Sept. 16, 1924. Closed Oct. 11, 1924.

No. EE-12—1924.

Iowa City Light & Power Co., Iowa City.
Franchise in Johnson County.
Certified Nov. 24, 1924.
Filed Oct. 8, 1924. Closed Nov. 29, 1924.

No. EE-13—1924.

Iowa City Light & Power Co., Iowa City.
Franchise in Johnson County.
Certified Nov. 24, 1924.
Filed Oct. 8, 1924. Closed Nov. 29, 1924.

No. EE-15—1924.

Northeastern Iowa Power Co., West Union.
Franchise in Fayette County.
Certified Nov. 13, 1924.
Filed Oct. 16, 1924. Closed Nov. 29, 1924.

No. EE-16—1924.

Jordan Electric Light & Power Co., Jordan.
Franchise in Boone County.
Certified Nov. 8, 1924.
Filed Oct. 25, 1924. Closed Nov. 29, 1924.

Condemnation Cases

No. F-22—1924.

Illinois Central Railroad Co. v. Davis Realty Co., Sioux City.
Application for authority to condemn land in Woodbury County.
The Board viewed the premises and held hearing in this application on Feb. 20, 1924, and certificate of authority to condemn was issued on Feb. 23, 1924. It was found, however, that there was an error in the certificate, and it was recalled and the file closed. (See file F-25.)
Filed Jan. 19, 1924. Closed Feb. 25, 1924.

No. F-23—1924.

Illinois Central Railroad Co. v. Mike Hurlow, Sioux City.
Application for authority to condemn land in Woodbury County.
The Board viewed the premises and held hearing in this application on Feb. 20, 1924, and certificate of authority to condemn was issued on Feb. 23, 1924. It was found however, that there was an error in the certificate, and it was recalled and the file closed. (See File F-26).
Filed Jan. 19, 1924. Closed Feb. 25, 1924.

No. F-24—1924.

Illinois Central Railroad Co. v. Clara A. Whitney, Sioux City.
Application for authority to condemn land in Woodbury County.
The Board viewed the premises and held hearing in this application on Feb. 20, 1924, and certificate of authority to condemn was issued on Feb. 23, 1924. It was found, however, that there was an error in the certificate, and it was recalled and the file closed. (See File F-27).
Filed Jan. 19, 1924. Closed Feb. 25, 1924.

No. F-25—1924.

Dubuque & Sioux City Railroad Co. v. Davis Realty Co., Sioux City.
Application for authority to condemn land in Woodbury County.
The Board having heretofore viewed the premises, hearing was held in this application on Apr. 16, 1924, and on May 8, 1924. Certificate of Authority to Condemn was issued and forwarded to the Clerk of the District Court of Woodbury County, as required by law, covering the following described land:

Beginning at the northwest corner of the N. W. $\frac{1}{4}$ of N. W. Quarter of Section 27, T. 89 N., R. 47 W. of 5 P. M., thence south along the west line of the said N. W. $\frac{1}{4}$ of the N. W. $\frac{1}{4}$ 700 feet more or less to the north line of 12th Street; thence east along the north line of 12th Street 337 feet; thence north parallel to said west line of the N. W. $\frac{1}{4}$ of the N. W. $\frac{1}{4}$ 700 feet more or less, to the north line of said N. W. $\frac{1}{4}$ of the N. W. $\frac{1}{4}$ thence west along the north line of said N. W. $\frac{1}{4}$ of the N. W. $\frac{1}{4}$ 337 feet to the place of beginning, containing an area of 5.415 acres, more or less.

No. F-26—1924.

Dubuque & Sioux City Railroad Co. v. Mike Hurlow, Sioux City.
Application for authority to condemn land in Woodbury County.

The Board having heretofore viewed the premises, hearing was held in this application on Apr. 16, 1924, and on May 8, 1924, Certificate of Authority to Condemn was issued and forwarded to the Clerk of the District Court of Woodbury County, as required by law, covering the following described land:

Lot eight (8) block one (1) Joy's Second Addition to Sioux City, Iowa, same being an unplatted addition in the Southwest Corner of the Southwest Quarter of the Southwest Quarter of Section Twenty-two (22) Township eighty-nine (89), Range Forty-seven (47), being a tract of land 40x120 feet.

No. F-27—1924.

Dubuque & Sioux City R. R. Co. v. Clara A. Whitney, Sioux City.
Application for authority to condemn land in Woodbury County.

The Board having heretofore viewed the premises, this application came on for hearing, at which time the applicant stated the matter had been adjusted. Therefore, the file was closed without prejudice.

Filed Mar. 27, 1924. Closed May 8, 1924.

No. F-28—1924.

C. R. I. & P. Ry. Co., v. H. R. Shaul, M. J. Gates, et al.

Application for authority to condemn land near Grinnell, Poweshiek County.

The Board viewed the premises and held hearing in this application on July 31, 1924, and on Aug. 6, 1924, Certificate of Authority to Condemn was issued and forwarded to the Clerk of the District Court of Poweshiek County. As required by law, covering the following described land:

Beginning at a point which is 62 feet southerly measured at right angles from the center line of the Chicago, Rock Island & Pacific Railway Company's main track and 634.5 feet easterly from the west line of Section 15 Township 80 North, Range 16 West, measured on a line parallel to the center line of main track. Thence easterly on a line parallel to the center line of main track 350 feet, thence southerly at right angles 48 feet, thence westerly at right angles 350 feet, thence northerly at right angles 48 feet to the point of beginning; above described tract contains 0.385 acres.

Beginning at a point which is on the west line of Section 15, Township 80 North, Range 16 West, and 62 feet southerly, measured at right angles from the center line of the C. R. I. & P. Ry. Co's main track as now located, thence easterly parallel to said center line of main track 634.5 feet, thence southerly at right angles 48 feet, thence easterly at right angles 350 feet, thence northerly at right angles 48 feet, thence easterly at right angles 324.0 feet, thence northerly at right angles 12 feet, thence easterly at right angles 12 feet, thence southerly at right angles 24 feet, thence westerly at right angles 324 feet, thence southerly at right angles 48 feet, thence westerly at right angles 374 feet, thence northerly at right angles 48 feet, thence westerly at right angles 619.0 feet more or less to said west line of Section 15, thence north 12.5 feet more or less to the point of beginning; above described tract contains 0.39 acres.

Classification Matters Closed During 1924

No. B-1061—1924.

National Biscuit Co., New York City.
Change in Carload Description of Bakery Goods.

For classification granted see Index 416, Supplement No. 33 to Iowa Classification No. 15.

Filed Aug. 15, 1921. Closed Aug. 11, 1924.

No. B-1082—1924.

Burlington Shippers Association, Burlington.
Classification of Salted Shelled Peanuts, in Pails.

For classification granted see Index 392, Supplement No. 29, Iowa Classification No. 15.

Filed Oct. 12, 1921. Closed Dec. 1, 1924.

No. B-1083—1924.

Burlington Shippers Assn., Burlington.
Classification of Salted Shelled Peanuts in Metal Cans, in Crates.

For rating granted see Index 392, Supplement No. 29, Iowa Classification No. 15.

Filed Oct. 12, 1921. Closed Dec. 1, 1924.

No. B-1102—1924.

Burlington Shippers Assn., Burlington.
Classification of Dry Bluing, in Barrels or Boxes.

For classification granted see Index 363, Supplement No. 29, Iowa Classification No. 15.

Filed Oct. 12, 1921. Closed Aug. 11, 1924.

No. B-1139—1924.

Webster Bros. Mfg. Co., Waucoma.
Change in Classification of Standard Egg Cases.

Closed without prejudice. Covered by another file.

Filed Feb. 21, 1922. Closed June 24, 1924.

No. B-1140—1924.

Hart-Parr Co., Charles City.
Classification of Tractor Engine and Tractor Parts.

For classification granted see Index 425, Supplement No. 33, Iowa Classification No. 15.

Filed Mar 10, 1922. Closed Aug. 11, 1924.

No. B-1144—1924.

National Biscuit Co., New York City.
Petition for Change in Carload Description of Bakery Goods.

For classification granted see Index 416, Supplement No. 33, Iowa Classification No. 15.

Filed June 7, 1922. Closed Aug. 11, 1924.

No. B-1147—1924.

C. & N. W. Ry. Co., et al., operating in Iowa.

Petition for Increase in Minimum Weight on Egg Case Fillers to 30,000 lbs.

Application granted. See Index 415, Supplement No. 33, Iowa Classification No. 15.

Filed June 10, 1922. Closed Aug. 11, 1924.

No. B-1148—1924.

Whitelaw Bros. Chemical Co., St. Louis, Mo.

Petition for 4th Class L. C. L. Rating on Soda Ash, in bags.

For classification granted see Index 413, Supplement No. 33, Iowa Classification No. 15.

Filed July 5, 1922. Closed Aug. 11, 1924.

No. B-1149—1924.

Pro-Lac Milling Co., Des Moines.

Classification of Prepared Poultry Foods in Paper Bags.

For classification granted see Index 422, Supplement No. 33, Iowa Classification No. 15.

Filed June 22, 1922. Closed Aug. 11, 1924.

No. B-1151—1924.

H. B. Glover Co., Dubuque.

Petition for 2nd class L. C. L. Rating on Woolen Piece Goods cut to shape and Woolen Garments, seams closed only.

Petition withdrawn.

Filed July 24, 1922. Closed Mar. 13, 1924.

No. B-1152—1924.

Walter H. Prier Co., Marshalltown.

Classification of Scrap Aluminum, for remelting purposes only.

For classification granted see Index 411, Supplement No. 33, Iowa Classification No. 15.

Filed Sept. 6, 1922. Closed Aug. 11, 1924.

No. B-1153—1924.

International Harvester Co., Chicago.

Application for 2nd Class L. C. L. Rating on Cream Separators, in Crates.

For rating granted see Index 414, Supplement No. 33, Iowa Classification No. 15.

Filed Sept. 18, 1922. Closed Aug. 11, 1924.

No. B-1156—1924.

National Grit & Stucco Co., et al., Muscatine.

Petition for Commodity Rate on Oyster, Clam and Mussel Shells, crushed or ground.

Application denied and dismissed.

Filed April 12, 1923. Closed Mar. 7, 1924.

No. B-1157—1924.

Morrison Bros., Dubuque.

Change in Classification of Steel Storage Tanks.

Application withdrawn.

Filed Apr. 13, 1923. Closed Aug. 11, 1924.

No. B-1159—1924.

Iten Biscuit Co., Omaha.

Change in Classification of Store Display Racks.

For classification granted see Index 418, Supplement No. 33, Iowa Classification No. 15.

Filed May 19, 1923. Closed Aug. 11, 1924.

No. B-1160—1924.

C. & N. W. Ry. Co., et al., operating in Iowa.

Petition for Change in Minimum Charge on Shipments in Iowa.

Taken care of in Supplement No. 33 to Iowa Classification No. 15.

Filed May 28, 1923. Closed June 24, 1924.

No. B-1161—1924.

Herring Motor Co., Des Moines.

Petition for Change in Classification of Automobile Springs.

Closed without prejudice. Classification already taken care of in Supplement No. 29 to Iowa Classification No. 15, Index 271.

Filed June 8, 1923. Closed June 24, 1924.

No. B-1165—1924.

Ford Motor Co., Detroit.

Petition for Change in Classification of Automobile Bodies.

Investigation disclosed that this was taken care of by commodity rate.

Filed May 14, 1923. Closed Dec. 1, 1924.

No. B-1166—1924.

Spaulding Mfg Co., Grinnell.

Petition for Change in Classification of Motor Truck Seat Cabs,

K. D.

Withdrawn.

Filed July 9, 1923. Closed June 24, 1924.

No. B-1167—1924.

Spaulding Mfg. Co., Grinnell.

Petition for Change in Classification of Motor Truck Freight Bodies,

K. D.

Withdrawn.

Filed July 9, 1923. Closed June 24, 1924.

No. B-1176—1924.

Klauer Mfg. Co., Dubuque.

Galvanized Iron—Classification of certain Articles Made From.

For classification granted, and articles covered, see Index 417, Supplement No. 33, Iowa Classification No. 15.

Filed Aug. 15, 1923. Closed Aug. 11, 1924.

No. B-1180—1924.

Chamber of Commerce, Cedar Rapids.
Classification of Acids, N. O. S.
For classification granted see Index 412, Supplement No. 33 to Iowa Classification No. 15.

Filed Sept. 11, 1923. Closed Aug. 11, 1924.

No. B-1183—1924.

Board of Railroad Commissioners, Des Moines.
Classification of Kitchen Cabinets, K. D.
The Board ruled that Kitchen Cabinets, tops and bases separated, should be rated as K. D., Item 1, Page 55, Iowa Classification No. 15.

Filed Sept. 20, 1923. Closed Dec. 1, 1924.

No. B-1185—1924.

Chamber of Commerce, Davenport, and Keokuk Shippers Assn., Keokuk, Ia.
Classification of Automobile Tops (Winter).

For classification granted see Index 420, Supplement No. 33, Iowa Classification No. 15.

Filed Sept. 28, 1923. Closed Aug. 11, 1924.

No. B-1187—1924.

Chamber of Commerce, Cedar Rapids.
Classification of Rugs, N. O. S.
For classification granted see Index 419, Supplement No. 33, Iowa Classification No. 15.

Filed Oct. 26, 1923. Closed Aug. 11, 1924.

No. B-1188—1924.

Burlington Shippers Association, Burlington.
Application for ruling on the matter of freight shipped in smaller cars than ordered—use of two cars for one.
For ruling of Board see Index 421, Supplement No. 33, Iowa Classification No. 15.

Filed Oct. 25, 1923. Closed Aug. 11, 1924.

No. B-1189—1924.

Chamber of Commerce, Cedar Rapids.
Classification of Vanity Cases.
For classification granted see Index 424, Supplement No. 33, Iowa Classification No. 15.

Filed Nov. 2, 1923. Closed Aug. 11, 1924.

No. B-1191—1924.

M. & St. L. R. R. Co.
Application for Authority to Establish Short Line Rates on all Freight.

On Dec. 28, 1923, the Board approved this application to meet short line rates, under the provisions of Chapter 161, Laws of the 40th General Assembly, as follows:

Between	And	Class Rates in Cents per 100 pounds				
		1	2	3	4	5
Burlington	Ft. Dodge	*73	*55.6	*42.5	*38.6	26
		\$74	\$56.5	\$42.5	\$33	
Muscatine	Ft. Dodge	*65.5	*51.6	*40.4	*30.8	23.5
		\$67	\$56.5	\$42.5	\$35	
Muscatine	Algona	73	56	43.6	33.6	26
Muscatine	Marshalltown	*50.8	*42.5	*32.5	*25.5	17.6
Muscatine	Story City	57	48.4	37	28.5	20.5
		A	B	C	D	E
Burlington	Ft. Dodge	29.5	23	20	16.5	14.5
Muscatine	Ft. Dodge	26	21.2	18.4	15.6	13
Muscatine	Algona	29.5	23.2	20.4	16.8	14.5
Muscatine	Marshalltown	18.4	17.6	15.2	12.8	10
Muscatine	Story City	22.5	19.6	17.2	14	11.5

Subject to continuous mileage rates over short line route as minimum.

*Carload only.

§Less Carload only.

On Jan. 2, 1924, supplemental permission was granted as follows:

Commodity	Between	Burlington	Muscatine
		Short Line	Short Line
		Mileage	Mileage
	Forest City	255.5	217.2
	Livermore	250.5	212.2
	Valley Junction	178.7	159.1
	Des Moines	165.9	154.7
	Estherville	304.8	266.5
	Greenville (Rosste)	311.8	292.2
	Gowrie		221.6
	Northwood	235.7	197.4
	Kensett	229.3	191
	Manly	224.6	186.3
	Freeman	229.8	191.3
	Mason City	234	195.7
	Sheffield	221.3	183
	Chapin	210.9	178.8
	Hampton	210.5	172.4
All Freight	Abbott Crossing	184.9	146.6
	Crinnell	142.3	104.1
	Oskaloosa	104.6	90.9
	Fremont	91	
	Butler	87.4	
	Hedrick	84	
	Martinsburg	80.9	
	Brighton	56.1	51
	Coppock	49.8	
	Winfield	33.8	
	Morning Sun	22.3	
	Belmond	225.9	187.6
	McCallsburg		184.1
	Montezuma	124.9	87.1
	Newton		123.9
	Givin		96.7
	Eddyville		101.7
	Albia	98.3	

Filed Nov. 13, 1923. Closed.

Filed Nov. 13, 1923. Closed Dec. 1, 1924.

No. B-1194—1924.

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

Application to meet short line rate on cement between Mason City and Ottumwa.

On Jan. 15, 1924, the Board approved this application to meet short line rates, under the provisions of Chapter 161, Laws of the 40th General Assembly, as follows:

From Mason City, Iowa, to Ottumwa, Iowa, Distance 203.3 miles, Rate 12c.

Filed Jan. 14, 1924. Closed Feb. 7, 1924.

No. B-1195—1924.

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

Application for permission to publish rate of 45c per ton on Crushed Rock, Valley Junction, Iowa, to Grand Junction, Iowa, when destined to Scranton, Iowa.

Granted Jan. 26, 1924.

Filed Jan. 24, 1924. Closed Jan. 26, 1924.

No. B-1196—1924.

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

Application to establish rate, carload, on Crushed Stone, Valley Junction to Grand Junction:

On Jan. 30, 1924, the Board granted permission to establish rate of 57.6c per ton on stone, crushed, carloads, minimum weight 90% marked capacity of car, but not less than 40,000 lbs., Valley Junction, Iowa, to Grand Junction, Iowa, rate to apply on stone originating at Earham, Iowa, crushed in transit at Valley Junction, Iowa.

Filed Jan. 29, 1924. Closed Jan. 30, 1924.

No. B-1196—1924.

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

Application to establish rate, carload, on Crushed Stone, Valley Junction to Grand Junction:

On Jan. 30, 1924, the Board granted permission to establish rate of 57.6c per ton on stone, crushed, carloads, minimum weight 90% marked capacity of car, but not less than 40,000 lbs., Valley Junction, Iowa, to Grand Junction, Iowa, rate to apply on stone originating at Earham, Iowa, crushed in transit at Valley Junction, Iowa.

Filed Jan. 29, 1924. Closed Jan. 30, 1924.

No. B-1202—1924.

Mason City Chamber of Commerce, Mason City.

Application for change in Classification of Automobiles, C. L. Withdrawn.

Filed Feb. 27, 1924. Closed Aug. 11, 1924.

No. B-1204—1924.

Associated General Contractors, Des Moines.

Application for Mixed C. L. Rating on Contractors' Outfits, including

Bank Houses and Cook Shacks.

Dismissed without prejudice.

Filed Mar. 10, 1924. Closed Aug. 11, 1924.

No. B-1205—1924.

Associated General Contractors, Des Moines.

Application for C. L. Rating on Cook Shacks and Bunk Houses.

For rating granted see Index 423, Supplement No. 33, Iowa Classification No. 15.

Filed March 10, 1924. Closed Aug. 11, 1924.

No. B-1206—1924.

Associated General Contractors, Des Moines, Iowa.

Application for 4th Class L. C. L. Rating on Steam Shovel Platforms Shipped Loose.

For rate granted see Index 425, Supplement No. 33, Iowa Classification No. 15.

Filed Mar. 10, 1924. Closed Aug. 11, 1924.

No. B-1207—1924.

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

Application for Commodity Rate on Scrap Iron, in Bulk.

On March 19, 1924, the Board authorized the publication of commodity rate of 8½c per 100 lbs. on scrap iron, in bulk, minimum weight 30,000 lbs., Mason City to Ft. Dodge, Iowa, by M. & St. L. R. R. Co.

Filed Mar. 18, 1924. Closed Oct. 23, 1924.

No. B-1209—1924.

Iowa Southern Utilities Co., Centerville, Ia.

Special Rate on Show Train.

On April 11, 1924, the Board authorized special rate of \$225.00 for movement of this train from Centerville to Albia, and from Albia to Trask for delivery to the C. M. & St. P.

Filed April 11, 1924. Closed April 11, 1924.

No. B-1210—1924.

Minneapolis & St. Louis R. R. Co.

Application for Authority to Establish Short Line Rates on Crushed Stone from Mason City to Des Moines.

On April 16, 1924, the Board approved this application to meet short line rates, under the provisions of Chapter 161, Laws of the 40th General Assembly as follows:

Commodity	From Mason City, Ia., To Des Moines, Ia.	Apply Iowa Distance Rate For 121 miles
Stone, crushed, carload, minimum weight as provided in Iowa Lines Tariff No. 160-B, E. B. Boyd, Agent.		

Filed April 14, 1924. Closed April 17, 1924.

No. B-1212—1924.

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

Application for Authority to Establish Short Line Rate on Cement, Hydraulic or Portland, Carloads, from Des Moines to Marshalltown.

On May 16, 1924, the Board approved this application to meet short line rates, under the provisions of Chapter 161, Laws of the 40th General Assembly, as follows:

Commodity	From	To	Rate
Cement, Hydraulic or Portland, carloads	Des Moines, Iowa,	Marshalltown, Iowa,	Iowa distance rate for 58 miles

Filed May 13, 1924. Closed May 16, 1924.

No. B-1213—1924.

C. M. & St. P. Ry Co.

Application for Authority to Establish, on One Day's Notice, Rates for Industrial Switching at Dubuque.

On May 23, 1924, the Board authorized the establishment, on one day's notice of a rate of 2c per hundred, minimum \$8.10 per car, for Industrial Switching between the plant of the Carr, Ryder, Adams Co. and the plant of the Farley-Loetscher Co., Dubuque, Iowa.

Filed May 23, 1924. Closed May 23, 1924.

No. B-1214—1924.

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

Petition for Authority to Cancel Through Rate on Cement, Hydraulic or Portland, C. L., from Des Moines and Valley Junction to points on Illinois Central R. R. Co.

On June 7, 1924, the board authorized the cancellation of the above rate on less than statutory notice.

Filed June 4, 1924. Closed June 7, 1924.

No. B-1215—1924.

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

Petition for Authority to Cancel Tariff Applying on Cement, Hydraulic or Portland, from Mason City to Ottumwa, on Less than Statutory Notice.

Granted June 20, 1924.

Filed June 12, 1924. Closed June 20, 1924.

No. B-1218—1924.

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

Application for Authority to Publish Switching Rate of \$6.30 on Crushed Rock from connection of M. & St. L. R. R. Co. with C. & N. W. Ry. Co. at Grand Junction.

Granted. Filed July 10, 1924. Closed July 11, 1924.

No. BB-1217—1924.

Des Moines & Central Iowa Railroad.

Petition for Authority to Publish Reduced Rate on Cement from Connecting Lines at Des Moines to Flint Junction, Iowa, effective on Five Days' Notice.

Granted.

Filed June 14, 1924. Closed June 27, 1924.

No. BB-1219—1924.

Des Moines & Central Iowa R. R. Co.

Petition for Authority to Publish, on One Day's Notice, Excursion Rates to Des Moines.

Granted.

Filed July 16, 1924. Closed Oct. 23, 1924.

No. BB-1220—1924.

Western Trunk Line Committee, Chicago.

Petition for Authority to Establish Rate of 11½c on Cement from Gilmore City to Sioux City.

Granted.

Filed July 10, 1924. Closed Oct. 23, 1924.

No. BB-1221—1924.

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

Application for Authority to Establish Rate on Canned Corn from Grinnell to Des Moines. (Short Line Rate).

On July 10, 1924, under the provisions of Chapter 161, Laws of the 40th General Assembly, the Board approved this application to meet short line rates, as follows:

Commodity	From	Apply Iowa Distance Rate for
Corn, canned carload, minimum weight as provided in Iowa Classification No. 15.	Grinnell, Iowa to Des Moines, Ia.	55 miles.

Filed July 8, 1924. Closed Oct. 23, 1924.

No. BB-1223—1924.

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

Application for Authority to Establish, on One Day's Notice, Short Line Rate on Crushed Stone, from Mason City to Ft. Dodge.

On Aug. 14, 1924, the Board approved this application to meet short line rates, under the provisions of Chapter 161, Laws of the 40th General Assembly, as follows:

Commodity	From	Apply Iowa Distance Rate for
Stone, broken, crushed or ground, carloads	Mason City, Iowa, to Ft. Dodge, Iowa	75 miles

Filed Aug. 13, 1924. Closed Oct. 23, 1924.

No. BB-1224—1924.

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

Application for Authority to Publish Rate on Shale and Rock from Earlham to Des Moines.

On March 11, 1924, the Board authorized the publication of the following rate:

From	To	Rate
Earlham, Ia.	DES MOINES, IOWA.	30 1/2 c per ton of 2000 lbs.
	(To be used by the Hawkeye Portland Cement Co., in the manufacture and production of Portland Cement, and for no other purpose)	
	(T. A. 829)	

Filed March 10, 1924. Closed Oct. 23, 1924.

No. BB-1225—1924.

Des Moines & Central Iowa Railroad.

Application for Authority to Publish State Fair Rates on One Day's Notice.

Granted.

Filed Aug. 18, 1924. Closed Oct. 23, 1924.

No. BB-1226—1924.

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

Application for Authority to Publish, on Ten Days' Notice, Short Line Rate on Sugar Beets, C. L. Terril and Langdon to Belmond, Iowa.

On Sept. 12, 1924, the Board authorized the establishment of the following rates, effective on ten days' notice:

Commodity	From	To	Rate per Ton of 2000 lbs.
Beets, Sugar, Minimum Weight 90% of marked capacity of car except when loaded to full visible capacity actual weight, but not less than 30,000 lbs.	C. L. Terril, Ia.	Belmond, Ia.	\$1.224
	90% Langdon, Ia.		

Filed Sept. 12, 1924. Closed Oct. 23, 1924.

No. BB-1227—1924.

C. & N. W. Ry Co.

Application for Authority to Put into Effect on One Day's Notice, Intrastate Changes Made Necessary by Supplement No. 33 to Iowa Classification No. 15.

Authority granted Sept. 15, 1924.

Filed Sept. 15, 1924. Closed Oct. 23, 1924.

No. BB-1228—1924.

Wabash Railway Co.

Petition for Authority to Publish, on One Day's Notice, Rates on Coal, Tracy to Ottumwa, Iowa.

On Sept. 24, 1924, the following rates were approved, to be put into effect on one day's notice:

Commodity	From	To	Rate per Ton of 2000 lbs.	
Coal, Bituminous (Soft) Lump and Nut, also Pea, Slack and Screenings	Tracy, Ia.	Ottumwa, Ia.	Lump	Pea, Slack
		S. Ottumwa, Ia.	& Nut	& Screenings
			\$1.095	\$.91

Filed Sept. 24, 1924. Closed Oct. 23, 1924.

No. BB-1229—1924.

Cedar Rapids & Iowa City Railway Co.

Petition for Authority to Publish Reduced Round Trip Fares on Less Than Statutory Notice.

Granted on Sept. 24, 1924.

Filed Sept. 24, 1924. Closed Oct. 23, 1924.

No. BB-1230—1924.

Des Moines & Central Iowa Railroad Co.

Petition for Authority to Publish Reduced Passenger Fares on One Day's Notice.

Granted on Sept. 30, 1924.

Filed Sept. 25, 1924. Closed Oct. 23, 1924.

No. B-1231—1924.

J. P. Williams, Springville, v. C. G. W.

Rate on Live Stock shipped for Exhibition Purposes.

Closed without prejudice.

Filed Sept. 13, 1924. Closed Dec. 1, 1924.

Classification, Rates and Rules

SUPPLEMENT NO. 33, IOWA CLASSIFICATION.

The Commission instructed the Secretary to prepare a Supplement to Iowa Classification No. 15 and embody therein the changes ordered in the foregoing classification cases, such Supplement to be known as Supplement No. 33 to Iowa Classification No. 15, dated May 20, 1924, effective Aug. 11, 1924, except as noted.

In accordance with the above instructions, this Supplement was prepared, promulgated and published, as provided by law.

General Cases Closed by Correspondence

No. A-3705—1924.

D. L. Graham, Prairie City, v. C. R. I. & P. *Removal of Switch Track.*

After considerable investigation, the railway company advised that they would make no change in the conditions at Prairie City, whereupon the Commerce Counsel wrote us that, with this understanding, the case might be closed, subject to reopening at any time.

Filed Sept. 13, 1921. Closed Jan. 17, 1924.

No. A-3764—1924.

Kanawha Commercial Club, Kanawha, v. M. & St. L. *Discontinuance of Trains 301 and 302, Hampton to Algona.*

After considerable correspondence, this case was set down for hearing at Algona, on March 9, 1922, at which time the representatives of petitioners and carriers asked that they be permitted to have a conference, with a view to arranging some schedule that would be satisfactory without the necessity of hearing and order. At the close of the conference Commerce Counsel Henderson stated:

"The understanding arrived at is that there is to be a change in the schedule, which has been explained to all parties, and that this proposed schedule is to be given a trial for sixty days, with the distinct understanding that this complaint is not to be dismissed. The hearing is merely to be postponed, and a new date set for hearing, if the tentative schedule does not prove satisfactory, and there is further complaint."

This case was held open, pending the outcome of this tentative schedule. No complaint having been heard from the petitioners, the Commerce Counsel advised, on March 24, 1924, that the file might be closed.

Filed Jan. 25, 1922. Closed Mar. 27, 1924.

No. A-3765—1924.

W. N. Temple, City Clerk, Osceola, v. C. B. & Q. *Highway Crossing.*
Complaint withdrawn.

Filed Feb. 9, 1922. Closed Nov 12, 1924.

No. A-3787—1924.

Commercial Club, Tracy, v. C. B. & Q. *Crossing Protection—Sumner Street.*

After considerable correspondence this file was closed without prejudice.

Filed April 12, 1922. Closed Sept. 3, 1924.

No. A-3796—1924.

Chamber of Commerce, et al., Dubuque, v. C. M. & St. P. *Train Service.*
Closed without prejudice.

Filed May 11, 1922. Closed April 29, 1924.

No. A-3812—1924.

Chicago-Omaha Short Line Highway Association, Iowa City, v. C. R. I. & P. *Crossing Protection, West of West Liberty.*

Flashing light signals installed.

Filed June 20, 1922. Closed Dec. 12, 1923.

No. A-3820—1924.

City of Albia v. Wabash Railway. *Highway Crossing—Subway—North Main Street.*

Closed without prejudice.

Filed July 17, 1922. Closed May 8, 1924.

No. A-3824—1924.

Mrs. Della E. Frush, Pleasantville, v. C. R. I. & P. *Fence near Beech.*
Fence repaired.

Filed July 25, 1922. Closed Feb 13, 1924.

No. A-3834—1924.

Board of Supervisors of Dickinson County, by Iowa State Highway Commission, Ames, v. C. M. & St. P. *Highway Crossing.*

Complaint withdrawn.

Filed Sept. 15, 1922. Closed Mar. 19, 1924.

No. A-3841—1924.

Board of Railroad Commissioners, Des Moines, v. Railroads operating in Iowa. *Station Facilities and Service—Posting of Train Bulletins.*

Marked improvement in posting of train bulletins shown.

Filed Oct. 14, 1922. Closed Dec. 1, 1924.

No. A-3859—1924.

Board of Supervisors of Marion County v. C. B. & Q. *Crossing Protection West of Knoxville.*

Complainant failing to reply to letters from this office, the file was closed.

Filed Nov. 28, 1922. Closed May 15, 1924.

No. A-3864—1924.

G. L. Nine, St. Marys, v. C. B. & Q. *Stock Yards.*

On Nov. 1, 1923, the General Superintendent of the railroad company advised us that he had made an agreement with the complainants to the effect that the yards would be enlarged and a hydrant installed to furnish water for two pens. After writing the complainants repeatedly, asking if the work had been done, and failing to elicit a reply, the file was closed.

Filed Jan. 14, 1923. Closed July 15, 1924.

No. A-3870—1924.

Frank Leidigh, Robins, v. Illinois Cent. *Station Facilities and Service—Heating Depot.*

Arrangements made to heat depot at train time.

Filed Dec. 19, 1922. Closed Jan. 31, 1924.

No. A-3887—1924.

Fred A. West, Haverhill, v. M. & St. L. *Stock Train Service—Laurel.*

The railroad company not seeing fit to grant this request, the complainant was asked if he desired a formal hearing, and failing to reply to inquiries from this office, the file was closed.

Filed March 14, 1923. Closed June 23, 1924.

No. A-3901—1924.

Citizens of Monroe v. C. R. I. & P. *Station Facilities and Service—Lighting.*

Closed without prejudice.

Filed May 14, 1923. Closed Dec. 1, 1924.

No. A-3902—1924.

F. W. Reasoner, Humboldt, v. M. & St. L. *Sidetrack Facilities to Stock Yards.*

This complaint was taken up with the railroad company, who advised they hoped to be able to extend this sidetrack within a few months. Failing to receive replies to our letters addressed to the complainant about the status of this case, the file was closed.

Filed April 14, 1923. Closed Feb. 5, 1924.

No. A-3908—1924.

O. W. Harris, Jefferson, v. C. M. & St. P. *Crossing Protection.*

Signal device installed.

Filed May 21, 1923. Closed March 14, 1924.

No. A-3911—1924.

Township Trustees, Scott Township, Buena Vista County, Storm Lake v. M. & St. L. *Highway Crossings.*

Crossings repaired.

Filed June 20, 1923. Closed Feb. 27, 1924.

No. A-3912—1924.

Walter E. Williams, Audubon, v. C. R. I. & P. *Passenger Train Equipment—Removal of Coach.*

Coach restored.

Filed July 9, 1923. Closed Dec. 18, 1923.

No. A-3922—1924.

J. S. Coffin, Moravia, v. Wabash. *Station Facilities and Service at Hiattsville.*

The complainant failing to reply to inquiries from this office as to whether or not he desired formal hearing, the file was closed.

Filed July 20, 1923. Closed June 23, 1924.

No. A-3929—1924.

Ladora Lumber & Grain Co., Ladora, v. C. R. I. & P. *Station Facilities and Service—Hours of Agent.*

Some improvement made. The complainants failed to reply to inquiries as to whether or not they desired formal hearing, and the file was closed.

Filed July 25, 1923. Closed March 27, 1924.

No. A-3938—1924.

Roy G. Boden, Orson, v. C. & N. W. *Station Facilities and Service—Agent.*

After considerable correspondence, this complaint was set down for hearing, and the complainant failing to appear, after due notice, the case was dismissed without prejudice.

Filed Aug. 24, 1923. Closed June 16, 1924.

No. A-3940—1924.

Board of Railroad Commissioners, Des Moines, v. C. R. I. & P. Ry. and C. B. & Q. R. R. *Inadequate Clearance Along Industrial Tracks at Oska-loosa.*

Satisfactorily adjusted.

Filed Aug. 28, 1923. Closed Nov. 17, 1924.

No. A-3941—1924.

Citizens of Okoboji v. C. M. & St. P. *Station Facilities and Service—Agent.*

Commerce Counsel J. H. Henderson, acting for the complainant, advised that they did not desire the case set down for hearing, but that it might be closed, subject to reopening at any time.

Filed Aug. 17, 1923. Closed Oct. 21, 1924.

No. A-3942—1924.

C. R. I. & P. Ry. Co. *Requesting Abolition of Railroad Crossing with C. & N. W. Ry. Co., at East Fourth Street, Des Moines.*

After some investigation, the Rock Island advised that on account of objections having been raised the matter was being held in abeyance, and that if anything new transpired they would advise us.

Filed Aug. 25, 1923. Closed Dec. 1, 1924.

No. A-3944—1924.

J. B. Wade, Moingona, v. C. & N. W. *Station Facilities and Service—Agent.*

After investigation and refusal of the railway company to reinstate agent, the complainant was asked if he desired the case set down for formal hearing. He replied in the negative, and the file was closed.

Filed Aug. 24, 1923. Closed June 17, 1924.

No. A-3945—1924.

Green Mountain Live Stock Shipping Assn., Green Mountain, v. C. G. W. *Stock Yards.*

Necessary repairs made and stock yards cleaned.

Filed Sept. 10, 1923. Closed July 7, 1924.

No. A-3947—1924.

B. F. Paul, Blairstown, v. C. & N. W. *Crossing Protection.*

Signal installed.

Filed Sept. 19, 1923. Closed Feb. 4, 1924.

No. A-3949—1924.

Marshalltown Shipping Assn., Marshalltown, v. C. & N. W. *Scales at Stock Yards.*

Complaint dismissed, this Board having no jurisdiction thereof.

Filed Sept. 12, 1923. Closed Feb. 20, 1924.

No. A-3954—1924.

Iowa State Highway Commission, Ames, v. C. B. & Q. *Highway Crossing—Van Buren County.*

This case, after some correspondence, was set down for formal hearing, but prior to time of hearing, the complainant advised that the controversy had been settled, and the case was dismissed.

Filed Oct. 10, 1923. Closed June 27, 1924.

No. A-3955—1924.

Citizens of Randallia v. C. R. I. & P. *Station Facilities and Service—Lights in Depot.*

Electric lights installed.

Filed Oct. 12, 1923. Closed March 12, 1924.

No. A-3957—1924.

Fred Ostermeier, Winfield, v. M. & St. L. *Fence.*

Repaired.

Filed Oct. 3, 1923. Closed Jan. 21, 1924.

No. A-3959—1924.

Verne Wallicoat, Rhodes, v. C. M. & St. P. *Rental for Filling Station Site.*

Satisfactorily adjusted.

Filed Oct. 24, 1923. Closed Jan. 11, 1924.

No. A-3966—1924.

Board of Railroad Commissioners, Des Moines, v. C. B. & Q. *Lights in Passenger Coaches—Albia to Des Moines.*

Electric lights installed.

Filed Oct. 23, 1923. Closed Oct. 6, 1924.

No. A-3968—1924.

C. M. McPatridge, Moravia, v. C. M. & St. P. and Wabash. *Train Service—Interchange of Passengers.*

Satisfactorily adjusted.

Filed Oct. 19, 1923. Closed March 27, 1924.

No. A-3970—1924.

Martin Klein, Cedar Rapids, v. C. R. & M. Ry. Co. *Train Service.*

The complainant failing to reply to inquiries from this office as to whether or not he desired formal hearing, the file was closed.

Filed Nov. 13, 1923. Closed March 13, 1924.

No. A-3972—1924.

P. A. Klein, Templeton, v. C. M. & St. P. *Fence.*

Repairs made.

Filed Nov. 22, 1923. Closed March 25, 1924.

No. A-3973—1924.

Board of Supervisors of Decatur County, by Iowa State Highway Commission, v. C. B. & Q. *Highway Crossing near Leon.*

Agreement reached with railroad company.

Filed Nov. 27, 1923. Closed June 27, 1924.

No. A-3975—1924.

Iowa Farm Bureau Federation, Des Moines, v. C. M. & St. P. *Stock Yards at Atkins—Water Supply.*

Water system installed.

Filed Nov. 22, 1923. Closed Nov. 14, 1924.

No. A-3976—1924.

Board of Railroad Commissioners, Des Moines, v. C. M. & St. P. *Train Connections at Jackson Junction.*

Satisfactorily adjusted.

Filed Nov. 28, 1923. Closed Feb. 20, 1924.

No. A-3977—1924.

Board of Supervisors of Clarke County, by Iowa State Highway Commission, v. C. B. & Q. *Highway Crossing—East of Osceola.*

Agreement reached with railroad company.

Filed Nov. 30, 1923. Closed June 27, 1924.

No. A-3978—1924.

Board of Railroad Commissioners, Des Moines, v. C. R. I. & P. *Train Connection at Nora Junction.*

Satisfactorily adjusted.

Filed Nov. 30, 1923. Closed Feb. 20, 1924.

No. A-3979—1924.

H. A. Darting, C. R. Buffington, Glenwood, v. C. B. & Q. *Train Service—Stopping at Glenwood.*

The railroad company advised they would stop train No. 9 at Glenwood, during legislative sessions, to accommodate Senator Darting and Representative Buffington. When later asked if they desired formal hearing, Senator Darting advised, "I think we might as well discontinue our efforts for additional train service at Glenwood." Thereupon the file was closed without prejudice.

Filed Dec. 5, 1923. Closed July 2, 1924.

No. A-3981—1924.

M. L. Myers, Ft. Dodge, v. C. G. W. *Fence.*

Repairs made.

Filed Dec. 8, 1923. Closed Feb. 14, 1924.

No. A-3982—1924.

Cedar Rapids & Iowa City Railway. *Application for Permission to Reduce Passenger Fares.*

Authority granted to make reduced fares on five days' notice.

Filed Dec. 13, 1923. Closed Dec. 18, 1923.

No. A-3983—1924.

C. A. Haynes, Corning, v. C. B. & Q. *Stock Yards.*

The railroad company advised, on Oct. 27, that material to do the work had been shipped and repairs would be made within the next few days. We wrote the complainants twice, asking if the work had been done, to which letters we received no reply. Therefore the file was closed, under the presumption that the work had been done.

Filed Dec. 13, 1923. Closed Nov. 22, 1924.

No. A-3984—1924.

S. E. Fackler, Prescott, v. C. B. & Q. *Stock Yards.*

The Board having no jurisdiction of sanitary condition of stock yards, the case was dismissed.

Filed Dec. 13, 1923. Closed Dec. 1, 1924.

No. A-3985—1924.

Geo. Risk, Aurora, v. C. G. W. *Crossings in Aurora.*

The complainant in this case was asked if he desired a formal hearing before the Board, and, failing to reply to two letters from this office, it was assumed he did not care to pursue the matter further, and the file was closed.

Filed Nov. 7, 1923. Closed Mar. 10, 1924.

No. A-3986—1924.

Sax Coal Co., Bloomfield, v. C. B. & Q. *Freight Train Service.*

The complainant failing to reply to inquiries from this office as to whether or not he desired formal hearing, the file was closed.

Filed Dec. 21, 1923. Closed Mar. 10, 1924.

No. A-3987—1924.

Lloyd G. Swann, Osage, v. C. G. W. *Scales at Bucknam Crossing.*

Scales repaired and put in service on Jan. 24, 1924.

Filed Dec. 21, 1923. Closed Feb. 25, 1924.

No. A-3989—1924.

F. M. Melroy, Churchville, v. C. G. W. *Station Facilities and Service—Agent.*

The complainant failing to reply to inquiries from this office as to whether or not he desired formal hearing, the file was closed.

Filed Jan. 9, 1924. Closed Mar. 10, 1924.

No. A-3990—1924.

Doon Shipping Assn., Doon, v. G. N. *Water Supply at Stock Yards.*

Adequate supply furnished.

Filed Jan. 11, 1924. Closed June 16, 1924.

No. A-3992—1924.

Motor Bus Co., Cedar Falls, v. C. R. I. & P. *Backing Engine over Crossing at Night, without Light.*

Investigation on our part disclosed that the operation of the engine over this crossing was done according to the laws of Iowa, and the file was closed without prejudice.

Filed Jan. 18, 1924. Closed April 7, 1924.

No. 3993—1924.

Farmers Educational and Co-operative Union of America, Loveland, v. C. & N. W. *Station Facilities and Service—Agent.*

Investigation developed that the reported removal of agent at Loveland was a rumor, without foundation.

Filed Jan. 23, 1924. Closed Mar. 6, 1924.

No. A-3995—1924.

Citizens of Bevington v. C. R. I. & P. *Station Facilities and Service—Agent.*

Our investigation disclosed that the railroad company did not intend to discontinue agency.

Filed Jan. 30, 1924. Closed Mar. 13, 1924.

No. A-3996—1924.

Citizens of Strahan v. Wabash. *Passenger Train Service.*

Satisfactorily adjusted.

Filed Jan. 31, 1924. Closed June 9, 1924.

No. A-3998—1924.

Albert Holmes, Calmar, v. C. R. I. & P. *Train Connections at Mason City with C. M. & St. P.*

Satisfactorily adjusted.

Filed Jan. 28, 1924. Closed April 4, 1924.

No. A-3999—1924.

John Bradley, Montezuma, v. M. & St. L. *Spur Track at Jacobs.*

The complainant, failing to reply to letters of inquiry from this office as to whether or not he desired formal hearing, was advised, on June 10, 1924, that unless he was heard from to the contrary within ten days the file would be closed without prejudice. Not having heard from the complainant, the file was closed.

Filed Feb. 2, 1924. Closed June 21, 1924.

No. A-4001—1924.

Board of Supervisors of Appanoose County, by Iowa State Highway Commission, Ames, v. Wabash. *Highway Crossing.*

The complainants failing to reply to inquiries from this office as to whether or not they would accept the proposition for improvement made by the railroad company, the file was closed without prejudice.

Filed Feb. 8, 1924. Closed June 21, 1924.

No. A-4002—1924.

Roy Maneor, Albia, v. C. M. & St. P. *Train Service—Flag Stop at Foster.*

Satisfactorily adjusted.

Filed Feb. 15, 1924. Closed Mar. 13, 1924.

No. A-4003—1924.

Citizens of Zearing v. M. & St. L. *Train Service—Story City Branch.*

Complainants failing to reply to inquiries from this office as to whether or not they desired formal hearing, the file was closed.

Filed Feb. 18, 1924. Closed April 10, 1924.

No. A-4004—1924.

Lester Shepard, Rock Rapids, v. C. St. P. M. & O. *Water Supply at Stock Yards—Lakewood.*

Adequate well and apparatus installed.

Filed Feb. 18, 1924. Closed May 29, 1924.

No. A-4005—1924.

Stock Shippers of Lenox v. C. B. & Q. *Stock Yards.*

Yards enlarged and improved.

Filed Feb. 19, 1924. Closed Aug. 14, 1924.

No. A-4006—1924.

F. W. Erickson, Marshalltown, v. M. & St. L. *Fence.*

Repairs made.

Filed Feb. 20, 1924. Closed April 1, 1924.

No. A-4007—1924.

Citizens of Royal v. C. R. I. & P. *Station Facilities and Service—Hours of Agent.*

Satisfactorily adjusted.

Filed Feb. 20, 1924. Closed April 22, 1924.

No. A-4008—1924.

Melbourne Community Club, Melbourne, v. C. G. W. *Highway Crossing.*

Complainants failing to reply to inquiries from this office as to whether or not they desired formal hearing, the file was closed.

Filed Feb. 20, 1924. Closed June 21, 1924.

No. A-4009—1924.

J. O. Shaff, Camanche, v. C. R. I. & P. *Cattle Guards near Shaffton.*

The railroad company advised that the cattle guard complained of was the standard guard used on their system. The complainant failing to reply to inquiries from this office as to whether or not he desired a hearing, the file was closed.

Filed Feb. 21, 1924. Closed May 15, 1924.

No. A-4010—1924.

W. J. Hilmer, Delaware, v. Ill. Cent. and C. M. & St. P. *Trains Obstructing Crossings.*

Satisfactorily adjusted.

Filed Feb. 28, 1924. Closed Mar. 31, 1924.

No. A-4011—1924.

Citizens of Hartley v. C. M. & St. P. and C. R. I. & P. *Track Connection.*

Satisfactory arrangements made by the complainants with the railroad companies.

Filed Feb. 29, 1924. Closed June 27, 1924.

No. A-4012—1924.

Lester Shepard, Rock Rapids, v. G. N. *Scales at Alvor.*

Satisfactorily adjusted.

Filed Feb. 18, 1924. Closed Mar. 4, 1924.

No. A-4013—1924.

E. H. Stewart, Maynard, v. C. R. I. & P. *Crossing Protection.*

After considerable investigation, the complainants advised the Board: "Inasmuch as there is a noticeable increase of precaution taken by the trainmen and as long as this is maintained we are willing to let this matter rest."

Filed Feb. 14, 1924. Closed July 23, 1924.

No. A-4014—1924.

L. S. Munson, Washita, v. Ill. Cent. *Station Facilities and Service—Lights.*

The railroad company advised that inasmuch as there was but little requirement for electric lights at this depot, they felt the oil lights were sufficient. The complainant failing to reply to inquiries from this office as to whether or not he desired a formal hearing, the file was closed.

Filed Mar. 14, 1924. Closed June 21, 1924.

No. A-4017—1924.

T. W. C. Anderson, Newton, v. C. B. & Q. *Station Facilities and Service—Hours of Agent at Thayer.*

Satisfactory arrangements made.

Filed Mar. 25, 1924. Closed June 9, 1924.

No. A-4019—1924.

Stock Shippers of Pleasantville v. C. B. & Q. *Stock Yards.*

Certain repairs and improvements were made, and the complainants failing to reply to inquiries from this office as to whether or not the changes were satisfactory, the file was closed.

Filed Apr. 2, 1924. Closed Aug. 11, 1924.

No. A-4020—1924.

G. E. Held, Hinton, v. C. St. P. M. & O. *Passenger Train Service.*

Closed without prejudice.

Filed Apr. 5, 1924. Closed June 21, 1924.

No. A-4022—1924.

Elizabeth Stockdale, Hampton, v. M. & St. L. *Fence.*

Necessary repairs made.

Filed April 12, 1924. Closed Sept. 22, 1924.

No. A-4023—1924.

Wabash Railway Co. *Station Facilities and Service—Relocation of Station at Hastie.*

After some investigation, the Board advised the railway company "the Commission has no objection to the relocation of Hastie Station as suggested by you."

Filed Apr. 12, 1924. Closed Apr. 23, 1924.

No. A-4025—1924.

Sophia Chindlund, Gilman, v. M. & St. L. *Stock Yards—Unsanitary Conditions.*

Yards cleaned. Proper jurisdiction in Local Board of Health.

Filed Apr. 4, 1924. Closed Dec. 1, 1924.

No. A-4027—1924.

George Koster, Gladbrook, v. C. G. W. *Fence.*

Repairs made.

Filed Apr. 23, 1924. Closed May 15, 1924.

No. A-4029—1924.

Ft. Dodge Chamber of Commerce, Ft. Dodge, v. C. G. W. *Station Facilities and Service—Agency at Halbur.*

Satisfactorily adjusted.

Filed May 2, 1924. Closed May 10, 1924.

No. A-4031—1924.

E. J. Peake, Mgr., Cerro Gordo Farms, Hanford, by Secretary of Agriculture, v. C. & N. W. *Disinfecting Charges.*

No response to letters. Closed without prejudice.

Filed May 6, 1924. Closed Oct. 14, 1924.

No. A-4032—1924.

Board of Health, Des Moines Township, Lee County, Argyle, v. A. T. & S. F. *Throwing Dead Poultry from Moving Trains.*

Company advised practice would be discontinued.

Filed May 9, 1924. Closed July 17, 1924.

No. A-4033—1924.

W. C. Kirchheck, Cedar Rapids, v. C. B. & Q. and C. R. I. & P. *Train Connections at Farmington.*

Adjusted.

Filed May 9, 1924. Closed July 28, 1924.

No. A-4034—1924.

T. E. Heeter, Rockford, Ill., v. C. D. & M. Ry. *Lack of Drinking Water on Train.*

This complaint was satisfactorily explained by the railroad company. Letters sent to the complainant were returned to this office unclaimed.

Filed May 7, 1924. Closed June 11, 1924.

No. A-4035—1924.

Thomas Hoey, Jackson Junction, v. C. M. & St. P. *Private Crossing.*

Permission granted complainant to use culvert for cattle pass.

Filed May 8, 1924. Closed Aug. 4, 1924.

No. A-4036—1924.

Town of Dallas v. C. R. I. & P. *Sidewalk.*

Satisfactorily adjusted.

Filed May 15, 1924. Closed Aug. 5, 1924.

No. A-4037—1924.

Citizens of Rowley v. C. R. I. & P. *Station Facilities and Service—Electric Lights in Depot.*

The company advised they would not be justified in going to the expense of putting in electric lights, but would furnish proper illumination. The complainants did not reply to inquiries from this office as to whether

or not they desired formal hearing, and the file was closed without prejudice.

Filed May 20, 1924. Closed July 28, 1924.

No. A-4038—1924.

Highview Farmers Grain Co., Webster City, v. Ill. Cent. *Stock Scales*.
Satisfactorily adjusted.

Filed May 22, 1924. Closed Nov. 17, 1924.

No. A-4041—1924.

Citizens of Luray v. C. G. W. *Station Facilities and Service—Proposed Closing of Station*.

Railroad company advised station would not be closed for the present.

Filed June 5, 1924. Closed Nov. 24, 1924.

No. A-4042—1924.

Des Moines & Central Iowa Railroad. *Passenger Fares—Reduction of*.
Authority granted to publish tariff reducing fares on five days' notice.

Filed June 5, 1924. Closed June 7, 1924.

No. A-4043—1924.

C. W. Riley, Walford, v. G. M. & St. P. *Private Crossing*.
Satisfactorily adjusted

Filed June 5, 1924. Closed Oct. 14, 1924.

No. A-4044—1924.

Board of Supervisors of Iowa County, by Iowa State Highway Commission, Ames, v. C. R. I. & P. *Highway Crossing at Homestead*.

Satisfactory agreement reached.

Filed June 12, 1924. Closed Nov. 18, 1924.

No. A-4046—1924.

Board of Supervisors of Polk County, by Iowa State Highway Commission, Ames, v. C. B. & Q. *Highway Crossing south of Des Moines*.

Satisfactory agreement reached.

Filed June 12, 1924. Closed Aug. 8, 1924.

No. A-4047—1924.

Board of Supervisors of Cherokee County, by Iowa State Highway Commission, Ames, v. Ill. Cent. *Highway Crossing near Cherokee*.

Satisfactory agreement reached.

Filed June 12, 1924. Closed Nov. 18, 1924.

No. A-4050—1924.

Land Owners on C. R. I. & P. Ry. between Otley and Prairie City, v. C. R. I. & P. *Weeds Along Right of Way*.

Railway company advised weeds would be cut.

Filed June 23, 1924. Closed Aug. 11, 1924.

No. A-4051—1924.

Henry W. Busse, Manson, v. C. R. I. & P., et al. *Weeds*.
Weeds cut.

Filed June 24, 1924. Closed Aug. 5, 1924.

No. A-4052—1924.

Frank Tamisiea, Missouri Valley, for Citizens of Orson, Pisgah, Moorhead, Soldier, Ute and Ricketts, v. C. & N. W. *Train Service—Wall Lake to Mondamin and Omaha Branch*.

The railroad company advised they could not voluntarily grant the service requested. Closed without prejudice.

Filed June 28, 1924. Closed Oct. 14, 1924.

No. A-4054—1924.

M. S. Arnold, Truro, v. C. B. & Q. *Private Crossing*.
Complaint dismissed.

Filed July 17, 1924. Closed Oct. 30, 1924.

No. A-4057—1924.

Herman Watterman, Baxter, v. C. G. W. *Private Crossing*.

The complainant failing to reply to inquiries from this office as to whether or not he desired formal hearing, the file was closed without prejudice.

Filed July 5, 1924. Closed Aug. 11, 1924.

No. A-4058—1924.

E. H. Witmer, Murphy, v. M. & St. L. *Fence*.

Repairs made.

Filed July 8, 1924. Closed Oct. 14, 1924.

No. A-4061—1924.

Dr. P. F. Price, Milo, v. C. B. & Q. *Train Service—Indianola—Chariton Branch*.

The complainant failing to reply to inquiries from this office as to whether or not he desired formal hearing, the file was closed.

Filed July 23, 1924. Closed Sept. 22, 1924.

No. A-4062—1924.

Citizens of Clutier v. C. & N. W. *Train Service—Belle Plaine to Sanborn Branch*.

The complainants advising that they did not desire to go to formal hearing in this case, the file was closed.

Filed July 24, 1924. Closed Aug. 22, 1924.

No. A-4063—1924.

Marshalltown Baking Co., Marshalltown, v. C. & N. W. *Train Service*.
Closed without prejudice. Some relief afforded.

Filed July 22, 1924. Closed Nov. 14, 1924.

No. A-4064—1924.

W. K. Cummings, Winfield, v. M. & St. L. *Fence*.
Necessary repairs made.

Filed July 24, 1924. Closed Sept. 18, 1924.

No. A-4065—1924.

C. M. & St. P. Ry Co. *Abandonment of Agency at Beloit.*

The Commission authorized the abandonment of agent, with the understanding that if complaint was filed, formal hearing would be had.

Filed July 26, 1924. Closed Nov. 24, 1924.

No. A-4066—1924.

C. B. & Q. R. R. Co. *Train Service—Van Wert to Cainsville.*

The company was permitted to discontinue Sunday train, subject to formal hearing if complaint should be filed.

Filed July 26, 1924. Closed Dec. 1, 1924.

No. A-4067—1924.

Elmer Gallentine, Marshalltown, v. C. G. W. *Fence near Luray.*

Necessary repairs made.

Filed Aug. 4, 1924. Closed Oct. 31, 1924.

No. A-4068—1924.

Dr. Edwin C. McMillan, Hudson, v. C. G. W. *Unsanitary Stock Yards.*
Yards cleaned.

Filed Aug. 4, 1924. Closed Dec. 1, 1924.

No. A-4069—1924.

Franks & Son, Lisbon, v. C. & N. W. *Station Facilities and Service—Agent.*

Railroad company advised agent would be maintained.

Filed Aug. 1, 1924. Closed Sept. 6, 1924.

No. A-4073—1924.

F. J. Schroeder, Wadena, v. C. M. & St. P. *Fence.*

Repairs made.

Filed Aug. 13, 1924. Closed Sept. 19, 1924.

No. A-4074—1924.

Residents of Ackworth v. C. B. & Q. *Station Facilities and Service—Closing of Depot.*

Custodian installed.

Filed Aug. 18, 1924. Closed Oct. 9, 1924.

No. A-4075—1924.

Citizens of Coon Rapids v. C. M. & St. P. *Unsanitary Stock Yards.*

Satisfactorily taken care of.

Filed Aug. 19, 1924. Closed Oct. 18, 1924.

No. A-4076—1924.

Patrons of C. & N. W. Ry. Co., Soldier Valley Branch, v. C. & N. W. *Train Service.*

Closed without prejudice.

Filed Aug. 22, 1924. Closed Oct. 3, 1924.

No. A-4077—1924.

W. B. Nason, Melbourne, v. M. & St. L. *Fence.*

Repairs made.

Filed Aug. 21, 1924. Closed Nov. 4, 1924.

No. A-4078—1924.

Residents of Eddyville v. C. R. I. & P. *Unsanitary Stock Yards.*

Yards cleaned and filled with cinders where needed.

Filed Aug. 21, 1924. Closed Dec. 1, 1924.

No. A-4079—1924.

Arlington Co-operative Commission, Arlington, v. C. M. & St. P. *Unsanitary Stock Yards.*

Yards cleaned.

Filed Aug. 29, 1924. Closed Sept. 29, 1924.

No. A-4080—1924.

C. E. Starr, Steamboat Rock, v. M. & St. L. *Water Supply at Stock Yards.*

Well installed.

Filed Sept. 3, 1924. Closed Nov. 13, 1924.

No. A-4081—1924.

C. P. Smith, Oelwein, v. C. R. I. & P. *Station Facilities and Service—Train Bulletins.*

Satisfactorily adjusted.

Filed Aug. 30, 1924. Closed Oct. 15, 1924.

No. A-4082—1924.

R. E. Miller, Nira, v. C. R. I. & P. *Station Facilities and Service—Telephone in Depot.*

Telephone installed.

Filed Sept. 3, 1924. Closed Oct. 23, 1924.

No. A-4083—1924.

A. C. Minear, Kilbourne, v. C. R. I. & P. *Weeds.*

Weeds were cut.

Filed Sept. 2, 1924. Closed Nov. 25, 1924.

No. A-4084—1924.

Incorporated Town of Redfield v. C. M. & St. P. *Highway Crossing at Clark Street.*

Satisfactorily adjusted.

Filed Sept. 10, 1924. Closed Nov. 28, 1924.

No. A-4087—1924.

W. H. Crawford, Des Moines, v. M. & St. L. *Right of way fence near Latimer.*

Necessary repairs made.

Filed Sept. 20, 1924. Closed Dec. 1, 1924.

No. A-4088—1924.

Town of Clare v. M. & St. L. *Highway Crossing.*

Satisfactorily adjusted.

Filed Oct. 4, 1924. Closed Dec. 1, 1924.

No. A-4089—1924.

W. C. Smith, Toledo, v. C. & N. W., et al. *Delay in Transit.*

Delay explained.

Filed Oct. 1, 1924. Closed Dec. 1, 1924.

Express Company Cases Closed.

No. C-287—1924.

American Railway Express Co., New York City. *Application for Adoption of Official Express Classification No. 28.*

Closed without prejudice.

Filed June 27, 1922. Closed Dec. 1, 1924.

No. C-292—1924.

Securities State Bank, Keokuk, v. American Railway Express Co. *Refusal to Accept Shipment of Money.*

Satisfactorily adjusted.

Filed May 20, 1924. Closed July 12, 1924.

No. C-293—1924.

American Railway Express Co., New York City. *Petition for Authority to Amend Official Express Classification No. 26, Iowa Railroad Commission No. 3.*

Authority granted to amend this Classification with reference to Animals and Birds, Live—in carloads; live stock, in carloads; and Poultry and Pigeons, live, in Carloads.

Filed May 28, 1924. Closed Dec. 1, 1924.

No. C-295—1924.

John Morrell & Co., Ottumwa, v. American Railway Express Co. *Service on Shipments of Cream—Kalona to Ottumwa.*

Adjusted.

Filed Oct. 24, 1924. Closed Nov. 2, 1924.

Switching Cases.

No. D-825—1924.

Pyramid Portland Cement Co., Valley Junction, Ia., vs. C. R. I. & P. Ry. Co., et al. *Petition to include applicant's plant at Valley Junction, Iowa, within the Industrial Switching Vicinity of Des Moines.*

After hearing had been held in this case, and tentative order prepared by the Board, Hon. J. H. Henderson, Commerce Counsel, representing the applicant, filed dismissal, with the statement "It is my understanding that there has been an adjustment made which, for the present, is satisfactory, and therefore they wish the case dismissed, as indicated in the Motion."

Filed July 18, 1923. Closed June 21, 1924.

No. D-827—1924.

Sioux City Chamber of Commerce v. C. M. & St. P., et al. *Switching rates on Brick.*

Adjustment made—complaint dismissed.

Filed Jan. 18, 1924. Closed Dec. 1, 1924.

No. D-830—1924.

Clarinda State Hospital, Clarinda, Ia. *Inadequate Switching Service. Adjusted.*

Filed July 15, 1924. Closed Sept. 13, 1924.

Motor Carrier Decisions, Certificates of Authorization, and Matters Pertaining Thereto.

No. 10453—1923.

W. D. Cross, Sidney. *Motor Carrier—Passenger—Fremont, Mills and Pottawattamie Counties.*

In accordance with decision of October 3, 1923, the Board, on May 15, 1924, issued Certificate of Authorization to operate upon the following route:

Route No. 1. Between Sidney, Tabor, Glenwood, and Council Bluffs, Fremont, Mills, and Pottawattamie Counties:

Beginning at Hotel Sidney, Sidney, Iowa, thence north on Illinois Street in Filmore Street, thence west on Filmore Street to Maple Street, thence north on Maple Street to the north corporate limits of Sidney, a distance of one-half ($\frac{1}{2}$) mile in Sidney; thence north and west on primary Road No. 4, a distance of ten and one-tenth (10.1) miles to the south corporate limits of Tabor; thence north on Main Street in Tabor to the north line of Fremont County, a total distance of one (1) mile in that part of Tabor located in Fremont County; thence continuing north on Main Street in Tabor to the north corporate limits of Tabor, a total distance of four-tenths ($\frac{4}{10}$) of a mile in that part of Tabor located in Mills County; thence north on Primary Road No. 4 in Mills County, a distance of eight and three-fourths ($8\frac{3}{4}$) miles to the intersection of Primary Road No. 8, thence west and northwest on Primary Road No. 8, a distance of four (4) miles to the east corporate limits of Glenwood; thence west on Slay Street in Glenwood to Vine Street; thence north on Vine Street to First Street, thence west on First Street to Walnut Street, thence north on Walnut Street to Sixth Street, thence west on Sixth Street to Locust Street, thence north on Locust Street to the north corporate limits of Glenwood, a total distance of one (1) mile in Glenwood; thence northwest on Primary Road No. 8, a distance of nine (9) miles to the north line of Mills County; thence in a northerly direction on Primary Road No. 8, in Pottawattamie County, a distance of six and eight-tenths ($6\frac{8}{10}$) miles to the south corporate limits of Council Bluffs; thence northwest on South Avenue in Council Bluffs to Graham Street, thence west on Graham Street to Third Street, thence north on Third Street to Ninth Avenue, thence west on Ninth Avenue to Fourth Street, thence north on Fourth Street to First Avenue, thence west on First Avenue to Sixth Street, thence north on Sixth Street to Broadway, thence west on Broadway to the west corporate limits of Council Bluffs, a total distance of seven and four-tenths ($7\frac{4}{10}$) miles in Council Bluffs; thence returning over the above described route to Sidney.

No. H-2—1924.

C. L. Blue, Runnells. *Motor Carrier—Passenger—Polk County.*

This application was filed on June 29, 1923, hearing was held, in the office of the Board, on Jan. 23, 1924, and on April 22, 1924, Certificate of Authorization was granted to operate upon the following route:

Between Runnells and Des Moines, Polk County, Iowa.

Beginning at Simbro Restaurant, Runnells, thence north on Main Street to the north corporate limits of Runnells, a distance of three-tenths ($\frac{3}{10}$) of a mile in Runnells; thence north on Runnells High Line through Sections 26 and 21, Camp Township, to the north line of said Section 23, thence west along the north line of said Section 23 and Section 22 of said township to a point near the north and south center line of said Section 22, thence north and west in

Section 15 to a point near the east and west center line of Section 16, thence north along the east line of Section 16 to the northeast corner of Section 16, thence west along the north line of Sections 16 and 11 to a point near the north and south center line of Section 17, thence north approximately along the north and south center line of Section 8 to the north line of Section 8, thence west along the north line of Sections 8 and 7 to the west line of Camp Township; thence west on Runnells High Line in Four Mile Township along the north line of Sections 12, 11, 10 and 9 to the point where the highway turns southwest in said Section 9, thence southwest and northwest in Section 9 to the east line of Section 8, thence northwest through Section 8 to the east corporate limits of Des Moines, a total distance of thirteen and three-tenths ($13\frac{3}{10}$) miles between the north corporate limits of Runnells and the east corporate limits of Des Moines; thence west on Scott Street in Des Moines to East 30th Street, thence north on East 30th Street to Grand Avenue, thence west on East Grand Avenue to East 12th Street, thence south on East 12th Street to Day Street, thence in a southwesterly direction on Day Street to Court Avenue, thence west on Court Avenue to Kasson Street, thence in a northwesterly direction on Kasson Street, to East Walnut Street, thence west on Walnut Street to West Fifth Street, thence north on west Fifth Street to Wellington Hotel, a distance of five and five-tenths (5.5) miles in Des Moines.

No. H-6—1924.

Frank Douglas, Indianola. *Motor Carrier—Passenger—Polk and Warren Counties.*

This application was filed on July 2, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, Certificate of Authorization to operate was granted on May 26, 1924, upon the following route:

Between Indianola, Warren County, and Des Moines, Polk County.

Beginning at Hotel Indianola, located at 113 East Salem Avenue, Indianola, thence west on Salem Avenue to North Howard Street, thence north on North Howard Street to Ashland Avenue, thence west on Ashland Avenue to North Buxton Street, thence north on North Buxton Street to Kentucky Avenue, thence east on Kentucky Avenue to North Second Street, thence north on North Second Street to the north corporate limits of Indianola; a distance of one and three-tenths (1.3) miles in Indianola; thence north on Primary Road No. 1 a distance of nine and seventy-three hundredths (9.73) miles to the north line of Warren County; thence west on Warren-Polk County line a distance of twenty-two hundredths (.22) miles, thence north on Primary Road No. 1 in Polk County a distance of three (3) miles to the south corporate limits of Des Moines; thence in a northwesterly direction on Indianola Avenue in Des Moines to southwest Seventh Street, thence north on southwest Seventh Street to Walnut Street, thence east on Walnut Street to terminus located at West Fourth and Walnut Streets, a distance of three and seven-tenths (3.7) miles in Des Moines; thence returning to Indianola over the above described route except leaving Des Moines as follows:—thence south on Fourth Street to Court Avenue, thence west on Court Avenue to Fifth Street, thence north on Fifth Street to Mulberry Street, thence west on Mulberry Street to Seventh Street, thence south on Southwest Seventh Street to Indianola Road, thence in a southeasterly direction on Indianola Road to the south corporate limits of Des Moines.

No. H-7—1924.

F. C. Fowler, Moville. *Motor Carrier—Passenger—Woodbury County.*

This application was filed on July 3, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, Certificate of Authorization to operate was granted on Feb. 25, 1924, upon the following route:

Route No. 1. Between Merville, Lawton, and Sioux City, Woodbury County, Iowa.

Beginning at Pearl and Main Streets, Merville, Iowa, thence west to First Street, thence south on First Street to Jones Street, thence south on West Highway to south corporate limits of Merville, a distance of fifty-three hundredths (.53) of a mile in Merville; thence west on Primary Road No. 23, a distance of six (6) miles, to the highway running approximately along the north and south center line of Section 32, Banner Township, known as the Lawton Road; thence south on Lawton Road, a distance of one-half ($\frac{1}{2}$) mile to the north corporate limits of Lawton; thence south on Cedar Street to Maple Street, thence north on Cedar Street to the north corporate limits of Lawton, a distance of one-half ($\frac{1}{2}$) mile in Lawton; thence north on Lawton Road a distance of one-half ($\frac{1}{2}$) mile, to Primary Road No. 23; thence west on Primary Road No. 23, a distance of eight (8) miles to the east corporate limits of Sioux City; thence west on Correctionville Road to Westcott Street, thence north on Westcott Street to Third Street, thence west on Third Street to Jackson Street, thence north on Jackson Street to Fifth Street, a distance of three and ninety-six hundredths (3.96) miles in Sioux City; thence returning to Merville over above described route, except that the route leaving Sioux City is as follows: Beginning at Fifth and Jackson Streets, Sioux City, thence east on Fifth Street to Iowa Street, thence south on Iowa Street to Third Street, thence east on Third Street to Westcott Street, thence south on Westcott Street to Correctionville Road, thence east on Correctionville Road to the east corporate limits of Sioux City, a distance of three and ninety-six hundredths (3.96) miles in Sioux City.

No. H-10—1924.

E. J. Culligan (Blue Star Stage Line), Des Moines. *Motor Carrier—Passenger—Polk, Story, Hardin, Franklin and Cerro Gordo Counties.*

This application was filed on July 23, 1923, and the applicant, failing to reply to communications from this office, personal investigation was made by a representative of the department, and it was found that the applicant had moved to St. Paul. Therefore, the file was closed without prejudice, on Dec. 28, 1923.

No. H-11—1924.

W. R. Hagan & Son, Monroe. *Motor Carrier—Passenger—Polk, Jasper and Marion Counties.*

This application was filed on July 3, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Feb. 15, 1924, granted Certificate of Authorization to operate upon the following route:

Route No. 1. Between Des Moines, Polk County, and Pella, Marion County, via Prairie City and Monroe, Jasper County.

Starting from Kirkwood Hotel, which is located at Fourth and Walnut Streets, Des Moines, thence north on Fourth Street to Grand Avenue, thence east on Grand Avenue to East Thirtieth Street, thence north on East Thirtieth Street to University Avenue, thence east on University Avenue to the east corporate limits of Des Moines, a distance of five and two-tenths (5.2) miles in Des Moines; thence east on Primary Road No. 2, a distance of ten (10) miles, to the east line of Beaver Township, Polk County; thence continuing east on Primary Road No. 2 between Jasper and Polk Counties, a distance of one (1) mile, to the east line of Camp Township, Polk County; thence east on Primary Road No. 2 in Jasper County, a distance of four and five-tenths (4.5) miles, to the west corporate limits of Prairie City; thence east on North Street in Prairie City to Main Street, thence south on Main Street to Jefferson Street, thence east on Jefferson Street to Marshall Street, thence north on Marshall Street to North Street, thence east on North Street to the east corporate limits

of Prairie City, a distance of one mile in Prairie City; thence east and southeast on Primary Road No. 2, a distance of ten (10) miles, to the west corporate limits of Monroe; thence east on North Street in Monroe to Commerce Street, thence south on Commerce Street to Marion Street, thence east on Marion Street to the east corporate limits of Monroe, a distance of nine-tenths (.9) of a mile in Monroe; thence south on Primary Road No. 2, a distance of nine-tenths (.9) of a mile to the south line of Jasper County; thence east on Primary Road No. 2, between Jasper and Marion Counties, a distance of five-tenths (.5) of a mile, thence southeast on Primary Road No. 2 in Marion County, through the unincorporated town of Otley, a distance of twelve and eight-tenths (12.8) miles, to the west corporate limits of Pella; thence east on Washington Street in Pella to Main Street, thence south on Main Street to Franklin Street, thence east on Franklin Street to American Hotel, a distance of eight-tenths (.8) of a mile in Pella.

No. H-12—1924.

Iowa Transit Co., Shenandoah. *Motor Carrier—Passenger—Page, Fremont, Mills and Pottawattamie Counties.*

This application was filed on July 3, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Feb. 25, 1924, granted Certificate of Authorization to operate upon the following route:

Route No. 1. Between Shenandoah, Sidney, Tabor, and Council Bluffs, in Page, Fremont, Mills and Pottawattamie Counties.

Beginning at Mizpah Hotel, 320 West Thomas Avenue, Shenandoah, Page County, Iowa, thence west on Thomas Avenue to Railroad Street, thence northeast on Railroad Street to the Delmonico Hotel at the corner of Sheridan Avenue and Railroad Street, thence west on Sheridan Avenue to Fremont Street, being a distance of eight-tenths (.8) of a mile from the Mizpah Hotel to the corner of Sheridan Avenue and Fremont Street, said Fremont Street being located along the county line between Page and Fremont Counties, and the west corporate limits of Shenandoah; thence north on Fremont Street, a distance of four-tenths (.4) of a mile, to the intersection of Primary Road No. 3, thence west and south on Primary Road No. 3, in Fremont County, a distance of fifteen (15) miles to the east corporate limits of Sidney; thence west in Sidney on Filmore Street to Illinois Street, thence south on Illinois Street to Hotel Sidney, thence turning at Hotel Sidney and returning north on Illinois Street to Filmore Street, thence west on Filmore Street to Maple Street, thence north on Maple Street to north corporate limits of Sidney, a distance of one and seven-tenths (1.7) miles in Sidney; thence north on Primary Road No. 12, a distance of ten and one-tenth (10.1) miles, to the south corporate limits of Tabor; thence north on Main Street in Tabor to the north line of Fremont County, a total distance of one (1) mile in that part of Tabor located in Fremont County; thence north on Main Street in Tabor to the north corporate limits of Tabor, a total distance of four-tenths (.4) of a mile in that part of Tabor located in Mills County; thence north, west, and northwest on Primary Road No. 12 in Mills County, a distance of thirteen (13) miles to the east corporate limits of Glenwood; thence west in Glenwood on Sharpe Street to Vine Street, thence north on Vine Street to First Street, thence west on First Street to Walnut Street, thence north on Walnut Street to Sixth Street, thence west on Sixth Street to Locust Street, thence north on Locust Street to north corporate limits of Glenwood, a total distance of one and two-tenths (1.2) miles in Glenwood; thence northwest on Primary Road No. 12, a distance of nine (9) miles to the north line of Mills County; thence in a northerly direction on Primary Road No. 12 in Pottawattamie County, a distance of 6.44 miles to the south corporate limits of Council Bluffs; thence west and north on South Avenue in Council Bluffs to Tosterman Street, thence north on Tosterman Street to Graham Avenue, thence west on Graham Avenue to High Street, thence north on High Street to Sixteenth Avenue, thence west on Sixteenth Ave-

nue to Third Street, thence north on Third Street to Ninth Avenue, thence west on Ninth Avenue to Fourth Street, thence north on Fourth Street to First Avenue, thence west on First Avenue to Seventh Street, thence north on Seventh Street to Broadway, thence west on Broadway to the west corporate limits of Council Bluffs, a total distance of six and five-tenths (6.5) miles in Council Bluffs; thence returning to Shenandoah over the above described route.

No. H-13—1924.

Shenandoah-Clarinda Stage Line, Shenandoah. *Motor Carrier—Passenger—Page County.*

This application was filed on July 3, 1923, hearing was held, at Shenandoah, on Nov. 15, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on June 21, 1924, granted Certificate of Authorization to operate upon the following route:

Between Shenandoah, Yorktown, and Clarinda, Page County.

Beginning at the Delmonico Hotel, located at the corner of Sheridan Avenue and East Railroad Street, Shenandoah, thence east on Sheridan Avenue to Elm Street, thence south on Elm Street to Thomas Avenue, thence east on Thomas Avenue to Clarinda Street, thence southeast on Clarinda Street to Center Street, thence south on Center Street to the south corporate limits of Shenandoah, a distance of one and one hundred and twenty-seven thousandths (1.127) miles in Shenandoah; thence southeast and east on Primary Road No. 3 through the unincorporated town of Norwich, a distance of eleven and twenty-seven hundredths (11.27) miles to the intersection of a north and south highway at the northeast corner of Section 36, Tarkio Township, thence south along the east line of said Section 36, a distance of thirty-seven hundredths (.37) of a mile to the north corporate limits of Yorktown; thence south on Fifth Street in Yorktown to Main Street, thence east on Main Street to the east corporate limits of Yorktown, a distance of six-tenths (.6) of a mile in Yorktown; thence east in Section 31, Nodaway Township to the east line of said Section 31, thence north along the east line of said Section 31 to the intersection of Primary Road No. 3 at the northeast corner of said Section 31, a distance of one and three-tenths (1.3) miles; thence east on Primary Road No. 3, a distance of four and seventy-five hundredths (4.75) miles to the west corporate limits of Clarinda; thence east on State Street in Clarinda to 16th Street, thence south on 16th Street to the Linderman Hotel which is located at 16th and Washington Streets, a total distance of seventy-five hundredths (.75) of a mile in Clarinda; thence returning to Shenandoah over the above described route.

No. H-15—1924.

Beasley & Beasley, of Marshalltown and Newton. *Motor Carrier—Passenger—Polk, Story and Marshall Counties.*

This application was filed on July 5, 1923, but it was never completed, and the file was closed on Jan. 11, 1924.

No. H-16—1924.

Beasley Bros., Newton. *Motor Carrier—Passenger—Polk and Jasper Counties.*

This application was filed on July 5, 1923, hearing was held, in the office of the Board, on June 17, 1924, and it appearing that the right form of application had not been filed, the case was dismissed, with the understanding that the applicant should file, within three days, an application showing good faith operation as of April 14, 1923, during which interim, and pending hearing on the new application, the applicant would be permitted to continue the operation of its line. Subsequent hearings, on the

amended application were held, in the office of the Board on July 7 and Sept. 5, 1924, in the office of the Board, and good faith operation shown. On Sept. 12, 1924, the following decision was rendered by the Board:

Section 5097 of the Code provides that a certificate shall be issued to the operator of a motor vehicle if it shall be established "that such person, firm, or corporation was actually operating in good faith, over the route for which such certificate shall be sought, on April 14, 1923."

The original application in this case did not specify Mitchellville as being upon the route between Colfax and Des Moines. Later, however, application was amended to include the town of Mitchellville.

In our opinion, the evidence in this case is clearly established that as a matter of fact the applicant did operate the motor bus in and out of Mitchellville. It was established by evidence that generally the applicant was operating over the old "River to River" road passing north of Mitchellville, on and prior to April 14, 1923; that a new "River to River" road, as relocated by the State Highway Commission as primary road No. 7, passes south of Mitchellville, and since that road has been made ready for use the applicant has used that highway.

The contention of the Des Moines and Central Iowa Railway is that because the applicant is now using the south road instead of the north road, such applicant is not entitled to a certificate of authorization under the good faith clause heretofore quoted. The applicant insists, however, that the use of the north road was necessary because the south road was impassable, but that as soon as it was made passable that was the highway used.

The law contemplates that the Board shall be advised of the route and terminals exactly as they shall be used by the motor carrier. The law, however, specifically permits "periodic or irregular departures from said termini or route".

It is our opinion that, under the facts developed in this case, the applicant, under the law, was operating in good faith on April 14, 1923, substantially over the route and between the terminals as indicated in the application. Certificate of authorization therefore will issue under the terms of Section 5097 of the Code.

No. H-19—1924.

Fogg & Milhollin, Guthrie Center. *Motor Carrier—Passenger—Polk, Dallas and Guthrie Counties.*

This application was filed on July 5, 1923, and it appearing that the applicant had taken over the interests of Lloyd G. Button, of Guthrie Center, who was actually operating in good faith over the proposed route, on April 14, 1923, the Board, on Mar. 20, 1924, granted Certificate of Authorization to operate upon the following route:

Between Guthrie Center, Panora, Redfield, Adel, Waukee, and Des Moines, in Guthrie, Dallas, and Polk Counties:

Beginning at the Cottage Hotel, Guthrie Center, thence north on Third Street to State Street, thence east on State Street to Twelfth Street, thence north on Twelfth Street to Bluff Street, thence east on Bluff Street to the east corporate limits of Guthrie Center, a distance of eight-tenths (.8) of a mile in Guthrie Center; thence east on Primary Road No. 7, a distance of six and

nine-tenths (6.9) miles, to the west corporate limits of Panora; thence east on Main Street a distance of one (1) mile, to the east corporate limits of Panora; thence east on Primary Road No. 7 a distance of four (4) miles, to the east line of Guthrie County; thence east on Primary Road No. 7 in Dallas County to the intersection of Primary Road No. 7 with highway running approximately along the north and south center line of Section 2, Linn Township, thence south on said north and south highway through Sections 2, 11, 14, 23, 26, and 35 of Linn Township, and Section 4 of Union Township, a distance of eleven and five-tenths (11.5) miles, to the north corporate limits of Redfield; thence south on First Street to south corporate line of Redfield, a distance of seven-tenths (.7) of a mile, thence east on Primary Road No. 2 a distance of eight and eight-tenths (8.8) miles to the west corporate limits of Adel; thence east on Main Street in Adel to Benton Street, thence south on Benton Street to Primary Road No. 2, thence east to corporation line of Adel, a distance of one and four-tenths (1.4) miles; thence east on Primary Road No. 2, a distance of six and three-tenths (6.3) miles to the west corporate limits of Waukee; thence east on Main Street to the east corporation line of Waukee, a distance of nine-tenths (.9) of a mile; thence on Primary Road No. 2 a distance of six and four-tenths (6.4) miles, to the east line of Dallas County; thence east on Primary Road No. 2 in Polk County, a distance of four and eight-tenths (4.8) miles, to the west corporate limits of Des Moines; thence east on Grand Avenue to Eighteenth Street, thence south on Eighteenth Street to Locust Street, thence east on Locust Street to Twelfth Street, thence south on Twelfth Street to Walnut Street, thence east on Walnut Street to Fourth Street, a distance of four and six-tenths (4.6) miles in Des Moines; thence returning to Guthrie Center over above described route.

No. H-20—1924.

Motor Bus Company, Cedar Falls. *Motor Carrier—Passenger—Black Hawk County.*

This application was filed on July 5, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Mar. 21, 1924, granted Certificate of Authorization to operate upon the following route:

Between Cedar Falls, Cedar Heights, Castle Hill, and Waterloo, Black Hawk County.

Beginning at the Black Hawk Hotel, Cedar Falls, Iowa, Second and Main Streets, thence west on Second Street to Washington Street, thence south on Washington Street to Seventh Street, thence east on Seventh Street, to Main Street, thence south on Main Street to 14th Street, thence west on 14th Street to Clay Street, thence south on Clay Street to 22nd Street, thence west on 22nd Street to Olive Street, thence south on Olive Street, to 26th Street, thence west on 26th Street to College Street, thence north on College Street to 24th Street, thence east on 24th Street, to Olive Street, thence north on Olive Street to 22nd Street, thence east on 22nd Street to Clay Street, thence north on Clay Street to 14th Street, thence east on 14th Street to Waterloo Street, thence southeast on Waterloo Street to Rainbow Drive, thence east on Rainbow Drive to the east corporate limits of Cedar Falls, which is also the west corporate limits of Cedar Heights, a distance of four and four-tenths (4.4) miles in Cedar Falls; thence east on Rainbow Drive in Cedar Heights a distance of one and three-tenths (1.3) miles to the east corporate limits of Cedar Heights, which is also the west corporate limits of Castle Hill; thence east on Rainbow Drive in Castle Hill a distance of one and three-tenths (1.3) miles to the east corporate limits of Castle Hill; thence east on Primary Road No. 5 (Rainbow Drive) a distance of one (1) mile to the west corporate limits of Waterloo; thence east on Westfield Avenue in Waterloo to Miles Street, thence in an easterly direction on Miles Street to Commercial Street, thence southeast on Commercial Street to Fifth Street, thence northeast on Fifth Street to Franklin

Street, thence northwest on Franklin Street to Logan Avenue, thence north on Logan Avenue to Riehl Street, thence west on Riehl Street to Burton Avenue, thence south on Burton Avenue to Conger Street, thence west on Conger Street to the west corporate limits of Waterloo, a total distance of four and nine-tenths (4.9) miles in Waterloo; thence in a westerly direction on Primary Road No. 5 (Rainbow Drive) a distance of eight-tenths (.8) of a mile to the east corporate limits of Castle Hill; thence west on Rainbow Drive in Castle Hill a distance of one and three-tenths (1.3) miles to the west corporate limits of Castle Hill, which is also the east corporate limits of Cedar Heights; thence west on Rainbow Drive in Cedar Heights, a distance of one and three-tenths (1.3) miles to the west corporate limits of Cedar Heights, which is also the east corporate limits of Cedar Falls; thence west on Rainbow Drive in Cedar Falls to Waterloo Street, thence northwest on Waterloo Street to 14th Street, thence west on 14th Street to Main Street, thence north on Main Street to Seventh Street, thence west on Seventh Street to Washington Street, thence north on Washington Street to First Street, thence east on First Street to Main Street, thence south on Main Street to the Black Hawk Hotel, a distance of one and nine-tenths (1.9) miles in Cedar Falls.

No. H-22—1924.

Ben H. Reed, Anthon. *Motor Carrier—Passenger—Woodbury County.*

This application was filed on July 5, 1923, hearing was held, at Sioux City, on Feb. 20, 1924, and on May 31, 1924, the file was closed, as the applicant ceased to operate.

No. H-24—1924.

Mrs. L. V. Heavilin Des Moines. *Motor Carrier—Passenger—Polk, Warren and Madison Counties.*

This application was filed on July 7, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Feb. 28, 1924, granted Certificate of Authorization to operate upon the following route:

Route No. 1. Between Des Moines, Norwalk, Martensdale, Bevington, Patter-son, and Winterset, Polk, Warren, and Madison Counties.

Beginning at Fourth and Walnut Streets, Des Moines, thence south on Fourth Street to Court Avenue, thence west on Court Avenue to Fifth Street, thence north on Fifth Street to Mulberry Street, thence west on Mulberry Street to Seventh Street, thence south on Seventh Street over viaduct and Racoon River bridge to Clifton Avenue, thence west on Clifton Avenue to South-west Ninth Street, thence south on Southwest Ninth Street to the south corporate limits of Des Moines, a distance of two and one-half (2½) miles in Des Moines; thence south, west and south on Primary Road No. 15, a distance of five (5) miles to south line of Polk County; thence south on Primary Road No. 15, in Warren County, a distance of two and twenty-three hundredths (2.23) miles, to the intersection of Main Street at the north corporate limits of Norwalk; thence south on Main Street in Norwalk, a distance of one (1) mile to the south corporate limits of Norwalk; thence southwesterly on Primary Road No. 15, a distance of eight and four-tenths (8.4) miles to the east corporate limits of Martensdale; thence west on Iowa Street in Martensdale a distance of three-fourth (¾) of a mile, to the west corporate limits of Martensdale; thence west on Primary Road No. 15, a distance of two and seventy-five hundredths (2.75) miles, to the west line of Warren County, at the northwest corner of Section 30, Jefferson Township; thence south on Primary Road No. 15 between Warren and Madison Counties, a distance of one-fourth (¼) of a mile, to the north corporate limits of Bevington; thence south on Warren Street in Bevington a distance of one-half (½) mile to the south corporate limits of Bevington; thence south on Primary Road No. 15 between Warren and Madison Counties, a distance of one-fourth (¼) of a

mile, to the place where said road turns west in Madison County; thence west on Primary Road No. 15 in Madison County, a distance of four and seventy-five hundredths (4.75) miles, to the east corporate limits of Patterson; thence west on Main Street, in Patterson, a distance of three-fourths ($\frac{3}{4}$) of a mile to the west corporate limits of Patterson; thence west on Primary Road No. 15, a distance of six and one-half ($6\frac{1}{2}$) miles, to the northeast corporate limits of Winterset; thence south on Tenth Street in Winterset to Court Avenue, thence west on Court Avenue to First Street, thence north on First Street to Jefferson Street, thence west on Jefferson Street to North Side Cafe, located at 61 Jefferson Street, a distance of one and twenty-five hundredths (1.25) miles in Winterset; thence returning to Des Moines over the above described route.

No. H-26—1924.

Mary M. Sorenson, Algona. *Motor Carrier—Passenger—Kossuth, Humboldt and Webster Counties.*

This application was filed on July 9, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Dec. 21, 1923, granted Certificate of Authorization to operate upon the following route:

Route No. 1. Between Algona, Kossuth County, Iowa, and Fort Dodge, Webster County, Iowa, via Livermore, Humboldt and Dakota City, Humboldt County.

Beginning at the corner of State and Thorington Streets, Algona, Iowa, thence east on State Street to Phillips Street, thence south on Phillips Street to the south corporate limits of Algona, a distance of one and one-tenth (1.1) miles in Algona; thence south on Primary Road No. 16 in Kossuth County, and through the unincorporated town of St. Joseph, a distance of eleven (11) miles, to the south line of Kossuth County; thence south on Primary Road No. 16 in Humboldt County, a distance of three and twenty-five hundredths (3.25) miles, to the southwest corner of Section 13, Delana Township; thence east on highway located along the south line of said Section 13, and through the south half of Section 18, Humboldt Township, a distance of two (2) miles, to the west corporate limits of Livermore; thence east on Third Avenue to Fifth Street, thence south on Fifth Street to Main Street, thence north on Fifth Street to Third Avenue, thence west on Third Avenue to the west corporate limits of Livermore, a distance of one (1) mile in Livermore; thence southwesterly on diagonal highway to southeast corner of Section 13, Delana Township, thence west on highway along south line of said Section 13, to the southwest corner of said Section 13, a distance of two (2) miles; thence south on Primary Road No. 16, a distance of eight and five-tenths (8.5) miles, to the north corporate limits of Humboldt; thence south on Forbes Street to Channing Street, thence east on Channing Street to Gerit-Smith Avenue, thence south on Gerit-Smith Avenue to Sumner Avenue, thence east on Sumner Avenue to the east corporate limits of Humboldt, a distance of one and eight-tenths (1.8) miles in town of Humboldt; thence east on Mills Street in Dakota City, a distance of nine-tenths ($\frac{9}{10}$) of a mile, to the east corporate limits of Dakota City; thence in a southerly direction on Primary Road No. 16, a distance of six and seventy-five hundredths (6.75) miles, to the south line of Humboldt County; thence south on Primary Road No. 16 in Webster County, a distance of two (2) miles; thence west on Primary Road No. 16, a distance of five-tenths ($\frac{5}{10}$) of a mile; thence south on Primary Road No. 16, a distance of six and five-tenths (6.5) miles, to the north corporate limits of Fort Dodge; thence south on Fifteenth Street to Second Avenue north, thence west on Second Avenue north to Twelfth Street, thence south on Twelfth Street to Central Avenue, thence west on Central Avenue to Wahnonsa Hotel, a distance of one and two-tenths (1.2) miles in Fort Dodge; thence returning to Algona over above described route.

No. H-27—1924.

W. L. Keeney, Adel. *Motor Carrier—Freight—Dallas and Polk Counties.*

This application was filed on July 7, 1923, and on March 18, 1924, it appearing to the Board that the applicant was operating in good faith on April 14, 1923, Certificate of Authorization was granted to operate upon the following route:

Between Adel, Waukee and Des Moines, Dallas and Polk Counties:

Beginning at the corner of Main Street and Vine Street, Adel, thence east on Main Street to Benton Street, thence south on Benton Street to unnamed Street, thence east on unnamed Street to the east corporate limits of Adel, a distance of forty-four hundredths (.44) of a mile in Adel; thence east on Primary Road No. 2, a distance of six and thirty-two hundredths (6.32) miles to the west corporate limits of Waukee; thence southeast on Adel Avenue, in Waukee, to the east corporate limits of Waukee, a distance of eight hundred sixty-two thousandths (.862) of a mile in Waukee; thence south and east on Primary Road No. 2, a distance of six and forty-two hundredths (6.42) miles to the east line of Dallas County; thence east on Primary Road No. 2 in Polk County, a distance of four and seven-tenths (4.7) miles to the west corporate limits of Des Moines; thence east on Grand Avenue in Des Moines to Third Street, thence south on Third Street to Court Avenue, a distance of four (4) miles in Des Moines; thence returning to Adel over the above described route.

No. H-29—1924.

Otto and Stanley Jackson, Keokuk. *Motor Carrier—Passenger—Lee and Des Moines Counties.*

This application was filed on July 7, 1923, and it appearing that the applicants were operating in good faith on April 14, 1923, the Board, on March 6, 1924, granted Certificate of Authorization to operate upon the following route:

Route No. 1. Between Keokuk, Montrose, and Ft. Madison, Lee County.

Beginning at Hotel Iowa, Fourth and Main Streets, Keokuk, thence west on Main Street to 14th Street, thence north on 14th Street to Rand Park Street, thence east on Rand Park Street to the north corporate limits of Keokuk, a total distance of two (2) miles in Keokuk; thence in a northerly direction on the Mississippi River Scenic Highway, which passes through Sections 13, 12, and 1 of Jackson Township and Sections 36, 25, 24, 13, 12, and 11 of Montrose Township, a distance of nine (9) miles to the south corporate limits of Montrose; thence north on Main Street in Montrose to the north corporate limits of Montrose, a total distance of one (1) mile in Montrose; thence in a northerly direction on Primary Road No. 20 a distance of ten (10) miles to the west corporate limits of Ft. Madison; thence northeast on Santa Fe Avenue in Ft. Madison to Division Street, thence west on Division Street to Front Street, thence northeast on Front Street to Hotel Anthes at the corner of Front and Chestnut Streets, a total distance of three (3) miles in Ft. Madison; thence returning to Keokuk over the above described route.

Route No. 2. Between Keokuk, Montrose, Ft. Madison, and Burlington, Lee and Des Moines Counties.

Beginning at Hotel Iowa, Fourth and Main Streets, Keokuk, thence west on Main Street to 14th Street, thence north on 14th Street to Rand Park Street, thence east on Rand Park Street to the north corporate limits of Keokuk, a total distance of two (2) miles in Keokuk; thence in a northerly direction on the Mississippi River Scenic Highway, which passes through Sections 13, 12, and 1 of Jackson Township and Sections 36, 25, 24, 13, 12, and 11 of Montrose Township, a distance of nine (9) miles to the south corporate limits of Montrose; thence north on Main Street in Montrose to the north corporate limits of Montrose, a total distance of one (1) mile in Montrose; thence in a northerly

direction on Primary Road No. 20 a distance of ten (10) miles to the west corporate limits of Ft. Madison; thence northeast on Santa Fe Avenue in Ft. Madison to Division Street, thence west on Division Street to Front Street, thence northeast on Front Street to Hotel Anthes, at the corner of Front and Chestnut Streets, thence north on Chestnut Street to Second Street, thence east on Second Street to Penn Hill Street, thence north on Penn Hill Street to the north corporate limits of Ft. Madison, a total distance of four (4) miles in Ft. Madison; thence in a northeasterly direction on Primary Road No. 20 a distance of eight and twenty-five hundredths (8.25) miles, to the north line of Lee County; thence in a northeasterly direction on Primary Road No. 29 in Des Moines County a distance of five and three-tenths (5.3) miles to the junction of what is known as the Madison Avenue Road in Section 20, Concordia Township, thence in a northeasterly direction on Madison Avenue Road through said Section 20 and Section 17, said township, a distance of one and forty-five hundredths (1.45) miles to the south corporate limits of Burlington; thence in a northeasterly direction on Madison Avenue in Burlington to Crapo Park; thence through Crapo Park in Burlington to Main Street, thence north on Main Street to Delano Hotel, a total distance of three (3) miles in Burlington; thence returning to Keokuk over above described route.

No. H-32—1924.

L. C. Pantages, Ames. *Motor Carrier—Passenger—Story County.*

This application was filed on July 11, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Dec. 31, 1923, granted Certificate of Authorization to operate upon the following route:

Route No. 1. Between Ames, Story County, Iowa, and Nevada, Story County, Iowa.

Beginning at Main Street and Burnett Avenue in the city of Ames, Iowa, thence east on Main Street to Duff Avenue, thence south on Duff Avenue to Lincoln Way, thence east on Lincoln Way to the east corporate limits of Ames, a distance of three-fourth ($\frac{3}{4}$) of a mile in Ames; thence continuing east on Primary Road No. 6, a distance of seven (7) miles, to the west corporate limits of Nevada; thence continuing east on Lincoln Way in Nevada to Main Street, thence south on Main Street to J Avenue, thence east on J Avenue to Eighth Street, thence south on Eighth Street to the Chicago, Rock Island and Pacific Railway Company's station, a distance of three-fourths ($\frac{3}{4}$) of a mile in Nevada; thence returning to Ames over the above described route.

No. H-34—1924.

Henry Billman, Mason City. *Motor Carrier—Freight—Cerro Gordo and Floyd Counties.*

This application was filed on July 12, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Feb. 28, 1924, granted Certificate of Authorization to operate upon the following route:

Route No. 1. Between Mason City, Nora Springs, Rudd, Floyd, and Charles City, in Cerro Gordo and Floyd Counties.

Beginning at 422 14th Street Northwest in Mason City, thence east on 14th Street Northwest to Federal Avenue, thence south on Federal Avenue to Fifth Street South, thence east on Fifth Street South to Delaware Avenue, thence south on Delaware Avenue to 8th Street South, thence west on 8th Street South to Federal Avenue, thence north on Federal Avenue to State Street, thence east on State Street to the east corporate limits of Mason City, a total distance of four and fifty-four hundredths (4.54) miles in Mason City; thence east on Primary Road No. 19 seven and forty-three hundredths (7.43) miles

to the east line of Cerro Gordo County, which is also the west corporate limits of Nora Springs, Floyd County, thence east on Rock Grove Street in Nora Springs to Hawkeye Street, thence north on Hawkeye Street to Congress Street, thence east on Congress Street to the east corporate limits of Nora Springs, a distance of one and fifty-six hundredths (1.56) miles in Nora Springs; thence east on Primary Road No. 19, a distance of four and two hundred and seventy-three thousandths (4.273) miles to the west corporate limits of Rudd, thence east on Primary Road No. 19 in Rudd to Sixth Street, thence south on Sixth Street to Chickasaw Street, thence east on Chickasaw Street to First Street, thence south on First Street to Floyd Street, thence east on Floyd Street, to the east corporate limits of Rudd, a distance of two and three hundred and three-thousandths (2.303) miles in Rudd; thence east on Primary Road No. 19 six and ninety-three hundredths (6.93) miles to the west corporate limits of Floyd, Floyd County; thence east on Liberty Street in Floyd to Washington Avenue, thence north on Washington Avenue to First Avenue, thence east on First Avenue to Primary Road No. 19, thence south on Primary Road No. 19 to the south corporate limits of Floyd, a distance of ninety-three hundredths (.93) miles in Floyd; thence south and east on Primary Road No. 19 four and fifty-four hundredths (4.54) miles to the west corporate limits of Charles City; thence east on Gilbert Avenue in Charles City to Main Street, thence north on Main Street to Richings Street, thence returning south on Main Street to Water Street, thence east on Water Street to the Higley Cream Station, a distance of two and nineteen hundredths (2.19) miles in Charles City, thence returning over the above described route to Mason City.

No. H-35—1924.

Roy Benjamin, Valley Junction. *Motor Carrier—Freight—Polk and Dallas Counties.*

This application was filed on July 11, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on March 18, 1924, granted Certificate of Authorization to operate upon the following route:

Between Des Moines, Waukee, Dallas Center, Minburn and Adel, Polk and Dallas Counties:

Beginning at 511 West 13th Street, Des Moines, thence south on 13th Street to Grand Avenue, thence west on Grand Avenue to west corporate limits of Des Moines, a distance of four (4) miles in Des Moines; thence west on Primary Road No. 2, a distance of four and seven-tenths (4.7) miles to the west line of Polk County; thence west and north on Primary Road No. 2 in Dallas County a distance of six and one-half ($6\frac{1}{2}$) miles to the east corporate limits of Waukee; thence northwest on Adel Avenue in Waukee to the west corporate limits of Waukee, a distance of eighty-six hundredths (.86) of a mile in Waukee; thence west on Primary Road No. 2 a distance of three and one-half ($3\frac{1}{2}$) miles to the intersection of a highway near the north and south center line of Section 26, Adel Township, thence north on highway through Sections 26, 23, 14, 11, and 2, Adel Township, a distance of four and one-half ($4\frac{1}{2}$) miles to the south corporate limits of Dallas Center; thence north on 13th Street in Dallas Center to Linden Street, thence west on Linden Street to 15th Street, thence north on 15th Street to Walnut Street, thence west on Walnut Street to Kellogg Avenue, thence north on Kellogg Avenue to Sugar Grove Avenue, thence west on Sugar Grove Avenue to the west corporate limits of Dallas Center, a distance of one (1) mile in Dallas Center; thence west on Primary Road No. 7 a distance of two and eight-tenths (2.8) miles to the intersection of Primary Road No. 17 near the west line of Section 32, Sugar Grove Township; thence north on Primary Road No. 17 a distance of five and one-tenth (5.1) miles to the west corporate limits of Minburn; thence east on Chestnut Street in Minburn to Sixth Street, thence north on Sixth Street to Walnut Street, thence west on Walnut Street to the west corporate limits of

Minburn, a distance of one-half ($\frac{1}{2}$) of a mile in Minburn; thence south on Primary Road No. 17, a distance of nine and eight-tenths (9.8) miles to the north corporate limits of Adel; thence south on Grace Street in Adel to Main Street, thence east on Main Street to Benton Street, thence east on Benton Street to the east corporate limits of Adel, a distance of eight-tenths (.8) of a mile in Adel; thence east on Primary Road No. 2 a distance of six and three-tenths (6.3) miles to the west corporate limits of Waukee; thence southeast on Adel Avenue in Waukee to the east corporate limits of Waukee, a distance of eighty-six hundredths (.86) of a mile in Waukee; thence south and east on Primary Road No. 2 a distance of six and one-half ($6\frac{1}{2}$) miles to the east line of Dallas County; thence east on Primary Road No. 2 in Polk County, a distance of four and seven-tenths (4.7) miles to the west corporate limits of Des Moines; thence east on Grand Avenue in Des Moines to 13th Street, thence north on 13th Street to terminus located at 511 13th Street, Des Moines, a total distance of four (4) miles in Des Moines.

No. H-36—1924.

G. H. Brown, Sioux City. *Motor Carrier—Passenger—Woodbury and Monona Counties.*

This application was filed on July 11, 1923, but, before the preliminary requirements had been complied with, he ceased operating. Therefore, the file was closed without prejudice on June 18, 1924.

No. H-37—1924.

Boland & Duven, Orange City. *Motor Carrier—Passenger—Clay, O'Brien and Sioux Counties.*

This application was filed on July 12, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Dec. 5, 1923, granted Certificate of Authorization to operate upon the following route:

Route No. 1. Between Orange City, Sioux County, and Alton, Sioux County, Iowa.

Beginning at Hawkeye Hotel on corner of First and Washington Streets, Orange City, Sioux County, Iowa, thence on Washington Street to corner of Washington and Maurice Streets, thence one block west on Maurice Street to the corner of Maurice and Williams Streets, thence one block south on Williams Street to Primary Road No. 10, a distance of six-tenths ($\frac{6}{10}$) of a mile; thence east on Primary Road No. 10, a distance of two and four-tenths ($2\frac{4}{10}$) miles, to the north corporate limits of Alton, Iowa; thence south on Minnesota Street to railroad crossing, thence east on Railroad Street to Third Avenue, thence south to Twelfth Street, thence east on Twelfth Street to the Chicago & North Western Depot, a distance of eight-tenths ($\frac{8}{10}$) of a mile; thence returning to Orange City over above described route.

Route No. 2. Between Spencer, Clay County, and Sheldon, O'Brien County, Iowa.

Starting at the Tangney Hotel, Spencer, Clay County, Iowa, on the corner of Main and Pine Streets, thence two blocks south on Main Street to corner of Fourth and Main Streets, thence west on Fourth Street, to the west corporate limits of Spencer, a distance of one and three-tenths ($1\frac{3}{10}$) miles, in Spencer; thence west on Primary Road No. 19, a distance of eight and six-tenths ($8\frac{6}{10}$) miles; thence north on Primary Road No. 19, a distance of one mile to the south corporate limits of Everly; thence north on Ocheyedan Street to the corner of Second Street, thence east one block on Second Street to the corner of Main Street, thence north on Main Street to Fourth Street, thence west one block on Fourth Street to Ocheyedan Street, a distance of seven-tenths ($\frac{7}{10}$) of a mile, to the North corporate limits of Everly; thence

north on Primary Road No. 19, a distance of one and four-tenths ($1\frac{4}{10}$) miles; thence west on Primary Road No. 19, a distance of three and one-tenth ($3\frac{1}{10}$) miles, to the Clay County Line; thence west on Primary Road No. 19, in O'Brien County, a distance of four and five-tenths ($4\frac{5}{10}$) miles, to the north corporate limits of Hartley; thence south on Main Street to the corner of Main and Second Avenue, thence north on Main Street, to the north corporate limits of Hartley, a distance of one mile in Hartley; thence west on Primary Road No. 19, a distance of eight and eight-tenths ($8\frac{8}{10}$) miles, to the east corporate limits of Sanborn; thence west on Fifth Street to Main Street, thence south on Main Street to First Street, thence north on Main Street to Fifth Street, thence west on Fifth Street, to the west corporate limits of Sanborn, a distance of one and four-tenths ($1\frac{4}{10}$) miles in Sanborn, thence west on Primary Road No. 19, a distance of nine and one-tenth ($9\frac{1}{10}$) miles, to the east corporate limits of Sheldon; thence west on Cemetery Road to Washington Avenue, thence on Washington Avenue to Ninth Street, thence northwest on Ninth Street to Third Avenue, thence southwest on Third Avenue one block to the corner of Tenth and Third Avenue, Arlington Hotel, a distance of one and four-tenths ($1\frac{4}{10}$) miles, in Sheldon; thence returning to Spencer over above described route.

No. H-38—1924.

Harris Bros., Spencer. *Motor Carrier—Passenger—Clay and Dickinson Counties.*

This application was filed on July 14, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Sept. 23, 1924, granted Certificate of Authorization to operate upon the following route:

Between Spencer, Fostoria, Milford, Arnolds Park, Okoboji, and Spirit Lake, in Clay and Dickinson Counties.

Beginning at the Tangney Hotel on the corner of Main and West Pine Streets, Spencer, Iowa, thence north on Main Street to Fourteenth Street, thence west on Fourteenth Street to Grove Street, thence north on Grove Street to the north corporate limits of Spencer, a distance of one and one-tenth (1.1) miles in Spencer; thence north on Primary Road No. 4, a distance of seven (7) miles to the north line of Clay County; thence east on Primary Road No. 4 between Clay and Dickinson Counties, a distance of five-tenths (.5) of a mile; thence north on Primary Road No. 4 in Dickinson County, a distance of four and six-tenths (4.6) miles to the south corporate limits of Milford; thence north on Main Street in Milford a distance of eight-tenths (.8) of a mile to the north corporate limits of Milford; thence north on Primary Road No. 4 a distance of two and four-tenths (2.4) miles to the south corporate limits of Arnolds Park; thence in a general northeasterly direction on Lake Shore Drive in Arnolds Park, a distance of one and five-tenths (1.5) miles to the north corporate limits of Arnolds Park; thence in a northwesterly direction on Primary Road No. 4, a distance of four-tenths (.4) of a mile to the south corporate limits of Okoboji; thence north on Main Street in Okoboji, a distance of two-tenths (.2) of a mile to the north corporate limits of Okoboji; thence north and east on Primary Road No. 4 a distance of three and five-tenths (3.5) miles to the south corporate limits of Spirit Lake; thence east on Spruce Street in Spirit Lake to West Street, thence north on West Street to Alabama Street, thence east on Alabama Street to Hill Street, thence north on Hill Street to terminus located at the corner of Lake and Hill Streets, a distance of five-tenths (.5) of a mile in Spirit Lake; thence returning to Spencer over the above described route.

No. H-39—1924.

Bishop and Croghan, Griswold. *Motor Carrier—Freight—Cass County.*

This application was filed on July 14, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on

June 9, 1924, granted Certificate of Authorization to operate upon the following route:

Beginning at the corner of Cass and Main Streets, Griswold, thence east on Main Street to C. R. I. & P. Ry. Co., right of way, thence north on said right of way to the north corporate limits of Griswold, a total distance of five-tenths (.5) of a mile in Griswold; thence north on highway along the east line of Section 5, Pleasant Township and Sections 32 and 29 to the north line of Section 29, Cass Township, thence east along the north line of Sections 29 and 28 to the center of the north line of Section 27, of the last named township, thence north through Sections 22 and 15 of the last named township to the south corporate limits of Lewis, a total distance of seven and six-tenths (7.6) miles between Griswold and Lewis; thence west on South Street in Lewis to Market Street, thence north on Market Street to Main Street, thence west one block on Main Street, thence returning east on Main Street to the east corporate limits of Lewis, a total distance of one and two-tenths (1.2) miles in Lewis; thence in a northeasterly direction one and five-tenths (1.5) miles on Primary Road No. 2, thence in a northerly direction on highway in Section 2, Cass Township, Sections 35, 26, 23, 14, 24, and 13, Worthington Township, and Sections 18 and 7, Grove Township, a distance of seven and eight-tenths (7.8) miles to the east corporate limits of Atlantic; thence north on Palm Street in Atlantic to Sixth Street, thence east on Sixth Street to Chestnut Street, thence north on Chestnut Street to Second Street, thence west on Second Street to Locust Street, thence north one (1) block on Locust Street, thence returning south on Locust Street to Second Street, thence east on Second Street to Elm Street, a total distance of one and eight-tenths (1.8) miles in Atlantic; thence returning to Griswold over the above described route.

No. H-40—1924.

A. J. Hansen, Walnut. *Motor Carrier—Oil—Pottawattamie, Shelby and Cass Counties.*

This application was filed on July 14, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on June 12, 1924, granted Certificate of Authorization to operate in the counties included therein.

No. H-44—1924.

S. H. Oldham & Son, Charles City. *Motor Carrier—Freight.*

This application was filed on July 17, 1923, and, after considerable correspondence, an investigator from this office called on the applicants and ascertained that they were not operating in such manner as to make them amenable to the motor bus law. Therefore, the file was closed without prejudice, on June 23, 1924.

No. H-45—1924.

Ed and William West, Red Oak. *Motor Carrier—Freight.*

This application was filed on July 18, 1923, and, after considerable correspondence, an investigator visited the applicants and ascertained that they were not amenable to the motor bus law. Therefore, the file was closed, without prejudice, on Dec. 29, 1923.

No. H-46—1924.

Ed West, Red Oak. *Motor Carrier—Freight.*

This application was filed on July 18, 1923, and upon being investigated by a representative from this office, it was ascertained that the applica-

tion did not come under the provisions of the motor bus law, and, therefore, the file was closed without prejudice on Dec. 29, 1923.

No. H-47—1924.

Ward D. Walrod, De Witt. *Motor Carrier—Passenger—Clinton County.*

This application was filed on July 19, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on March 29, 1924, granted a Certificate of Authorization upon the following route:

Between Grand Mound, DeWitt, and Clinton, Clinton County.

Beginning at Grand Central Hotel, Main Street, Grand Mound, thence north on Main Street to north corporate limits of Grand Mound, a distance of seventeen hundredths (.17) of a mile in Grand Mound; thence east on Primary Road No. 6, a distance of five and three-tenths (5.3) miles to the west corporate limits of DeWitt; thence east on Main Street in DeWitt to Jefferson Street, thence south on Jefferson Street to Hotel Dell, thence returning north on Jefferson Street to Main Street, thence east on Main Street to east corporate limits of DeWitt, a distance of one and forty-five hundredths (1.45) miles in DeWitt; thence east on Primary Road No. 6, a distance of fifteen and fifty-two hundredths (15.52) miles to the west corporate limits of Clinton; thence east on Fifth Avenue in Clinton to Second Street, thence south on Second Street to Sixth Street, a distance of three and sixty-eight hundredths (3.68) miles in Clinton; thence returning to Grand Mound over the above described route.

No. H-49—1924.

W. L. Carlisle, Sidney. *Motor Carrier—Oil.*

This application was filed on July 20, 1923, and on March 27, 1924, the Board wrote the applicant that inasmuch as the Standard Oil Company was going to include the operations of his truck in their reports, the application would be considered as withdrawn, and the file was closed.

No. H-50—1924.

Benjamin W. Crips, Ottumwa. *Motor Carrier—Passenger—Wapello and Davis Counties.*

This application was filed on July 20, 1923, and hearing was held, at Ottumwa, Ia., on Feb. 25, 1924. Subsequent to this hearing the applicant filed with the Board satisfactory evidence of the fact that he had taken over the interests of M. D. Bradshaw, of Bloomfield, who was actually operating in good faith, over this route, on April 14, 1923. Therefore, the Board, on Mar. 13, 1924, granted Certificate of Authorization to operate upon the following route:

Route No. 1—Between Ottumwa and Bloomfield, Wapello and Davis Counties.

Beginning at the corner of Main and Green Streets, Ottumwa, thence west on Main Street to Market Street, thence south on Market Street to Church Street, thence southwest on Church Street to Weller Street, thence east on Weller Street to Madison Avenue, thence south on Madison Avenue to the south corporate limits of Ottumwa, a distance of two (2) miles in Ottumwa; thence south on Primary Road No. 13 a distance of seven (7) miles to the south line of Wapello County; thence south on Primary Road No. 13 in Davis County ten and thirty-two hundredths (10.32) miles to the north corporate limits of Bloomfield; thence south on Washington Street in Bloomfield to Jefferson Street, thence west on Jefferson Street to Madison Street, thence south on Madison Street to Franklin Street, thence east on Franklin Street to Washington Street, a distance of three-fourths ($\frac{3}{4}$) of a mile in Bloomfield; thence returning to Ottumwa over the above described route.

No. H-51—1924.

D. F. Cooksey, Red Oak. *Motor Carrier—Freight—Montgomery, Mills and Pottawattamie County.*

This application was filed on July 20, 1923, and hearing was held, at Council Bluffs, on Sept. 20, 1923. On Jan. 25, 1924, the Board rendered the following decision, denying the application:

"The application of D. F. Cooksey, Red Oak, Iowa, for a Certificate of Authorization to operate as a motor carrier of freight between Red Oak, Montgomery County, Iowa, and Council Bluffs, Pottawattamie County, Iowa, via Emerson, Hastings and Glenwood, Mills County, Iowa, under the provisions of Chapter 97, Laws of the Fortieth General Assembly of Iowa, which was heard at Council Bluffs, Iowa, on September 20, 1923, is hereby denied and dismissed."

On Feb. 13, 1924, the applicant filed petition for rehearing, which was granted and held on March 12, 1924, in the office of the Board, and on Nov. 21, 1924, Certificate of Authorization was granted to operate upon the following route:

Between Red Oak, Emerson, Hastings, Malvern, Glenwood, and Council Bluffs, Montgomery, Mills, and Pottawattamie Counties.

Beginning at the corner of Third and Coolbaugh Streets, in Red Oak, thence west on Coolbaugh Street to the west corporate limits of Red Oak, a distance of one (1) mile in Red Oak; thence in a westerly direction on Primary Road No. 8, a distance of seven and six hundred and twenty-five thousandths (.7625) miles to the west line of Montgomery County; thence west on Primary Road No. 8 in Mills County, a distance of one (1) mile to the east corporate limits of Emerson; thence west on Morton Avenue in Emerson, a distance of five-tenths (.5) of a mile to the west corporate limits of Emerson; thence in a westerly direction on Primary Road No. 8, a distance of five and five-tenths (5.5) miles to the east corporate limits of Hastings; thence west on Railway Street in Hastings to Main Street, thence south on Main Street to Kirschbaum Creamery Company, located at the corner of Indiana and Main Streets, thence returning north on Main Street to the north corporate limits of Hastings, a distance of five-tenths (.5) of a mile in Hastings; thence west on Primary Road No. 8, a distance of five (5) miles to the intersection of Primary Road No. 41, near the north and south center line of Section 20, Silver Township; thence south on Primary Road No. 41, a distance of one and twenty-five hundredths (1.25) miles to the north corporate limits of Malvern; thence south on First Avenue in Malvern to Fifth Street; thence west on Fifth Street to Malvern Cold Storage Plant, thence returning east on Fifth Street to First Avenue, thence north on First Avenue to the north corporate limits of Malvern, a distance of two and five-tenths (2.5) miles in Malvern; thence north on Primary Road No. 41 a distance of one and twenty-five hundredths (1.25) miles to the intersection with Primary Road No. 8 at the north line of Section 20, Silver Township; thence in a westerly direction on Primary Road No. 8, a distance of nine (9) miles to the east corporate limits of Glenwood; thence west on Sharp Street in Glenwood to Locust Street, thence north on Locust Street to the north corporate limits of Glenwood, a distance of one and four-tenths (1.4) miles in Glenwood; thence in a northeasterly direction on Primary Road No. 8, a distance of nine (9) miles to the north line of Mills County; thence in a northerly direction on Primary Road No. 8 in Pottawattamie County, a distance of seven and one-tenth (7.1) miles to the south corporate limits of Council Bluffs; thence north on Federal Avenue in Council Bluffs to West Graham Street, thence west on West Graham Street to High Street, thence north on High Street to Sixteenth Avenue, thence west on Sixteenth Avenue to Main Street, thence north on Main Street to Broadway Avenue, thence east on Broadway Avenue to the west corporate limits of Council Bluffs, a distance of six and three-tenths (6.3) miles in Council Bluffs; thence returning to Red Oak over the above described route.

No. H-53—1924.

Alton Oil & Gas Co., Alton. *Motor Carrier—Oil—Sioux and Plymouth Counties.*

This application was filed on July 21, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Nov. 18, 1924, granted Certificate of Authorization to operate in the counties enumerated in the application.

No. H-54—1924.

E. E. Curtis and C. O. Ross, Washington. *Motor Carrier—Passenger—Washington and Johnson Counties.*

This application was filed on July 23, 1923, hearing was held, at Iowa City, on Oct. 16, 1923, and the Board, on Feb. 19, 1924, issued Certificate of Authorization to operate upon the following route: -

Route No. 1—Between Washington, Ainsworth, Riverside, and Iowa City, in Washington and Johnson Counties.

Beginning at the Colenso Hotel, 102 West Main Street, Washington, Iowa, thence south on Iowa Avenue to East Washington Street, thence east on East Washington Street, to the east corporate limits of Washington, a distance of one (1) mile in Washington; thence east on Primary Road No. 2, a distance of six (6) miles, to the west corporate limits of Ainsworth; thence east on Front Street in Ainsworth to Ainsworth Hotel; thence returning west on Front Street to the west corporate limits of Ainsworth, a distance of One (1) mile in Ainsworth; thence north on Primary Road No. 40, a distance of fourteen (14) miles to the south corporate limits of Riverside; thence west on Main Street in Riverside to Riverside Hotel, thence returning east on Main Street to Primary Road No. 40 in Riverside; thence east and north on Primary Road No. 40 in Riverside to the north corporate limits of Riverside, a distance of eighty-three hundredths (.83) of a mile in Riverside; thence northeasterly on Primary Road No. 40, a distance of two (2) miles to the north line of Washington County; thence north on Primary Road No. 40 in Johnson County, a distance of nine and seventy-five hundredths (9.75) miles to the south corporate limits of Iowa City; thence north on south Capital Street, Iowa City, to Washington Street, thence east on Washington Street to the Jefferson Hotel, a distance of one and thirty-three hundredths (1.33) miles in Iowa City; thence returning to Washington, Iowa, over the above described route.

No. H-55—1924.

Vanlaw Hadley, Fairfield. *Motor Carrier—Passenger—Jefferson and Van Buren Counties.*

This application was filed on July 24, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Aug. 16, 1924, granted Certificate of Authorization to operate upon the following route:

Between Fairfield, Birmingham, and Keosauqua, Jefferson and Van Buren Counties.

Beginning at the corner of Court and Burlington Streets, Fairfield, Iowa, thence west on Burlington Street to Main Street, thence south on Main Street to the south corporate limits of Fairfield, a distance of five-tenths (.5) of a mile in Fairfield; thence south on Primary Road No. 11 a distance of six and eighty-four hundredths (6.84) miles to the south line of Jefferson County; thence south on Primary Road No. 11 in Van Buren County, a distance of one (1) mile to the north corporate limits of Birmingham; thence south on Primary Road No. 11 in Birmingham to Main Street, thence east on Main Street one and one-half (1½) blocks to Cafe, thence returning west on Main Street to Primary Road No. 11, thence south on Primary Road No. 11 to the south cor-

porate limits of Birmingham, a distance of one (1) mile in Birmingham; thence south on Primary Road No. 11 through the unincorporated town of Mt. Zion, a distance of eleven (11) miles to the north corporate limits of Keosauqua; thence south on Main Street in Keosauqua to the Manning Hotel, a distance of one (1) mile in Keosauqua; thence returning to Fairfield over the above described route.

No. H-56—1924.

Nis N. Ostergaard, Camanche. *Motor Carrier—Passenger—Clinton County.*

This application was filed on July 23, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on April 8, 1924, granted Certificate of Authorization to operate upon the following route:

Between Camanche and Clinton, Clinton County, Iowa.

Beginning at the corner of Eagle and Chicago Streets, Camanche, thence northeast on Eagle Street to Yazoo Street, thence northwest on Yazoo Street to Church Street, thence northeast on Church Street to Maxon Street, thence northwest on Maxon Street to Franklin Street, thence northeast on Franklin Street to Marion Street, thence northwest on Marion Street to the northeast corporate limits of Camanche, a distance of one and thirteen hundredths (1.13) miles in Camanche; thence northeast on Primary Road No. 99 a distance of one and eighty-one hundredths (1.81) miles to the west corporate limits of Clinton; thence northeast on Harrison Street in Clinton to 19th Street, thence north on 19th Street to Bluff Road, thence northeast on Bluff Road to Fifth Avenue, thence east on Fifth Avenue to Second Street, a distance of three and forty-six hundredths (3.46) miles in Clinton.

No. H-57—1924.

N. W. Dickson, Maxwell. *Motor Carrier—Freight—Story and Polk Counties.*

This application was filed on July 24, 1923, but was never completed, and was closed without prejudice on Jan. 23, 1924.

No. H-59—1924.

Earl Neth, Atlantic. *Motor Carrier—Freight—Cass County.*

This application was filed on July 25, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on April 18, 1924, granted Certificate of Authorization to operate upon the following route:

Between Atlantic and Lewis, Cass County.

Beginning at Third and Walnut Streets, Atlantic, thence north on Walnut Street to Second Street, thence west on Second Street to Locust Street, thence north on Locust Street to Swift & Company, thence returning south on Locust Street to Tenth Street, thence west on Tenth Street to the west corporate limits of Atlantic, a distance of one and one-tenth (1.1) miles in Atlantic; thence south in Sections 17 and 18, Grove Township, to the intersection of highway near the center of said Section 18, thence west in said Section 18, to the west line of Grove Township, thence west in Section 13, Washington Township, to where highway turns south in said Section 13, thence south in said Section 13 to the north line of Section 14, of last named township, thence west along the north line of Section 14 and 23 to point where highway turns south in Section 23, thence south through Sections 23, 26, and 35, Washington Township, to the south line of Washington Township, thence south in Section 2, Cass Town-

ship, to the intersection of Primary Road No. 7, a distance of eight (8) miles over county road, thence south one (1) mile on Primary Road No. 7 to the east corporate limits of Lewis; thence west on Main Street in Lewis two (2) blocks to terminus, a distance of five-tenths (.5) of a mile in Lewis; thence returning to Atlantic over the above described route.

No. H-60—1924.

O. S. Hall, Iowa Falls. *Motor Carrier—Freight—Hardin County.*

This application was filed on July 26, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board on Nov. 10, 1924, granted Certificate of Authorization to operate upon the following route:

Beginning at the corner of Washington and Fremont Streets, Iowa Falls, thence west on Washington Street to Oak Street, thence south on Oak Street to Bliss Boulevard, thence east on Bliss Boulevard to Jefferson Highway, thence south on Jefferson Highway to the south corporate limits of Iowa Falls, a distance of five-tenths (.5) of a mile in Iowa Falls; thence south and east on Primary Road No. 58 a distance of seventeen and forty-two hundredths (17.42) miles to the west corporate limits of Eldora; thence east on Edgington Avenue in Eldora to Washington Street, thence south on Washington Street to the south corporate limits of Eldora, a distance of two and five-tenths (2.5) miles in Eldora; thence south along the east line of Sections 18 and 19, Eldora Township, west along the south line of Section 19, Eldora Township, and Sections 24, and 23, Pleasant Township, in a southwesterly direction through Sections 26 and 34, Pleasant Township, and south in Section 3, Providence Township, a distance of seven and six hundred and eighty-six thousandths (7.686) miles to the north corporate limits of New Providence; thence south on E. C. High Street in New Providence, a distance of one and twenty-five hundredths (1.25) miles to the south corporate limits of New Providence; thence south along the east line of Sections 9, 16, and 21, Providence Township, and east in Sections 22, 23, and 24, Providence Township, and Sections 19, 20, and 21, Union Township, a distance of seven and seven hundred and thirty-three thousandths (7.733) miles to the west corporate limits of Union; thence east on unnamed street in Union to Glacier Trail, thence north on Glacier Trail to the north corporate limits of Union, a distance of one (1) mile in Union; thence in a northwesterly direction on Glacier Trail in Sections 16, 9, 4, and 5, Union Township, and Sections 32 and 29, Eldora Township, and north along the west line of Sections 29, 20, and 17, Eldora Township, a distance of seven and five hundred and twenty-eight thousandths (7.528) miles to the south corporate limits of Eldora; thence north on Washington Avenue, in Eldora to Edgington Avenue, thence west on Edgington Avenue to the west corporate limits of Eldora, a distance of two and five-tenths (2.5) miles in Eldora; thence west and north on Primary Road No. 58, a distance of seventeen and forty-two hundredths (17.42) miles to the south corporate limits of Iowa Falls; thence north on Jefferson Highway in Iowa Falls to Bliss Boulevard, thence west on Bliss Boulevard to Oak Street, thence north on Oak Street to Washington Street, thence east on Washington Street to Fremont Street, a distance of five-tenths (.5) of a mile in Iowa Falls.

No. H-62—1924.

L. E. Strickler, Iowa City. *Motor Carrier—Passenger—Johnson and Washington Counties.*

This application was filed on July 26, 1923, hearing was held, at Iowa City, on Sept. 12, 1923, and on Aug. 28, 1924, Certificate of Authorization was granted to operate upon the following route:

Between Iowa City, Kalona, and Washington, Johnson and Washington Counties.

Beginning at 122 South Dubuque Street, Iowa City, thence south on Dubuque Street to Burlington Street, thence west on Burlington Street to River Road, thence south on River Road to Benton Street, thence west on Benton Street to the west corporate limits of Iowa City, a distance of one and seventy-five hundredths (1.75) miles in Iowa City; thence in a southwesterly direction on Primary Road No. 11, a distance of fourteen and six-tenths (14.6) miles to the south line of Johnson County; thence south on Primary Road No. 11 in Washington County, a distance of one and two hundred and fifty-eight thousandths (1.258) miles to the north corporate limits of Kalona; thence south on Myers Street in Kalona to Barnes Street, thence east on Barnes Street to State Street, thence south on State Street to the south corporate limits of Kalona, a distance of one (1) mile in Kalona; thence south on Primary Road No. 11, a distance of thirteen and twenty-eight thousandths (13.028) miles to the north corporate limits of Washington; thence south on Marlon Street in Washington to Main Street, thence east on Main Street to Collenso Hotel, which is located at the corner of Main Street and Iowa Avenue, a distance of six hundred and fifty-six thousandths (.656) of a mile in Washington; thence returning to Iowa City over the above described route.

No. H-64—1924.

Roy Benjamin, Des Moines. *Motor Carrier—Freight—Polk and Dallas Counties.*

This application was filed on July 27, 1923, hearings were held, in Des Moines, on Sept. 19, 1923, and July 31, 1924, and on Sept. 15, 1924, the following decision was rendered, denying the application:

On July 27, 1923, Roy Benjamin, Des Moines, Iowa, filed an application with the Board for a Certificate of Authorization to operate as a motor carrier of freight between Des Moines, Grimes, Granger, Moran, Woodward, Bouton and Perry, in Polk and Dallas Counties, Iowa.

The application came on for hearing on September 19, 1923, at which time full hearing was had. It later developed that notice of this hearing was not published in Dallas County as prescribed by law, so the application was again set down for hearing on July 31, 1924, at which time full hearing was had.

It is in evidence before the Commission that the towns to be served by the proposed motor carrier line, with the exception of Bouton Station, have ample facilities for the prompt carrying of freight and express between such towns and Des Moines.

The Des Moines and Central Iowa Railroad Company have a train from Perry at 7:45 A. M., due in Des Moines 9:35 A. M., carrying cream, all classes of perishables, meats, chickens, etc. This train leaves Des Moines at 1:00 P. M. and is due in Perry at 3:00 P. M. This train service also accommodates intermediate stations Granger, Moran and Woodward.

This same line of Railroad also has an afternoon train making a round trip. These trains are in addition to the passenger train service, and upon passenger trains there is a good deal of express and light freight carried. There are nine of these passenger trains each way per day for these stations, including Sundays.

The Minneapolis & St. Louis Railway Company also operates freight service between Des Moines and Perry, consisting of a time freight each way and a local freight each way daily.

The town of Grimes has ample freight service provided by the Chicago, Milwaukee & St. Paul Railway Company between that station and Des Moines, as indicated by the schedules on file with the Board. The town of Bouton, situated on the main line of the Chicago, Milwaukee and St. Paul Railway, between Perry and Madrid, is the only town not having direct freight service with Des Moines.

Bouton is a town of 204 people, and there is no evidence before us to indicate that that community is suffering in any way by reason of inadequate freight train service between that point and Des Moines. We have, therefore, reached the conclusion that no such showing has been made of public convenience as to warrant this Commission in granting the Certificate of Authorization to operate a motor carrier line as petitioned for by the applicant herein. Certificate is therefore denied.

No. H-65—1924.

O. A. Rieck, Brooklyn. *Motor Carrier—Oil.*

This application was filed on July 28, 1923, and on Jan. 15, 1924, we were advised by the Davenport Branch of the Standard Oil Company that it was their intention to include the truck operated by the applicant in an application which they would file with the Board. Therefore, the file was closed without prejudice on Jan. 18, 1924.

No. H-67—1924.

Gates Transfer Line, La Porte City. *Motor Carrier—Freight—Black Hawk County.*

This application was filed on July 30, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on April 18, 1924, granted Certificate of Authorization to operate upon the following route:

Between La Porte City and Waterloo, Black Hawk County.
Beginning at the corner of Commercial Street and Main Street, La Porte City, thence northwest on Main Street to the northwest corporate limits of La Porte City, a distance of one and twenty-five hundredths (1.25) miles in La Porte City; thence northwest on Primary Road No. 40, a distance of eleven and sixty-six (11.66) hundredths miles to the south corporate limits of Waterloo; thence north on La Porte Road in Waterloo to Commercial Street, thence northwest on Commercial Street to Fifth Street, thence northeast on Fifth Street to Sycamore Street, thence northwest on Sycamore Street to East Second Street, and Illinois Central Railroad freight depot, a distance of two and seven-tenths (2.7) miles in Waterloo; thence returning to La Porte City over the above described route.

No. H-68—1924.

Stormer Transfer Co., Atlantic. *Motor Carrier—Freight—Ouss and Pottawattamie Counties.*

This application was filed on July 30, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on June 27, 1924, granted Certificate of Authorization to operate upon the following route:

Between Atlantic, Walnut, and Avoca, Cass and Pottawattamie Counties.

Beginning at Fifth and Walnut Streets, Atlantic, Iowa, thence south on Walnut Street to Sixth Street, thence west on Sixth Street to the west corporate limits of Atlantic, a distance of one (1) mile in Atlantic; thence west and south in Section 6, Grove Township, to the north line of Section 7, said township; thence west along the north line of said Section 7 and Sections 12, 11, 10, 9, 8, and 7, Washington Township, a distance of seven (7) miles to the west line of Cass County; thence west in Pottawattamie County along the north line of Sections 12, 11, and 10, Lincoln Township to the intersection of a north and south highway at the northwest corner of said Section 10; thence north along the east line of Section 4, Lincoln Township, and Section 23, Layton Township, to the north line of said Section 33; thence west along the north line of said Section 33 to place where highway turns north near the north and south center line of said Section 33, thence north through Sections 28, 21, and 18, Layton Township, to the south corporate limits of Walnut, a distance of eight (8) miles between the east line of Pottawattamie County and the south corporate limits of Walnut; thence north on Central Street in Walnut to Pearl Street, thence west on Pearl Street to the west corporate limits of Walnut, a distance of one (1) mile in Walnut; thence in a westerly direction on Primary Road No. 83, a distance of six and five-tenths (6.5) miles to the east corporate limits of Avoca; thence west on High Street in Avoca to terminus located at alley between Elm and Maple Streets, a distance of one-half of a mile in Avoca; thence returning to Atlantic over the above described route.

No. H-69—1924.

G. S. Williamson, Creston. *Motor Carrier—Freight.*

Application filed Aug. 1, 1923. Withdrawn Jan. 12, 1924.

H-70—1924.

Bert Phillips, Rembrandt. *Motor Carrier—Freight—Buena Vista County.*

This application was filed on Aug. 1, 1923, hearing was held, at Storm Lake, on Feb. 19, 1924, and on April 16, 1924, Certificate of Authorization was granted to operate upon the following route:

Between Rembrandt, Truesdale, and Storm Lake, Buena Vista County, Iowa. Beginning at the corner of First and Main Streets, Rembrandt, Iowa, thence south on First Street to the southwest corporate limits of Rembrandt, a distance of one-fourth ($\frac{1}{4}$) mile in Rembrandt; thence west on highway between Section 36, Barnes Township and Section 1, Scott Township, one-fourth ($\frac{1}{4}$) mile to the intersection of Primary Road No. 4; thence south on Primary Road No. 4, a distance of six and five-tenths (6.5) miles to the north corporate limits of Truesdale; thence south on Railroad Avenue in Truesdale to Township Road, thence west on Township Road to the west corporate limits of Truesdale, a distance of one (1) mile in Truesdale; thence south, west, and south on Primary Road No. 4, a distance of six (6) miles to the north corporate limits of Storm Lake; thence south on Lake Street in Storm Lake to Sixth Street, thence east on Sixth Street to Erie Street; thence south on Erie Street to Storm Lake Produce Company, a distance of approximately one-half ($\frac{1}{2}$) mile in Storm Lake; thence returning to Rembrandt over the above described route.

No. H-71—1924.

F. D. Eatwell, Prairie City. *Motor Carrier—Freight—Jasper and Polk Counties.*

This application was originally filed by E. A. Long. It appearing that Mr. Long was operating in good faith on April 14, 1923, and that F. D. Eatwell had taken over the interests of said Long, the Board, on June 23,

1924, granted Eatwell Certificate of Authorization to operate upon the following route:

Between Prairie City and Des Moines, Jasper and Polk Counties.

Beginning at the crossing of the C. R. I. & P. Ry. Co., and Main Street, Prairie City, thence north on Main Street to North Street, thence west on North Street to the west corporate limits of Prairie City, a distance of six hundred and twenty-five thousandths (.625) of a mile in Prairie City; thence west on Primary Road No. 2, a distance of four and five-tenths (4.5) miles to the southeast corner of Section 32, Washington Township; thence west on Primary Road No. 2 between Jasper and Polk Counties a distance of one (1) mile; thence west on Primary Road No. 2 in Polk County a distance of ten (10) miles to the east corporate limits of Des Moines; thence west on University Street in Des Moines to East 30th Street, thence south on East 30th Street to Grand Avenue, thence west on Grand Avenue to East First Street, thence north on East First Street to Shepard Street, a distance of four and twenty-five hundredths (4.25) miles in Des Moines; thence returning to Prairie City over the above described route.

No. H-73—1924.

R. L. Smith, Merville. *Motor Carrier—Freight—Woodbury County.*

This application was filed on Aug. 3, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on May 8, 1924, issued Certificate of Authorization to operate upon the following route:

Between Merville and Sioux City, Woodbury County.

Beginning at the corner of Main and First Streets, Merville, thence south on First Street to the south corporate limits of Merville, a distance of five-tenths (.5) of a mile in Merville; thence east on Primary Road No. 23 a distance of fourteen (14) miles to the east corporate limits of Sioux City; thence west on Correctionville Road in Sioux City to Wescott Street, thence north on Wescott Street to Third Street, thence west on Third Street to Nebraska Street, a distance of three and five-tenths (3.5) miles in Sioux City; thence returning to Merville over the above described route.

No. H-74—1924

Virgil Beck, Martensdale. *Motor Carrier—Freight—Polk and Warren Counties.*

This application was filed on Aug. 4, 1923, hearing was held on Feb. 22, 1924, and it appearing that the applicant was operating in good faith on April 14, 1923, Certificate of Authorization was granted, on Aug. 20, 1924, to operate upon the following route:

Between Des Moines, Norwalk, and Martensdale, Polk and Warren Counties.

Beginning at the corner of west First Street and Court Avenue, Des Moines, thence west on Court Avenue to Fifth Street, thence south on Fifth Street to Cherry Street, thence west on Cherry Street to Ninth Street, thence south on Ninth Street to the south corporate limits of Des Moines, a distance of three (3) miles in Des Moines; thence south, west and south on Primary Road No. 15 a distance of five (5) miles to the south line of Polk County; thence south on Primary Road No. 15 in Warren County, a distance of two and twenty-four hundredths (2.24) miles to the north corporate limits of Norwalk; thence south on Main Street in Norwalk, a distance of one (1) mile to the south corporate limits of Norwalk; thence in a southwesterly direction on Primary Road No. 15, a distance of nine (9) miles to the east corporate limits of Martensdale; thence west on Iowa Avenue in Martensdale to School Street, thence north to alley between Iowa Avenue and Burlington Avenue, thence east on said alley to Center Street, thence south on Center Street to Iowa Avenue, a distance of sixty-seven hundredths (.67) of a mile in Martensdale.

No. H-75—1924.

M. J. Cass, Monticello. *Motor Carrier—Passenger—Jones and Dubuque Counties.*

This application was filed on Aug. 4, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Jan. 29, 1924, granted Certificate of Authorization to operate upon the following route:

Route No. 1. Between Monticello, Jones County, and Dubuque, Dubuque County, via Cascade, Dubuque County.

Beginning at First and Farley Streets in the town of Monticello, thence north on Farley Street to East Third Street, thence east on East Third Street to Primary Road No. 28 at end of East Third and Main Streets, thence northeast on Primary Road No. 28 to east corporate limits of Monticello, a distance of seven-tenths (.7) miles in Monticello; thence northeast on Primary Road No. 28, a distance of nine and forty-four hundredths (9.44) miles to north line of Jones County, which is also the south corporate limits of Cascade; thence east on Main Street in Cascade to National Street, thence northeast on National Street to the north corporate limits of Cascade, Iowa, a distance of one and fifty-nine (1.59) miles in Cascade; thence northeast on Primary Road No. 28 a distance of twenty-two and fifteen hundredths (22.15) miles, to the south corporate limits of Dubuque; thence north on Primary Road No. 28 in Dubuque to Grand View Avenue, thence northwest on Grand View Avenue to Dodge Street, thence east on Dodge Street to Bluff Street, thence north on Bluff Street to Ninth Street, thence east on Ninth Street to Locust Street, a distance of three and four-tenths (3.4) miles in Dubuque; thence returning over above described route to Monticello.

Total length of route, one way, thirty-seven and twenty-eight hundredths (37.28) miles.

No. H-77—1924.

Clayton Nelson Corrow, Spencer. *Motor Carrier—Freight—Clay, Dickinson, Emmet, Palo Alto, Kossuth, Buena Vista, O'Brien, Osceola and Pocahontas Counties.*

This application was filed on Aug. 7, 1923, hearing was held, at Storm Lake, on Feb. 19, 1924, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on April 22, 1924, granted Certificate of Authorization to operate in the counties above named.

No. H-78—1924.

H. D. Stephens, (Hudson Dray Line), Hudson. *Motor Carrier—Freight—Black Hawk County.*

This application was filed on Aug. 7, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Sept. 20, 1924, granted Certificate of Authorization to operate upon the following route:

Between Hudson and Waterloo, Black Hawk County.

Beginning at the corner of Jefferson and Second Streets, Hudson, Iowa, thence east on Second Street to Washington Street, thence north on Washington Street to the intersection with Primary Road No. 59 at the east corporate limits of Hudson, a distance of five-tenths (.5) of a mile in Hudson; thence in a northeasterly direction on Primary Road No. 59, a distance of six and two-tenths (6.2) miles to the west corporate limits of Waterloo; thence northeasterly on Fourth Street in Waterloo to Water Street, thence southeast on Water Street to Fifth Street, thence returning northwest on Water Street to Third

Street, thence to different parts of Waterloo with an average of three and one-tenth (3.1) miles in Waterloo; thence returning to Hudson over the above described route.

No. H-80—1924.

Carl Height, Davenport. *Motor Carrier—Passenger—Scott and Clinton Counties.*

This application was filed on Aug. 9, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Feb. 14, 1924, issued Certificate of Authorization to operate upon the following route:

Route No. 1. Between Davenport, Scott County, and DeWitt, Clinton County.

Beginning at Hotel Davenport, 4th and Main Streets, Davenport, thence south on Main Street to 2nd Street, thence east on 2nd Street to Perry Street, thence north on Perry Street to 4th Street, thence west on 4th Street to Main Street, thence north on Main Street to Lombard Street, thence east on Lombard Street to Brady Street, thence north on Brady Street, to the north corporate limits of Davenport, a total distance of four (4) miles in Davenport; thence north on Primary Road No. 20 through the unincorporated towns of Mt. Joy and Gambrell a distance of fourteen and six-tenths (14.6) miles to the north line of Scott County; thence north on Primary Road No. 20 in Clinton County, a distance of two and fifty-two hundredths (2.52) miles to the south corporate limits of DeWitt; thence north on Main Street in DeWitt to Allen's Cafe, a total distance of nine-tenths (.9) of a mile in DeWitt; thence returning over above described route to Davenport.

Total length of above described route, one way, twenty-two and two hundredths (22.02) miles.

No. H-81—1924.

A. E. Cattermole, Storm Lake. *Motor Carrier—Passenger—Clay and Buena Vista Counties.*

This application was filed on Aug. 9, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Feb. 27, 1924, granted Certificate of Authorization to operate upon the following route:

Route No. 1. Between Spencer, Greenville, Sioux Rapids, Rembrandt, Truesdale, and Storm Lake, Buena Vista and Clay Counties.

Beginning at the corner of Main and Pine Streets, Spencer, Iowa, thence west on Pine Street to West Street, thence south on West Street to Fourth Street, thence east on Fourth Street to Main Street, thence south on Main Street to Gravel Street, thence west on Gravel Street, to the south corporate limits of Spencer, a distance of one and five-hundredths (1.05) miles in Spencer; thence west and south on Primary Road No. 4 a distance of eight and forty-seven hundredths (8.47) miles to the intersection of county road in Section 25, Linn Township, thence east and south on county road in Section 25, Lincoln Township and Section 80, Gillette Grove Township, a distance of six-tenths (.6) miles to the west corporate limits of Greenville; thence east on Main Street in Greenville to the Greenville Cafe, thence returning west on Main Street to the west corporate limits of Greenville, a distance of forty-three hundredths (.43) of a mile in Greenville; thence west and north on county road in Section 80, Gillette Grove Township and Section 25, Lincoln Township a distance of six-tenths (.6) of a mile to the intersection of Primary Road No. 4, thence south on Primary Road No. 4, a distance of seven and fifty-three hundredths (7.53) miles to the south line of Clay County; thence south and east on Primary Road No. 4 in Buena Vista County, a distance of one and one-tenth (1.1) miles to the northwest corporate limits of Sioux Rapids; thence south on First Street in Sioux Rapids, to Blake Street, thence

east on Blake Street to Second Street, thence south on Second Street to Main Street, thence west on Main Street to First Street, thence south on First Street to the south corporate limits of Sioux Rapids, a total distance of nine-tenths (.9) of a mile in Sioux Rapids; thence south and west on Primary Road No. 4, a distance of four and seven-tenths (4.7) miles to the north corporate limits of Rembrandt; thence east on Township Road in Rembrandt to First Street, thence south on First Street to Main Street, thence east on Main Street one-half ($\frac{1}{2}$) block, thence returning west on Main Street to First Street, thence south on First Street to the southwest corporate limits of Rembrandt, a distance of seven-tenths (.7) of a mile in Rembrandt; thence west on Secondary Road between Section 36, Barnes Township and Section 1, Scott Township, one-tenth (.1) of a mile to the intersection of Primary Road No. 4; thence south on Primary Road No. 4 a distance of six and nine-tenths (6.9) miles to the north corporate limits of Truesdale; thence south on Railroad Avenue in Truesdale to Main Street, thence west on Main Street to First Avenue, thence south on First Avenue to Township Road, then west on Township Road to the west corporate limits of Truesdale, a distance of four-tenths (.4) of a mile in Truesdale; thence west and south on Primary Road No. 4 six (6) miles to the north corporate limits of Storm Lake; thence south on Lake Avenue in Storm Lake to Sixth Street, thence east on Sixth Street to Erie Street, thence south on Erie Street, to Fifth Street, a distance of five-tenths (.5) miles in Storm Lake, thence returning to Spencer over the above described route.

No. H-82—1924.

Frank E. Burns, Ft. Dodge. *Motor Carrier—Freight—Webster and Boone Counties.*

This application was filed on Aug. 11, 1923, hearing was held, at Ft. Dodge, on Feb. 18, 1924, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on May 7, 1924, issued Certificate of Authorization to operate upon the following route:

Between Ft. Dodge, Harcourt, Dayton and Pilot Mound in Webster and Boone Counties:

Beginning at Sixteenth Street and First Avenue South, Ft. Dodge, Iowa, thence east on First Avenue South to Nineteenth Street, thence returning west on First Avenue to Twelfth Street, thence north on Twelfth Street to First Avenue North, thence west on First Avenue North to Third Street, thence south on Third Street to Central Avenue, thence west on Central Avenue to First Street, thence southeast on First Street to First Avenue Southwest, thence southwest on First Avenue Southwest to Eleventh Avenue South, thence southeast on Eleventh Avenue South to Bennett Viaduct, thence west on Bennett Viaduct to Avenue C, thence south on Avenue C to K Street, thence east on K Street to Avenue B, thence south on Avenue B to south corporate limits of Ft. Dodge, a distance of three and six-tenths (3.6) miles in Ft. Dodge; thence south on Primary Road No. 90 a distance of fifteen (15) miles to the north corporate limits of Harcourt; thence south and east on Primary Road No. 90 in Harcourt to Main Street, thence south on Main Street to Third Street, thence returning north on Main Street to Primary Road No. 90, thence east on Primary Road No. 90 to the east corporate limits of Harcourt, a distance of one and five-tenths (1.5) miles in Harcourt; thence east on Primary Road No. 91 a distance of six (6) miles to the west corporate limits of Dayton; thence east on State Street in Dayton to Division Street, thence north on Division Street to Skellet Street, thence returning south on Division Street to the south corporate limits of Dayton, a distance of one-half ($\frac{1}{2}$) of a mile in Dayton; thence south and east in Sections 13, 24, and 19, Dayton Township to the intersection of a north and south highway at the east line of said Section 19, thence south along the east line of Sections 19, 30, and 31, Dayton Township, to the south line of Webster County, a distance of five (5) miles between Dayton and the south line of Webster County; thence south in Boone County, along the east line of Sec-

tions 6, 7, and 18, Pilot Township, a distance of three (3) miles to the north corporate limits of Pilot Mound; thence east on unnamed street in Pilot Mound to Main Street, thence south on Main Street to Third Street, a distance of seventy-five hundredths (.75) of a mile in Pilot Mound; thence returning to Ft. Dodge over the above described route.

No. H-84—1924.

Robert A. Wilson, Grant. *Motor Carrier—Freight—Montgomery County.*

This application was filed on Aug. 13, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on May 15, 1924, issued Certificate of Authorization to operate upon the following route:

Between Elliott and Grant, Montgomery County.

Beginning at the C. B. & Q. depot, Elliott, thence east on Main Street to Walnut Street, thence south on Walnut Street to County Road, thence east on County Road to the east corporate limits of Elliott, a distance of six-tenths (.6) of a mile in Elliott; thence east along the south line of sections 6, 5, 4, 3, 2, and 1, Pilot Grove Township, and Sections 6, 5, and 4, Douglas Township, a distance of nine (9) miles to the west corporate limits of Grant; thence east on Oak Street in Grant to Second Street, thence south on Second Street to Muller Avenue, thence east on Muller Avenue to Church Street, thence south on Church Street to Main Street, a distance of four-tenths (.4) of a mile in Grant.

No. H-85—1924.

Ralph L. Conard, Indianola. *Motor Carrier—Freight—Polk and Warren Counties.*

This application was filed on Aug. 6, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Nov. 28, 1924, issued Certificate of Authorization to operate upon the following route:

Between Indianola and Des Moines in Warren and Polk Counties, Iowa.

Beginning at the corner of Buxton and Ashland Streets, Indianola, Iowa; thence east on Ashland St. to North Jefferson Way, thence north on North Jefferson Way to the north corporate limits of Indianola, a distance of one (1) mile in Indianola; thence in a northerly direction on Primary Road No. 1, a distance of nine and seventy-three hundredths (9.73) miles to the north line of Warren County; thence west on Primary Road No. 1, between Polk and Warren Counties, a distance of twenty-two hundredths (.22) of a mile; thence north on Primary Road No. 1 in Polk County, a distance of three (3) miles to the south corporate limits of Des Moines; thence in a northwesterly direction on Indianola Road in Des Moines to Seventh St., thence north on Seventh St. to Mulberry St., thence east on Mulberry St. to Fifth St., thence north on Fifth St. to Grand Ave., thence east on Grand Ave. to East First St., thence north on East First St. to Shepard St., a distance of four and five-tenths (4.5) miles in Des Moines; thence returning to Indianola over the above described route.

No. H-87—1924.

C. L. McLeod, Iowa Falls. *Motor Carrier—Freight—Hardin, Hamilton and Franklin Counties.*

This application was filed on Aug. 15, 1923, by A. F. Mears, of Iowa Falls, and it appearing to the Board that Mr. Mears was operating in good faith on April 14, 1923, and that McLeod had taken over the interests

of Mears, the Board, on Oct. 14, 1924, issued Certificate of Authorization to operate upon the following route:

Route No. 1. Between Iowa Falls, Hubbard, Radcliffe, Ellsworth, and Jewell, Hardin and Hamilton Counties.

Beginning at the corner of Depot and Rocksylvania Streets, Iowa Falls, Iowa, thence west on Rocksylvania Street to Oak Street, thence south on Oak Street to the south corporate limits of Iowa Falls, a distance of eighty-eight hundredths (.88) of a mile in Iowa Falls; thence south, west, and south on Primary Road No. 1, a distance of fifteen and ninety-seven hundredths (15.97) miles, to the intersection with Main Street at the east corporate limits of Hubbard; thence west on Main Street in Hubbard to Michigan Street, thence north on Michigan Street to Walnut Street, thence west on Walnut Street to Wisconsin Street, thence north on Wisconsin Street to the north corporate limits of Hubbard, a distance of eighty-three hundredths (.83) of a mile in Hubbard; thence west along the north corporate limits of Hubbard a distance of five-tenths (.5) of a mile to the west corporate limits of Hubbard; thence west along the north line of Sections 32 and 31, Tipton Township, and Sections 36, 35, 34, and 33, Sherman Township, to the east corporate limits of Radcliffe, a distance of five and ninety-three hundredths (5.93) miles between the west corporate limits of Hubbard and the east corporate limits of Radcliffe; thence west along the south corporate limits of Radcliffe, a distance of thirty-four hundredths (.34) of a mile, to the intersection with Eugene Street; thence north on Eugene Street in Radcliffe to Menoninee Street, thence west on Menoninee Street to Isabelle Street, thence south on Isabelle Street to the south corporate limits of Radcliffe, a distance of thirty-three hundredths (.33) of a mile in Radcliffe; thence west along the south corporate limits of Radcliffe, a distance of five-tenths (.5) of a mile, to the west corporate limits of Radcliffe; thence west along the north line of Section 31, Sherman Township, a distance of ninety-seven hundredths (.97) of a mile, to the west line of Hardin County; thence west along the north line of Sections 36, 35, 34, 33, 32, and 31, Lincoln Township, Hamilton County, a distance of five and five-tenths (5.5) miles, to the east corporate limits of Ellsworth; thence north on Main Street in Ellsworth to Swift's Plant, thence returning south on Main Street to the north line of Section 31, thence west to the west corporate limits of Ellsworth, a distance of one (1) mile in Ellsworth; thence west along the north line of Sections 36 and 35, Lyon Township, a distance of two (2) miles, to the east corporate limits of Jewell; thence west on Edwards Street in Jewell to Main Street, thence north on Main Street to Produce Plant, located at North end of Main Street, a distance of one and twenty-five hundredths (1.25) miles in Jewell; thence returning to Iowa Falls over the above described route.

Route No. 2. Between Iowa Falls, Alden, Williams, Blairsburg, and Webster City, Hardin and Hamilton Counties.

Beginning at the corner of Depot and Rocksylvania Streets, Iowa Falls, Iowa, thence west on Rocksylvania Street to Main Street, thence south on Main Street to Washington Avenue, thence west on Washington Avenue to the west corporate limits of Iowa Falls, a distance of one and forty-two hundredths (1.42) miles in Iowa Falls; thence west on Primary Road No. 5, a distance of four and thirty-six hundredths (4.36) miles, to the east corporate limits of Alden; thence west on Stone Creek Street in Alden to Main Street, thence south on Main Street to the south corporate limits of Alden, a distance of one and three-hundredths (1.03) miles in Alden; thence south and west on Primary Road No. 5, a distance of eight (8) miles, to the west line of Hardin County; thence west on Primary Road No. 5 in Hamilton County, a distance of two (2) miles, to the east corporate limits of Williams; thence west on Road Street in Williams to Main Street, thence north on Main Street to First Street, thence returning south on Main Street to Road Street, thence west on Road Street to the west corporate limits of Williams, a distance of seventy-five hundredths (.75) of a mile in Williams; thence west, south, and west on Primary Road No. 5, a distance of six and twenty-five hundredths (6.25) miles, to the intersection with Hawkeye Street at the south corporate limits of Blairsburg; thence north on Hawkeye Street in Blairsburg to Second Street, thence east on Second

Street to Main Street, thence returning west on Second Street to Lake Street, thence south on Lake Street to the south corporate limits of Blairsburg, a distance of two (2) miles in Blairsburg; thence west on Primary Road No. 5, a distance of eight (8) miles, to the east corporate limits of Webster City; thence west on Main Street in Webster City to Swift's Plant, located at the corner of Second and Superior Streets, a distance of six-tenths (.6) of a mile in Webster City; thence returning to Iowa Falls over the above described route.

No. H-88—1924.

Farmers & Consumers Oil Co., Red Oak. *Motor Carrier—Oil—Montgomery and Page Counties.*

This application was filed on Aug. 16, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on May 8, 1924, issued Certificate of Authorization to operate as a motor carrier in Montgomery and Page Counties, for the delivery of oil and oil products.

No. H-89—1924.

Albert Peterson, Stanton. *Motor Carrier—Freight.*

Investigation developed that the nature of the trucking done by this man would not make him amenable to the motor carrier law, and the file was closed.

Filed Aug. 17, 1923. Closed Dec. 29, 1923.

No. H-90—1924.

Waterloo, Cedar Falls & Northern Railway Co., Waterloo. *Motor Carrier—Passenger—Black Hawk and Buchanan Counties.*

This application was filed on Aug. 18, 1923, hearing was held, at Waterloo, on Sept. 25, 1923, and on Sept. 25, 1924, Certificate of Authorization was issued to operate upon the following route:

Route No. 1. Between Waterloo, Jesup, and Independence, in Black Hawk and Buchanan Counties.

Beginning at the Russell-Lamson Hotel, at the corner of West Fifth and Commercial Streets, Waterloo, thence in a northeasterly direction on Fifth Street to Sycamore Street, thence in a northwesterly direction on Sycamore Street to East Park Avenue, thence in a northeasterly direction on East Park Avenue to Mulberry Street, thence in a southeasterly direction on Mulberry Street to East Fifth Street, thence in a northeasterly direction on East Fifth Street to Walnut Street, thence in a southeasterly direction on Walnut Street, to Independence Avenue, thence east on Independence Avenue to the east corporate limits of Waterloo, a distance of two and twelve hundredths (2.12) miles in Waterloo; thence in an easterly direction on Primary Road No. 5, a distance of twelve and five-tenths (12.5) miles to the east line of Black Hawk County; thence east on Primary Road No. 5 in Buchanan County, a distance of nine hundred and twelve thousandths (.912) of a mile to the intersection with Sixth Street at the north corporate limits of Jesup; thence south on Sixth Street in Jesup, a distance of nine hundred and fifty-seven thousandths (.957) of a mile to the south corporate limits of Jesup; thence east on Primary Road No. 5, a distance of seven and thirty-three hundredths (7.33) miles to the intersection with the highway, near the north and south center line of Section 5, Sumner Township; thence south in Section 5, a distance of five-tenths (.5) of a mile to the grounds of Independence State Hospital; thence returning north on highway in Section 5, a distance of five-tenths (.5) of a mile to the intersection of Primary Road No. 5 at the north line of said section 5; thence east

on Primary Road No. 5, a distance of seventy-five hundredths (.75) of a mile to the west corporate limits of Independence; thence east on First Street Southwest in Independence to Second Avenue Northeast, thence north on Second Avenue Northeast to the Gedney Hotel, located at the corner of Second Avenue Northeast and Second Street Northeast, a distance of sixty-nine hundredths (.69) of a mile in Independence.

Route No. 2. Between Independence, Jesup, and Waterloo, Buchanan and Black Hawk Counties.

Beginning at the Gedney Hotel, located at the corner of Second Avenue Northeast and Second Street Northeast, Independence, Iowa, thence east on Second Street Northeast to Third Avenue Northeast, thence south on Third Avenue Northeast to First Street Southwest, thence west on First Street Southwest to the West corporate limits of Independence, a distance of eighty-four hundredths (.84) of a mile in Independence, thence west on Primary Road No. 5, a distance of seventy-five hundredths of a mile (.75) to the intersection with the north and south highway near the north and south center line of Section 5, Sumner Township; thence south on highway in said Section 5, a distance of five-tenths (.5) of a mile to the grounds of the Independence State Hospital; thence returning north on Highway in said Section 5, a distance of five-tenths (.5) of a mile to the intersection with Primary Road No. 5 at the north line of said Section 5, thence west on Primary Road No. 5, a distance of seven and thirty-three hundredths (7.33) miles to the intersection with Sixth Street at the south corporate limits of Jesup; thence north on Sixth Street in Jesup, a distance of nine hundred and fifty-seven thousandths (.957) of a mile to the north corporate limits of Jesup; thence west on Primary Road No. 5, a distance of nine hundred and twelve thousandths (.912) of a mile to the west line of Buchanan County; thence in a westerly direction on Primary Road No. 5, Black Hawk County, a distance of twelve and five-tenths (12.5) miles to the east corporate limits of Waterloo; thence west on Independence Avenue to Walnut Street, thence in a northwesterly direction on Walnut Street to East Park Avenue, thence in a southwesterly direction on East Park Avenue, to Mulberry Street, thence in a southeasterly direction on Mulberry Street to East Fifth Street, thence in a southwesterly direction on East Fifth Street to the Russell-Lamson Hotel, located at the corner of West Fifth and Commercial Streets, a distance of two and twelve hundredths (2.12) miles in Waterloo.

No. H-91—1924.

The Crowell Co., Waterloo. Motor Carrier—Freight—Black Hawk County.

This application was filed on June 12, 1924, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on June 13, 1924, granted Certificate of Authorization to operate upon the following route:

Between Cedar Falls, Cedar Heights, Castle Hill, and Waterloo, Black Hawk County.

Beginning at 409 Main Street, Cedar Falls, Iowa, thence south on Main Street to Fifth Street, thence east on Fifth Street to State Street, thence south on State Street to 13th Street, thence east on 13th Street to Waterloo Street, thence southeast on Waterloo Street to Rainbow Drive, thence east on Rainbow Drive to the east corporate limits of Cedar Falls, which is also the west corporate limits of Cedar Heights, a distance of one and four-tenths (1.4) miles in Cedar Falls; thence in an easterly direction on Rainbow Drive in Cedar Heights, a distance of one and thirty-three hundredths (1.33) miles to the east corporate limits of Cedar Heights, which is also the west corporate limits of Castle Hill; thence in an easterly direction on Rainbow Drive in Castle Hill, a distance of one and thirty-three hundredths (1.33) miles to the east corporate limits of Castle Hill; thence in an easterly direction on Primary Road No. 5, (Rainbow Drive), a distance of seventy-four hundredths (.74) of a mile to the west corporate limits of Waterloo; thence northeast on Whitney Road in Waterloo to

Congress Street; thence east on Congress Street to Burton Avenue, thence south on Burton Avenue to Park Road; thence east and southeast on Park Road to Oak Street, thence south on Oak Street to Franklin Street, thence southeast on Franklin Street to East Sixth Street, thence southeast on Sixth Street to terminus located at 418 Sixth Street, a distance of two and four-tenths (2.4) miles in Waterloo; thence returning to Cedar Falls over the above described route.

On Oct. 31, 1924, Resolution Revoking Certificate of Authorization and Equipment Certificate was adopted wherein the following language may be found:

"WHEREAS, on Oct. 28, 1924, the Board rendered a decision in Docket H-243, application of Harry Field, Des Moines, Iowa, in which it states: 'We do not believe that the law contemplates that a man must obtain a Certificate of Authorization to truck his own goods from one warehouse to another, or from one store to another, both of which belong to him,' be it

"RESOLVED that Certificate of Authorization No. 51 and Equipment Certificate No. 1 issued to the Crowell Company, Waterloo, Iowa, be and they are hereby revoked."

No. H-93—1924.

Nick Beuzekom, Hull. Motor Carrier—Freight—O'Brien and Sioux Counties.

This application was filed on Aug. 28, 1923, hearing was held on Feb. 19, 1924, at Sheldon, and on Nov. 18, 1924, Certificate of Authorization was granted to operate in O'Brien and Sioux Counties.

No. H-94—1924.

C. J. Jauron, Salix. Motor Carrier—Passenger—Woodbury County.

This application was filed on Nov. 28, 1924, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Nov. 28, 1924, issued Certificate of Authorization to operate upon the following route:

Between Salix, Sergeants Bluffs, and Sioux City, Woodbury County.

Beginning at the corner of Tipton and Popular Streets, Salix, Iowa, thence north on Tipton Street to the north corporate limits of Salix, a distance of five hundred and eight thousandths (.508) of a mile in Salix; thence northwest on Primary Road No. 12 a distance of six and thirty-five hundredths (6.35) miles to the intersection with east and west highway at the north line of Section 32, Woodbury Township; thence west on the south line of Sections 29 and 30, a distance of seventy-five hundredths (.75) of a mile to the west corporate limits of Sergeants Bluffs; thence west on First Street in Sergeants Bluffs to Crockwell Street, thence north on Crockwell Street to the north corporate limits of Sergeants Bluffs, a distance of six hundred and forty-nine thousandths (.649) of a mile in Sergeants Bluffs; thence north and east through sections 30 and 29, Woodbury Township, a distance of one (1) mile to the intersection with Primary Road No. 12, thence in a northerly direction on Primary Road No. 12, a distance of two and one-tenth (2.1) miles to the south corporate limits of Sioux City; thence north on Lakeport Road in Sioux City to Morningside Avenue, thence west and northwest on Morningside Avenue to Jay Avenue, thence north on Morningside Avenue to Dodge Street, thence west on Dodge Street to Rustin Street, thence north on Rustin Street to Leech Avenue, thence west on Leech Avenue to Fairmont Street, thence north on Fairmont Street to Cor-

rectionville Road, thence west on Correctionville Road to Wescott Street, thence north on Westcott Street to Third Street, thence west on Third Street to the corner of Third and Nebraska Streets, being the terminus in Sioux City, a distance of five and seven hundred and ninety-eight thousandths (5.798) miles in Sioux City; thence returning to Salix over the above described route.

No. H-98—1924.

H. A. Kohl, Redfield. *Motor Carrier—Freight—Dallas and Polk Counties.*

This application was filed on Aug. 31, 1923, hearing was held, in the office of the Board, on Sept. 19, 1923, and on Mar. 21, 1924, the Board issued Certificate of Authorization to operate upon the following route:

Between Redfield, Adel, Waukee, and Des Moines, Dallas and Polk Counties. Beginning at First and Thomas Streets, Redfield, thence south on First Street to Omaha Street, thence east on Omaha Street to the east corporate limits of Redfield, a distance of three-tenths (.3) of a mile in Redfield; thence east on Primary Road No. 2 a distance of six and eighty-five hundredths (6.85) miles to the west corporate limits of Adel; thence north on unnamed street in Adel, to Main Street, thence east on Main Street to Benton Street, thence south on Benton Street to unnamed street, thence east on unnamed street to the east corporate limits of Adel, a distance of one and thirty-seven hundredths (1.37) miles in Adel; thence east on Primary Road No. 2, a distance of six and thirty-two hundredths (6.32) miles to the west corporate limits of Waukee; thence east on Adel Avenue in Waukee to the east corporate limits of Waukee, a distance of eight hundred and sixty-two thousandths (.862) of a mile in Waukee; thence south and east on Primary Road No. 2 a distance of six and forty-two hundredths (6.42) miles to the east line of Dallas County; thence east on Primary Road No. 2 in Polk County, a distance of four and seven-tenths (4.7) miles to the west corporate limits of Des Moines; thence east on Grand Avenue in Des Moines to west Fourth Street, thence south on west Fourth Street to Court Avenue, a distance of four (4) miles in Des Moines; thence returning to Redfield over the route described above.

No. H-99—1924.

Arthur E. Wells, Sanborn. *Motor Carrier—Freight—Lyon, Sioux, Plymouth, Woodbury, Osceola, O'Brien, Cherokee, Clay, Dickinson and Buena Vista Counties.*

This application was filed on Aug. 31, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Sept. 12, 1924, issued Certificate of Authorization to operate in the counties above mentioned.

No. H-100—1924.

Madrid Motor Transport, Madrid. *Motor Carrier—Freight—Boone, Dallas and Polk Counties.*

This application was filed on Aug. 29, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on June 9, 1924, issued Certificate of Authorization to operate upon the following route:

Between Des Moines, Polk City, and Madrid, Polk, Dallas and Boone Counties. Beginning at First Street and Court Avenue, Des Moines, thence west on Court Avenue to Fifth Street, thence north on Fifth Street to Forest Street, thence west on Forest Street to Sixth Avenue, thence north on Sixth Street to the north corporate limits of Des Moines, a distance of four and five-tenths (4.5)

miles in Des Moines; thence northwest on Primary Road No. 60, a distance of eleven and five-tenths (11.5) miles to the east corporate limits of Polk City; thence through Polk City on Primary Road No. 60, to the west corporate limits of Polk City, a distance of one mile (1) in Polk City; thence northwest on Primary Road No. 60, a distance of seven and seven-tenths (7.7) miles to the west line of Polk County; thence north on Primary Road No. 60, between Polk and Dallas Counties, a distance of one (1) mile to the south line of Boone County; thence north on Primary Road No. 60 in Boone County, a distance of one-fourth ($\frac{1}{4}$) of a mile to the south corporate limits of Madrid, thence north on South Division Street in Madrid to east Sixth Street, thence west on east Sixth Street to South State Street, thence north on South State Street to Acme Hotel, located at East Third and South State Streets, a distance of seventy-five hundredths (.75) of a mile in Madrid, thence returning to Des Moines over the described route.

No. H-102—1924.

B. J. Kramer & Son, Maquoketa. *Motor Carrier—Passenger—Dubuque and Jackson Counties.*

This application was filed on Sept. 6, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, Certificate of Authorization to operate upon the following route was granted on May 13, 1924:

Between Maquoketa, Hurstville, Zwingle, and Dubuque, Dubuque and Jackson Counties:

Beginning at Decker Hotel, located on the corner of North Main and James Streets in Maquoketa; thence north on Main Street to the north corporate limits of Maquoketa, a distance of seven-tenths (.7) of a mile in Maquoketa; thence north on Primary Road No. 20, a distance of nineteen-hundredths (.19) of a mile to the east corporate limits of Hurstville; thence north on Main Street in Hurstville, a distance of one and forty-seven hundredths (1.47) of a mile to the north corporate limits of Hurstville; thence north on Primary Road No. 20 through the unincorporated towns of Fulton and Otter Creek, a distance of fourteen and eighty-four hundredths (14.84) miles to the south corporate limits of Zwingle, Jackson County; thence north on Main Street in that part of Zwingle located in Jackson County, a distance of eight-tenths (.8) of a mile to the north line of Jackson County; thence continuing north on Main Street in that part of Zwingle located in Dubuque County, a distance of four-tenths (.4) of a mile to the north corporate limits of Zwingle; thence north on Primary Road No. 20 through the unincorporated town of Key West a distance of twelve and eight-tenths (12.8) miles to the south corporate limits of Dubuque, Iowa; thence north on Southern Avenue in Dubuque to Locust Street, thence east on Locust Street to Second Street, thence north on Second Street to Main Street, thence east on Main Street to Eighth Street, thence north on Eighth Street to the Dubuque Chamber of Commerce, located at Ninth and Locust Streets, a distance of two and eight-tenths (2.8) miles in Dubuque; thence returning to Maquoketa over the above described route.

No. H-103—1924.

A. B. Core, Manson. *Motor Carrier—Freight—Webster, Calhoun and Pocahontas Counties.*

This application was filed Sept. 5, 1923, under the good faith operation clause of the statute. After some correspondence, it was ascertained that the applicant had moved to Florida, and he later wrote us that the application might be cancelled.

Filed Sept. 5, 1923. Closed Jan. 7, 1924.

No. H-104—1924.

Poindexter & Renfro, Des Moines. *Motor Carrier—Passenger—Polk, Dallas and Boone Counties.*

This application was filed Sept. 10, 1923, and applicant, having shown good faith operation on April 14, 1923, was granted, on Aug. 29, 1924, a Certificate of Authorization to operate upon the following route:

Between Des Moines, Polk City, and Madrid, in Polk, Dallas, and Boone Counties, Iowa.

Beginning at the Union Bus Station, 106 Sixth Avenue, in Des Moines, thence north on Sixth Avenue to the north corporate limits of Des Moines, a distance of four (4) miles in Des Moines; thence northwest on Primary Road No. 60, a distance of eleven and five-tenths (11.5) miles to the east corporate limits of Polk City; thence through Polk City on Primary Road No. 60 to the west corporate limits of Polk City, a distance of one (1) mile in Polk City; thence northwest on Primary Road No. 60, a distance of seven and seven-tenths (7.7) miles to the west line of Polk County; thence north on Primary Road No. 60, between Polk and Dallas Counties, a distance of one (1) mile to the south line of Boone County; thence north on Primary Road No. 60 in Boone County, a distance of one-fourth ($\frac{1}{4}$) mile to the south corporate limits of Madrid; thence north on South Division Street in Madrid to east Sixth Street, thence west on East Sixth Street to South State Street, thence north on South State Street to Acme Hotel, located at East Third and South State Streets, a distance of seventy-five hundredths (.75) of a mile in Madrid; thence returning over above described route to Union Bus Station in Des Moines.

No. H-105—1924.

C. L. Hartzell, Britt. *Motor Carrier—Freight—Cerro Gordo and Hancock Counties.*

This application was filed Sept. 8, 1923, and the applicant, having shown good faith operation on April 14, 1923, was granted, on May 22, 1924, a Certificate of Authorization to operate upon the following route:

Beginning at Second and Main Streets, Britt, thence north on Main Street to Commercial Street, thence east on Commercial Street to the east corporate limits of Britt, a distance of eight-tenths (.8) of a mile in Britt; thence east on Primary Road No. 19 a distance of nine (9) miles to the west corporate limits of Garner; thence east on Third Street in Garner to the east corporate limits of Garner, a distance of one (1) mile in Garner; thence east on Primary Road No. 19 a distance of six and three-tenths (6.3) miles to the east line of Hancock County; thence east on Primary Road No. 19 in Cerro Gordo County, a distance of five and thirteen hundredths (5.13) miles to the west corporate limits of Clear Lake; thence east on Third Street in Clear Lake to the east corporate limits of Clear Lake, a distance of two and thirty-five hundredths (2.35) miles in Clear Lake; thence east on Primary Road No. 19 a distance of six (6) miles to the west corporate limits of Mason City; thence east on Fourth Street southwest in Mason City to Federal Street, thence south on Federal Street to Eighth Street, thence east on Eighth Street to Delaware Avenue, thence north on Delaware Avenue to Sixth Street, thence west on Sixth Street to Federal Avenue, thence north on Federal Avenue to 15th Street Northeast, thence east on 15th Street to Decker's Packing Plant, a distance of four and two-tenths (4.2) miles in Mason City; thence returning to Britt over the above described route.

No. H-106—1924.

Roy B. Burt, Colfax. *Motor Carrier—Freight—Jasper and Polk Counties.*

This application was filed on Sept. 19, 1923, and was set down for hearing on Jan. 23, 1924. The applicant, failing to appear for the hearing,

was advised that unless he was heard from to the contrary by January 30, 1924, the application would be dismissed. Not hearing from him, the file was closed on Jan. 30, 1924.

No. H-108—1924.

Sioux Valley Oil Co., Hawarden. *Motor Carrier—Oils—Sioux and Plymouth Counties.*

This application was filed on Sept. 18, 1923, and the applicant, having shown good faith operation on April 14, 1923, was granted, on Nov. 17, 1924, Certificate of Authorization to operate as a motor carrier of oils in Sioux and Plymouth Counties.

No. H-110—1924.

Frank J. Clouss, Manson. *Motor Carrier—Freight—Calhoun and Webster Counties.*

This application was filed on Sept. 25, 1923, and applicant, having shown good faith operation on April 14, 1923, was granted, on Nov. 5, 1924, a Certificate of Authorization to operate upon the following route:

Between Manson and Fort Dodge, Calhoun and Webster Counties.

Beginning at garage, located on Second Street one-half block west of Main Street, Manson, Iowa, thence east on Second Street to Main Street, thence north on Main Street to Grant Highway, thence east on Grant Highway to the east corporate limits of Manson, a distance of one (1) mile in Manson; thence east on Primary Road No. 5 a distance of three and ninety-five hundredths (3.95) miles to the east line of Calhoun County; thence east, south, and east on Primary Road No. 5 in Webster County a distance of thirteen (13) miles to the west corporate limits of Fort Dodge; thence southeast on unnamed street in Fort Dodge to Third Street, thence south on Third Street to Second Avenue South, thence east on Second Avenue South to 18th Street, thence north on 18th Street to First Avenue North, thence west on First Avenue North to Third Street, thence north on Third Street to unnamed street, thence northwest on unnamed street to the west corporate limits of Fort Dodge, a distance of four and seventy-six hundredths (4.76) miles in Fort Dodge; thence west, north, and west on Primary Road No. 5 a distance of thirteen (13) miles to the west line of Webster County; thence west on Primary Road No. 5 in Calhoun County, a distance of three and ninety-five hundredths (3.95) miles to the east corporate limits of Manson; thence west on Grant Highway in Manson to first alley east of Main Street, thence south on said alley to First Street, thence north in the alley west of First Street to Second Street, a distance of one and twelve hundredths (1.12) miles in Manson.

No. H-113—1924.

R. B. Fearing, Cedar Falls. *Motor Carrier—Freight—Black Hawk County.*

This application was filed on Oct. 22, 1923, and hearing was held, at Waterloo, on Feb. 26, 1924. It appearing that the applicant was operating in good faith on April 14, 1923, he was granted, on June 14, 1924, Certificate of Authorization to operate upon the following route:

Between Cedar Falls, Cedar Heights, Castle Hill, and Waterloo, Black Hawk County.

Beginning at the corner of Third and Washington Streets, in Cedar Falls, thence east on Third Street to Main Street, thence south on Main Street to 13th Street, thence east on 13th Street to Rainbow Drive; thence east on Rainbow

Drive to the east corporate limits of Cedar Falls, which is also the west corporate limits of Cedar Heights, a distance of one and six-tenths (1.6) miles in Cedar Falls; thence east on Rainbow Drive in Cedar Heights, a distance of one and three-tenths (1.3) miles to the east corporate limits of Cedar Heights, which is also the west corporate limits of Castle Hill; thence east on Rainbow Drive in Castle Hill, a distance of one and three-tenths (1.3) miles to the east corporate limits of Castle Hill; thence east on Primary Road No. 5, a distance of one (1) mile to the west corporate limits of Waterloo; thence east on West Field Avenue and Miles Street in Waterloo to Commercial Street, thence southeast on Commercial Street to Fifth Street, thence northeast on Fifth Street to Sycamore Street, a distance of two (2) miles in Waterloo; thence returning to Cedar Falls over the above described route.

No. H-115—1924.

Ezra G. Benedict, Sidney. *Motor Carrier—Freight—Mills, Pottawattamie and Fremont Counties.*

This application was filed on Oct. 24, 1923, and hearing was held, at Sidney, on Nov. 15, 1923. It appearing that the applicant was operating in good faith on April 14, 1923, he was granted, on Sept. 26, 1924, Certificate of Authorization to operate in the above mentioned counties.

No. H-116—1924.

Carstensen Transfer Co., Clinton. *Motor Carrier—Freight—Clinton County.*

This application was filed on Oct. 26, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, it was granted, on April 10, 1924, Certificate of Authorization to operate upon the following route:

Route No. 1. Between Clinton, Low Moor, DeWitt, and Grand Mound, Clinton County.

Beginning at the corner of Third Avenue and Second Street, Clinton, thence south on Second Street to Eighth Avenue, thence returning north on Second Street to Seventh Avenue, thence east on Seventh Avenue to First Street, thence north on First Street to Fifth Avenue, thence west on Fifth Avenue to west corporate limits of Clinton, a distance of four and forty-nine hundredths (4.49) miles in Clinton; thence west on Primary Road No. 6 a distance of six and four hundredths (6.04) miles to the intersection of north and south highway at northeast corner of Section 22, Eden Township, thence south along the east line of Section 22, Eden Township, a distance of seventy-five hundredths (.75) of a mile to the north corporate limits of Low Moor; thence south on Main Street in Low Moor one (1) block, thence returning north on Main Street to the north corporate limits of Low Moor, a distance of five-tenths (.5) of a mile in Low Moor; thence north along the east line of Section 22, Eden Township, a distance of seventy-five hundredths (.75) of a mile to the intersection of Primary Road No. 6 at the northeast corner of said Section 22; thence west on Primary Road No. 6 a distance of nine and fifty-four hundredths (9.54) miles to the east corporate limits of DeWitt; thence west on Jackson Street in DeWitt to Washington Street, thence south on Washington Street to Harrison Street, thence west on Harrison Street to Jefferson Street, thence south on Jefferson Street to Dodge Street, thence returning north on Jefferson Street to Harrison Street, thence west on Harrison Street to west corporate limits of DeWitt, a distance of one and forty-five hundredths (1.45) miles in DeWitt; thence west on Primary Road No. 6 a distance of five and six hundredths (5.06) miles to the intersection of north and south highway at the northeast corner of Section 18, Orange Township; thence south along east line of said Section 18, a distance of two hundredths (.02) of a mile to

the north corporate limits of Grand Mound; thence south on Main Street in Grand Mound to Second Street, a distance of thirty-six hundredths (.36) of a mile in Grand Mound; thence returning to Clinton over the above described route.

Route No. 2. Between Clinton, Low Moor, DeWitt, Grand Mound and Calamus, Clinton County.

Beginning at the corner of Third Avenue and Second Street, Clinton, thence south on Second Street to Eighth Avenue, thence north on Second Street to Seventh Avenue, thence east on Seventh Avenue to First Street, thence north on First Street to Fifth Avenue, thence west on Fifth Avenue to west corporate limits of Clinton, a distance of four and forty-nine hundredths (4.49) miles in Clinton; thence west on Primary Road No. 6 a distance of six and four hundredths (6.04) miles to the intersection of north and south highway at northeast corner of Section 22, Eden Township; thence south along east line of Section 22, Eden Township, a distance of seventy-five hundredths (.75) of a mile to the north corporate limits of Low Moor, thence one block south on Main Street in Low Moor; thence north on Main Street to the north corporate limits of Low Moor, a distance of five-tenths (.5) of a mile in Low Moor; thence north along east line of Section 22, Eden Township, a distance of seventy-five hundredths (.75) of a mile to the intersection of Primary Road No. 6 at northeast corner of said Section 22; thence west on Primary Road No. 6 a distance of nine and fifty-four hundredths (9.54) miles to the east corporate limits of DeWitt; thence west on Jackson Street in DeWitt to Washington Street, thence south on Washington Street to Harrison Street, thence west on Harrison Street to Jefferson Street, thence south on Jefferson Street to Dodge Street, thence returning north on Jefferson Street to Harrison Street, thence west on Harrison Street to west corporate limits of DeWitt, a distance of one and forty-five hundredths (1.45) miles in DeWitt; thence west on Primary Road No. 6 a distance of five and six hundredths (5.06) miles to intersection of north and south highway at northeast corner of Section 18, Orange Township; thence south along east line of said Section 18 a distance of two hundredths (.02) of a mile to the north corporate limits of Grand Mound; thence south on Main Street in Grand Mound to Second Street, thence returning north on Main Street to the north corporate limits of Grand Mound, a distance of seventy-two hundredths (.72) of a mile in Grand Mound, thence north along east line of Section 18, Orange Township a distance of two hundredths (.02) of a mile to the intersection of Primary Road No. 6, thence west on Primary Road No. 6 a distance of five and fifty-six hundredths (5.56) miles to the east corporate limits of Calamus; thence south on Second Street in Calamus to Main Street, a distance of fifty-seven hundredths (.57) of a mile in Calamus; thence returning to Clinton over the above described route.

No. H-118—1924.

M. R. Adamson, Thurman. *Motor Carrier—Freight—Fremont, Mills and Pottawattamie Counties.*

This application was filed on Nov. 20, 1923, hearing was held, at the Court House, Council Bluffs, on Sept. 22, 1924, and the Board, on Nov. 28, 1924, issued Certificate of Authorization to operate upon the following route:

Route No. 1. Between Thurman, the unincorporated towns of McPaul, Percival and the west line of the State of Iowa, in Fremont County, Iowa.

Beginning at the corner of Filmore and West streets, Thurman, Iowa; thence north on West St. to North St., thence west on North St. to the west corporate limits of Thurman, a distance of twenty-five hundredths (0.25) of a mile in Thurman; thence west on highway in Sections 35, 34, 33 and 32, Scott Township and south in Section 32, Scott Township and Sections 5, 8, 17, 20, 29 and 32, Benton Township, and Sections 7, 18, 17 and 20 Benton Township, a distance of twelve and five-tenths (12.5) miles to the intersection with Primary Road No. 3, near the center of said section 20, Benton Township;

thence in a southwesterly direction on Primary Road No. 3, a distance of three (3.) miles to the west line of the State of Iowa; thence returning to Thurman over the above described route.

Route No. 2. Between Thurman and the west line of the State of Iowa, in Fremont County, Iowa.

Beginning at the corner of Filmore and West Streets, Thurman, Iowa; thence east on Filmore St. to Washington St., thence south on Washington St. to the south corporate limits of Thurman, a distance of five-tenths (0.5) of a mile in Thurman; thence in a southerly direction on Township Road No. 201, a distance of seven (7.) miles to the intersection with Primary Road No. 3, at the south line of Section 32, Sidney Township; thence in a westerly and southerly direction on Primary Road No. 3, a distance of ten (10.) miles to the west line of the State of Iowa; thence returning over the above described route.

Route No. 3. Between Thurman, Glenwood and Council Bluffs, in Fremont, Mills and Pottawattamie Counties, Iowa.

Beginning at the corner of Filmore and West Sts., Thurman, Iowa; thence north on West St. to North St., thence west on North St. to the west corporate limits of Thurman, a distance of twenty-five hundredths (.25) of a mile in Thurman; thence west in Sections 35, 34, 33 and 32, Scott Township, and in a northerly direction through Sections 32, 29, 20, 21, 16, 9 and 4 Scott Township, a distance of nine and five-tenths (9.5) miles to the north line of Fremont County, thence in a northerly direction in Mills County on highway in Sections 33, 28, 27, 21, 16, 15, 10 and 3, Lyons Township, and Sections 34, 26, 27, 23, and 14, Glenwood Township, a distance of thirteen (13.) miles to the south corporate limits of Glenwood; thence northeast on Ebaugh St. in Glenwood, to Arnold St., thence east on Arnold St. to Locust St., thence north on Locust St. to the north corporate limits of Glenwood, a distance of one and seven-tenths (1.7) miles in Glenwood; thence in a northerly direction on Primary Road No. 8, a distance of eight (8.) miles to the north line of Mills County; thence in a northerly direction on Primary Road No. 8 in Pottawattamie County, a distance of seven (7.) miles to the south corporate limits of Council Bluffs; thence west on Tosteman St. in Council Bluffs to High St., thence north on High St. to 16th Ave., thence west on 16th Ave. to 3rd St., thence north on 3rd St. to 9th Ave., thence west on 9th Ave. to Main St., thence north on Main St. to 6th Ave., thence west on 6th Ave. to 6th St., thence north on 6th St. to Broadway; thence west on Broadway to the west corporate limits of Council Bluffs, a distance of six and five-tenths (6.5) miles in Council Bluffs; thence returning to Thurman over the above described route.

Route No. 4. Between Thurman, Tabor, Glenwood and Council Bluffs, in Fremont, Mills and Pottawattamie Counties, Iowa.

Beginning at the corner of Filmore and West Sts., Thurman, Iowa; thence east on Filmore St. to East St., thence northeast on East St. to the east corporate limits of Thurman, a distance of four-tenths (.4) of a mile in Thurman; thence in a southeasterly direction in Section 36, Scott Township and east along the north line of Sections 6, 5 and 4 Sidney Township, a distance of four (4.) miles to the intersection with Primary Road No. 4, at the northeast corner of said Section 4; thence north on Primary Road No. 4, a distance of five (5.) miles to the south corporate limits of Tabor; thence north on Main St. in Tabor to the north line of Fremont County, a distance of one (1.) mile in that part of Tabor located in Fremont County; thence north on Main St. in that part of Tabor located in Mills County, a distance of six-tenths (.6) of a mile to the north corporate limits of Tabor; thence north and west on Primary Roads Nos. 4, 8 and 12, a distance of twelve and seventy-five hundredths (12.75) miles to the east corporate limits of Glenwood; thence west on Sharp St. in Glenwood to Locust St., thence north on Locust St. to the north corporate limits of Glenwood; a distance of one and three-tenths (1.3) miles in Glenwood; thence in a northerly direction on Primary Roads Nos. 8 and 12, a distance of eight (8.) miles to the north line of Mills County; thence in a northerly direction on Primary Roads Nos. 8 and 12, in Pottawattamie County, a distance of seven (7.) miles to the south corporate limits of Council Bluffs; thence west on Tosteman St. in Council Bluffs to High St., thence north on High St. to 16th Ave., thence west on 16th Ave. to 3rd St., thence north on

3rd St. to 9th Ave., thence west on 9th Ave. to Main St., thence north on Main St. to 6th Ave., thence west on 6th Ave. to 6th St., thence north on 6th St. to Broadway; thence west on Broadway to the west corporate limits of Council Bluffs, a distance of six and five-tenths (6.5) miles in Council Bluffs; thence returning over the above described route.

No. H-119—1924.

Raymond Mishler, West Union. *Motor Carrier—Passenger—Fayette County.*

This application was filed on Nov. 24, 1923, hearing was held, at Oelwein, on Feb. 1, 1924, and on March 3, 1924. Certificate of Authorization was issued to operate upon the following route:

Route No. 1. Between Oelwein, Maynard, Fayette and West Union, Fayette County.

Beginning at the Mealey Hotel, located at the corner of First Street and South Frederick Street, Oelwein, Iowa, thence north on North Frederick Street to the north corporate limits of Oelwein, a distance of eighty-six hundredths (.86) miles in Oelwein, thence north and east on Primary Road No. 11, a distance of seven and five-hundredths (7.05) miles to the west corporate limits of Maynard; thence east on Main Street in Maynard to the east corporate limits of Maynard, a distance of one (1) mile in Maynard; thence east and north on Primary Road No. 11 a distance of seven and four-tenths (7.4) miles to the south corporate limits of Fayette; thence north on Main Street in Fayette to the north corporate limits of Fayette, a distance of one and thirteen hundredths (1.13) miles in Fayette; thence north on Primary Road No. 11 a distance of six and eighty-five hundredths (6.85) miles to the south corporate limits of West Union; thence north on Vine Street in West Union to Commercial Hotel located at corner of Vine Street and Main Street, a distance of one and twelve hundredths (1.12) miles in West Union; thence returning to Oelwein over the above described route.

This Certificate was revoked on Aug. 29, 1924, upon advice from the applicant that he had discontinued operating on April 22, 1924.

No. H-121—1924.

T. S. Buck, Humboldt Motor Express, Humboldt. *Motor Carrier—Freight—Humboldt and Webster Counties.*

This application was filed on Nov. 27, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on April 7, 1924, issued Certificate of Authorization to operate upon the following route:

Between Humboldt, Dakota City, and Fort Dodge, Humboldt and Webster Counties:

Beginning at the corner of Lincoln Street and Sumner Avenue, Humboldt, thence east on Sumner Avenue to the east corporate limits of Humboldt, which is also the west corporate limits of Dakota City, a distance of six-tenths (.6) miles in Humboldt; thence east on Mill Street in Dakota City to Wood Street, thence north on Wood Street to Vine Street, thence northeast on Vine Street to the east corporate limits of Dakota City, a distance of one and three-tenths (1.3) miles in Dakota City; thence in a southeasterly direction on Primary Road No. 16, a distance of five and nine-tenths (5.9) miles to the south line of Humboldt County; thence south on Primary Road No. 16 in Webster County, a distance of nine and twenty-five hundredths (9.25) miles to the north corporate limits of Fort Dodge; thence south on 15th Street in Fort Dodge to Second Avenue north, thence east on Second Avenue north to 18th Street, thence south on 18th Street to First Avenue South, thence west on First Avenue South to Third Street, thence north on Third Street to Central

Avenue, thence west on Central Avenue to Second Street, a distance of two and fifty-nine hundredths (2.59) miles in Fort Dodge; thence returning over the above described route to Humboldt.

No. H-122—1924.

J. T. Snyder, Mitchellville. *Motor Carrier—Passenger—Polk County.*

This application was filed on Nov. 30, 1923, hearing was set for Jan. 18, 1924, in the office of the Board, and the applicant failing to appear at that time the Board directed that the application be dismissed subject to reopening on proper showing to the Board. Upon receipt of advice from the applicant that he had ceased operating on Jan. 21, 1924, the file was closed.

No. H-123—1924.

Benjamin W. Crips, Ottumwa. *Motor Carrier—Passenger—Wapello, Keokuk and Mahaska Counties.*

This application was filed on Dec. 5, 1923, hearing was held, at Ottumwa, on Feb. 25, 1924, and on July 3, 1924, Certificate of Authorization was issued to operate upon the following route:

Between Ottumwa, Fremont, Cedar, Wright, and Oskaloosa, in Wapello, Keokuk, and Mahaska Counties.

Beginning at the corner of Green and Main Streets, Ottumwa, Iowa, thence north on Green Street to Second Street, thence west on Second Street to Court Street, thence north on Court Street to north corporate limits of Ottumwa, a distance of one and three-quarters (1.75) miles in Ottumwa; thence north on Primary Roads Nos. 13 and 24, a distance of eight and one-quarter (8.25) miles to the north line of Wapello County; thence north on Primary Road No. 24, between Mahaska and Keokuk Counties, a distance of two (2) miles, thence west and north on Primary Road No. 24 in Mahaska County, a distance of two (2) miles to the south corporate limits of Fremont; thence north and west on Main Street in Fremont to west corporate limits of Fremont, a distance of one and one-quarter (1.25) miles in Fremont; thence west, north, and west on Primary Road No. 24, through the unincorporated towns of Cedar and Wright, a distance of fourteen and three-quarters (14.75) miles to the south corporate limits of Oskaloosa; thence north on Seventh Street in Oskaloosa to First Avenue, thence west on First Avenue to First Street, thence north on First Street to Downing Hotel, located at 114 South First Street, a distance of one and three-tenths (1.3) miles in Oskaloosa.

No. H-124—1924.

Iowa Motor Transit Co., Indianola. *Motor Carrier—Passenger—Warren and Clarke Counties.*

This application was filed on Dec. 5, 1923, hearing was held, at Indianola, on Feb. 27, 1924, and on May 5, 1924, Certificate of Authorization was granted to operate upon the following route:

Route No. 1. Between Indianola and Osceola, Warren and Clarke Counties: Beginning at the Indianola Bus Station located at 105 West Salem Avenue, Indianola; thence east on West Salem Avenue to South Jefferson Way, thence south on south Jefferson Way to the south corporate limits of Indianola, a distance of seventy-five hundredths (.75) of a mile in Indianola; thence in a southerly direction on Primary Road No. 1 a distance of fifteen and five-tenths (15.5) miles to the south line of Warren County; thence west on Primary Road No. 1 between Warren and Clarke Counties, a distance of six hundred and twenty-five thousandths (.625) of a mile; thence in a southwest-

erly direction on Primary Road No. 1 in Clarke County, a distance of eleven and eight hundred and seventy-five thousandths (11.875) miles to the north corporate limits of Osceola; thence south on Main Street in Osceola to Jefferson Street, thence west on Jefferson Street to the Adams Cafe, located at 110 Jefferson Street, a distance of seventy-five hundredths (.75) of a mile in Osceola; thence returning to Indianola over the above described route.

No. H-125—1924.

Charles and Lee Mounts, Arispe. *Motor Carrier—Passenger—Union, Adair, Guthrie, Dallas and Polk Counties.*

This application was filed on Dec. 6, 1923, but inasmuch as the applicant did not reply to communications from this office, he was advised, on Mar. 20, 1924, that unless we heard from him to the contrary within ten days the application would be considered withdrawn. Not hearing from the applicant, the file was closed on Mar. 31, 1924.

No. H-127—1924.

L. T. Munson, Monroe. *Motor Carrier—Passenger—Marion and Mahaska Counties.*

This application was filed on Dec. 17, 1923, hearing was held, at Oskaloosa, on Feb. 25, 1924, and on Mar. 21, 1924, Certificate of Authorization was granted to operate upon the following route:

Between Pella and Oskaloosa, Marion and Mahaska Counties.

Beginning at southeast corner of square, corner of Main and Franklin Streets, Pella, thence south on Main Street to Oskaloosa Street, thence east on Oskaloosa Street to the east corporate limits of Pella, a distance of one and two-tenths (1.2) miles in Pella; thence in a southeasterly direction on Primary Road No. 2, a distance of one and nine-tenths (1.9) miles to the east line of Marion County; thence in a southeasterly direction on Primary Road No. 2 in Mahaska County, a distance of thirteen (13) miles to the west corporate limits of Oskaloosa; thence in a southeasterly direction on Pella Avenue in Oskaloosa to D Street, thence east on D Street to I Street, thence south on I Street to High Avenue, thence east on High Avenue to First Street, thence south on First Street to Downing Hotel located at 114 South First Avenue, a distance of one and four-tenths (1.4) miles in Oskaloosa; thence returning to Pella over the above described route.

No. H-128—1924.

Muscatine-Burlington Bus Line, Muscatine. *Motor Carrier—Passenger—Muscatine, Louisa and Des Moines Counties.*

This application was filed on Dec. 19, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Sept. 16, 1924, granted certificate of authorization to operate upon the following route:

Between Muscatine, Grandview, Wapello, Oakville, and Burlington, Muscatine, Louisa, and Des Moines Counties.

Beginning at Grand Hotel, located at Second and Cedar Streets, Muscatine, thence south on Second Street to Front Street, thence west on Front Street to Hershey Avenue, thence west on Hershey Avenue to Green Street, thence south on Green Street to Grandview Avenue, thence west on Grandview Avenue to the west corporate limits of Muscatine, a distance of two and eighty-five hundredths (2.85) miles in Muscatine; thence in a southwesterly direction on Primary Road No. 20, a distance of eight and twenty-eight hundredths (8.28)

miles to the south line of Muscatine County; thence south and east on Primary Road No. 20, in Louisa County, a distance of four and four-tenths (4.4) miles to the west corporate limits of Grandview; thence southeast on Main Street in Grandview, a distance of eight-tenths (.8) of a mile to the south corporate limits of Grandview; thence in a southerly direction on Primary Road No. 20 a distance of eight and three-tenths (8.3) miles to the east corporate limits of Wapello; thence west on Franklin Street in Wapello to Second Street, thence north on Second Street to Main Street, thence west on Main Street to Third Street, thence south on Third Street to Franklin Street, thence east on Franklin Street to the east corporate limits of Wapello, a distance of one and two-tenths (1.2) miles in Wapello; thence in a southeasterly direction on Mississippi River Scenic Highway in Sections 26, 25, and 36, Wapello Township, and Sections 31, 5, 4, 3, 10, 11, 14, 23, and 26, Jefferson Township, to the west corporate limits of Oakville, a distance of ten and two-tenths (10.2) miles between east corporate limits of Wapello and west corporate limits of Oakville; thence east on unnamed street in Oakville to Main Street, thence south on Main Street to the south corporate limits of Oakville; a distance of one and eight-tenths (1.8) miles in Oakville; thence south on Mississippi River Scenic Highway along the west line of Sections 25 and 36, Jefferson Township, a distance of two (2) miles to the south line of Louisa County; thence south on Mississippi River Scenic Highway in Des Moines County through Sections 1, 12, 14, 23, 24, 25, and 36, Huron Township, Sections 1, 12, 13, 14, 23, 26, and 35, Benton Township, Sections 2, 3, 10, 9, 16, 17, and 20, Tama Township, a distance of eighteen (18) miles to the north corporate limits of Burlington; thence south on Main Street in Burlington to Elm Street, thence west on Elm Street to Third Street, thence north on Third Street to Burlington Hotel, located at Third and Valley Streets, a distance of three and twelve-hundredths (3.12) miles in Burlington; thence returning to Muscatine over the above described route.

No. H-131—1924.

H. G. Hill, Bloomfield. *Motor Carrier—Freight—Davis and Wapello Counties.*

This application was filed on Jan. 3, 1924, hearing was held, at Ottumwa, on Feb. 25, 1924, and on April 14, 1924, the Board granted Certificate of Authorization to operate upon the following route:

Between Bloomfield and Ottumwa, Davis and Wapello Counties.

Beginning at the corner of Franklin and Washington Streets, Bloomfield, thence north on Washington Street to north corporate limits of Bloomfield, a distance of five-tenths (.5) of a mile in Bloomfield; thence north on Primary Road No. 13, a distance of ten and five-tenths (10.5) miles to the north line of Davis County, thence north on Primary Road No. 13 in Wapello County, a distance of seven (7) miles to the south corporate limits of Ottumwa; thence north on Madison Street in Ottumwa to Weller Street, thence west on Weller Street to Church Street, thence northeast on Church Street to Market Street, thence north on Market Street to Commercial Street, thence east on Commercial Street to Green Street, thence north on Green Street to Main Street, thence east on Main Street to Morrells' Packing House, thence returning west on Main Street to Marion Street, thence returning east on Main Street to Market Street, thence south on Market Street to Main Street, a distance of four (4) miles in Ottumwa; thence returning to Bloomfield over the above described route.

No. H-133—1924.

Red Ball Transportation Co., Mason City. *Motor Carrier—Passenger—Kossuth, Humboldt and Webster Counties.*

This application was filed on Feb. 16, 1924, hearing was held, at Ft. Dodge, on March 25, 1924, and on April 24, 1924, the Board rendered the

following decision, denying the application, Chairman Woodruff dissenting:

For the applicant—M. A. Potter, Atty., Mason City, Iowa. Helen M. Schultz, Mason City, Iowa.

For Minneapolis & St. Louis Railroad Company, Objectors—B. B. Burnquist, Atty., Fort Dodge, Iowa.

For Mary M. Sorenson, Objector—T. P. Harrington, Atty., Algona, Iowa. Mary M. Sorenson, Algona, Iowa.

For Board of Supervisors of Webster County, Objectors—C. C. Knudson, Member of Board, Badger, Iowa. R. S. Lund, Member of Board, Fort Dodge, Iowa. Wesley Johnson, Member of Board, Dayton, Iowa. Geo. Burnett, County Engineer, Fort Dodge, Iowa. C. A. Snook, County Auditor, Fort Dodge, Iowa.

Docket No. H-133.

On February 16, 1924, the Red Ball Transportation Company, Mason City, Iowa, filed an application for Certificate of Authorization to operate as a motor carrier of passengers between Algona, St. Joe, Livermore, Humboldt, Dakota City, Badger Corner, and Fort Dodge, in Kossuth, Humboldt, and Webster Counties, Iowa, as a part of a through line from Mason City to Fort Dodge, via Algona, the said applicant already operating as a motor carrier of passengers between Mason City and Algona under permission of this Board. Hearing on this application was held on March 25, 1924, at Fort Dodge, Iowa, pursuant to published notice of hearing as required by law.

There is already a motor carrier of passengers operating between Algona and Fort Dodge, over the route described in this application, known as the Reo Motor Bus Line, which is making two regular trips each way per day. Objections were filed to the granting of the Certificate by the Boards of Supervisors of Kossuth and Humboldt Counties which are herewith set out in full:

"The undersigned, Board of Supervisors of Kossuth County, objects to and resists the application of the Red Ball Transportation Company for a resistance to operate their motor busses from Algona south over Primary Road No. 16, through Kossuth County and Humboldt County to Fort Dodge, and respectfully state to your Honorable Body that our objection is based upon the following statement of facts:

"That Mrs. Mary M. Sorenson of Algona, is at this time operating two motor busses from Algona to Fort Dodge over the same road and making the same points supposed to be accommodated by the Red Ball Transportation Company; that her busses are making two round trips each per day; that she is traveling under a license heretofore granted by the Board of Railroad Commissioners of the State of Iowa; that the service she is affording is meeting every requirement of the traveling public; that the public convenience and public necessity does not require or need additional facilities over said road. That the granting of the license to the Red Ball Transportation Company will not be for

the benefit of the public, and public benefit and convenience does not require it;

"That the public highway from Algona south to the county line a distance of eleven miles, known as Primary Road No. 16, has been recently graded in part and been recently graveled; that the busses which the Red Ball Transportation Company proposes to run, are twenty-four passenger busses; that they are entirely too heavy for the road and the graveled road will not stand up under the weight of said busses; that said busses are at least twelve inches wider in the extreme width between wheels than the ordinary automobile, or wagon, and twelve inches wider than the busses operated by Mrs. Sorensen over said road; that the operation of said busses over that road would be a permanent and continuing injury to the highway and entail an unreasonable expense for maintenance, and constitute a continuous menace to public traffic over said road.

"That we attach hereto form of resolution heretofore adopted by this Board, and additional affidavits sustaining these statements of facts.

"For all of these reasons we ask that said application of said Red Ball Transportation Company be denied."

"Pursuant to and on account of the formal notice published by the Iowa Board of Railroad Commissioners under date of March 7, 1924, relative to the issuance of Certificate of Authorization to the Red Ball Transportation Company of Mason City, Iowa, to operate as a Motor Carrier of passengers through Humboldt County, we the Board of Supervisors of Humboldt County as custodians of the public highways in and for said County do hereby file the following objections:

"FIRST: We do not believe that the operation of the Red Ball Transportation Company would be of any real convenience to the traveling public as there already exists adequate railroad service for all the towns in Humboldt County which would be served by the proposed route.

"SECOND: Our present highways were not designed for and were not intended for the use of such equipment as is operated by the Red Ball Transportation Company and the additional cost of maintenance occasioned by the use of such vehicles will far exceed any revenue derived from them.

"THIRD: The people of this state are financially unable to support two systems of freight and passenger service lines. They are constantly demanding lower freight and passenger rates. This is obviously impossible if we continue to deprive the railroads of freight and passenger revenues. We cannot operate our agricultural communities without railroad service and yet we are constantly allowing unfair competition to impair their efficiency.

"We feel that it would be just as reasonable to require the public to maintain the railroad trackage as it is to allow such

companies as The Red Ball Transportation Company to operate on publicly maintained highways.

"FOURTH: We believe that such vehicles that are used and operated by the Red Ball Transportation Company are designed for and do travel at a rate of speed which not only deteriorates the surface of our roads quickly but renders our highways unsafe for local traffic.

"THE TIME HAS NOW ARRIVED for all legislative and executive bodies to direct their energies toward the improvement of economic conditions and eliminating all unnecessary expense in public activities. We, therefore, ask and petition your honorable body to refuse the application of the Red Ball Transportation Company of Mason City, Iowa, for a Certificate of Authorization to operate as a motor carrier of passengers over their proposed route and thereby cooperate with us in giving the public the maximum in safety, economy and service."

The Minneapolis & St. Louis Railroad Company also filed objections, as did Mrs. Mary M. Sorenson, proprietor of the Reo Motor Bus Line. The latter stated in substance that she had operated the Reo Motor Bus Line over the route proposed prior to April 14, 1923, and continuously since; that she had been granted Certificate by the Board; that she has purchased two properly equipped motor busses; that she is prepared to and is meeting every demand and requirement of the public for passenger traffic between all the points concerned in the application.

Many affidavits were filed by both applicant and protestants at the hearing, some indicating that the proposed service would promote the public convenience and others certifying that such proposed service would not promote public convenience.

There was no testimony offered that indicated the present motor carrier service is unsatisfactory or failing to meet the needs of the public desiring to avail itself of that form of transportation between Algona and Fort Dodge. Undoubtedly more frequent service would accommodate some of the public at times, but Mrs. Sorenson testified she was ready to install additional service as soon as public demands warranted it. Passengers using the Red Ball Transportation Company's busses, Mason City to Algona, may pursue their travels to Fort Dodge, if they so desire, by taking passage with the Reo Motor Bus Line. A much more direct and less expensive way from Mason City to Fort Dodge is, however, provided for by the Chicago Great Western Railroad.

From all the facts and circumstances before us, it is our opinion that the service proposed to be rendered by applicant would not promote the public convenience as contemplated by the law, and the application is, therefore, denied.

Chairman Woodruff, dissenting:

I cannot concur in the majority opinion in this case and for reasons therefor, would call attention to our decision dated November 21, 1923, in Docket H-18, in the matter of the application of the Red Ball Transportation Company, Incorporated.

To my mind it is clearly established that it was the intent of the

legislature in striking out the word "necessity" from the original bill and leaving only the question of "public convenience" to be determined by this Board, that this Commission should not consider the adequacy of the present service, nor the necessity for the proposed service. If any considerable number of persons testify that in their opinion the proposed service will promote the public convenience, then, I think, it is our duty under the law to grant a Certificate of Authorization regardless of present service and regardless of the effect such proposed service will have on competing lines. I could well agree with the majority opinion in this case if this Board was empowered by the Motor Carrier Act to go into the question of necessity of the service proposed.

In my opinion, too, the question as to damage to highways is one beyond the consideration of this Board. The legislature has determined the price to be paid by the motor carriers for the use of the highways of the State. The remedy, if one is needed, is by proper amendment to the act by the legislature.

I believe that as an administrative body, we are charged with the duty of administering the law as we find it, and not undertake to consider what the necessities of the situation may require, but only what will promote public convenience.

All papers in this file were, on May 31, 1924, sent to the Clerk of the District Court of Cerro Gordo County, Mason City, in accordance with the requirements of law, as the applicant appealed from the decision of the Board to the District Court of Cerro Gordo County, Iowa. Appeal now pending.

No. H-134—1924.

J. G. Ness, Indianola. *Motor Carrier—Passenger—Polk and Warren Counties.*

This application was filed on Feb. 23, 1924, hearing was held, at Des Moines, on April 9, 1924, and on April 29, 1924, Certificate of Authorization was refused, the decision rendered therein being as follows:

This was an application by J. G. Ness, Indianola, Iowa, for a Certificate of Authorization to operate as a motor carrier of passengers between Indianola, Warren County, Iowa, and Des Moines, Polk County, Iowa. Application shows he proposed to make five round trips per day between these two cities.

The case came on for hearing on March 28, 1924, in the office of the Board, pursuant to published notice of hearing as required by law, and by agreement of parties interested no hearing was held on that date and the case was continued to a date to be later named by the Board. The Board named April 9, 1924, at its office as time and place for continued hearing, at which time full hearing was had.

Written objections to the granting of this application were filed by the Chicago, Rock Island & Pacific Railway Company and the Iowa Motor Transit Company, Indianola, Iowa.

The conditions in this application are almost in exact accord with those in Docket No. H-136, application of Tom R. Moore, Indianola, Iowa, for Certificate of Authorization to operate as a motor carrier of pas-

sengers between Des Moines, Polk County, Iowa, and Indianola, Warren County, Iowa, as set out in our decision in that case, and for the same reasons as given therein, we find that the service proposed by this applicant would not promote public convenience and the application is, therefore, denied.

Chairman Woodruff, Dissenting:

I dissent from the majority opinion in this case for the reasons given in my dissenting opinion in Docket No. H-136, application of Tom R. Moore, Indianola, Iowa, for a Certificate of Authorization to operate as a motor carrier of passengers between Des Moines and Indianola in Polk and Warren Counties, Iowa.

No. H-136—1924.

Tom R. Moore, Indianola. *Motor Carrier—Passenger—Polk and Warren Counties.*

This application was filed on Mar. 11, 1924, hearing was held, at Des Moines, on April 9, 1924, and on April 29, 1924, Certificate of Authorization was refused, the decision rendered therein being as follows:

This was an application by Tom R. Moore, of Indianola, Iowa, for a Certificate of Authorization to operate as a motor carrier of passengers between Indianola, Warren County, Iowa, and Des Moines, Polk County, Iowa. Application shows he proposed to make five round trips per day between these two cities.

The case came on for hearing on March 28, 1924, in the office of the Board, pursuant to published notice of hearing as required by law, and by agreement of parties interested no hearing was held on that date and the case was continued to a date to be later named by the Board. The Board named April 9, 1924, at its office, as time and place for continued hearing, at which time full hearing was had and many witnesses appeared before the Board.

Some testified that in their opinion the proposed service would promote the public convenience, while other witnesses supported the position taken by the objectors that the service now furnished was sufficient to accommodate the public and that the proposed service would not promote public convenience. Petitions and affidavits of many prominent citizens of Indianola were filed with the Commission, some of them asserting that the proposed service would promote public convenience, the others just as forcefully stating that such proposed service would not promote public convenience.

Written objections to the granting of such application were filed by the Chicago, Rock Island & Pacific Railway Company and by the Iowa Motor Transit Company for reasons set out in their objections, which are herewith quoted in full:

"Objections of the Chicago, Rock Island and Pacific Railway Company.

"Comes now the above named objector and respectfully shows to the Honorable Board of Railroad Commissioners that for a long time past, and now, this objector has operated a line of

railway between the City of Des Moines, Polk County, Iowa, and Indianola, Warren County, Iowa, and that over said line of railway it has for a long time past and is now furnishing adequate transportation facilities for the carriage by rail of passengers as well as freight.

"That the proposed motor bus line is not necessary or even expedient for the purpose of serving the public convenience, which is already adequately served by the line of railway operated by this objector.

"That the operation of such motor bus line will result in unfair and disastrous competition with this objector.

"WHEREFORE said objector prays that the application be denied."

"Comes now the Iowa Motor Transit Company and resists and interposes objections to the granting of a certificate of authorization to the above named applicant on the following grounds, and for the following reasons, to-wit:

"1. That the application in its contents and otherwise is not in compliance with the statute and rules of the Board of Railroad Commissioners in such cases made and provided.

"2. That the public convenience and necessity will not be promoted or served by the granting of a certificate to operate as a carrier of passengers between the termini in question.

"3. That the public is now afforded and furnished necessary convenience and ample service of transportation over and along the routes indicated in the application.

"4. That the transportation facilities furnished, the schedules upon which operations are had, the equipment, and the ability to conform to the public demand for transportation by this objector are such that the public convenience and necessity are by this objector served in full measure.

"5. That this objector is possession of the capacity financially and otherwise to meet the demands for passenger transportation over the route indicated at the present time and as far as future development of transportation may demand over an indefinitely reasonable period of time.

"6. That the granting of any other or further certificate of authorization to operate over said route would jeopardize, imperil and ultimately eliminate all efficient transportation service between said termini.

"7. That by the granting of other certificates of authorization to operate between said termini, by reason of competition, the public service rendered would be so reduced in quality and character as to render it of far less convenience to the public as under existing conditions.

"8. That the schedules filed in this matter are identically or practically identical as to times, etc., with those of this ob-

jector, and that under such schedules the public convenience would in no manner be served or advanced.

"9. That this objector does now meet with the requirements of the public as to the convenience and necessity of passenger traffic over said route, and that his service would be imperiled, should other operators be permitted to operate between said termini.

"10. That the honorable Board of Railroad Commissioners has in no manner indicated to this objector or called upon him to increase the transportation service rendered on said route or to increase the number of trips per day or in any other manner improve the service afforded the public, all of which is clearly within the powers conferred upon said commission by statute.

"11. That the public generally is satisfied with the service now rendered by this objector, and that it is ample and sufficient for present or immediate future demands.

"12. That the objector is an operator in good faith and prior to April 14, 1923 as by law provided.

"13. That the objector is amply equipped to serve the public in the transportation of all passenger traffic between the termini in question taking into consideration all present means of public conveyance over said route.

"14. That there are now two motor passenger carriers operating between the termini indicated, other than railways, with schedules varying slightly as to time and that the authorization of further motor carriers would in no manner promote the public convenience.

"WHEREFORE this objector requests the commission to dismiss the application of the applicant herein and to stand upon its refusal of the granting of a certificate of authorization."

There are already two passenger motor carriers operating between Des Moines and Indianola, one the Iowa Motor Transit Company, owned and operated by C. C. Richardson, Indianola, Iowa, holder of Certificate of Authorization No. 2, and the other, Frank Douglas, Indianola, Iowa, operating with the permission of the Board. Each of these motor carriers make five trips each way daily, the schedules being practically the same. The applicant, in setting out his schedule, also proposes to operate five trips each way at about the same hours of the day.

In addition to this, there is another application before the Commission by J. G. Ness, of Indianola, Iowa, who also proposes to make five trips each way daily between Indianola and Des Moines, as a motor carrier of passengers, upon practically the same schedule. It is unnecessary to set out these schedules as, of course, these might be subject to change and this situation is noted only for the purpose of indicating that it is not proposed in the application before us to furnish service upon a different schedule than the one already in use by the motor carriers now operating.

It is clearly in evidence before the Commission that the present motor carriers have not been taxed beyond their capacity to carry passengers

upon their regular schedules between Des Moines and Indianola; that there is no necessity for the additional motor carriers was made clear by the testimony given in the hearing. The question therefore resolves itself upon the issue as to whether the proposed motor carrier service "will promote the public convenience." As we said in our opinion in Docket No. H-18, decided November 21, 1923:

"Just what the promotion of public convenience means is not always easy to determine. It has been argued that we should be prophetic; that if we believe that in the undetermined future the present establishment of a bus or truck line will cripple the rail service now provided, then, we should find that the said motor carrier would not promote the public convenience. However, we may be convinced in our own minds that there is grave danger to continued service by rail when in competition with bus and truck service, it is manifestly not within our province to prognosticate and upon that basis, hold against a proposed bus or truck line. It is not pleasant to contemplate the jeopardizing of service we have always believed to be necessary for the public convenience in order that a new carrier may be profitably employed. Especially so, when so many proposed bus or truck lines have no assurance of stability, no great financial backing, and but little invested capital. The law does not require any assurance of continued bus or truck operation."

We have not changed our opinion as therein expressed. However, public convenience must be given some constructive interpretation. We have little to guide us but we must assume that the legislature intended that the Board should exercise some discretion in the granting of Certificates of Authorization for the operations of motor carriers, both passenger and freight, upon our highways and make findings based upon facts before us as to whether such proposed service will, in fact, promote public convenience. The distance from Indianola to Des Moines is about eighteen miles. There is now operated ten bus trips each way per day at hours that have seemed to meet the public demand. In addition there are two passenger trains each way per day operated by the Chicago, Rock Island and Pacific Railway Company. There has been no complaint filed with this Board as to inadequacy of passenger carrier service between Des Moines and Indianola. We believe that the words "public convenience" should be construed by this Commission to mean a real substantial convenience operating to a material and perceptible public advantage. That a few people may declare that the proposed additional service would promote public convenience in view of the established fact that there are already facilities provided to carry passengers almost every hour of the day between two given points, would not be sufficient evidence to warrant the Board in holding that such additional proposed service would promote public convenience. Indeed, if such proposed additional service should be authorized it might become such a burden upon traffic that the convenience of the public would suffer rather than be promoted. In our opinion, therefore, under the showing made and with all the facts before us, the proposed motor carrier service as applied

for in this case would not promote public convenience, and the application therefore is denied.

Chairman Woodruff, dissenting:

I dissent from the majority opinion in this case.

In my opinion, it is not within our power under the motor carrier act to consider the question of adequacy of present bus or train service, nor the effect such additional proposed service will have upon other and competing carriers of passengers.

Many witnesses in this proceeding before the Board testified that the proposed service would promote the public convenience. These witnesses were men active in the business and public service affairs of Indianola, and their testimony has not been impeached. True, there were others who testified they thought the additional service proposed was unnecessary, and that, therefore, the proposed service would not promote public convenience, but the fact remains that there is much testimony by others that public convenience would be promoted by the proposed bus service.

In my opinion, it was clearly the intent of the legislature, as indicated in our opinion in Docket No. H-18, dated November 21, 1923, in the matter of the Red Ball Transportation Company that this Board in the hearing of applications for right to operate motor carriers, should consider only the question whether public convenience would be promoted, and not whether such proposed service was a necessity. I herewith quote from our opinion in that case:

"The original bill, Senate File 361, provided in Section 4, as follows:

'It is hereby declared unlawful for any motor carrier to operate or furnish service within this state without first having obtained from the Board of Railroad Commissioners a certificate declaring public convenience and necessity require such operation. Before such certificate shall be issued, the Board of Railroad Commissioners shall after a public hearing make a finding that the service proposed to be rendered will promote the public convenience and is necessary thereto.'

"The motor vehicles committee in reporting out the bill, however, proposed amendments to Section 4, as follows:

"1st. To strike out the words 'declaring public convenience and necessity require' and inserting in lieu thereof the word 'authorizing.'"

"2nd. To strike out of line 8 the words 'and is necessary thereto.'"

"Both of these amendments were adopted by the legislature, making the section read as now found in the law."

"It is quite evident that the legislators did not want the element of 'public necessity' considered as a condition precedent to granting the certificate. Other action during the consideration of the measure confirms this conclusion.

"This board is the creature of the legislature and is only its administrative officer. It is our duty to administer the law as we find it, regardless of our personal views. It is not within

our province as a Commission to determine the State's policy in handling the motor truck and bus business. If the legislature tells us to consider the promotion of public convenience only, then it is clearly our duty so to do."

No. H-137—1924.

Fred J. Jones, Spencer. *Motor Carrier—Freight—Clay, Dickinson, Osceola, O'Brien, Cherokee, Buena Vista, Pocahontas, Palo Alto and Emmet Counties.*

This application was filed on March 12, 1924, hearing was held, at Spencer, on July 17, 1924, and on Sept. 17, 1924, the Board issued Certificate of Authorization to operate in the counties enumerated in the application.

No. H-138—1924.

W. H. Drake, Garner. *Motor Carrier—Freight—Hancock and Cerro Gordo Counties.*

This application was filed on Mar. 12, 1924, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on April 21, 1924, granted Certificate of Authorization to operate upon the following route:

Route No. 1. Beginning at the C., R. I. & P. Ry. Depot, Garner, thence west on Fifth Street to State Street, thence north on State Street to Third Street, thence east on Third Street to Semor Avenue, thence north on Semor Avenue to Second Street, thence east on Second Street to the east corporate limits of Garner, a distance of one and twenty-five hundredths (1.25) miles in Garner; thence in an easterly direction on Primary Road No. 19 a distance of six and twenty-five hundredths (6.25) miles in Hancock County, thence in an easterly direction on Primary Road No. 19 in Cerro Gordo County, a distance of four and sixty-one hundredths (4.61) miles to the west corporate limits of Clear Lake; thence east on Second Street in Clear Lake to north Second Street, thence south on north Second Street to State Street, thence east on State Street to Third Street, thence south on Third Street to Main Street, thence east on Main Street to Clara Street, thence north on Clara Street to Dennison Street, thence east on Dennison Street to the east corporate limits of Clear Lake, a distance of three and three-tenths (3.3) miles in Clear Lake; thence in an easterly direction on Primary Road No. 19 a distance of six and eight hundredths (6.08) miles to the west corporate limits of Mason City; thence east on Fourth Street in Mason City to Federal Street, thence south on Federal Street to Eighth Street, thence east on Eighth Street to Delaware Avenue, thence north on Delaware Avenue to Sixth Street northeast, thence west on Sixth Street northeast to Federal Street, thence north on Federal Street to Fifteenth Street, thence east on Fifteenth Street to Deckers Packing Plant, a distance of four and two-tenths (4.2) miles in Mason City; thence returning to Garner over the above described route.

No. H-139—1924.

Roy E. Bruce, Sheffield. *Motor Carrier—Freight—Franklin County.*

This application was filed on Mar. 13, 1924, hearing was held, at Hampton, on Sept. 25, 1924, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Nov. 29, 1924, granted Certificate of Authorization to operate upon the following route:

Between Sheffield and Hampton, Franklin County.

Beginning at the corner of First and Thompson Streets, Sheffield, thence south on First Street to Gilman Street, thence west on Gilman Street to Lincoln Street, thence south on Lincoln Street to the south corporate limits of Sheffield, a distance of one and five-tenths (1.5) miles in Sheffield; thence south on Primary Road No. 1 through the unincorporated town of Chapin, a distance of eight and three-tenths (8.3) miles to the north corporate limits of Hampton; thence east on Primary Road No. 1 in Hampton to Reeve Street, thence south on Reeve Street to Fourth Street, thence west on Fourth Street to terminus located at Fourth and Maple Streets, a distance of one and three hundred and seventy-five thousandths (1.375) miles in Hampton; thence returning to Sheffield over the above described route.

No. H-140—1924.

L. V. Heavilin, Des Moines. *Motor Carrier—Passenger—Polk, Boone and Hamilton Counties.*

This application was filed on Mar. 11, 1924, but was never completed, and on April 7, 1924, the application was withdrawn by the applicant.

No. H-141—1924.

R. A. Campbell, Rockwell. *Motor Carrier—Freight—Cerro Gordo County.*

This application was filed on Mar. 14, 1924, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on April 12, 1924, granted Certificate of Authorization to operate upon the following route:

Route No. 1. Between Rockwell and Mason City, Cerro Gordo County.

Beginning at the corner of "C" Street and First Street, Rockwell, thence west on First Street to "G" Street, thence north on "G" Street to the north corporate limits of Rockwell, a distance of seventy-five hundredths (.75) of a mile in Rockwell; thence north on Primary Road No. 1, a distance of nine and five-tenths (9.5) miles to the south corporate limits of Mason City; thence north on Federal Avenue in Mason City to First Street southwest, thence west on First Street southwest four (4) blocks; thence returning east on First Street southwest to Federal Avenue, thence south on Federal Avenue to Fifth Street, thence east on Fifth Street to Delaware Avenue, thence south on Delaware Avenue to Eighth Street southeast, thence west on Eighth Street southeast to Federal Avenue, a distance of three and twenty-five hundredths (3.25) miles in Mason City; thence returning to Rockwell over the above described route.

No. H-143—1924.

F. E. Wyman, Griswold. *Motor Carrier—Passenger—Cass and Pottawattamie Counties.*

This application was filed on Mar. 17, 1924, hearing was held at Atlantic, on April 24, 1924, and on June 16, 1924, Certificate of Authorization was granted to operate upon the following route:

Route No. 1. Between Griswold, Carson, Treynor, and Council Bluffs, Cass and Pottawattamie Counties.

Beginning at the Arlington Hotel, located at Lots 34, 35, and 36, Block 9, Griswold, Iowa, thence west on Main Street to the west corporate limits of Griswold, a distance of four-tenths (.4) miles in Griswold; thence west on highway in Section 6, Pleasant Township, a distance of three-tenths (.3) of a mile to the west line of Cass County; thence west on highway known as the I. O. A. Short Line in Sections 1 and 2, Waveland Township, Pottawattamie County, to place where said highway turns south in said Section 2, thence

south on said highway in Section 2 to the south line of said Section 2; thence west along the south line of Sections 2, 3, 4, 5, and 6, Waveland Township and Sections 1, 2, 3, 4, 5, and 6, Grove Township and Sections 1 and 2, Macedonia Township, to the east corporate limits of Carson, a distance of fourteen and one-tenth (14.1) miles between the east line of Pottawattamie County and the east corporate limits of Carson; thence north on Mildred Street in Carson to Main Street, thence west on Main Street to Commercial Street, thence south on Commercial Street to the intersection of I. O. A. Short Line, a distance of one and one-tenth (1.1) miles in Carson; thence west on highway known as the I. O. A. Short Line, along the south line of Sections 3, 4, 5, and 6, Macedonia Township, and Sections 1, 2, 3, 4, 5, and 6, Silver Creek Township, to the east corporate limits of Treynor, a distance of nine and eight-tenths (9.8) miles between the west corporate limits of Carson and the east corporate limits of Treynor; thence west on Main Street in Treynor, a distance of six-tenths (.6) of a mile to the west corporate limits of Treynor; thence west on highway known as the I. O. A. Short Line, along the south line of Sections 1, 2, and 3, Kegg Creek Township, to the west line of said Section 3, thence north along the west line of said Section 3 to the approximate east and west center line of said Section 3, thence west in Sections 4, 5, and 6, Kegg Creek Township, and Sections 1, 2, 3, 4, 5, and 6, Louis Township, to the east corporate limits of Council Bluffs, a distance of twelve and nine-tenths (12.9) miles between the west corporate limits of Treynor and the east corporate limits of Council Bluffs; thence north and west on South Avenue in Council Bluffs to Tostevin Street, thence north on Tostevin Street to Graham Street, thence west on Graham Street to Third Street, thence north on Third Street to Ninth Avenue, thence west on Ninth Avenue to Fourth Street, thence north on Fourth Street to First Avenue, thence west on First Avenue to Main Street, thence north on Main Street to Broadway, thence west on Broadway to the west corporate limits of Council Bluffs, a distance of six and nine-tenths (6.9) miles in Council Bluffs; thence returning to Griswold over the above described route.

Route No. 2. Between Griswold and Cumberland, Cass County.

Beginning at the Arlington Hotel, located at Lots 34, 35, and 36, Block 9, Griswold, thence east on Main Street to Morrison Street, thence south on Morrison Street to the intersection of Primary Road No. 100 at the east corporate limits of Griswold, a distance of five-tenths (.5) of a mile in Griswold; thence east on Primary Road No. 100, a distance of eight (8) miles to the intersection of Primary Road No. 18 at the northeast corner of Section 9, Noble Township; thence north on Primary Road No. 18, a distance of three (3) miles to the intersection of Primary Road No. 24 at the northwest corner of Section 27, Bear Grove Township, thence east on Primary Road No. 24, a distance of six (6) miles to the west corporate limits of Cumberland; thence east on Second Street in Cumberland to Main Street, thence south on Main Street to the Cumberland Hotel, located at Lots 9 and 10, Block 7, a distance of four-tenths (.4) of a mile in Cumberland.

No. H-145—1924.

L. C. Pantages, Ames. *Motor Carrier—Passenger—Polk, Story, Hamilton and Webster Counties.*

This application was filed on Mar. 19, 1924, hearing was held, at Des Moines, on April 18, 1924, and, on Apr. 29, 1924, the following decision was rendered denying the application:

This was an application of L. C. Pantages, of Ames, Iowa, asking for a Certificate of Authorization to operate as a motor carrier of passengers between Des Moines, Ankeny, Huxley, Ames, Story City, Jewell Junction, Blairsburg, Webster City, Duncombe, and Fort Dodge, in Polk, Story, Hamilton, and Webster Counties, Iowa. The case came on for hearing in the office of the Board on April 4, 1924, pursuant to published notice of hearing as required by law and was continued to April 18, 1924, when

full hearing was had. His application was supported by a large number of petitioners asking that the Certificate of Authorization be issued. The application was opposed by the Chicago & North Western Railway Company, a steam railroad, and the Fort Dodge, Des Moines & Southern Railroad Company, an electric railroad. They presented the names of a large number of people objecting to the granting of the certificate for various reasons; also resolutions of objections from the Boards of Supervisors of Webster, Story, and Hamilton Counties.

Section 4, Chapter 97, Laws of the Fortieth General Assembly, of Iowa, provides that "Before such certificate shall be issued, the board of railroad commissioners shall * * * make a finding that the service proposed to be rendered will promote the public convenience. If such finding be made, it shall be its duty to issue such certificate; * * *. If such finding be not made, it shall refuse such certificate." This gives the Board full authority to determine whether, in its opinion, an application for additional service will promote the public convenience.

We do not believe the word "convenience" should be interpreted in a narrow sense; as used in the law it means a reasonable convenience to a substantial portion of the traveling public.

There are many places where it might be impossible for the railroads to furnish the frequent service needed by the public. The result has been that a large portion of the traveling public now use private automobiles when the roads are in condition, as it enables them to visit a large number of towns in a day which they cannot do by rail. This naturally has caused a general decrease of passenger receipts regardless of whether the busses operate or not. Between Des Moines and Ames, the Fort Dodge, Des Moines & Southern Railroad Company operates seven trains daily each way; the Chicago & North Western Railway Company operates six each way, and the Red Ball Transportation Company operates, at present, five busses each way, making eighteen trains and busses each way daily. Between Fort Dodge and Webster City the Fort Dodge, Des Moines & Southern Railroad Company operates six trains each way, and the Illinois Central Railroad Company four trains each way, making ten trains in all. Between Fort Dodge and Des Moines, the Fort Dodge, Des Moines & Southern Railroad Company operates eight trains each way and the Minneapolis & St. Louis Railroad Company three each way. Between Ames and Webster City the Chicago & North Western Railway Company operates three trains each way. It would appear that there is an abundance of service between Des Moines and Ames, Webster City and Fort Dodge especially, and that the granting of a certificate to the applicant to operate an additional bus line could not possibly be considered as promoting the public convenience. The application is therefore denied.

No. H-147—1924.

Carl J. Larson, Des Moines. *Motor Carrier—Passenger—Polk, Dallas and Boone Counties.*

This application was filed on Mar. 24, 1924, hearing was held at Boone, on April 29, 1924, and on May 6, 1924, the following decision was rendered, denying the application:

The application in this case was filed in the office of the Board by the applicant, Carl J. Larson, on March 24, 1924. After due notice and legal publication, as required by law, full hearing was held at Boone, Iowa, on April 29, 1924, and the case submitted. The applicant made no showing whatsoever to the effect that the public convenience would be promoted by an additional bus line operating between Des Moines and Boone. The application was resisted by the C. M. & St. P. Ry Co.; the Brotherhood of Railroad Trainmen; the local Organization Brotherhood Railroad Car Men; the Federated Shop Crafts, Chicago & North Western System and Inter Urban Railway; the Boone Chamber of Commerce; the Chicago & North Western Railway Co.; Ft. Dodge, Des Moines & Southern R. R. Co., and Board of Supervisors of Boone County.

The Board takes judicial notice that the Ft. Dodge, Des Moines & Southern Railroad Co. is operating eight trains each way a day between Des Moines and Boone and the Chicago, Milwaukee & St. Paul Railway Co. two trains each way a day, and the Chicago & North Western Railway Co. is operating seven trains each way a day between Des Moines and Boone. Inasmuch as no showing has been made by the applicant that the public convenience would be promoted by the installation of the proposed service, the petition is hereby dismissed.

No. H-149—1924.

Madrid Bus Line. (Owned and operated by Carl Poindexter), Polk City. *Motor Carrier—Passenger—Boone County.*

This application was filed on Mar. 25, 1924, hearing was held at Boone, on April 29, 1924, and on Aug. 29, 1924, the following decision was rendered, denying the application:

Carl Poindexter, on March 25, 1924, filed application for a certificate of authorization to operate as a motor carrier of passengers between Madrid and Boone, in Boone County, Iowa. Applicant now holds a certificate of authorization to operate between Des Moines and Madrid. If certificate were granted as petitioned for in this proceeding applicant would have a continuous line between Des Moines and Boone.

As pointed out in the opinion of this Board in the matter of the application of Carl J. Larson, Docket H-147, decided May 6, 1924, the Ft. Dodge, Des Moines & Southern R. R. Co., operates eight trains each way daily between Des Moines and Boone, the Chicago, Milwaukee & St. Paul Railway Co., two trains daily each way, and the Chicago & North Western Railway seven trains daily each way, making a total of seventeen trains daily each way between these two points. It is true the present application deals directly only with the service between Madrid and Boone. We feel, however, that it is our duty to consider the practical results of our decision and are compelled, therefore, to consider the present application in connection with the authority already granted applicant in Docket H-104.

Considering the matter solely from the standpoint of the present application, we find there is a direct line of the C. M. & St. P. Railway between the points over which the applicant desires authority to operate, furnishing two trains each way daily. We believe that no showing has

been made that the public convenience will be promoted by the granting of the certificate as prayed for in the present application considered alone.

Bearing in mind the present route over which applicant operates, the probable manner of operation of his line if this application were granted, together with the facilities now afforded for persons to travel by train between Madrid and Boone and Des Moines and Boone, we are of the opinion the application in this case should be, and it is hereby denied.

No. H-150—1924.

L. A. Hill Motor Co., Moulton. *Motor Carrier—Passenger—Appanoose County.*

This application was filed on Mar. 25, 1924, hearing was held, at Centerville, on April 21, 1924, and on May 1, 1924, the applicant advised us that he would not start his line. Therefore, the file was closed.

No. H-153—1924.

Dan J. Casey, Osage. *Motor Carrier—Passenger—Mitchell and Floyd Counties.*

This application was filed on Mar. 3, 1924, and the applicant having ceased operation, the file was closed on March 29, 1924.

No. H-154—1924.

W. C. Boseck, Griswold. *Motor Carrier—Passenger—Cass, Montgomery and Pottawattamie Counties.*

This application was filed on Oct. 18, 1923, and the applicant having ceased operating, the file was closed on March 31, 1924.

No. H-156—1924.

Geo. L. Miller, Swaledale. *Motor Carrier—Freight—Cerro Gordo and Franklin Counties.*

This application was filed on Apr. 2, and new application having been filed, this file was closed on May 2, 1924.

No. H-160—1924.

Mrs. L. V. Heavilin, Des Moines. *Motor Carrier—Passenger—Madison and Union Counties.*

This application was filed on Apr. 8, 1924, hearing was held at Winterset, on July 15, 1924, and on Nov 3, 1924, the Board granted Certificate of Authorization to operate upon the following route;

Between Creston, Afton, Macksburg, and Winterset, Union and Madison Counties.

Beginning at the Iowana Hotel, Creston, Iowa, thence south on Maple Street to Adams Street, thence west on Adams Street to Elm Street, thence south on Elm Street to Fremont Street, thence east on Fremont Street to Vine Street, thence south on Vine Street to Page Street, thence east on Page Street to the east corporate limits of Creston, a distance of one and twenty-five hundredths (1.25) miles in Creston; thence in an easterly direction on Primary Road No. 8, a distance of eight (8) miles to the west corporate limits of Afton; thence

east on Jefferson Street in Afton to Pierce Street, thence south on Pierce Street to Kansas Street, thence east on Kansas Street to Douglas Street, thence north on Douglas Street to Pearl Street, thence east on Pearl Street to the intersection with Primary Road No. 15 at the north corporate limits of Afton, a distance of one and seventy-five hundredths (1.75) miles in Afton; thence in a northerly direction on Primary Road No. 15, a distance of eleven (11) miles to the north line of Union County; thence north on Primary Road No. 15, in Madison County, a distance of four and twenty-five hundredths (4.25) miles to the intersection with Primary Road No. 70; thence west on Primary Road No. 70, a distance of seventy-five hundredths (.75) miles to the east corporate limits of Macksburg; thence west on North Street in Macksburg to East Street, thence south on East Street to Lot No. 30 O. T., thence returning north on East Street to North Street, thence east on North Street to the east corporate limits of Macksburg, a distance of two and eight-hundredths (2.08) miles in Macksburg; thence east on Primary Road No. 70, a distance of seventy-five hundredths (.75) of a mile to the intersection with Primary Road No. 15; thence in a northeasterly direction on Primary Road No. 15, a distance of fourteen and twenty-five hundredths (14.25) miles to the south corporate limits of Winterset; thence north on Fourth Avenue in Winterset to Court Avenue, thence east on Court Avenue to First Avenue, thence north on First Avenue to Jefferson Street, thence east on Jefferson Street to the North Side Restaurant, a distance of seventy-five hundredths (.75) of a mile in Winterset; thence returning to Creston over the above route.

No. H-163—1924.

Miles R. Landis, Anamosa. *Motor Carrier—Passenger—Linn and Jones Counties.*

This application was filed on April 14, 1924, hearing was held, at Cedar Rapids, on June 3, 1924, and on Aug. 29, 1924, the Board rendered the following decision, denying the application:

Miles R. Landis, Anamosa, Iowa, filed application for authority to operate as a motor carrier of passengers between Monticello, Langworthy, Anamosa, Fairview, Springville, Marion, and Cedar Rapids, but not between Marion and Cedar Rapids and intermediate points.

The territory in which the applicant proposes to operate is now served by the Chicago, Milwaukee & St. Paul Railway Company, which operates two passenger trains each way daily except Sunday between Cedar Rapids and Monticello. One may leave Monticello at 8:25 a. m. and arrive at Cedar Rapids 10:05 A. M. or leave Monticello at 6:55 P. M. and arrive at Cedar Rapids at 8:55 P. M., returning, leave Cedar Rapids at 5:45 A. M., arriving Monticello 7:40 A. M. or leave Cedar Rapids at 5:00 P. M., arrive Monticello 6:35 P. M. In addition to the strictly passenger train service now provided by the railway, there is one freight train each way daily except Sundays which carries passengers.

There is substantial agreement in the testimony offered that the roads over which it is proposed to operate are very largely dirt with a comparatively small amount of graveled highway and that for a period of at least from one to two weeks each spring under the present condition it would be impossible to operate a motor vehicle at all over the proposed route.

Objections were offered to the granting of a certificate of authorization on various grounds;—that the operation of the necessary motor vehicles would injure the highways and the streets of the city of Cedar Rapids;

that there is not enough business for the profitable operation of both the railroad passenger trains and the proposed motor carrier. We conceive it not to be our province to take into consideration the element of damage to the highways and streets for the reason the legislature has already passed on that and has fixed a tax for the use of the highways as well as placing a limit on the size and speed of vehicles which may be used. As to the element of prospective business, we have not sufficient data upon which to base an opinion. From the evidence submitted it would appear doubtful that the passenger trains now operated by the railway company are remunerative. There may, however, be other reasons for the lack of patronage than that the territory is adequately served.

Under the law, the Commission, before it may issue a certificate of authorization, shall, "after a public hearing make a finding that the service proposed to be rendered will promote the public convenience."

The C. M. & St. P. Ry. has for many years served the territory in which it is now proposed to operate a motor carrier. No complaint of inadequate passenger service has been made to this Board in recent years. It is our belief, based on experience, that were the facilities afforded for the convenience of the traveling public insufficient, we would have been petitioned for additional service. It is our opinion that the testimony in this case does not indicate that the public convenience would be promoted by the establishment of a motor carrier under the conditions now obtaining. It is an undeniable fact that if a certificate were granted and the line established, some would make use of it. However, in our opinion, to allow the establishment of the motor carrier on roads over which it admittedly could not operate continuously, and in view of the fact that the service now afforded by the railway company appears to be reasonably satisfactory to the public, would merely result in a decline in the already insufficient earnings of the passenger trains now operated by the railroad company and in our belief is unwarranted in the face of the further fact that there seems to be no real demand for the line. A certificate of authorization is, therefore, denied.

Commissioner Webster, concurring, says:

"It is my opinion that the Board should give some consideration as to the damage to the highways. If the highways are damaged sufficiently to inconvenience more people than the establishment of Motor transportation would convenience, then the Board should take notice of this fact. I concur in the opinion."

No. H-164—1924.

N. C. Christensen, Algona. *Motor Carrier—Freight—Kossuth, Hancock, Cerro Gordo, Humboldt and Webster Counties.*

This application was filed on April 14, 1924, hearing was held, at Mason City, on June 20, 1924, and on Aug. 29, 1924, decision was rendered by the Board as follows:

Application filed April 14, 1924, for a Certificate of Authorization to

operate as a Motor Carrier of freight in Kossuth, Hancock, Cerro Gordo, Humboldt and Webster Counties.

The applicant in this particular case was operating, in good faith, a motor carrier truck line between Algona and Ft. Dodge, on April 14, 1923, and is therefore, under the law, entitled to a Certificate of Authorization. In addition to this line he wishes to install a similar service between Algona and Mason City.

Hearing was held upon this application after due notice at Mason City on June 20, 1924.

In our opinion, such a showing was not made as would indicate the promotion of public convenience by the installation of the truck line. It was shown that the Chicago, Milwaukee & St. Paul Railway has a way freight service between Mason City and Algona each way per day, leaving at reasonable business hours, and that in addition there is a refrigerator service during the season when such service is needed. In addition to the freight service there are two local passenger trains each way per day between these two points carrying express.

In the absence of substantial affirmative showing of public convenience, the application is denied.

It appearing that the applicant was operating over certain territory in good faith as of April 14, 1923, the Board, on Nov. 19, 1924, granted Certificate of Authorization to operate upon the following route:

Between Algona, Humboldt, Dakota City, and Fort Dodge, Kossuth, Humboldt, and Webster Counties.

Beginning at the corner of Moore and State Streets, Algona, Iowa, thence north on Moore Street to Call Street, thence west on Call Street to Hall Street, thence south on Hall Street to McGregor Street, thence east on McGregor Street, to Minnesota Street, thence south on Minnesota Street to the north line of Fair Grounds, thence east along north line of Fair Grounds to Phillip Street, thence south on Phillip Street to the south corporate limits of Algona, a distance of two and two-tenths (2.2) miles in Algona; thence south on Primary Road No. 16, a distance of ten and eight-tenths (10.8) miles, to the south line of Kossuth County; thence south on Primary Road No. 16 in Humboldt County, a distance of twelve (12) miles, to the north corporate limits of Humboldt; thence south on Forbes Street in Humboldt to Channing Street, thence east on Channing Street to D. Garrett Smith Avenue, thence south on D. Garrett Smith Avenue to Summit Avenue, thence east on Summit Avenue to the east corporate limits of Humboldt, which is also the west corporate limits of Dakota City; a distance of two and three-tenths (2.3) miles in Humboldt; thence east on Mill Street in Dakota City to Wood Street, thence north on Wood Street to Vine Street, thence in an easterly direction on Vine Street to the east corporate limits of Dakota City, a distance of one (1) mile in Dakota City; thence in a southerly direction on Primary Road No. 16, a distance of six and three-tenths (6.3) miles, to the south line of Humboldt County; thence south on Primary Road No. 16, in Webster County, a distance of nine and four-tenths (9.4) miles, to the north corporate limits of Ft. Dodge; thence south on 15th Street North in Fort Dodge to First Avenue North, thence east on First Avenue North to 18th Street, thence south on 18th Street to First Avenue, thence east on First Avenue South to Pfaff Baking Company, thence west on First Avenue South to 18th Street, thence north on 18th Street to Central Avenue, thence west on Central Avenue to 17th Street, thence south on 17th Street to First Avenue South, thence west on First Avenue South to 12th Street, thence south on 12th Street to First Avenue South, thence west on First Avenue South to South Third Street, thence north on South Third Street to Central Avenue, thence west on Central Avenue to Second and First Streets, thence east on Central Avenue to North Third Street, thence north on Third

Street to First Avenue North, thence east on First Avenue North to 12th Street, thence north on 12th Street to Second Avenue North, thence east on Second Avenue North to 15th Street, thence north on 15th Street to north corporate limits of Fort Dodge, a distance of four and six-tenths (4.6) miles in Fort Dodge; thence north to Dakota City, Humboldt, and Algona, over that part of the above described route located outside the corporate limits of Fort Dodge.

No. H-170—1924.

W. F. Paus, Caledonia, Minn. *Motor Carrier—Passenger—Winneshiek County.*

This application was filed on April 21, 1924, the petition was set down for hearing on July 24, at Decorah, and on July 10, 1924, the petitioner withdrew his application and the file was closed without prejudice.

No. H-171—1924.

Bell Transfer Co., Muscatine. *Motor Carrier—Passenger and Freight—Muscatine, Louisa, Des Moines, Cedar and Scott Counties.*

This application was filed on April 21, 1924, hearing was held, at Muscatine, on June 4, 1924, and on Nov. 5, 1924, the Board rendered the following decision, denying that part of the application asking for authority to transport passengers from Muscatine to Burlington:

For the applicant—J. F. Devitt, Atty., Muscatine, Iowa; F. C. Marzolph, Muscatine, Iowa; F. M. Bell, Muscatine, Iowa.

For the C. D. & M. Ry. Co., objectors—Clarke G. Anderson, G. M., Davenport, Iowa.

For Jacob W. Van Pelt and Floyd R. Cutler, Muscatine, Iowa, objectors—Fishburn & Fishburn, Attys., Muscatine, Iowa.

Application for Certificate to operate as a motor carrier of passengers between Muscatine and Burlington was filed on April 21, 1924, and after proper notice had been given, hearing was had at Muscatine on June 4, 1924.

Objection was made to the granting of this application by Floyd R. Cutler, already operating motor carrier three trips each way daily over the same route between the towns of Muscatine and Burlington.

In connection with this application for the motor carrier line between Muscatine and Burlington, was also application for a line between Muscatine and Davenport. There was some objection to the latter line, but the Board found such a line would promote public convenience, and have granted Certificate therefor.

That part of the application referring to motor carrier line between Muscatine and Burlington has been held in abeyance pending further investigation, and we have now reached the conclusion, after fully considering the evidence presented to the Board, and all the facts before it, that there is not sufficient showing of promotion of public convenience to authorize the applicant to operate as a motor carrier of passengers over the route named between the towns of Muscatine and Burlington. No complaint has reached the Board concerning the operation of the bus line already operating. There has been no complaint of in-

sufficiency of accommodations and no showing that there is business sufficient to warrant the operation of two competing bus lines between the points named.

The application, therefore, as to a motor bus line between the towns of Muscatine and Burlington is dismissed.

No. H-172—1924.

O. C. Wright, Adel. *Motor Carrier—Passenger—Dallas County.*

This application was filed on April 22, 1924, hearing was held, at Adel, on June 17, 1924, and on Aug. 7, 1924, the Board issued Certificate of Authorization to operate upon the following route:

Between Adel, Redfield, and Dexter, Dallas County.

Beginning at the corner of Main and Vine Streets, Adel, Iowa, thence west on Main Street to unnamed street, thence south on unnamed street to the south corporate limits of Adel, a distance of ninety-three hundredths (.93) of a mile in Adel; thence in a westerly direction on Primary Road No. 2, a distance of eight and eighty-one hundredths (8.81) miles to the east corporate limits of Redfield; thence west on Primary Road No. 2 in Redfield to First Street, thence north on First Street to Thomas Street, thence returning south on First Street to the south corporate limits of Redfield, a distance of eighty-seven hundredths (.87) of a mile in Redfield; thence south and west on Primary Road No. 2 a distance of five and sixty-one hundredths (5.61) miles to the east corporate limits of Dexter; thence west on Primary Road No. 2 in Dexter to Marshall Street, thence south on Marshall Street to terminal located at the corner of Marshall Street and Dallas Street, a distance of eighty-two hundredths (.82) of a mile in Dexter; thence returning to Adel over the above described route.

No. H-173—1924.

Bert Reardon, Cedar Rapids. *Motor Carrier—Passenger—Tama and Black Hawk Counties.*

This application was filed on April 24, 1924, and was set down for hearing, at Waterloo, on July 25, 1924. On July 18, at the request of the applicant, the hearing was cancelled and application dismissed.

No. H-176—1924.

B. J. Kramer & Son, Maquoketa. *Motor Carrier—Passenger—Jackson and Clinton Counties.*

This application was filed on April 28, 1924, hearing was held, at Clinton, on June 4, 1924, and on Sept. 23, 1924, Certificate of Authorization was granted to operate upon the following route:

Between Maquoketa, Delmar, Welton, and DeWitt, Jackson and Clinton Counties, Iowa.

Beginning at the Decker Hotel, located at the corner of North Main and James Streets, Maquoketa, thence south on Main Street to the south corporate limits of Maquoketa, a distance of one and one-tenth (1.1) miles in Maquoketa; thence south on Primary Road No. 20, a distance of one and five-tenths (1.5) miles to the south line of Jackson County; thence south on Primary Road No. 20, in Clinton County, a distance of one and six-tenths (1.6) miles to the intersection with east and west highway near the east and west center line of Section 7, Bloomfield Township; thence east on highway in Sections 7, 8, and 9, Bloomfield Township, a distance of two and nine-tenths (2.9) miles to the intersection with north and south highway at the east line of Section 9, Bloomfield Township; thence south on highway along the east

line of Section 9, Bloomfield Township, a distance of two-tenths (.2) of a mile to the north corporate limits of Delmar; thence south on Main Street in Delmar, a distance of eight-tenths (.8) of a mile to the south corporate limits of Delmar; thence south on meandering highway along the east line of Sections 21 and 28, west in Section 28, and south in Sections 28 and 33, Bloomfield Township, a distance of four and five-tenths (4.5) miles to the intersection with Primary Road No. 20 at the south line of Bloomfield Township; thence in a southeasterly direction on Primary Road No. 20, a distance of two and nine-tenths (2.9) miles to the north corporate limits of Welton; thence south on the Main Street in Welton, a distance of four-tenths (.4) of a mile to the south corporate limits of Welton; thence in a southeasterly direction on Primary Road No. 20, a distance of six and five-tenths (6.5) miles to the north corporate limits of DeWitt; thence south on Main Street in DeWitt to the Hotel Dell, located at the corner of Main and Clinton Streets, a distance of one and one-tenth (1.1) miles in DeWitt; thence returning to Maquoketa over the above described route.

No. H-177—1924.

W. W. Stewart, Muscatine. *Motor Carrier—Passenger—Muscatine and Louisa Counties.*

This application was filed on April 28, 1924, was set down for hearing, at Muscatine, on June 4, and at that time the application was withdrawn.

No. H-178—1924.

Clarence Carl, Tipton. *Motor Carrier—Passenger—Scott and Cedar Counties.*

This application was filed on April 25, 1924, hearing was held, at Davenport, on June 4th, and on August 8 Certificate of Authorization was granted to operate upon the following route:

Between Tipton, Bennett, New Liberty, Plainview, Mayesville, and Davenport, in Scott and Cedar Counties.

Beginning at the corner of Sixth and Cedar Streets, Tipton, Iowa, thence north on Cedar Street to Seventh Street, thence east on Seventh Street to the east corporate limits of Tipton, a distance of six-tenths (.6) of a mile in Tipton; thence east and south on Primary Road No. 74 a distance of approximately nine and twenty-five hundredths (9.25) miles to the north corporate limits of Bennett; thence east on Fifth Street in Bennett to Main Street, thence south on Main Street to Bennett Hotel, located at the corner of First Street and Main Street, thence north on Main Street to Fifth Street, thence east on Fifth Street, to the east corporate limits of Bennett, a distance of ninety-two hundredths (.92) of a mile in Bennett; thence south and east on Primary Road No. 74 a distance of four and eight-hundredths (4.08) miles to the east line of Cedar County; thence east and southeast on Primary Road No. 74 in Scott County, a distance of one and forty-one hundredths (1.41) miles to the north corporate limits of New Liberty; thence southeast on Main Street in New Liberty a distance of forty-two hundredths (.42) of a mile to the southeast corporate limits of New Liberty; thence in a southeasterly direction on Primary Road No. 74 a distance of nine and sixty-two hundredths (9.62) miles to the west corporate limits of Mayesville; thence east on Main Street in Mayesville to the east corporate limits of Mayesville, a distance of thirty-eight hundredths (.38) of a mile in Mayesville; thence in a southeasterly direction on Primary Road No. 74 a distance of nine and four hundredths (9.04) miles to the north corporate limits of Davenport; thence south on Harrison Street in Davenport to Fifth Street, thence east on Fifth Street to Main Street, thence south on Main Street to Hotel Dempsey, located at Fourth and Main Streets, a distance of three and one-tenth (3.1) miles in Davenport; thence returning to Tipton over the above described route.

No. H-179—1924.

F. T. Blanchard, Clinton. *Motor Carrier—Freight—Jackson and Clinton Counties.*

This application was filed on April 30, 1924, hearing was held, at Clinton, on June 4, 1924, and on Sept. 3, 1924, the Board rendered the following decision, denying the application:

The applicant in this proceeding, F. T. Blanchard, of Clinton, Iowa, on April 30, 1924, filed his application for a certificate of authorization to operate as a motor carrier of freight between Clinton, Clinton County, Iowa, and Maquoketa, Jackson County, Iowa.

Hearing, after due notice, was had at Clinton, Iowa, on June 4, 1924. Applicant appeared in person and by counsel. Chicago & North Western Railway Company, and Chicago, Milwaukee & St. Paul Railway Company appeared as objectors.

Much testimony was offered in support of and opposing the application. We believe the sole function of the Commission, under the law, is to determine whether or not the public convenience will be promoted.

Applicant proposes to operate an Oldsmobile ton truck daily, except Sunday, leaving Clinton at 8:00 A. M., arriving Maquoketa 11:30 A. M., via Goose Lake, Charlotte and Delmar, returning leaving Maquoketa at 12:30 P. M., arriving Clinton 4:10 P. M., via same route.

Chicago and North Western Railway Company, objecting, offered testimony and exhibits in support, showing that it operates a way freight train daily, except Sunday, between Clinton and Maquoketa, the termini of the proposed motor carrier line, and serving the same towns, leaving Clinton 6:30 A. M., arriving Maquoketa 9:40 A. M., returning leaving Maquoketa 12:15 P. M., arriving Clinton 3:00 P. M. It was also testified that refrigerator car service is offered two days every week, and that a daily, except Sunday, passenger train is operated which handles express, baggage, mail and parcels.

Much other testimony was introduced by both applicant and objectors which tended to bear on the question of public convenience.

In our opinion, no showing has been made which indicates that a one ton truck operating once a day each way, except Sunday, will promote the public convenience as contemplated by the law, or furnish any essential service which is not now provided by the daily, except Sunday, freight and express service afforded by the railway company.

The application should be, and it is therefore denied.

No. H-181—1924.

Bert F. Price, Osceola. *Motor Carrier—Freight—Polk, Warren and Clarke Counties.*

This application was filed on May 1, 1924, hearing was held, in the office of the Board, on June 17, and on Sept. 23, Certificate of Authorization was granted to operate upon the following route:

Between Osceola, Indianola, and Des Moines, Polk, Warren, and Clarke Counties.

Beginning at the corner of Washington and Main Streets, Osceola, Iowa, thence west on Main Street to Filmore Street, thence south on Filmore Street to Jefferson Street, thence east on Jefferson Street to Main Street, thence north on Main Street to the north corporate limits of Osceola, a distance of seven-tenths (.7) of a mile in Osceola; thence in a northeasterly direction on Primary Road No. 1 a distance of twelve and six-tenths (12.6) miles to the north line of Clarke County; thence east on Primary Road No. 1 between Clarke and Warren Counties, a distance six-tenths (.6) of a mile; thence in a northerly direction on Primary Road No. 1, a distance of fifteen and five-tenths (15.5) miles to the south corporate limits of Indianola; thence north on North Second Street in Indianola to Salem Street, thence west on Salem Street to B. Street, thence north on B. Street to Boston Street, thence east on Boston Street to First Street, thence south on First Street to Ashland Street, thence east on Ashland Street to North Second Street, thence north on North Second Street to the north corporate limits of Indianola, a distance of two and twenty-five hundredths (2.25) miles in Indianola; thence in a northerly direction on Primary Road No. 1, a distance of nine and seventy-five hundredths (9.75) miles to the north line of Warren County; thence west on Primary Road No. 1 between Warren and Polk Counties, a distance of twenty-five hundredths (.25) of a mile; thence northwest on Primary Road No. 1 in Polk County, a distance of three (3) miles to the south corporate limits of Des Moines; thence in a northwesterly direction on Indianola Road in Des Moines to West Seventh Street, thence north on West Seventh Street to Mulberry Street, thence west on Mulberry Street to Twelfth Street, thence north on Twelfth Street to Locust Street, thence west on Locust Street to 18th Street, thence north on Eighteenth Street to Grand Avenue, thence south on Eighteenth Street to Locust Street, thence east on Locust Street to Twelfth Street, thence south on Twelfth Street to Mulberry Street, thence east on Mulberry Street to Sixth Street, thence south on Sixth Street to Cherry Street, thence west on Cherry Street to Eighth Street, thence south on Eighth Street to Market Street, thence east on Market Street to West Fifth Street, thence north on West Fifth Street to Vine Street, thence east on Vine Street to West Fourth Street, thence north on West Fourth Street to Grand Avenue, thence south on Fourth Street to Vine Street, thence east on Vine Street to West Third Street, thence south on West Third Street to Elm Street, thence north on West Third Street to Walnut Street, thence east on Walnut Street to West Second Street, thence north on West Second Street to Grand Avenue, thence south on West Second Street to Vine Street, thence east on Vine Street to West First Street, thence north on West First Street to Walnut Street, thence south on West First Street to Court Avenue, thence east on Court Avenue to East First Street, thence north on East First Street to Maple Street, thence east on Maple Street to East Fourth Street, thence south on East Fourth Street to Court Avenue, thence east on Court Avenue to East Eighteenth Street, thence south on East Eighteenth Street to Maury Street, a distance of eight and five-tenths (8.5) miles in Des Moines; thence returning to Osceola over the above described route.

No. H-183—1924.

L. W. Lau, Ventura. *Motor Carrier—Freight—Cerro Gordo and Hancock Counties.*

This application was filed on May 3, 1924, hearing was held, at Mason City, on June 20, and on August 29, 1924, Certificate of Authorization was granted to operate upon the following route:

Beginning at the north end of Ventura Street in the unincorporated town of Ventura, Iowa, thence south on Ventura Street to Weimar Street, thence east on Weimar Street to Main Street, thence south on Main Street to the intersection with Primary Road No. 19, a distance of two-tenths (.2) of a mile in the unincorporated town of Ventura; thence in an easterly direction on Primary Road No. 19, a distance of three and five-tenths (3.5) miles to the west corporate limits of Clear Lake; thence east on Lake Shore Drive in Clear

Lake to north Second Street, thence southeast on north Second Street to State Street, thence east on State Street to north Third Street, thence south on north Third Street to Main Street, thence east on Main Street to Clara Street, thence north on Clara Street to Division Street, thence east on Division Street to the east corporate limits of Clear Lake, a distance of three and two-tenths (3.2) miles in Clear Lake; thence in an easterly direction on Primary Road No. 19, a distance of six and one-tenth (6.1) miles, to the west corporate limits of Mason City; thence east on Fourth Street Southwest in Mason City to South Federal Avenue, thence south on South Federal Avenue to Eighth Street Southwest, thence east on Eighth Street Southwest to South Pennsylvania Avenue, a distance of two and four-tenths (2.4) miles in Mason City; thence returning to Ventura over the above described route.

No. H-185—1924.

Red Ball Transportation Co., Mason City. *Motor Carrier—Passenger—Cerro Gordo County (Clear Lake to Bayside).*

This application was filed on May 6, 1924, hearing was held, at Mason City, on June 20, 1924, and on August 29, 1924, the Board rendered the following decision denying Certificate of Authorization to operate between Mason City and Clear Lake, and granting that part of the application between Clear Lake and Bayside:

For the applicant—J. E. Wichman, Atty., Garner, Iowa; H. E. Dunn, Atty., Mason City, Iowa; Helen M. Schultz, Mason City, Iowa.

For objectors—Mason City & Clear Lake R. R. Co.—Wm. Chamberlain, Atty., Cedar Rapids, Iowa; F. J. Hanlon, G. M., Mason City, Iowa; T. J. Humphrey, Mason City, Iowa.

Clear Lake Park Co.—Earl Smith, Atty., Clear Lake, Iowa.

C. M. & St. P. Ry Co.—Blythe, Markley, Ruhl and Smith, Attys., Mason City, Iowa.

For Cerro Gordo County Board of Supervisors—Aaron Grimm, Member of Board, Clear Lake, Iowa.

Applicant in these cases, the Red Ball Transportation Company, on May 6, 1924, filed two applications for certificates authorizing the operation of a bus line between Mason City and Clear Lake, and another bus line between Clear Lake and Bayside, a resort place on the shore of Clear Lake, about 2.8 miles distant from the town of Clear Lake.

Objection was made to the granting of these certificates by Clear Lake Commercial Club, and insofar as the service between Mason City and Clear Lake is concerned, by the Chicago, Milwaukee & St. Paul Railway Company, also by the Clear Lake Park Company, and the Mason City & Clear Lake Railroad Company.

The applicant, the Red Ball Transportation Company, has heretofore been granted a certificate authorizing operation of a bus line between Algona and Mason City, via Clear Lake, but does not have specific authority to operate busses having regular terminals at Mason City and Clear Lake or Bayside. The distance between Mason City and Clear Lake is 10.7 miles by bus line and 10 miles by the Mason City and Clear Lake Railroad and the Chicago, Milwaukee & St. Paul Railway.

Two passenger trains operate each way per day between Mason City and Clear Lake, via the Chicago, Milwaukee & St. Paul Railway, and there is also a way freight each way carrying passengers. There are 19

regular trains each way per day between these two towns, provided by the Mason City & Clear Lake Railroad Company, an electric line, and extra trains upon special days.

The Red Ball Transportation Company, applicant in this case, now operates two busses per day each way, the busses being operated on the Mason City-Algona route with Clear Lake as a station.

There is, therefore, upon the route between Mason City and Clear Lake, a present service of 23 passenger trains and busses each way per day, with hourly service between the hours of 7:55 A. M. and 7:55 P. M.

The highway is paved between Mason City and Clear Lake, and privately owned cars are constantly using this highway, taking people to the lake resort at Clear Lake. The Chicago, Milwaukee & St. Paul Railway, the Mason City & Clear Lake Railroad, and the Red Ball Transportation Company unquestionably are providing adequate service to take care of the public desiring transportation between these two points.

It was not shown before the Board that there is any real public convenience to be promoted by the establishing of other and additional transportation service between Mason City and Clear Lake. It is our opinion, therefore, that application for certificate for the operation of this particular motor carrier service should be denied, and it is so ordered.

With reference to the application for a service between Clear Lake and Bayside, except by taxi or by boat on the lake, there is no public transportation service provided.

It was in testimony that there are many people desiring to go to Bayside from Clear Lake, who do not care to use the boat, and a bus service would undoubtedly promote the public convenience in taking care of a large number of people who would prefer going to and from Bayside upon the highway.

We find, therefore, that there is a public convenience to be promoted by the bus service proposed between Clear Lake and Bayside, and certificate will issue therefor.

No. H-186—1924.

Red Ball Transportation Co., Mason City. *Motor Carrier—Passenger—Cerro Gordo County—Clear Lake to Mason City.*

This application was filed on May 6, 1924, hearing was held, at Mason City, on June 20th, and on August 29, 1924, the Board rendered decision, denying this application, in the following language:

"Two passenger trains operate each way per day between Mason City and Clear Lake, via the Chicago, Milwaukee & St. Paul Railway, and there is also a way freight each way carrying passengers. There are 19 regular trains each way per day between these two towns, provided by the Mason City & Clear Lake Railroad Company, an electric line, and extra trains upon special days.

"The Red Ball Transportation Company, applicant in this case, now

operates two busses per day each way, the busses being operated on the Mason City-Algona route with Clear Lake as a station.

"There is, therefore, upon the route between Mason City and Clear Lake, a present service of 23 passenger trains and busses each way per day, with hourly service between the hours of 7:55 A. M. and 7:55 P. M.

"The highway is paved between Mason City and Clear Lake, and privately owned cars are constantly using this highway, taking people to the lake resort at Clear Lake. The Chicago, Milwaukee & St. Paul Railway, the Mason City & Clear Lake Railroad, and the Red Ball Transportation Company unquestionably are providing adequate service to take care of the public desiring transportation between these two points.

"It was not shown before the Board that there is any real public convenience to be promoted by the establishing of other and additional transportation service between Mason City and Clear Lake. It is our opinion, therefore, that application for certificate for the operation of this particular motor carrier service should be denied, and it is so ordered."

No. H-190—1924.

James E. Perkins, Atlantic. *Motor Carrier—Passenger—Cass and Audubon Counties.*

This application was filed on May 8, 1924, hearing was held, at Atlantic, on June 10, 1924, and on Aug. 29, 1924, decision was rendered, denying the application, in the following language:

James E. Perkins of Atlantic, Iowa, on May 8th, 1924, filed an application with this Board for a certificate of Authorization to operate as a motor carrier of passengers between Atlantic, Lorah, Brayton, Exira, Hamlin, and Audubon, in Cass and Audubon Counties. After notice as provided by law, hearing was had at Atlantic, Iowa, on June 10, 1924.

Peter S. Sorenson now operates as a motor carrier of passengers over the same route as applied for in this case, and at practically the same time schedule. It was testified that with the exception of two days, Sorenson at no time was unable to accommodate all the persons applying to him for transportation. The occasions when he was unable to accommodate all applicants for carriage were days of the Teachers' Convention. The applicant in this case now has a contract to carry United States mail between Atlantic and Audubon. The equipment he uses is a Dodge truck with a seating capacity of four passengers in addition to the mail carrying space. No evidence was offered tending to show that the public convenience would be promoted by the establishment of the proposed line, on the contrary it appears that the motor carrier now operated is fully capable of handling the business offered. We, therefore, deny the application for a certificate of authorization.

No. H-195—1924.

Hall Bros. Motor Freight Line, Clinton. *Motor Carrier—Freight—Clinton and Jackson Counties.*

This application was filed on May 21, 1924, hearing was held, at Clinton, on June 4th, and on Sept. 3, 1924, the Board rendered the following decision, denying the application:

Hall Brothers Motor Freight Line, of Clinton, Iowa, a partnership composed of Roy W. Hall and John H. Hall, Clinton, Iowa, filed application on May 21, 1924, for Certificate of Authorization to operate as a motor carrier of freight between Clinton, Clinton County, Iowa, and Maquoketa, Jackson County, Iowa, via the following routes:

Route No. 1—Clinton, Lyons, Bryant, Goose Lake, Charlotte, Delmar and Maquoketa.

Route No. 2—Clinton, Lyons, Almont, Haun Town, Andover, Teeds Grove, Miles, Preston and Maquoketa.

Applicant proposes to give daily, except Sunday, service over each of the routes for which authority is asked to operate.

Each of the towns which it is proposed to serve have direct rail connection with Maquoketa and Clinton.

We are of the opinion that no showing has been made that the service proposed by applicant would promote the public convenience. The facts in this case are similar to those in the application of F. T. Blanchard, Clinton, Iowa, Docket No. H-179, which was denied by the Commission, and the present application is for the same reason denied.

No. H-196—1924.

Albert Peterson, Stanton. *Motor Carrier—Freight—Montgomery County.*

This application was filed on May 22, 1924, was set down for hearing at Red Oak, on Sept. 23, and on Sept. 8, 1924, the application was withdrawn by the applicant.

No. H-199—1924.

Harry C. Patridge, Spencer. *Motor Carrier—Freight—Clay, Dickinson, O'Brien, Palo Alto, Buena Vista, Emmet, Osceola and Cherokee Counties.*

This application was filed on May 24, 1924, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Sept. 11, 1924, issued Certificate of Authorization to operate in the counties enumerated in the application.

No. H-205—1924.

H. B. Fink, Sloan. *Motor Carrier—Freight—Woodbury County.*

This application was filed on May 28, 1924, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Sept. 9, 1924, granted Certificate of Authorization to operate upon the following route:

Between Sloan, Salix, and Sioux City, Woodbury County.

Beginning at the corner of Fourth and Evans Streets, Sloan, Iowa, thence west on Fourth Street to Johnson Street, thence northwest on Johnson Street to the north corporate limits of Sloan, a distance of five-tenths (.5) of a mile

in Sloan; thence north, west, and north on Primary Road No. 12, a distance of five and fifteen-hundredths (5.15) miles to the south corporate limits of Salix; thence northwest on unnamed street in Salix to the north corporate limits of Salix, a distance of one (1) mile in Salix; thence in a northerly direction on Primary Road No. 12, a distance of nine and seventy-five hundredths (9.75) miles to the south corporate limits of Sioux City; thence north and west on Morning Side Avenue, in Sioux City, to Third Street, thence west on Third Street to terminus located at Third and Nebraska Streets, a distance of five (5) miles in Sioux City; thence returning to Sloan over the above described route.

Certificate revoked, Oct. 29, 1924, at request of applicant.

No. H-206—1924.

Transcontinental Oil Co., Des Moines. *Motor Carrier—Oil and Oil Products—Polk, Story, Jasper, Warren, Dallas and Boone Counties.*

This application was filed on May 29, 1924, and was later consolidated with No. H-331, known as the application of the Transcontinental Oil Co., Pittsburgh, Pa.

No. H-209-1924.

Mrs. Jesse Rossiter, Ackworth, v. C. C. Richardson, Iowa Motor Transit Co., Indianola, Ia. *Refusal to Release Baggage—Discrimination in Transportation of Passengers—Exceeding Speed Limit.*

This complaint was filed on May 12, 1924. Hearing was held, in the office of the Board, on June 3, and the following decision was rendered on Oct. 4, 1924:

On May 13, 1924, the Board received a complaint from Mrs. Jesse Rossiter, Ackworth, Iowa, against C. C. Richardson, Indianola, Iowa, owner and operator of Iowa Motor Transit Company, who is operating as a motor carrier of passengers between Des Moines and Indianola, in Polk and Warren Counties, Iowa, under authority of Certificate of Authorization No. 2, which complaint reads as follows:

"I arrived home late yester P. M. and after consulting with my husband, decided to call to your attention the treatment accorded to myself and another lady traveler upon our arrival at Indianola on the P. M. of 5-8-24, via the C. B. & Q. road. Upon alighting from train a man called to us Bus. I asked for Douglas Bus, he said he don't meet this train and after in his talk carried the impression that Douglas was not running I reluctantly followed the other lady into a touring car. After starting driver asked "Where". We each named our destination in D. M. He informed us, this was only a taxi from depot, that bus did not leave until 4. Being strangers we went to hotel. As we got out, driver said, I'll take care of the grips, they'll be all right.

Later on—learning the Douglas bus was running to Des Moines, I demanded our grips and offered Mr. Richardson himself a 50 cent silver piece as taxi fare from depot to hotel. He refused me our grips, saying when we took his car at depot, we engaged fare to Des Moines, which I declare I did not, and although

he adv. free taxi to and from depot on his cards, he refused to accept the cash or release the grips.

A friend called the Marshall and he accompanied myself and the other lady to the corner where Mr. Richardson was and demanded our grips. Mr. R. refused, saying when we had paid the regular fare to D. M. we could have the grips and informed the crowd "He'd collect that fare before we started." He insulted us by that remark, swore and by loud talking caused a mob to gather, thereby making us the center of attraction for a St. crowd.

In the end we paid Mr. Richardson our full fare to Des Moines which was a plain case of extortion to release our grips and we took the Douglas bus, the one I had asked for upon arrival. Mr. Richardson informed the Marshall maybe he could run the town but he could not run his bus line."

Upon receipt of the complaint the Board sent two of its special agents to investigate the situation, and upon their report, the matter was deemed of sufficient importance to fix a time for hearing. Other infractions of the law were developed by the representatives of the Board, which will be referred to later.

The Board therefore named June 3, 1924, one-thirty o'clock P. M., at its office in Des Moines, as time and place for hearing and all interested parties notified.

Copy of the complaint, and notice of charges of violating the speed limit fixed by the Motor Carrier Law, and of Section 3 of the law, prohibiting and declaring unlawful any discrimination in charges made for any service rendered, were sent the defendant, and he was told he would be required to answer such charges at time of hearing.

On the date of the hearing, Mr. Richardson, by his attorney, Mr. F. P. Henderson, Indianola, Iowa, filed answer, which is here set out in full:

"Comes now the Iowa Motor Transit Company, by C. C. Richardson, owner, and for answer to the complaint filed herein states:

1. That the Iowa Motor Transit Company is operating a motor bus line between the city of Indianola, Warren County, Iowa, and Des Moines, Polk County, Iowa, over the Jefferson Highway; that there are but two motor bus lines operating over said route to-wit: Iowa Motor Transit Company and Frank Douglas Motor Bus Line.

That the Chicago, Burlington & Quincy Railroad Company, on its Indianola-Chariton Branch, on and prior to May 8, 1924, had an afternoon train, arriving in Indianola, Iowa, at about 2:30 o'clock P. M.; that by an agreement between the owners of the above bus lines, it was agreed that said bus lines should meet said C. B. & Q. Train week about; that during the week of May 8, 1924, the Iowa Motor Transit Company was meeting said trains; that upon the arrival of the train on May 8, 1924, Jessie Rossiter, the complainant and another lady traveler, got

off the train and sought the service of the Douglas bus line; and were advised that the Douglas busses were not meeting the train and upon being advised of this fact they got into a taxi belonging to C. C. Richardson, and in answer to the question where they desired to go they gave Des Moines as their destination; they were advised that the taxi did not run to Des Moines, but that the regular motor bus would go on regular schedule time at four o'clock P. M.; that the driver of the C. C. Richardson taxi, believing that the ladies were engaging passage to Des Moines took them, at their request, to the hotel to await the departure of the four o'clock bus, and that the driver of the taxi inquired of them what they wanted done with their grips and was told to take care of them, and the grips were taken to the bus station of the Iowa Motor Transit Company.

The undersigned C. C. Richardson, admits, that thereafter an unfortunate controversy arose, but alleges that the undersigned, while admitting he acted very unwisely, feels and believes that said controversy would not have arisen, but for the interference of the drivers of the Douglas bus line, and the night watchman of the city of Indianola, Iowa; that had Mrs. Rossiter and her traveling companion, first demanded their grips in person they would have been surrendered to them without question. The demand for the grips, however, being made by the drivers of the Douglas bus the undersigned felt that it was an unjust interference with his business in view of the agreement between the two bus lines as to the meeting the Burlington train week about; that there was no occasion whatever for Nels McVey, the nightwatchman to in any manner concern himself with the controversy; that his attitude was in no wise what it should have been; that he did not act as an officer of the law should act, that he used slanderous and profane language toward the undersigned, and that the said nightwatchman was as much or more to blame for the unfortunate controversy as was the undersigned.

2. That the undersigned admits that charges were filed against him for speeding on May 6, 1924; that the same was not upon one of his trips between Indianola and Des Moines, but was in the evening about nine o'clock P. M., at a time when he was driving a number of ladies on a serenading trip about the city of Indianola; that the speed limit within the city of Indianola, Iowa, is fifteen miles per hour, and that he admits he was driving a little faster than the speed limit as fixed by the ordinances of said city, but he denies he was going beyond twenty-five miles per hour notwithstanding the claim of the nightwatchman; that having driven faster than the speed limit as fixed by ordinance he plead guilty to exceeding the speed limit as fixed by said ordinance, that he has paid his fine, and has not appealed the case.

3. That the undersigned, C. C. Richardson, admits that on the occasion of May 17, 1924, as stated by C. L. Price and B. C.

Drury, that his driver, L. R. Crabb, on the 12:45 o'clock P. M. schedule did exceed the speed limit of twenty-five miles per hour, contrary to the rules and regulations as laid down by the railroad commissioners. The undersigned states that he has cautioned and given all of his drivers specific instructions to operate the bus at a moderate rate of speed and in a careful manner and not to exceed twenty-five miles per hour, as provided by law, and the rules of the railroad commission, and if the said L. R. Crabb did, on said occasion, drive, as stated in said complaint, that the same was done without the approval and against the specific orders of the undersigned, and that this driver, L. R. Crabb, is now not in the employment of the Iowa Motor Transit Company.

4. The undersigned, C. C. Richardson, admits that on May 12, 1924, he carried the Beta Xi Sorority, composed of about fifteen ladies to Des Moines, free of charge, and that a short time prior thereto, he also carried the Tri Delta Sorority composed of about the same number of girls, to and from Des Moines, free of charge, but he submits that his so doing was not in violation of law; that he took them upon said trips as his guests at his own invitation, and that he did not know that it was in any way violation of the rules of the commission and did not do it for the purpose of discrimination, but simply invited them to make the trip as his guests and for no other purpose whatsoever.

WHEREFORE the undersigned asks that the complaint be dismissed."

By this answer, Mr. Richardson admitted the general truthfulness of the complaint made, but offered extenuating circumstances.

He also admits that he violated the speed limits fixed by the town of Indianola, for which he was fined. He also admitted that the statements made by the special agents of the Board, that his driver had exceeded the speed limit fixed by law for the operation of a motor carrier upon the public highway, but that he had cautioned and "given all of his drivers specific instructions to operate the bus at a moderate rate of speed and in a careful manner and not to exceed twenty-five miles per hour," etc., and that the particular offending driver was not now in his employment.

The answer also admits that he had transported various parties from Indianola to Des Moines free of charge, but submits that in so doing he was not violating the law, but that he took these parties as his guests at his own invitation. In our opinion the law plainly prohibits such practice.

Facts developed at the hearing were substantially as stated in the complaint and statements made to the Board by its special investigators. Mr. Richardson presented affidavits from a number of his patrons indicating that they were satisfied with his method of operation; that they had not noticed any inefficiency or excessive or reckless rate of speed, and that they had been treated in a courteous manner.

These affidavits, however, cannot in any way mitigate the offenses

with which Mr. Richardson is charged and which he admits in his answer, and which were clearly proven in evidence before the Board.

We feel this Commission has been exceedingly patient with motor carriers, both passenger and freight, but the system of regulation is new in Iowa, the law was untried, and the members of the Board, as well as the motor carriers, must, in a manner, determine workable conditions, at the same time observing strictly the requirements of the statute.

It has been a question of much discussion by this Board whether it should adhere strictly to the requirements of Section 13, and, in this case in particular, cancel the Certificate issued to the defendant and report these violations to the proper authorities for criminal procedure. We have not done this, because there has been so much honest misunderstanding of the terms of the law, which we are doing our utmost to rightfully enforce.

There is no question in our minds as to the guilt of the defendant in this case. Yet, we hesitate to cancel the Certificate because of the general reports that have come to this Board of the efficiency and industry shown by the defendant in operating his busses between the cities of Indianola and Des Moines. Reports all indicate that he has rendered good service to the traveling public. With these extenuating circumstances, and others which were shown at the time of the hearing, this Board has reached the conclusion that it will not, at this time, cancel the Certificate authorizing the defendant to operate as a motor carrier between Indianola and Des Moines. The Commission has, however, reached the conclusion that, inasmuch as the motor carrier law has been in operation since July 4, 1923, ample time has been given all parties concerned to understand thoroughly the rules and regulations made by this Board, as well as the terms of the statute under which Certificates are granted or denied.

Persistent exceeding of the speed limit which is fixed by the law and not by any rule or judgment of this Board, will, upon proof, call for forfeiture of franchise; discrimination as to fares and charges made to the public and declared by Section 3 of the law to be unlawful, will also call for the forfeiture of the franchise when proof of such violation is before us. Motor carriers must stop before proceeding over railroad crossings, as provided by the rules of the Board. Neither will this Board tolerate any such actions on the part of motor carriers or their agents as were complained of in this case.

The public, in asking for and receiving motor carrier service, is entitled to the protection provided by law. This Commission will not, in the future, condone such offenses as have been complained of herein, but because of conditions and circumstances referred to, this case is dismissed.

No. H-221—1924.

Lincoln Highway Transportation Co., Cedar Falls. *Motor Carrier—Passenger—Black Hawk, Buchanan, Delaware and Dubuque Counties.*

This application was filed on June 20, 1924, hearing was held, at Independence, on July 25th, and on Sept. 3, 1924, the Board rendered the following decision, denying the application:

On June 20, 1924, the Lincoln Highway Transportation Company, Incorporated, Cedar Falls, Iowa, filed an application with the Board for Certificate of Authorization to operate as a motor carrier of passengers between Waterloo, Jesup, Independence, Winthrop, Masonville, Manchester, Earlville, Dyersville, Farley, Epworth and Dubuque in Black Hawk, Buchanan, Delaware and Dubuque Counties, Iowa, paralleling the Illinois Central Railroad.

Hearing on this application was held at Independence, Iowa, on July 25, 1924, at which time it developed that the Lincoln Highway Transportation Company is no longer the applicant, but had transferred, or would transfer, its rights and interests should it receive a Certificate of Authorization, to the Motor Bus Company, of Cedar Falls, Iowa.

It is our opinion that, under the facts as disclosed at the hearing, this application could not be considered, and it is therefore dismissed.

No. H-224—1924.

R. M. Fritz, Atlantic. *Motor Carrier—Freight—Cass County.*

This application was filed on June 24, 1924, hearing was held, at Atlantic, on July 29, and on August 19, 1924, Certificate of Authorization was granted to operate upon the following route:

Between Atlantic, Cumberland and Massena, Cass County.

Beginning at the corner of First and Locust Streets, Atlantic, Iowa, thence south on Locust Street to Second Street, thence east on Second Street to Chestnut Street, thence south on Chestnut Street to Fifth Street, thence east on Fifth Street to Walnut Street, thence north on Walnut Street to Second Street, thence east on Second Street to Elm Street, thence south on Elm Street to Seventh Street, thence east on Seventh Street to the east corporate limits of Atlantic, a distance of two (2) miles in Atlantic; thence east and south on Primary Road No. 18, a distance of nine and five-tenths (9.5) miles to the intersection with Primary Road No. 24 at the southwest corner of Section 22, Bear Grove Township; thence east on Primary Road No. 24, a distance of five and five-tenths (5.5) miles to the west corporate limits of Cumberland; thence east on Second Street in Cumberland, a distance of one (1) mile to the east corporate limits of Cumberland; thence east, south, and east on Primary Road No. 24 a distance of six (6) miles to the intersection with Main Street at the north corporate limits of Massena; thence south on Main Street in Massena to First Street, a distance of five-tenths (.5) of a mile in Massena; thence returning to Atlantic over the above described route.

No. H-225—1924.

A. Salisbury, Glidden. *Motor Carrier—Freight—Carroll and Greene Counties.*

This application was filed on June 26, 1924, was withdrawn by the applicant on Sept. 18, and the file was closed on Sept. 20, 1924.

No. H-226—1924.

Waterloo, Cedar Falls & Northern Ry. Co., Waterloo. *Motor Carrier—Passenger—Buchanan, Delaware and Dubuque Counties.*

This application was filed on June 30, 1924, hearing was held, at Independence, on July 25, and on Sept. 3, 1924, the Board rendered the following decision, denying the application:

The Waterloo, Cedar Falls & Northern Railway Company, Waterloo, Iowa, an electric railway company operating various lines in Iowa, has also established and in operation a passenger motor carrier line between Waterloo and Independence, Iowa. The application in this case seeks to extend that service from Independence to Dubuque, Iowa, via Winthrop, Masonville, Manchester, Earlville, Dyersville, Farley, and Epworth, a distance of seventy and seven-tenths (70.7) miles, and proposes to make one round trip daily.

Written objections to the granting of said application were filed on July 22, 1924, by the Illinois Central Railroad Company:

"(1) That said applicant does not have authority under its charter to operate such a bus line.

"(2) That it has not complied with the Statutes of Iowa in such case made and provided.

"(3) That neither the public necessity nor convenience requires the operation of said line nor the granting of said certificate.

"(4) That adequate, speedy and sufficient service is already afforded between said points by steam roads.

"(5) That the granting of a license to applicant will result in loss of patronage and revenue to the Illinois Central Railroad Company which will necessitate higher rates, and result in additional expense to the traveling public."

Pursuant to notice as required by law, the application came on for hearing at Independence, Iowa, on July 25, 1924, and full hearing was had.

There was also filed with the Board, protest of the business men of Manchester against the granting of the application, and it was agreed at the hearing on this application that the evidence introduced at the hearing on application H-238, Lincoln Highway Tours & Transportation Company, Inc., Cedar Rapids, Iowa, which was held in Cedar Rapids on July 24, 1924, should be considered as also applying in the application under consideration. This would include, therefore, the objection made by the Chicago Great Western Railroad Company, inasmuch as that company operates trains between Dyersville and Dubuque.

Some testimony was introduced by applicant indicating that there was a probability that the service proposed would be very acceptable to the public. It was shown, however, that the present passenger motor carrier service between Waterloo and Independence was losing money on the cost of operation. However, it was pointed out that this service had been in but a short time and this showing should not be taken as indicating that the public would not patronize a more complete bus service.

The Illinois Central Railroad Company is operating four passenger trains daily, and one passenger train daily, except Sunday, each way between Independence and Dubuque, and between Dyersville and Dubuque the Chicago & Great Western Railroad Company operates other and additional trains.

Business men from intermediate towns testified that the present railway service was entirely adequate for the public needs and there was no demand for passenger motor carrier service.

In the opinion of the Commission, no showing was made such as would justify the Board, under the law, in granting the application as made, and it is therefore denied.

No. H-228—1924.

Thos. Flannery, Coralville. *Motor Carrier—Passenger—Johnson and Muscatine Counties.*

This application was filed on June 30, 1924. Hearing was set for July 28, at Iowa City, but was postponed indefinitely. On August 21, 1924, the application was withdrawn.

No. H-231—1924.

Meino Kloppenburg, Atlantic. *Motor Carrier—Passenger and Freight—Cass County.*

This application was filed on July 3, 1924, hearing was held, at Atlantic, on July 29th, and on Nov. 17, 1924, Certificate of Authorization was granted to operate upon the following route:

Between Atlantic, Cumberland, and Massena, Cass County.
Beginning at Fifth and Walnut Streets, Atlantic, thence north on Walnut Street to Second Street, thence east on Second Street to Elm Street, thence returning west on Second Street to Chestnut Street, thence north on Chestnut Street to Rock Island Station, thence returning south on Chestnut Street to Third Street, thence east on Third Street to Walnut Street, thence south on Walnut Street to Seventh Street, thence east on Seventh Street to the east corporate limits of Atlantic, a distance of one and five-tenths (1.5) miles in Atlantic; thence east on Primary Road No. 2, a distance of one (1) mile to the intersection with a north and south highway near the north and south center line of Section 10, Grove Township; thence south and easterly and southeasterly in Sections 10 and 11, Grove Township, to the south line of said Section 11, thence in a southeasterly direction in Sections 14 and 13, Grove Township, to the southeast corner of said Section 13, thence south along the east line of Grove and Bear Grove Townships, to the intersection with Primary Road No. 24 at the southeast corner of Section 24, Bear Grove Township, a distance of twelve (12) miles from Primary Road No. 2 to Primary Road No. 24 over the route described; thence east on Primary Road No. 24, a distance of three (3) miles to the west corporate limits of Cumberland; thence east on Second Street in Cumberland to Main Street, thence south on Main Street to C. B. & Q. depot, thence returning north on Main Street to Second Street, thence east on Second Street to the east corporate limits of Cumberland, a distance of one and five-tenths (1.5) miles in Cumberland; thence east, south, and east, on Primary Road No. 24, a distance of six (6) miles to the intersection with Main Street at the north corporate limits of Massena; thence south on Main Street in Massena to First Street, thence returning north on Main Street to the north corporate limits of Massena, a distance of one (1) mile in Massena; thence west, north, and west on primary Road No. 24, a distance of six (6) miles to the east corporate limits of Cumberland; thence west on Second Street in Cumberland to Main Street, thence south on Main Street one block, thence north on Main Street to the north corporate limits of Cumberland, a distance of one and five-tenths (1.5) miles in Cumberland; thence north along the east line of Sections 21 and 16, Union Township, to the northeast corner of said Section 16, thence west along the north line of Sections 16, 17, and 18, Union Township, and Section 13, Bear Grove Township, to the northwest corner of said Section 13, thence north along the east line of Section 11 and 2, Bear Grove Township and Section 35, Grove Township to the northeast corner of said Section 35, thence west along the north line of said Section 35 to the approximate north and south center line of said Section 35, thence north in

Sections 26 and 23, Grove Township to the north line of said Section 23, thence west along the north line of Sections 23 and 22, Grove Township, to the intersection with Primary Road No. 18, at the west line of said Section 22, a distance of fourteen and five-tenths (14.5) miles from the north corporate limits of Cumberland to the northwest corner of Section 22, Grove Township over the route described; thence north and west on Primary Road No. 18, a distance of two and five-tenths (2.5) miles to the east corporate limits of Atlantic; thence west on Seventh Street to Walnut Street, thence north on Walnut Street to Second Street, thence east on Second Street, to Elm Street, a distance of one and five-tenths (1.5) miles in Atlantic.

No. H-232—1924.

Roy German, Iowa Falls. *Motor Carrier—Freight—Hardin and Grundy Counties.*

This application was filed on July 5, 1924, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Aug. 11, 1924, issued Certificate of Authorization to operate upon the following route:

Between Iowa Falls, Wellsburg, Holland, and Grundy Center, in Hardin and Grundy Counties.

Beginning at the corner of Rocksylvania and Depot Streets in Iowa Falls, thence east on Rocksylvania Street to the east corporate limits of Iowa Falls, a distance of seven-tenths (.7) of a mile in Iowa Falls; thence east on Primary Road No. 5, a distance of ten and ninety-seven hundredths (10.97) miles to the point where said highway turns north near the north and south center line of Section 14, Etna Township, thence east along the north line of Section 14, Etna Township, to the northeast corner of said Section 14, thence south along the east line of Sections 14, 23, 26, 35, and diagonally through Section 36, Etna Township to the south line of said Section 36, thence east along the north line of Section 2, Clay Township, to the point where highway turns south near the north and south center line of said Section 2, thence south in Sections 2, 11, and 14, Clay Township, to point where said highway turns east near the center of said Section 14, thence east in Sections 14 and 13, Clay Township, to the east line of Hardin County, a distance of nine and three-tenths (9.3) miles from the intersection with Primary Road No. 5 to the east line of Hardin County; thence east in Section 18, 17, 16, and 15, Shiloh Township, Grundy County, a distance of three and five-tenths (3.5) miles to the west corporate limits of Wellsburg; thence east on Main Street in Wellsburg, a distance of one (1) mile to the east corporate limits of Wellsburg; thence east in Sections 14, and 13, Shiloh Township, to the east line of said Section 13; thence south along the east line of said Section 13 to the south line of said Section 13, thence east along the north line of Sections 19, 20, 21, and 22, Colfax Township, to the northeast corner of said Section 22; thence south along the east line of Sections 22 and 27, Colfax Township, and in Section 26, Colfax Township, to the west corporate limits of Holland, a distance of eight (8) miles between the east corporate limits of Wellsburg and the west corporate limits of Holland; thence east on Main Street in Holland, a distance of five-tenths (.5) of a mile to the east corporate limits of Holland; thence east in Section 26 and along the north line of Section 36, Colfax Township, a distance of one and twenty-five hundredths (1.25) miles to the intersection with Primary Road No. 14 at the northeast corner of said Section 36; thence south on Primary Road No. 14, a distance of two (2) miles to the north corporate limits of Grundy Center; thence south on Fourth Street in Grundy Center to G. Avenue, thence west on G. Avenue to Seventh Street, a distance of seventy-five hundredths (.75) of a mile in Grundy Center; thence returning to Iowa Falls over the above described route.

No. H-238—1924.

Lincoln Highway Tours and Transportation Co., Inc., Cedar Rapids.

Motor Carrier—Passenger and Express—Linn, Delaware and Dubuque Counties.

This application was filed on July 12, 1924, hearing was held, at Cedar Rapids, on July 24, and on Sept. 12, 1924, the Board rendered the following decision, denying the application:

On July 12, 1924, the Lincoln Highway Tours and Transportation Company, Inc., of Cedar Rapids, Iowa, filed application with the Board for Certificate of Authorization to operate as a motor carrier of passengers and express between Cedar Rapids, Kenwood, Marion, Alburnette, Central City, Coggon, Ryan, Manchester, Earlville, Dyersville, Farley, Epworth, and Dubuque, in Linn, Delaware and Dubuque Counties, Iowa.

Written objections were filed on July 16, 1924, by the Illinois Central Railroad Company, for the reason:

"1. That the petitioner has not complied with the Statutes of Iowa in making said application.

"2. That neither the public convenience nor necessity will be served by the granting of such application.

"3. That adequate service, both passenger and express, is furnished between the points through which it is proposed to operate by petitioner, at the present time by steam and inter-urban roads. That the granting of said application will result in loss of business to the steam and electric carriers, requiring higher freight and passenger rates to compensate the established carriers for such loss of business."

Pursuant to notice as required by law, the application came on for hearing at Cedar Rapids, Iowa, on July 24, 1924, at which time full hearing was had, and much testimony taken. At this hearing, the Chicago Great Western Railroad Company objected to the granting of the Certificate of Authorization as applied for.

Written objections were filed at the hearing by the City of Cedar Rapids, Iowa, stating, among other things, that the establishment of the proposed service would not promote the public convenience, and that there is at the present time half hour interurban service between Cedar Rapids and Marion; that there is now a fifteen minute service between Cedar Rapids and Kenwood Park, and mentioning other grounds of objection concerning which this Board has no authority to act.

The Cedar Rapids and Marion City Railway Company filed written objections at the hearing, reciting the same facts as noted by the City of Cedar Rapids.

The Board of Supervisors of Linn County also filed written objections at the hearing, and for grounds of same stated that the service proposed is not a public necessity or convenience; that the territories sought to be served are at the present time adequately served by the Cedar Rapids and Marion City Railway Company, Illinois Central Railroad Company, and Chicago, Milwaukee & St. Paul Railway Company; that the proposed motor carrier service would be available only in fair weather, and would tend to so reduce the revenues of the carriers now operating in said territory, that the present adequate service would undoubtedly be curtailed; that the proposed motor carrier line would operate over roads

which have been recently constructed and freshly graveled, and that the heavy traffic sought to be established would damage such highways and interfere with their use by the general traveling public. Also that the heavy traffic proposed would cause a heavy additional expense for the upkeep and maintenance of the highways, of approximately \$250.00 per mile per annum.

Mr. F. J. Smith, President, Lincoln Highway Tours and Transportation Company, stated that it was not the intention of the applicant to receive passengers at Cedar Rapids or Marion or intermediate points, for points Cedar Rapids to Marion, inclusive, and requested that the application be so amended.

There was received and placed on file a petition numerously signed by citizens of Linn County, protesting against the granting of the Certificate of Authorization as requested, and also petition signed by citizens of Cedar Rapids, Manchester, and Dyersville, supporting the application.

From the testimony submitted, we cannot find that the proposed motor carrier line as applied for and as amended will promote the public convenience between Cedar Rapids and Dubuque. We do find that there is now ample service for all public requirements, and there would be no promotion of public convenience by the operation of the proposed motor carrier line.

From Manchester to Dubuque, via Illinois Central Railroad, there is one through passenger train daily, leaving Manchester 2:05 A. M., arriving Dubuque 3:18 A. M., with no scheduled stops at intermediate stations; one local passenger train daily, except Sunday, leaving Manchester 8:30 A. M., arriving Dubuque 10:10 A. M., with scheduled stops at Earlville, Dyersville, Farley, and Epworth; one passenger train daily, leaving Manchester 10:40 A. M., arriving Dubuque 11:59 A. M., with scheduled stops at Dyersville and Farley; one passenger train daily, leaving Manchester 3:27 P. M., arriving Dubuque 4:45 P. M., with scheduled stops at Dyersville and Farley; one local passenger train daily, leaving Manchester 8:02 P. M., arriving Dubuque 9:35 P. M., with scheduled stops at Earlville, Dyersville, Farley, and Epworth; and one freight train daily, except Sunday, which carries passengers, leaving Manchester 10:40 A. M., arriving Dubuque 1:45 P. M., with scheduled stops at all intermediate stations. From Dubuque to Manchester, via Illinois Central, there is one local passenger train daily, leaving Dubuque 5:15 A. M., arriving Manchester 6:35 A. M., with scheduled stops at Epworth, Farley, Dyersville, and Earlville; one passenger train daily, leaving Dubuque 6:15 A. M., arriving Manchester 7:38 A. M., with scheduled stops at Farley and Dyersville; one passenger train daily, leaving Dubuque 1:45 P. M., arriving Manchester 3:02 P. M., with scheduled stops at Farley and Dyersville; one local passenger train daily, except Sunday, leaving Dubuque 4:15 P. M., arriving Manchester 5:50 P. M., with scheduled stops at Epworth, Farley, Dyersville, and Earlville; one passenger train daily, leaving Dubuque 10:55 P. M., arriving Manchester 12:12 A. M., with a scheduled stop at Dyersville; and one freight train daily except Sunday, leaving Dubuque 6:45 A. M., arriving Man-

chester 10:15 A. M., with scheduled stops at Epworth, Farley, Dyersville, and Earlville.

From Dyersville to Dubuque, via Chicago Great Western Railroad, there is one passenger train daily, leaving Dyersville 2:55 A. M., arriving Dubuque 3:52 A. M., with no scheduled stops at intermediate stations, and one passenger train daily, leaving Dyersville 12:37 P. M., arriving Dubuque 1:41 P. M., with a scheduled stop at Farley at 12:47 P. M. From Dubuque to Dyersville, via Chicago Great Western Railroad, there is one passenger train daily, leaving Dubuque 3:44 A. M., arriving Dyersville 4:45 A. M., with no scheduled stops at intermediate stations; one local passenger train daily, leaving Dubuque 1:35 P. M., arriving Dyersville 2:40 P. M., with a scheduled stop at Farley at 2:28 P. M.; and one train daily, leaving Dubuque 11:10 P. M., arriving Dyersville 12:07 A. M., with no scheduled stops at intermediate stations.

From Cedar Rapids to Manchester, via Illinois Central Railroad, there is one local passenger train daily, except Sunday, leaving Cedar Rapids at 6 A. M., arriving Manchester 7:30 A. M.; one local passenger train daily, except Sunday, leaving Cedar Rapids 4:10 P. M., arriving Manchester 5:45 P. M., and one freight train daily, except Sunday, which carries passengers, leaving Cedar Rapids at 7:00 A. M., arriving Manchester 10:05 A. M. From Manchester to Cedar Rapids, via Illinois Central Railroad, there is one local passenger train daily, except Sunday, leaving Manchester 8:40 A. M., arriving Cedar Rapids 10:10 A. M.; one local passenger train daily, except Sunday, leaving Manchester 6:00 P. M., arriving Cedar Rapids 7:30 P. M.; and a freight train daily, except Sunday, which carries passengers, leaving Manchester at 11:05 A. M., arriving Cedar Rapids 3:00 P. M. All of these trains have scheduled stops at Alburnette, Central City, Coggon, and Ryan.

The application is therefore denied.

No. H-239—1924.

J. E. Thompson, Roland. *Motor Carrier—Freight—Story and Hamilton Counties.*

This application was filed on July 16, 1924, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Oct. 9, 1924, granted Certificate of Authorization to operate upon the following route:

Route No. 1. Between Ames, Gilbert, Story City, and Roland, in Story County, Iowa.

Beginning at Hubbard-Lanning Wholesale Company, located at 117 Kellogg Avenue, Ames, Iowa, thence north on Kellogg Avenue to Fifth Street, thence west on Fifth Street to Grand Avenue, thence north on Grand Avenue to the north corporate limits of Ames, a distance of one and eight-tenths (1.8) miles in Ames; thence north on Primary Road No. 15 a distance of five (5) miles to the intersection with an east and west highway at the northeast corner of Section 10, Franklin Township; thence west along the north line of said Section 10, a distance of one (1) mile to the east corporate limits of Gilbert; thence west on South Street in Gilbert to Main Street, thence north on Main Street to Second Street, thence returning south on Main Street to South Street, thence east on South Street to the east corporate limits of Gilbert, a distance of one and five-tenths (1.5) miles in Gilbert; thence east along the

north line of Section 10, Franklin Township, a distance of one (1) mile to the intersection with Primary Road No. 15 at the northeast corner of said Section 10; thence north and east on Primary Road No. 15 a distance of six and five-tenths (6.5) miles to the west corporate limits of Story City; thence east on Main Street in Story City, a distance of one (1) mile to the east corporate limits of Story City; thence east on highway through Sections 7, 8, 9, and 10, Howard Township, a distance of four (4) miles to the intersection with a north and south highway at the east line of said Section 10; thence south on highway along the east line of Sections 10 and 15, Howard Township, a distance of one (1) mile to the north corporate limits of Roland; thence south on Cottonwood Street in Roland to Ash Street, thence east on Ash Street to alley between Cottonwood and Main Streets; thence south in alley between Cottonwood and Main Streets to Poplar Street, thence east on Poplar Street to alley between Main and Linn Streets, thence north in alley between Main and Linn Streets to Ash Street, a distance of seventy-five hundredths (.75) of a mile in Roland; thence returning to Ames over the above described route.

Route No. 2. Between Ames, Gilbert, Story City, Randall, and Roland, Story and Hamilton Counties, Iowa.

Beginning at Hubbard-Lanning Wholesale Company, located at 117 Kellogg Avenue, Ames, Iowa, thence north on Kellogg Avenue to Fifth Street, thence west on Fifth Street to Grand Avenue, thence north on Grand Avenue to the north corporate limits of Ames, a distance of one and eight-tenths (1.8) miles in Ames; thence north on Primary Road No. 15, a distance of five (5) miles to the intersection with an east and west highway at the northeast corner of Section 10, Franklin Township; thence west along the north line of said Section 10, a distance of one (1) mile to the east corporate limits of Gilbert; thence west on South Street in Gilbert to Main Street, thence north on Main Street to Second Street, thence returning south on Main Street to South Street, thence east on South Street to the east corporate limits of Gilbert, a distance of one and five-tenths (1.5) miles in Gilbert; thence east along the north line of Section 10, Franklin Township, a distance of one (1) mile to the intersection with Primary Road No. 15 at the northeast corner of said Section 10; thence north and east on Primary Road No. 15 a distance of six and five-tenths (6.5) miles to the west corporate limits of Story City; thence east on Main Street in Story City to East Avenue, thence north on East Avenue to the north corporate limits of Story City, a distance of one (1) mile in Story City; thence north on highway in Section 1, LaFayette Township, a distance of one (1) mile to the north line of Story County; thence north and west on highway in Section 36, Ellsworth Township, Hamilton County, to west line of said Section 36, thence in a northwesterly direction in Sections 35 and 26, Ellsworth Township, to the intersection with east and west highway near the east and west center line of said Section 26, thence in an easterly direction on highway in Sections 26 and 25, Ellsworth Township, to the approximate north and south center line of said Section 25, thence returning in a westerly direction in Sections 25 and 26, Ellsworth Township, to the intersection with north and south highway in said Section 26, thence in a southeasterly direction on highway in Sections 26 and 35, Ellsworth Township, to place where said highway turns east on the east line of said Section 35, thence east and south on highway in Section 36, Ellsworth Township, to the south line of Hamilton County, a total distance of five (5) miles in Hamilton County; thence south on highway in Section 1, LaFayette Township, a distance of one (1) mile to the north corporate limits of Story City; thence south on East Avenue in Story City to Main Street, thence east on Main Street to the east corporate limits of Story City, a distance of one (1) mile in Story City; thence east on highway through Sections 7, 8, 9, and 10, Howard Township, a distance of four (4) miles to the intersection with a north and south highway at the east line of said Section 10; thence south on highway along the east line of Sections 10 and 15, Howard Township, a distance of one (1) mile to the north corporate limits of Roland; thence south on Cottonwood Street in Roland to Ash Street, thence east on Ash Street to alley between Cottonwood and Main Streets; thence south in alley between Cottonwood and Main Streets to Poplar Street, thence east on Poplar Street to alley between Main and Linn Streets, thence north in alley

between Main and Linn Streets to Ash Street a distance of seventy-five hundredths (.75) of a mile in Roland; thence returning to Ames over the above described route.

No. H-240—1924.

C. L. McLeod, Iowa Falls. *Motor Carrier—Freight—Hardin, Franklin and Wright Counties.*

This application was filed on July 14, 1924, and was later filed with and made a part of File H-234.

No. H-243—1924.

Harry Field, Des Moines. *Motor Carrier—Freight—Polk, Dallas, Story and Boone Counties.*

This application was filed on July 17, 1924, hearings were held in the office of the Board, on Sept. 9th and 17th, and, on Oct. 28, 1924, the Board rendered the following decision, dismissing the case for lack of jurisdiction:

The applicant in this case, Harry Field, of Des Moines, Iowa, is asking for a Certificate of Authorization to operate as a motor carrier of freight, and proposes only to carry merchandise from the warehouse of the Red Ball Stores, Inc., located in Des Moines, to Red Ball Stores, Inc., retail stores, located in the towns of Boone and Ames. It is not proposed to carry any other freight for any person whatsoever.

Hearing on this application was held on September 9, 1924, pursuant to notice as required by law, and continued to September 17, 1924, for the purpose of taking the testimony of Mr. Meek, Iowa Manager, Red Ball Stores, Inc. Continued hearing was held on September 17, 1924, and Mr. Meek's testimony taken.

At the hearing it developed that the Iowa Manager of the Red Ball Stores, Inc., desired to use this service and that later his company might put on its own truck to handle this business. There is no evidence before us that the applicant herein proposes to perform any service for the public whatsoever, and while he will receive compensation for carrying the goods he can in no sense be considered a public carrier. The service to be performed is between two different locations of the same enterprise. The goods are not to be distributed to the public and there is no pretension that a public service is to be performed.

The situation is very different from one presented by a wholesale house or factory desiring to distribute its wares and goods to retail merchants or to the general buying public, in which case a showing of public convenience would be required. We do not believe that the law contemplates that a man must obtain a Certificate of Authorization to truck his own goods from one warehouse to another, or from one store to another, both of which belong to him.

It is our opinion that the applicant in this case, under the showing made, does not come within the requirements of the motor carrier statute; that for this particular and peculiar service he does not require a Certificate of Authorization from the Board in order to operate over the

highways, and his application is therefore dismissed for lack of jurisdiction.

No. H-252—1924.

Ames Motor Transportation, Ames. *Motor Carrier—Passenger—Story and Polk Counties.*

This application was filed on July 24, 1924, hearing was held, in the office of the Board, at Des Moines, on Sept. 3, 1924, at which time the application was withdrawn without prejudice, with the intention of filing new application.

No. H-264—1924.

Ft. Dodge, Des Moines & Southern R. R. Co., and Chicago & North Western Railway Co. v. Red Ball Transportation Co., Mason City.

Motor Carrier—Complaint Account Operation of Busses Between Des Moines and Ames.

This complaint was filed on May 21, 1924, hearing was held, in the office of the Board, on June 16, 1924, and on August 29, 1924, the Board rendered the following decision:

For the Red Ball Transportation Co.—J. E. Wichman, Atty., Garner, Iowa. Helen M. Schultz, Mason City, Iowa.

For the C. & N. W. Ry Co.—Henry L. Adams, Atty., Des Moines, Iowa.

For the Ft. D. D. M. & S. R. R. Co.—W. R. Dyer, Atty., Boone, Iowa.

For various railroad organizations—Robert McBirnie, B. of R. T., Boone, Iowa. John Gibson, O. R. C., Valley Junction, Iowa. James Stedman, B. L. F. & E., Des Moines, Iowa. Wm. Rierson, B. of R. T., Des Moines, Iowa.

On May 21, 1924, the Ft. Dodge, Des Moines & Southern Railroad Company complained, to the Board, that the Red Ball Transportation Company, which has been granted a certificate giving a right to operate busses between Mason City and Des Moines, via Ames, and other intermediate points, was violating the terms of such certificate by operating additional busses, having terminals at Ames and Des Moines only. The complaint recited other matters which have no particular bearing upon the real question at issue.

The Chicago & North Western Railway Company also filed its complaint, incorporating all of the allegations of the original complainant.

The complaint was duly served upon the Red Ball Transportation Company, which replied through its attorneys, alleging that the Motor Carrier Law of the State of Iowa makes no provision for submitting complaints of this character to the Board, and makes no provision for the said Board hearing such complaints, and in no manner authorizes said Board of Railroad Commissioners to make an order in connection therewith, and the said Red Ball Transportation Company denied the jurisdiction of the Board to hear said complaint or to make any affirmative order in the matter in any manner affecting the rights of the said Red Ball Transportation Company.

The respondent also denied that they had violated the permit granted them to operate between Mason City and Des Moines by making a spe-

cial schedule over parts of said route; that said special schedule was duly filed with the Board of Railroad Commissioners and accepted by them; that no objection has been made by the said Board to said amended schedule so filed; that the respondent has in no manner violated any law, rule or regulation of said Board in operating upon the schedules as indicated.

Hearing was called for June 16, 1924, and was had at the office of the Board.

The facts are, as substantially stated in the complaint, that the Red Ball Transportation Company had been granted authority to operate a bus line between Mason City and Des Moines over certain highways, and that Ames and other intermediate points were upon the line of said route, and that the Red Ball Transportation Company did later establish a separate and distinct service between Ames and Des Moines, filing its schedules with the Railroad Commission, which schedules were duly placed on file.

At a later date complaint was made that such service was without authority of the Board and that such action on the part of the Red Ball Transportation Company was in violation of the Motor Carrier Law.

In this particular case, while the question was raised by the steam and electric carriers, that there was already sufficient transportation provided between Ames and Des Moines, this point is not in issue. The question is not upon the promotion of public convenience by the additional bus service, but whether or not the Red Ball Transportation Company, in the operation of this special service, is doing so in violation of law, because there has been no specific authority given for this service, unless it be held that it is only a part of the through service between Mason City and Des Moines.

The respondent also raises the additional question that the law does not provide for the reception or the hearing of a complaint of this character.

Section One of the Motor Carrier Law, paragraph (b), defines a Motor Carrier as, "any person, firm, or corporation, lessee, trustee, or receiver, operating any motor vehicles with or without trailers attached upon any public highway for the transportation of passengers or property for compensation, between fixed termini or over a regular route even though there may be periodic or irregular departures from said terminus or route, etc." The Board may, by Section 4 of the Motor Carrier law, adopt rules covering the procedure to be followed, but all applications shall be in writing and shall contain:—

A—"The complete route over which the applicant desires to operate."

B—"The proposed schedule or schedules setting forth in detail the service which the applicant proposes to render."

The certificate granted the Red Ball Transportation Company was upon its application for a route between Mason City and Des Moines, via Rockwell, Sheffield, Chapin, Hampton, Iowa Falls, Hubbard, Zearing, Colo, Nevada, Ames, Huxley and Ankeny, said certificate being granted on

November 21, 1923. The schedule upon this application provided for two through trips each way per day between Mason City and Des Moines.

In April, 1924, the Red Ball Transportation Company put in additional service between Ames and Des Moines, so that between these two cities, in addition to the two through trips each way per day, there are three other round trips between Ames and Des Moines.

It is our opinion that, the certificate issued by the Board upon the application, would not include a separate and distinct service between different terminals, even though both of said terminals are included within the route upon which the Red Ball Transportation Company has been granted the right to operate its motor busses. We do not believe that the certificate granted could be construed, under the Motor Carrier law, to include other and additional service, and therefore we must hold that the operation of the additional busses with terminals at Ames and Des Moines was not authorized by the certificate granted for the operation of busses having terminals at Mason City and Des Moines.

Upon the question as to whether this Commission has any authority to hear or determine complaints of this character, it is our opinion that without express provision for the receiving of complaints or hearing the same, this Commission has the right to determine, for itself, how it may receive evidence of disobedience of the law or violation of its provisions, no matter from what source the information may come. Unquestionably the Board may take action upon its own motion regardless of any complaint filed, and we do not believe that the Commission is violating any of the provisions of the Motor Carrier law when it takes cognizance of reports or complaints made that any motor carrier is operating in violation of the law or the rules and regulations of this Board.

It would be difficult to enforce the provisions of the Motor Carrier law with the limited appropriation which has been granted us for its enforcement if we are not permitted to receive, from any source, complaints which may be investigated and determined. Of course, assuming that we have this authority it is no less clear that anyone who believes and claims that a motor carrier is violating the law or the regulations of the Board, may file information with the proper authorities for criminal prosecution of such violators, as provided by Section 13 of the law as amended.

It is our opinion that the operation of the busses having terminals at Ames and Des Moines, by the Red Ball Transportation Company, is without the authority of this Commission, and should be stopped at once, and it is so ordered.

No. H-266—1924.

Fred B. Dennis, Atlantic. *Motor Carrier—Freight.*

This application was filed on Aug. 5, 1924, and the applicant refusing to comply with the publication provisions of the law, the application was dismissed without prejudice.

No. H-267—1924.

F. C. Fowler, Merville. *Motor Carrier—Passenger—Woodbury County.*

This application was filed on Aug. 6, 1924, hearing was held, at Sioux City, on Oct. 9, and on Nov. 17, 1924, the Board granted Certificate of Authorization to operate upon the following route:

Between Merville and Correctionville, Woodbury County.

Beginning at the corner of Pearl and Main Streets, in Merville, Iowa, thence west on Pearl Street to First Street, thence south on First Street to Primary Road No. 23, thence east on Primary Road No. 23 to the east corporate limits of Merville; a distance of one and five-hundredths (1.05) miles in Merville; thence east on Primary Road No. 23, a distance of fourteen and fifty-five hundredths (14.55) miles to the west corporate limits of Correctionville; thence east on First Street in Correctionville to Central Street, thence north on Central Street to terminus located at the corner of Central and Fourth Streets, a distance of four hundred and eight thousandths (.408) of a mile in Correctionville; thence returning to Merville over the above described route.

No. H-272—1924.

James Harold Bailey, Wesley. *Motor Carrier—Oil and Oil Products—Kossuth and Hancock Counties.*

This application was filed on Aug. 13, 1924, and it appearing that the Standard Oil Company (Indiana), Des Moines, had made application for authority to operate all trucks used for delivering their oil and oil products in the state of Iowa, and inasmuch as the applicant's car was covered by their application, this case was dismissed without prejudice.

No. H-277—1924.

Peter Yanacheak, Sioux City. *Motor Carrier—Freight—Woodbury and Plymouth Counties.*

This application was filed on Aug. 16, 1924, was set for hearing, at Sioux City on Oct. 9, 1924, at which time no one appearing for or in behalf of the applicant, the hearing was adjourned to Des Moines, at a later date, provided the applicant furnished proofs of publication of hearing; otherwise, the case to be closed without prejudice. The applicant failing to reply to inquiries from this office, the file was closed.

No. H-298—1924.

Ray Durant, Garner. *Motor Carrier—Freight—Hancock and Cerro Gordo Counties.*

This application was filed on Sept. 9, 1924, hearing was held on Sept. 25, 1924, and on Nov. 18, 1924, Certificate of Authorization to operate upon the following route was granted:

Beginning at the intersection of Chicago, Milwaukee & St. Paul Railway right of way and Main Street, Garner, Iowa, thence south on Main Street to Fifth Street, thence east on Fifth Street to the Chicago, Rock Island & Pacific depot, thence north on Seymour Street to Second Street, thence east on Second Street to the east corporate limits of Garner, a distance of five-tenths (.5) of a mile in Garner; thence in a northeasterly direction on Primary Road No. 19, a distance of six and three-tenths (6.3) miles to the east line of Hancock County; thence in a northeasterly direction on Primary Road No. 19, in Cerro Gordo County, a distance of four and five-tenths (4.5) miles to the west corporate limits of Clear Lake; thence east on Second Street in Clear Lake to Fourth Street, thence north on Fourth Street to Main Street, thence east on Main Street to Clara Street, thence north on Clara Street to Davison Street,

thence east on Davison Street to the east corporate limits of Clear Lake, a distance of three and four-tenths (3.4) miles in Clear Lake; thence in an easterly direction on Primary Road No. 19, a distance of six and one-tenth (6.1) miles to the west corporate limits of Mason City; thence east on First Street in Mason City to Federal Avenue, thence south on Federal Avenue to Huntley Street, thence east on Huntley Street to terminus located at corner of Huntley and Rawlins Streets, a distance of two and thirty-seven hundredths (2.37) miles in Mason City; thence returning to Garner over the above described route.

No. H-302—1924.

Waterloo, Cedar Falls & Northern Railway Co., Waterloo. *Motor Carrier—Passenger—Black Hawk, Grundy, Hardin, Story and Polk Counties.*

This application was filed on Sept. 15, 1924, and was withdrawn on Sept. 24, 1924.

No. H-309—1924.

Transcontinental Oil Co., Sioux City. *Motor Carrier—Oil and Oil Products—Woodbury and Plymouth Counties.*

This application was filed on Sept. 19, 1924, and on Oct. 14 was consolidated with file No. H-331, to be known as the application of the Transcontinental Oil Co., of Pittsburgh, Pa.

No. H-318—1924.

P. C. McCaffree, Macedonia. *Mo'or Carrier—Freight—Pottawattamie County.*

This application was filed on Sept. 26, 1924, and was withdrawn on Oct. 27, 1924.

No. H-319—1924.

D. W. McMahon, Sioux City. *Motor Carrier—Passenger—Woodbury County.*

This application was filed on Sept. 26, 1924, and was withdrawn on Nov. 26, 1924.

No. H-320—1924.

James E. Perkins, Atlantic. *Motor Carrier—Passenger—Cass and Audubon Counties.*

This application was filed on Sept. 27, 1924, hearing was held, at Atlantic, on Oct. 27, 1924, and on Nov. 14, 1924, the Board rendered the following decision, granting the application:

For the applicant—E. M. Willard, Atty., Atlantic, Iowa; Jas. E. Perkins, Atlantic, Iowa.

For Peter S. Sorensen, Exira, Iowa, Objector—T. M. Rasmussen, Atty., Exira, Iowa; Peter S. Sorensen, Exira, Iowa.

On September 27, 1924, James E. Perkins, Atlantic, Iowa, filed an application for a Certificate of Authorization to operate as a motor carrier of passengers between Atlantic, Lorah, Brayton, Exira, Hamlin and Audubon, in Cass and Audubon Counties, Iowa.

After due publication of notice, this application came on for hearing, at the Court House, Atlantic, Iowa, on October 27, 1924, and was fully heard and submitted.

Mr. Peter S. Sorensen, Exira, Iowa, who is now duly authorized to operate as a motor carrier of passengers between Exira, Brayton, Lorah and Atlantic, and between Exira, Hamlin and Audubon, appeared personally, and by his counsel, E. M. Willard, Atlantic, Iowa, objecting to the granting of this application on the ground that he was already furnishing adequate service and that the service proposed to be rendered by the applicant would not promote the public convenience.

Credible witnesses testified in behalf of the applicant (among them being the mayors of the two towns constituting the termini of this proposed route, and the postmasters of Lorah and Atlantic) to the effect that they considered the public convenience would be promoted by the granting of this application. They particularly emphasized the fact that Mr. Sorensen, the objector, on his return trip from Audubon, had his terminus at Exira, thereby constituting a gap in the service between Exira and Atlantic, which made it necessary for people who had missed the afternoon R. I. train at Audubon, and who desired to come on to Atlantic, either to pay the regular taxi fare from Audubon to Atlantic, or stay in Audubon over night and take the R. I. train the next afternoon. Affidavits to this effect were filed by Judge Tom C. Whitmore, and by his shorthand reporter, Charles R. Linn, it being impossible for them to be present at the hearing, due to their being in court at Red Oak, Iowa.

From the testimony introduced, it would appear to the Board that the public convenience would be promoted by the granting of this application. This is particularly true in view of the fact that there is a break in the continuity of service furnished by the objector, Sorensen, in that his terminus, on the return trip from Audubon, is Exira, thereby creating a gap in the service which renders his route, insofar as handling passengers from Audubon to Atlantic, direct, useless.

Therefore, we find that after the applicant shall have available for use such equipment as he describes in his application and shall have complied with the provisions of the law and the rules and regulations of this Board with reference to the operation of motor busses, a Certificate of Authorization shall issue and it is so ordered.

No. H-323—1924.

Rainbow Lines, Inc., Cedar Falls, v. Waterloo, Cedar Falls & Northern Railway Co.

Complaint alleging Failure to Comply with Iowa Motor Carrier Law and Rules and Regulations Governing the Operation of Motor Carriers.

This complaint was filed on Sept. 24, 1924, hearing was held, at Waterloo, on Oct. 23rd, and on Nov. 14, 1924, the Board rendered the following decision:

For the complainant—W. G. Henke, Atty., Charles City, Iowa; Paul R. Ryberg, Pres., Cedar Falls, Ia.

For the defendant—C. E. Pickett, Atty., Waterloo, Ia.; C. M. Cheney, Pres., & G. M., Waterloo, Ia.

On September 24th Rainbow Lines, Inc., by Paul R. Ryberg, President, filed complaint with the Commission alleging violation of the Commission's rules and of the motor carrier law by the Waterloo, Cedar Falls & Northern Railway Company in the following respects:

That the Waterloo, Cedar Falls and Northern operated in addition to the equipment listed with the Commission, two motor vehicles on the same schedule as two of the vehicles operated by the Rainbow Lines, Inc.; that said Waterloo, Cedar Falls & Northern Railway Company carried no insurance upon its motor vehicles as required by law; and that because of the low rates charged and the excessive number of motor vehicles, in addition to the street railway operating between Waterloo and Cedar Falls, it would be necessary for the Rainbow Lines, Inc., to discontinue operation unless this Board required the Waterloo, Cedar Falls & Northern Railway Company to comply with the motor carrier laws and the rules of the Commission.

Hearing was held on the complaint at Waterloo, Wednesday, October 23, 1924. Many witnesses were heard. It was developed that during the week of the Dairy Cattle Congress there were many technical violations of the rules of the Railroad Commission by both complainant and the Waterloo, Cedar Falls & Northern Railway Company. The Cattle Congress was held at a point located on the route of both complainant and defendant. The attendance was large, and because of the great congestion of traffic neither of the bus lines was able to follow their time schedules at all times, consequently the movement of the motor vehicles of both companies was irregular and at times both carried more passengers in their vehicles than they were capable of seating. It was shown that the Waterloo, Cedar Falls & Northern Railway Company has fully complied with the orders of the Commission as to insurance.

We are of the opinion that this complaint was brought about by petty jealousies and quarrels of the drivers for the two companies; and that owing to the congestion of the Dairy Cattle Congress the irregular movements of both companies were unavoidable.

We find no adequate basis in fact for the complaint, and it should be, and is dismissed.

No. H-327—1924.

Ole Underberg, Humboldt. *Motor Carrier—Freight—Humboldt and Webster Counties.*

This application was filed on Oct. 6, 1924, hearing was called, at Ft. Dodge, on Oct. 30, 1924, and the applicant failing to appear, the case was dismissed and he was so advised.

Interlocking, Signal and Other Safety Devices

Authorized interlocking plants and other similar safety devices are subjected by the Signal Department to general inspections. It has been the aim of this department to inspect such authorized plants bi-annually. These devices are required to be installed and maintained to their highest degree of efficiency, thus securing for all concerned the maximum of safety at what are otherwise hazardous points in railway operation. Plants are being frequently changed to better facilitate train operation and avoid stops, which result in consequent delays and expenditures. Plans must first be approved for such changes, plant properly inspected after changes are made, and certificate issued to cover.

The following reports are submitted for fiscal year, December 1st, 1923, to December 1, 1924.

Plans for original construction of, or for changes to be made in, the following interlocking plants were approved, subject to inspection:

Name of Plant	Participating Company
Ames	C. & N. W.—Ft. D., D. M. & S.
Bettendorf	D., R. I. & N. W.—C., D. & M. Ry.
Beverly	C. & N. W.—C., M. & St. P.
Cedar Falls	I. C.—C., R. I. & P.
Cedar River	C. & N. W.—Gauntlet bridge
Clear Lake Jct.	C. G. W.—M. C. & C. L.—C., R. I. & P.
Clinton (2d St.)	C. & N. W.—C., M. & St. P.—C., R. I. & P.
Clinton	C. & N. W.—Bridge
Council Bluffs	Tower "A"—U. P. Transfer
Davenport (West)	C., R. I. & P.—C., M. & St. P.
Davenport	Crescent Drawbridge—C., R. I. & P.—C., M. & St. P.
Denison	I. C.—C. & N. W.
DeWitt	C. & N. W.—C., M. & St. P.
Dubuque (East)	I. C.—C. G. W.—C., B. & Q.
Gowrie	Ft. D., D. M. & S.—C. & N. W.—M. & St. L.
Green Island	C., M. & St. P.—Junction
Hampton "A"	C. G. W.—M. & St. L.
Hinton	I. C.—C., St. P., M. & O.
Iowa Falls	I. C.—C., R. I. & P.
Kelly	Ft. D., D. M. & S.—C. & N. W.
Kleithsburg	M. & St. L.—Drawbridge
Marathon	C., M. & St. P.—C. & N. W.
Mason City	C., M. & St. P.—C. & N. W.—C. G. W.—C., R. I. & P.
Maxon	C., B. & Q.—M. & St. L.
Paralta	C., M. & St. P.—Junction
Red Oak	C., B. & Q.—End of double track
Sergeant Bluff	C. & N. W.—C., M. & St. P.

The following named plants having been modified, or having been repaired in accordance with the suggestions of the Commission, reinspections were made and reinspection certificates of approval issued.

Name of Plant	Participating Company	Date of License
Ames	C. & N. W.—Ft. D., D. M. & S.	June 6-24
Beverly	C. & N. W.—C., M. & St. P.	July 23-24
Cedar Falls	I. C.—C. R. I. & P.	Mar. 5-24
Clinton (2d St.)	C. & N. W.—C., M. & St. P.—C., R. I. & P.	Sept. 26-24
Clinton	C. & N. W.—Drawbridge	Sept. 23-24
Council Bluffs	Tower "A"—U. P. Transfer	Nov. 29-24
Dubuque (East)	I. C.—C. G. W.—C., B. & Q.	May 22-24
Green Island	C., M. & St. P.—Junction	June 18-24
Hartley	C., R. I. & P.—C., M. & St. P.	Jan. 25-24
Hinton	I. C.—C., St. P., M. & O.	Jan. 26-24
Kiethsburg	M. & St. L.—Drawbridge	Sept. 11-24
Maxon	C., B. & Q.—M. & St. L.	July 28-24
Ottumwa (Tower 280)	C., B. & Q.—C., R. I. & P.—C., M. & St. P.	Oct. 26-24
Paralta	C., M. & St. P.—Junction	Oct. 31-24
Sergeant Bluff	C. & N. W.—C., M. & St. P.	Oct. 24-24

There are a total of 132 authorized interlocking plants. At least two general inspections were made of each of the following 127 interlockings and such defects as found reported to the maintaining company:

Location	Kind	Levers		Participating Companies	Date of License
		Frame	Work-ing		
Ackley	Mech.	24	20	I. C.—M. & St. L.	9-11-22
Albia	Mech.	21	14	Wabash—C., B. & Q.	9-22-20
Altoona	Mech.	4	4	C., R. I. & P.—Jct.	6-14-18
Ames	Mech.	40	40	C. & N. W.—Ft. D., D. M. & S.	6-6-24
Arion	Mech.	55	53	C. & N. W.—C., M. & St. P.—I. C.	5-12-09
Aurora	Mech.	8	8	C. & N. W.—End of double track	9-27-17
Balfour	Mech.	14	12	C., B. & Q.—End of double track	10-29-23
Belnap	Mech.	28	24	C., R. I. & P.—Wabash	9-22-22
Belle Plaine "BA"	Mech.	20	20	C., & N. W.—Yard	12-18-22
Belle Plaine "B"	Mech.	32	30	C., & N. W.—Junction	3-11-16
Beverly	Elec.	45	30	C. & N. W.—C., M. & St. P.	7-23-24
Boone (8th St.)	Mech.	40	33	C. & N. W.—Yard	9-7-15
Boone (BU)	Mech.	20	19	C. & N. W.—Yard	8-30-07
Browns	Mech.	24	19	C., M. & St. P.—Junction	6-21-19
Burlington	Elec.	16	16	C., B. & Q.—Drawbridge	2-21-18
Burlington	Mech.	40	31	C., B. & Q.—Junction-Yard	4-4-21
Capron	Mech.	24	24	C., M. & St. P.—M. & St. L.	5-10-15
Carnsforth	Mech.	28	23	C., R. I. & P.—C. & N. W.	3-20-22
Cedar Falls	Mech.	17	15	I. C.—C., R. I. & P.	3-5-24
Cedar River	Elec.	12	10	C. & N. W.—Gauntlet bridge	6-18-06
Centerville	Mech.	24	24	C., R. I. & P.—C., B. & Q.	10-16-16
Clarion	Mech.	32	27	C. G. W.—C., R. I. & P.	1-19-90
Clarksville	Mech.	24	22	C. G. W.—C., R. I. & P.	7-20-06
Clear Lake Jet	Mech.	32	26	C. G. W.—M. C. & C. L.—C., R. I. & P.	1-15-23
Clinton (2d St.)	Elec.	64	65	C. & N. W.—C., M. & St. P.—C., R. I. & P.	9-26-24
Clinton	Elec.	20	20	C. & N. W.—Drawbridge	9-26-24
Clio	Mech.	16	11	C., R. I. & P.—End of double track	5-24-21
Colfax	Mech.	20	10	C., R. I. & P.—C. P. N.	8-29-04
Cone	Mech.	24	18	C., M. & St. P.—C., R. I. & P.	7-16-18
Council Bluffs	Mech.	8	6	O., C. B. St. Ry.—C., B. & Q.	11-12-17
Council Bluffs	Mech.	8	6	O., C. B. St. Ry.—C., B. & Q.	11-12-17
Council Bluffs	Elec.	128	126	Tower "A"—U. P. Transfer	11-29-24
Council Bluffs	Elec.	15	12	U. P.—Bridge approach	2-17-22
Culver	Mech.	32	27	C., R. I. & P.—C., M. & St. P.	4-11-19

Location	Kind	Levers		Participating Companies	Date of License
		Frame	Work-ing		
Davenport (West)	Mech.	8	6	C., M. & St. P.—C., R. I. & P.	9-14-98
Denison	Mech.	32	24	I. C.—C. & N. W.	10-31-16
Des Moines	Elec.	56	50	C., R. I. & P.—C. G. W.	3-15-73
DeWitt	Mech.	24	23	C. & N. W.—C., M. & St. P.	6-23-16
Dubuque (East)	Elec.	52	35	I. C.—C. G. W.—C., B. & Q.	5-22-24
Dubuque	Mech.	16	14	C. G. W.—End of double track	10-24-23
Dubuque	Mech.	36	30	I. C.—Drawbridge	2-23-21
Dumont	Mech.	16	15	C. & N. W.—C. G. W.	2-2-17
Eagle Grove	Mech.	21	15	C. G. W.—C. & N. W.	1-30-20
Eberon	Mech.	32	26	C., M. & St. P.—C. & N. W.	9-27-18
Estherville No. 1	Mech.	9	7	C., R. I. & P.—M. & St. L.	8-6-17
Estherville No. 2	Mech.	12	11	C., R. I. & P.—M. & St. L.	8-6-17
Fairfield	Mech.	52	41	C., R. I. & P.—C., B. & Q.	4-23-19
Fonda	Mech.	32	23	C., M. & St. P.—I. C.	4-5-20
Ft. Dodge	Mech.	20	14	Ft. D., D. M. & S.—C. G. W.	3-19-21
Gladbrook	Mech.	24	21	C. G. W.—C. & N. W.	11-6-19
Gowrie	Mech.	20	17	Ft. D., D. M. & S.—C. & N. W.—M. & St. L.	11-2-16
Grand Jct.	Mech.	36	26	C. & N. W.—M. & St. L.	9-7-21
Green Island	Mech.	24	24	C., M. & St. P.—Junction	6-15-24
Greenville	Mech.	20	15	C., R. I. & P.—M. & St. L.	3-15-23
Gypsum	Mech.	32	23	Ft. D., D. M. & S.—I. C.	1-17-17
Gypsum	Mech.	32	22	I. C.—C. G. W.	10-31-16
Hampton "A"	Mech.	20	16	C. G. W.—M. & St. L.	5-2-23
Hampton "B"	Elec.	32	26	C. G. W.—M. & St. L.—C., R. I. & P.	7-22-20
Harcourt	Mech.	20	15	Ft. D., D. M. & S.—C. & N. W.	12-29-19
Hartley	Mech.	16	11	C., R. I. & P.—C., M. & St. P.	1-25-24
Hayfield	Mech.	12	8	C., R. I. & P.—M. & St. L.	12-20-00
Herndon	Mech.	20	18	C., M. & St. P.—Own tracks	4-6-20
Hicks	Mech.	16	16	C. & N. W.—C. G. W.	6-26-16
Hinton	Mech.	16	15	I. C.—C., St. P., M. & O.	1-25-24
Iowa Falls	Elec.	48	34	I. C.—C., R. I. & P.	10-31-16
Independence	Mech.	16	12	I. C.—C., R. I. & P.	10-31-16
Iowa City	Elec.	4	4	C. R. I. & P.—End of double track	5-26-22
Jeff	Mech.	20	19	C. G. W.—Junction	8-27-17
Jefferson	Mech.	20	17	C. & N. W.—C., M. & St. P.	8-7-16
Kelly	Mech.	24	23	Ft. D., D. M. & S.—C. & N. W.	2-17-17
Kiethsburg	Mech.	8	8	M. & St. L.—Lift bridge	9-11-24
Lake Mills	Mech.	12	10	C. & N. W.—M. & St. L.	2-2-17
Laurens	Mech.	16	12	C., R. I. & P.—C. & N. W.	1-30-20
Libertyville	Mech.	12	8	C., R. I. & P.—C., B. & Q.	12-6-20
Linby	Mech.	16	14	C., M. & St. P.—C., B. & Q.	10-27-03
Lockridge	Mech.	22	20	C., B. & Q.—Crossover	10-29-23
Lohrville	Mech.	20	17	C. G. W.—C., M. & St. P.—C. & N. W.	9-18-17
Manly	Mech.	48	36	C., G. W.—C., R. I. & P.—M. & St. L.	8-9-19
Manson	Mech.	24	22	I. C.—C., R. I. & P.	4-19-19
Maple River	Elec.	28	26	C., & N. W.—Junction	6-2-17
Marathon	Mech.	20	20	C., M. & St. P.—C. & N. W.	12-22-22
Marshalltown	Mech.	68	51	C. & N. W.—C. G. W.—M. & St. L.	12-14-16
Mason City	Mech.	20	18	C. & N. W.—C., M. & St. P.—C., R. I. & P.—C. G. W.	2-16-16
Mason City	Mech.	12	12	C. & N. W.—M. & St. L.	5-24-23
Mason City	Mech.	12	11	C. & N. W.—M. C. & C. L.	11-39-17
Mason City	Mech.	24	20	C. G. W.—C. & N. W.	1-21-02
Maxon	Mech.	45	41	C., B. & Q.—M. & St. L.	7-28-24
Melrose	Mech.	52	20	C., B. & Q.—Crossover	10-30-23
Moorland	Mech.	20	16	C. G. W.—M. & St. L.	4-19-19
Moravia	Mech.	16	14	Wabash—C., M. & St. P.	7-31-19
Moulton	Mech.	16	11	Wabash—C., B. & Q.	4-19-01
Nahant	Mech.	4	4	C., R. I. & P.—C., M. & St. P.	6-13-18
Neola	Mech.	28	23	C., R. I. & P.—C., M. & St. P.	1-8-23
New Hampton	Mech.	24	17	C. G. W.—C., M. & St. P.	1-12-17
Oelwein	Mech.	16	16	C. G. W.—C., R. I. & P.	8-27-17
Ogden	Mech.	32	32	C. & N. W.—M. & St. L.	9-10-15
Oneida	Mech.	24	16	C. G. W.—C., M. & St. P.—M. & O.	3-19-21
Oralabor	Mech.	12	8	Ft. D., D. M. & S.—C. & N. W.	9-10-15
Otis	Mech.	28	25	C. & N. W.—Junction	4-2-06
Ottumwa (Market St.)	Mech.	5	5	C., B. & Q.—C., R. I. & P.	5-10-16
Ottumwa (T 250)	Mech.	24	21	C., B. & Q.—C., R. I. & P.—C., M. & St. P.	10-26-24
Paralta	Mech.	24	19	C., M. & St. P.—Junction	10-31-54
Red Oak	Mech.	20	16	C., B. & Q.—End of double track	12-29-21

Location	Kind	Levers		Participating Companies	Date of License
		Frame	Working		
Hbard	Mech.	20	17	Ft. D., D. M. & S.—C. G. W.	12-29-19
Rockwell City	Mech.	40	36	I. C.—Ft. D., D. M. & S.—C., M. & St. P.	4-21-09
Rowan	Mech.	24	22	C. G. W.—C., R. I. & P.	5-2-23
Sabula	Elec.	24	18	C., M. & St. P.—Drawbridge	8-14-19
Sargeants Bluff	Mech.	16	12	C. & N. W.—C., M. & St. P.	10-24-24
Seymour	Mech.	29	19	C., M. & St. P.—C., R. I. & P.	1-6-22
Sibley	Mech.	24	20	C., St. P., M. & O.—C., R. I. & P.	12-18-22
Slater	Mech.	32	30	C., M. & St. P.—C. & N. W.	5-10-15
Somers	Mech.	28	28	C. G. W.—C., R. I. & P.	9-29-17
Spencer	Mech.	40	35	C., M. & St. P.—M. & St. L.	11-1-20
State Center	Mech.	8	7	C. G. W.—M. & St. L.	4-28-18
Tama	Mech.	60	59	C. & N. W.—C., M. & St. P.	9-28-22
Tower 307	Mech.	28	28	C., B. & Q.—Junction	8-8-16
Troy	Mech.	12	9	C., B. & Q.—End of double track	6-6-20
Uta	Mech.	12	12	C. & N. W.—C., M. & St. P.	10-19-18
Washington	Mech.	24	24	C., M. & St. P.—C., R. I. & P.	5-25-03
Waterloo	Mech.	24	17	I. C.—W., C. F. & N.	1-10-22
Waterloo (East)	Mech.	16	11	I. C.—W., C. F. & N.	12-1-21
Waterloo (West)	Mech.	4	4	C., R. I. & P.—W. C. F. & N.	5-17-11
Waverly	Mech.	24	18	C. G. W.—I. C.	12-18-06
Webb	Mech.	16	12	C., R. I. & P.—C., M. & St. P.	6-11-18
Webster City	Mech.	24	19	I. C.—C. & N. W.	10-31-16
Wheatland	Mech.	20	18	C. & N. W.—C., M. & St. P.	1-25-17
Whitebreast	Mech.	12	9	C., B. & Q.—End of double track	8-8-16
Total		3,124	2,633		

One general inspection was made of the following interlocking plants and such defects as found reported to the maintaining company:

Location	Kind	Levers		Participating Companies	Date of License
		Frame	Working		
Dumas	Elec.	32	21	A., T. & S. F.—Gauntlet bridge	9-9-23
Ft. Madison	Elec.	12	11	A., T. & S. F.—Drawbridge	5-22-16
New Boston	Mech.	17	14	A., T. & S. F.—Crossover	11-27-23
Shopton (East)	Mech.	16	15	A., T. & S. F.—Yard	2-9-23
Shopton (West)	Mech.	16	11	A., T. & S. F.—Yard	5-11-21
Total		93	72		

There are one hundred and thirty-two (132) authorized interlocking plants in operation; one hundred and sixteen (116) are manually operated mechanical plants, having a machine frame capacity of 2629 levers with 2221 working levers. Sixteen (16) are manually controlled and electrically operated, having a machine frame capacity of five hundred and eighty-eight (588) levers with four hundred and eighty-four (484) working levers.

Seventeen (17) reported derailments at interlocking plants were ascribed to disregarding danger signals by engineers and twenty (20) were attributed to other omissions than those named above, viz., improper use of hand signals, failure of train equipment, cause not definitely known, etc.

Interstate Cases Handled by Commerce Counsel of Iowa and Decided During Year 1924

This report for the year 1924 does not go into detail as heretofore, but gives a list of the more important cases. In addition to these, there have been many similar cases, and many adjustments of interstate matters, which did not result in the filing of complaint or hearings before the Interstate Commerce Commission. There have been the usual controversies as to live stock, grain and coal matters. During the year there was heard the case asking for a reduction of rates on anthracite coal from the fields in Pennsylvania, in which arguments were filed. Also the same question as to the soft coal rates from Illinois, Indiana and Western Kentucky. These cases involved several days of hearings and a voluminous record, with many exhibits submitted by the various interests within the state. Both of these cases are fully argued but no report of the Examiner has yet been filed. Several grain cases have been heard throughout the year and some live stock cases are pending, including the general case begun by the American National Live Stock Association and others, in which the Corn Belt Meat Producers Association of Iowa is a party plaintiff, and in which this office will take a part. The case has been filed, but no hearing has yet been held thereon. The cases before the Interstate Commerce Commission are about as numerous as heretofore, but generally are of more importance and more value and have required greater labor, and the business of the office is increasing in these matters.

The usual correspondence, filing of complaints and hearings before the Iowa Board of Railroad Commissioners have been had, though a great proportion of these cases have been adjusted. It is the endeavor to settle and effect adjustments by correspondence with the carriers, where possible, and this has resulted in more satisfactory adjustments than by filing complaints.

Following is a list of the more important cases before the Interstate Commerce Commission:

I. C. C. Docket No. 12506, Greater Des Moines Committee, Inc., and Des Moines Gas Company v. Director General, et al. Complaint filed with the Interstate Commerce Commission February 25, 1921, as to rates on petroleum gas and fuel oils. Hearing held June 3, 1921. Decided January 9, 1924, 85 I. C. C., 478. Rates on petroleum gas and fuel oils, carloads, from the Kansas City, Mo.-Kans., district and from Kansas and Oklahoma fields to Des Moines, Iowa, found unreasonable and unduly prejudicial. Reasonable and non-prejudicial rates prescribed for the future, and reparation awarded.

I. & S. Docket No. 1896, Proportional Commodity Rates Between Upper Mississippi River Crossings and Points West Thereof. Protest filed with Interstate Commerce Commission on August 18, 1923, asking suspension of cancellation of proportional commodity rates between Keokuk, etc.,

and stations in Iowa on the Chicago, Rock Island & Pacific Railway. Hearing held October 17, 1923. Opinion of Interstate Commerce Commission 85 I. C. C., 40, finds proposed cancellation not justified, and suspended schedules ordered cancelled.

I. & S. Docket No. 1787, Rates on Coal, carloads, from Kentucky, Tennessee and Virginia to Minnesota Points via Chicago, Rock Island & Pacific Railway Company. Heard at Chicago July 14, 1923, in connection with I. C. C. Docket Nos. 10741, 11289 and I. & S. Docket No. 1558. Decided by Interstate Commerce Commission May 13, 1924; suspended schedules ordered cancelled without prejudice to the publication of schedules in conformity with the findings, 89 I. C. C., 573.

I. C. C. Docket No. 12701, Atlas Portland Cement Co. v. C. B. & Q. R. R. Co., et al., Rates on Cement in carloads from Hannibal, Mo., to Points in Iowa. Commerce Counsel enters appearance for Board of Railroad Commissioners. Hearing at Chicago, April 4, 1922. Opinion in 88 I. C. C., 27, finds rates reasonable but unduly prejudicial of producing points in Iowa and shippers therefrom, and said undue prejudice and preference ordered removed.

Finance Docket No. 3180, Application of Arthur Hoffman, as receiver of Muscatine, Burlington & Southern Railroad Company, for authority to abandon operation of said railroad. Hearing November 20, 1923. Decided May 10, 1924. Certificate issued authorizing the receiver of the railroad to abandon, as to interstate and foreign commerce, the line of that company in Muscatine, Louisa and Des Moines counties.

I. & S. Docket No. 2046, Rates on Furniture from Points in C. F. A. Territory. Petition filed with Interstate Commerce Commission by Burlington Shippers' Association. On March 18, 1924, Commerce Counsel filed supplemental application for suspension. Heard at Chicago April 10, 1924. By opinion July 26, 1924, cancellation of commodity rates and rates provided by exception to official classification on furniture, in carloads, from and to points in central territory, found not justified. Cancellation of less than carload rates found justified. Opinion in 92 I. C. C., 97.

I. & S. Docket No. 2082, Glazed Sash from Iowa, Illinois and Wisconsin Points to Trunk Line and New England territories. Complaint filed by Farley & Loetscher Mfg. Co., et al. Heard at Chicago May 7, 1924. Decided July 28, 1924. Commission finding proposed restriction of commodity rates on sash, in mixed carloads with common unglazed doors and millwork, from certain points in Iowa, Illinois and Wisconsin to trunkline and New England territories, so as not to apply on common glazed sash, not justified. Suspended schedules ordered canceled, 91 I. C. C., 731.

I. & S. Docket No. 1987, Cancellation of Combination Rule on Gravel, Sand and Stone from Nebraska Points to various destinations. December 7, 1923, protest and application for suspension filed with the Interstate Commerce Commission, January 18, 1924, received order of Interstate Commerce Commission discontinuing proceeding, as carriers had filed corrected schedules effective January 18, 1924.

I. C. C. Docket No. 14472, Dolese Brothers Company, et al., v. The A. T. & S. F. Ry. Co., et al., rates on stone, agricultural limestone, et al. On May 1, 1924, in 89 I. C. C., 110, Commission finds rates on crushed stone, in carloads, from Buffalo and Linwood, Iowa, to destinations in Illinois, unreasonable and unduly prejudicial. Reasonable and non-prejudicial rates to key points determined, and defendants directed to work out rates to points on and west of the line of the Illinois Central Railroad, Freeport to Centralia, Ill., in accordance with the findings. Reparation awarded.

I. & S. Docket No. 1930 and I. C. C. Docket No. 15343, Reduced Commodity Rates from New York Piers to Pacific Coast. April 3, 1924, orally argued at Washington. Decided by Commission June 10, 1924, 89 I. C. C., 512.

I. C. C. Docket No. 13181, Rates on Salt. Complaint filed by Burlington Shippers' Association, et al., v. A. C. & Y. Ry. Co., et al.; petition of intervention filed by Commerce Counsel. March 17, 1922, hearing at Chicago. Decision of Interstate Commerce Commission filed October 14, 1924, 92 I. C. C., 388.

Officers and Directors of Companies

For the year ended December 31, 1923.

OF STEAM RAILWAY COMPANIES

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

Directors: Ogden L. Mills, New York, N. Y.; S. T. Bledsoe, Chicago, Illinois; Warren E. Brown, Wichita, Kansas; Edward J. Berwind, New York, N. Y.; John W. Davis, New York, N. Y.; William C. Potter, New York, N. Y.; Andrew C. Jobes, Merriam, Kansas; Joseph E. Otis, Chicago, Illinois; William B. Storey, Chicago, Illinois; Myron C. Taylor, New York, N. Y.; Arthur T. Hadley, New Haven, Conn.; Charles Steele, New York, N. Y.; Henry S. Pritchett, New York, N. Y.; Howel Jones, Topeka, Kansas.

General Officers: President, W. B. Storey, Chicago, Illinois; Vice President, E. J. Engel, Chicago, Illinois; Vice President, Edward Chambers, Chicago, Illinois; Vice President, A. G. Wells, Chicago, Illinois; Vice President, W. E. Hodges, Los Angeles, California; Secretary and Treasurer, E. L. Copeland, Topeka, Kansas; General Counsel, S. T. Bledsoe, Chicago, Illinois; General Solicitor, Gardiner Lathrop, Chicago, Illinois; Comptroller, D. L. Gallup, New York, N. Y.; General Auditor, W. E. Bailey, Chicago, Illinois; General Mgr., F. C. Fox, Topeka, Kansas; General Mgr., F. A. Lehman, Amarillo, Texas; General Manager, W. K. Etter, Los Angeles, California; Chief Engineer, C. F. W. Felt, Chicago, Illinois.

ATLANTIC NORTHERN RAILWAY COMPANY

Directors: John Liestad, Elk Horn, Iowa; Bertel Christensen, Kimballton, Iowa; Hans Nissen, Kimballtown, Iowa; L. H. Lauritzen, Kimballton, Iowa; Niels A. Hansen, Kimballton, Iowa; Andrew Kroman, Elk Horn, Iowa; Thomas Christlansen, Elk Horn, Iowa.

General Officers: President, John Liestad, Elk Horn, Iowa; Vice President, Hans Nissen, Kimballton, Iowa; Secretary, C. E. Spar, Atlantic, Iowa; Treasurer, Bertel Christensen, Kimballton, Iowa; General Manager, C. E. Spar, Atlantic, Iowa.

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY

Directors: Wm. W. Baldwin, Chicago, Ill.; Ralph Budd, St. Paul, Minn.; Claude G. Burnham, Chicago, Ill.; Charles Donnelly, St. Paul, Minn.; Robert J. Dunham, Chicago, Ill.; Howard Elliott, New York, N. Y.; Louis W. Hill, St. Paul, Minn.; Hale Holden, Chicago, Ill.; Arthur Curtiss James, New York, N. Y.; Charles E. Perkins, Burlington, Iowa; Frederick H. Rawson, Chicago, Ill.; Oliver M. Spencer, Chicago, Ill.; Charles I. Sturgis, Chicago, Ill.

General Officers: President, Hale Holden, Chicago, Ill.; Executive Vice President, Claude G. Burnham, Chicago, Ill.; Vice President,

William W. Baldwin, Chicago, Ill.; Vice President, Edward P. Bracken, Chicago, Ill.; Vice President, Harry R. Safford, Chicago, Ill.; Vice President, Conrad E. Spens, Chicago, Ill.; Vice President, Secretary and Treasurer, Charles I. Sturgis, Chicago, Ill.; General Counsel, Oliver M. Spencer, Chicago, Ill.; General Solicitor, Bruce Scott, Chicago, Ill.; Assistant to General Counsel, Edward M. Shelton, Chicago, Ill.; Comptroller, Herbert W. Johnson, Chicago, Ill.; General Auditor, Harry D. Foster, Chicago, Ill.; General Manager, Wm. F. Thiehoff, Chicago, Ill.; General Manager, Edward Flynn, Omaha, Neb.; Chief Engineer, Albert W. Newton, Chicago, Ill.

CHICAGO, GREAT WESTERN RAILROAD COMPANY

Directors: E. C. Finkbine, Des Moines, Iowa; Chas. H. Thorne, Chicago, Ill.; Chas. G. Dawes, Chicago, Ill.; Milton Tootle, Jr., St. Joseph, Mo.; C. T. Jaffray, Minneapolis, Minn.; G. W. Wattles, Los Angeles, Cal.; E. F. Swinney, Kansas City, Mo.; E. A. Cudahy, Chicago, Ill.; B. E. Sunny, Chicago, Ill.; Geo. H. Price, St. Paul, Minn.; S. M. Felton, Chicago, Ill.; Charles Steele, New York, N. Y.; E. N. Hurley, Chicago, Ill.

General Officers: President, S. M. Felton, Chicago, Ill.; Secretary, W. H. Lerch, Chicago, Ill.; Treasurer, J. F. Coykendall, Chicago, Ill.; General Counsel, Ralph M. Shaw, Chicago, Ill.; General Solicitor, W. H. Jacobs, Chicago, Ill.; Comptroller, Con. F. Krebs, Chicago, Ill.; General Manager, C. L. Hinkle, Chicago, Ill.; Chief Engineer, C. G. Delo, Chicago, Ill.

MASON CITY AND FT. DODGE RAILROAD COMPANY

Directors: S. M. Felton, Chicago, Ill.; J. E. Davidson, Omaha, Neb.; A. L. Reed, Omaha, Neb.; Geo. A. Hormel, Austin, Minn.; C. H. McNider, Mason City, Iowa; W. H. McCord, Omaha, Neb.

General Officers: President, S. M. Felton, Chicago, Ill.; Secretary-Treasurer, J. F. Coykendall, Chicago, Ill.; Auditor, Con. F. Krebs, Chicago, Ill.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

Directors: M. N. Buckner, New York, N. Y.; Samuel H. Fisher, New York, N. Y.; Donald H. Geddes, New York, N. Y.; John McHugh, N. Y.; J. Ogden Armour, Chicago, Ill.; Franklin M. Crosby, Minneapolis, Minn.; Samuel McRoberts, New York, N. Y.; C. H. McNider, Mason City, Iowa; H. E. Byram, Chicago, Ill.; W. E. S. Griswold, New York, N. Y.; Edward S. Harkness, New York, N. Y.; G. G. Mason, New York, N. Y.; E. L. Philipp, Milwaukee, Wis.

General Officers: President, H. E. Byram, Chicago, Ill.; Vice President, R. M. Calkins, Chicago, Ill.; Vice President, B. B. Greer, Chicago, Ill.; Vice President, H. B. Earling, Seattle, Wash.; Vice President, W. W. K. Sparrow, Chicago, Ill.; Vice President, J. W. Taylor, Chicago, Ill.; Vice President, R. J. Marony, New York, N. Y.; Assistant to President, Lee W. Spratlen, Chicago, Ill.; Assistant to President, F. H. Johnson, Chicago, Ill.; Secretary, E. W. Adams, Milwaukee, Wis.;

Treasurer, A. G. Loomis, Chicago, Ill.; General Counsel, H. H. Field, Chicago, Ill.; General Solicitor, O. W. Dynes, Chicago, Ill.; Comptroller, Walter V. Wilson, Chicago, Ill.; General Auditor, None; General Manager, J. T. Gillick, Chicago; General Manager, Macy Nicholson, Seattle, Wash.; Chief Engineer, C. F. Loweth, Chicago, Ill.

CHICAGO AND NORTH WESTERN RAILWAY COMPANY

Directors: Frederick W. Vanderbilt, New York, N. Y.; Harold S. Vanderbilt, New York, N. Y.; Cyrus H. McCormick, Chicago, Ill.; Chauncey Keep, Chicago, Ill.; Wm. H. Finley, Chicago, Ill.; James B. Sheean, Chicago, Ill.; Walter W. Head, Omaha, Neb.; Chauncey M. Depew, New York, N. Y.; Gordon Abbott, Boston, Mass.; Childs Frick, Roslyn, N. Y.; Marshall Field, New York, N. Y.; Samuel A. Lynde, New York, N. Y.; Marvin Hughitt, Chicago, Ill.; William K. Vanderbilt, New York, N. Y.; Henry C. McEldowney, Pittsburgh, Pa.; Oliver Ames, Boston, Mass.; Albert A. Sprague, Chicago, Ill.

General Officers: Chairman of Board, Marvin Hughitt, Chicago, Ill.; President, William H. Finley, Chicago, Ill.; Vice President, Samuel A. Lynde, New York, N. Y.; Vice President in charge of Operations, Marvin Hughitt, Jr., Chicago, Ill.; Vice President in charge of Traffic, Alex C. Johnson, Chicago, Ill.; Vice President and General Counsel, Fred W. Sargent, Chicago, Ill.; Secretary, John D. Caldwell, Chicago, Ill.; Treasurer, Arthur S. Pierce, New York, N. Y.; General Solicitor, Ray N. Van Doren, Chicago, Ill.; Comptroller, Lewis A. Robinson, Chicago, Ill.; General Auditor, Charles D. Brandriff, Chicago, Ill.; General Manager, Frank Walters, Chicago, Ill.; Chief Engineer, Walter J. Towne, Chicago, Ill.

CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RY. CO.

Directors: Chauncey M. DePew, New York, N. Y.; Marvin Hughitt, Chicago, Ill.; Harold S. Vanderbilt, New York, N. Y.; Edwin S. Woodworth, Minneapolis, Minn.; William H. Finley, Chicago, Ill.; Oliver Ames, Boston, Mass.; Albert A. Sprague, Chicago, Ill.; Marvin Hughitt, Jr., Chicago, Ill.; James B. Sheean, Chicago, Ill.; Frederick W. Vanderbilt, New York, N. Y.; William K. Vanderbilt, New York, N. Y.; Chauncey Keep, Chicago, Ill.; Samuel A. Lynde, New York, N. Y.

General Officers: Chairman of Board, Marvin Hughitt, Chicago, Ill.; President, Wm. H. Finley, Chicago, Ill.; Vice President and Assistant Secretary, Samuel A. Lynde, New York, N. Y.; Vice President, Arthur W. Trenholm, St. Paul, Minn.; Vice President and General Counsel, James B. Sheean, Chicago, Ill.; Secretary, John D. Caldwell, Chicago, Ill.; Treasurer and Assistant Secretary, Arthur S. Pierce, New York, N. Y.; General Solicitor, Richard L. Kennedy, St. Paul, Minn.; General Manager, John J. O'Neil, St. Paul, Minn.; Superintendent Motive Power and Machinery, Eugene R. Gorman, St. Paul, Minn.; Master Car Builder, William H. Thorn, Hudson, Wis.; General Superintendent, Frank R. Pechin, St. Paul, Minn.; Comptroller, Charles Jensch, St. Paul, Minn.; Local Treasurer, Charles P. Nash, St. Paul, Minn.; General Traffic Manager, Hiram M. Pearce, St. Paul, Minn.; General Freight

Agent, Albion M. Fenton, St. Paul, Minn.; General Passenger Agent, George H. MacRae, St. Paul, Minn.; Chief Engineer, Harry E. Barlow, St. Paul, Minn.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY CO.

Directors: N. L. Amster, Boston, Mass.; M. L. Bell, New York, N. Y.; A. J. Brosseau, New York, N. Y.; Henry Bruere, New York, N. Y.; G. W. Davison, New York, N. Y.; G. Watson French, Davenport, Iowa; J. E. Gorman, Chicago, Ill.; Charles Hayden, New York, N. Y.; Carl Nyquist, Chicago, Ill.; A. R. Rearick, New York, N. Y.; Wm. Z. Ripley, Newton Centre, Mass.; F. W. Scott, Richmond, Virginia; T. G. Ten Eyck, Albany, N. Y.

General Officers: President, J. E. Gorman, Chicago, Ill.; Vice President and General Counsel, M. L. Bell, New York, N. Y.; General Solicitor, W. F. Dickinson, Chicago, Ill.; Assistant General Counsel, W. F. Peter, Chicago, Ill.; Vice President, Secretary and Treasurer, Carl Nyquist; Vice President and General Auditor, W. H. Burns, Chicago, Ill.; Vice President and Purchasing Agent, F. D. Reed, Chicago, Ill.; Vice President-Operations, L. C. Fritch, Chicago, Ill.; General Manager, D. Coughlin, Des Moines, Iowa; General Manager, A. B. Warner, El Reno, Okla.; Chief Engineer, C. A. Morse, Chicago, Ill.

ST. PAUL AND KANSAS CITY SHORT LINE RAILROAD

Directors: J. E. Gorman, Chicago, Ill.; M. L. Bell, New York, N. Y.; L. C. Fritch, Chicago, Ill.; Carl Nyquist, Chicago, Ill.; W. H. Burns, Chicago, Ill.

General Officers: President, J. E. Gorman, Chicago, Ill.; Vice President, M. L. Bell, New York, N. Y.; Vice President, Treasurer and Assistant Secretary, Carl Nyquist, Chicago, Ill.; Secretary and Treasurer, Wm. La Venture, Davenport, Iowa; Assistant Secretary and Assistant Treasurer, W. Vanderpool, Chicago, Ill.; General Auditor, W. H. Burns, Chicago, Ill.

KEOKUK AND DES MOINES RAILROAD COMPANY

Directors: M. L. Bell, New York, N. Y.; W. F. Dickinson, Chicago, Ill.; W. Vanderpool, Chicago, Ill.; L. C. Fritch, Chicago, Ill.; W. H. Burns, Chicago, Ill.; F. D. Reed, Chicago, Ill.; J. E. Gorman, Chicago, Ill.; L. M. Allen, Chicago, Ill.; Carl Nyquist, Chicago, Ill.

General Officers: President, J. E. Gorman, Chicago, Ill.; Vice President, M. L. Bell, New York, N. Y.; Vice President, Treasurer and Assistant Secretary, Carl Nyquist, Chicago, Ill.; Secretary and Clerk, Wm. La Venture, Davenport, Iowa; Assistant Secretary and Assistant Treasurer, W. Vanderpool, Chicago, Ill.; Auditor, W. H. Burns, Chicago, Ill.; Receivers, B. F. Kauffman, Des Moines, Iowa, and J. J. Hughes, Des Moines, Iowa; Attorney for Receivers, Donald Evans, Des Moines, Iowa.

COLFAX NORTHERN RAILWAY COMPANY

Directors: Thos. W. Griggs, Davenport, Iowa; Marion B. Seevers, Des Moines, Iowa; Robert Ryan, Des Moines, Iowa; J. B. Ryan, Colfax, Iowa; F. G. Ryan, Des Moines, Iowa; W. L. Ryan, Des Moines, Iowa.

General Officers: President, Thos. W. Griggs, Davenport, Iowa; Vice President, Marion B. Seevers, Des Moines, Iowa; Secretary, W. Blakely, Colfax, Iowa; Treasurer, Marion B. Seevers, Des Moines, Iowa; General Manager, W. Blakely, Colfax, Iowa.

THOMAS W. GRIGGS RAILROAD PROPERTY

(Ownership is Individual)

COLFAX CONSOLIDATED COAL COMPANY

Directors: Not organized.

General Officers: President, Marion B. Seevers, Des Moines, Iowa; Vice President, Robert Ryan, Des Moines, Iowa; Secretary-Treasurer and General Manager, J. B. Ryan, Colfax, Iowa.

DAVENPORT, ROCK ISLAND AND NORTH WESTERN RAILWAY

Directors: B. B. Greer, Chicago, Ill.; J. T. Gillick, Chicago, Ill.; O. N. Harstad, Chicago, Ill.; Hale Holden, Chicago, Ill.; C. G. Burnham, Chicago, Ill.; E. P. Bracken, Chicago, Ill.; J. R. Lane, Davenport, Iowa.

General Officers: President, B. B. Greer, Chicago, Ill.; Vice President, E. P. Bracken, Chicago, Ill.; Secretary and Treasurer, P. L. Hinrichs, Davenport, Iowa; Assistant Secretary, A. T. Williams, Chicago, Ill.; Auditor and Assistant Treasurer, J. H. Ells, Davenport, Iowa; General Manager, C. B. Rodgers, Davenport, Iowa.

GREAT NORTHERN RAILWAY COMPANY

Directors: Ralph Budd, St. Paul, Minn.; F. L. Paetzold, St. Paul, Minn.; E. T. Nichols, New York, N. Y.; W. P. Kenney, St. Paul, Minn.; N. Terhune, New York, N. Y.; A. E. Loomis, New York, N. Y.; A. C. Loring, Minneapolis, Minn.; A. L. Ordean, Duluth, Minn.; L. W. Hill, St. Paul, Minn.; Jos. Chapman, Minneapolis, Minn.; F. E. Weyerhaeuser, St. Paul, Minn.; T. M. Schumacher, New York, N. Y.

General Officers: Chairman of Board, L. W. Hill, St. Paul, Minn.; President, Ralph Budd, St. Paul, Minn.; Vice President, G. R. Martin, St. Paul, Minn.; Vice President, L. C. Gilman, Seattle, Wash.; Vice President, E. T. Nichols, New York, N. Y.; Vice President, M. L. Countryman, St. Paul, Minn.; Vice President, W. P. Kenney, St. Paul, Minn.; Vice President, C. O. Jenks, St. Paul, Minn.; Secretary, F. L. Paetzold, St. Paul, Minn.; Treasurer, F. L. Paetzold, St. Paul, Minn.; General Counsel, M. L. Countryman, St. Paul, Minn.; General Solicitor, F. G. Dorety, St. Paul, Minn.; Comptroller, Geo. H. Hess, Jr., St. Paul, Minn.; General Auditor, A. B. Fisher, St. Paul, Minn.; General Manager, Frank Bell, St. Paul, Minn.; General Manager, J. H. O'Neil, Seattle, Wash.; Chief Engineer, A. H. Hogeland, St. Paul, Minn.

ILLINOIS CENTRAL RAILROAD COMPANY

Directors: Len Small, Springfield, Ill.; Stanley Field, Chicago, Ill.; David R. Burbank, New York, N. Y.; Robert Walton Goelet, Newport, R. I.; Charles A. Peabody, New York, N. Y.; John G. Shedd, Chicago, Ill.; William Averill Harriman, New York, N. Y.; John W. Auchincloss, New York, N. Y.; Robert S. Lovett, New York, N. Y.; Vincent Astor, New York, N. Y.; Cornelius Vanderbilt, New York, N. Y.; Henry W. DeForest, New York, N. Y.; Charles H. Markham, Chicago, Ill.

General Officers: President, C. H. Markham, Chicago, Ill.; Senior Vice President, C. M. Kettle, Chicago, Ill.; Vice President, A. E. Clift, Chicago, Ill.; Vice President, F. B. Bowes, Chicago, Ill.; Vice President, G. J. Bunting, Chicago, Ill.; Vice President, A. C. Mann, Chicago, Ill.; Secretary, D. R. Burbank, New York, N. Y.; Treasurer, R. C. Connolly, New York, N. Y.; General Counsel, W. S. Horton, Chicago, Ill.; General Solicitor, R. V. Fletcher, Chicago, Ill.; General Auditor, L. A. Harkness, Chicago, Ill.; General Manager, J. J. Pelley, Chicago; Chief Engineer, F. L. Thompson, Chicago, Ill.

DUBUQUE AND SIOUX CITY RAILROAD COMPANY

Directors: John W. Auchincloss, New York, N. Y.; D. R. Burbank, New York, N. Y.; H. W. DeForest, New York, N. Y.; R. W. Goelet, New York, N. Y.; W. A. Harriman, New York, N. Y.; C. E. Kuck, New York, N. Y.; R. E. Connolly, New York, N. Y.; C. A. Peabody, New York, N. Y.; H. M. Riseley, New York, N. Y.; Cornelius Vanderbilt, New York, N. Y.; Blewett Lee, New York, N. Y.; C. H. Markham, Chicago, Ill.; C. M. Kittle, Chicago, Ill.; B. A. Beck, Chicago, Ill.; John L. Adams, Dubuque, Iowa; A. R. Loomis, Fort Dodge, Iowa.

General Officers: President, C. H. Markham; Vice President, C. M. Kittle, Chicago, Ill.; Vice President, F. B. Bowes, Chicago, Ill.; Vice President, A. C. Mann, Chicago, Ill.; Vice President, G. J. Bunting, Chicago, Ill.; Secretary, F. E. Couch, Dubuque, Iowa; Treasurer, R. E. Connolly, New York, N. Y.; General Counsel, W. S. Horton, Chicago, Ill.; General Solicitor, R. V. Fletcher, Chicago, Ill.; General Auditor, L. A. Harkness, Chicago, Ill.

MANCHESTER AND ONEIDA RAILWAY COMPANY

Directors: Charles J. Seeds, Manchester, Iowa; E. H. Hoyt, Manchester, Iowa; G. W. Dunham, Manchester, Iowa; W. H. Hutchinson, Manchester, Iowa; L. Mathews, Manchester, Iowa; F. B. Blair, Manchester, Iowa; Hubert Carr, Manchester, Iowa; Jos. Hutchinson, Manchester, Iowa; William Hockaday, Manchester, Iowa; A. R. LeRoy, Manchester, Iowa; A. D. Long, Manchester, Iowa; Charles McCormick, Manchester, Iowa; R. L. Terrill, Manchester, Iowa; J. S. Jones, Manchester, Iowa.

General Officers: President, Jos. Hutchinson, Manchester, Iowa; Vice President, E. H. Hoyt, Manchester, Iowa; Secretary, Lafe Mathews, Manchester, Iowa; Treasurer, A. D. Long, Manchester, Iowa;

Auditor, Chas. J. Seeds, Manchester, Iowa; Attorney or General Counsel, Geo. W. Dunham, Manchester, Iowa; Traffic Manager, C. J. Boardway, Manchester, Ia.; General Superintendent, J. S. Jones, Manchester, Iowa; General Freight Agent, W. H. Hutchinson, Manchester, Iowa; General Passenger Agent, Hubert Carr, Manchester, Iowa.

MINNEAPOLIS AND ST. LOUIS RAILROAD

Directors: W. H. Bremer, Minneapolis, Minn.; F. A. Chamberlain, Minneapolis, Minn.; F. E. Kenaston, Minneapolis, Minn.; E. E. Nash, Minneapolis, Minn.; S. B. November, Baltimore, Md.; P. V. Davis, New York, N. Y.; W. B. Davids, New York, N. Y.; W. L. McKenna, New York, N. Y.; W. P. Hawley, New York, N. Y.

General Officers: Receiver, W. H. Bremer, Minneapolis, Minn.; Agent for Receiver, W. B. Davids, New York, N. Y.; Counsel for Receiver, M. M. Joyce, Minneapolis, Minn.; Comptroller, A. E. Smith, Minneapolis, Minn.; Treasurer for Receiver, W. W. Cole, Minneapolis, Minn.; Chief Traffic Officer, F. B. Townsend, Minneapolis, Minn.; Chief Operating Officer, E. E. Nash, Minneapolis, Minn.; Superintendent Motive Power and R. S., H. W. Johnson, Minneapolis, Minn.; General Purchasing Agent, J. D. McCarthy, Minneapolis, Minn.; Chief Engineer, R. G. Kenley, Minneapolis, Minn.

MUSCATINE, BURLINGTON AND SOUTHERN RAILROAD

Directors: E. H. Ryan, Davenport, Iowa; C. J. Von Maur, Davenport, Iowa; Aug. E. Steffen, Davenport, Iowa; Jno. L. Zeidler, St. Joseph, Mo.; C. A. Buddy, St. Joseph, Mo.

General Officers: President, E. H. Ryan, Davenport, Iowa; Vice President, C. J. Von Maur, Davenport, Iowa; Secretary, Ray Nyemaster, Davenport, Iowa; Treasurer, Ed Kaufman, Davenport, Iowa; Receiver, Arthur Hoffman, Muscatine, Iowa; Auditor, A. G. Feustel, Muscatine, Iowa; Mechanical Superintendent, C. B. Johnson, Muscatine, Iowa.

TABOR AND NORTHERN RAILWAY COMPANY

Directors: R. C. Laird, Tabor, Iowa; W. W. Glynn, Tabor, Iowa; R. Weatherhead, Tabor, Iowa; A. S. Bloedel, Tabor, Iowa; Thomas Brading, Tabor, Iowa.

General Officers: President, R. C. Laird, Tabor, Iowa; Vice President, R. Weatherhead, Tabor, Iowa; Secretary, A. S. Bloedel, Tabor, Iowa; Treasurer, Ira McCormick, Tabor, Iowa; Comptroller or Auditor, E. V. Stopper, Tabor, Iowa; General Manager, R. J. Mawhor, Tabor, Iowa.

UNION PACIFIC RAILROAD COMPANY

Directors: Oliver Ames, Boston, Mass.; E. E. Calvin, Omaha, Neb.; Newcomb Carlton, New York, N. Y.; Robert W. Goelet, New York, N. Y.; Heber J. Grant, Salt Lake City, Utah; Carl R. Gray, Omaha, Neb.; E. Roland Harriman, New York, N. Y.; W. A. Harriman, New York, N. Y.; Marvin Hughitt, Jr., Chicago, Ill.; R. S. Lovett, New York,

N. Y.; Chas. A. Peabody, New York, N. Y.; C. B. Seger, New York, N. Y.; Charles A. Stone, Boston, Mass.; Frank A. Vanderbilt, New York, N. Y.; Paul M. Warburg, New York, N. Y.

General Officers: President, Carl R. Gray, Omaha, Neb.; Vice President, H. W. Adams, Omaha, Neb.; Vice President, E. E. Calvin, Omaha, Neb.; Vice President, H. W. Clark, New York, N. Y.; Comptroller, F. W. Charske, New York, N. Y.; Secretary, Thos. Price, New York, N. Y.; Treasurer, E. G. Smith, New York, N. Y.; General Manager, W. M. Jeffers, Omaha, Neb.; Freight Traffic Manager, F. W. Robinson, Omaha, Neb.; Passenger Traffic Manager, W. S. Basinger, Omaha, Neb.; General Solicitor, N. H. Leomis, Omaha, Neb.; Valuation and Commerce Counsel, H. A. Scandrett, Omaha, Neb.; General Auditor, G. E. Bissonnet, Omaha, Neb.; Auditor, H. A. Toland, Omaha, Neb.; Chief Engineer, R. L. Huntley, Omaha, Neb.

WABASH RAILWAY COMPANY

Directors: Wm. H. Williams, New York, N. Y.; Winslow E. Pierce, New York, N. Y.; Alvin W. Kreech, New York, N. Y.; J. Horace Harding, New York, N. Y.; Geo. W. Davison, New York, N. Y.; Robert Goelet, New York, N. Y.; Wm. A. Jamison, New York, N. Y.; J. C. Otteson, New York, N. Y.; Henry K. Pomroy, New York, N. Y.; J. Leonard Replogle, New York, N. Y.; John N. Willys, New York, N. Y.; Henry Rogers Winthrop, New York, N. Y.; Cllaton G. Edgar, Detroit, Mich.; J. E. Taussig, St. Louis, Mo.; T. E. Wilson, Chicago, Ill.

General Officers: President, J. E. Taussig, St. Louis, Mo.; Vice President, H. R. Winthrop, New York, N. Y.; Vice-President, W. C. Maxwell, St. Louis, Mo.; Vice President and Secretary, J. C. Otteson, New York, N. Y.; Vice President and General Solicitor, N. S. Brown, St. Louis, Mo.; Vice President and General Manager, S. E. Cotter, St. Louis, Mo.; Vice President, L. G. Scott, St. Louis, Mo.; General Counsel, W. S. Pierce, New York, N. Y.; Comptroller, J. W. Newell, St. Louis, Mo.; Assistant Comptroller, A. K. Atkinson, St. Louis, Mo.; Chief Engineer, R. H. Howard, St. Louis, Mo.

OF RAILWAY TERMINAL COMPANIES

DES MOINES TERMINAL COMPANY

Directors: F. C. Hubbell, Des Moines, Iowa; F. M. Hubbell, Des Moines, Iowa; J. W. Hubbell, Des Moines, Iowa; H. D. Thompson, Des Moines, Iowa; F. O. Thompson, Des Moines, Iowa.

General Officers: President, F. C. Hubbell, Des Moines, Iowa; Vice President, H. D. Thompson, Des Moines, Iowa; Secretary, F. M. Hubbell, Des Moines, Iowa; Treasurer, F. O. Thompson, Des Moines, Iowa; General Auditor, J. C. Mobley, Des Moines, Iowa.

DES MOINES UNION RAILWAY COMPANY

Directors: J. E. Taussig, St. Louis, Mo.; N. S. Brown, St. Louis, Mo.; S. E. Cotter, St. Louis, Mo.; J. W. Howell, Des Moines, Iowa,

D. H. McKee, Des Moines, Iowa; B. F. Van Vliet, Des Moines, Iowa; J. N. Hughes, Des Moines, Iowa; B. B. Greer, Chicago, Ill.

General Officers: President, B. B. Greer, Chicago, Ill.; Vice President, J. E. Taussig, St. Louis, Mo.; Secretary, T. S. Ford, Des Moines, Iowa; Treasurer, C. H. Hueston, Des Moines, Iowa; General Attorney, J. N. Hughes, Des Moines, Iowa; Auditor, T. S. Ford, Des Moines, Iowa; General Manager, J. A. Wagner, Des Moines, Iowa; Master Mechanic, R. H. Kautzky, Des Moines, Iowa.

DES MOINES WESTERN RAILWAY COMPANY

Directors: F. M. Hubbell, Des Moines, Iowa; H. D. Thompson, Des Moines, Iowa; F. O. Thompson, Des Moines, Iowa; O. P. Thompson, Des Moines, Iowa; J. W. Hubbell, Des Moines, Iowa.

General Officers: President, F. M. Hubbell, Des Moines, Iowa; Vice President, O. P. Thompson, Des Moines, Iowa; Secretary-Treasurer, H. D. Thompson, Des Moines, Iowa; Assistant Secretary, J. W. Hubbell, Des Moines, Iowa; Assistant Treasurer, F. O. Thompson, Des Moines, Iowa; General Auditor, J. C. Mobley, Des Moines, Iowa.

IOWA TRANSFER RAILWAY COMPANY

Directors: F. C. Hubbell, Des Moines, Iowa; D. Coughlin, Des Moines, Iowa; J. A. Wagner, Des Moines, Iowa; W. A. Card, Burlington, Iowa; J. G. Gamble, Des Moines, Iowa; C. L. Hinkle, Chicago, Ill.

General Officers: President, F. C. Hubbell, Des Moines, Iowa; Vice President, W. A. Card, Burlington, Iowa; General Manager, Secretary, and Treasurer, J. A. Wagner, Des Moines, Iowa; General Solicitor, J. G. Gamble, Des Moines, Iowa; Auditor, T. S. Ford, Des Moines, Iowa.

SIoux CITY TERMINAL RAILWAY COMPANY

Directors: F. L. Eaton, Sioux City, Iowa; L. F. Swift, Chicago, Ill.; William Milchrist, Sioux City, Iowa; G. F. Silknitter, Sioux City, Iowa; W. H. Benn, Sioux City, Iowa.

General Officers: President, F. L. Eaton, Sioux City, Iowa; Vice President, William Milchrist, Sioux City, Iowa; Secretary, G. F. Silknitter, Sioux City, Iowa; Treasurer, A. G. Sam, Sioux City, Iowa; General Superintendent, C. F. Morrison, Sioux City, Iowa.

OF RAILWAY BRIDGE COMPANIES

DUNLEITH AND DUBUQUE BRIDGE COMPANY

Directors: C. H. Markham, Chicago, Ill.; C. M. Kittle, Chicago, Ill.; G. J. Bunting, Chicago, Ill.; W. S. Horton, Chicago, Ill.; B. A. Beck, Chicago, Ill.

General Officers: President, C. H. Markham, Chicago, Ill.; Vice President, C. M. Kittle, Chicago, Ill.; Vice President, A. E. Clift, Chicago, Ill.; Vice President, F. B. Bowes, Chicago, Ill.; Vice President, G. J. Bunting, Chicago, Ill.; Treasurer, Otto F. Nan, Chicago, Ill.;

Secretary, F. E. Couch, Dubuque, Iowa; Assistant Secretary, B. A. Beck, Chicago, Ill.; Assistant Secretary, D. R. Burbank, New York, N. Y.; General Manager, A. E. Clift, Chicago, Ill.; Superintendent, L. E. McCabe, Dubuque, Iowa; General Counsel, W. S. Horton, Chicago, Ill.; General Solicitor, R. V. Fletcher, Chicago, Ill.

KEOKUK AND HAMILTON BRIDGE COMPANY

Directors: Theodore Gilman, New York, N. Y.; Willard A. Mitchell, New York, N. Y.; Theodore F. Hicks, New York, N. Y.; Edward C. Osborn, New York, N. Y.; David Paton, New York, N. Y.; Joseph J. Asch, South Norwalk, Conn.; James F. Secor, New York, N. Y.; Theodore Gilman, Jr., New York, N. Y.

General Officers: President, Theodore Gilman, New York, N. Y.; Vice President, Willard A. Mitchell, New York, N. Y.; Secretary and Treasurer, Theodore Gilman, Jr., New York, N. Y.; Superintendent, John H. Cole, Keokuk, Iowa.

OMAHA BRIDGE AND TERMINAL RAILWAY COMPANY

Directors: C. H. Markham, Chicago, Ill.; C. M. Kittle, Chicago, Ill.; G. J. Bunting, Chicago, Ill.; A. E. Clift, Chicago, Ill.; F. B. Bowes, Chicago, Ill.; W. S. Horton, Chicago, Ill.; Burt A. Beck, Chicago, Ill.

General Officers: President, C. H. Markham, Chicago, Ill.; Vice President, C. M. Kittle, Chicago, Ill.; Vice President, G. J. Bunting, Chicago, Ill.; Secretary, John R. Webster, Omaha, Neb.; Treasurer, Otto F. Nan, Chicago, Ill.; Assistant Secretary, Burt A. Beck, Chicago, Ill.

SIoux CITY BRIDGE COMPANY

Directors: Marvin Hughitt, Chicago, Ill.; William H. Finley, Chicago, Ill.; Marvin Hughitt, Jr., Chicago, Ill.; Fred W. Sargent, Chicago, Ill.; Arthur W. Trenholm, St. Paul, Minn.; Josiah F. Cleveland, Chicago, Ill.; John D. Caldwell, Chicago, Ill.

General Officers: President, Wm. H. Finley, Chicago, Ill.; Vice President, Arthur W. Trenholm, St. Paul, Minn.; Secretary, John D. Caldwell, Chicago, Ill.; Treasurer, Arthur B. Jones, Chicago, Ill.; Assistant Treasurer, Frederick Mates, Chicago, Ill.; General Counsel, James B. Sheean, Chicago, Ill.; Comptroller, Lewis A. Robinson, Chicago, Ill.

OF ELECTRIC INTERURBAN RAILWAY COMPANIES

ALBIA LIGHT AND RAILWAY COMPANY

Directors: J. Ross Lee, Davenport, Iowa; Harold Phoenix, Davenport, Iowa; H. R. Bechtel, Davenport, Iowa.

General Officers: President, J. Ross Lee, Davenport, Iowa; Vice President, Harold Phoenix, Davenport, Iowa; Secretary-Treasurer, H. R. Bechtel, Davenport, Iowa; General Auditor, Edward L. Shutts, Centerville, Iowa; General Manager, E. F. Buhkman, Centerville, Iowa; General Superintendent, Bert C. Dunkin, Albia, Iowa.

CEDAR RAPIDS AND MARION CITY RAILWAY

Directors: Glenn M. Averill, Cedar Rapids, Iowa; Frank T. Hulswit, Grand Rapids, Mich.; Richard Schaddelee, Grand Rapids, Mich.; B. J. Denman, Davenport, Iowa; S. G. Armstrong, Cedar Rapids, Iowa, Beldin Hill, Cedar Rapids, Iowa; E. C. Allen, Cedar Rapids, Iowa.

General Officers: President, Glenn M. Averill, Cedar Rapids, Iowa; Vice President, Richard Schaddelee, Grand Rapids, Mich.; Vice President, B. J. Denman, Davenport, Iowa; Secretary, E. C. Allen, Cedar Rapids, Iowa; Treasurer, L. H. Heinke, Grand Rapids, Mich.; General Counsel and General Solicitors, Barnes-Chamberlain and Hanzlik, Cedar Rapids, Iowa; General Auditor, C. Fred Meyer, Cedar Rapids, Iowa; General Manager, E. C. Allen, Cedar Rapids, Iowa; Mechanical Superintendent, Fred M. Ford, Cedar Rapids, Iowa; Transportation Superintendent, J. E. Kintz, Cedar Rapids, Iowa.

CHARLES CITY WESTERN RAILWAY COMPANY

Directors: E. M. Sherman, Charles City, Iowa; M. Frudden, Charles City, Iowa; C. D. Ellis, Charles City, Iowa; A. O. Ruste, Charles City, Iowa; F. W. Fisher, Charles City, Iowa; W. H. Fairbanks, Charles City, Iowa; F. E. Gates, Marble Rock, Iowa.

General Officers: President, E. M. Sherman, Charles City, Iowa; Vice President, F. E. Gates, Marble Rock, Iowa; Secretary, W. H. Fairbanks, Charles City, Iowa; Treasurer, M. H. Ellis, Charles City, Iowa; General Manager, J. F. Christiansen, Charles City, Iowa.

CLINTON, DAVENPORT AND MUSCATINE RAILWAY CO.

Directors: B. J. Denman, Davenport, Iowa; J. G. Huntoon, Davenport, Iowa; H. E. Littig, Davenport, Iowa; H. E. Weeks, Davenport, Iowa; C. G. Anderson, Davenport, Iowa.

General Officers: President, B. J. Denman, Davenport, Iowa; Vice President, J. H. Huntoon, Davenport, Iowa; Vice President, C. G. Anderson, Davenport, Iowa; Secretary, H. E. Littig, Davenport, Iowa; Treasurer, H. E. Weeks, Davenport, Iowa; General Manager, C. G. Anderson, Davenport, Iowa.

COLFAX SPRINGS RAILWAY COMPANY

Directors: James P. Donahue, Colfax, Iowa; E. S. H. Donahue, Colfax, Iowa; Dick R. Lane, Davenport, Iowa.

General Officers: President, James P. Donahue, Colfax, Iowa; Vice President, E. S. H. Donahue, Colfax, Iowa; Secretary, E. S. H. Donahue, Colfax, Iowa; Treasurer, James P. Donahue, Colfax, Iowa.

FT. DODGE, DES MOINES & SOUTHERN R. R. CO.

Directors: Homer Loring, Boston, Mass.; C. Sidney Shepard, New Haven, N. Y.; Parley Sheldon, Ames, Iowa; J. J. Bodell, Providence, R. I.; C. H. Crooks, Boone, Iowa.

General Officers: President, C. H. Crooks, Boone, Iowa; Secretary and Treasurer, F. M. Johnston, Boone, Iowa; General Counsel, S. R.

Dyer, Boone, Iowa; Auditor, F. M. Johnston, Boone, Iowa; General Manager, C. H. Crooks, Boone, Iowa; Chief Engineer, R. L. Cooper, Boone, Iowa.

DES MOINES AND CENTRAL IOWA RAILROAD

Directors: A. W. Harris, Chicago, Ill.; M. H. Maclean, Chicago, Ill.; F. C. Chambers, Des Moines, Iowa; W. H. McHenry, Des Moines, Iowa; C. M. Cheney, Des Moines, Iowa; Homer A. Miller, Des Moines, Iowa; F. M. Harris, Des Moines, Iowa.

General Officers: President, F. C. Chambers, Des Moines, Iowa; Vice President, C. M. Cheney, Des Moines, Iowa; Vice President, W. H. McHenry, Des Moines, Iowa; Vice President, M. H. MacLean, Chicago, Ill.; Assistant Treasurer, E. B. Bieghler, Des Moines, Iowa; Secretary, O. H. Bernd, Des Moines, Iowa; Treasurer, F. M. Harris, Des Moines, Iowa; General Counsel, W. H. McHenry, Des Moines, Iowa; General Auditor, O. H. Bernd, Des Moines, Iowa; General Manager, C. M. Cheney, Des Moines, Iowa; Chief Engineer, W. L. Wilson, Des Moines, Iowa.

IOWA RAILWAY AND LIGHT COMPANY

Directors: Wm. G. Dows, Cedar Rapids, Iowa; Isaac B. Smith, Cedar Rapids, Iowa; John A. Reed, Cedar Rapids, Iowa; C. S. Woodward, Cedar Rapids, Iowa; Eugene M. Pinney, Cedar Rapids, Iowa; M. W. Houser, Cedar Rapids, Iowa; Lumir Severa, Cedar Rapids, Iowa; R. S. Cook, Cedar Rapids, Iowa; Robert L. Safely, Cedar Rapids, Iowa; D. W. J. Morrison, Cedar Rapids, Iowa; Benjamin Thaw, Pittsburgh, Pa.; Sutherland Dows, Cedar Rapids, Iowa.

General Officers: President, Wm. G. Dows, Cedar Rapids, Iowa; Vice President, Isaac B. Smith, Cedar Rapids, Iowa; Vice President, John A. Reed, Cedar Rapids, Iowa; Secretary, C. S. Woodward, Cedar Rapids, Iowa; Treasurer, Isaac B. Smith, Cedar Rapids, Iowa; General Counsel, John A. Reed, Cedar Rapids, Iowa; General Auditor, Carl B. Myers, Cedar Rapids, Iowa; General Manager, Sutherland Dows, Cedar Rapids, Iowa; Chief Engineer, J. D. Wardle, Cedar Rapids, Iowa.

IOWA SOUTHERN UTILITIES COMPANY OF DELAWARE

Directors: Geo. M. Bechtel, Davenport, Iowa; J. Ross Lee, Davenport, Iowa; E. F. Bulmahn, Centerville, Iowa; H. R. Bechtel, Davenport, Iowa; Ray Nyemaster, Davenport, Iowa; Frank S. Payne, Centerville, Iowa.

General Officers: President, Geo. M. Bechtel, Davenport, Iowa; Vice President, J. Ross Lee, Davenport, Iowa; Vice President, Frank S. Payne, Centerville, Iowa; Vice President, Ray Nyemaster, Davenport, Iowa; Secretary, H. R. Bechtel, Davenport, Iowa; Treasurer, E. F. Bulmahn, Centerville, Iowa; General Counsel, Frank S. Payne, Centerville, Iowa; General Auditor, Edward L. Shutts, Centerville, Iowa; General Manager, E. F. Bulmahn, Centerville, Iowa; General Supt., H. W. Deininger, Centerville, Iowa.

MASON CITY AND CLEAR LAKE RAILROAD CO.

Directors: W. E. Brice, Mason City, Iowa; C. H. McNider, Mason City, Iowa; F. J. Hanlon, Mason City, Iowa; L. H. Heinke, Grand Rapids, Mich.; R. Schaddelee, Grand Rapids, Mich.; F. K. George, Grand Rapids, Mich.

General Officers: President, R. Schaddelee, Grand Rapids, Mich.; Vice President, W. E. Brice, Mason City, Iowa; Vice President, C. H. McNider, Mason City, Iowa; Secretary, F. J. Hanlon, Mason City, Iowa; Treasurer, L. H. Heinke, Grand Rapids, Mich.; General Counsel, Earl Smith, Mason City, Iowa; General Auditor, F. E. Wells, Mason City, Iowa; General Manager, F. J. Hanlon, Mason City, Iowa.

OSKALOOSA AND BUXTON ELECTRIC RAILWAY COMPANY

Directors: W. B. McKinley, Champaign, Ill.; Geo. M. Mattis, Champaign, Ill.; M. G. Linn, Des Moines, Iowa; E. A. Macnutt, Montreal, Canada; J. A. Ewing, Montreal, Canada.

General Officers: President, W. B. McKinley, Champaign, Ill.; Vice President, Geo. M. Mattis, Champaign, Ill.; Assistant Treasurer, Geo. R. McComb, Champaign, Ill.; Secretary, M. G. Linn, Des Moines, Iowa; Treasurer, Geo. M. Mattis, Champaign, Ill.; Comptroller, B. E. Bramble, Chicago, Ill.; General Auditor, L. L. Campbell, Champaign, Ill.

OSKALOOSA TRACTION AND LIGHT COMPANY

Directors: W. B. McKinley, Champaign, Ill.; Geo. M. Mattis, Champaign, Ill.; E. A. Macnutt, Montreal, Canada; M. G. Linn, Des Moines, Iowa; J. A. Ewing, Montreal, Canada.

General Officers: President, Wm. B. McKinley, Champaign, Ill.; Vice President, Geo. M. Mattis, Champaign, Ill.; Assistant Treasurer, Geo. R. McComb, Champaign, Ill.; Secretary, E. A. Macnutt, Montreal, Canada; Treasurer, Geo. M. Mattis, Champaign, Ill.; General Counsel, G. W. Burton, Peoria, Ill.; Comptroller, B. E. Bramble, Chicago, Ill.; General Auditor, L. L. Campbell, Champaign, Ill.; General Manager, M. G. Linn, Des Moines, Iowa; General Superintendent, J. H. Porter, Oskaloosa, Iowa.

TAMA AND TOLEDO RAILROAD COMPANY

Directors: William G. Dows, Cedar Rapids, Iowa; Isaac B. Smith, Cedar Rapids, Iowa; Sutherland, Dows, Cedar Rapids, Iowa; John A. Reed, Cedar Rapids, Iowa; J. P. Walters, Toledo, Iowa; G. H. Struble, Toledo, Iowa; F. L. Whitford, Toledo, Iowa.

General Officers: President, Wm. G. Dows, Cedar Rapids, Iowa; Vice President, Isaac B. Smith, Cedar Rapids, Iowa; Secretary-Treasurer, C. S. Woodward, Cedar Rapids, Iowa; General Solicitor, John A. Reed, Cedar Rapids, Iowa; General Auditor, Carl B. Myers, Cedar Rapids, Iowa; General Manager, J. P. Walters, Toledo, Iowa; Chief Engineer, J. D. Wardle, Cedar Rapids, Iowa.

WATERLOO, CEDAR FALLS AND NORTHERN RY.

Directors: C. M. Cheney, Waterloo, Iowa; C. D. Cass, Waterloo, Iowa; J. B. Knowles, Waterloo, Iowa; C. J. Hepburn, Philadelphia, Pa.; G. E. Hise, Des Moines, Iowa.

General Officers: President, C. M. Cheney, Waterloo, Iowa; Vice President, C. D. Cass, Waterloo, Iowa; Secretary-Treasurer, J. B. Knowles, Waterloo, Iowa; General Counsel, C. E. Pickett, Waterloo, Iowa; General Auditor, J. B. Knowles, Waterloo, Iowa; General Manager, C. M. Cheney, Waterloo, Iowa; Chief Engineer, T. E. Rust, Waterloo, Iowa.

AMERICAN RAILWAY EXPRESS COMPANY

Directors: J. S. Alexander, New York, N. Y.; W. M. Barrett, New York, N. Y.; Newcomb Carlton, New York, N. Y.; R. E. M. Cowie, New York, N. Y.; H. W. DeForest, New York, N. Y.; J. H. Harding, New York, N. Y.; W. A. Harriman, New York, N. Y.; Charles Hayden, New York, N. Y.; J. G. Milburn, New York, N. Y.; C. A. Peabody, New York, N. Y.; Mortimer L. Schiff, New York, N. Y.; A. H. Wiggin, New York, N. Y.

General Officers: President, R. E. M. Cowie, New York, N. Y.; Vice President in Charge of Operations, C. W. Robie, New York, N. Y.; Vice President in Charge of Operations, E. A. Stedman, Chicago, Ill.; Vice President in Charge of Operations, C. D. Summy, St. Louis, Mo.; Vice President in Charge of Operations, W. G. Smith, Atlanta, Georgia; Vice President in Charge of Traffic, F. S. Holbrook, New York, N. Y.; Vice President in Charge of Accounts, Chas. A. Lutz, New York, N. Y.; Secretary, F. P. Small, New York, N. Y.; Vice President and Treasurer, J. W. Newlean, New York, N. Y.; General Counsel, H. S. Marx, New York, N. Y.; General Auditor, S. M. Baker, Chattanooga, Tenn.; General Auditor, Richard Burr, Chicago, Ill.; General Auditor, J. F. Brizzie, Philadelphia, Pa.; General Auditor, H. D. Freeman, New York, N. Y.

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General Office, New York, N. Y.

President, J. P. Morgan

Vice-President, J. D. Rockefeller

Secretary, J. P. Morgan

General Office, New York, N. Y.

President, J. P. Morgan

Vice-President, J. D. Rockefeller

Secretary, J. P. Morgan

STATISTICS
OF
Steam Railway Companies

For the Year Ended December 31, 1923

For the year ending December 31, 1937

STATISTICS OF STEAM RAILWAY COMPANIES

In the following tables all names indented are of lessor companies, with the exception of the Chicago, St. Paul, Minneapolis & Omaha Railway Company which is controlled by the Chicago & North Western Railway Company through the ownership of 50.04 per cent of the stock.

TABLE 1—CAPITAL STOCK
 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 and Other Funds		Total Par Value Actually Outstanding at Close of Year	
		Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred
1	Atchison, Topeka & Santa Fe Railway.....	\$ 250,000,000	\$124,199,500	\$ 232,463,000	\$124,199,500	\$ 44,500.00	\$ 25,800	\$ 232,418,500.00	\$124,173,700
2	Atlantic Northern Railway.....	150,000		111,225				111,225.00	
3	Chicago, Burlington & Quincy Railroad.....	170,839,100		170,839,100				170,839,100.00	
4	Chicago Great Western Railroad.....	46,000,000	50,000,000	45,246,913	46,914,902	36,400.00	122,900	45,210,513.00	46,792,002
5	Mason City & Ft. Dodge Railroad.....	20,000,000	14,000,000	19,205,400	13,635,752			19,205,400.00	13,635,752
6	Chicago, Milwaukee & St. Paul Railway.....	233,725,100	116,274,900	117,411,300	116,274,900		343,000	117,400,000.00	115,945,800
7	Chicago & North Western Railway.....	145,152,500	*22,420,000	145,152,500	*22,420,000			145,152,500.00	*22,420,000
8	Chicago, St. Paul, Minn. & Omaha Ry.....	18,559,000	11,259,900	18,556,700	11,259,300			18,556,700.00	11,259,300
9	Chicago, Rock Island & Pacific Railway.....	75,000,000	65,000,000	75,000,000	54,549,489	640,277.50		74,359,722.50	54,549,489
10	St. Paul & Kansas City Short Line R. R.....	50,000		50,000				50,000.00	
11	Colfax Northern Railway.....	100,000		10,000				10,000.00	
12	Thomas W. Griggs R. R. Property.....								
13	Colfax Consolidated Coal.....								
14	Davenport, Rock Island & Northwestern Ry.....	3,000,000		3,000,000				3,000,000.00	
15	Great Northern Railway.....	20,000,000	250,000,000		249,478,250		1,100		249,477,150
16	Illinois Central Railroad.....	132,248,050	22,952,050	109,520,800	10,702,200	208.33		109,520,591.67	10,702,200
17	Dubuque & Sioux City Railroad.....	15,000,000		11,759,500				11,759,500.00	
18	Manchester & Oneida Railway.....	100,000		62,745				62,745.00	
19	Minneapolis & St. Louis Railroad.....	25,000,000		25,792,000		724,215.20		25,068,384.80	
20	Muscatine, Burlington & Southern Railroad.....	450,000	300,000	450,000	300,000			450,000.00	300,000
21	Tabor & Northern Railway.....	120,000		32,300				32,300.00	
22	Union Pacific Railroad.....	296,178,700	200,000,000	222,291,000	99,543,500			222,291,000.00	99,543,500
23	Wabash Railway.....	67,927,600	75,532,400	64,202,325	74,290,642	115,661.00	256,607	64,086,664.00	74,034,035
24	Keokuk & Des Moines Ry. Co.....	2,600,400	1,524,600	2,600,400	1,524,600			2,600,400.00	1,524,600
	Total.....	\$1,523,200,450	\$953,463,350	\$1,263,758,308	\$825,093,035	\$ 1,561,262.03	\$ 749,407	\$1,262,191,745.07	\$824,257,528

*\$25,000.00 Special Included.

STATISTICS OF STEAM RAILWAYS

TABLE 1—CAPITAL STOCK—Continued
PART 2—STOCK REACQUIRED AND DIVIDENDS DECLARED

Number	Railway Companies	Par value of amount nominally but not actually issued to close of year		Par value of total amount reacquired after actual issue and held alive		Rate per cent of dividends declared during year		Par value of amount on which dividends was declared		Distribution of charge	
		Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	To Income	To Profit and Loss
1	Atchison, Topeka & Santa Fe Railway..	\$ 44,500.00	\$ 25,800			1.5 4.5	5.	\$ 230,027,500 232,418,500	\$124,173,700	\$20,117,930.00	
2	Atlantic Northern Railway.....	38,775.00								17,083,735.00	
3	Chicago, Burlington & Quincy Railroad.....					10.		170,837,350			
4	Chicago Great Western Railroad.....	30,400.00	30,500		\$ 83,400						
5	Mason City & Ft. Dodge Railroad.....										
6	Chicago, Milwaukee & St. Paul Railway.....		343,000	5,300.00	86,100						
7	Chicago & North Western Railway.....					4.	7.	145,152,500	22,395,000	7,373,750.00	
8	Chicago, St. Paul, Minn. & Omaha Ry.....					2.5	7.	18,556,700	11,259,300	1,252,068.50	
9	Chicago, Rock Island & Pacific Railway.....	122,800.00		517,477.50		7.	6.	29,422,100 25,127,900		\$3,566,135.00	
10	St. Paul & Kansas City Short Line R. R.....										
11	Colfax Northern Railway.....										
12	Thomas W. Griggs R. R. Property.....										
13	Colfax Consolidated Coal.....										
14	Davenport, Rock Island & N. W. Ry.....										
15	Great Northern Railway.....		1,100			5.	6.	249,472,100	10,703,400	12,473,005.00	
16	Illinois Central Railroad.....			208.33		7.		109,520,550			\$8,308,433.50
17	Dubuque & Sioux City Railroad.....										
18	Manchester & Oneida Railway.....										
19	Minneapolis & St. Louis Railroad.....	724,215.20									
20	Muscatine, Burlington & Southern R. R.....										
21	Tabor & Northern Railway.....										
22	Union Pacific Railroad.....			115,661.00	256,607	10.	4.	222,291,600	99,543,500	26,210,900.00	
23	Wabash Railway.....										
	Total.....	\$966,690.20	\$409,400	\$633,646.83	\$426,107			\$1,128,804,700	\$572,006,400	\$88,078,123.50	\$ 8,308,433.50

^aLess \$1,050.00 on \$7,000.00 0% Preferred Stock.
^bLess \$300.00 Dividends on Non-Dividend bearing scrip.

TABLE 1—CAPITAL STOCK—Continued
PART 2—CAPITAL STOCK ISSUED DURING YEAR—AND MORTGAGE BONDS—TABLE 2—PART 1

Number	Railway Companies	Stock Actually Issued During Year				Table 2—Unmatured Funded Debt—Part 1—Mtg. Bonds			
		Par value		Cash value of other property acquired or services received as consideration for issue		Par value of extent of indebtedness authorized	Total par value outstanding at close of year	Total par value nominally issued and nominally outstanding at close of year	
		Common	Preferred	Common	Preferred			In Treasury	Pledged as Collateral
1	Atchison, Topeka & Santa Fe Railway.....	\$5,366,000.00		\$5,366,000.00		\$ 225,357,500	\$ 218,053,383.00	\$ 1,942,509.00	
2	Atlantic Northern Railway.....								
3	Chicago, Burlington & Quincy Railroad.....					219,561,000	209,197,000.00	11,289,000.00	
4	Chicago Great Western Railroad.....		\$ 2,865,400		\$ 2,865,400	81,732,000	54,027,000.00	5,547,000.00	\$ 13,261,600
5	Mason City & Ft. Dodge Railroad.....					12,000,000	12,000,000.00		
6	Chicago, Milwaukee & St. Paul Railway.....					560,581,650	503,732,154.00	68,388,358.24	91,829,000
7	Chicago & North Western Railway.....					241,620,000	241,620,000.00	3,675,000.00	66,992,000
8	Chicago, St. Paul, Minn. & Omaha Ry.....					30,481,000	30,186,000.00		
9	Chicago, Rock Island & Pacific Railway.....					263,750,000	228,201,000.00	16,258,000.00	38,321,000
10	St. Paul & Kansas City Short Line R. R.....					30,000,000	13,330,365.00		
11	Colfax Northern Railway.....								
12	Thomas W. Griggs R. R. Property.....								
13	Colfax Consolidated Coal.....								
14	Davenport, Rock Island & Northwestern Ry.....								
15	Great Northern Railway.....					906,548,988	360,971,909.00	17,183,000.00	58,967,394
16	Illinois Central Railroad.....	18,000.00	10,671,900	18,000.00	*10,693,400	334,800,000	201,987,100.00	5,299,000.00	33,966,000
17	Dubuque & Sioux City Railroad.....					3,930,000	3,930,000.00		
18	Manchester & Oneida Railway.....					130,336	85,000.00		
19	Minneapolis & St. Louis Railroad.....	100,673.60		100,673.60		146,822,000	46,339,094.91	294,044.12	4,605,000
20	Muscatine, Burlington & Southern Railroad.....					750,000	750,000.00	232,200.00	
21	Tabor & Northern Railway.....					50,000	43,000.00		
22	Union Pacific Railroad.....					300,000,000	199,932,500.00	14,068,000.00	
23	Wabash Railway.....	559,400.00	559,400	559,400.00	559,400	70,200,000	62,356,689.00	170,780.00	
	Total.....	\$6,044,073.60	\$14,096,700	\$6,044,073.60	\$14,118,200	\$3,427,314,475	\$2,386,762,185.57	\$144,376,681.36	\$307,941,394

^bAdditional Authorization—Chicago and Missouri River Division Bonds—The mortgage securing this issue limits the issuance of bonds to the extent of \$20,000.00 per mile of completed railway, and in addition thereto, a sum not exceeding \$600,000.00 for a bridge and approaches across the Missouri river at or near Chamberlain, South Dakota. Additional bonds may be issued when property certified for rolling stock in excess of mortgage requirements per mile of completed railway.

General and Refunding Mortgage Bonds—The aggregate principal amount of bonds which at any time may be issued and outstanding under this indenture, is limited to an amount which, together with the other funded debt of the railway company in respect of which bonds to be issued under this indenture are or must be set aside and reserved, shall not exceed three times the par value of the then outstanding capital stock of the railway company or of a successor corporation.

*Premium of \$21,500 on receipts included.

TABLE 2—UNMATURED FUNDED DEBT

PART 2—MORTGAGE BONDS—Continued.

Number	Railway Companies	Total par value	Total par value ac-	Amount of interest ac-	Amount of interest	Total par value nom-	Total par value reac-
		nominally is- sued and nom- inally outstand- ing at close of year					
		In Sinking or Other Funds					
1	Atchison, Topeka & Santa Fe Railway		\$ 216,110,783.70	\$ 8,855,381.79	\$ 8,867,864.20	\$ 1,928,000.00	\$ 14,599.50
2	Atlantic Northern Railway		197,908,000.00	7,964,568.34	7,989,277.50	9,873,000.00	1,416,000.00
3	Chicago, Burlington & Quincy Railroad		35,219,000.00	1,421,620.00	1,477,727.50	12,346,500.00	6,461,500.00
4	Chicago Great Western Railroad		12,000,000.00				
5	Mason City & Ft. Dodge Railroad		340,337,115.42	14,689,062.87	14,791,019.55	161,462,339.24	1,932,700.00
6	Chicago, Milwaukee & St. Paul Railway	\$3,177,681.00	170,953,000.00	6,613,963.07	6,590,616.40	70,585,000.00	82,000.00
7	Chicago & North Western Railway		30,186,000.00	1,702,810.00	1,704,595.00		
8	Chicago, St. Paul, Minn. & Omaha Railway		173,622,000.00	7,068,367.78	7,068,367.78	54,578,000.00	1,000.00
9	Chicago, Rock Island & Pacific Railway		18,330,355.00	442,720.74	442,380.71		
10	St. Paul & Kansas City Short Line R. R.						
11	Colfax Northern Railway						
12	Thomas W. Griggs R. R. Property						
13	Colfax Consolidated Coal						
14	Davenport, Rock Island & Northwestern Ry.		284,821,515.16	15,954,326.45	15,986,622.73	72,860,000.00	3,290,393.93
15	Great Northern Railway		162,722,100.00	6,364,681.52	6,546,961.94	39,244,000.00	21,000.00
16	Illinois Central Railroad		3,930,000.00	196,500.00	196,500.00		
17	Dubuque & Sioux City Railroad		65,000.00	3,900.00	3,900.00		
18	Manchester & Oneida Railway		41,440,050.79	1,856,280.00	1,332,142.50	4,890,000.00	44.12
19	Minneapolis & St. Louis Railroad		517,800.00	31,068.00		232,300.00	
20	Muscatine, Burlington & Southern Railroad		43,000.00	2,150.00	2,150.00		
21	Tabor & Northern Railway		185,834,500.00	6,877,077.95	6,635,547.35	14,668,000.00	
22	Union Pacific Railroad		62,225,900.00	2,961,145.96	2,967,662.21	139,780.00	31,000.00
23	Wabash Railway						
	Total	\$3,177,681.00	\$1,931,266,129.07	\$82,982,654.47	\$82,594,345.37	\$442,245,819.24	\$13,250,237.55

TABLE 2—UNMATURED FUNDED DEBT—Continued

PART 3—COLLATERAL TRUST BONDS.

Number	Railway Companies	Par value of extent	Total par value out-	Total par value	Total par value ac-	Amount of interest	Amount of interest	Total par value re-
		of indebtedness authorized							standing at close of year	nominally issued and nominally out- standing at close of year in treasury	tually outstand- ing at close of year	accrued during year charged to in- come	paid during year	quired after ac- tual issue and held alive at close of year
1	Atchison, Topeka & Santa Fe Railway							
2	Atlantic Northern Railway							
3	Chicago, Burlington & Quincy Railroad							
4	Chicago Great Western Railroad	\$ 3,155,373.00	\$ 3,155,373.00		\$ 3,155,373.00	\$ 189,062.11	\$ 181,436.08	
5	Mason City & Ft. Dodge Railroad							
6	Chicago, Milwaukee & St. Paul Railway							
7	Chicago & North Western Railway	58,391,000.00	58,391,000.00	\$287,000.00	58,104,000.00	3,289,676.81	3,295,939.31	\$287,000.00
8	Chicago, St. Paul, Minn. & Omaha Railway							
9	Chicago, Rock Island & Pacific Railway	24,862,000.00	24,862,000.00		24,862,000.00	1,270,636.00	1,288,553.33	
10	St. Paul & Kansas City Short Line R. R.							
11	Colfax Northern Railway							
12	Thomas W. Griggs R. R. Property							
13	Colfax Consolidated Coal							
14	Davenport, Rock Island & Northwestern Ry.							
15	Great Northern Railway	2,010,000.00	1,608,000.00		1,608,000.00	103,180.00	104,530.00	
16	Illinois Central Railroad	72,352,000.00	72,266,000.00	71,000.00	72,195,000.00	3,352,847.15	3,421,328.93	\$71,000.00
17	Dubuque & Sioux City Railroad							
18	Manchester & Oneida Railway							
19	Minneapolis & St. Louis Railroad	2,007,000.00	2,007,000.00		2,007,000.00	142,842.05	73,257.75	
20	Muscatine, Burlington & Southern Railroad							
21	Tabor & Northern Railway							
22	Union Pacific Railroad	20,000,000.00	20,000,000.00		20,000,000.00	1,200,000.00	1,199,760.00	
23	Wabash Railway							
	Total	\$182,777,373.00	\$182,289,373.00	\$358,000.00	\$181,931,373.00	\$9,548,245.68	\$9,514,795.40	\$71,000.00

TABLE 2—UNMATURED FUNDED DEBT—Continued
PART 6—EQUIPMENT OBLIGATIONS

Number	Railway Companies	Total par value of extent of indebtedness authorized	Total par value outstanding at close of year	Total par value Nonindented and Outstanding at Close of Year		Total par value accrued during year	Amount of interest charged to income	Amount of interest accrued during year	Amount of interest accrued during year	Total par value non-indented at close of year	Amount of interest charged to income	Amount of interest accrued during year	Total par value non-indented at close of year
				In treasury	In sinking funds or other								
1	Aetcheon, Topeka & Santa Fe Ry.	\$ 6,000,000.00	4,438,000.00			\$ 291,800.00	63,377.35	\$ 938,000.00	\$ 938,000.00				
2	Atlantic Northern Ry. & Quincy R. R.	1,947,427.81	1,947,427.81										
3	Chicago Great Western R. R.	39,554,750.00	32,766,000.00			1,907,427.81	63,377.35	1,613,250.00	1,613,250.00				
4	Mason City & Ft. Dodge R. R.	30,111,800.00	30,111,800.00										
5	Chicago & North Western Ry. & Omaha Ry.	4,212,000.00	3,081,600.00			334,400.00	1,003,880.50	835,600.70	1,023,050.00				
6	Chi., St. P., Minn. & Omaha Ry.	\$ 2,101,639.09	22,850,422.00						309,800.00				
7	Central Rock Island Ry.								809,981.36				
8	Colfax Northern Ry. & Property												
9	Colfax Consolidated Coal												
10	Davenport, Route Island & N. W. Ry.	13,200,000.00	12,020,000.00			200,000.00	200,000.00	200,000.00	200,000.00				
11	Hillside Central Railroad	72,800,000.00	47,000,000.00			24,800,000.00	2,450,410.50	41,807.44	254,000.00				
12	Illinois Central Railroad	2,800,000.00	2,430,000.00						2,430,000.00				
13	Madison & Grand Rapids Ry.												
14	Metropolitan & North Western Ry.												
15	Metropolitan & North Western Ry.												
16	Metropolitan & North Western Ry.												
17	Metropolitan & North Western Ry.												
18	Metropolitan & North Western Ry.												
19	Metropolitan & North Western Ry.												
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95	Metropolitan & North Western Ry.												
96	Metropolitan & North Western Ry.												
97	Metropolitan & North Western Ry.												
98	Metropolitan & North Western Ry.												
99	Metropolitan & North Western Ry.												
100	Metropolitan & North Western Ry.												
Total		\$ 418,483,700.00	\$ 275,282,583.00	\$ 2,324,259.00		\$ 27,708,082.79	\$ 11,349,261.79	\$ 11,828,684.29	\$ 2,310,000.00	\$ 11,828,684.29	\$ 2,310,000.00	\$ 11,828,684.29	\$ 2,310,000.00

TABLE 2—UNMATURED FUNDED DEBT—Continued
PART 7—GRAND TOTAL

Number	Railway Companies	Total par value of extent of indebtedness authorized	Total par value outstanding at close of year	Total par value pledged as collateral	Total par value Nonindented and Outstanding at Close of Year		Total par value accrued during year	Amount of interest charged to income	Amount of interest accrued during year	Total par value non-indented at close of year	Amount of interest charged to income	Amount of interest accrued during year	Total par value non-indented at close of year
					In treasury	In sinking funds or other							
1	A. T. & S. F.	\$ 406,483,700.00	275,282,583.00	2,324,259.00			\$ 27,708,082.79	\$ 11,349,261.79	\$ 11,828,684.29	\$ 2,310,000.00	\$ 11,828,684.29	\$ 2,310,000.00	\$ 11,828,684.29
2	Ch. & N. W. R. R.	225,021,000.00	214,013,000.00	11,280,000.00			300,726,000.00	8,256,488.84	8,288,277.07	9,623,000.00	1,415,000.00	1,415,000.00	1,415,000.00
3	Ch. & N. W. R. R.	86,834,800.00	50,139,800.00	5,547,000.00	13,381,000.00		49,321,870.81	1,671,019.26	1,719,786.86	12,346,000.00	6,461,000.00	6,461,000.00	6,461,000.00
4	Ch. & N. W. R. R.	12,000,000.00	12,000,000.00				12,000,000.00						
5	Ch. & N. W. R. R.	902,147,100.00	594,469,134.00	68,398,208.21	91,289,000.00	177,465	428,065,113.42	19,300,119.54	19,472,290.05	161,498,209.24	1,027,700.00	1,027,700.00	1,027,700.00
6	Ch. & N. W. R. R.	247,000,000.00	247,000,000.00	19,021,000.00	66,046,000.00		200,170,860.00	11,266,228.15	11,869,466.66	81,302,000.00	871,000.00	871,000.00	871,000.00
7	Ch. & N. W. R. R.	207,700,000.00	275,968,422.00	10,203,000.00	28,221,000.00		221,289,422.19	39,145,900.21	9,113,000.45	54,376,000.00	1,000.00	1,000.00	1,000.00
8	Ch. & N. W. R. R.	30,000,000.00	13,200,000.00				13,200,000.00	442,739.74	442,260.71				
9	Ch. & N. W. R. R.												
10	Ch. & N. W. R. R.												
11	Ch. & N. W. R. R.	</											

TABLE 2—UNMATURED FUNDED DEBT—Continued
PART 8—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Railway Companies	Mortgage Bonds							Total mortgage bonds		
		Amount Bearing									
		8% interest	7½% interest	4% interest	4½% interest	5% interest	5½% interest	6% interest		7% interest	
1	A., T. & S. F. Ry.			\$ 185,782,500.00	\$ 18,521,283.70	\$ 11,807,000.00					\$ 216,110,783.70
2	Atlantic Northern Railway										
3	C., B. & Q. R. R.		\$ 50,451,000		117,457,000.00			30,000,000.00			197,908,000.00
4	Chi. Great Western R. R.		500,000		34,719,000.00						35,219,000.00
5	M. C. & Ft. D. E. R.				12,000,000.00						12,000,000.00
6	Chi., Mil. & St. Paul Ry.		8,950,000		154,633,515.42		142,855,800.00	32,667,800.00	\$ 1,230,000		340,337,115.42
7	Chi. & North Western Ry.		52,123,000		45,554,000.00		3,630,000.00	59,851,000.00	10,000,000		170,958,000.00
8	C., St. P., M. & O. Ry.		3,734,000				1,500,000.00	24,952,000			30,186,000.00
9	C., R. I. & P. Ry.				162,022,000.00			11,000,000.00	450,000	150,000	173,622,000.00
10	St. P. & K. C. S. L. E. R.					*13,330,355.00					13,330,355.00
11	Colfax Northern Railway										
12	T. W. Griggs R. R. Prop.										
13	Colfax Consolidated Coal										
14	D., R. I. & N. W. Ry.										
15	Great Northern Railway			56,146,515.16	50,477,000.00		7,625,000.00	\$30,000,000	19,573,000	115,000,000	284,821,515.16
16	Illinois Central Railroad	\$15,733,000	52,608,000	50,944,000.00			43,437,100.00				162,722,100.00
17	D. & S. C. R. R.						3,630,000.00				3,630,000.00
18	Manchester & Oneida Ry.								65,000		65,000.00
19	Minn. & St. L. R. R.				23,472,000.00		17,018,050.79			550,000	41,440,050.79
20	Mus., Bur. & S. R. R.								517,800		517,800.00
21	Tabor & Northern Railway						43,000.00				43,000.00
22	Union Pacific Railroad			165,834,500.00			20,000,000.00				185,834,500.00
23	Wabash Railway		3,173,000	8,823,909.00			50,229,000.00				62,225,909.00
	Total	\$15,733,000	\$171,539,000	\$1,017,388,939.58	\$234,804,458.70	\$288,907,950.79	\$30,000,000	\$56,792,800	\$116,100,000	\$1,031,266,129.07	

*\$3,376,000.00 of these bonds held by C. R. I. & P. Ry Co. on which amount no interest accrued or paid.
 †\$35,608,000.00 of this amount bears 4½ per cent interest.

TABLE 2—UNMATURED FUNDED DEBT—Continued
PART 9—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Railway Companies	Collateral Trust Bonds							Total collateral trust bonds	
		Amount Bearing								
		3½% interest	4% interest	5% interest	5½% interest	6% interest	6½% interest	7% interest		
1	Atholson, Topeka & Santa Fe Railway									
2	Atlantic Northern Railway									
3	Chicago, Burlington & Quincy Railroad									
4	Chicago Great Western Railroad									
5	Mason City & Ft. Dodge Railroad						\$ 3,155,373			\$ 3,155,373
6	Chicago, Milwaukee & St. Paul Railway									
7	Chicago & North Western Railway									
8	Chicago, St. Paul, Minn. & Omaha Railway		\$ 18,632,000	\$ 4,823,000			4,619,000	\$ 15,000,000	\$ 15,000,000	58,104,000
9	Chicago, Rock Island & Pacific Railway									
10	St. Paul & Kansas City Short Line R. R.					\$ 7,000,000	17,802,000			24,802,000
11	Colfax Northern Railway									
12	Thomas W. Griggs R. R. Property									
13	Colfax Consolidated Coal									
14	Davenport, Rock Island & Northwestern Ry.									
15	Great Northern Railway									
16	Illinois Central Railroad	\$ 5,266,000	42,929,000		16,000,000		1,608,000	8,000,000		1,608,000
17	Dubuque & Sioux City Railroad									72,195,000
18	Manchester & Oneida Railway									
19	Minneapolis & St. Louis Railroad									
20	Muscatine, Burlington & Southern Railroad						2,007,000			2,007,000
21	Tabor & Northern Railway									
22	Union Pacific Railroad									
23	Wabash Railway						20,000,000			20,000,000
	Total	\$ 5,266,000	\$ 61,561,000	\$ 4,823,000	\$ 23,000,000	\$ 49,281,373	\$ 23,000,000	\$ 15,000,000	\$181,931,373	

TABLE 2—UNMATURED FUNDED DEBT—Continued

PART 10—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Railway Companies	Income Bonds			Miscellaneous Obligations			Total miscellaneous obligations
		Amount Bearing		Total income bonds	Amount Bearing			
		4% interest	6% interest		4% interest	5% interest	6% interest	
1	Achison, Topeka & Santa Fe Railway.....	\$51,346,000		\$ 51,346,000	\$ 8,502,200.00			\$ 8,502,200.00
2	Atlantic Northern Railway.....							
3	Chicago, Burlington & Quincy Railroad.....							
4	Chicago Great Western Railroad.....							
5	Mason City & Ft. Dodge Railroad.....							
6	Chicago, Milwaukee & St. Paul Railway.....						55,000,000	55,000,000.00
7	Chicago & North Western Railway.....						\$ 7,769,000	7,769,000.00
8	Chicago, St. Paul, Minn. & Omaha Railway.....						13,900,000	13,900,000.00
9	Chicago, Rock Island & Pacific Railway.....							
10	St. Paul & Kansas City Short Line R. R.....							
11	Colfax Northern Railway.....							
12	Thomas W. Griggs R. R. Property.....							
13	Colfax Consolidated Coal.....							
14	Davenport, Rock Island & Northwestern Ry.....							
15	Great Northern Railway.....							
16	Illinois Central Railroad.....	6,000		6,000	9,989,700.00			9,989,700.00
17	Dubuque & Sioux City Railroad.....				4,093,074.76			4,093,074.76
18	Manchester & Oneida Railway.....							
19	Minneapolis & St. Louis Railroad.....							
20	Muscatine, Burlington & Southern Railroad.....						52,100	52,100.00
21	Tabor & Northern Railway.....							
22	Union Pacific Railroad.....				26,835,225.00			26,835,225.00
23	Wabash Railway.....		\$ 211,526	211,526			1,500,000	1,500,000.00
	Total.....	\$ 51,352,000	\$ 211,526	\$ 51,563,526	\$40,420,199.76	\$ 23,169,000	\$ 55,052,100	\$ 127,641,299.76

*Not exceeding 4% payable if earned cumulative after July 1, 1906. ^bNo interest rate given.

TABLE 2—UNMATURED FUNDED DEBT—Continued

PART 11—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Railway Companies	Equipment Obligations							Grand total unmatured funded debt at close of the year	
		Amount Bearing								
		4% interest	5% interest	5 1/2% interest	6% interest	6 1/2% interest	7% interest	Interest included in principal		Total
1	A., T. & S. F. Ry.....								\$ 275,938,983.70	
2	Atlantic Northern Railway.....									
3	C., B. & Q. R. R.....				\$ 4,848,000.00			\$ 4,848,000.00	202,756,000.00	
4	Chi. Great Western R. R.....				520,800.00			\$1,426,627.81	40,321,800.81	
5	M. C. & Ft. D. R. R.....								12,000,000.00	
6	Chi., Mil. & St. Paul Ry.....		\$ 9,082,000.00	\$13,500,000	13,146,000.00			35,728,000.00	431,065,115.42	
7	Chi. & North Western Ry.....		9,930,000.00		7,978,800.00	5,436,000		23,344,800.00	200,170,800.00	
8	C., St. P., M. & O. Ry.....						\$ 3,081,000.00	3,081,000.00	47,167,000.00	
9	C., R. I. & P. Ry.....	\$ 1,937,000	8,843,534.00		6,480,000.00		153,512.59	\$5,391,375.00	221,289,422.19	
10	St. P. & K. C. S. L. R. R.....								13,330,355.00	
11	Colfax Northern Railway.....									
12	T. W. Griggs R. R. Prop.....									
13	Colfax Consolidated Coal.....									
14	D., R. I. & N. W. Ry.....									
15	Great Northern Railway.....		8,625,000.00		3,435,600.00	606,000		12,666,600.00	299,096,115.16	
16	Illinois Central Railroad.....	6,879,000	16,763,000.00	3,038,000	9,308,840.10	3,564,000	8,107,000.00	47,599,840.10	292,512,640.10	
17	D. & S. C. R. R.....								8,023,074.76	
18	Manchester & Oneida Ry.....								65,000.00	
19	Minn. & St. L. R. R.....		680,000.00		1,426,822.40			1,326,875.00	46,880,748.19	
20	Mus., Bur. & S. R. R.....								590,900.00	
21	Tabor & Northern Railway.....								43,000.00	
22	Union Pacific Railroad.....	5,687,000	6,500,000.00				10,000,000.00	22,487,000.00	255,156,725.00	
23	Wabash Railway.....		4,247,672.00	2,010,000	8,813,000.00			15,070,672.00	79,008,107.00	
	Total.....	\$14,503,000	\$64,911,206.00	\$18,548,000	\$55,937,892.50	\$9,606,000	\$21,342,112.59	\$8,144,877.81	\$193,013,059.50	\$2,485,415,387.33

*No interest.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE
PART 1—TOTAL EXPENDITURES DURING YEAR AND INVESTMENTS TO JUNE 30, 1907—ROAD AND EQUIPMENT

Number	Railway Companies	Total Expenditures During Year for				Investment to June 30, 1907—Road			Total investment equipment—owned lines
		Road	Equipment	General expenditures	Grand total	Leased lines	Owned lines	Total	
1	A., T. & S. F. Ry.	\$15,015,781.31	\$ 25,635,200.39	\$ 1,223.05	\$ 40,652,209.75	\$1,929,571.67	\$ 331,253,324.69	\$ 333,182,896.36	\$ 63,797,758.83
2	Atlantic Northern Railway	642.27			642.27				
3	C., B. & Q. R. R.	12,687,024.85	4,711,949.39	9,174.35	17,408,748.59		*345,281,500.00	*345,281,500.00	
4	Chi. Great Western R. R.	265,178.90	2,651,302.42		2,916,481.32				
5	M. C. & Ft. D. E. R.	141,406.97	*127,517.64		13,880.33		42,766,182.71	42,766,182.71	1,519,086.67
6	Chi., Mil. & St. Paul Ry.	2,177,865.93	15,689,813.37	*5,418.31	17,872,262.99		210,072,809.51	210,072,809.51	47,600,579.97
7	Chi. & North Western Ry.	8,047,092.90	19,381,337.69	14,143.37	27,442,573.96		*237,705,203.67	*237,705,203.67	
8	C., St. P., M. & O. Ry.	338,292.92	330,776.28		669,069.20		*62,408,611.00	*62,408,611.00	
9	C., R. I. & P. Ry.	5,629,280.07	8,442,065.53	4,744.48	14,046,120.08	1,039,650.22	161,195,911.53	162,235,561.75	30,974,666.13
10	St. P. & K. O. S. L. R. R.	118,731.26	*11,507.22	3.75	107,137.79				
11	Colfax Northern Railway	75.53			75.53				
12	T. W. Griggs R. R. Prop.						138,806.02	138,806.02	29,315.10
13	Colfax Consolidated Coal	*15,259.55			*15,259.55		81,969.81	81,969.81	
14	D., R. I. & N. W. Ry.	3,823.84	*13,673.88		*9,489.54		3,119,629.69	3,119,629.69	164,185.82
15	Great Northern Railway	7,543,558.94	11,769,186.78	*6,168.73	19,306,636.99		230,947,770.98	230,947,770.98	44,084,373.57
16	Illinois Central Railroad	14,894,015.27	26,512,207.83	88,873.15	41,495,101.25		*109,002,979.68	*109,002,979.68	
17	D. & S. C. R. R.	1,119,710.50		1,855.12	1,121,565.62		29,679,249.89	29,679,249.89	
18	Manchester & Oneida Ry.	159.09			159.09		*118,891.00	*118,891.00	
19	Minn. & St. L. R. R.	220,808.41	*470,234.74		*249,426.33		24,900,532.94	24,900,532.94	4,405,864.50
20	Mus., Bur. & S. R. R.	*700.00	*1,477.34		*2,177.34		*450,000.00	*450,000.00	
21	Tabor & Northern Railway		1,195.27		1,195.27		*82,688.07	*82,688.07	
22	Union Pacific Railroad	6,047,341.48	8,135,711.91		14,183,053.39		228,773,871.90	228,773,871.90	11,108,065.05
23	Wabash Railway	2,031,176.74	6,772,855.80		8,804,032.54				
24	Keokuk & Des Moines Ry.						6,721,111.52	6,721,111.52	
	Total	\$76,266,608.23	\$129,399,092.34	\$ 108,502.23	\$205,774,202.80	\$2,960,221.80	\$ 2,074,701,035.61	\$ 2,077,670,257.50	\$ 208,683,895.68

* Credit.
*No separation between Road and Equipment Owned Lines.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE
PART 2—INVESTMENT FROM JULY 1, 1907, TO JUNE 30, 1914.

Number	Railway Companies	Investment from July 1, 1907, to June 30, 1914.						
		Road			Total equipment—owned lines	Total general expenditures—owned lines	Total equipment and general expenditures—owned lines	
		Leased lines	Owned lines	Total				
1	Atchison, Topeka & Santa Fe Railway	\$ 88,321.98	\$ 53,150,754.03	\$ 53,239,076.01	\$ 50,541,481.71	\$ 11,907.17	\$ 56,553,388.88	
2	Atlantic Northern Railway							
3	Chicago, Burlington & Quincy Railroad		*88,544,889.22	*88,544,889.22				
4	Chicago Great Western Railroad		99,121,789.63	99,121,789.63	10,031,012.67	2,094.68	10,033,107.35	
5	Mason City & Ft. Dodge Railroad		547,827.86	547,827.86	*78,131.40	1,053.25	*77,078.15	
6	Chicago, Milwaukee & St. Paul Railway		239,831,887.34	239,831,887.34	59,479,587.73	2,440,771.94	52,929,359.67	
7	Chicago & North Western Railway		96,080,730.62	96,080,730.62	25,001,426.72	141,241.21	25,742,697.93	
8	Chicago, St. Paul, Minn. & Omaha Railway		8,026,260.45	8,026,260.45	3,762,508.38	182,624.63	3,945,133.01	
9	Chicago, Rock Island & Pacific Railway		20,564,402.19	23,942,983.60	21,029,065.98	151,023.39	21,180,089.24	
10	St. Paul & Kansas City Short Line R. R.	3,378,581.41	11,511,322.60	11,511,322.60	457,223.09	540,175.55	997,398.64	
11	Colfax Northern Railway	192.77		192.77				
12	Thomas W. Griggs R. R. Property		3,042.75	3,042.75	108.37		108.37	
13	Colfax Consolidated Coal		7,223.06	7,223.06				
14	Davenport, Rock Island & Northwestern Ry.		188,091.90	188,091.90	19,367.51		19,367.51	
15	Great Northern Railway		72,298,266.41	72,298,266.41	28,116,917.50	1,887,576.18	30,004,493.68	
16	Illinois Central Railroad		19,006,200.45	19,006,200.45	22,819,621.19	5,211.79	22,824,832.98	
17	Dubuque & Sioux City Railroad		1,321,711.41	1,321,711.41				
18	Manchester & Oneida Railway		12,485.60	12,485.60			(¹)	
19	Minneapolis & St. Louis Railroad		33,910,303.17	33,910,303.17			(¹)	
20	Muscantine, Burlington & Southern Railroad		798,868.73	798,868.73	7,533.82	17,544.16	25,077.98	
21	Tabor & Northern Railway							
22	Union Pacific Railroad		31,025,982.75	31,025,982.75	20,658,559.47	43,877.06	20,702,427.53	
23	Wabash Railway							
24	Keokuk & Des Moines Railway		*858.18	*858.18				
	Total	\$ 3,467,096.16	\$ 775,951,241.90	\$ 779,418,338.15	\$ 239,446,273.74	\$ 5,425,100.88	\$ 244,871,374.62	

* Not separated as between Road, Equipment and General Expenditures.
* Credit.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE

PART 3—INVESTMENT SINCE JUNE 30, 1914.

Number	Railway Companies	Investment Since June 30, 1914—Road			Investment Since June 30, 1914, in			
		Leased lines	Owned lines	Total	Equipment—owned lines	General expenditures—leased lines	General expenditures—owned lines	Total
1	Atchison, Topeka & Santa Fe Railway	\$ 573,590.58	\$ 71,163,219.32	\$ 71,736,809.96	\$ 91,943,724.91		\$ 87,607.64	\$ 92,031,332.55
2	Atlantic Northern Railway		141,939.20	141,939.20				
3	Chicago, Burlington & Quincy Railroad		77,242,388.58	77,242,388.58	40,482,467.05		989,313.95	41,471,781.00
4	Chicago Great Western Railroad	61,516.28	10,017,153.18	10,078,669.46	5,729,811.06		3,894.67	5,733,705.78
5	Mason City & Ft. Dodge Railroad		703,822.40	703,822.40	*494,758.56		348.86	*494,409.70
6	Chicago, Milwaukee & St. Paul Railway		75,063,676.17	75,063,676.17	62,126,221.00		1,445,016.89	63,571,237.89
7	Chicago & North Western Railway	26,521.77	61,555,089.24	61,581,622.01	61,532,693.44	\$ 17.72	537,384.95	62,070,099.11
8	Chicago, St. Paul, Minn. & Omaha Railway		6,296,091.83	6,296,091.83	6,894,772.67		27,582.35	6,832,355.02
9	Chicago, Rock Island & Pacific Railway	4,957,472.90	31,898,436.78	36,855,909.68	26,625,407.37	3,163.07	1,101,483.56	27,730,054.00
10	St. Paul & Kansas City Short Line R. R.		1,144,602.02	1,144,602.02	*17,209.65		14,524.14	*2,685.51
11	Colfax Northern Railway	398.12		398.12				
12	Thomas W. Griggs R. R. Property		*108,531.06	*108,531.06	*7,151.45		*480.82	*7,632.27
13	Colfax Consolidated Coal		*17,031.17	*17,031.17	3,500.00			3,500.00
14	Davenport, Rock Island & Northwestern Ry.		130,776.34	130,776.34	*89,339.76			*89,339.76
15	Great Northern Railway	126,778.42	51,494,640.00	51,621,418.42	32,753,253.62		*42,715.74	32,710,542.88
16	Illinois Central Railroad		50,300,912.13	50,300,912.13	87,655,796.31		889,146.77	88,544,943.08
17	Dubuque & Sioux City Railroad		5,510,087.70	5,510,087.70			8,006.19	8,006.19
18	Manchester & Oneida Railway		5,546.13	5,546.13				
19	Minneapolis & St. Louis Railroad	7,139.74	*2,246,243.96	*2,239,104.22	4,067,934.34	19,919.47	991.73	4,088,845.54
20	Muscatine, Burlington & Southern Railroad		21,735.45	21,735.45	68,608.64		*16,460.41	52,238.23
21	Tabor & Northern Railway		10,474.02	10,474.02				
22	Union Pacific Railroad	1,812.50	45,163,191.84	45,165,004.34	52,842,272.10	*428.92	*2,332,007.52	50,510,682.50
23	Wabash Railway		192,018,246.68	192,018,246.68	40,496,669.71			40,496,669.71
24	Keokuk & Des Moines Railway		*2,130.00	*2,130.00				
	Total	\$ 5,755,230.31	\$ 673,168,084.48	\$ 683,923,314.79	\$ 512,524,770.80	\$ 23,529.18	\$ 2,713,727.21	\$ 515,262,027.19

* Credit.

* Equipment Leased Lines.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE

PART 4—TOTAL INVESTMENT TO CLOSE OF YEAR.

Number	Railway Companies	Total Investment in Road and Equipment and General Expenditures			Length of road owned—miles	Average investment per mile of road—owned lines	Total Investment in		
		Leased lines	Owned lines	Total			Equipment—owned lines	General expenditures—leased lines	General expenditures—owned lines
1	Atchison, Topeka & Santa Fe Ry.	\$ 2,591,484.23	\$ 717,949,778.35	\$ 720,541,262.58	7,141.33	\$ 100,534.46	\$ 212,282,965.44		\$ 99,514.81
2	Atlantic Northern Ry.		141,939.20	141,939.20	17.07	8,315.12			
3	Chicago, Burlington & Quincy R. R.		552,540,558.80	552,540,558.80	8,983.36	61,507.12	*40,482,467.05		*989,313.95
4	Chicago Great Western R. R.	61,516.28	124,005,755.89	124,067,272.17	1,034.90	120,693.55	15,769,823.73		5,989.35
5	Mason City & Ft. Dodge R. R.		44,965,431.79	44,965,431.79	375.23	119,834.32	946,196.71		1,402.11
6	Chicago, Milwaukee & St. Paul Ry.		689,060,550.55	689,060,550.55	10,196.75	67,576.49	169,206,388.70		3,885,788.83
7	Chicago & North Western Ry.	26,539.49	483,153,763.85	483,180,303.34	8,387.57	57,603.54	87,134,123.16	\$ 17.72	678,626.16
8	Chi., St. P., Minn. & Omaha Ry.		87,508,451.31	87,508,451.31	1,676.81	52,187.46	10,567,281.05		210,206.98
9	Chicago, Rock Island & Pacific Ry.	9,378,867.60	293,540,396.50	302,919,264.40	5,378.70	54,574.60	78,629,139.48	3,163.07	1,252,506.82
10	St. P. & K. C. Short Line R. R.		13,650,637.75	13,650,637.75	182.93	74,622.19	440,013.44		554,669.69
11	Colfax Northern Ry.	599.89		599.89					
12	Thomas W. Griggs R. R. Property		55,108.91	55,108.91	.54	102,053.54	22,272.02		*480.82
13	Colfax Consolidated Coal		75,661.70	75,661.70	5.50	13,756.67	3,500.00		
14	Davenport, Rock Island & N. W. Ry.		3,532,711.50	3,532,711.50	46.76	75,549.86	94,213.57		
15	Great Northern Railway	126,778.42	461,540,088.12	461,666,866.54	7,119.75	64,825.32	104,954,549.69		1,944,860.44
16	Illinois Central Railroad		289,749,919.32	289,749,919.32	2,270.92	127,591.43	110,475,417.50		894,358.56
17	Dubuque & Sioux City Railroad		36,519,145.19	36,519,145.19	769.99	47,988.99			8,006.19
18	Manchester & Oneida Railway		136,923.73	136,923.73	8.03	17,051.52			
19	Minneapolis & St. Louis Railroad	27,069.21	65,069,382.72	65,066,441.93	1,537.75	42,295.16	8,473,798.84		961.73
20	Muscatine, Burlington & So. R. R.		1,347,990.39	1,347,990.39	47.77	28,216.88	76,232.46		1,083.15
21	Tabor & Northern Railway		93,162.09	93,162.09	8.79	10,598.64			
22	Union Pacific Railroad	2,241.42	387,283,803.68	387,286,045.10	3,657.54	105,886.42	84,608,887.62		*2,288,130.46
23	Wabash Railway		233,114,916.39	233,114,916.39	1,951.91	119,429.13	40,496,669.71		
24	Keokuk & Des Moines Ry.		6,718,123.34	6,718,123.34	162.34	41,383.04			
	Total	\$12,215,077.54	\$ 4,492,624,131.37	\$ 4,504,839,208.91	60,953.24		\$ 955,654,940.17	\$ 3,180.70	\$ 8,138,828.09
	Grand Average—All Roads Combined					\$ 73,706.07			

* Since June 30, 1914 only

* Credit.

TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA

PART 1—EXPENDITURES DURING YEAR

Number	Railway Companies	Expenditures During Year				Length of road owned single track—Miles—Iowa	Average expenditure per mile of road during year—owned lines—Iowa
		Road	Equipment	General	Total		
1	Atchison, Topeka & Santa Fe Railway	\$ 172,396.90			\$ 172,396.90	19.89	\$ 8,667.50
2	Atlantic Northern Railway	642.27			642.27	17.07	37.62
3	Chicago, Burlington & Quincy Railroad	612,857.24		\$ 247.17	613,104.41	1,385.10	449.12
4	Chicago Great Western Railroad	109,084.19			109,084.19	422.69	239.44
5	Mason City & Ft. Dodge Railroad	137,905.25			137,905.25	347.90	306.39
6	Chicago, Milwaukee & St. Paul Railway	84,301.64		553.44	84,755.08	1,850.04	45.59
7	Chicago & North Western Railway	1,191,405.74	\$ 3,763,855.74	192.48	4,955,453.96	1,617.10	\$ 3,064.40
8	Chicago, St. Paul, Minn. & Omaha Railway	34,724.15	14,884.92		49,609.07	74.54	665.53
9	Chicago, Rock Island & Pacific Railway	636,307.80			636,307.80	1,860.20	342.06
10	St. Paul & Kansas City Short Line R. R.						
11	Colfax Northern Railway						
12	Thomas W. Griggs R. R. Property						
13	Colfax Consolidated Coal						
14	Davenport, Rock Island & Northwestern Ry	3,618.06	*9,115.59		*5,497.53	34.50	*159.34
15	Great Northern Railway	9,142.56			9,142.56	77.86	117.42
16	Illinois Central Railroad						
17	Dubuque & Sioux City Railroad	1,084,205.58		1,855.12	1,086,060.70	715.88	1,517.09
18	Manchester & Oneida Railway	159.69			159.69	8.03	19.83
19	Minneapolis & St. Louis Railroad	86,430.97	*245,180.38		*158,749.41	800.72	*198.25
20	Muscatine, Burlington & Southern Railroad	*700.00	*1,477.34		*2,177.34	47.77	*45.57
21	Tabor & Northern Railway		1,195.27		1,195.27	8.79	135.98
22	Union Pacific Railroad	140,550.92	2,124.99		142,675.91	2.46	58,001.99
23	Wabash Railway						
	Total	\$ 4,303,541.06	\$ 3,526,287.61	\$ 2,848.21	\$ 7,832,677.78	9,279.54	
	Grand average—All roads combined						\$ 844.08

*Credit.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE

PART I—OPERATING INCOME

Number	Railway Companies	Railway operating revenues	Railway operating expenses	Net revenue from railway operations	Railway tax accruals—5—	Uncollectible railway revenues—6—	Total of columns 5 and 6	Railway operating income	Miscellaneous operating income	Total operating income
1	A. T. & S. F. Ry.	\$ 203,311,792.40	\$ 145,687,272.66	\$ 57,624,519.88	\$18,983,062.14	\$ 95,534.05	\$19,078,636.19	\$ 38,545,883.64		\$ 38,545,883.64
2	Atlantic Northern Railway	43,644.82	40,785.61	2,859.21	2,144.26	1.78	2,146.04	713.17		713.17
3	C., B. & Q. R. R.	171,270,060.80	134,290,378.56	36,980,282.24	9,268,054.87	57,456.37	9,325,511.24	27,654,771.00		27,654,771.00
4	Chi. Great Western R. R.	25,723,706.51	21,431,015.98	4,292,690.53	856,144.32	3,330.15	859,474.47	3,433,216.06		3,433,216.06
5	M. C. & Ft. D. R. R.									
6	Chi., Mil. & St. Paul Ry.	169,638,337.77	134,999,227.81	34,639,109.96	8,614,179.73	3,111.83	8,617,291.56	26,011,818.40		26,011,818.40
7	Chi. & North Western Ry.	160,425,965.07	132,507,531.49	27,918,433.57	9,277,408.66	64,133.27	9,341,541.93	18,576,891.74		18,576,891.74
8	C., St. P., M. & O. Ry.	28,363,234.26	23,516,147.37	4,847,086.89	1,598,503.23	12,302.66	1,610,705.89	3,236,381.00		3,236,381.00
9	C., R. I. & P. Ry.	124,628,440.14	100,272,893.54	24,355,546.60	5,512,349.34	15,909.88	5,528,310.22	18,827,236.38		18,827,236.38
10	St. P. & K. O. S. L. R. R.			*5,553.07	1,655.07		1,655.07	*7,208.14		*7,208.14
11	Colfax Northern Railway	23,788.09	29,341.76							
12	T. W. Griggs R. R. Prop.									
13	Colfax Consolidated Coal									
14	D., R. I. & N. W. Ry.				45,103.33		45,103.33	*45,103.33		*45,103.33
15	Great Northern Railway	120,077,771.56	86,750,523.12	33,327,248.44	9,113,226.60	20,981.83	9,134,208.43	24,193,040.01		24,193,040.01
16	Illinois Central Railroad	165,626,981.68	132,429,231.13	33,197,750.55	9,672,915.44	24,052.46	9,696,967.90	23,500,782.65		23,500,782.65
17	D. & S. O. R. R.									
18	Manchester & Oneida Ry.	25,867.41	24,537.83	1,329.58	1,188.22		1,188.22	141.36		141.36
19	Minn. & St. L. R. R.	16,524,909.77	14,288,791.46	2,236,118.31	790,833.58	2,489.00	793,322.58	1,442,796.73		1,442,796.73
20	Mus., Bur. & S. R. R.	138,094.55	143,310.14	*5,215.59	9,000.00	574.59	9,574.59	*14,790.18		*14,790.18
21	Tabor & Northern Railway	35,825.31	29,551.40	6,273.91	1,160.64		1,160.64	5,113.27		5,113.27
22	Union Pacific Railroad	117,479,916.46	79,094,064.22	38,385,852.24	6,807,241.43	10,574.67	6,817,816.10	31,568,036.14	*5,219.83	31,562,816.31
23	Wabash Railway	66,617,636.46	52,033,494.68	14,584,141.78	2,470,800.00	16,384.39	2,487,184.39	12,096,957.39		12,096,957.39
24	Keokuk & Des Moines Ry.				18,012.82		18,012.82	*18,012.82		*18,012.82
	Total	\$1,309,946,624.75	\$1,057,568,008.67	\$252,378,626.08	\$83,043,063.63	\$336,797.93	\$83,380,861.56	\$229,008,674.47	*5,219.83	\$229,003,454.64

*Deficit.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE
PART 2—RENT FROM EQUIPMENT AND JOINT FACILITIES AND TOTAL AND GROSS INCOME

Number	Railway Companies	Hire of freight cars— Debit balance— 15—	Rent from				Joint facility rent income—20—	Total columns 15 to 20 inclusive	Total non-operating income	Gross income
			Locomotives —16—	Passenger train cars—17—	Floating equipment —18—	Work equip- ment—19—				
1	Atehison, Topeka & Santa Fe Ry...	\$2,147,083.22	\$ 530,646.53	\$ 261,368.76	\$24,453.06	\$123,323.66	\$ 457,054.14	\$ 3,533,929.37	\$17,797,393.85	\$ 56,343,287.49
2	Atlantic Northern Ry.								345.40	1,068.57
3	Chicago, Burlington & Quincy R. R.		275,014.29	167,129.79		151,017.46	612,915.71	1,206,077.16	3,670,841.30	31,325,612.30
4	Chicago Great Western R. R.		35,738.13	2,468.26		10,513.80	91,061.32	139,716.51	406,604.67	3,830,820.73
5	Mason City & Ft. Dodge R. R.									
6	Chicago, Milwaukee & St. Paul Ry.		110,819.19	135,509.81	3,064.05	43,840.96	368,330.61	661,564.02	2,372,560.23	22,384,378.63
7	Chicago & North Western Ry.		96,972.85	472,616.50		20,612.11	215,084.44	805,285.90	5,341,492.25	23,918,383.99
8	Chi., St. P., Minn. & Omaha Ry.	95,218.89	63,118.74	173,780.24		6,985.19	159,047.76	498,159.82	735,806.14	3,972,247.14
9	Chicago, Rock Island & Pacific Ry.		124,642.06	212,302.15		51,583.59	465,161.29	853,099.09	2,402,808.72	21,230,045.10
10	St. P. & K. C. Short Line R. R.								442,730.74	442,730.74
11	Colfax Northern Ry.								12,484.31	5,276.17
12	Thomas W. Griggs R. R. Property								1,106.58	1,106.58
13	Colfax Consolidated Coal.								4,232.55	4,232.55
14	Davenport, Rock Island & N. W. Ry.								31,543.54	*13,559.79
15	Great Northern Railway	600,250.36	141,929.43	259,872.17		23,357.04	1,013,159.91	2,047,568.91	7,133,108.32	31,336,148.33
16	Illinois Central Railroad.		186,292.37	810,250.55	3,500.00	76,318.16	1,462,298.55	2,533,659.63	9,355,399.36	32,856,182.01
17	Dubuque & Sioux City Railroad.								666,748.86	666,748.86
18	Manchester & Oneida Railway.								915.90	1,057.26
19	Minneapolis & St. Louis Railroad.		9,204.23	4,806.43		4,948.46	103,275.42	122,234.54	437,018.16	1,899,814.89
20	Muscatine, Burlington & So. R. R.						206.75	296.75	736.75	*14,033.43
21	Tabor & Northern Railway.									5,113.27
22	Union Pacific Railroad.		90,999.14	551,790.19		14,645.87	701,379.00	1,358,714.20	22,650,982.50	54,213,798.81
23	Wabash Railway.		51,129.17	31,247.44	6,318.50	20,595.58	373,004.76	482,325.45	1,199,071.99	13,296,029.38
24	Keokuk & Des Moines Ry.								251,389.06	233,376.23
	Total.....	\$2,851,552.47	\$1,700,506.04	\$3,083,086.29	\$37,305.61	\$547,751.88	\$6,021,939.66	\$14,248,201.95	\$74,935,371.17	\$303,938,825.81

*Deficit.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE
PART 3—RENT FOR EQUIPMENT AND JOINT FACILITIES AND TOTAL DEDUCTIONS FROM GROSS AND NET INCOME

Number	Railway Companies	Hire of freight cars— Debit balance— 35—	Rent for				Joint facility rents —40—	Total columns 35 to 40	Total deductions from gross income	Net income	Total appropria- tions of net income	Income balance transferred to profit and loss
			Locomotives —36—	Passenger train cars—37—	Floating equip- ment—38—	Work equip- ment—39—						
1	A., T. & S. F. Ry.		\$ 106,008.08	\$ 248,396.47	\$1,762.50	\$ 14,916.75	\$ 803,544.96	\$ 1,264,628.76	\$ 14,419,921.04	\$ 41,023,366.45	\$20,144,827.14	\$21,778,539.31
2	A. N. Ry.								2,021.32	*962.75		*962.75
3	C., B. & Q. R.R.	\$ 1,195,488.45	244,124.73	289,555.19	1,800.00	35,306.97	1,728,996.02	3,495,281.36	12,035,083.11	19,290,529.19	17,373,144.67	1,917,384.52
4	C. G. W. R. R.	488,245.19	8,642.21	42,143.84		3,112.13	912,116.77	1,454,200.14	3,260,054.18	570,766.55		570,766.55
5	M. C. & Ft. D. R. R.											
6	C., M. & St. P. Ry.	4,502,512.46	58,304.53	121,068.79		11,031.80	1,811,852.34	6,505,670.01	28,034,182.58	350,196.05	142,509.95	207,686.10
7	C. & N. W. Ry.	2,527,138.68	70,846.61	461,382.33		26,727.83	462,707.22	3,538,892.67	15,180,916.01	8,737,467.98	7,373,750.00	1,363,717.08
8	C., St. P., M. & O. Ry.		9,640.64	175,950.58		2,927.61	517,067.80	705,625.72	3,348,074.15	624,172.99	1,252,068.50	*627,895.51
9	C., R. I. & P. Ry.	3,139,334.91	361,607.90	282,818.92		31,216.76	1,744,491.66	5,559,470.15	16,636,363.16	4,593,681.94	3,566,185.00	1,027,546.94
10	St. P. & K. C. S. L. R. R.								442,730.74			
11	C. N. Ry.								9,079.19	*3,803.02		*3,803.02
12	Thos. W. Griggs R. R. Prop.								1,942.50	*835.92		*835.92
13	C. C. C.									4,232.55		4,232.55
14	D., R. I. & N. W. Ry.								8,897.67	*22,457.46		*22,457.46
15	G. N. Ry.		55,696.08	124,532.25		47,559.86	1,280,839.02	1,508,617.21	18,485,922.23	12,840,226.10	12,484,727.88	355,498.22
16	I. C. R. R.	1,327,898.04	36,652.35	183,383.24		24,018.65	1,561,246.16	3,133,198.44	17,371,108.18	15,485,033.83	98,887.41	15,376,146.42
17	D. & S. C. R. R.								486,438.49	180,310.37	180,310.37	
18	M. & O. Ry.	956.28					240.00	1,196.28	5,538.06	*4,480.80		*4,480.80
19	M. & S. L. R. R.	427,140.91	64,431.22	18,068.41		4,150.33	225,869.82	739,600.69	3,111,919.97	*1,212,106.08		*1,212,106.08
20	M., B. & S. R. R.	51,294.36	1,854.00				4,277.13	57,425.49	91,857.79	*105,911.22		*105,911.22
21	T. & N. Ry.	1,149.44	59.50					1,242.94	4,036.02	1,077.25		1,077.25
22	U. P. R. Ry.	3,058,163.61	33,668.01	525,391.02		2,742.95	462,485.31	4,082,450.90	16,455,457.33	37,738,341.48	26,210,900.00	11,547,441.48
23	Wabash Ry.	1,751,072.82	106,722.21	79,834.32	20.10	29,578.14	1,679,779.99	3,638,607.58	7,685,155.73	5,410,873.65		5,410,873.65
24	Keokuk & D. M.								157,754.94	75,621.29		75,621.29
	Total.....	\$18,470,395.11	\$1,138,301.07	\$2,534,455.36	\$3,582.00	\$233,289.87	\$13,285,544.29	\$35,665,568.34	\$157,443,444.39	\$146,495,381.42	\$88,827,200.92	\$57,668,120.50

*Deficit.

TABLE 5—PROFIT AND LOSS ACCOUNT

PART 1—CREDITS

Number	Railway Companies	Credit balance at beginning of year	Credit balance transferred from income account	Profit on road and equipment sold	Delayed income credits	Unrefundable overcharges	Donations	Miscellaneous credits	Debit balance carried to balance sheet	Total
1	Atchison, Topeka & Santa Fe Ry.	\$141,079,824.99	\$21,778,539.31	\$ 9,834.29		\$ 11,148.93	\$108,825.56	\$2,434,056.43		\$165,422,229.51
2	Atlantic Northern Ry.								\$ 15,241.31	15,241.31
3	Chicago, Burlington & Quincy R. R.	148,246,640.57	1,917,384.52	140,810.03	\$335,570.73		103,350.30	121,305.12		150,865,061.27
4	Chicago Great Western R. R.	6,522,448.87	579,766.55	1,898.39		\$1,125.20	*3,158.86	34,443.57		7,157,523.78
5	Mason City & Ft. Dodge R. R.	182,223.28								182,223.28
6	Chicago, Milwaukee & St. Paul Ry.	22,628,542.96	207,686.10	21,495.61		140,442.68	223,207.81	420,950.71		23,612,325.87
7	Chicago & North Western Ry.	58,496,003.18	1,363,717.98	6,173.28		186,571.85	71,383.10	318,387.17		60,442,236.56
8	Chi., St. P., Minn. & Omaha Ry.	6,636,031.22		94,603.03		16,326.14	11,036.20	59,765.50		6,877,772.09
9	Chicago, Rock Island & Pacific Ry.	15,818,134.20	1,027,546.94	71,313.27		4,809.01	65,339.12	122,841.05		17,110,043.59
10	St. P. & K. C. Short Line R. R.	62,638.09		902.25			3,256.26			66,797.50
11	Colfax Northern Ry.								88,277.08	88,277.08
12	Thomas W. Griggs R. R. Property								6,459.70	6,459.70
13	Colfax Consolidated Coal	94,400.11	4,232.55							98,632.66
14	Davenport, Rock Island & N. W. Ry.							23,350.26	886.08	24,236.34
15	Great Northern Railway	86,843,003.54	355,498.22	234,271.77		*2,002.23	93,959.88	432,230.58		87,937,021.76
16	Illinois Central Railroad	45,632,452.89	15,386,186.42	163,343.18			25,190.56	251,301.14		61,458,564.19
17	Dubuque & Sioux City Railroad						760.78		379,552.50	380,313.28
18	Manchester & Oneida Railway	10,413.55						441.78		10,855.33
19	Minneapolis & St. Louis Railroad			4,967.35		*2,003.56	2,686.75	82,460.49	1,859,829.32	1,947,940.38
20	Muscatine, Burlington & So. R. R.							153.43	610,007.18	610,250.61
21	Tabor & Northern Railway	7,274.24	1,077.25							8,351.49
22	Union Pacific Railroad	115,542,254.65	11,547,441.48	11,425.82		25,678.93	22,736.36	126,588.90		127,276,126.14
23	Wabash Railway	16,988,698.77	5,410,873.65	747.00			96,518.38	27,358.82		22,524,196.62
24	Keokuk & Des Moines Ry.	204,343.31	75,621.29					3,642.84		283,607.44
	Total	\$665,055,329.32	\$59,646,572.26	\$761,785.27	\$335,570.73	\$412,197.01	\$825,062.23	\$4,459,427.79	\$3,960,343.17	\$734,456,287.78

*Debit.

TABLE 5—PROFIT AND LOSS ACCOUNT

PART 2—DEBITS

Number	Railway Companies	Debit balance at beginning of year	Debit balance transferred from income account	Dividend appropriations of surplus	Surplus appropriated for investment in physical property	Debit discount extinguished through surplus	Loss on retired road and equipment	Miscellaneous debits	Credit balance carried to balance sheet	Total
1	A. T. & S. F. Ry.				\$ 108,825.56		\$ 456,895.76	*292,670.50	\$165,149,178.09	\$165,422,229.51
2	Atlantic Northern Railway	\$ 14,278.56	\$ 962.75							15,241.31
3	C. B. & Q. R. R.				103,350.30		405,005.00	9,347,284.18	141,009,421.70	150,865,061.27
4	Chi. Great Western R. R.				*3,158.86	502.65	59,358.15	23,817.29	7,077,004.55	7,157,523.78
5	M. C. & Ft. D. R. R.									182,223.28
6	Chi., Mil. & St. Paul Ry.			72,964.98	223,207.81	709,092.11	1,581,741.44	682,227.15	20,373,792.38	23,612,325.87
7	Chi. & North Western Ry.				71,383.10	1,848,463.90	759,163.70	28,175.08	57,735,060.83	60,442,236.56
8	C., St. P., M. & O. Ry.		627,895.51		87,901.32		538,514.60	14,116.84	5,609,343.82	6,877,772.09
9	C. R. I. & P. Ry.				65,339.12	508,270.72	439,966.09	83,673.61	16,012,824.65	17,110,043.59
10	St. P. & K. O. S. L. R. R.				3,256.26		3,860.33		59,680.86	66,797.50
11	Colfax Northern Railway	84,474.06	3,803.02							88,277.08
12	T. W. Griggs R. R. Prop.	5,623.78	835.92							6,459.70
13	Colfax Consolidated Coal			3,820.79						98,632.66
14	D. R. I. & N. W. Ry.	1,343.58	22,457.46				10,596.54		84,215.36	24,236.34
15	Great Northern Railway			10,903.79	467,711.30	6,343.74	500,790.27	653,593.29	86,257,679.37	87,937,021.76
16	Illinois Central Railroad			8,308,433.50	25,190.56	283,204.73	442,219.11	170,547.81	52,228,968.48	61,458,564.19
17	D. & S. C. R. R.	379,552.50			760.78					380,313.28
18	Manchester & Oneida Ry.		4,480.80						6,374.53	10,855.33
19	Minn. & St. L. R. R.	561,524.11	1,212,105.08		2,686.78		161,227.38	10,397.03		1,947,940.38
20	Mus., Bur. & S. R. R.	504,339.39	105,911.22							610,250.61
21	Tabor & Northern Railway								8,351.49	8,351.49
22	Union Pacific Railroad				22,736.36	978,194.80	109,296.58	480,845.95	125,685,062.45	127,276,126.14
23	Wabash Railway				96,518.38		94,255.86	9,151.00	22,324,170.78	22,524,196.62
24	Keokuk & Des Moines Ry.									283,607.44
	Total	\$1,551,135.98	\$1,978,451.76	\$8,395,423.03	\$1,275,678.77	\$4,334,072.65	\$5,623,426.25	\$11,211,159.23	\$700,086,940.06	\$734,456,287.78

*Credit.

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE

PART 1—RAIL LINE TRANSPORTATION REVENUE

Number	Railway Companies	Rail Line Transportation Revenue							Other passenger train
		Freight	Passenger	Excess baggage	Sleeping car	Parlor and chair car	Mail	Express	
1	Atchison, Topeka & Santa Fe Ry.	\$ 139,655,476.88	\$ 46,445,180.92	\$ 560,727.79		\$ 49,994.16	\$ 4,130,432.39	\$ 7,567,907.15	\$1,434,420.38
2	Atlantic Northern Ry.	39,570.56	1,617.53	53.48			1,055.71	1,255.22	
3	Chicago, Burlington & Quincy R. R.	126,433,098.13	28,569,830.88	323,012.86			4,242,408.35	4,442,387.40	315,595.25
4	Chicago Great Western R. R.	19,259,322.85	4,277,383.47	36,529.28		18,407.19	409,585.26	664,953.08	30,864.11
5	Mason City & Ft. Dodge R. R.								
6	Chicago, Milwaukee & St. Paul Ry.	127,953,105.74	24,175,892.17	251,488.90	\$1,716,221.48	74,007.93	3,009,691.10	4,533,037.43	91,391.45
7	Chicago & North Western Ry.	113,692,825.75	30,390,660.14	275,828.95		212,238.80	2,826,278.20	4,556,970.18	548,556.97
8	Chi., St. P., Minn. & Omaha Ry.	20,074,017.19	6,110,908.64	72,072.61		21,048.36	521,305.05	789,828.09	95,902.36
9	Chicago, Rock Island & Pacific Ry.	88,701,194.34	26,548,096.14	245,157.84		23,074.91	2,524,691.29	3,340,000.00	462,429.97
10	St. P. & K. C. Short Line R. R.								
11	Colfax Northern Ry.	19,003.41	2,788.28						
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Davenport, Rock Island & N. W. Ry.								
15	Great Northern Railway	93,672,146.89	15,305,242.22	160,233.03	\$71,444.34	89,100.50	2,971,703.30	2,915,272.45	39,460.96
16	Illinois Central Railroad	127,081,545.93	27,042,400.60	188,522.74		41,600.48	2,154,226.97	3,729,925.72	312,642.51
17	Dubuque & Sioux City Railroad								
18	Manchester & Oneida Railway	30,104.29	3,100.92	38.44			832.99	870.96	
19	Minneapolis & St. Louis Railroad	14,023,638.24	1,641,910.88	17,292.17			290,186.28	249,724.75	13,029.54
20	Muscatine, Burlington & So. R. R.	119,322.27	2,707.14	25.57			2,130.49	939.71	
21	Tabor & Northern Railway	26,137.79	1,176.25	31.77			754.22	1,717.10	
22	Union Pacific Railroad	88,728,989.82	18,205,803.42	259,992.58			2,931,065.74	2,893,648.81	622,840.71
23	Wabash Railway	51,698,168.30	9,794,594.11	79,804.05		41,288.25	832,168.99	1,000,049.44	54,742.36
	Total	\$1,010,597,758.38	\$238,519,383.71	\$2,470,872.09	\$2,087,665.82	\$571,320.58	\$26,857,522.33	\$37,378,578.00	\$4,021,876.57

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE

PART 2—RAIL LINE TRANSPORTATION REVENUE—Continued—AND INCIDENTAL OPERATING REVENUES

Number	Railway Companies	Rail Line Transportation Revenue					Incidental Operating Revenue		
		Milk	Switching	Special service train	Other freight train	Total rail line transportation revenue	Dining and buffet	Hotel and restaurant	Station, train and boat privileges
1	Atchison, Topeka & Santa Fe Railway		\$ 1,189,805.95	\$ 61,992.88	\$50,768.19	\$ 201,153,796.69			\$308,151.56
2	Atlantic Northern Railway					43,552.50			
3	Chicago, Burlington & Quincy Railroad	917,350.39	2,761,227.58	89,900.17	5,945.00	168,100,156.01	\$ 913,135.78	\$ 234,635.89	17,720.94
4	Chicago Great Western Railroad	254,306.83	291,937.45	3,300.00	130.00	25,246,839.67	119,035.45	4,775.80	9,162.35
5	Mason City & Ft. Dodge Railroad								
6	Chicago, Milwaukee & St. Paul Railway	1,440,582.08	3,349,041.40	40,287.84		166,635,347.52	740,549.39		89,299.44
7	Chicago & North Western Railway	2,636,393.72	2,844,610.58	57,351.57		157,441,774.56	624,907.76		87,897.26
8	Chicago, St. Paul, Minn. & Omaha Railway	87,452.18	209,137.45	13,055.12		27,994,317.65	97,293.63	10,371.90	8,060.94
9	Chicago, Rock Island & Pacific Railway		810,125.08	25,789.00	7,575.00	122,718,133.57	643,193.18	49,720.10	122,589.13
10	St. Paul & Kansas City Short Line R. R.								
11	Colfax Northern Railway		1,458.00						
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								621.61
14	Davenport, Rock Island & Northwestern Ry.		145,564.20			145,564.20			
15	Great Northern Railway	575,281.70	830,252.92	30,061.90	15,110.11	116,965,370.32	567,640.36	356,978.77	12,872.32
16	Illinois Central Railroad	639,920.53	1,883,496.10	84,939.54		163,159,121.42	679,208.24	295,067.32	224,376.75
17	Dubuque & Sioux City Railroad		240.00			25,187.00			
18	Manchester & Oneida Railway		175,019.58	4,001.20		16,414,952.64		3,572.84	3,224.68
19	Minneapolis & St. Louis Railroad		8,283.80			133,414.96			
20	Muscatine, Burlington & Southern Railroad		4,455.50			35,092.90			
21	Tabor & Northern Railway	820.27				114,159,931.10	1,217,148.17	1,238,933.99	80,100.17
22	Union Pacific Railroad		494,710.53	22,879.49		65,406,559.29	284,072.44		23,394.27
23	Wabash Railway	55,613.81	1,145,067.40	14,568.00	464.55				
	Total	\$6,607,811.06	\$16,184,433.52	\$450,647.01	\$79,992.85	\$1,345,907,862.61	\$5,875,884.40	\$2,194,046.70	\$987,461.42

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE

PART 3—INCIDENTAL OPERATING REVENUES—Continued

Number	Railway Companies	Parcel Room	Storage		Demurrage	Telegraph and telephone	Grain elevator	Stockyard	Power
			Freight	Baggage					
1	Atchison, Topeka & Santa Fe Railway	\$ 6,726.90	\$ 104,180.22	\$ 53,795.07	\$ 490,978.02	\$ 301,734.14		\$ 130,483.59	\$ 3,329.02
2	Atlantic Northern Railway		16.32		76.00				
3	Chicago, Burlington & Quincy Railroad	19,009.25	77,739.89	21,900.46	606,947.75	194,610.77		260,606.33	3,329.01
4	Chicago Great Western Railroad	590.90	25,293.36	1,366.64	74,049.43	1,067.97			3,329.01
5	Mason City & Ft. Dodge Railroad								
6	Chicago, Milwaukee & St. Paul Railway	1,542.30	91,260.79	21,102.73	841,554.89	111,415.03		67,420.22	3,519.76
7	Chicago & North Western Railway	60,326.70	86,870.30	26,846.40	634,864.00			77,210.30	
8	Chicago, St. Paul, Minn. & Omaha Railway	2,584.34	25,180.63	1,346.49	108,640.24				
9	Chicago, Rock Island & Pacific Railway	30,242.51	70,405.50	23,919.16	421,044.61	28,039.42			3,329.03
10	St. Paul & Kansas City Short Line R. R.								
11	Colfax Northern Railway				530.00				
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Davenport, Rock Island & Northwestern Ry.	10.90	1,598.47		8,992.73				
15	Great Northern Railway	38,108.05	57,063.20	31,060.97	244,041.80	170,020.80			40,261.70
16	Illinois Central Railroad	45,434.30	147,568.88	19,284.34	616,647.60				
17	Dubuque & Sioux City Railroad								
18	Manchester & Oneida Railway		18.51		661.00				
19	Minneapolis & St. Louis Railroad	70.60	5,817.29	230.47	66,126.20	1,307.78			
20	Muscatine, Burlington & Southern Railroad		70.48		3,736.54				
21	Tabor & Northern Railway		9.74		6.00	377.68			
22	Union Pacific Railroad	8,109.72	27,643.43	23,510.99	231,466.40	130,541.75			3,417.02
23	Wabash Railway	1,947.60	34,871.72	1,562.94	386,056.26				3,329.05
	Total	\$ 209,864.36	\$ 755,614.94	\$ 225,074.66	\$ 4,736,459.07	\$ 939,006.22		\$ 544,730.44	\$ 63,843.00

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE

PART 4—INCIDENTAL OPERATING REVENUES—Continued—AND JOINT FACILITY OPERATING REVENUES AND TOTAL RAILWAY OPERATING REVENUES

Number	Railway Companies	Incidental Operating Revenues			Joint Facility Operating Revenue			Total railway operating revenues
		Rent of buildings and other property	Miscellaneous	Total incidental operating revenues	Credit	Debit	Total joint facility operating revenue	
1	Atchison, Topeka & Santa Fe Railway	\$ 60,847.10	\$ 453,095.13	\$ 1,913,329.84	\$ 270,543.19	\$ 30,877.23	\$ 239,665.96	\$ 208,311,792.49
2	Atlantic Northern Railway			92.32				43,644.82
3	Chicago, Burlington & Quincy Railroad	170,601.06	269,557.89	2,798,801.02	382,447.78	10,744.01	371,703.77	171,270,660.30
4	Chicago Great Western Railroad	17,672.19	26,819.38	282,132.27	205,569.98	10,855.36	194,714.57	25,723,706.51
5	Mason City & Ft. Dodge Railroad							
6	Chicago, Milwaukee & St. Paul Railway	125,060.20	434,152.79	2,526,917.85	468,061.75	1,989.35	466,072.40	169,628,337.77
7	Chicago & North Western Railway	281,561.71	1,074,741.96	2,955,036.90	37,353.94	8,190.72	29,163.22	160,425,995.07
8	Chicago, St. Paul, Minn. & Omaha Railway	10,542.68	40,420.98	304,341.83	35,854.84	21,780.06	64,074.78	28,363,234.26
9	Chicago, Rock Island & Pacific Railway	26,986.57	160,806.57	1,640,365.78	276,689.03	6,748.24	283,940.79	124,628,440.14
10	St. Paul & Kansas City Short Line R. R.							23,788.60
11	Colfax Northern Railway			530.00				
12	Thomas W. Griggs R. R. Property							
13	Colfax Consolidated Coal							
14	Davenport, Rock Island & Northwestern Ry.		2,571.10	13,794.81		159,359.01	*159,359.01	
15	Great Northern Railway	200,298.87	1,334,831.92	3,108,277.76	79,524.35	70,400.87	9,123.48	130,077,771.56
16	Illinois Central Railroad	66,087.18	342,175.12	2,426,839.73	112,347.12	71,326.59	41,020.53	165,626,961.68
17	Dubuque & Sioux City Railroad			679.51				25,867.41
18	Manchester & Oneida Railway			92,983.58	17,115.62	91.07	17,024.55	16,324,960.77
19	Minneapolis & St. Louis Railroad	*2,290.78	15,024.50	4,679.57				138,094.55
20	Muscatine, Burlington & Southern Railroad	433.00	439.55	732.41				35,825.81
21	Tabor & Northern Railway	154.00	185.01	732.41				117,479,916.46
22	Union Pacific Railroad	47,611.79	151,747.66	3,155,351.09	261,988.27	37,304.00	164,634.27	66,617,636.46
23	Wabash Railway	13,212.19	169,297.61	857,654.08	353,449.46	26.37	353,423.09	
	Total	\$ 1,078,816.76	\$ 4,465,807.17	\$ 22,077,559.74	\$ 2,490,895.25	\$ 429,692.88	\$ 2,061,202.40	\$ 1,269,946,824.75

*Debit.

TABLE 6A—RAILWAY OPERATING REVENUES—EARNED WITHIN THE STATE

PART 1—RAIL LINE TRANSPORTATION REVENUE

Number	Railway Companies	Rail Line Transportation Revenue								
		Freight	Passenger	Excess baggage	Sleeping car	Parlor and chair car	Milk	Express	Other Passenger train	Milk
1	Atchison, Topeka & Santa Fe Ry.	\$ 1,122,988.78	\$ 311,332.59	\$ 3,680.12			\$ 41,185.93	\$ 64,421.77	\$ 15,479.67	
2	Atlantic Northern Ry.	39,570.56	1,617.53	53.48			1,055.71	1,255.22		
3	Chicago, Burlington & Quincy R. R.	13,463,161.97	4,065,299.44	46,089.92			1,059,329.33	473,043.19	\$8,964.63	\$139,894.49
4	Chicago Great Western R. R.	9,899,306.47	2,427,402.16	21,793.51		\$ 8,856.58	216,994.94	371,639.44	11,019.70	46,787.96
5	Mason City & Ft. Dodge R. R.									
6	Chicago, Milwaukee & St. Paul Ry.	22,112,598.97	3,304,860.87	37,510.93	\$ 200,124.12	36.91	455,996.25	606,634.31	5,539.60	148,079.96
7	Chicago & North Western Ry.	26,066,258.11	7,341,939.00	87,415.86		20,059.53	864,740.69	1,301,539.95	162,510.43	161,586.16
8	Chi., St. P., Minn. & Omaha Ry.	1,163,250.20	505,208.22	5,986.47		1,821.46	44,674.70	59,223.62	9,159.52	10,588.91
9	Chicago, Rock Island & Pacific Ry.	20,430,788.86	6,601,982.66	79,477.52			695,109.23	901,281.00	96,896.71	
10	St. P. & K. C. Short Line R. R.									
11	Colfax Northern Ry.	19,008.41	2,788.28							
12	Thomas W. Griggs R. R. Property									
13	Colfax Consolidated Coal									
14	Davenport, Rock Island & N. W. Ry.									
15	Great Northern Railway	882,421.55	61,922.34	653.44	21.06		17,514.58	7,805.42	143.74	17,125.98
16	Illinois Central Railroad	9,431,537.33	2,069,522.72	15,684.61		2,337.59	239,343.00	342,449.80	4,252.13	50,150.10
17	Dubuque & Sioux City Railroad									
18	Manchester & Oneida Railway	20,104.29	3,100.92	35.44			832.99	870.96		
19	Minneapolis & St. Louis Railroad	6,604,856.62	742,833.68	8,896.23			146,728.88	112,366.09	5,755.35	
20	Muscatine, Burlington & So. R. R.	119,822.27	2,707.14	25.37			2,136.49	939.71		
21	Tabor & Northern Railway	26,137.79	1,176.25	31.77			754.22	1,717.10		820.27
22	Union Pacific Railroad	174,837.74	19,401.22	287.85			5,440.43	5,787.30	361.48	
23	Wabash Railway	1,306,789.28	332,992.32	2,730.72			58,734.84	42,243.20	3,832.63	5,266.42
	Total	\$ 112,882,929.19	\$27,796,008.34	\$ 310,356.44	\$ 200,145.18	\$33,112.07	\$3,850,571.91	\$4,382,238.08	\$353,906.59	\$580,900.25

TABLE 6A—RAILWAY OPERATING REVENUES—EARNED WITHIN THE STATE

PART 2—RAIL LINE TRANSPORTATION REVENUE—Continued—AND INCIDENTAL OPERATING REVENUE

Number	Railway Companies	Rail Line Transportation Revenue				Incidental Operating Revenue					
		Switching	Special service train	Other freight train	Total rail line transportation revenue	Dining and buffet	Hotel and restaurant	Station, train and boat privileges	Parcel room	Storage—freight	Storage—baggage
1	Atchison, Topeka & Santa Fe Ry.	\$ 2,404.06	\$ 100.00	\$ 699.67	\$ 1,562,298.59			\$ 1,521.93	\$ 171.10	\$ 187.85	\$ 166.50
2	Atlantic Northern Ry.				43,552.50					16.32	
3	Chicago, Burlington & Quincy R. R.	109,024.83	10,708.95		19,405,516.75	\$ 108,347.59	\$43,303.06	3,623.36	1,832.46	10,814.87	2,739.40
4	Chicago Great Western R. R.	84,128.81	1,716.96		13,089,657.22	66,377.41		3,183.04	362.70	5,025.23	825.01
5	Mason City & Ft. Dodge R. R.										
6	Chicago, Milwaukee & St. Paul Ry.	148,014.43	8,438.88		27,116,835.23	63,818.00		13,227.45	369.00	15,066.16	1,257.50
7	Chicago & North Western Ry.	154,767.58	11,154.89		36,171,963.20	141,827.93		9,496.25	430.90	11,292.42	3,354.80
8	Chi., St. P., Minn. & Omaha Ry.	10,198.68	2,417.81		1,812,529.59	7,089.25		392.66		995.17	224.35
9	Chicago, Rock Island & Pacific Ry.	120,630.83	5,965.42		28,982,152.23	161,794.33	2,544.11	22,162.51	219.00	19,476.78	6,552.51
10	St. P. & K. C. Short Line R. R.										
11	Colfax Northern Ry.	1,458.00			23,249.60						
12	Thomas W. Griggs R. R. Property										
13	Colfax Consolidated Coal										
14	Davenport, Rock Island & N. W. Ry.	91,944.46			91,944.46			485.98	2.50	873.47	
15	Great Northern Railway	36,100.13	259.36	130.46	1,024,688.06			37.69	413.40	209.74	64.81
16	Illinois Central Railroad	90,397.57	7,568.15		12,253,242.99	55,265.81		13,252.21	19.60	6,501.74	855.06
17	Dubuque & Sioux City Railroad										
18	Manchester & Oneida Railway	240.00			25,187.60					18.51	
19	Minneapolis & St. Louis Railroad	72,158.90	3,649.68		7,697,245.43			1,279.76	61.20	2,898.90	136.39
20	Muscatine, Burlington & So. R. R.	8,283.80			133,414.98					70.48	
21	Tabor & Northern Railway	4,455.50			35,092.90					9.74	
22	Union Pacific Railroad	494.71	206.49		206,817.22	1,217.15	1,238.93	80.10	3.20	27.64	23.51
23	Wabash Railway	17,287.19	61.80		1,769,998.46	7,653.60		1,000.39	1.80	576.00	9.95
	Total	\$ 952,000.48	\$52,248.38	\$ 811.13	\$ 151,394,727.04	\$ 613,382.07	\$47,086.10	\$69,743.24	\$ 3,886.86	\$73,972.32	\$16,208.09

TABLE 6A—RAILWAY OPERATING REVENUES—EARNED WITHIN THE STATE

PART 3—INCIDENTAL OPERATING REVENUE—Continued—AND JOINT FACILITY REVENUE AND TOTAL RAILWAY OPERATING REVENUES

Number	Railway Companies	Incidental Operating Revenue					Joint Facility Operating Revenue			Total railway operating revenues	
		Demurrage	Telegraph and telephone	Power	Rents of buildings and other property	Miscellaneous	Total incidental operating revenue	Credit	Debit		Total joint facility operating revenue
1	Atchison, Topeka & Santa Fe Ry.....	\$ 2,743.00	\$ 259.48		\$ 701.85	\$ 24,056.79	\$ 29,808.45				\$ 1,592,107.04
2	Atlantic Northern Ry.....	76.00				92.33					43,644.82
3	Chicago, Burlington & Quincy R. R.....	52,905.80	33,009.32		14,109.62	30,287.41	301,082.80	\$ 42,798.20	\$ 1,863.41	\$ 40,929.79	19,747,479.43
4	Chicago Great Western R. R.....	22,509.60	755.58		903.34	9,253.67	109,193.58	110,108.25	5,814.13	104,289.12	13,303,139.92
5	Mason City & Ft. Dodge R. R.....										
6	Chicago, Milwaukee & St. Paul Ry.....	65,946.00	13,069.36	\$ 383.30	7,648.24	18,566.03	199,351.04	219,021.86	251.96	218,769.90	27,534,956.17
7	Chicago & North Western Ry.....	55,291.38			41,987.95	42,484.33	306,165.96	7,486.84	7,229.12	257.72	30,478,386.88
8	Chi., St. P., Minn. & Omaha Ry.....	5,755.07			10.00	8,839.22	23,297.72	5,746.32	3,335.17	2,411.15	1,838,238.46
9	Chicago, Rock Island & Pacific Ry.....	87,322.57	8,350.08		13,630.14	18,313.50	340,365.83	2,148.80	234.34	1,914.46	29,274,432.52
10	St. P. & K. C. Short Line R. R.....										
11	Colfax Northern Ry.....	539.00					539.00				23,788.09
12	Thomas W. Griggs R. R. Property.....										
13	Colfax Consolidated Coal.....										
14	Davenport, Rock Island & N. W. Ry.....	5,351.73				2,666.70	9,279.38		101,223.84	*101,223.84	
15	Great Northern Railway.....	2,764.00	269.78		7,192.60	1,921.75	12,873.63		22,989.14	*22,989.14	1,013,972.55
16	Illinois Central Railroad.....	26,569.14			2,487.10	5,040.29	109,990.95	*.49	82.62	*83.11	12,363,150.83
17	Dubuque & Sioux City Railroad.....										
18	Manchester & Oneida Railway.....	661.00					679.81				25,867.41
19	Minneapolis & St. Louis Railroad.....	18,742.00	1,024.29		*614.87	8,920.02	32,357.69	254.88	36.71	218.17	7,729,821.29
20	Muscatine, Burlington & So. R. R.....	3,736.54			433.00	439.55	4,679.57				138,094.55
21	Tabor & Northern Railway.....	6.00	377.06		154.00	185.01	782.41				85,825.31
22	Union Pacific Railroad.....	231.50	130.54	3.42	47.61	151.75	3,155.35	201.94	37.30	164.64	210,137.21
23	Wabash Railway.....	4,164.64			102.13	2,257.08	15,765.59	77,793.88		77,793.88	1,963,497.87
	Total.....	\$355,314.97	\$57,245.99	\$ 86.72	\$88,852.71	\$173,282.10	\$1,499,361.17	\$465,550.48	\$143,097.74	\$322,452.74	\$153,216,540.95

*Debit.

TABLE 7—RAILWAY OPERATING EXPENSES—ENTIRE LINE

PART 1—AMOUNT OF OPERATING EXPENSES DURING YEAR AND OPERATING RATIO

Number	Railway Companies	Total						Transportation for investment—Credit	Grand total railway operating expenses	Operating ratio %
		Maintenance of way and structures	Maintenance of equipment	Traffic expenses	Transportation—Rail line	Miscellaneous operations	General expenses			
1	A., T. & S. F. Ry.....	\$ 27,684,154.41	\$ 48,967,936.80	\$ 3,569,659.64	\$ 62,309,672.06	\$ 77,472.43	\$ 4,073,171.67	\$ 994,794.35	\$ 145,687,272.66	71.66
2	Atlantic Northern Railway.....	17,457.99	2,556.47	315.61	18,944.15		1,511.39		40,786.61	66.45
3	C., B. & Q. R. R.....	21,984,557.03	40,654,335.51	2,815,004.27	63,395,898.20	1,716,368.53	4,318,010.52	593,705.50	134,230,378.56	78.41
4	Chi. Great Western R. R.....	3,791,296.15	5,238,112.98	777,057.03	10,806,237.27	165,000.86	665,966.70	12,655.01	21,431,015.98	83.31
5	M. C. & Ft. D. R. R.....									
6	Chi., Mil. & St. Paul Ry.....	23,063,613.08	38,375,029.28	2,506,007.37	66,545,638.15	963,097.00	3,896,697.07	280,854.23	134,999,227.81	79.50
7	Chi. & North Western Ry.....	23,368,263.78	35,920,061.75	2,007,070.05	66,508,610.58	887,178.10	4,083,383.07	267,035.93	132,507,531.40	82.60
8	Ch., St. P., M. & O. Ry.....	3,653,061.28	5,678,517.73	421,336.40	12,818,696.54	144,966.36	850,631.55	51,092.49	23,516,147.37	82.91
9	C., R. I. & P. Ry.....	14,791,715.40	28,267,888.15	2,252,552.82	51,501,772.96	816,514.26	3,191,753.56	549,303.61	100,272,868.54	80.46
10	St. P. & K. C. S. L. R. R.....									
11	Colfax Northern Railway.....	5,911.26	5,661.18	84.21	16,226.63		1,458.48		29,341.76	123.34
12	T. W. Griggs R. R. Prop.....									
13	Colfax Consolidated Coal.....									
14	D., R. I. & N. W. Ry.....									
15	Great Northern Railway.....	15,255,040.89	21,723,922.54	1,821,771.49	45,146,274.84	1,273,888.55	2,525,818.97	996,144.13	86,750,523.12	72.25
16	Illinois Central Railroad.....	24,406,197.70	39,445,188.61	2,408,275.24	61,989,250.05	1,098,724.35	3,834,302.60	752,707.92	132,429,231.13	79.96
17	D. & S. C. R. R.....									
18	Manchester & Oneida Ry.....	4,067.88	4,737.07	822.29	14,423.49		497.00		24,537.83	94.86
19	Minn. & St. L. R. R.....	2,316,413.02	3,809,680.16	314,081.20	7,325,680.44	3,269.95	524,615.23	4,928.54	14,288,791.46	86.47
20	Mus., Bur. & S. R. R.....	30,129.42	24,361.43	2,937.30	64,377.97		21,594.02		143,310.14	103.77
21	Tabor & Northern Railway.....	8,586.11	3,916.72	43.83	14,618.02		2,386.72		29,551.40	82.50
22	Union Pacific Railroad.....	14,503,311.62	24,041,485.69	1,730,932.57	33,222,202.43	2,384,544.41	3,307,211.70	95,684.20	79,094,064.22	67.33
23	Wabash Railway.....	9,501,515.13	13,884,271.29	1,518,038.85	24,997,869.92	326,555.71	1,864,184.81	58,726.03	52,083,494.68	78.11
	Total.....	\$184,385,881.62	\$306,047,643.96	\$22,146,075.17	\$506,696,093.70	\$9,857,531.10	\$33,063,105.06	\$4,658,231.94	\$1,067,568,068.67	77.20
	Operating Ratio—All roads combined.....									77.20

TABLE 7A—RAILWAY OPERATING EXPENSES—WITHIN THE STATE
PART 1—AMOUNT OF OPERATING EXPENSES DURING YEAR AND OPERATING RATIO

Number	Railway Companies	Total						Transportation for investment—Credit	Grand total railway operating expenses	Operating ratio %
		Maintenance of way and structures	Maintenance of equipment	Traffic expenses	Transportation—Rail line	Miscellaneous operations	General expenses			
1	Atchison, Topeka & Santa Fe Ry.	\$ 145,971.37	\$ 415,635.42	\$ 29,256.29	\$ 782,155.92		\$ 44,486.65	\$ 4,801.93	\$ 1,412,703.72	88.73
2	Atlantic Northern Ry.	17,457.99	2,556.47	315.61	18,944.15		1,511.39		40,785.61	93.45
3	Chicago, Burlington & Quincy R. R.	2,887,970.30	5,155,611.41	422,298.06	8,064,224.34	\$201,853.87	631,316.56	79,069.70	17,314,204.83	87.68
4	Chicago Great Western R. R.	1,967,682.70	2,805,533.31	417,312.49	5,787,820.68		74,969.47	6,778.02	11,403,262.41	85.72
5	Mason City & Ft. Dodge R. R.									
6	Chicago, Milwaukee & St. Paul Ry.	3,008,333.39	7,349,623.50	453,017.88	11,198,717.87	86,028.36	683,830.07	22,247.25	23,352,303.83	84.81
7	Chicago & North Western Ry.	4,930,439.56	8,825,675.75	495,634.63	13,638,186.94	285,419.39	1,002,654.15	28,042.04	28,549,988.38	78.27
8	Chi., St. P., Minn. & Omaha Ry.	237,122.61	368,535.80	27,348.63	831,931.50	14,656.06	55,295.98	3,354.84	1,531,445.74	83.31
9	Chicago, Rock Island & Pacific Ry.	3,527,985.96	6,963,550.19	563,966.74	12,623,521.24	201,742.47	783,473.44	84,150.93	24,580,119.11	83.96
10	St. P. & K. C. Short Line R. R.									
11	Colfax Northern Ry.	5,911.26	5,661.18	84.21	16,226.63				29,341.76	123.34
12	Thomas W. Griggs R. R. Property									
13	Colfax Consolidated Coal									
14	Davenport, Rock Island & N. W. Ry.*									
15	Great Northern Railway	79,911.14	194,704.29	18,583.78	404,006.87	242.65	25,655.60	285.51	722,818.85	71.29
16	Illinois Central Railroad	2,350,904.78	3,537,672.11	253,489.19	5,742,171.47	80,779.94	426,219.12	33,161.63	12,353,074.98	99.96
17	Dubuque & Sioux City Railroad									
18	Manchester & Oneida Railway	4,057.38	4,737.67	822.29	14,423.49		497.60		24,537.83	94.86
19	Minneapolis & St. Louis Railroad	1,171,461.60	1,965,578.18	157,765.10	3,506,075.71		248,700.16	1,394.02	7,078,126.73	91.37
20	Muscatine, Burlington & So. R. R.	30,123.42	24,361.43	2,937.30	64,377.97		21,504.02		143,310.14	103.77
21	Tabor & Northern Railway	8,586.11	3,916.72	43.83	14,618.02		2,336.72		29,551.40	82.50
22	Union Pacific Railroad	58,013.25	96,165.94	6,923.97	132,888.81	9,538.18	13,228.85	382.74	316,376.26	150.56
23	Wabash Railway	677,069.18	622,192.27	85,289.56	1,190,300.20	8,689.02	120,955.08	2,422.44	2,792,102.87	145.00
	Total	\$21,703,908.00	\$38,371,711.64	\$2,945,119.55	\$63,450,591.81	\$863,949.44	\$4,419,775.05	\$266,001.65	\$131,589,054.44	
	Operating Ratio—All roads combined									85.88

*Railway operating expenses offset by joint facility credits.

TABLE 8—SECURITIES HELD AS INVESTMENTS

PART 1—SECURITIES OF NON-CARRIER AND CARRIER COMPANIES AFFILIATED WITH RESPONDENT

Number	Railway Companies	Non-Carrier				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.	\$4,297,500.00	\$ 253,000.00	\$ 54,563,214.02	\$17,610,523.64	\$ 29,419,833.33	\$ 29,422,450.98	\$126,363,414.91	\$ 86,510,780.58
2	Atlantic Northern Ry.								
3	Chicago, Burlington & Quincy R. R.			6,441,412.05	6,705,568.39	34,177,066.66	21,917,414.95	15,283,420.07	10,537,936.01
4	Chicago Great Western R. R.	48,700.00	182,700.00	778,093.42	917,493.42	44,117,285.00	11,285,824.42	112,225.00	167,125.81
5	Mason City & Ft. Dodge R. R.	100,000.00	100,000.00						
6	Chicago, Milwaukee & St. Paul Ry.			1,149,000.00	606,370.68	283,333.33	209,333.33	11,882,488.65	6,186,973.26
7	Chicago & North Western Ry.			4,760,000.00	345,000.00			18,632,738.65	12,442,816.59
8	Chi., St. P., Minn. & Omaha Ry.							898,900.00	880,500.00
9	Chicago, Rock Island & Pacific Ry.	4,280,311.42	1,530,313.42	367,080.44	704,018.03	40,323,158.34	39,834,042.59	10,808,847.62	7,790,325.11
10	St. P. & K. C. Short Line R. R.								
11	Colfax Northern Ry.								
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Davenport, Rock Island & N. W. Ry.								
15	Great Northern Railway			5,044,447.44	4,518,556.42	119,372,700.00	144,008,626.82	88,809,006.00	63,777,768.05
16	Illinois Central Railroad			16,947,675.00	16,689,802.00	42,682,000.00	34,098,402.48	58,501,108.10	51,089,025.84
17	Dubuque & Sioux City Railroad							6,000,000.00	2,836,440.63
18	Manchester & Oneida Railway								
19	Minneapolis & St. Louis Railroad	40,700.00	265,834.82			306,500.00	.02	134,600.00	134,600.00
20	Muscatine, Burlington & So. R. R.								
21	Tabor & Northern Railway								
22	Union Pacific Railroad			14,440,667.37	12,666,469.18	4,000,000.00	3,800,000.00	235,285,442.10	202,845,998.72
23	Wabash Railway					2,179,833.00	1,811,796.00	2,286,700.00	692,805.00
	Total	\$8,767,311.42	\$2,331,848.24	\$104,431,589.74	\$60,784,801.76	\$316,861,709.66	\$287,977,891.54	\$384,058,891.10	\$445,391,695.00

TABLE 8—SECURITIES HELD AS INVESTMENTS
PART 2—SECURITIES OF NON-AFFILIATED COMPANIES AND INVESTMENTS IN SECURITIES 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 Railway	\$ 26,734.90	\$ 76,497.00	\$ 33,617,331.67	\$ 33,345,705.25	\$ 9,332,711.24	\$10,007,913.84	\$10,007,913.84
2	Atlantic Northern Railway							
3	Chicago, Burlington & Quincy Railroad			1,844,247.39	1,835,070.39	17,516,463.53	17,467,735.00	17,467,735.00
4	Chicago Great Western Railroad	21,900.00	9,461.00	2,075,000.00	2,001,144.21	11,110,850.00	11,030,949.68	11,027,064.53
5	Mason City & Ft. Dodge Railroad							
6	Chicago, Milwaukee & St. Paul Railway			570,149.22	569,572.59	2,024,942.00	1,930,961.50	1,930,961.50
7	Chicago & North Western Railway			4,361,000.00	4,088,165.14	514,500.00	277,819.21	513,511.97
8	Chicago, St. Paul, Minn. & Omaha Railway			3,543.24	3,586.44	38,000.00	34,543.00	38,139.00
9	Chicago, Rock Island & Pacific Railway			533,052.12	111,300.31	61,547.84	61,547.84	61,547.84
10	St. Paul & Kansas City Short Line R. R.							
11	Colfax Northern Railway							
12	Thomas W. Griggs R. R. Property							
13	Colfax Consolidated Coal							
14	Davenport, Rock Island & Northwestern Ry.							
15	Great Northern Railway	1,625,000.00	1,619,480.00	3,891,747.99	4,232,075.25	4,781,786.81	4,714,150.17	4,107,452.85
16	Illinois Central Railroad	2,100,000.00	2,140,430.00	5,049,790.40	5,019,082.28	24,572,855.74	16,081,755.74	24,618,054.74
17	Dubuque & Sioux City Railroad			670.00	1.00	223,000.00	182,716.01	182,716.01
18	Manchester & Oneida Railway							
19	Minneapolis & St. Louis Railroad					31,000.00	31,000.00	31,000.00
20	Muscatine, Burlington & Southern Railroad							
21	Tabor & Northern Railway							
22	Union Pacific Railroad	26,000,000.00	25,068,949.25	116,361,387.08	115,918,842.81	25,433,950.00	25,010,352.10	25,010,352.10
23	Wabash Railway	1,200,000.00	1.00	1,533,239.00	1,529,804.00	1,576,800.00	1,586,340.00	1,585,070.00
	Total	\$30,973,634.90	\$28,914,758.25	\$ 109,241,158.11	\$ 108,654,349.67	\$97,818,407.16	\$88,417,784.18	\$96,581,519.52

*\$10,975,000.00 of Bonds were acquired in exchange for Preferred Stock and First Mortgage Bonds of Respondent under agreement of October 20, 1922, approved and authorized by I. C. C. Finance Docket No. 2646, dated Dec. 23, 1922.

TABLE 8—SECURITIES HELD AS INVESTMENTS

PART 3—SECURITIES DISPOSED OF DURING YEAR AND SECURITIES AND OTHER INTANGIBLES OWNED OR CONTROLLED THROUGH NON-REPORTING SUBSIDIARIES AND STOCKS AND LONG TERM DEBT OF RESPONDENT RETIRED AND CANCELLED DURING YEAR

Number	Railway Companies	Securities Disposed of During Year			Securities and Other Intangibles Owned or Controlled			Stock and Long Term Debt Retired or Cancelled During Year	
		Par value	Book value	Selling price	Par value of amount held or controlled at close of year	Actual money cost to respondent or subsidiary	Amount at which carried on subsidiary's books at close of year	Year acquired	Par value
1	Atchison, Topeka & Santa Fe Ry.	\$ 21,244,570.60	\$21,806,215.91	\$21,256,064.17	\$25,625,819.98	\$ 5,993,219.24	\$54,874,288.00	1923	\$11,764,830.00
2	Atlantic Northern Ry.							1923	713,000.00
3	Chicago, Burlington & Quincy R. R.	20,528,068.22	20,499,156.03	20,508,476.35				1920-1922	111,332.99
4	Chicago Great Western R. R.	1,319,900.00	1,307,565.39	1,236,468.75					
5	Mason City & Ft. Dodge R. R.							Various	2,611,764.88
6	Chicago, Milwaukee & St. Paul Ry.	2,581,575.00	2,458,065.46	2,013,216.25				1921-2-3	5,083,300.00
7	Chicago & North Western Ry.	82,424.12	82,050.85	79,040.03				1923	275,800.00
8	Chi., St. P., Minn. & Omaha Ry.	6,500.00	6,323.00	6,640.00				1923	3,107,883.79
9	Chicago, Rock Island & Pacific Ry.	4,947,061.63	287,244.75	309,612.82				1923	31,040.00
10	St. P. & K. C. Short Line R. R.								
11	Colfax Northern Ry.								
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Davenport, Rock Island & N. W. Ry.								
15	Great Northern Railway	16,698,375.20	8,065,013.81	7,772,639.41	2,301,825.00	2,142,275.14	2,142,276.14	1923	458,300.00
16	Illinois Central Railroad	31,870,750.22	31,676,062.65	31,631,532.73	22,285,799.30	16,893,749.89	17,097,179.59	Various	8,038,114.00
17	Dubuque & Sioux City Railroad								
18	Manchester & Oneida Railway							1923	577,866.60
19	Minneapolis & St. Louis Railroad								
20	Muscatine, Burlington & So. R. R.								
21	Tabor & Northern Railway							Various	19,452,330.00
22	Union Pacific Railroad	5,611,100.00	5,579,361.18	5,706,067.94	15,366,000.00	17,290,523.31	12,480,412.60	Various	2,282,718.00
23	Wabash Railway	1,500,000.00	1,509,844.00	1,509,844.00					
	Total	\$106,390,924.99	\$92,772,102.97	\$92,089,602.45	\$65,579,444.28	\$42,319,767.58	\$86,594,156.42		\$54,509,281.26

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 1—INVESTMENTS

Number	Railway Companies	Investment in road and equipment	Improvements on leased railway property	Sinking funds	Deposits in lieu of mortgaged property sold	Miscellaneous physical property	Investments in Affiliated Companies			
							Stocks	Bonds	Notes	Advances
1	A. T. & S. F. Ry.	\$ 217,949,778.33	\$ 2,501,484.23	\$ 788.30		\$ 2,502,316.31	\$ 29,802,327.73	\$ 21,474,906.91	\$ 72,519,481.56	\$ 42,957,584.20
2	Atlantic Northern Ry.	141,989.20								
3	C. B. & Q. R. R.	552,549,558.86			\$ 24,102.32	941,796.25	31,389,082.81	1,592,671.07	6,179,166.47	5,876,534.91
4	C. O. W. R. R.	124,995,755.36	61,316.28			124,667.00	1,325,325.23	11,037,000.00	212,618.42	363,041.58
5	M. C. & F. D. R. R.	44,965,431.79				16,016.08	100,000.00			
6	C., M. & St. P. Ry.	680,000,559.05		13,892.78	40,380.75	4,008,840.80	4,358,029.08	8,122,300.54	822,338.65	7,684,018.48
7	C. & N. W. Ry.	483,180,303.34			18,453.94	977,654.29	12,076,405.44	130,072.50	622,388.63	280,864.98
8	C., St. P., M. & O. Ry.	87,508,451.31				2,854.25	502,217.73	215,500.00	168,000.00	34,748.43
9	C., B. I. & P. Ry.	293,540,396.80	5,878,867.60			3,642,219.30	27,011,131.69	22,818,850.50	38,708.00	21,710,004.00
10	St. P. & K. C. S. L. R. R.	13,650,637.75								
11	Colfax Northern Ry.	259.91	330.68							
12	Thos. W. Griggs R. R. Prop.	55,108.91								
13	Colfax Con. Coal.	75,051.70								
14	D., R. I. & N. W. Ry.	3,532,711.59								
15	Great Northern Ry.	461,540,088.12	130,778.42	1,391.46	20,234.62	3,008,630.95	184,710,834.36	26,818,000.50	1,075,510.43	18,331,536.00
16	Illinois Central R. R.	289,749,919.32				1,292,767.00	37,647,478.06	48,108,077.34	16,622,676.00	124,020,127.13
17	D. & G. C. R. R.	86,519,145.19		2,849,308.58			2,836,449.63			81,114.61
18	M. & O. R. R.	139,522.73								
19	M. & St. L. R. R.	65,082,382.72	37,009.21			130.00	181,803.41	300,434.84	31,000.00	51,487.43
20	M., B. & S. R. R.	1,817,930.26								
21	Masson City & O. R. R.	85,162.80								
22	Union Pacific R. R.	387,282,842.68	2,841.42		1,114,580.77	370,567.31	130,130,532.83	87,744,195.21	1,508,729.50	22,220,226.00
23	Wabash Ry.	223,114,916.28		1,745.36		2,001,150.79	1,759,840.33	744,761.90		651,675.73
24	Keokuk & D. M.	6,718,125.84								
	Total.	\$4,492,600,999.77	\$12,138,378.14	\$2,667,316.48	\$1,240,707.19	\$30,250,340.97	\$463,761,602.06	\$332,914,432.77	\$89,859,781.00	\$243,000,822.48

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 2—INVESTMENTS—Continued

Number	Railway Companies	Other Investments					Total investments December 31, 1924	Total investments December 31, 1923	Increase or decrease 1923
		Stocks	Bonds	Notes	Advances	Miscellaneous			
1	Atchafalaya, Topeka & Santa Fe Ry.	\$ 306,376.46	\$ 20,488,135.64	\$12,567,690.15	\$ 15,000.00		\$ 344,235,628.96	\$ 384,226,917.94	\$ 20,885,910.99
2	Atlantic Northern Ry.					141,989.20	141,989.20	141,989.20	642.37
3	Chicago, Burlington & Quincy R. R.	254,010.00	1,300,892.10	390,225.29			600,378,062.22	584,904,049.00	15,474,023.00
4	Chicago Great Western R. R.	509.06	422,866.66	1,817,656.28		\$ 275.00	140,019,189.07	127,000,131.00	13,009,057.77
5	Chicago & St. Dodge R. R.						45,081,447.87	45,081,558.54	15,889.33
6	Chicago, Milwaukee & St. Paul Ry.	87,871.04	17,104.56	464,307.00			708,448,653.31	688,942,107.70	19,506,465.61
7	Chicago & North Western Ry.	3,010,575.90	131,770.00			35,819.21	501,323,548.28	473,719,478.82	27,602,909.46
8	Chi., St. P., Minn. & Omaha Ry.					88,422,556.18	87,548,152.99	87,548,152.99	874,208.49
9	Chicago, Rock Island & Pacific Ry.	8,108.10	1,100.00	102,002.15		3,586.44	377,241,987.25	360,598,354.74	13,238,152.81
10	St. P. & K. C. Short Line R. R.						13,948,699.96	107,137,379.79	75.33
11	Colfax Northern Ry.						50.90	515.90	
12	Thomas W. Griggs R. R. Property						55,108.91	55,108.91	15,259.52
13	Colfax Consolidated Coal.						75,051.70	75,051.70	9,849.54
14	Davenport, Rock Island & N. W. Ry.						3,532,711.59	3,542,651.04	9,849.54
15	Great Northern Railway	1,282,023.02	2,079,180.00	564,037.62	88,948.70	1,690,313.60	702,834,003.77	684,890,001.90	17,954,912.47
16	Illinois Central Railroad	21,069.00	4,974,324.29	2,123,884.49		10,251.50	524,600,556.74	485,126,873.77	42,504,682.97
17	Delaware & Sioux City Railroad	1.00					42,296,309.01	40,963,016.93	1,332,491.66
18	Manchester & Osooda Railway						136,868.75	130,761.04	159.69
19	Minneapolis & St. Louis Railroad						65,073,307.61	65,206,617.37	*122,229.96
20	Muscatine, Burlington & So. R. R.						1,317,930.26	1,350,007.73	*2,177.34
21	Tabor & Northern Railway		110,817,135.78	125,000.00			65,362.66	91,966.82	1,105.27
22	Union Pacific Railroad	30,617,658.28				4,000.00	772,409,678.94	726,550,650.99	45,859,027.96
23	Wabash Railway	15,953.88					240,064,794.27	231,141,809.32	8,943,195.25
24	Keokuk & Des Moines Ry.						6,718,123.84	6,718,123.84	
	Total.	\$36,024,218.71	\$140,321,562.29	\$10,252,104.71	\$106,948,721.87	\$1,979,221.84	\$5,768,912,586.82	\$5,022,730,058.24	\$246,115,727.69

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 3—CURRENT ASSETS

Number	Railway Companies	Cash	Demand loans and deposits	Time drafts and deposits	Special deposits	Loan and bills receivable	Traffic and car revenue balances receivable	Net balances from agents and conductors	Miscellaneous accounts receivable	Material and supplies
1	A. T. & S. F. Ry.	\$ 25,197,517.06		\$ 225,000.00	\$ 300,706.25	\$ 69,470.27	\$ 4,728,720.00	\$ 1,003,865.19	\$ 7,650,167.99	\$ 24,509,548.27
2	Atlantic Northern Railway	9,773,111.46			1,032.50	1,541,850.61	1,541,850.61	2,514,545.91	6,822,540.25	23,402,729.39
3	B. & O. Ry.	1,419,145.25		41,025.96	54,238.59	962.16	308,128.31	117,000.00	888,548.28	1,677,417.29
4	Chl. Great Western R. R.						1,107,153.00	610,514.12	1,717,667.12	3,424,820.12
5	C. & P. D. R. R.				15,000.00		1,107,153.00	2,700,045.29	4,404,457.31	8,211,655.31
6	C. & P. M. & O. Ry.	22,027,623.86		2,600.00	40,000.00	40,000.00	680,480.80	1,314,108.62	1,847,675.43	31,847,675.43
7	Chl. & North Ry.	1,566,397.00		2,600.00		2,624.00	65,800.43	524,661.47	2,250,673.10	3,901,346.50
8	C. & N. Ry.	3,388,471.39		4,007,008.01	4,007,008.01	138,273.41	1,006,177.29	946,806.41	3,716,109.54	11,591,768.06
9	Chl. T. & C. S. R. R.	643.01					2,200.25	32.97	925.45	214.04
10	Chl. T. & C. S. R. R.	8,805.74							46.50	8,852.24
11	Colfax Consolidated Coal	8,269.01					144.97	1,826.07	1,971.04	2,615.71
12	D. & N. Ry.	35,253.69					144.97	1,826.07	1,971.04	17,700.00
13	D. & N. Ry.	7,035,254.78	\$83,000.00	755,000.00	7,855,007.25	121,622.55	1,522,000.00	2,440,714.21	3,877,268.27	11,331,628.53
14	Illinois Central Railroad						7,855,007.25	2,322,844.81	2,840,714.21	13,028,566.27
15	Missouri & N. W. Railway	4,672.40					229,229.28	115.89	1,900,184.26	1,649,113.27
16	Miss. & N. W. R. R.	91,443.26			95.00	67,607.55	7,719.25	1,867,209.99	16,234,496.16	16,414,888.21
17	Miss. & N. W. R. R.	11,602,135.80					6,655,310.87	2,256,721.21	2,099,210.19	17,513,683.07
18	Tabor & Northern Railway	3,276,694.11			499.00	1,123,900.23	1,123,900.23	969,131.30	2,491,423.29	3,700,115.38
19	Union Pacific Railroad	259,779.47								
20	Keokuk & Des Moines Ry.									
21	Total	\$114,129,088.00	\$43,000,000.00	\$1,079,335,484,000.00	\$91,600,008.15	\$145,016,008.15	\$145,016,008.15	\$10,659,927,462.97	\$40,973,264.00	\$144,864,679.58

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE
PART 4—CURRENT ASSETS—Continued—AND DEFERRED ASSETS

Number	Railway Companies	Interest and dividends receivable	Other current assets	Total current assets	Total current assets December 31, 1923	Increase or decrease 1923	Working fund advances	Deferred assets	Treasuries and other funds
1	Atlantic Northern Railway	\$ 5,058,424.71	\$ 199,792.47	\$ 70,719,665.98	\$ 82,101,712.59	\$ 9,481,946.61	\$ 22,472.91		
2	Chicago, Burlington & Quincy Railroad		815,632.84	43,703,000.87	45,518,633.71	4,815,283.22			
3	Chl. & North Ry.	50,000.00	48,467.36	4,467,659.13	57,135,145.56	11,277,642.59	28,253.27		
4	Chl. & North Ry.						6,661.11		
5	Chl. & North Ry.								
6	Chicago, Milwaukee & St. Paul Railway	344,062.84	393,677.49	48,722,423.32	51,778,309.41	3,055,886.09	43,868.22		
7	Chicago & North Western Railway			40,232,454.04	44,114,796.79	3,882,342.75	2,137,658.15		
8	Chicago & North Western Railway			5,508,237.73	7,671,130.01	2,162,892.28	27,609.98		
9	Chicago, Rock Island & Pacific Railway		333,238.36	185,461.36	2,312,006.54	22,561.00			
10	St. Paul & Kansas City Short Line R. R.	291,231.29	687,162.36	4,441.57	4,441.57				
11	St. Paul & Kansas City Short Line R. R. Property		38,288.96	3,077.29	4,441.57				
12	Colfax Consolidated Coal	709.96		4,441.57	4,441.57				
13	Colfax Consolidated Coal	4,205.00		4,441.57	4,441.57				
14	Davenport, Rock Island & Northwestern Ry.	86,825.49	100,429.21	54,682,544.18	55,599,317.22	4,000,728.44			
15	Great Northern Railway	1,803,836.89		50,671,729.27	43,967,114.12	6,509,817.66	21,297.23		
16	Delaware & Susquehanna		1,114.26	32,835.60	34,949.86	3,135.66			
17	Delaware & Susquehanna			32,835.60	32,835.60				
18	Maconetter & Onondaga Railway		680.27	5,175,000.18	2,697,175.41	1,477,824.64			
19	Minnesota Southern & Northern Railroad			132,625.14	48,259.69	84,365.45			
20	Tabor & Northern Railway	2,610,273.27	54,008.37	36,024,765.04	40,672,917.74	4,648,152.70	48,706.27		
21	Union Pacific Railroad	76,648.43	19,155.00	297,861.74	15,178,146.17	1,364,504.93			
22	Keokuk & Des Moines Railway	199,971.68		425,742.19	210,237.48	215,504.71			
23	Total	\$10,079,590.22	\$646,033.26	\$2,711,008.47	\$40,696,136.00	\$34,621,592.48	\$76,841,129.38	\$307,170.71	\$ 6,162.03

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 5—DEFERRED ASSETS—Continued—AND UNADJUSTED DEBITS

Number	Railway Companies	Deferred Assets					Unadjusted Debits		
		U. S. government deferred assets	Other deferred assets	Total deferred assets Decem-ber 31, 1923	Total deferred assets Decem-ber 31, 1922	Increase or decrease 1923	Rents and insur-ance premiums paid in ad-vance	Discount on capital stock	Discount on funded debt
1	Atchison, Topeka & Santa Fe Railway	\$70,466.43	\$ 4,023,988.51	\$ 4,116,927.85	\$ 6,194,887.11	*\$2,077,969.26	\$ 57,640.83		
2	Atlantic Northern Railway								
3	Chicago, Burlington & Quincy Railroad	*407.72	349,484.84	377,279.34	615,436.15	*238,156.81	157,588.63		\$ 3,943,332.58
4	Chicago Great Western Railroad			6,406.72	17,230.06	*10,823.34	22,164.34		517,511.53
5	Mason City & Ft. Dodge Railroad		16,546.04	16,546.04	16,546.04				
6	Chicago, Milwaukee & St. Paul Railway	2,642.46	474,449.45	520,975.23	712,213.63	*191,238.40	12,825.25		
7	Chicago & North Western Railway			27,959.98	2,968,958.93	*2,940,998.95	52,463.57		
8	Chicago, St. Paul, Minn. & Omaha Railway		7,374.40	13,281.48	68,240.35	*54,958.87	6,225.42		142,790.21
9	Chicago, Rock Island & Pacific Railway		29,628.00	62,559.06	201,211.96	*138,662.90	17,008.83		
10	St. Paul & Kansas City Short Line R. R.								
11	Colfax Northern Railway						98.87		
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Davenport, Rock Island & Northwestern Ry				146,931.66	*146,931.66			
15	Great Northern Railway		11,089,951.26	11,122,324.61	4,225,534.84	6,896,789.77	39,457.52		3,027,152.78
16	Illinois Central Railroad		133,389.30	175,326.72	127,188.79	48,137.93			3,313,912.85
17	Dubuque & Sioux City Railroad								
18	Manchester & Oneida Railway								
19	Minneapolis & St. Louis Railroad	*62.26	37,506.41	39,870.10	6,294,622.97	*6,254,752.87	21,079.86	\$8,339,182.50	2,337,100.68
20	Muscantine, Burlington & Southern Railroad		6,804.31	6,804.31	6,804.31				553.30
21	Tabor & Northern Railway							2,900.00	
22	Union Pacific Railroad		1,950,565.11	1,999,369.38	2,400,522.36	*461,161.98	3,870.11		
23	Wabash Railway		1,693.78	221,604.84	172,700.40	48,904.44	23,146.01		219,525.96
24	Keokuk & Des Moines Railway								
	Total	\$72,638.91	\$18,121,381.41	\$18,707,226.66	\$24,229,029.56	*\$5,521,802.90	\$413,569.24	\$8,342,082.50	\$13,501,939.89

*Decrease.
*Credit.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 6—UNADJUSTED DEBITS—Continued—AND GRAND TOTAL ASSETS

Number	Railway Companies	Unadjusted Debits					Grand Total Assets		
		U. S. govern-ment unad-justed debits	Other unadjusted debits	Total unadjusted debits Decem-ber 31, 1923	Number Total unadjusted debits Decem-ber 31, 1922	Increase or decrease 1923	Grand total December 31, 1923	Grand total December 31, 1922	Increase or decrease 1923
1	A., T. & S. F. Ry.	\$ 500,000.00	\$ 2,222,053.92	\$ 2,779,094.75	\$ 2,836,610.17	\$ *56,915.42	\$1,011,851,534.78	\$ 985,460,158.51	\$ 26,361,376.27
2	Atlantic Northern Railway				1,904.43	*1,904.43	152,801.52	149,906.35	2,896.17
3	C., B. & Q. R. R.		4,022,806.50	8,123,727.71	23,126,672.52	*15,002,944.81	652,641,595.64	665,785,307.28	*13,143,711.64
4	Chi. Great Western R. R.	78,400.00	3,528,464.93	4,146,540.89	8,225,742.84	*4,079,202.04	148,640,096.70	149,366,442.28	8,273,654.42
5	M. C. & Ft. D. R. R.		2,416,700.89	2,416,700.89	3,548,711.48	*1,132,010.68	47,514,694.71	48,632,816.06	*1,118,121.35
6	Chi., Mil. & St. Paul Ry.		3,001,662.93	3,104,488.18	2,923,442.00	181,046.18	769,866,549.04	743,756,192.74	17,110,356.30
7	Chi. & North Western Ry.		3,005,398.90	3,667,862.47	3,073,294.00	*15,432.13	549,671,825.67	522,847,529.14	26,824,296.53
8	C., St. P., M. & O. Ry.		708,806.08	857,910.71	1,029,731.83	*171,821.12	94,851,788.10	96,518,264.91	*1,666,476.81
9	C., R. I. & P. Ry.		8,319,512.14	8,336,530.97	8,517,520.56	*180,989.59	411,582,311.41	396,325,965.83	15,246,405.58
10	St. P. & K. C. S. L. R. R.						13,834,026.31	13,728,961.00	105,065.11
11	Colfax Northern Railway			98.87	147.80	*48.93	4,831.63	4,874.79	*43.16
12	T. W. Griggs R. R. Prop.						58,166.11	63,909.77	*5,743.66
13	Colfax Consolidated Coal		4,029.43	4,029.43	3,722.71	306.72	131,357.85	139,353.21	*7,995.36
14	D., R. I. & N. W. Ry.		46,487.05	46,487.05	53,000.00	*6,512.95	3,873,351.87	3,973,306.08	*99,953.21
15	Great Northern Railway	4,639,693.18	2,464,945.17	10,162,248.65	10,437,633.91	*275,385.26	778,820,121.19	750,152,047.77	28,668,073.42
16	Illinois Central Railroad		3,835,993.89	7,149,906.74	6,839,784.39	310,122.35	582,028,579.47	532,706,264.16	49,322,315.31
17	D. & S. C. R. R.						42,286,842.83	40,964,352.75	1,322,490.08
18	Manchester & Oneida Ry.				762.20	*762.20	169,281.42	161,909.42	*7,372.00
19	Minn. & St. L. R. R.	2,872,818.99	1,829,545.33	15,369,787.36	17,154,955.11	*1,785,167.75	86,288,575.25	92,932,953.19	*6,644,377.94
20	Mus., Bur. & S. R. R.	7.00		560.30	1,930.43	*1,370.13	1,488,137.14	1,404,870.16	83,266.98
21	Tabor & Northern Railway			2,900.00	2,900.00		102,524.14	101,096.74	1,427.40
22	Union Pacific Railroad		1,485,221.88	1,480,091.99	5,886,408.00	*4,397,316.01	811,922,897.35	775,570,499.68	36,352,397.67
23	Wabash Railway		1,799,951.76	2,042,633.73	4,757,249.74	*2,714,616.01	258,692,086.22	251,249,605.63	7,442,480.59
24	Keokuk & Des Moines Ry.						7,143,865.44	7,061,361.15	82,504.29
	Total	\$8,081,919.17	\$38,781,679.71	\$69,121,190.51	\$98,413,124.72	*\$29,291,934.21	\$6,264,668,842.59	\$6,070,117,076.00	\$194,460,866.59

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE
PART 7—CAPITAL STOCK AND GOVERNMENT GRANTS

Number	Railway Companies	Capital Stock					Government Grants			
		Capital stock	Stock liability for conversion	Premium on capital stock	Total stock December 31, 1923	Total stock December 31, 1922	Increase or decrease 1923	December 31, 1923	December 31, 1922	Increase or decrease 1923
1	A., T. & S. F. Ry.	\$ 356,592,200.00			\$ 356,592,200.00	\$ 351,226,200.00	\$ 5,366,000.00			
2	Atlantic Northern Railway	111,225.00			111,225.00	111,225.00				
3	C., B. & Q. R. R.	170,839,100.00			170,839,100.00	170,839,100.00				
4	Chi. Great Western R. R.	92,002,515.00			92,002,515.00	89,137,115.00	2,865,400.00			
5	M. C. & Ft. D. R. R.	32,841,152.00			32,841,152.00	32,841,152.00				
6	Chi., Mil. & St. Paul Ry.	233,251,800.00		\$ 36,183.87	233,287,983.87	233,287,983.87		\$ 36,715.00	\$ 32,405.34	\$ 4,309.76
7	Chi. & North Western Ry.	167,572,500.00	\$ 3,963.82	29,667.75	167,606,121.57	167,606,421.57	*300.00			
8	C., St. P., M. & O. Ry.	29,816,000.00	2,945.78		29,818,945.78	29,818,945.78				
9	C., R. I. & P. Ry.	128,909,211.50	122,800.00		129,032,011.50	129,030,011.50	*7,000.00			
10	St. P. & K. C. S. L. R. R.	50,000.00			50,000.00	50,000.00				
11	Colfax Northern Railway	10,000.00			10,000.00	10,000.00				
12	T. W. Griggs R. R. Prop.									
13	Colfax Consolidated Coal									
14	D., R. I. & N. W. Ry.	3,000,000.00			3,000,000.00	3,000,000.00				
15	Great Northern Railway	249,477,150.00		81,268.44	249,558,418.44	249,558,418.44		335,188.12	289,454.33	45,633.79
16	Illinois Central Railroad	130,889,691.67		21,500.00	130,911,191.67	120,225,466.67	10,685,725.00	32,272.14	32,272.14	
17	D. & S. C. R. R.	11,759,500.00			11,759,500.00	11,759,500.00		285.33	285.33	
18	Manchester & Oneida Ry.	62,745.00			62,745.00	62,745.00				
19	Minn. & St. L. R. R.	25,088,384.80	724,215.20		25,792,600.00	25,792,600.00		10,220.35	8,535.35	1,685.00
20	Mus., Bur. & S. R. R.	760,000.00			750,000.00	750,000.00				
21	Tabor & Northern Railway	32,200.00			32,200.00	32,200.00				
22	Union Pacific Railroad	321,835,100.00			321,835,100.00	321,835,100.00		25,201.53	18,014.01	7,186.62
23	Wabash Railway	188,120,699.51			188,120,699.51	188,120,699.51				
24	Keokuk & Des Moines Ry.	4,125,000.00			4,125,000.00	4,125,000.00				
	Total	\$2,097,116,174.48	\$853,924.80	\$168,610.06	\$2,098,138,709.34	\$2,079,228,884.34	\$18,909,825.00	\$439,832.56	\$380,967.40	\$58,866.16

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE
PART 8—LONG TERM DEBT AND CURRENT LIABILITIES

Number	Railway Companies	Long Term Debt					Current Liabilities		
		Funded debt unamortized	Open accounts	Total long term debt December 31, 1923	Total long term debt December 31, 1922	Increase or decrease 1923	Loans and bills payable	Traffic and car service balances payable	Audited accounts and wages payable
1	A., T. & S. F. Ry.	\$ 275,958,983.70		\$ 275,958,983.70	\$ 287,722,593.60	*\$11,763,609.90		\$ 1,013,584.92	\$ 15,820,041.21
2	Atlantic Northern Railway							77.59	3,112.90
3	C., B. & Q. R. R.	202,756,000.00		202,756,000.00	203,200,000.00	*444,000.00			9,713,042.08
4	Chicago Great Western R. R.	40,321,800.81	106,783.10	40,428,583.91	30,599,991.82	9,867,592.09		1,068,238.12	1,506,087.47
5	M. C. & Ft. D. R. R.	12,000,000.00	7,191.39	12,007,191.39	12,007,191.39				
6	C., M. & St. P. Ry.	431,065,115.42		431,065,115.42	408,548,880.40	22,516,235.02	\$ 5,000,000.00	2,096,248.44	15,415,346.27
7	C. & N. W. Ry.	290,170,800.00		290,170,800.00	235,516,700.00	24,654,100.00		3,762,490.04	8,149,141.32
8	C., S. P., M. & O. Ry.	47,167,600.00		47,167,600.00	47,434,400.00	*266,800.00		1,100,249.25	1,847,009.00
9	C., R. I. & P. Ry.	221,289,422.19	569,768.72	221,859,190.91	209,906,302.95	11,953,887.96	1,000,000.00	1,721,437.76	10,121,198.25
10	St. P. & K. C. S. L. R. R.	13,330,355.00	196,437.97	13,526,792.97	13,419,963.31	106,839.66			
11	Colfax Northern Ry.						10,970.20	187.15	16,808.40
12	T. W. Griggs R. R. Prop.		12,802.02	12,802.02	18,792.40	*5,990.38			
13	Colfax Consolidated Coal								
14	D., R. I. & N. W. Ry.		711,163.61	711,163.61	643,176.91	67,986.70		6,297.51	39,845.55
15	Great Northern Railway	299,096,115.16	533,786.20	299,629,901.36	291,499,969.04	8,129,932.32	11,500,000.00	822,649.93	5,851,868.27
16	Illinois Central Railroad	292,512,640.10		292,512,640.10	273,014,045.00	19,498,595.10	3,000,000.00	3,585,818.79	23,472,428.66
17	D. & S. C. R. R.	8,023,074.76	19,139,969.40	27,163,044.16	26,012,624.23	1,141,419.93			25.00
18	Manchester & Oneida Ry.	65,000.00		65,000.00	65,000.00			13,846.20	
19	Minn. & St. Louis R. R.	46,880,748.19	200,000.00	47,080,748.19	46,833,614.79	247,133.40	2,961,644.41	1,070,207.17	4,927,885.90
20	M., B. & S. R. R.	569,900.00		569,900.00	569,900.00			348,976.62	59,558.88
21	Tabor & Northern Railway	43,000.00		43,000.00	43,000.00		8,000.00	4,380.13	
22	Union Pacific Railroad	255,156,725.00	4,450,549.84	259,607,274.84	233,647,933.34	25,959,341.50		893,612.85	6,111,536.81
23	Wabash Railway	79,008,106.75		79,008,106.75	77,782,835.23	1,225,271.52		1,633,288.31	5,848,843.97
24	Keokuk & Des Moines				2,604,000.00	*2,604,000.00			
	Total	\$2,485,415,387.08	\$25,919,452.25	\$2,511,334,839.33	\$2,401,140,904.41	\$110,193,934.92	\$23,480,614.61	\$22,267,379.30	\$108,903,780.00

*Decrease.

*Receiver's certificates.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 9—CURRENT LIABILITIES—Continued

Number	Railway Companies	Miscellaneous accounts payable	Interest matured unpaid	Dividends matured unpaid	Funded debt matured unpaid	Unmatured			Other current liabilities
						Dividends declared	Interest accrued	Rents accrued	
1	Atchison, Topeka & Santa Fe Ry.	\$ 1,932,189.77	\$ 782,945.67	\$ 218,306.20	\$ 2,000.00	\$ 6,500,620.00	\$ 3,126,231.73	\$ 455,447.96	\$ 426,109.39
2	Atlantic Northern Ry.	654,302.68	1,028,804.50		9,600.00		1,749,840.00		1,071,804.00
3	Chicago, Burlington & Quincy R. R.	99,916.76	21,103.50				374,688.68	119,917.15	98,654.19
4	Chicago Great Western R. R.		82,100.00						
5	Mason City & Ft. Dodge R. R.				13,400.00		3,209,662.45	563,025.49	
6	Chicago, Milwaukee & St. Paul Ry.	5,515,862.47	4,420,153.76		5,100.00	2,961,112.50	2,311,755.79		303,968.60
7	Chicago & North Western Ry.	435,423.25	876,064.59	12,988.20			444,103.17		
8	Chi., St. P., Minn. & Omaha Ry.	131,963.12	67,251.00	97.00	1,500.00	394,075.50	2,028,740.33	882,166.23	474,219.44
9	Chicago, Rock Island & Pacific Ry.	318,701.04	986,724.53	6,984.75	180,000.00		183,388.36		
10	St. P. & K. C. Short Line R. R.						492.52	1,188.11	47,826.19
11	Colfax Northern Ry.		3,869.87				460.63		
12	Thomas W. Griggs R. R. Property				33,500.00				
13	Colfax Consolidated Coal	135.54							
14	Davenport, Rock Island & N. W. Ry.				1,200.00		479,225.67		162,611.41
15	Great Northern Railway	15,581,694.63	7,605,476.95	24,231.25	106,216.16	2,237,706.25	1,834,579.54	39,000.62	249,704.77
16	Illinois Central Railroad	3,032,818.27	1,922,623.72	53,505.70	600.00		16,375.00		
17	Dubuque & Sioux City Railroad	510,324.91	83,646.48				3,250.00		
18	Manchester & Oneida Railway						523.17	543.97	
19	Minneapolis & St. Louis Railroad	111,056.22	718,163.68						
20	Muscatine, Burlington & So. R. R.	6,963.43	102,582.00						
21	Tabor & Northern Railway	2,266.87							
22	Union Pacific Railroad	9,455,804.48	3,245,057.80	5,856,888.99	1,200.00		1,425,948.09	154,564.96	831,534.12
23	Wabash Railway	618,839.92	286,677.00		2,004,000.00		1,002,703.28	296,364.84	319,750.78
24	Keokuk & Des Moines Ry.			8.00			41,250.00		
	Total	\$38,411,312.36	\$22,234,255.05	\$6,172,959.09	\$3,048,216.16	\$12,183,514.25	\$18,754,473.96	\$2,392,219.33	\$3,985,743.88

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 10—CURRENT LIABILITIES—Continued—AND DEFERRED LIABILITIES

Number	Railway Companies	Current Liabilities			Deferred Liabilities				
		Total current liabilities December 31, 1923	Total current liabilities December 31, 1922	Increase or decrease 1923	U. S. government deferred liabilities	Other deferred liabilities	Total deferred liabilities December 31, 1923	Total deferred liabilities December 31, 1922	Increase or decrease 1923
1	Atchison, Topeka & Santa Fe Ry.	\$ 30,367,475.85	\$ 29,152,182.56	\$ 1,215,293.29	\$206,121.86	\$ 646,599.62	\$ 852,721.48	\$ 647,842.85	\$ 204,878.63
2	Atlantic Northern Ry.	3,190.40	7.74	3,182.66		2.24	2.24	1.69	.55
3	Chicago, Burlington & Quincy R. R.	16,752,972.77	19,317,443.77	*2,564,471.00	8,175.97	111,795.89	119,971.27	1,057,653.59	*937,682.32
4	Chicago Great Western R. R.	3,288,595.87	4,027,552.50	*738,956.63		7,830.81	7,830.81	14,166.95	*6,276.14
5	Mason City & Ft. Dodge R. R.	82,100.00	900,000.00	*877,900.00					
6	Chicago, Milwaukee & St. Paul Ry.	36,833,688.88	41,400,812.75	*4,567,123.87	1,765.23	510,300.54	511,974.77	614,221.58	*102,246.81
7	Chicago & North Western Ry.	18,821,963.38	19,476,588.07	*654,624.69		228,459.71	228,459.71	25,953.49	292,506.22
8	Chi., St. P., Minn. & Omaha Ry.	3,086,218.04	4,736,696.22	*1,750,448.18		5,792.59	5,792.59	7,985.15	*2,192.56
9	Chicago, Rock Island & Pacific Ry.	17,670,172.33	15,437,387.60	2,232,784.73		642,209.84	642,209.84	888,122.50	*245,912.66
10	St. P. & K. C. Short Line R. R.	183,388.36	185,461.04	*2,072.68					
11	Colfax Northern Ry.	51,342.50	78,374.86	2,967.64					
12	Thomas W. Griggs R. R. Property	33,960.63	33,960.63						
13	Colfax Consolidated Coal	135.54		135.54					
14	Davenport, Rock Island & N. W. Ry.	46,053.06	59,216.72	*13,163.66	434.50		434.50	39,520.10	*99,085.60
15	Great Northern Railway	42,028,973.11	30,793,248.41	11,235,729.70	11.60	11,254,996.84	11,254,978.44	4,671,110.54	6,583,867.90
16	Illinois Central Railroad	39,534,402.48	32,200,648.11	7,273,754.37		149,333.23	149,333.23	107,628.41	42,394.87
17	Dubuque & Sioux City Railroad	610,871.39	610,871.39						
18	Manchester & Oneida Railway	17,066.20	14,985.18	2,111.02					
19	Minneapolis & St. Louis Railroad	10,310,754.99	9,619,543.10	691,213.89	6.69	9,951.22	9,957.91	6,045,276.26	*6,085,318.45
20	Muscatine, Burlington & So. R. R.	518,110.93	344,334.68	173,746.25	46,000.00		46,000.00	46,000.00	
21	Tabor & Northern Railway	15,170.17	15,843.10	*672.93					
22	Union Pacific Railroad	27,974,898.10	28,016,619.80	*41,721.70		592,538.10	592,538.10	671,895.46	*79,357.36
23	Wabash Railway	9,937,668.10	9,526,417.72	411,250.38		25,871.06	25,871.06	32,039.47	*6,168.41
24	Keokuk & Des Moines Ry.	2,735,258.00	34,375.00	2,700,883.00					
	Total	\$261,834,468.08	\$246,172,570.95	\$15,661,897.13	\$262,515.85	\$14,185,560.15	\$14,448,076.00	\$14,928,758.14	*480,682.14

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE
PART 11—UNADJUSTED CREDITS

Number	Railway Companies	Tax liability	Premium on funded debt	Insurance and casualty reserves	Operating reserves	Accrued Depreciation			U. S. government unadjusted credits	Other unadjusted credits
						Road	Equipment	Miscellaneous physical property		
1	A. T. & S. F. Ry.	\$14,460,001.92			\$2,973,659.96	\$ 886,927.52	\$ 73,323,447.24			\$ 4,144,258.44
2	Atlantic Northern Railway	598.90				1,300.11	1,957.15			
3	C. B. & Q. R. R.	6,736,698.95		1,415,981.24	1,845,439.13		63,361,259.11			4,223,316.02
4	Chicago Great Western R. R.	756,023.59					1,441,922.96			3,590,147.37
5	M. C. & Ft. D. R. R.						122,565.77			2,279,462.27
6	C. M. & St. P. Ry.	6,256,481.08		3,200,081.00	448,170.27		25,054,409.89			2,702,643.48
7	C. & N. W. Ry.	6,008,194.00	603,100.69				34,680,336.82			1,536,372.02
8	C. S. P., M. & O. Ry.	475,271.15	203,639.14				6,180,072.30			212,709.90
9	C. R. I. & P. Ry.	3,643,546.72			346,008.06		18,708,656.33			3,366,632.82
10	St. P. & K. C. S. L. R. R.									
11	Colfax Northern Ry.	1,766.21								
12	T. W. Griggs R. R. Prop.						17,863.16			
13	Colfax Consolidated Coal						2,850.00			
14	D. R. I. & N. W. Ry.	46,487.05					68,275.03			1,824.70
15	Great Northern Railway	6,788,455.42		2,173,519.66	606,493.15	2,353,882.61	31,958,766.22	\$14,571.87	\$2,130,093.18	3,639,060.52
16	Illinois Central Railroad	5,838,801.55		2,920,398.85			38,079,328.25			11,190,700.33
17	D. & S. C. R. R.									
18	Manchester & Oneida Ry.						6,218.29			
19	Minn. & St. Louis R. R.	672,484.00	208,746.20	179,377.09	204,173.01		2,872,046.95			754,968.18
20	M. B. & S. R. R.	31,225.53			47,199.40	1,200.00	34,896.64		99,180.63	211.19
21	Tabor & Northern Railway		1,400.00				2,402.48			
22	Union Pacific Railroad	4,798,417.46		718,393.43		187,016.42	24,419,367.22			7,573,858.78
23	Wabash Railway	1,731,464.98		23,895.71	633,664.36		5,098,700.67			1,200,283.81
24	Keokuk & Des Moines									
	Total	\$38,255,968.51	\$1,016,886.03	\$10,706,546.98	\$7,109,897.56	\$3,430,335.66	\$326,040,351.51	\$14,571.87	\$2,229,873.81	\$46,484,429.83

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE
PART 12—TOTAL UNADJUSTED CREDITS AND CORPORATE SURPLUS

Number	Railway Companies	Total unadjusted credits, December 31, 1923	Total unadjusted credits, December 31, 1922	Increase or decrease, 1923	Corporate Surplus					Total appropriated surplus
					Additions to property through income and surplus	Funded debt retired through income and surplus	Sinking fund reserves	Miscellaneous fund reserves	Appropriated surplus not specifically invested	
1	A. T. & S. F. Ry.	\$ 95,802,385.06	\$ 80,357,169.93	\$ 15,445,215.08	\$ 86,233,691.76	\$ 107,553.60	\$ 204,302.73		\$ 583,041.82	\$ 87,128,590.00
2	Atlantic Northern Railway	3,864.53	3,188.82	675.71	36,885.96				12,875.00	49,700.66
3	C. B. & Q. R. R.	77,581,604.53	79,904,793.95	*2,323,099.42	223,124.07	43,162,437.94	196,873.36			43,582,435.37
4	Chicago Great Western R. R.	5,788,063.94	10,053,595.66	*4,265,531.72	47,472.62					47,472.62
5	M. C. & Ft. D. R. R.	2,402,028.04	2,642,249.39	*240,221.35						
6	C. M. & St. P. Ry.	37,730,785.72	26,300,647.45	11,421,138.27	951,669.54	60,000.00	14,823.37			1,026,492.91
7	C. & N. W. Ry.	42,827,003.53	39,535,719.28	3,291,284.25	2,281,529.65					2,281,529.65
8	C. S. P., M. & O. Ry.	7,071,692.49	6,719,942.48	351,750.01	1,192,195.38					1,192,195.38
9	C. R. I. & P. Ry.	26,064,934.43	25,012,287.85	1,052,646.58	300,968.33					300,968.33
10	St. P. & K. C. S. L. R. R.				14,163.92					14,163.92
11	Colfax Northern Ry.	1,766.21	973.99	792.22						
12	T. W. Griggs R. R. Prop.	17,863.16	16,780.52	1,082.64						
13	Colfax Consolidated Coal	2,850.00	44,953.10	*42,103.10					44,156.95	44,156.95
14	D. R. I. & N. W. Ry.	116,586.78	132,734.93	*16,148.15						
15	Great Northern Railway	49,665,542.63	40,902,745.88	8,762,796.75	37,051,514.39	1,485,857.14	13,448.28		1,538,065.01	40,089,484.72
16	Illinois Central Railroad	58,638,378.98	53,537,036.57	5,101,342.41	8,021,392.34					8,021,392.34
17	D. & S. C. R. R.				292,296.87		2,849,398.58			3,141,695.45
18	Manchester & Oneida Ry.	6,218.29	5,918.29	300.00	2,847.40					2,847.40
19	Minn. & St. Louis R. R.	4,892,086.03	5,145,559.38	*253,473.35	52,035.10					52,035.10
20	M. B. & S. R. R.	213,913.39	198,634.87	15,278.52	310.00					310.00
21	Tabor & Northern Railway	3,802.48	2,779.40	1,023.08						
22	Union Pacific Railroad	37,897,553.31	37,356,138.26	541,415.05	19,384,962.52				19,120,316.50	38,505,279.02
23	Wabash Railway	8,758,018.53	8,377,971.82	380,046.71	175,341.49	342,210.00				517,551.49
24	Keokuk & Des Moines		3,642.84	*3,642.84						
	Total	\$455,287,962.06	\$438,264,464.71	\$17,023,497.35	\$156,262,397.96	\$45,158,058.71	\$3,278,846.32		\$21,299,055.28	\$225,968,368.33

* Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 13—CORPORATE SURPLUS—Continued—AND GRAND TOTAL.

Number	Railway Companies	Corporate Surplus				Grand Total		
		Profit and loss credit balance	Total corporate surplus, Dec. 31, 1923	Total corporate surplus, Dec. 31, 1922	Increase or decrease, 1923.	December 31, 1923	December 31, 1922	Increase or decrease, 1923
1	Atchison, Topeka & Santa Fe Ry.	\$165,149,178.69	\$252,277,768.69	\$230,384,169.52	\$21,893,599.17	\$1,011,851,534.78	\$ 985,490,158.51	\$ 26,361,376.27
2	Atlantic Northern Ry.	*15,241.31	34,519.35	35,482.10	*962.75	152,801.52	149,905.35	2,896.17
3	Chicago, Burlington & Quincy R. R.	141,009,421.70	184,591,857.07	191,436,315.97	*6,844,458.90	652,641,595.64	665,785,907.28	*13,143,711.64
4	Chicago Great Western R. R.	7,077,004.55	7,124,477.17	6,573,080.35	551,396.82	148,640,086.70	140,366,442.28	8,273,654.42
5	Mason City & Ft. Dodge R. R.	182,223.28	182,223.28	182,223.28		47,514,694.71	48,632,816.06	*1,118,121.35
6	Chicago, Milwaukee & St. Paul Ry.	29,373,792.33	21,400,285.29	23,562,241.35	*2,161,956.06	700,366,549.04	743,756,192.74	17,110,356.30
7	Chicago & North Western Ry.	57,735,050.83	60,016,377.48	60,706,146.73	*689,569.25	549,671,825.67	522,867,529.14	26,804,296.53
8	Chi., St. P., Minn. & Omaha Ry.	5,609,843.82	6,801,539.20	7,800,325.28	*998,786.08	94,851,788.10	96,518,264.91	*1,666,476.81
9	Chicago, Rock Island & Pacific Ry.	16,012,824.05	16,313,792.40	16,053,703.43	259,998.97	411,582,311.41	396,335,905.83	15,246,405.58
10	St. P. & K. C. Short Line R. R.	59,680.86	73,344.78	73,546.65	208.13	13,834,026.11	13,728,961.00	105,065.11
11	Colfax Northern Ry.	*88,277.08	*88,277.08	*84,474.06	*3,803.02	4,831.63	4,874.79	*43.16
12	Thomas W. Griggs R. R. Property	*6,459.70	*6,459.70	*5,623.78	*835.92	58,166.11	63,909.77	*5,743.66
13	Colfax Consolidated Coal	84,215.36	128,372.31	94,400.11	33,972.20	131,357.85	139,353.21	*7,995.36
14	Davenport, Rock Island & N. W. Ry.	*886.08	*886.08	*1,343.58	457.50	3,873,351.87	3,973,305.08	*99,953.21
15	Great Northern Railway	86,257,679.37	126,347,164.09	126,437,101.13	*89,937.04	778,820,121.19	750,132,047.77	28,688,073.42
16	Illinois Central Railroad	52,228,968.48	60,250,960.82	58,529,767.26	6,720,593.56	582,028,579.47	582,706,264.16	49,322,315.31
17	Dubuque & Sioux City Railroad	*379,552.50	2,762,142.95	2,581,071.80	181,071.15	42,286,843.33	40,964,352.75	1,322,491.08
18	Manchester & Oneida Railway	6,374.53	9,221.93	13,200.95	*4,039.02	160,281.42	161,909.42	*1,628.00
19	Minneapolis & St. Louis Railroad	*1,859,829.32	*1,807,794.22	*512,175.79	*1,295,618.43	86,288,575.25	92,932,953.19	*6,644,377.94
20	Muscatine, Burlington & So. R. R.	*610,007.18	*609,787.18	*504,029.39	*105,757.79	1,488,137.14	1,404,870.16	83,266.98
21	Tabor & Northern Railway	8,351.49	8,351.49	7,274.24	1,077.25	102,624.14	101,096.74	1,427.40
22	Union Pacific Railroad	125,685,052.45	164,190,331.47	154,024,797.31	10,165,534.16	811,922,897.35	775,570,499.08	36,352,398.27
23	Wabash Railway	22,824,170.78	22,841,722.27	17,409,731.88	5,431,990.39	258,692,086.22	251,249,695.63	7,442,390.59
24	Keokuk & Des Moines Ry.	283,607.44	283,607.44	204,343.31	79,264.13	7,143,865.44	7,061,361.15	82,504.29
	Total	\$897,126,596.80	\$923,124,955.22	\$890,001,426.05	\$33,123,529.17	\$6,264,608,842.59	\$6,070,117,976.00	\$194,490,866.59

* Debit.
* Decrease.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 1—TRAIN MILES

Number	Railway Companies	Average miles of road operated	Train Miles							
			Freight			Passenger	Mixed	Special	Total transportation service	Work service
			Ordinary	Light	Total					
1	Atchison, Topeka & Santa Fe Railway	8,956.97	18,840,929	153,015	18,993,944	19,848,524	1,433,462	22,103	40,298,063	1,136,186
2	Atlantic Northern Railway	17.07	510		510		10,672		11,182	
3	Chicago, Burlington & Quincy Railroad	9,401.41	20,691,220	199,106	20,890,326	18,013,261	641,001	24,494	38,969,082	645,908
4	Chicago Great Western Railroad	1,496.06	3,219,105	6,677	3,225,782	3,046,974	141,068	1,125	6,414,949	148,191
5	Chicago, Milwaukee & St. Paul Railway	11,010.74	20,396,205	263,568	20,659,773	17,413,282	1,297,047	11,059	39,381,161	1,125,436
6	Chicago & North Western Railway	8,462.53	17,980,463	356,614	18,337,077	18,730,465	2,129,603	10,621	39,197,702	877,736
7	Chicago, St. Paul, Minn. & Omaha Railway	1,749.19	3,705,033	63,405	3,768,438	3,440,879	442,771	4,244	7,656,332	84,849
8	Chicago, Rock Island & Pacific Railway	7,635.13	16,507,664	142,910	16,650,574	15,152,002	676,649	4,909	32,484,734	833,796
9	Colfax Northern Railway	6.83	2,936		2,936	3,106		2,012	8,054	62
10	Great Northern Railway	8,254.21	11,636,336	191,098	11,827,434	11,617,755	595,349	10,617	24,051,155	778,127
11	Illinois Central Railroad	4,840.25	21,740,229	294,070	22,034,299	15,325,082	250,659	16,103	37,624,143	1,032,700
12	Manchester & Oneida Railway	8.14					14,930	1,308	16,328	
13	Minneapolis & St. Louis Railroad	1,649.90	2,740,126	20,214	2,760,340	1,827,527	187,002	936	4,781,805	36,267
14	Muscatine, Burlington & Southern Railroad	58.77	9,009		9,009	5,760	18,247		33,016	84
15	Tabor & Northern Railway	10.75					9,344		9,344	
16	Union Pacific Railroad	2,708.79	12,758,107	451,992	13,210,099	11,022,216	928,568	6,907	25,167,790	670,080
17	Wabash Railway	2,476.50	7,495,703	136,994	7,632,697	5,627,466	76,046	3,986	13,349,195	246,373
	Total	69,738.33	157,123,575	2,285,063	159,408,638	141,062,806	*8,854,430	118,502	309,445,069	7,615,791

*Freight proportion (75%) 6,640,822.
*Passenger proportion (25%) 2,213,608.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE
PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles							
		Freight				Passenger			
		Principal	Helper	Light	Total	Principal	Helper	Light	Total
1	Atchison, Topeka & Santa Fe Railway.....	18,963,941	1,197,659	1,120,183	21,311,786	19,741,826	1,068,419	561,946	21,372,191
2	Atlantic Northern Railway.....	510			510				
3	Chicago, Burlington & Quincy Railroad.....	20,227,818	820,092	994,169	22,112,079	17,927,831	253,164	471,126	18,652,121
4	Chicago Great Western Railroad.....	3,253,914	380,182	216,029	3,822,725	2,861,468	16,160	46,651	2,924,279
5	Chicago, Milwaukee & St. Paul Railway.....	20,639,773	668,696	859,624	22,188,093	17,316,432	167,010	277,721	17,761,163
6	Chicago & North Western Railway.....	18,343,692	883,547	281,900	19,489,139	18,720,466	49,772	131,968	18,902,205
7	Chicago, St. Paul, Minn. & Omaha Railway.....	3,867,475	309,012	185,400	4,251,887	3,454,380	11,509	52,878	3,518,767
8	Chicago, Rock Island & Pacific Railway.....	16,650,574	379,742	220,175	17,250,491	15,090,080	106,615	162,977	15,359,672
9	Colfax Northern Railway.....	2,936			2,936	8,106			8,106
10	Great Northern Railway.....	11,827,434	441,173	609,869	12,878,476	11,488,281	194,532	329,587	12,012,400
11	Illinois Central Railroad.....	22,034,290	181,151	492,538	22,707,988	15,258,197	188,339	436,511	15,883,047
12	Manchester & Oneida Railway.....								
13	Minneapolis & St. Louis Railroad.....	2,766,340	182,182	130,720	3,079,242	1,827,527	4,228	17,507	1,849,262
14	Muscatine, Burlington & Southern Railroad.....	9,009		196	9,205				
15	Tabor & Northern Railway.....								
16	Union Pacific Railroad.....	13,212,910	374,773	889,026	14,476,709	10,360,635	69,187	277,518	10,698,340
17	Wabash Railway.....	7,632,697	433,931	135,055	8,201,683	5,627,466	37,827	109,182	5,774,475
	Total.....	150,315,325	6,132,146	6,135,484	171,782,949	139,677,694	2,107,762	2,875,572	144,661,028

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE
PART 3—LOCOMOTIVE MILES—Continued

Number	Railway Companies	Locomotive Miles—Continued									
		Mixed Train				Special Train				Train switching	
		Principal	Helper	Light	Total	Principal	Helper	Light	Total		
1	Atchison, Topeka & Santa Fe Railway.....	1,433,469	12,826	41,975	1,488,263	22,108	1,900	600	24,603	533,235	
2	Atlantic Northern Railway.....	13,876			13,876						
3	Chicago, Burlington & Quincy Railroad.....	941,068	5,287	6,851	953,206	24,494	2,357	804	27,655	394,498	
4	Chicago Great Western Railroad.....	141,068	784	2,587	144,439	1,125	79		1,204	232,168	
5	Chicago, Milwaukee & St. Paul Railway.....	1,297,047	2,091	21,966	1,321,104	11,059	1,249	127	12,435	1,980,076	
6	Chicago & North Western Railway.....	2,129,614	11,737	7,110	2,148,461	10,621			10,621	788,895	
7	Chicago, St. Paul, Minn. & Omaha Railway.....	446,578	1,784	10,280	458,642	4,529	380	192	5,110	543,668	
8	Chicago, Rock Island & Pacific Railway.....	676,649	115	13,119	689,883	4,969	339		5,248	1,099,978	
9	Colfax Northern Railway.....	2,012			2,012					2,000	
10	Great Northern Railway.....	595,349	257	6,704	602,310	10,617	561	3,483	14,661	1,378,027	
11	Illinois Central Railroad.....	259,659		1,371	252,030	16,103	497	23	16,623	970,004	
12	Manchester & Oneida Railway.....	14,930			14,930	1,398			1,398		
13	Minneapolis & St. Louis Railroad.....	187,082	19	7,065	194,086	930	45	259	1,240	150,817	
14	Muscatine, Burlington & Southern Railroad.....	18,247			18,247					16	
15	Tabor & Northern Railway.....	9,344			9,344						
16	Union Pacific Railroad.....	928,909	16,405	46,600	991,914	6,907	409	1,615	8,922	309,742	
17	Wabash Railway.....	76,046			76,046	3,989	271		4,257	447,183	
	Total.....	8,861,560	51,305	165,628	9,078,493	118,787	8,087	7,163	184,037	9,332,107	

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 4—LOCOMOTIVE MILES—Continued—AND CAR MILES

Number	Railway Companies	Locomotive Miles—Continued					Car Miles		
		Yard Switching			Total trans- portation service	Work service	Freight Train		
		Freight	Passenger	Total			Loaded	Empty	Sum of loaded and empty
1	Atchison, Topeka & Santa Fe Railway.....	6,908,241	500,582	7,583,823	52,313,961	1,234,724	544,260,535	290,794,141	835,054,676
2	Atlantic Northern Railway.....				14,896				
3	Chicago, Burlington & Quincy Railroad.....	9,167,747	610,341	9,784,088	52,123,647	1,000,289	552,356,649	320,015,342	872,371,991
4	Chicago Great Western Railroad.....	1,338,543	80,041	1,427,584	8,552,399	171,736	94,324,210	42,949,838	137,274,048
5	Chicago, Milwaukee & St. Paul Railway.....	10,075,163	720,708	10,795,871	54,068,742	1,262,211	538,841,725	291,038,835	829,880,560
6	Chicago & North Western Railway.....	10,054,008	907,481	10,961,489	52,300,720	1,307,685	436,617,194	243,306,127	679,923,321
7	Chicago, St. Paul, Minn. & Omaha Railway.....	1,861,694	142,298	2,003,992	10,782,066	93,282	76,193,814	35,938,396	112,132,210
8	Chicago, Rock Island & Pacific Railway.....	6,061,378	469,064	6,530,442	40,935,714	833,796	369,139,100	183,035,148	552,174,248
9	Colfax Northern Railway.....	906		906	11,650	62	7,844	8,171	16,015
10	Great Northern Railway.....	4,006,226	291,587	4,987,813	31,874,287	791,062	343,504,917	198,125,211	541,630,128
11	Illinois Central Railroad.....	8,653,388	807,457	9,460,845	49,241,137	1,813,468	601,282,000	336,821,000	938,103,000
12	Manchester & Oneida Railway.....	622		622	16,950				
13	Minneapolis & St. Louis Railroad.....	805,878	54,383	860,261	6,134,908	36,267	51,414,890	22,375,614	73,790,504
14	Muscatine, Burlington & Southern Railroad.....	14,040		14,040	41,508	84	42,965	14,856	57,821
15	Tabor & Northern Railway.....				9,344				
16	Union Pacific Railroad.....	3,529,152	241,334	3,770,486	30,255,813	692,441	416,047,266	199,076,962	616,024,223
17	Wabash Railway.....	3,449,892	166,325	3,616,217	18,119,861	326,882	225,842,027	84,432,816	310,274,843
	Total.....	66,701,578	5,096,601	71,798,479	406,787,093	9,654,589	4,249,875,136	2,248,832,457	6,498,707,593

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 5—CAR MILES—Continued

Number	Railway Companies	Car Miles									
		Freight Train			Passenger Train					Mixed Train—Freight	
		Caboose	Exclusive work equip- ment	Total	Passenger	Sleeping, parlor and observation	Dining	Other	Total	Loaded	Empty
1	Atchison, Topeka & Santa Fe Ry.....	20,015,555	3,185,549	858,258,780	38,798,252	63,409,042	4,077,690	49,139,334	156,324,318	6,780,443	2,842,023
2	Atlantic Northern Ry.....									30,149	16,622
3	Chicago, Burlington & Quincy R. R.....	19,043,446	2,286,581	893,702,018	44,650,310	28,022,474	5,108,812	41,916,650	119,704,246	2,295,617	1,066,062
4	Chicago Great Western R. R.....	3,441,501	285,267	141,000,816	6,260,788	5,258,637	454,715	4,757,538	16,731,678	1,357,570	434,724
5	Chicago, Milwaukee & St. Paul Ry.....	21,034,865	3,029,734	853,945,159	35,588,946	28,744,944	5,034,493	36,949,850	106,318,233	4,055,598	2,313,326
6	Chicago & North Western Ry.....	18,940,262	1,106,761	699,970,344	46,265,464	26,392,196	2,734,942	41,527,621	116,920,223	14,987,105	7,907,558
7	Chicago, St. P., Minn. & O. Ry.....	3,787,624	418,653	116,338,487	7,838,624	4,940,000	550,188	6,885,738	20,214,500	1,140,682	570,599
8	Chicago, Rock Island & Pacific Ry.....	16,638,268	6,445,329	575,257,845	34,475,228	25,436,788	3,553,747	24,937,381	88,463,154	3,220,515	1,737,575
9	Colfax Northern Ry.....			16,015	9,641				9,641	2,614	2,724
10	Great Northern Ry.....	11,694,243	1,089,478	554,413,849	22,025,127	16,357,732	3,879,688	27,546,653	69,809,200	2,435,171	1,351,357
11	Illinois Central R. R.....	22,541,000		960,644,000	39,355,017	29,314,416	3,193,008	33,206,060	96,153,131	385,321	162,488
12	Manchester & Oneida Ry.....									11,624	8,775
13	Minneapolis & St. Louis R. R.....	2,766,340		76,556,844	3,950,421	656,973	17,092	2,816,518	7,441,004	529,505	311,804
14	Muscatine, Burlington & So. R. R.....	5,891	84	63,796	5,760				5,760	168,827	48,060
15	Tabor & Northern Ry.....										
16	Union Pacific R. R.....	12,810,684	943,819	629,778,731	18,387,691	33,240,146	5,736,256	29,802,035	87,106,128	7,906,477	4,804,669
17	Wabash Ry.....	7,744,597	384,587	318,464,027	13,019,727	8,393,527	1,535,569	9,733,463	32,682,286	240,547	142,449
	Total.....	160,467,276	19,175,842	6,678,350,711	310,631,006	261,172,875	36,776,750	309,302,871	917,883,502	45,697,705	23,729,845

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 6—CAR MILES—Continued

Number	Railway Companies	Car Miles								
		Mixed Train						Special Train Freight		
		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation	Dining	Other passenger train	Total	Loaded	Empty
1	Atchison, Topeka & Santa Fe Railway.....	77,712	98,777	1,755,405	19,023	456	1,298,950	12,873,389	212,331	17,096
2	Atlantic Northern Railway.....			10,672				57,443		
3	Chicago, Burlington & Quincy Railroad.....	2,068	35,942	959,604	2,908		163,483	4,526,687	230,338	17,250
4	Chicago Great Western Railroad.....	11,254		230,102	2,769		8,161	2,044,580	14,983	
5	Chicago, Milwaukee & St. Paul Railway.....	79,120	176,365	1,596,997	801	28	509,903	8,722,138	131,183	341
6	Chicago & North Western Railway.....	432,274	370,935	2,204,843			36,496	25,039,211	133,137	
7	Chicago, St. Paul, Minn. & Omaha Railway.....		30,725	833,583				135,583	2,711,172	39,613
8	Chicago, Rock Island & Pacific Railway.....	189,769	43,681	781,474	7,131		42,095	6,022,243	57,814	
9	Colfax Northern Railway.....			3,213				8,551		
10	Great Northern Railway.....	14,008	38,893	894,006			194,557	4,929,222	165,849	
11	Illinois Central Railroad.....	3,582		448,753	45		273,219	1,273,408	163,037	
12	Manchester & Oneida Railway.....			14,930				35,329		
13	Minneapolis & St. Louis Railroad.....			239,441	23		38,519	1,119,291	10,304	
14	Muscatine, Burlington & Southern Railroad.....			23,651				240,538		
15	Tabor & Northern Railway.....			9,344				9,344		
16	Union Pacific Railroad.....	81,715	122,770	808,008	136		77,805	13,951,580	109,874	
17	Wabash Railway.....	286	2,751	129,173	2,288		39,609	537,163	42,454	32
	Total.....	883,388	921,880	11,032,799	36,723	484	2,818,446	85,021,289	1,369,917	34,719

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 7—CAR MILES—Continued

Number	Railway Companies	Car Miles								
		Special Train						Total trans- portation service	Work service	
		Caboose	Exclusive work equip- ment	Passenger	Sleeping, and parlor, and observation	Dining	Other pas- senger train			Total
1	Atchison, Topeka & Santa Fe Railway.....	16,479	426	85,416	17,913	521	11,725	361,907	1,027,818,304	15,752,221
2	Atlantic Northern Railway.....								57,443	
3	Chicago, Burlington & Quincy Railroad.....	23,776		112,988			255	443,607	1,018,376,558	2,089,630
4	Chicago Great Western Railroad.....	1,174		6,067	1,236		523	23,973	159,801,047	1,385,271
5	Chicago, Milwaukee & St. Paul Railway.....	10,594		7,309	39,583	1,227	1,501	191,738	969,177,268	8,402,311
6	Chicago & North Western Railway.....	10,594		41,005	13,676		2,231	200,643	843,030,421	4,487,447
7	Chicago, St. Paul, Minn. & Omaha Railway.....	3,376		13,104	13,423		4,560	74,376	139,338,435	233,447
8	Chicago, Rock Island & Pacific Railway.....	4,034		15,992	5,899	85	2,150	85,974	669,769,216	2,256,034
9	Colfax Northern Railway.....								34,207	005
10	Great Northern Railway.....	10,009		58,454			1,563	226,565	629,388,836	4,139,316
11	Illinois Central Railroad.....	13,890		71,677				248,604	1,058,319,143	8,302,116
12	Manchester & Oneida Railway.....								35,329	
13	Minneapolis & St. Louis Railroad.....	936		1,917	2,221	356	356	16,090	85,133,229	89,518
14	Muscatine, Burlington & Southern Railroad.....								310,004	
15	Tabor & Northern Railway.....								9,344	
16	Union Pacific Railroad.....	7,664		38,332				155,870	731,032,309	7,567,516
17	Wabash Railway.....	3,986		14,928			76	61,479	351,704,932	1,321,811
	Total.....	107,402	426	467,179	93,951	2,189	24,940	2,100,723	7,683,356,225	55,987,233

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE
PART 8—FREIGHT AND PASSENGER SERVICE

Number	Railway Companies	Freight Service						Passenger Service	
		Tons			Ton Miles			Passengers carried—Revenue	Passenger miles—Revenue
		Revenue freight	Non-revenue freight	Total	Revenue freight	Non-revenue freight	Total		
1	Atchison, Topeka & Santa Fe Railway.....	33,955,420	8,937,420	42,892,840	9,889,482,823	1,685,135,054	11,574,619,777	7,290,872	1,436,502,599
2	Atlantic Northern Railway.....	26,020	505	26,525	378,381	7,070	385,451	3,971	47,401
3	Chicago, Burlington & Quincy Railroad.....	43,483,003	11,631,481	55,115,084	12,690,384,846	2,675,987,454	15,866,371,800	18,502,145	967,096,790
4	Chicago Great Western Railroad.....	6,722,786	1,488,019	8,210,805	1,969,074,388	143,195,458	2,112,269,846	1,384,124	127,069,062
5	Chicago, Milwaukee & St. Paul Railway.....	51,314,300	7,446,494	58,760,794	11,922,243,644	2,040,331,046	13,962,574,090	13,559,618	787,933,822
6	Chicago & North Western Railway.....	58,207,915	6,795,573	65,003,488	9,248,615,333	1,890,639,862	11,129,255,245	33,004,205	1,122,116,027
7	Chicago, St. Paul, Minn. & Omaha Railway.....	10,511,198	1,598,388	12,109,586	1,612,951,567	144,804,158	1,757,755,725	2,448,454	75,108,637
8	Chicago, Rock Island & Pacific Railway.....	28,742,448	5,531,593	34,274,041	7,181,491,379	1,027,924,028	8,200,415,307	17,043,251	860,486,000
9	Colfax Northern Railway.....	100,346	3,682	104,028	454,830	12,648	467,478	50,656	253,275
10	Great Northern Railway.....	36,385,396	5,307,314	41,692,710	8,754,272,702	1,375,499,515	10,129,772,217	4,975,900	460,207,532
11	Illinois Central Railroad.....	55,110,674	10,554,774	65,665,448	15,069,936,030	2,025,591,970	17,095,578,000	33,986,877	895,442,556
12	Manchester & Oneida Railway.....	33,153		33,153	299,866		299,866	6,593	69,947
13	Minneapolis & St. Louis Railroad.....	7,311,189	914,903	8,226,092	1,276,675,232	187,844,118	1,464,519,350	1,139,239	48,144,979
14	Muscatine, Burlington & Southern Railroad.....	146,675	3,400	150,144	4,890,625	107,339	4,997,964	3,841	90,483
15	Tabor & Northern Railway.....	19,546		19,546	210,119		210,119	2,390	25,692
16	Union Pacific Railroad.....	17,198,300	5,484,761	22,683,070	7,267,750,431	1,597,908,367	8,865,658,798	3,077,144	631,321,158
17	Wabash Railway.....	18,739,365	3,471,010	22,210,375	4,673,211,597	423,581,292	5,096,792,389	3,555,769	294,368,685
	Total.....	398,008,343	69,168,736	437,177,079	91,562,283,242	15,208,571,379	106,770,854,521	140,036,956	7,706,315,974

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE
PART 9—REVENUE AND EXPENSES

Number	Railway Companies	Revenues and Expenses					
		Freight revenue	Passenger revenue	Passenger service revenue	Operating revenues	Operating expenses	Net operating revenues
1	Atchison, Topeka & Santa Fe Railway.....	\$ 139,655,476.88	\$ 46,445,180.92	\$ 60,107,752.79	\$ 203,311,792.49	\$ 145,687,272.66	\$ 57,624,519.83
2	Atlantic Northern Railway.....	39,570.56	1,617.53	3,981.94	43,644.82	40,785.61	2,859.21
3	Chicago, Burlington & Quincy Railroad.....	126,433,098.18	28,569,830.88	38,810,585.13	171,270,660.80	134,290,378.56	36,980,282.24
4	Chicago Great Western Railroad.....	19,259,362.85	4,277,383.47	5,602,119.37	25,723,706.51	21,431,015.09	4,292,690.53
5	Chicago, Milwaukee & St. Paul Railway.....	127,953,105.74	24,175,892.17	35,292,912.54	169,628,337.77	134,099,227.81	34,629,109.96
6	Chicago & North Western Railway.....	113,002,825.75	30,390,660.14	41,446,986.96	180,425,965.07	132,507,531.40	47,918,433.67
7	Chicago, St. Paul, Minn. & Omaha Railway.....	20,074,017.19	6,110,998.61	7,608,607.89	28,363,234.29	23,516,147.37	4,847,086.89
8	Chicago, Rock Island & Pacific Railway.....	88,701,194.34	26,548,086.14	33,143,450.15	124,628,440.14	100,272,893.54	24,355,546.60
9	Colfax Northern Railway.....	19,003.41	2,783.28	2,783.28	23,788.69	29,341.76	*5,553.07
10	Great Northern Railway.....	93,672,146.89	15,305,242.22	22,427,798.50	130,977,771.56	86,750,523.12	44,227,248.44
11	Illinois Central Railroad.....	127,681,545.93	27,042,400.60	34,109,139.55	165,624,981.68	132,429,231.12	33,197,750.55
12	Manchester & Oneida Railway.....	20,104.29	3,100.92	4,843.31	25,867.41	24,537.83	1,329.58
13	Minneapolis & St. Louis Railroad.....	14,023,696.24	1,641,910.88	2,212,143.62	16,524,900.77	14,288,791.46	2,236,109.31
14	Muscatine, Burlington & Southern Railroad.....	119,322.27	2,707.14	5,808.91	138,094.55	143,310.14	*5,215.59
15	Tabor & Northern Railway.....	26,137.79	3,176.25	4,499.61	35,825.31	29,551.40	6,273.91
16	Union Pacific Railroad.....	88,738,989.82	18,205,803.42	24,913,351.26	117,479,916.46	79,694,064.22	38,385,852.24
17	Wabash Railway.....	51,088,168.30	9,794,394.11	12,548,261.04	66,617,636.46	52,033,494.68	14,584,141.78
	Total.....	\$ 1,010,597,758.38	\$ 238,519,383.71	\$ 318,515,030.85	\$ 1,309,946,624.75	\$ 1,057,868,098.67	\$ 312,378,526.08

*Deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE
PART 10—AVERAGES PER MILE OF ROAD

Number	Railway Companies	Averages Per Mile of Road										
		Freight train miles	Passenger train miles	Mixed train miles	Special train miles	Transportation service train miles	Work train miles	Locomotive miles—transportation	Freight service car-miles	Passenger service car-miles	Freight revenue	Passenger service train revenue
1	Atchison, Topeka & Santa Fe Railway	2,121	2,216	160	2	4,499	127	5,841	96,942	17,809	\$15,591.82	\$ 6,720.77
2	Atlantic Northern Railway	30		625		655		842	2,740	625	2,318.13	223.27
3	Chicago, Burlington & Quincy Railroad	2,158	1,916	68	3	4,145	60	5,544	95,457	12,864	13,448.31	4,128.17
4	Chicago Great Western Railroad	2,156	2,037	94	1	4,288	99	5,717	95,464	11,350	12,873.88	3,804.74
5	Chicago, Milwaukee & St. Paul Railway	1,876	1,582	118	1	3,577	102	4,910	78,169	9,852	11,620.75	3,205.32
6	Chicago & North Western Railway	2,167	2,212	252	1	4,632	104	6,180	85,531	14,088	13,363.95	4,897.71
7	Chicago, St. Paul, Minn. & Omaha Railway	2,155	1,967	253	2	4,377	49	6,164	67,530	12,128	11,476.18	4,401.24
8	Chicago, Rock Island & Pacific Railway	2,181	1,985	88	1	4,255	109	5,361	76,032	11,690	11,617.51	4,340.91
9	Colfax Northern Railway	430	455	295		1,179	9	1,705	3,126	1,881	2,782.33	408.24
10	Great Northern Railway	1,433	1,408	72	1	2,914	94	3,892	67,654	8,597	11,348.41	2,717.13
11	Illinois Central Railroad	4,552	3,166	52	3	7,773	213	10,173	198,620	20,029	26,255.16	7,046.98
12	Manchester & Oneida Railway			1,834	172	2,006		2,082	2,506	1,834	2,469.81	595.00
13	Minneapolis & St. Louis Railroad	1,677	1,108	113	1	2,898	22	3,718	46,918	4,681	3,499.73	1,340.77
14	Muscatine, Burlington & Southern Railroad	168	107	331		614	2	772	5,220	547	2,219.12	108.03
15	Tabor & Northern Railway			869		869		869		869	2,431.42	418.56
16	Union Pacific Railroad	3,562	2,972	250	2	6,786	181	8,158	173,337	23,776	23,923.97	6,717.38
17	Wabash Railway	3,082	2,272	31	2	5,387	99	7,316	128,740	13,272	20,874.74	5,066.75
	Grand Averages	2,286	2,023	127	2	4,437	100	5,833	96,804	13,300	\$14,491.28	\$ 4,567.28

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE
PART 11—AVERAGES PER MILE OF ROAD—Continued—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	
					Revenue freight	All freight	Passenger miles—revenue	Freight trains	Mixed trains	Freight trains	Mixed trains	Revenue freight	All freight
1	Atchison, Topeka & Santa Fe Ry.	\$22,698.72	\$16,265.24	\$ 6,433.48	1,104,110	1,292,247	169,378	25.65	4.73	15.31	1.98	492.38	576.28
2	Atlantic Northern Ry.	2,556.81	2,389.31	167.49	22,166	22,581	2,777		2.82		1.56	44.44	45.27
3	Chicago, Burlington & Quincy R. R.	18,217.55	14,284.07	3,933.48	1,319,838	1,634,475	102,567	27.22	3.58	15.77	1.66	611.68	740.66
4	Chicago Great Western R. R.	17,194.39	14,324.97	2,869.33	1,316,173	1,411,888	84,956	29.24	9.62	13.31	3.08	587.75	630.49
5	Chicago, Milwaukee & St. Paul Ry.	15,405.72	12,200.69	3,145.03	1,082,783	1,268,087	71,500	26.68	3.13	14.09	1.78	550.89	645.13
6	Chicago & North Western Ry.	18,957.21	15,658.15	3,299.06	1,092,890	1,315,122	132,598	23.81	7.94	13.27	3.71	455.99	548.71
7	Chicago, St. P., Minn. & O. Ry.	16,215.07	13,444.02	2,771.05	922,113	1,004,896	100,108	29.22	2.58	9.54	1.29	397.97	433.70
8	Chicago, Rock Island & Pacific Ry.	16,323.08	13,133.10	3,189.93	940,585	1,075,216	112,701	22.17	4.76	10.99	2.57	417.23	476.95
9	Colfax Northern Ry.	3,482.97	4,296.01	*813.04	66,592	68,445	37,082	2.67	1.30	2.78	1.35	301.41	309.79
10	Great Northern Ry.	14,547.46	10,509.85	4,037.61	1,060,583	1,227,225	55,754	29.04	4.09	16.75	2.27	712.20	824.11
11	Illinois Central R. R.	34,218.69	27,300.00	6,918.69	3,113,473	3,531,962	184,999	27.29	1.54	15.29	.65	681.83	772.91
12	Manchester & Oneida Ry.	3,177.08	3,014.47	162.34	33,153	33,153	8,592		.78		.58	24.10	24.10
13	Minneapolis & St. Louis R. R.	10,015.73	8,660.40	1,355.33	7,737.89	887,641	29,181	18.59	2.83	8.09	1.67	439.19	503.81
14	Muscatine, Burlington & So. R. R.	2,568.24	2,665.24	*97.00	89,838	91,835	168,300	4.77	9.25	1.65	2.63	190.29	194.59
15	Tabor & Northern Ry.	3,332.58	2,748.96	583.61	19,545	19,545	2,390					29.98	29.98
16	Union Pacific R. R.	31,676.08	21,326.11	10,349.97	1,959,601	2,300,445	170,223	31.49	8.58	15.14	5.17	516.41	629.95
17	Wabash Ry.	26,898.94	21,010.14	5,888.80	1,886,954	2,057,988	118,860	29.59	3.16	11.06	1.87	608.06	693.18
	Grand Averages	\$19,644.09	\$15,164.80	\$ 4,479.29	1,312,940	1,531,021	110,503	26.65	5.15	14.11	2.68	551.41	643.00

*Deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE
PART 12—AVERAGES PER TRAIN MILE—Continued—AND PER LOCOMOTIVE MILE

Number	Railway Companies	Averages Per Train Mile							Averages Per Locomotive Mile								
		Passenger Train Car-Miles		Revenue passenger miles	Freight revenue	Passenger service train revenue	Operating revenues	Operating expenses	Net operating revenues	Train miles freight trains	Car miles freight trains	Train miles passenger trains	Car miles passenger trains	Train miles mixed trains	Car miles mixed trains	Train miles special trains	Car miles special trains
		Passenger trains	Mixed trains														
1	Atchison, Topeka & Santa Fe Railway	7.88	2.14	71.15	6.95	2.88	5.05	3.62	1.43	.89	40.27	.93	7.31	.96	8.65	.90	14.67
2	Atlantic Northern Railway	1.00	1.76	17.76	4.65	1.49	3.90	3.65	.26	1.00	40.42	.97	6.42	.77	4.13	.89	16.04
3	Chicago, Burlington & Quincy Railroad	6.05	1.76	53.14	6.09	2.13	4.40	3.45	.95	.92	36.88	.98	5.65	.98	6.93	.89	16.04
4	Chicago Great Western Railroad	5.49	1.71	41.49	5.75	1.86	4.01	3.34	.67	.84	36.88	.98	5.65	.98	14.16	.93	19.91
5	Chicago, Milwaukee & St. Paul Railway	6.11	1.62	44.45	5.91	1.99	4.31	3.43	.88	.93	38.49	.98	5.99	.98	6.00	.89	15.42
6	Chicago & North Western Railway	6.25	1.05	59.96	5.58	2.19	4.09	3.38	.71	.94	35.92	.99	6.19	.99	12.07	1.00	18.89
7	Chicago, St. Paul, Minn. & Omaha Railway	5.87	2.19	48.65	4.95	2.14	3.70	3.07	.63	.89	27.36	.98	5.74	.97	5.91	.83	14.54
8	Chicago, Rock Island & Pacific Railway	5.83	1.23	56.30	5.15	2.17	3.84	3.09	.75	.97	33.35	.99	5.76	.98	8.73	.94	16.38
9	Colfax Northern Railway	3.28	1.59	70.18	4.27	.77	2.95	3.64	*.69	1.00	5.45	1.00	3.10	.63	4.25	.89	16.14
10	Great Northern Railway	6.01	1.83	39.17	7.62	1.91	4.99	3.61	1.38	.92	43.05	.96	5.80	.99	8.18	.72	16.14
11	Illinois Central Railroad	6.23	2.88	57.31	5.75	2.20	4.40	3.52	.88	.97	42.30	.97	6.07	.99	5.05	.97	14.96
12	Manchester & Oneida Railway	1.00	1.00	18.74	1.79	1.29	1.58	1.50	.08				1.00	2.36	1.00		
13	Minneapolis & St. Louis Railroad	4.07	1.49	25.69	4.82	1.18	3.46	2.99	.47	.90	24.86	.99	4.02	.96	5.77	.75	12.98
14	Muscatine, Burlington & Southern Railroad	1.00	1.30	11.86	4.70	.76	4.18	4.34	*.16	.98	6.93			1.00	13.80		
15	Tabor & Northern Railway	1.00	1.00	10.99	3.73	1.92	3.88	3.16	.67				1.00	1.00			
16	Union Pacific Railroad	7.91	1.05	56.94	6.30	2.25	4.07	3.14	1.53	.91	43.50	.97	8.05	.94	14.07	.77	17.47
17	Wabash Railway	5.81	2.25	52.09	6.73	2.22	4.99	3.90	1.09	.93	38.82	.97	5.66	1.00	7.33	.94	14.44
	Grand Averages	6.56	1.57	53.78	6.08	2.22	4.43	3.41	1.01	.93	38.87	.97	6.34	.97	9.36	.88	14.92

*Deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE
PART 13—AVERAGES PER LOADED FREIGHT CAR-MILE AND PER CAR-MILE PASSENGER—AND MISCELLANEOUS AVERAGES

Number	Railway Companies	Averages Per Loaded Freight Car-Mile					Averages Per Car-Mile Passenger			Miscellaneous Averages						
		Ton-Miles		Freight revenue	Passenger miles revenue	Passenger revenue	Miles Hauled			Revenue Per				Operating ratio per cent		
		Revenue freight	All freight				Revenue freight	Non-revenue freight	All freight	Miles carried revenue passengers	Ton of freight	Ton-mile of freight	Passenger		Passenger-mile	
1	Atchison, Topeka & Santa Fe Ry.	17.95	21.01	\$ 25344	18.81	\$ 44666	291.25	188.55	269.85	197.03	\$4.11291	\$.01412	\$ 6.37682	\$.03233	71.66	
2	Atlantic Northern Ry.	12.55	12.78	1,31249	4.44	15156	14.54	14.00	14.53	11.91	1,52077	1,0457	4,0651	.03412	93.44	
3	Chicago, Burlington & Quincy R. R.	22.88	27.70	22795	13.13	38796	291.84	230.06	278.81	52.27	2,90700	.00996	1,54414	.02954	78.41	
4	Chicago Great Western R. R.	30.58	22.08	20120	10.31	36396	292.90	96.32	257.21	91.83	2,86479	.00978	3,00082	.03265	83.31	
5	Chicago, Milwaukee & St. Paul Ry.	21.96	25.72	23569	11.95	36999	232.34	274.00	237.62	58.11	2,40852	.01073	1,78293	.03068	79.59	
6	Chicago & North Western Ry.	20.48	24.64	23042	14.99	40695	158.89	276.74	171.21	34.00	1,94291	.01223	2,9201	.02708	82.60	
7	Chicago, St. P., Minn. & O. Ry.	20.86	22.73	25957	12.86	44894	153.44	90.60	145.15	71.52	1,90977	.01245	2,49586	.02490	82.91	
8	Chicago, Rock Island & Pacific Ry.	19.29	22.05	23821	14.13	43736	249.89	185.83	239.62	50.49	3,08607	.01235	1,55769	.03085	80.46	
9	Colfax Northern Ry.	43.49	44.89	1,81711	19.79	21692	4.53	4.10	4.51	5.00	1,8667	.04178	.05944	.01191	123.34	
10	Great Northern Ry.	25.31	29.28	27078	11.72	38397	240.60	259.17	242.96	92.49	2,57444	.01070	3,07594	.03326	72.25	
11	Illinois Central R. R.	25.05	28.41	21121	14.89	44982	278.45	191.91	260.34	26.35	2,30593	.00843	7,9564	.03020	79.96	
12	Manchester & Oneida Ry.	23.22	23.22	1,72955	4.68	20769	8.14		8.14	8.14	.00641	.07449	.30686	.04433	94.86	
13	Minneapolis & St. Louis R. R.	24.58	28.19	2,6968	9.92	33876	174.62	205.32	178.03	42.26	1,91811	.01068	1,44123	.03410	86.47	
14	Muscatine, Burlington & So. R. R.	22.81	23.31	56339	3.07	69205	32.93	39.94	32.59	23.56	.81352	.02470	.70480	.02992	104.00	
15	Tabor & Northern Ry.				2.75	12588	10.75		10.75	10.75	1,33724	.12439	.49215	.04578	82.48	
16	Union Pacific R. R.	17.14	20.91	20926	12.02	34661	422.59	291.34	390.85	205.16	5,15917	.01221	5,91646	.02884	67.33	
17	Wabash Ry.	20.67	22.54	22867	13.66	45492	249.38	122.03	229.48	82.79	2,75880	.01106	2,75456	.03327	78.11	
	Grand Averages	21.32	24.85	\$ 23527	13.22	\$ 40921	248.80	219.87	244.23	55.03	\$ 2.74613	\$.01104	\$ 1.70326	\$.03095	77.20	

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 1—AVERAGE MILEAGE OF ROAD OPERATED AND TRAIN MILES

Number	Railway Companies	Average mileage of road operated	Train Miles							
			Freight			Passenger	Mixed	Special	Total transportation service	Work service
			Ordinary	Light	Total					
1	Atchison, Topeka & Santa Fe Railway	19.89	131,158	334	131,492	126,945	7,264	265,701	6,419	
2	Atlantic Northern Railway	17.07	510		510		10,672	11,182		
3	Chicago, Burlington & Quincy Railroad	1,438.53	2,549,083	12,910	2,561,993	3,127,229	131,606	2,487	5,823,375	
4	Chicago Great Western Railroad	776.41	1,741,709	3,014	1,744,723	1,591,853	98,880	481	3,435,943	
5	Chicago, Milwaukee & St. Paul Railway	1,928.50	4,471,144	39,722	4,507,866	3,289,194	246,636	1,949	8,045,645	
6	Chicago & North Western Railway	1,634.09	4,706,063	37,949	4,744,012	4,713,468	234,043	2,311	9,683,834	
7	Chicago, St. Paul, Minn. & Omaha Railway	102.04	247,322	385	247,707	234,041	14,641	585	496,975	
8	Chicago, Rock Island & Pacific Railway	2,284.23	4,298,203	43,480	4,341,683	3,821,112	308,066	754	8,471,642	
9	Colfax Northern Railway	6.83	2,936		2,936	3,106			8,054	
10	Great Northern Railway	77.86	135,175	924	136,099	105,222		75	241,306	
11	Illinois Central Railroad	718.14	2,512,841	6,754	2,519,595	1,455,374		1,993	3,976,902	
12	Manchester & Oneida Railway	8.14					14,930	1,398	16,328	
13	Minneapolis & St. Louis Railroad	887.17	1,488,508	14,115	1,502,623	874,106	156,290	821	2,533,840	
14	Muscatine, Burlington & Southern Railroad	53.77	9,009		9,009	5,700	18,247		33,016	
15	Tabor & Northern Railway	10.75					9,344		9,344	
16	Union Pacific Railroad	2.46	28,421	729	29,150	17,685		6	46,841	
17	Wabash Railway	208.94	425,307	14,933	440,240	304,692			744,932	
	Total	10,174.82	22,747,389	172,250	22,919,639	19,669,787	1,242,724	12,800	43,845,010	

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles											
		Freight				Passenger				Mixed			
		Principal	Helper	Light	Total	Principal	Helper	Light	Total	Principal	Helper	Light	Total
1	Atchison, Topeka & Santa Fe Ry.	131,492	7,264	11,778	150,534	126,945	2,179	14,762	143,886	7,264	54	713	8,031
2	Atlantic Northern Ry.	510			510					13,876			13,876
3	Chicago, Burlington & Quincy R. R.	2,563,393	121,558	135,368	2,820,319	3,127,229	26,177	50,585	3,203,991	131,005	416	2,784	134,868
4	Chicago Great Western R. R.	1,744,708	169,021	110,213	2,024,002	1,479,284	8,462	29,281	1,508,027	98,886	472	1,902	101,260
5	Chicago, Milwaukee & St. Paul Ry.	4,507,866	85,071	158,447	4,749,384	3,219,576	22,286	38,098	3,280,500	246,636	342	5,267	252,245
6	Chicago & North Western Ry.	4,744,825	25,789	45,033	4,815,647	4,713,468	3,630	15,572	4,732,670	224,054	451	1,371	225,876
7	Chicago, St. P., Minn. & O. Ry.	252,125	8,595	11,571	272,291	235,294	486	6,513	242,593	14,092	23	1,858	15,978
8	Chicago, Rock Island & Pacific Ry.	4,341,683	86,131	87,163	4,514,977	3,820,970	22,157	31,944	3,875,071	308,066	94	9,842	318,029
9	Colfax Northern Ry.	2,936			2,936	3,106			3,106				2,012
10	Great Northern Ry.	136,099	97	782	136,978	105,222		4,122	109,344				
11	Illinois Central R. R.	2,519,595	42,423	22,843	2,584,861	1,455,374	10,702	31,062	1,497,128				
12	Manchester & Oneida Ry.									14,930			14,930
13	Minneapolis & St. Louis R. R.	1,502,623	125,150	75,235	1,703,008	874,106	2,032	1,184	877,322	156,290		5,124	161,414
14	Muscatine, Burlington & So. R. R.	9,009		190	9,205					18,247			18,247
15	Tabor & Northern Ry.									9,344			9,344
16	Union Pacific R. R.	29,150	5,253	16,687	51,090	17,685	16	20,413	38,114				
17	Wabash Ry.	440,240	3,378	786	444,404	304,692	739	8,628	314,059				
	Total	22,926,314	678,130	676,102	24,280,546	19,482,951	98,866	244,054	19,825,871	1,245,392	1,857	28,861	1,276,110

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA
PART 3—LOCOMOTIVE MILES—Continued—AND CAR-MILES

Number	Railway Companies	Locomotive Miles									Car-Miles			
		Special				Train switching	Yard Switching			Total transportation service	Work service	Freight Trains		
		Principal	Helper	Light	Total		Freight	Passenger	Total			Loaded	Empty	
1	Achison, Topeka & Santa Fe Ry.													
2	Atlantic Northern Ry.													
3	Chicago, Burlington & Quincy R. R.	2,487	480	137	3,104	127,884	1,012,686	64,146	1,076,832	7,306,998	117,821	59,710,075	34,318,709	
4	Chicago Great Western R. R.	481			481	108,908	552,350	34,503	586,853	4,329,531	107,847	47,484,608	22,330,877	
5	Chicago, Milwaukee & St. Paul Ry.	1,949	124	27	2,100	294,149	1,327,163	58,713	1,385,876	9,964,314	217,461	109,501,561	64,236,746	
6	Chicago & North Western Ry.	2,311			2,311	70,755	1,297,184	185,413	1,482,597	11,329,856	187,941	120,718,599	70,547,628	
7	Chicago, St. P., Minn. & O. Ry.	600	88	18	706	22,646	253,475	30,578	284,053	838,267	2,076	4,061,942	2,304,597	
8	Chicago, Rock Island & Pacific Ry.	754	73		827	579,424	1,139,840	109,448	1,249,288	10,537,616	147,637	80,900,927	43,567,766	
9	Colfax Northern Ry.					2,600			2,600	906	11,650	7,844	8,171	
10	Great Northern Ry.	75			75	11,829	135,398	4,756	140,154	307,890	612	2,865,926	1,943,465	
11	Illinois Central R. R.	1,993	112		2,105	105,854	585,072	56,536	642,308	4,832,256	139,951	49,562,000	40,851,000	
12	Manchester & Oneida Ry.	1,398			1,398				1,398	622	16,960			
13	Minneapolis & St. Louis R. R.	821	45	246	1,112	97,541	316,057	33,327	349,834	3,189,781	22,056	26,418,546	11,772,169	
14	Muscatine, Burlington & So. R. R.					16	14,040		14,040	41,508	84	42,965	14,856	
15	Tabor & Northern Ry.									9,344				
16	Union Pacific R. R.	6		3	9		518,318	55,408	573,726	692,930	10,060	700,800	298,256	
17	Wabash Ry.					29,506	70,238	1,613	71,846	859,815	24,977	5,772,390	2,073,259	
	Total	12,875	922	431	14,228	1,450,702	7,394,313	637,637	8,031,950	54,879,407	985,388	520,990,468	297,068,175	

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA
PART 4—CAR-MILES—Continued

Number	Railway Companies	Car-Miles								
		Freight Train				Passenger Train				
		Sum of loaded and empty	Caboose	Exclusive work equipment	Total	Passenger	Sleeping, parlor and observation	Dining	Other	Total
1	Achison, Topeka & Santa Fe Railway	7,689,132	139,447	17,681	7,846,260	205,478	490,525	69,531	424,014	1,189,548
2	Atlantic Northern Railway									
3	Chicago, Burlington & Quincy Railroad	94,023,784	2,282,100	287,376	96,593,260	6,607,075	3,547,025	619,661	8,541,106	19,306,868
4	Chicago Great Western Railroad	69,505,345	1,806,457	158,095	71,839,497	3,323,205	2,902,853	212,510	2,403,223	8,501,797
5	Chicago, Milwaukee & St. Paul Railway	173,738,307	4,581,224	434,528	178,754,059	6,244,801	3,419,347	478,718	5,816,819	15,939,686
6	Chicago & North Western Railway	191,266,227	4,912,109	225,643	196,403,979	7,904,883	10,308,708	920,110	11,148,488	30,282,189
7	Chicago, St. Paul, Minn. & Omaha Railway	6,366,539	246,374	22,600	6,635,503	543,230	486,734	59,535	585,232	1,654,731
8	Chicago, Rock Island & Pacific Railway	132,837,693	4,356,711	1,042,374	138,236,778	8,006,503	5,873,814	892,636	6,394,342	21,167,295
9	Colfax Northern Railway	16,915			16,915	9,641				9,641
10	Great Northern Railway	4,809,391	83,002		4,892,393	366,520	312		113,292	380,094
11	Illinois Central Railroad	90,413,000	2,570,000		92,983,000	3,914,866	1,292,720	24,841	2,400,066	7,723,493
12	Manchester & Oneida Railway									
13	Minneapolis & St. Louis Railroad	38,190,715	1,502,623		39,693,338	1,797,218	282,162	9,974	1,276,116	3,305,470
14	Muscatine, Burlington & Southern Railroad	57,821	5,801	84	63,796	5,760				5,760
15	Tabor & Northern Railway									
16	Union Pacific Railroad	994,125	22,978	812	1,017,915	28,376	12,045	5,512	48,938	94,871
17	Wabash Railway	7,845,549	443,486	21,091	8,310,126	618,821	167,194	2,300	483,568	1,272,003
	Total	818,058,643	23,012,402	2,210,974	843,282,019	39,476,377	28,743,437	3,286,427	39,705,304	111,211,445

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 5—CAR-MILES—Continued

Number	Railway Companies	Car-Miles								
		Mixed Train								
		Freight loaded	Freight empty	Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation	Dining	Other passenger train	Total
1	Atchison, Topeka & Santa Fe Railway	45,397	1,588	36	277	7,479	49	2	20,336	75,154
2	Atlantic Northern Railway	30,149	16,622			10,672				57,443
3	Chicago, Burlington & Quincy Railroad	321,379	149,747	74	3,706	229,795			21,616	720,406
4	Chicago Great Western Railroad	1,089,761	833,864	8,353		187,224	1,584		7,160	1,927,946
5	Chicago, Milwaukee & St. Paul Railway	573,637	330,359	3,701	15,483	366,772	170		49,147	1,380,269
6	Chicago & North Western Railway	1,372,570	743,945	25,760	33,785	228,319			22,086	2,431,465
7	Chicago, St. Paul, Minn. & Omaha Railway	17,632	6,701		312	28,977				53,622
8	Chicago, Rock Island & Pacific Railway	1,329,284	614,335	79,020	16,160	374,832				2,343,465
9	Colfax Northern Railway	2,614	2,724			3,213	525		29,309	2,343,465
10	Great Northern Railway									8,551
11	Illinois Central Railroad									
12	Manchester & Oneida Railway									
13	Minneapolis & St. Louis Railroad	11,624	8,775			14,930				35,329
14	Muscataine, Burlington & Southern Railroad	452,573	271,320			209,111	22		8,206	941,232
15	Tabor & Northern Railway	168,827	48,000			23,651				240,538
16	Union Pacific Railroad					9,344				9,344
17	Wabash Railway									
	Total	5,415,447	2,478,040	116,944	74,812	1,004,319	2,350	2	157,850	9,939,784

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 6—CAR-MILES—Continued

Number	Railway Companies	Car-Miles									
		Special Train							Total	Total transportation service	Work service
		Freight loaded	Freight empty	Caboose	Passenger	Sleeping, parlor and observation	Dining	Other passenger train			
1	Atchison, Topeka & Santa Fe Railway	18		3	12				33	9,110,995	60,664
2	Atlantic Northern Railway									57,443	
3	Chicago, Burlington & Quincy Railroad	28,802	216	2,443	12,414				43,935	116,674,469	208,648
4	Chicago Great Western Railroad	7,344		563	2,903	426		142	11,378	82,271,618	607,728
5	Chicago, Milwaukee & St. Paul Railway	26,417		1,980	1,057	8,273	437	534	38,698	196,141,711	1,340,297
6	Chicago & North Western Railway	27,430		2,295	9,235	2,752		121	41,833	229,159,466	704,176
7	Chicago, St. Paul, Minn. & Omaha Railway	7,215		541	1,147	2,542		146	11,591	8,255,547	2,800
8	Chicago, Rock Island & Pacific Railway	14,741		756	3,153	2,305		445	21,403	161,768,941	345,903
9	Colfax Northern Railway									34,207	605
10	Great Northern Railway	1,050		75	450				1,575	5,274,062	1,079
11	Illinois Central Railroad	13,049		2,903	5,875				20,927	100,726,420	1,888,758
12	Manchester & Oneida Railway									35,329	
13	Minneapolis & St. Louis Railroad	8,504		821	1,301	2,151	356	356	13,579	44,013,619	60,465
14	Muscataine, Burlington & Southern Railroad									310,094	
15	Tabor & Northern Railway									9,344	
16	Union Pacific Railroad	705		6	35				146	1,112,932	146,010
17	Wabash Railway									9,582,129	151,125
	Total	134,825	216	11,486	37,582	18,452	793	1,744	205,098	964,638,326	5,500,208

RAILROAD COMMISSIONERS' REPORT

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA
PART 7—FREIGHT AND PASSENGER SERVICE.

Number	Railway Companies	Tons				Ton-Miles				Passenger Service	
		Freight		Total		Freight		Total		Passengers carried	Passenger-miles
		Revenue	Non-revenue	Revenue	Non-revenue	Revenue	Non-revenue	Revenue	Non-revenue	— revenue	— revenue
1	Atchison, Topeka & Santa Fe Railway.....	4,397,845	1,000,477	5,398,322	9,442,794	96,045,296	303,912	9,735,071	3,079	47,491	
2	Atlantic Northern Railway.....	20,920	2,015,882	12,797,497	1,102,746,781	26,417,119	1,402,120,900	3,375,108	121,092,308	1,000,000	
3	Chicago Great Western Railway.....	1,125,831	1,274,253	13,247,546	1,300,526,291	16,911,021	1,400,758,688	1,827,260	17,133,261	1,000,000	
4	Chicago, Milwaukee & St. Paul Railway.....	12,053,437	1,550,449	13,397,660	2,387,031,688	339,578,700	2,645,330,607	2,494,151	214,799,761	1,000,000	
5	Chicago & North Western Railway.....	11,257,200	208,816	11,799,537	84,017,151	11,983,584	94,559,735	332,873	14,752,379	1,000,000	
6	Chicago & North Western Railway.....	1,291,003	109,246	1,665,000	1,665,000	12,642	1,609,749,912	5,001,001	102,333,570	1,000,000	
7	Collins, Northland & Pacific Railway.....	100,246	3,788	104,034	4,205,258	46,053,238	40,866	1,782,002	1,000,000	1,000,000	
8	Great Northern Railway.....	871,125	45,734	957,286	41,707,658	46,053,238	40,866	1,782,002	1,000,000	1,000,000	
9	Illinois Central Railway.....	5,431,222	1,066,564	9,487,786	1,027,439,859	14,059,169	1,041,499,028	1,072,836	28,003,428	1,000,000	
10	Manitowish & Okauchee Railway.....	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
11	Missouri Pacific Railway.....	4,307,275	732,145	5,140,250	671,830,537	111,064,589	782,895,126	98,342	30,467,847	1,000,000	
12	Monteville, Burlington & Southern Railroad.....	146,575	3,469	150,144	4,830,033	107,339	4,937,372	3,441	100,452	1,000,000	
13	Northwestern Railway.....	19,546	19,546	19,546	11,210,119	219,736	11,429,855	2,800	25,062	1,000,000	
14	Tabor & Northern Railway.....	6,661,528	38,227	2,542,136	1,683,011	6,199,736	11,682,022	396,881	1,000,000	1,000,000	
15	Wabash Railway.....	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
16	Wabash Railway.....	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
17	Wabash Railway.....	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
	Total.....	71,082,369	11,391,149	86,350,207	1,972,190,214	1,429,081,220	11,790,164,429	13,790,207	815,382,849	1,000,000	

STATISTICS OF STEAM RAILWAYS

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA
PART 8—REVENUES AND EXPENSES.

Number	Railway Companies	Revenues and Expenses				Revenues and Expenses			
		Passenger		Freight		Passenger		Freight	
		Revenue	Expenses	Revenue	Expenses	Revenue	Expenses	Revenue	Expenses
1	Atchison, Topeka & Santa Fe Railway.....	1,122,682,785	311,302,209	483,109,283	1,902,107,043	1,413,368,723	179,608	1,592,978,446	1,000,000
2	Atlantic Northern Railway.....	39,570,960	4,002,559,444	5,622,021,000	19,747,479,481	43,644,481	40,786,021	2,032,214,000	1,000,000
3	Chicago Great Western Railway.....	18,460,384,477	2,377,405,146	3,104,004,190	19,241,479,481	17,341,902,411	1,059,577,131	2,032,214,000	1,000,000
4	Chicago, Milwaukee & St. Paul Railway.....	21,115,088,577	3,034,903,877	5,491,732,423	26,478,396,846	23,540,366,587	4,142,652,100	2,032,214,000	1,000,000
5	Chicago & North Western Railway.....	20,690,238,111	2,841,908,253	6,092,022,500	1,838,328,946	1,838,328,946	7,806,792,725	2,032,214,000	1,000,000
6	Chicago & North Western Railway.....	30,140,788,800	6,091,907,000	8,274,717,125	29,128,660	30,341,760	4,684,513,411	2,032,214,000	1,000,000
7	Collins, Northland & Pacific Railway.....	19,033,411	778,282	138,156	1,013,073,055	724,913,550	45,103,977	2,032,214,000	1,000,000
8	Great Northern Railway.....	692,421,510	2,100,307,225	1,723,729,560	12,302,139,381	31,527,628	1,070,550	2,032,214,000	1,000,000
9	Illinois Central Railway.....	30,158,420	2,100,307,225	4,813,231	25,801,239	31,527,628	1,259,558	2,032,214,000	1,000,000
10	Manitowish & Okauchee Railway.....	6,004,856,052	742,028,098	1,006,911	128,004,155	7,074,136,723	611,694,500	2,032,214,000	1,000,000
11	Missouri Pacific Railway.....	119,822,577	1,705,231	4,669,611	118,110,114	118,110,114	6,772,911	2,032,214,000	1,000,000
12	Monteville, Burlington & Southern Railroad.....	1,705,231	1,705,231	31,275,228	35,453,211	35,453,211	1,000,000	2,032,214,000	1,000,000
13	Northwestern Railway.....	174,524,174	13,615,222	44,650,123	1,802,147,487	3,046,375,200	1,000,000	2,032,214,000	1,000,000
14	Tabor & Northern Railway.....	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	2,032,214,000	1,000,000
15	Wabash Railway.....	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	2,032,214,000	1,000,000
16	Wabash Railway.....	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	2,032,214,000	1,000,000
17	Wabash Railway.....	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	2,032,214,000	1,000,000
	Total.....	112,882,129	57,796,008,318	27,906,728,560	110,210,599,956	121,360,664,443	21,027,496,331	1,000,000	

* Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA
PART 9—AVERAGES PER MILE OF ROAD.

Number	Railway Companies	Averages Per Mile of Road													
		Freight—train-miles	Passenger—train-miles	Mixed—train-miles	Special—train-miles	Transportation service—train-miles	Work—train-miles	Locomotive-miles transportation	Freight service car-miles	Passenger service car-miles	Freight revenue	Passenger service train revenue	Operating revenues	Operating expenses	Net operating revenues
1	Atchison, Topeka & Santa Fe Ry.	6,611	6,382	365		13,358	323	23,948	396,862	61,207	\$50,459.72	\$21,926.60	\$80,045.60	\$71,025.83	\$ 9,019.77
2	Atlantic Northern Ry.	30		625		655		842	2,740	625	2,318.13	233.27	2,556.81	2,389.31	167.49
3	Chicago, Burlington & Quincy R. R.	1,781	2,173	92		4,048	48	5,121	67,502	13,604	9,353.95	4,047.42	13,727.54	12,036.04	1,691.50
4	Chicago Great Western R. R.	2,247	2,050	127		4,425	113	5,576	94,371	11,593	12,750.10	3,968.54	17,134.17	14,687.17	2,447.00
5	Chicago, Milwaukee & St. Paul Ry.	2,337	1,706	128		4,172			93,210	8,497	11,466.32	2,513.76	14,277.91	12,109.05	2,168.86
6	Chicago & North Western Ry.	2,903	2,885	137		5,926	90	6,933	121,545	18,692	15,951.54	6,682.76	22,323.36	17,471.49	4,851.87
7	Chicago, St. P., Minn. & O. Ry.	2,427	2,294	143		4,870	24	8,215	65,347	16,538	11,399.94	6,239.35	18,014.88	15,008.29	3,006.59
8	Chicago, Rock Island & Pacific Ry.	1,901	1,673	135		3,709	65	4,613	61,373	9,446	8,944.27	3,066.33	12,815.89	10,760.79	2,055.10
9	Colfax Northern Ry.	430	455	295		1,179	9	1,705	3,126	1,881	2,782.33	408.24	3,482.97	4,296.01	*813.04
10	Great Northern Ry.	1,748	1,351			3,100	8	5,110	62,850	4,888	11,333.44	1,350.97	13,023.02	9,283.57	3,739.45
11	Illinois Central R. R.	3,508	2,027			5,538	192	6,729	129,498	10,762	13,133.29	3,792.77	17,215.52	17,208.45	7.07
12	Manchester & Oneida Ry.			1,834	172	2,096		2,082	2,506	1,834	2,469.81	595.00	3,177.08	3,014.47	163.34
13	Minneapolis & St. Louis R. R.	1,694	985	178		2,856	25	3,595	45,568	4,043	7,444.86	1,145.87	8,712.90	7,973.32	734.53
14	Muscatine, Burlington & So. R. R.	168	107	339		614	2	772	5,220	547	2,219.12	108.03	2,568.24	2,605.24	*97.00
15	Tabor & Northern Ry.			869		869		869	869	869	2,431.42	418.56	3,332.58	2,748.96	583.61
16	Union Pacific R. R.	11,849	7,189			219,041	30,388	269,487	413,832	38,580	71,072.25	12,714.75	85,421.63	128,608.24	*43,186.61
17	Wabash Ry.	2,107	1,468			3,555	120	4,115	39,773	6,088	6,254.38	2,133.63	8,918.82	12,932.43	*4,013.62
	Grand averages	2,232	1,933	122	1	4,309	90	5,393	83,688	11,118	\$11,094.34	\$ 3,686.23	\$15,058.40	\$12,932.81	\$ 2,125.59

* Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA
PART 10—AVERAGES PER MILE OF ROAD—Continued—AND PER TRAIN MILE.

Number	Railway Companies	Averages Per Mile of Road						Averages Per Train-Mile							
		Ton-Miles		Passenger-miles—revenue	Loaded Freight Car-Miles		Empty Freight Car-Miles		Ton-Miles		Passenger Train Car-Miles		Revenue passenger miles	Freight revenue	Passenger service train revenue
		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 Railway	4,352,720	4,837,466	480,195	37.06	6.25	21.41	.22	636.29	705.69	9.37	3.83	73.67	\$ 8.25	\$ 3.39
2	Atlantic Northern Railway	22,166	32,581	2,777		2.82		1.56	44.44	45.37		1.00	17.76	4.65	1.49
3	Chicago, Burlington & Quincy Railroad	768,661	1,016,449	84,521	23.31	2.44	13.40	1.14	417.82	552.50	6.17	1.91	38.32	5.09	1.83
4	Chicago Great Western Railroad	1,292,999	1,415,444	91,492	27.22	11.02	12.79	3.88	545.07	599.97	5.53	1.98	44.29	4.40	1.94
5	Chicago, Milwaukee & St. Paul Railway	1,092,314	1,275,999	50,377	24.29	2.33	14.25	1.54	448.09	524.14	4.85	1.69	29.01	4.71	1.45
6	Chicago & North Western Railway	1,411,827	1,617,616	131,449	25.45	6.13	14.87	3.32	466.54	534.55	6.42	1.12	45.35	5.27	2.10
7	Chicago, St. Paul, Minn. & Omaha Railway	829,255	946,205	144,573	16.40	1.29	9.39	.46	329.10	375.52	7.07	1.98	61.65	4.52	2.66
8	Chicago, Rock Island & Pacific Railway	730,618		84,165	20.56	4.31	10.03	1.67	363.77		5.54	1.31	49.51	4.45	2.16
9	Colfax Northern Railway	66,592	68,445	37,082	2.67	1.30	2.78	1.35	301.41	309.79	3.28	1.59	70.18	4.27	.77
10	Great Northern Railway	793,321	846,102	22,806	21.06		14.28		453.85	485.19	3.61		16.94	6.48	1.00
11	Illinois Central Railroad	1,425,113	1,620,143	81,639	19.67		16.21		406.19	461.78	5.31		40.28	3.74	1.87
12	Manchester & Oneida Railway	33,153	33,153	8,592		.78		.58	24.10	24.10		1.00	18.74	1.79	1.29
13	Minneapolis & St. Louis Railroad	757,305	883,545	24,086	17.58	2.90	7.83	1.74	414.01	483.02	3.85	1.39	23.48	4.07	1.12
14	Muscatine, Burlington & Southern Railroad	89,898	91,835	1,833	4.77	9.25	1.65	2.63	190.29	194.51	1.00	1.39	11.86	4.70	.76
15	Tabor & Northern Railway	19,545	19,545	2,390					29.96	29.98		1.00	10.99	3.73	1.92
16	Union Pacific Railroad	4,733,068	5,118,956	301,014	24.04		10.06		399.43	431.99	5.26		41.87	6.00	1.77
17	Wabash Railway	646,263	675,707	44,288	13.11		4.71		306.72	320.69	4.17		30.37	2.97	1.46
	Grand averages	1,009,668	1,149,911	79,942	22.73	4.36	12.96	1.99	430.71	490.54	5.65	1.49	40.71	\$ 4.73	\$ 1.88

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 11—AVERAGES PER TRAIN-MILE—Continued—AND PER LOCOMOTION-MILE, PER LOADED FREIGHT CAR-MILE AND PER CAR-MILE—PASSENGER

Number	Railway Companies	Averages Per Train-Mile			Averages Per Locomotive-Mile								Averages Per Loaded Freight Car-Mile			Averages Per Passenger Car-Mile			
		Operating revenues	Operating expenses	Net operating revenues	Train-miles freight trains	Car-miles freight trains	Train-miles-passenger trains	Car-miles passenger trains	Train-miles mixed trains	Car-miles mixed trains	Train-miles special trains	Car-miles special trains	Ton-Miles		Freight revenue	Passenger-miles revenue	Passenger revenue		
													Revenue freight	All freight					
1	Atchison, Topeka & Santa Fe Railway	\$ 5.99	\$ 5.32	\$.67	.87	51.98	.88	8.27	.90	9.36					17.60	19.52	\$.92831	13.58	\$.44256
2	Atlantic Northern Railway	3.90	3.65	.26	1.00			.77	4.13					12.55	12.78	1.31249	4.44	.15156	
3	Chicago, Burlington & Quincy Railroad	3.39	2.97	.42	.91	34.25	.98	6.03	.93	5.39	.80	14.15	18.42	24.36	.22427	11.71	.39150		
4	Chicago Great Western Railroad	3.87	3.32	.55	.86	35.49	1.06	5.84	.98	16.08	1.00	23.65	20.67	22.62	.20680	11.14	.38078		
5	Chicago, Milwaukee & St. Paul Railway	3.42	2.90	.52	.95	37.64	1.00	4.86	.98	5.51	.93	18.43	19.14	22.36	.20089	9.09	.32946		
6	Chicago & North Western Railway	3.77	2.95	.82	.99	40.78	.99	6.40	.99	10.76	1.00	18.10	18.00	21.65	.21350	11.65	.39311		
7	Chicago, St. Paul, Minn. & Omaha Railway	3.70	3.08	.62	.91	24.37	.96	6.82	.92	3.36	.83	16.42	20.74	23.67	.28514	13.93	.47700		
8	Chicago, Rock Island & Pacific Railway	3.45	2.90	.55	.96	30.62	.99	5.46	.97	7.37	.91	25.88	18.42		.22551	13.49	.46311		
9	Colfax Northern Railway	2.95	3.64	*.69	1.00	5.45	1.00	3.10	.65	4.25		43.49	44.00		1.81711	19.70	.21692		
10	Great Northern Railway	4.29	2.99	1.21	.99	35.72	.96	3.48			1.00	21.00	21.55	23.04	.30790	6.68	.23207		
11	Illinois Central Railroad	3.11	3.11		.97	35.97	.97	5.16			.95	9.94	20.65	23.45	.19030	11.26	.39741		
12	Manchester & Oneida Railway	1.68	1.50	.68							1.00				1.72965	4.68	.20769		
13	Minneapolis & St. Louis Railroad	3.05	2.79	.26	.88	23.31	1.00	3.94	.97	5.83	.74	12.21	25.00	29.17	.24890	9.34	.32459		
14	Muscatine, Burlington & Southern Railroad	4.18	4.34	*.16	.98	6.93				1.00	13.18				.22.81	23.31	.66339	3.07	.09205
15	Tabor & Northern Railway	3.83	3.16	.67						1.00	1.00							2.75	.12888
16	Union Pacific Railroad	4.49	6.75	*2.27	.57	19.92	.46	2.49			.67	16.22	16.61	17.97	.24946	18.32	.47998		
17	Wabash Railway	2.50	3.63	*1.13	.99	18.70	.97	4.05					23.39	24.46	.22639	11.77	.42365		
	Grand averages	\$ 3.49	\$ 3.00	\$.49	.94	34.73	.99	5.61	.97	7.79	.90	14.41	19.51	22.22	\$.31444	11.63	\$.39756		

*Deficit.

TYPE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 12—MISCELLANEOUS AVERAGES

Number	Railway Companies	Miscellaneous Averages								
		Miles Hauled			Miles carried—Revenue passengers	Revenue Per				Operating ratio %
		Revenue freight	Non-revenue freight	All freight		Ton of freight	Ton-mile of freight	Passenger	Passenger mile	
1	Atchison, Topeka & Santa Fe Railway	19.60	9.44	17.79	18.95	\$.25535	\$.01297	\$.61787	\$.03200	88.73
2	Atlantic Northern Railway	14.54	14.00	14.53	11.91	1.52077	.10457	.40651	.03412	93.44
3	Chicago, Burlington & Quincy Railroad	107.55	141.68	114.26	51.19	1.30939	.01218	1.71162	.03243	87.68
4	Chicago Great Western Railroad	181.56	80.56	163.79	74.83	1.79060	.00986	2.53994	.03417	85.72
5	Chicago, Milwaukee & St. Paul Railway	174.47	155.75	171.51	52.88	1.83148	.01050	1.79878	.03402	81.81
6	Chicago & North Western Railway	204.94	172.41	200.14	89.35	2.31552	.01130	3.05286	.03418	78.27
7	Chicago, St. Paul, Minn. & Omaha Railway	56.37	57.15	56.47	44.82	.77498	.01375	1.51771	.03425	83.31
8	Chicago, Rock Island & Pacific Railway	144.31			63.41	1.76867	.01234	2.17769	.03434	83.90
9	Colfax Northern Railway	4.53	4.10	4.51	5.00	.18937	.04178	.05044	.01301	123.34
10	Great Northern Railway	70.66	68.92	70.41	43.49	1.00946	.01429	1.51082	.03474	71.29
11	Illinois Central Railroad	188.43	132.56	179.34	54.60	1.73654	.00922	1.92727	.03539	90.96
12	Manchester & Oneida Railway	8.14		8.14	8.14	.60641	.07449	1.36066	.04433	94.86
13	Minneapolis & St. Louis Railroad	152.79	148.90	152.22	36.82	1.50205	.00663	1.27909	.03476	91.57
14	Muscatine, Burlington & Southern Railroad	32.93	30.94	32.89	23.56	.81352	.02470	.70480	.02992	104.00
15	Tabor & Northern Railway	10.75	10.75	10.75	10.75	1.33724	.12439	.49215	.04578	82.48
16	Union Pacific Railroad	2.33	2.44	2.34	2.20	.03506	.01502	.05762	.02620	150.56
17	Wabash Railway	65.50	33.85	62.94	46.65	.63394	.00908	1.07855	.03599	145.00
	Grand averages	137.56	123.21	135.64	59.20	\$ 1.51150	\$.01099	\$ 2.02290	\$.03417	85.88

TYPE 12—MISCELLANEOUS AVERAGES

TYPE 12—MISCELLANEOUS AVERAGES—STATISTICS OF STEAM RAILWAYS

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 1—PRODUCTS OF AGRICULTURE

Number	Railway Companies	Wheat						Corn					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	41,618	1,611,737	4,188	167,040	45,806	1,778,777	9,001	321,268	5,502	213,501	14,503	534,769
2	Chicago, Burlington & Quincy R. R.....	40,894	1,687,281	4,436	177,917	45,330	1,865,198	41,558	1,672,774	9,069	361,740	50,627	2,034,514
3	Chicago Great Western R. R.....	951	35,445	7,066	290,952	8,017	326,397	4,291	169,809	1,318	45,363	5,609	215,172
4	Chicago, Milwaukee & St. Paul Ry.....	42,532	1,796,222	1,635	65,100	44,167	1,861,322	39,582	1,600,972	2,228	84,012	41,810	1,684,984
5	Chicago & North Western Ry.....	15,368	629,454	7,667	317,721	23,035	947,175	42,503	1,736,463	14,785	583,958	57,288	2,320,421
6	Chicago, St. Paul, Minn. & O. Ry.....	10,302	419,408	6,472	266,026	16,774	685,434	9,388	368,588	3,212	127,555	12,600	496,143
7	Chicago, Rock Island & Pacific Ry.....	32,154	1,304,330	6,491	220,415	38,645	1,524,745	28,079	1,090,539	6,049	221,014	34,128	1,311,563
8	Great Northern Ry.....	63,992	2,680,637	3,476	140,009	67,468	2,821,646	6,956	272,722	348	13,188	7,304	285,910
9	Illinois Central R. R.....	10,602	435,150	3,248	126,807	13,850	562,017	37,712	1,490,620	9,374	362,073	47,086	1,852,693
10	Minneapolis & St. Louis R. R.....	9,844	402,496	1,420	57,158	11,264	459,654	11,247	447,590	297	10,997	11,544	457,987
11	Muscatine, Burlington & Southern R. R.....	196	8,054	-----	-----	196	8,054	85	3,279	-----	-----	85	3,279
12	Union Pacific R. R.....	23,513	1,031,481	3,613	164,017	27,126	1,195,498	16,838	685,632	3,099	120,579	19,937	806,211
13	Wabash Railway.....	9,521	383,606	3,706	149,772	13,229	533,468	12,953	505,565	5,752	221,832	18,705	727,397
	Total.....	301,487	12,425,391	53,420	2,165,044	354,907	14,590,435	269,193	10,365,881	61,083	2,365,112	321,276	12,730,993

RAILROAD COMMISSIONERS' REPORT

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 2—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Oats						Other Grain					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	3,608	110,989	2,941	90,818	6,549	201,807	2,012	64,062	1,399	44,298	3,411	108,360
2	Chicago, Burlington & Quincy R. R.....	11,682	368,579	9,088	309,305	20,770	677,974	3,477	132,400	1,339	47,033	4,816	179,433
3	Chicago Great Western R. R.....	3,214	108,581	2,016	64,754	5,230	173,335	1,100	39,837	883	29,496	1,983	69,333
4	Chicago, Milwaukee & St. Paul Ry.....	29,749	1,020,578	2,059	71,774	31,808	1,092,352	14,184	542,407	700	24,008	14,884	567,015
5	Chicago & North Western Ry.....	27,239	939,584	14,316	485,764	41,555	1,425,348	8,305	324,138	6,422	241,386	14,727	565,524
6	Chicago, St. Paul, Minn. & O. Ry.....	11,673	469,705	3,733	137,027	15,406	606,732	5,638	214,715	3,106	123,077	8,744	337,792
7	Chicago, Rock Island & Pacific Ry.....	22,622	738,318	3,277	107,066	25,899	845,404	5,488	171,139	1,014	31,640	6,502	202,779
8	Great Northern Ry.....	9,322	331,720	189	5,724	9,511	337,444	15,125	616,577	397	13,702	15,522	630,279
9	Illinois Central R. R.....	24,087	738,705	7,949	260,832	32,036	999,537	2,039	56,103	2,365	68,707	4,404	124,810
10	Minneapolis & St. Louis R. R.....	5,334	206,599	123	3,986	5,457	210,585	2,594	109,430	95	2,300	3,089	111,805
11	Muscatine, Burlington & Southern R. R.....	9	273	-----	-----	9	273	5	171	-----	-----	5	171
12	Union Pacific R. R.....	4,164	137,771	796	25,437	4,960	163,208	2,091	80,924	229	9,020	2,320	90,550
13	Wabash Railway.....	5,817	185,671	6,398	210,413	12,215	396,084	493	17,555	608	15,613	1,001	33,168
	Total.....	161,500	5,384,128	52,886	1,773,010	214,386	7,157,138	62,901	2,369,444	18,497	651,555	81,398	3,020,999

STATISTICS OF STEAM RAILWAYS

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 3—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Flour and Meal						Other Mill Products					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	30,769	785,117	1,968	52,075	32,737	837,192	15,508	351,588	1,746	42,040	17,254	394,228
2	Chicago, Burlington & Quincy R. R.....	23,061	599,139	8,824	231,430	31,885	830,569	20,715	472,296	5,601	133,378	26,316	605,674
3	Chicago Great Western R. R.....	7,165	183,068	5,775	161,374	12,940	344,432	2,151	51,001	1,968	42,918	4,119	94,819
4	Chicago, Milwaukee & St. Paul Ry.....	30,806	812,862	3,876	98,941	34,682	911,803	20,262	492,888	2,294	51,402	22,556	544,290
5	Chicago & North Western Ry.....	8,679	225,758	18,416	483,981	27,095	709,739	12,160	294,708	15,716	381,633	27,876	676,341
6	Chicago, St. Paul, Minn. & O. Ry.....	13,507	347,276	1,537	38,210	15,044	385,486	10,482	267,281	473	10,641	10,955	277,922
7	Chicago, Rock Island & Pacific Ry.....	30,978	781,988	4,152	102,685	35,130	884,673	22,518	527,894	2,229	47,114	24,747	575,068
8	Great Northern Ry.....	20,391	572,195	677	19,109	21,068	501,304	9,144	238,046	473	11,067	9,617	249,663
9	Illinois Central R. R.....	7,717	186,222	14,147	353,767	21,864	538,989	15,877	360,347	8,881	198,006	24,708	548,353
10	Minneapolis & St. Louis R. R.....	10,436	262,390	3,143	55,879	12,578	318,139	2,068	52,825	798	17,705	2,866	70,531
11	Muscatine, Burlington & Southern R. R.....	2	41	133	2,917	125	2,958	6	151	33	565	39	716
12	Union Pacific R. R.....	11,436	284,603	2,283	64,070	13,719	348,673	3,285	75,892	2,147	49,173	5,432	119,065
13	Wabash Railway.....	5,167	139,472	7,878	188,788	12,546	328,260	5,573	125,862	6,044	136,300	11,617	262,222
	Total.....	200,113	5,178,901	71,299	1,868,226	271,412	7,082,217	189,744	3,302,279	48,353	1,116,572	188,097	4,418,851

RAILROAD COMMISSIONERS' REPORT

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 4—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Hay, Straw and Alfalfa						Tobacco					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	22,156	279,454	1,496	19,068	23,652	298,487						
2	Chicago, Burlington & Quincy R. R.....	14,419	179,226	3,541	45,527	17,960	224,753	337	4,236	121	1,747	458	5,983
3	Chicago Great Western R. R.....	2,282	27,412	656	8,286	2,938	35,698	5	45	3	50	8	95
4	Chicago, Milwaukee & St. Paul Ry.....	12,999	169,509	3,301	42,311	16,300	211,820	2,500	39,823	656	9,585	3,156	46,408
5	Chicago & North Western Ry.....	18,306	231,238	3,859	49,729	22,065	270,967	572	8,016	248	3,374	820	11,390
6	Chicago, St. Paul, Minn. & O. Ry.....	3,387	43,174	2,679	32,327	6,066	75,501	77	1,157	59	782	136	1,939
7	Chicago, Rock Island & Pacific Ry.....	7,587	92,485	2,532	31,417	10,119	123,902			16	285	16	285
8	Great Northern Ry.....	11,908	155,801	644	8,526	12,452	164,327	4	62	3	43	7	105
9	Illinois Central R. R.....	11,861	141,221	6,935	87,133	18,796	228,354	4,866	62,536	1,023	13,165	5,892	75,701
10	Minneapolis & St. Louis R. R.....	634	7,944	135	1,737	769	9,681			6	190	6	190
11	Muscatine, Burlington & Southern R. R.....	33	407	4	54	37	461						
12	Union Pacific R. R.....	11,072	143,919	2,084	29,758	13,156	173,677			174	3,986	174	3,986
13	Wabash Railway.....	7,631	93,456	1,268	17,091	8,799	110,547	18	142	179	2,219	197	2,361
	Total.....	122,975	1,555,306	29,134	372,929	153,109	1,928,235	8,382	113,017	2,488	35,426	10,870	148,443

STATISTICS OF STEAM RAILWAYS

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 5—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Cotton						Cotton Seed Products, Except Oil					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	2,373	25,950	1,368	20,068	3,741	45,018	1,874	45,701	1,271	29,491	3,145	75,192
2	Chicago, Burlington & Quincy R. R.....	141	1,893	888	14,023	1,029	15,916	67	1,534	368	9,096	435	10,630
3	Chicago Great Western R. R.....	1	20	241	3,294	242	4,014			86	2,325	86	2,325
4	Chicago, Milwaukee & St. Paul Ry.....	21	247	302	6,208	383	6,455	5	88	53	1,991	58	2,079
5	Chicago & North Western Ry.....	35	442	178	2,379	214	2,821	47	1,223	203	5,292	250	6,515
6	Chicago, St. Paul, Minn. & O. Ry.....	16	254	52	690	68	544	2	52	23	750	30	802
7	Chicago, Rock Island & Pacific Ry.....	5,318	62,147	1,954	25,028	7,272	87,175	3,967	93,968	1,170	28,866	5,137	122,834
8	Great Northern Ry.....	1	20	250	4,250	251	4,270			24	551	24	551
9	Illinois Central R. R.....	5,321	57,907	10,813	131,244	16,134	189,151	6,700	151,078	5,312	126,400	12,072	277,478
10	Minneapolis & St. Louis R. R.....			95	1,506	95	1,506			2	70	2	70
11	Muscataine, Burlington & Southern R. R.....			5	58	5	58						
12	Union Pacific R. R.....			283	4,683	283	4,683	3	85	296	6,509	299	6,504
13	Wabash Railway.....			2,092	27,196	2,092	27,196	29	638	534	15,349	563	15,987
	Total.....	13,228	147,880	18,581	241,417	31,809	389,297	12,754	294,367	9,347	226,600	22,101	521,057

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 6—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Citrus Fruit						Other Fresh Fruits					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	25,498	401,630	650	10,734	26,148	412,373	25,201	362,187	10,194	150,035	35,395	512,222
2	Chicago, Burlington & Quincy R. R.....	56	960	2,521	38,553	2,607	39,513	3,068	53,183	16,292	257,967	20,290	311,150
3	Chicago Great Western R. R.....	4	32	3,028	58,410	3,702	58,442	172	2,407	9,194	150,297	9,366	152,704
4	Chicago, Milwaukee & St. Paul Ry.....	21	313	4,785	74,378	4,806	74,691	1,867	30,963	24,551	367,540	26,418	398,543
5	Chicago & North Western Ry.....	56	1,212	2,708	42,685	2,764	43,897	1,875	23,632	31,413	476,306	33,288	500,589
6	Chicago, St. Paul, Minn. & O. Ry.....	3	45	1,155	18,546	1,159	18,591	518	7,106	6,713	107,956	7,231	115,062
7	Chicago, Rock Island & Pacific Ry.....	49	696	10,809	171,675	10,918	172,341	2,373	31,253	22,321	297,870	24,694	329,123
8	Great Northern Ry.....	114	2,123	819	12,546	933	14,669	23,349	422,845	2,019	30,629	25,368	453,474
9	Illinois Central R. R.....	304	1,354	10,349	160,656	10,444	162,010	27,321	300,511	27,722	404,851	55,043	705,392
10	Minneapolis & St. Louis R. R.....			86	1,311	86	1,311	127	1,852	5,895	104,935	6,022	106,787
11	Muscataine, Burlington & Southern R. R.....			1	15	1	15	2	26	27	349	29	375
12	Union Pacific R. R.....	2	18	14,967	241,070	14,989	241,088	459	6,454	71,981	1,068,192	72,440	1,104,646
13	Wabash Railway.....	66	805	4,602	73,300	4,668	73,165	1,636	22,645	12,285	186,967	13,921	200,552
	Total.....	26,003	409,167	57,222	902,939	83,225	1,312,106	88,868	1,295,124	240,607	3,634,424	329,475	4,899,548

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
Part 7—PRODUCTS OF AGRICULTURAE—Continued

Number	Railway Companies	Potatoes						Other Fresh Vegetables					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	6,784	114,106	7,165	121,931	13,949	236,037	9,753	119,372	2,174	29,027	11,927	148,299
2	Chicago, Burlington & Quincy R. R.....	4,447	75,937	15,439	334,763	22,886	410,700	758	19,277	2,544	34,772	3,302	45,049
3	Chicago Great Western R. R.....	142	2,492	3,534	63,911	3,676	65,403	294	5,832	1,998	29,114	2,292	34,946
4	Chicago, Milwaukee & St. Paul Ry.....	3,833	72,244	3,258	59,376	7,091	131,620	4,983	75,766	2,262	31,930	7,245	107,696
5	Chicago & North Western Ry.....	10,301	192,056	14,211	256,109	24,512	448,165	3,617	52,189	4,529	60,687	8,146	112,867
6	Chicago, St. Paul, Minn. & O. Ry.....	3,114	57,791	5,754	105,008	8,868	162,799	767	12,594	1,052	14,836	1,819	27,430
7	Chicago, Rock Island & Pacific Ry.....	2,281	40,090	7,614	135,405	9,895	175,495	1,009	13,583	15,648	187,120	16,657	200,703
8	Great Northern Ry.....	27,091	498,977	220	3,909	27,311	502,886	961	21,048	546	7,249	1,507	28,297
9	Illinois Central R. R.....	1,091	17,339	12,744	227,765	13,835	245,164	6,111	72,040	15,775	196,399	21,886	268,439
10	Minneapolis & St. Louis R. R.....	559	9,641	9,492	170,522	10,051	180,163	227	7,081	699	9,079	926	16,151
11	Muscatine, Burlington & Southern R. R.....	3	33	0	1,058	63	1,091			8	121	8	121
12	Union Pacific R. R.....	6,117	96,675	15,872	277,585	21,989	374,260	3,566	47,817	12,175	148,242	15,741	196,059
13	Wabash Railway.....	598	9,065	7,168	123,027	7,766	132,092	1,343	16,693	5,833	74,098	7,181	90,791
	Total.....	66,361	1,186,506	105,531	1,879,300	171,892	3,065,875	33,380	454,183	65,248	822,065	98,637	1,276,848

RAILROAD COMMISSIONERS' REPORT

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 8—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Dried Fruits and Vegetables						Other Products of Agriculture					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	4,428	129,450	647	17,088	5,075	147,138	10,005	308,379	1,392	23,105	11,487	331,484
2	Chicago, Burlington & Quincy R. R.....	296	5,779	968	26,103	1,264	31,882	19,019	818,771	5,279	141,706	24,298	960,477
3	Chicago Great Western R. R.....	11	111	689	18,550	710	18,661	1,816	49,184	1,677	43,141	3,493	92,325
4	Chicago, Milwaukee & St. Paul Ry.....	736	17,933	1,611	45,134	2,347	63,067	12,726	401,406	4,755	114,561	17,481	515,967
5	Chicago & North Western Ry.....	297	6,313	1,727	46,573	2,024	52,886	7,400	227,090	6,542	151,738	13,942	378,828
6	Chicago, St. Paul, Minn. & O. Ry.....	52	1,066	886	12,961	638	14,017	2,517	71,264	2,796	60,771	5,313	141,035
7	Chicago, Rock Island & Pacific Ry.....	470	10,040	1,135	34,175	1,605	44,215	4,787	102,961	2,397	42,224	7,184	144,285
8	Great Northern Ry.....	44	931	175	5,187	219	6,108	6,693	242,152	746	16,328	7,439	258,480
9	Illinois Central R. R.....	249	4,063	1,344	28,800	1,593	32,863	6,386	116,586	6,284	115,350	12,670	231,936
10	Minneapolis & St. Louis R. R.....	1	18	243	4,999	244	5,017	1,943	61,570	1,989	61,027	3,932	122,597
11	Muscatine, Burlington & Southern R. R.....							63	1,509	4	70	67	1,639
12	Union Pacific R. R.....	609	16,348	4,020	136,761	4,629	153,109	16,934	825,969	3,163	61,166	20,097	887,135
13	Wabash Railway.....	174	3,687	1,257	31,662	1,431	35,349	2,162	61,067	3,829	81,214	5,991	142,281
	Total.....	7,307	195,749	14,442	408,583	21,839	604,342	92,541	3,287,068	40,853	921,401	133,394	4,208,460

STATISTICS OF STEAM RAILWAYS

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 9—TOTAL PRODUCTS OF AGRICULTURE

Number	Railway Companies	Originating on Road				Received from Connecting Carriers				Total			
		Carloads	% of total carloads originating	Tons	% of total tons originating	Carloads	% of total carloads received from connecting carriers	Tons	% of total tons received from connecting carriers	Carloads	% of total carloads	Tons	% of total tons railroad traffic
1	Atchison, Topeka & Santa Fe Railway	210,673	25.11	5,029,899	20.05	44,161	15.31	1,031,484	13.49	254,834	22.62	6,061,383	18.92
2	Chicago, Burlington & Quincy Railroad	184,875	19.34	6,084,265	21.58	89,348	19.16	2,165,150	16.41	274,223	19.28	8,249,415	19.93
3	Chicago Great Western Railroad	23,399	22.62	676,296	31.08	40,812	25.28	1,011,835	23.57	64,411	24.25	1,688,061	26.10
4	Chicago, Milwaukee & St. Paul Railway	216,756	18.50	7,071,216	19.48	58,386	13.33	1,148,911	8.69	275,142	17.16	8,230,127	16.61
5	Chicago & North Western Railway	156,661	13.70	4,883,567	13.47	142,940	23.19	3,589,905	18.17	299,691	16.77	8,473,472	15.13
6	Chicago, St. Paul, Minn. & Omaha Railway	71,443	31.71	2,215,556	38.72	39,408	24.77	1,068,163	25.00	110,851	28.85	3,283,719	32.86
7	Chicago, Rock Island & Pacific Railway	169,680	26.63	6,000,481	30.01	88,868	22.71	1,703,019	15.98	258,548	25.15	6,763,500	24.58
8	Great Northern Railway	194,905	23.74	6,659,500	18.65	10,967	10.05	292,977	8.99	205,982	22.14	6,352,483	17.76
9	Illinois Central Railroad	168,107	17.00	4,180,842	12.77	144,206	20.07	2,862,015	13.91	312,313	18.84	7,042,897	13.21
10	Minneapolis & St. Louis Railroad	48,413	37.94	1,659,312	45.01	23,518	20.72	502,961	14.80	71,931	29.85	2,162,263	30.52
11	Muscatine, Burlington & Southern Railroad	404	25.88	14,004	32.68	265	8.68	5,207	5.34	669	14.50	19,211	13.60
12	Union Pacific Railroad	100,149	34.07	3,433,588	40.03	137,272	36.77	2,434,854	30.14	237,421	35.86	5,868,442	35.25
13	Wabash Railway	53,081	19.04	1,966,019	22.00	68,840	17.43	1,553,901	14.39	121,921	18.10	3,119,920	17.44
	Total	1,598,836	21.24	47,934,481	20.37	888,991	20.86	19,370,372	16.25	2,487,827	21.11	67,304,853	18.09
14	Atlantic Northern Railway			3,516				329				3,845	
15	Colfax Northern Railway							40				40	
16	Manchester & Oneida Railway			290				1,096				1,386	
17	Tabor & Northern Railway			6,000				151				6,151	
	Total 14 to 17 inclusive			9,806	8.68			1,616	2.62			11,422	6.54
	Total tons			47,944,287	20.38			19,371,988	16.24			67,316,275	18.08

Note—Atlantic Northern, Colfax Northern, Manchester & Oneida and Tabor & Northern Railways only report total tons of revenue freight by classes.

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 10—ANIMALS AND PRODUCTS

Number	Railway Companies	Horses and Mules						Cattle and Calves					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	3,308	39,179	327	3,822	3,635	43,001	55,900	672,027	22,181	232,200	78,141	924,287
2	Chicago, Burlington & Quincy R. R.	3,916	44,864	1,200	14,028	5,146	58,892	89,286	1,041,140	14,175	171,482	103,461	1,212,622
3	Chicago Great Western R. R.	207	2,434	91	1,062	298	3,496	10,778	124,394	2,441	28,110	13,219	132,404
4	Chicago, Milwaukee & St. Paul Ry.	2,674	26,214	318	3,762	2,962	29,976	64,305	740,633	7,507	84,690	71,812	825,323
5	Chicago & North Western Ry.	2,523	27,706	509	7,044	3,032	34,750	63,110	723,012	11,674	136,868	74,784	859,890
6	Chicago, St. Paul, Minn. & O. Ry.	782	8,438	327	3,556	1,109	11,994	20,664	240,063	5,274	61,205	25,938	301,298
7	Chicago, Rock Island & Pacific Ry.	2,316	26,755	662	7,737	2,978	34,482	50,074	574,708	11,872	132,937	61,946	707,645
8	Great Northern Ry.	749	8,616	126	1,486	875	10,102	16,733	198,783	2,286	26,413	19,019	225,196
9	Illinois Central R. R.	1,623	18,784	739	8,685	2,362	27,469	21,412	248,229	4,282	49,705	25,694	297,934
10	Minneapolis & St. Louis R. R.	205	2,459	60	811	274	3,270	8,257	92,215	1,239	15,373	9,546	107,558
11	Muscatine, Burlington & Southern R. R.	1	11			1	11	92	964	8	88	100	1,052
12	Union Pacific R. R.	1,594	17,865	453	5,628	2,047	23,483	34,138	401,940	9,446	118,322	43,584	520,322
13	Wabash Railway	1,053	12,505	557	6,348	1,610	19,351	9,397	113,082	2,008	24,748	11,495	137,830
	Total	26,981	323,826	5,378	64.45	26,359	300,277	444,206	5,171,030	94,533	1,102,301	538,739	6,273,331

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 11—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Sheep and Goats						Hogs					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	7,298	76,509	4,212	35,975	11,510	112,484	17,894	169,294	4,342	38,936	22,236	208,230
2	Chicago, Burlington & Quincy R. R.....	9,054	84,621	3,894	42,220	12,948	126,841	108,300	990,903	9,624	94,631	117,924	1,085,624
3	Chicago Great Western R. R.....	581	4,841	262	2,713	843	7,554	14,063	125,118	2,043	20,889	16,112	146,007
4	Chicago, Milwaukee & St. Paul Ry.....	4,075	35,630	2,234	25,841	6,309	61,477	91,508	860,475	6,557	64,479	98,065	924,954
5	Chicago & North Western Ry.....	4,798	45,588	4,849	52,753	9,647	98,341	93,059	875,727	11,447	116,351	104,506	992,078
6	Chicago, St. Paul, Minn. & O. Ry.....	756	7,290	713	7,271	1,469	14,561	24,890	240,430	6,961	62,226	31,821	302,656
7	Chicago, Rock Island & Pacific Ry.....	2,481	19,726	1,013	9,738	3,494	29,464	60,002	546,761	4,353	39,671	64,355	586,432
8	Great Northern Ry.....	2,958	28,996	266	2,877	3,224	31,873	14,819	143,487	972	8,620	15,791	152,107
9	Illinois Central R. R.....	1,509	12,415	352	6,127	1,861	18,542	28,909	272,277	3,607	36,857	32,576	309,134
10	Minneapolis & St. Louis R. R.....	212	1,386	73	710	285	2,096	18,795	175,598	328	3,042	19,121	178,640
11	Muscatine, Burlington & Southern R. R.....							275	2,416	6	50	281	2,466
12	Union Pacific R. R.....	6,725	74,565	14,241	160,614	20,966	235,179	23,791	213,251	2,687	23,846	26,478	237,097
13	Wabash Railway.....	1,687	15,248	451	3,801	2,138	19,049	15,272	156,941	6,708	71,199	21,980	228,140
	Total.....	42,134	406,821	32,560	350,640	74,694	757,461	511,613	4,772,768	59,633	580,797	571,246	5,353,566

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 12—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Fresh Meats						Other Packing House Products					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	14,256	176,122	662	8,188	14,918	184,310	4,957	85,223	555	9,307	5,512	94,530
2	Chicago, Burlington & Quincy R. R.....	19,073	248,146	587	7,563	19,660	255,709	9,393	163,096	533	9,329	9,926	172,425
3	Chicago Great Western R. R.....	5,815	76,305	218	2,837	6,033	79,142	7,747	120,054	1,478	23,268	9,225	143,318
4	Chicago, Milwaukee & St. Paul Ry.....	21,234	291,454	315	4,132	21,549	295,586	7,747	138,997	266	4,805	8,013	143,802
5	Chicago & North Western Ry.....	17,745	230,321	4,756	63,542	22,501	293,863	6,841	117,376	2,086	35,585	8,927	152,861
6	Chicago, St. Paul, Minn. & O. Ry.....	7,614	102,522	96	1,230	7,710	103,752	1,306	24,485	60	1,032	1,366	25,517
7	Chicago, Rock Island & Pacific Ry.....	5,780	64,852	754	9,847	6,534	74,699	7,370	131,302	936	18,760	8,306	150,062
8	Great Northern Ry.....	820	11,102	99	1,029	919	12,731	796	11,084	47	836	843	11,920
9	Illinois Central R. R.....	14,015	187,377	3,603	52,146	17,618	239,523	9,070	157,633	6,950	112,966	16,020	270,539
10	Minneapolis & St. Louis R. R.....	2,526	36,849	150	1,910	2,676	38,759	917	15,968	173	2,491	1,090	18,459
11	Muscatine, Burlington & Southern R. R.....												
12	Union Pacific R. R.....	2,183	38,116	512	8,484	2,695	46,600	1,806	33,228	802	13,380	2,608	46,606
13	Wabash Railway.....	9,211	114,246	1,742	24,775	10,953	139,021	6,879	115,914	2,465	47,059	9,344	162,973
	Total.....	120,272	1,577,412	13,494	186,283	133,766	1,763,695	64,880	1,114,256	16,351	278,758	81,240	1,393,014

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 13—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Poultry						Eggs					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	2,287	26,586	859	9,614	3,146	36,200	3,603	39,609	784	9,686	4,387	49,295
2	Chicago, Burlington & Quincy R. R.....	2,780	32,691	2,441	25,481	5,221	58,172	5,205	57,908	1,395	16,879	6,600	74,787
3	Chicago Great Western R. R.....	847	4,210	311	3,521	658	7,731	761	9,008	530	6,295	1,291	15,303
4	Chicago, Milwaukee & St. Paul Ry.....	1,649	18,927	479	5,835	2,128	24,772	3,636	35,639	586	7,300	3,622	42,859
5	Chicago & North Western Ry.....	2,753	31,489	886	10,058	3,639	41,544	3,401	39,343	1,364	15,581	4,765	55,224
6	Chicago, St. Paul, Minn. & O. Ry.....	428	4,674	120	1,309	548	6,043	434	4,861	160	2,027	603	6,888
7	Chicago, Rock Island & Pacific Ry.....	2,698	29,678	368	3,858	2,976	33,536	3,179	35,761	310	3,478	3,489	39,239
8	Great Northern Ry.....	481	5,440	6	71	487	5,511	676	8,170	19	244	695	8,414
9	Illinois Central R. R.....	742	8,093	1,503	15,761	2,245	23,854	1,850	21,213	1,525	18,033	3,375	39,246
10	Minneapolis & St. Louis R. R.....	446	5,042	181	1,919	627	6,961	639	7,176	75	954	714	8,130
11	Muscatine, Burlington & Southern R. R.....	20	199			20	199	20	253			20	253
12	Union Pacific R. R.....	910	9,894	221	2,389	1,131	12,283	2,175	24,382	813	11,397	2,988	35,779
13	Wabash Railway.....	1,644	18,581	3,920	44,560	5,564	63,147	2,490	27,404	5,866	70,326	8,388	97,730
	Total.....	17,066	195,511	11,295	124,442	28,360	319,953	27,460	310,742	13,368	162,410	40,828	473,152

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 14—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Butter and Cheese						Wool					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	589	6,799	379	5,095	968	11,894	411	6,212	95	1,377	506	7,582
2	Chicago, Burlington & Quincy R. R.....	2,931	35,697	1,571	21,107	4,502	56,804	438	6,149	447	7,021	885	13,174
3	Chicago Great Western R. R.....	487	5,994	453	5,827	940	11,821	139	1,886	62	825	202	2,709
4	Chicago, Milwaukee & St. Paul Ry.....	4,796	64,373	934	12,560	5,730	76,933	261	3,944	185	2,988	446	6,932
5	Chicago & North Western Ry.....	7,964	104,306	2,075	25,263	10,039	129,569	307	4,144	786	12,071	1,093	16,215
6	Chicago, St. Paul, Minn. & O. Ry.....	1,657	19,419	180	2,201	1,837	21,620	99	1,555	38	504	137	2,059
7	Chicago, Rock Island & Pacific Ry.....	1,340	16,075	459	5,571	1,796	21,646	80	1,056	91	1,478	171	2,528
8	Great Northern Ry.....	1,718	24,255	24	278	1,742	24,533	224	3,400	10	148	234	3,608
9	Illinois Central R. R.....	1,289	14,584	1,613	18,765	2,902	33,349	38	774	301	5,213	339	5,987
10	Minneapolis & St. Louis R. R.....	385	5,214	120	1,609	505	6,822	7	221	28	445	35	666
11	Muscatine, Burlington & Southern R. R.....	1	10			1	10						
12	Union Pacific R. R.....	276	3,494	410	5,959	686	9,453	261	4,360	1,018	16,060	1,279	21,020
13	Wabash Railway.....	655	7,514	2,576	35,064	3,231	42,578	518	6,625	515	7,578	1,033	14,203
	Total.....	24,088	307,734	10,701	139,339	34,789	447,133	2,783	40,380	3,577	56,283	6,360	96,663

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 15—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Hides and Leather						Other Animals and Products					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	607	12,457	60	1,331	667	13,788	814	17,075	343	7,980	1,157	25,055
2	Chicago, Burlington & Quincy R. R.....	903	22,308	283	5,368	1,276	27,676	1,228	25,309	1,848	33,754	2,576	59,153
3	Chicago Great Western R. R.....	714	15,749	222	5,228	936	20,977	501	11,341	306	6,974	807	18,315
4	Chicago, Milwaukee & St. Paul Ry.....	2,437	56,595	1,768	38,718	4,205	95,313	2,068	47,682	1,324	31,390	3,392	79,072
5	Chicago & North Western Ry.....	1,802	40,605	1,727	38,663	3,529	79,268	1,873	38,840	1,591	34,905	3,464	73,745
6	Chicago, St. Paul, Minn. & O. Ry.....	200	5,826	139	2,817	339	8,643	631	12,230	344	7,025	965	19,255
7	Chicago, Rock Island & Pacific Ry.....	1,018	23,693	306	7,200	1,324	30,893	1,091	22,092	1,392	37,101	2,483	59,193
8	Great Northern Ry.....	155	3,231	33	648	188	3,879	599	10,450	237	5,518	836	15,968
9	Illinois Central R. R.....	759	16,573	534	11,472	1,293	28,045	1,276	32,009	2,121	50,800	3,397	83,409
10	Minneapolis & St. Louis R. R.....	29	420	20	396	49	816	104	1,624	325	5,008	429	9,708
11	Muscatine, Burlington & Southern R. R.....	3	55	3	55	6	110	24	661	167	5,008	191	5,669
12	Union Pacific R. R.....	139	2,719	268	5,478	404	8,197	57	930	550	12,609	607	13,539
13	Wabash Railway.....	1,376	34,105	1,274	27,331	2,650	61,436	871	17,335	1,182	22,853	2,053	40,188
	Total.....	10,280	234,346	6,625	144,670	16,905	379,016	11,127	238,266	11,430	264,601	22,557	502,869

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 16—TOTAL ANIMALS AND PRODUCTS

Number	Railway Companies	Originating on Road				Received from Connecting Carriers				Total			
		Carloads	% of total car-loads originating	Tons	% of total tons originating	Carloads	% of total carloads received from connecting carriers	Tons	% of total tons received from connecting carriers	Carloads	% of total carloads	Tons	% of total tons carload traffic
1	Atchison, Topeka & Santa Fe Railway.....	111,984	13.35	1,327,092	5.29	34,799	12.07	383,574	5.01	146,783	13.02	1,710,666	5.23
2	Chicago, Burlington & Quincy Railroad.....	252,627	26.43	2,753,007	9.76	37,498	8.04	448,867	3.40	290,125	20.41	3,301,874	7.73
3	Chicago Great Western Railroad.....	42,146	40.41	501,230	23.04	8,418	5.22	107,547	2.51	50,564	19.03	608,777	9.41
4	Chicago, Milwaukee & St. Paul Railway.....	205,790	17.65	3,320,599	6.39	22,673	5.17	286,380	2.17	228,463	14.25	2,606,979	5.27
5	Chicago & North Western Railway.....	206,176	18.03	2,278,354	6.23	43,650	6.77	549,004	2.78	249,820	13.98	2,827,358	5.05
6	Chicago, St. Paul, Minn. & Omaha Railway.....	59,481	26.40	671,743	11.74	14,412	9.00	153,063	3.58	73,893	19.22	824,806	8.25
7	Chicago, Rock Island & Pacific Railway.....	137,339	21.55	1,492,453	8.85	22,513	5.75	277,396	2.69	159,843	15.54	1,799,819	6.43
8	Great Northern Railway.....	40,728	4.56	457,074	1.41	4,125	3.78	48,868	1.50	44,853	4.82	505,942	1.42
9	Illinois Central Railroad.....	82,552	8.79	990,561	30.28	27,130	3.77	383,470	1.88	109,682	6.62	1,377,931	2.58
10	Minneapolis & St. Louis Railroad.....	29,513	25.48	344,172	9.33	2,829	2.49	37,744	1.11	35,342	14.66	381,916	5.29
11	Muscatine, Burlington & Southern Railroad.....	433	27.93	4,569	10.66	181	5.93	5,146	5.28	617	13.37	9,715	3.93
12	Union Pacific Railroad.....	74,112	25.96	824,734	9.62	31,421	8.42	384,766	4.76	105,533	15.94	1,309,500	7.26
13	Wabash Railway.....	51,053	18.31	639,500	9.02	29,386	7.44	386,146	3.58	80,439	11.94	1,025,646	5.73
	Total.....	1,296,928	17.23	14,605,088	6.21	279,035	6.54	3,454,941	2.90	1,575,963	13.37	18,069,029	5.10
14	Atlantic Northern Railway.....			8,681				539				8,610	
15	Colfax Northern Railway.....												
16	Manchester & Oneida Railway.....			2,344				334				2,678	
17	Tabor & Northern Railway.....			3,412				667				4,079	
	Total 14 to 17 inclusive.....			13,837	12.25			1,530	2.48			15,367	8.89
	Total Tons.....			14,618,925	6.21			3,456,471	2.90			15,075,396	5.10

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 17—PRODUCTS OF MINES

Number	Railway Companies	Anthracite Coal						Bituminous Coal					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	567	21,132	103	2,949	670	24,081	57,834	2,384,275	24,776	1,054,301	82,610	3,438,576
2	Chicago, Burlington & Quincy R. R.....	182	7,554	2,164	83,577	2,346	91,131	219,904	10,610,989	70,102	3,190,626	290,096	13,711,615
3	Chicago Great Western R. R.....	23	743	765	29,286	788	30,029	164	7,123	23,297	1,061,253	23,461	1,068,376
4	Chicago, Milwaukee & St. Paul Ry.....	9,423	367,671	5,977	244,470	15,400	612,141	59,343	2,402,930	125,526	5,770,487	134,869	8,173,417
5	Chicago & North Western Ry.....	6,824	260,304	10,935	452,125	17,759	712,519	11,987	455,385	11,903	538,008	23,800	993,293
6	Chicago, St. Paul, Minn. & O. Ry.....	6,402	232,969	1,262	51,061	7,664	284,030	26,465	1,132,008	69,815	3,070,570	96,230	4,222,944
7	Chicago, Rock Island & Pacific Ry.....	2,348	101,432	1,072	33,492	3,420	134,924	54,323	2,056,009	19,022	763,855	73,345	2,819,894
8	Great Northern Ry.....	8,801	339,369	39	1,419	8,840	340,788	354,540	17,027,141	101,455	4,885,310	455,965	21,912,451
9	Illinois Central R. R.....	126	5,527	640	26,297	766	31,824	15,006	684,723	30,949	1,392,480	45,955	2,077,203
10	Minneapolis & St. Louis R. R.....			1,012	36,853	1,012	36,853	1	51	951	44,807	952	44,858
11	Muscatine, Burlington & Southern R. R.....			379	12,791	379	12,791	53,793	2,278,479	14,779	616,885	68,572	2,895,364
12	Union Pacific R. R.....			12,235	507,755	12,235	507,755	32,749	1,537,958	47,972	2,315,092	80,721	3,853,050
13	Wabash Railway.....												
	Total.....	31,006	1,336,791	36,583	1,482,675	71,279	2,819,466	1,008,380	46,231,175	624,428	28,549,452	1,632,808	74,780,627

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 18—PRODUCTS OF MINES—Continued

Number	Railway Companies	Coke						Iron Ore					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	231	7,118	2,692	107,588	2,923	114,706	3,816	195,971	11	290	3,827	196,261
2	Chicago, Burlington & Quincy R. R.....	3,914	108,262	4,019	115,510	7,933	223,772	25	587	2,309	119,736	2,334	120,323
3	Chicago Great Western R. R.....	112	3,156	517	15,343	629	18,499	1	78	5	146	6	224
4	Chicago, Milwaukee & St. Paul Ry.....	14,668	449,441	4,929	159,012	19,597	608,453	41,477	2,087,292	3,264	153,165	44,741	2,240,457
5	Chicago & North Western Ry.....	6,907	294,085	5,262	161,346	12,229	365,431	191,560	10,149,788	2,457	117,011	194,017	10,266,799
6	Chicago, St. Paul, Minn. & O. Ry.....	395	8,815	496	14,464	891	23,279	15	480	17	541	32	1,021
7	Chicago, Rock Island & Pacific Ry.....	1,008	29,135	3,119	102,706	4,127	131,841	150	7,184	172	7,200	322	14,384
8	Great Northern Ry.....	3,529	111,437	171	5,304	3,697	116,741	317,776	17,462,255	4,181	215,732	321,957	17,676,007
9	Illinois Central R. R.....	4,004	111,465	4,906	157,192	8,913	268,657	187	7,824	1,103	57,405	1,290	65,229
10	Minneapolis & St. Louis R. R.....	379	9,699	514	14,183	893	23,882			7	422	7	422
11	Muscatine, Burlington & Southern R. R.....			62	1,621	62	1,621						
12	Union Pacific R. R.....	81	2,417	952	28,279	1,033	30,696	1	50	13	451	14	501
13	Wabash Railway.....	1,363	37,681	3,894	117,535	5,257	155,216			364	19,063	364	19,063
	Total.....	36,558	1,082,711	31,537	1,000,083	68,095	2,082,794	555,008	29,911,509	13,803	689,187	568,811	30,000,696

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 19—PRODUCTS OF MINES—Continued

Number	Railway Companies	Other Ores and Concentrates						Base Bullion and Matte					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	64,138	3,432,387	2,419	99,779	66,557	3,532,166	2,277	94,161	261	11,474	2,538	105,635
2	Chicago, Burlington & Quincy R. R.	70	2,290	1,617	66,629	1,687	68,919	7	218	2,290	100,446	2,297	100,664
3	Chicago Great Western R. R.	4	103	218	9,560	222	9,663			4	120	4	120
4	Chicago, Milwaukee & St. Paul Ry.	2,509	117,167	9,271	484,023	11,780	601,190	2	37	113	4,404	115	4,441
5	Chicago & North Western Ry.	2,633	118,632	509	28,282	3,202	146,914	37	1,347	78	4,028	115	5,375
6	Chicago, St. Paul, Minn. & O. Ry.	79	3,371	206	8,227	285	11,598						
7	Chicago, Rock Island & Pacific Ry.	644	25,706	7,648	348,821	8,292	374,527	15	559	629	27,378	644	27,937
8	Great Northern Ry.	4,209	201,553	2,545	118,466	6,754	320,019	94	4,143	29	1,231	123	5,374
9	Illinois Central R. R.	1,883	54,737	4,146	192,657	5,529	247,394	12	469	167	6,608	179	7,167
10	Minneapolis & St. Louis R. R.			17	734	17	734						
11	Muscatine, Burlington & Southern R. R.												
12	Union Pacific R. R.	1,645	89,103	436	18,933	2,081	108,036	1	25	2,964	129,354	2,965	129,379
13	Wabash Railway	45	1,688	1,070	42,239	1,115	43,927	2	38	605	26,611	607	26,649
	Total	77,359	4,046,767	30,162	1,413,350	107,521	5,460,117	2,447	100,997	7,149	311,744	9,587	412,741

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 20—PRODUCTS OF MINES—Continued

Number	Railway Companies	Clay, Gravel, Sand and Stone						Crude Petroleum					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	67,864	3,475,434	13,167	613,236	81,031	4,088,670	21,434	783,665	3,600	119,845	25,034	903,514
2	Chicago, Burlington & Quincy R. R.	58,505	2,777,321	13,386	592,266	71,891	3,369,587	7,934	270,471	1,861	62,184	9,795	332,655
3	Chicago Great Western R. R.	8,577	367,788	2,587	116,282	11,164	484,070	1	19	21	723	22	742
4	Chicago, Milwaukee & St. Paul Ry.	79,848	3,952,791	11,317	533,438	91,165	4,486,229	7,890	256,955	671	21,681	8,561	278,636
5	Chicago & North Western Ry.	107,304	5,502,493	21,178	988,961	128,382	6,491,454	2,584	88,401	567	21,884	3,151	110,285
6	Chicago, St. Paul, Minn. & O. Ry.	5,695	278,591	3,458	161,057	9,153	439,648	3	115	24	936	27	1,051
7	Chicago, Rock Island & Pacific Ry.	74,675	3,373,499	8,717	400,645	83,392	3,774,144	8,049	269,656	576	19,884	8,625	289,540
8	Great Northern Ry.	12,279	575,029	1,743	68,655	14,022	643,684	662	23,709	6,443	223,320	7,105	247,029
9	Illinois Central R. R.	86,256	4,205,453	17,979	837,818	104,235	5,043,301	140	4,807	3,129	102,452	3,269	106,759
10	Minneapolis & St. Louis R. R.	8,017	375,207	2,237	97,177	10,254	472,384			3	70	3	70
11	Muscatine, Burlington & Southern R. R.	881	18,193	32	1,072	413	19,265						
12	Union Pacific R. R.	13,974	737,042	2,622	117,377	16,596	854,419	6,160	196,254	3,122	103,125	9,282	299,379
13	Wabash Railway	15,926	823,335	12,161	555,789	28,087	1,379,124	16	567	2,638	85,612	2,654	86,179
	Total	539,201	26,462,206	110,584	5,083,773	649,785	31,545,979	54,873	1,894,119	22,655	761,720	77,528	2,655,839

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 21—PRODUCTS OF MINES—Continued

Number	Railway Companies	Asphaltum						Salt					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	2,134	78,311	1,058	41,423	3,196	114,734	10,529	291,480	1,103	30,758	11,632	322,238
2	Chicago, Burlington & Quincy R. R.	305	9,295	825	30,298	1,167	39,593	295	6,706	5,816	152,912	6,111	159,618
3	Chicago Great Western R. R.	53	1,440	753	28,178	806	29,618	195	769	1,646	51,657	1,841	52,426
4	Chicago, Milwaukee & St. Paul Ry.	22	478	181	6,298	203	6,776	1,401	30,233	4,208	104,422	5,609	134,655
5	Chicago & North Western Ry.	277	8,700	871	29,648	1,148	38,348	1,143	26,234	3,949	100,338	5,092	126,572
6	Chicago, St. Paul, Minn. & O. Ry.	16	418	375	13,545	388	13,963	314	6,799	1,114	29,002	1,428	35,801
7	Chicago, Rock Island & Pacific Ry.	64	1,880	1,386	51,304	1,450	53,184	6,179	126,064	3,115	88,724	9,294	214,808
8	Great Northern Ry.	30	752	109	3,796	139	4,548	825	18,451	950	25,110	1,775	43,561
9	Illinois Central R. R.	1,334	51,119	9,937	359,441	11,271	410,500	945	21,506	6,151	158,020	7,096	179,526
10	Minneapolis & St. Louis R. R.	3	48	153	5,370	156	5,418	—	—	699	16,180	699	16,180
11	Muscatine, Burlington & Southern R. R.	—	—	4	120	4	120	—	—	34	840	34	840
12	Union Pacific R. R.	27	877	608	22,973	725	23,850	4,947	166,012	1,715	42,396	6,662	208,408
13	Wabash Railway	59	1,255	332	11,442	391	12,697	7,073	224,965	1,308	37,114	8,381	262,079
	Total	4,324	149,573	16,710	602,836	21,034	753,409	33,846	919,230	31,808	837,473	65,654	1,756,712

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 22—PRODUCTS OF MINES—Continued

Number	Railway Companies	Other Products of Mines					
		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Railway	354	10,877	3,212	133,392	3,566	144,269
2	Chicago, Burlington & Quincy Railroad	169	6,145	534	19,733	702	25,878
3	Chicago Great Western Railroad	18	741	131	5,002	149	5,743
4	Chicago, Milwaukee & St. Paul Railway	89	2,352	1,521	58,301	1,610	60,653
5	Chicago & North Western Railway	88	2,882	766	28,941	854	31,823
6	Chicago, St. Paul, Minn. & Omaha Railway	66	2,959	84	3,065	150	6,024
7	Chicago, Rock Island & Pacific Railway	394	15,017	1,009	40,819	1,403	55,836
8	Great Northern Railway	60	1,419	89	3,188	149	4,607
9	Illinois Central Railroad	2,308	101,207	2,490	97,028	4,807	198,235
10	Minneapolis & St. Louis Railroad	—	—	8	174	8	174
11	Muscatine, Burlington & Southern Railroad	—	—	2	62	2	62
12	Union Pacific Railroad	11	351	539	21,674	550	22,025
13	Wabash Railway	120	3,124	863	32,354	1,013	35,478
	Total	3,766	147,074	11,287	443,733	15,053	590,807

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 23—TOTAL PRODUCTS OF MINES.

Number	Railway Companies	Originating on Road				Received From Connecting Carriers				Total			
		Carloads	% of total carloads originating	Tons	% of total tons originating	Carloads	% of total carloads received from connecting carriers	Tons	% of total tons received from connecting carriers	Carloads	% of total carloads	Tons	% of total tons carload traffic
1	Atchison, Topeka & Santa Fe Ry.	231,178	27.56	10,709,811	42.93	52,396	18.17	2,215,039	28.98	288,574	25.16	12,984,850	39.68
2	Chicago, Burlington & Quincy R. R.	291,309	30.49	13,799,838	48.95	104,860	22.49	4,443,917	33.68	396,250	27.86	18,243,755	44.09
3	Chicago Great Western R. R.	9,148	8.77	381,960	17.56	29,944	18.55	1,317,550	30.69	39,092	14.72	1,699,510	26.28
4	Chicago, Milwaukee & St. Paul Ry.	279,510	23.98	12,898,431	35.54	125,333	28.63	5,704,069	43.16	404,843	25.25	18,602,517	37.58
5	Chicago & North Western Ry.	378,660	33.12	18,765,916	51.77	172,158	26.73	7,703,051	39.01	550,818	30.83	26,468,967	47.28
6	Chicago, St. Paul, Minn. & O. Ry.	24,882	11.04	989,902	17.30	18,956	11.90	821,106	19.21	43,818	11.40	1,811,068	18.12
7	Chicago, Rock Island & Pacific Ry.	119,991	18.83	5,102,220	30.25	97,258	24.86	4,191,849	39.34	217,249	21.12	9,294,069	33.78
8	Great Northern Ry.	402,585	49.01	20,794,156	64.00	35,321	32.39	1,428,096	43.85	437,906	47.07	22,222,252	62.16
9	Illinois Central R. R.	451,325	48.05	21,560,785	65.99	152,115	21.18	6,880,318	33.43	603,440	36.41	28,471,108	58.43
10	Minneapolis & St. Louis R. R.	23,405	18.35	1,060,677	29.01	35,500	31.38	1,563,043	46.03	59,004	24.48	2,633,320	37.19
11	Muscataine, Burlington & Southern R. R.	382	24.47	18,244	42.58	1,086	35.38	48,522	49.81	1,468	31.83	66,700	47.61
12	Union Pacific R. R.	80,640	27.92	3,470,610	40.47	28,219	7.56	1,114,238	13.80	108,859	16.44	4,584,848	27.53
13	Wabash Railway	57,353	20.57	2,630,611	37.11	82,472	21.14	3,750,611	34.73	140,825	20.91	6,381,222	35.69
	Total	2,350,458	31.22	112,282,161	47.74	936,097	21.99	41,182,026	34.54	3,287,155	27.88	153,464,187	43.31
14	Atlantic Northern			87,120				8,921				97,647	
15	Colfax Northern			251				18,896				19,147	
16	Manchester & Oneida							4,935				4,935	
17	Tabor & Northern			87,371	77.37			43,279	70.17			130,650	74.83
	Total 14 to 17 inclusive			112,369,532	47.76			41,225,305	34.56			153,594,837	43.32

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 24—PRODUCTS OF FORESTS.

Number	Railway Companies	Logs, Poles, Posts and Cordwood						Ties					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	15,471	355,964	2,069	52,574	17,570	408,538	416	12,229	609	22,367	1,115	34,596
2	Chicago, Burlington & Quincy R. R.	4,933	118,219	6,031	146,672	10,964	264,891	3,033	78,510	1,655	52,587	4,688	131,097
3	Chicago Great Western R. R.	235	5,346	974	22,002	1,209	27,948	79	2,165	431	13,669	510	15,834
4	Chicago, Milwaukee & St. Paul Ry.	191,361	7,114,618	7,112	195,321	198,473	7,309,939	1,279	42,190	2,149	62,939	3,428	105,129
5	Chicago & North Western Ry.	67,561	2,401,848	8,289	226,544	75,850	2,628,392	542	14,163	2,540	70,679	3,082	84,782
6	Chicago, St. Paul, Minn. & O. Ry.	12,287	362,411	4,280	101,793	16,576	464,204	238	5,472	258	7,243	496	12,715
7	Chicago, Rock Island & Pacific Ry.	10,715	277,023	2,773	63,783	13,488	340,806	1,690	51,707	471	13,277	2,131	65,984
8	Great Northern Ry.	58,250	1,880,447	1,716	43,696	59,966	1,924,143	2,439	69,139	421	13,717	2,860	82,847
9	Illinois Central R. R.	25,706	633,985	5,841	158,455	31,547	792,440	10,145	330,304	12,417	376,527	22,562	706,831
10	Minneapolis & St. Louis R. R.	262	6,059	1,255	27,171	1,517	33,230	49	1,166	657	19,963	709	21,069
11	Muscataine, Burlington & Southern R. R.	14	323	11	245	25	568	1	19	17	513	18	523
12	Union Pacific R. R.	309	6,871	1,323	29,813	1,632	36,684	72	2,072	1,097	39,369	1,169	42,041
13	Wabash Railway	1,666	46,164	1,235	33,337	2,901	79,501	392	12,661	1,251	37,738	1,643	50,399
	Total	888,770	13,209,278	42,948	1,102,006	431,718	14,311,284	20,345	621,719	24,063	732,128	44,408	1,353,847

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 25—PRODUCTS OF FORESTS—Continued.

Number	Railway Companies	Pulp Wood						Lumber, Timber, Box Shooks, Staves and Headings					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	33	1,010	2	54	35	1,064	13,381	342,337	38,675	1,054,531	52,056	1,396,868
2	Chicago, Burlington & Quincy R. R.....	8	184	5	166	13	350	5,881	135,226	78,882	2,087,039	84,763	2,222,265
3	Chicago Great Western R. R.....			14	423	14	423	1,074	18,332	18,079	473,556	19,153	491,888
4	Chicago, Milwaukee & St. Paul Ry.....	3,773	125,833	3,914	130,456	7,687	256,289	61,920	1,866,970	46,369	1,251,579	108,289	3,118,549
5	Chicago & North Western Ry.....	17,603	639,796	14,980	543,613	32,583	1,183,409	36,390	1,057,546	63,865	1,604,022	100,255	2,751,568
6	Chicago, St. Paul, Minn. & O. Ry.....	12,249	437,589	3,316	106,163	15,565	543,752	14,221	369,126	23,493	622,051	37,714	991,777
7	Chicago, Rock Island & Pacific Ry.....	1	27	3	78	4	105	31,177	851,203	38,453	1,029,340	69,630	1,890,543
8	Great Northern Ry.....	3,375	130,567	137	4,197	3,512	134,764	62,722	1,649,548	9,918	278,227	72,640	1,927,775
9	Illinois Central R. R.....	87	3,323	134	3,862	221	7,185	55,641	1,473,194	148,962	4,071,141	204,633	5,544,335
10	Minneapolis & St. Louis R. R.....	1	29	14	481	15	510	275	6,198	13,922	355,593	14,197	361,791
11	Muscatine, Burlington & Southern R. R.....							23	457	600	17,852	692	18,309
12	Union Pacific R. R.....			16	440	16	440	1,208	29,563	55,007	1,516,741	56,215	1,546,304
13	Wabash Railway.....	25	666			25	666	3,274	82,932	37,894	969,372	41,168	1,082,304
	Total.....	37,155	1,339,024	22,535	789,933	59,690	2,128,957	287,187	7,882,632	574,218	15,451,644	861,405	23,334,276

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 26—PRODUCTS OF FORESTS—Continued.

Number	Railway Companies	Other Products of Forests					
		Originating on Road		Received From Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Railway.....	352	8,403	357	7,390	709	15,793
2	Chicago, Burlington & Quincy Railroad.....	288	7,290	451	9,679	739	16,969
3	Chicago Great Western Railroad.....	143	3,714	126	2,655	269	6,369
4	Chicago, Milwaukee & St. Paul Railway.....	3,677	83,331	1,564	40,643	5,241	123,974
5	Chicago & North Western Railway.....	3,186	74,264	2,523	52,317	5,709	126,581
6	Chicago, St. Paul, Minn. & Omaha Railway.....	1,421	25,886	500	13,075	1,921	38,961
7	Chicago, Rock Island & Pacific Railway.....	886	24,575	445	9,766	1,331	34,341
8	Great Northern Railway.....	903	23,663	96	2,006	999	30,669
9	Illinois Central Railroad.....	955	23,324	2,369	60,139	3,324	84,063
10	Minneapolis & St. Louis Railroad.....	42	980	163	3,984	205	4,914
11	Muscatine, Burlington & Southern Railroad.....	1	19			1	19
12	Union Pacific Railroad.....	54	1,061	403	8,714	457	9,805
13	Wabash Railway.....	303	6,032	750	16,076	1,053	22,108
	Total.....	12,211	288,062	9,747	226,504	21,958	514,566

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 27—TOTAL PRODUCTS OF FORESTS.

Number	Railway Companies	Originating on Road				Received from Connecting Carriers				Total			
		Carloads	% of total carloads originating	Tons	% of total tons originating	Carloads	% of total carloads received from connecting carriers	Tons	% of total tons received from connecting carriers	Carloads	% of total carloads	Tons	% of total tons carload traffic
1	Atchison, Topeka & Santa Fe Railway	29,653	3.52	719,948	2.87	41,832	14.51	1,136,916	14.87	71,485	6.34	1,856,859	5.67
2	Chicago, Burlington & Quincy Railroad	14,143	1.48	339,429	1.20	87,024	18.66	2,296,143	17.40	101,167	7.11	2,635,572	6.37
3	Chicago Great Western Railroad	1,531	1.46	29,557	1.36	19,624	12.16	512,905	11.94	21,155	7.96	542,462	8.38
4	Chicago, Milwaukee & St. Paul Railway	262,010	22.48	9,232,942	25.44	61,108	13.96	1,680,938	12.73	323,118	20.15	10,913,880	22.05
5	Chicago & North Western Railway	125,282	10.96	4,187,567	11.55	92,197	14.31	2,587,175	13.10	217,479	12.16	6,774,732	12.10
6	Chicago, St. Paul, Minn. & Omaha Ry.	40,416	17.94	1,300,484	20.98	31,856	20.02	850,925	19.92	72,272	18.80	2,051,409	20.54
7	Chicago, Rock Island & Pacific Railway	44,439	6.98	1,204,535	7.14	42,145	10.77	1,117,244	10.48	86,584	8.42	2,321,779	8.44
8	Great Northern Railway	127,689	15.54	3,758,295	11.57	12,288	11.27	341,903	10.49	189,977	15.04	4,100,198	11.47
9	Illinois Central Railroad	92,534	9.85	2,464,730	7.53	169,753	23.63	4,070,124	22.69	262,287	15.82	7,134,854	13.39
10	Minneapolis & St. Louis Railroad	639	4.93	14,322	.39	16,011	14.11	407,132	11.98	16,640	6.90	421,514	5.95
11	Muscatine, Burlington & Southern R. R.	39	2.49	806	1.89	607	22.83	18,610	19.10	736	15.95	19,419	13.84
12	Union Pacific Railroad	1,643	5.68	39,597	.46	57,846	15.49	1,595,077	19.75	59,489	8.98	1,635,274	9.82
13	Wabash Railway	5,660	2.03	148,455	2.00	41,130	10.41	1,086,523	10.06	46,790	6.94	1,234,978	6.90
	Total	745,668	9.90	23,340,715	9.92	673,511	15.81	18,302,215	15.35	1,419,179	12.04	41,642,930	11.75
14	Atlantic Northern Railway							888				888	
15	Colfax Northern Railway							1,630				1,630	
16	Manchester & Oneida Railway			15				792				807	
17	Tabor & Northern Railway			416				497				913	
	Total 14 to 17 inclusive			431	.38			3,907	6.17			4,238	2.43
	Total			23,341,146	9.92			18,306,022	15.35			41,647,168	11.75

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 28—MANUFACTURES AND MISCELLANEOUS

Number	Railway Companies	Refined Petroleum and its Products						Vegetable Oils					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	131,581	3,846,881	35,041	1,064,452	166,622	4,911,333						
2	Chicago, Burlington & Quincy R. R.	54,352	1,446,778	29,828	833,741	84,180	2,270,519	748	22,878	325	9,509	1,073	32,387
3	Chicago Great Western R. R.	900	19,077	17,963	488,365	18,763	507,442	603	16,514	637	18,414	1,240	34,928
4	Chicago, Milwaukee & St. Paul Ry.	9,403	265,512	42,520	1,183,517	51,923	1,449,029	784	18,086	340	9,109	1,124	27,795
5	Chicago & North Western Ry.	42,722	1,207,255	24,624	690,223	67,346	1,897,478	821	20,405	2,348	67,188	3,169	87,593
6	Chicago, St. Paul, Minn. & O. Ry.	1,469	34,871	13,331	359,218	14,800	394,089	292	7,638	1,273	36,073	1,565	43,711
7	Chicago, Rock Island & Pacific Ry.	31,008	928,201	39,627	1,117,300	71,235	2,045,501	473	12,457	64	1,741	537	14,198
8	Great Northern Ry.	9,879	284,177	14,714	385,391	24,593	669,568	714	19,389	597	17,473	1,311	36,853
9	Illinois Central R. R.	7,707	208,862	62,669	1,876,509	70,376	2,085,371	189	4,798	129	3,682	399	8,480
10	Minneapolis & St. Louis R. R.	426	16,079	9,253	258,729	9,679	274,808	1,325	39,874	1,520	44,833	2,845	84,707
11	Muscatine, Burlington & Southern R. R.			159	4,299	159	4,299	87	2,341	67	1,485	154	3,826
12	Union Pacific R. R.	6,652	183,680	14,942	394,587	21,594	558,267			2	44	2	44
13	Wabash Railway	2,009	56,090	21,520	807,605	23,619	953,725	15	284	1,513	45,610	1,528	45,894
	Total	298,668	8,477,403	336,191	9,544,026	634,889	18,021,429	6,212	169,500	9,535	274,077	15,747	443,577

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 29—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sugar, Syrup, Glucose and Molasses						Boats and Vessel Supplies					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	3,500	113,240	2,274	66,667	5,774	179,907	3	29	1	5	4	34
2	Chicago, Burlington & Quincy R. R.....	6,899	212,865	5,738	202,174	12,437	415,039	16	298	7	126	23	424
3	Chicago Great Western R. R.....	566	12,019	1,445	46,046	1,951	58,056	1	12	7	89	8	101
4	Chicago, Milwaukee & St. Paul Ry.....	3,531	94,047	4,510	146,300	8,041	240,347	17	359	48	1,226	65	1,585
5	Chicago & North Western Ry.....	3,176	83,465	5,864	186,888	9,040	270,353	35	379	17	427	52	806
6	Chicago, St. Paul, Minn. & O. Ry.....	234	6,280	1,256	39,652	1,490	45,932	9	52	3	27	12	79
7	Chicago, Rock Island & Pacific Ry.....	2,209	56,758	4,919	148,974	7,218	205,732	9	88	11	115	20	293
8	Great Northern Ry.....	678	17,127	2,102	60,656	2,780	77,783	4	20	1	6	5	26
9	Illinois Central R. R.....	7,287	217,544	9,350	283,344	16,637	500,888	55	1,136	26	506	81	1,702
10	Minneapolis & St. Louis R. R.....	420	12,235	671	20,687	1,091	32,922						
11	Muscatine, Burlington & Southern R. R.....			11	355	11	355						
12	Union Pacific R. R.....	3,040	106,632	10,239	349,055	13,329	455,687	9	113			9	113
13	Wabash Railway.....	2,288	53,033	3,792	111,002	6,080	164,635	1	5	21	193	22	198
	Total.....	33,655	985,236	52,221	1,662,400	85,876	2,647,636	150	2,491	142	2,780	301	5,271

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 30—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Iron, Pig and Bloom						Rails and Fastenings					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	134	6,108	167	6,767	301	12,875	622	24,823	375	14,184	997	39,067
2	Chicago, Burlington & Quincy R. R.....	1,119	49,549	3,228	143,999	4,347	193,548	501	17,360	2,024	119,842	3,425	137,211
3	Chicago Great Western R. R.....	25	1,016	314	13,690	339	14,706	20	697	84	3,250	104	3,947
4	Chicago, Milwaukee & St. Paul Ry.....	6,038	283,270	3,344	157,065	9,382	440,335	677	24,303	1,188	55,375	1,865	80,178
5	Chicago & North Western Ry.....	1,674	76,605	10,034	405,098	11,708	571,703	1,154	42,810	1,561	71,684	2,715	114,494
6	Chicago, St. Paul, Minn. & O. Ry.....	387	15,178	307	13,863	694	29,040	220	9,338	138	6,154	358	15,492
7	Chicago, Rock Island & Pacific Ry.....	501	22,561	911	39,986	1,412	62,547	270	9,969	705	31,014	975	40,983
8	Great Northern Ry.....	226	9,413	66	3,001	302	12,414	289	10,201	123	5,470	417	15,671
9	Illinois Central R. R.....	2,148	90,890	4,308	187,175	6,456	278,065	702	26,915	3,401	147,372	4,103	174,487
10	Minneapolis & St. Louis R. R.....	1	25	560	22,688	561	22,713	6	202	125	4,773	131	4,975
11	Muscatine, Burlington & Southern R. R.....												
12	Union Pacific R. R.....	16	394	98	4,272	114	4,666	139	5,147	1,060	50,302	1,199	55,449
13	Wabash Railway.....	425	17,757	1,944	89,084	2,369	106,841	135	3,545	716	29,012	851	32,557
	Total.....	12,704	572,766	25,221	1,176,677	37,965	1,749,443	4,786	175,319	12,405	539,132	17,191	714,451

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 21—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Bar and Sheet Iron, Structural Iron and Iron Pipe						Other Metals, Pig. Bar and Sheet					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	5,628	278,196	13,628	694,628	22,276	772,824	1,547	61,750	317	12,798	1,864	74,548
2	Chicago, Burlington & Quincy R. R.....	4,928	119,550	18,255	607,359	22,883	726,909	2,552	89,976	2,822	109,336	5,384	199,312
3	Chicago Great Western R. R.....	981	36,979	3,734	128,491	4,415	144,480	19	949	148	18,176	456	18,433
4	Chicago, Milwaukee & St. Paul Ry.....	4,145	130,729	6,517	216,256	19,682	346,985	3,566	104,781	8,382	327,297	12,501	432,288
5	Chicago & North Western Ry.....	12,056	378,422	17,149	690,228	29,165	978,650	1,249	32,432	2,460	99,723	3,709	123,155
6	Chicago, St. Paul, Minn. & O. Ry.....	591	14,843	2,847	141,530	4,429	156,378	256	1,374	349	12,809	645	24,890
7	Great Northern Ry.....	10,172	333,343	9,005	334,514	19,778	677,857	1,374	11,987	1,526	57,649	2,900	101,963
8	Illinois Central R. R.....	1,195	33,622	2,510	108,578	4,005	142,200	2,749	114,948	387	10,556	3,036	125,347
9	Minneapolis & St. Louis R. R.....	4,941	125,209	12,301	453,669	17,845	569,878	1,013	37,309	3,358	118,833	4,371	146,104
10	Muscatine, Burlington & Southern R. R.....	3	80	34	917	37	997			142	4,706	142	4,706
11	Union Pacific R. R.....	460	9,441	5,509	191,188	5,913	200,629	34	1,217	1,519	64,532	1,583	60,749
12	Wabash Railway.....	3,618	113,895	12,954	453,630	16,572	566,523	1,083	33,795	2,961	111,984	4,144	145,739
	Total.....	51,821	1,579,599	111,401	2,891,002	162,722	5,470,607	15,473	313,938	25,234	939,844	40,707	1,432,932

LYRTE U WEASLER RAILROAD CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 22—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Castings, Machinery and Boilers						Cement					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	2,646	31,839	2,169	62,945	5,737	114,784	30,606	1,135,492	3,622	143,271	34,228	1,299,763
2	Chicago, Burlington & Quincy R. R.....	5,735	161,851	2,947	81,888	9,682	350,729	22,146	971,076	6,512	247,637	31,662	1,218,653
3	Chicago Great Western R. R.....	429	1,236	1,468	38,594	1,847	39,746	3,466	139,759	1,472	56,823	4,659	186,519
4	Chicago, Milwaukee & St. Paul Ry.....	12,662	245,815	5,118	169,882	17,580	354,697	14,863	569,535	5,864	341,679	23,667	919,254
5	Chicago & North Western Ry.....	11,771	235,286	4,897	92,066	16,674	327,872	10,417	396,281	18,798	728,051	29,215	1,114,332
6	Chicago, St. Paul, Minn. & O. Ry.....	611	9,767	1,121	21,722	2,223	31,489	1,698	52,069	3,125	194,398	6,799	246,812
7	Chicago, Rock Island & Pacific Ry.....	2,966	70,350	2,947	56,516	6,913	127,166	8,890	349,137	6,091	219,468	14,954	569,655
8	Great Northern Ry.....	1,543	29,610	1,217	22,567	2,760	51,577	6,137	233,717	4,275	158,583	10,412	392,300
9	Illinois Central R. R.....	8,206	58,772	6,148	110,328	9,413	169,600	14,954	284,704	8,305	247,892	33,849	622,126
10	Minneapolis & St. Louis R. R.....	392	3,315	866	16,278	1,901	30,001	5,213	106,465	725	26,706	5,940	222,111
11	Muscatine, Burlington & Southern R. R.....	15	204	12	174	27	379			141	5,513	141	5,513
12	Union Pacific R. R.....	421	7,733	3,985	76,328	4,406	84,091	2,215	85,540	4,201	163,019	6,416	248,249
13	Wabash Railway.....	2,983	61,828	5,614	118,977	8,597	189,395	7,498	291,448	4,856	173,022	12,354	464,515
	Total.....	46,186	888,564	46,127	769,308	86,216	1,678,809	131,071	4,994,785	73,584	2,805,287	304,656	7,800,972

LYRTE U WEASLER RAILROAD CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 33—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Brick and Artificial Stone						Lime and Plaster					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	11,958	417,014	2,785	100,756	14,743	517,770	2,700	71,780	3,361	101,643	6,061	173,423
2	Chicago, Burlington & Quincy R. R.....	13,110	449,300	5,135	176,342	18,245	625,642	2,626	67,963	2,979	66,853	5,605	134,846
3	Chicago Great Western R. R.....	1,092	39,954	909	29,423	2,001	68,377	1,988	57,229	731	18,077	2,719	75,306
4	Chicago, Milwaukee & St. Paul Ry.....	13,146	438,636	7,546	247,522	20,692	686,158	6,169	140,906	3,337	90,885	9,506	231,791
5	Chicago & North Western Ry.....	8,621	295,711	11,080	417,587	20,301	713,298	6,693	144,923	6,679	186,789	13,372	331,712
6	Chicago, St. Paul, Minn. & O. Ry.....	1,293	42,382	1,331	47,781	2,624	90,163	356	6,451	515	12,625	871	19,076
7	Chicago, Rock Island & Pacific Ry.....	9,715	334,983	5,453	193,350	15,168	528,333	1,902	56,808	2,956	73,243	4,918	129,851
8	Great Northern Ry.....	2,350	80,595	974	34,296	3,324	114,891	607	14,064	903	27,953	1,510	42,017
9	Illinois Central R. R.....	9,845	353,147	5,293	178,118	15,138	531,265	3,378	91,082	2,597	66,294	5,975	157,376
10	Minneapolis & St. Louis R. R.....	1,562	49,995	992	34,247	2,554	84,242	1,971	55,614	923	27,477	2,894	83,091
11	Muscatine, Burlington & Southern R. R.....	1	33	29	967	30	1,020			59	1,029	59	1,029
12	Union Pacific R. R.....	841	29,491	2,541	91,563	3,382	121,054	2,484	64,157	722	16,887	3,206	81,044
13	Wabash Railway.....	7,079	243,733	2,724	99,410	9,803	343,143	1,640	35,220	1,969	58,566	3,639	94,786
	Total.....	80,613	2,768,074	47,392	1,651,382	128,005	4,420,356	32,574	807,027	27,761	748,321	60,335	1,555,348

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 34—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sewer Pipe and Drain Tile						Agricultural Implements and Vehicles Other Than Automobiles					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	846	14,957	682	11,414	1,528	26,371	1,682	24,585	2,515	26,179	4,197	60,764
2	Chicago, Burlington & Quincy R. R.....	4,936	84,737	1,120	19,768	6,056	104,495	9,765	140,025	3,193	50,300	12,958	191,125
3	Chicago Great Western R. R.....	2,434	39,219	677	13,496	3,111	52,715	504	6,160	1,373	18,162	1,877	24,271
4	Chicago, Milwaukee & St. Paul Ry.....	4,110	82,961	4,232	87,398	8,362	170,559	9,068	129,369	2,655	37,414	11,733	166,783
5	Chicago & North Western Ry.....	4,910	94,154	5,420	116,843	10,330	210,997	8,319	118,553	4,339	65,663	12,678	184,156
6	Chicago, St. Paul, Minn. & O. Ry.....	568	10,362	615	13,016	1,183	23,378	773	9,928	1,781	24,579	2,554	34,507
7	Chicago, Rock Island & Pacific Ry.....	3,329	73,134	1,792	35,815	5,121	108,949	8,167	118,944	2,609	38,235	10,776	157,179
8	Great Northern Ry.....	1,047	20,668	536	10,186	1,583	30,854	1,746	22,190	1,230	17,594	2,975	39,784
9	Illinois Central R. R.....	2,644	47,954	2,659	52,079	5,303	100,043	4,942	87,137	3,764	55,296	8,646	142,433
10	Minneapolis & St. Louis R. R.....	2,761	53,839	740	14,288	3,501	68,127	537	6,960	770	10,411	1,307	17,371
11	Muscatine, Burlington & Southern R. R.....	3	38	6	117	9	155			3	48	3	48
12	Union Pacific R. R.....	460	7,417	189	3,123	649	10,540	829	10,892	2,211	22,399	3,040	43,261
13	Wabash Railway.....	742	12,942	1,017	18,548	1,759	31,490	3,100	51,141	4,314	60,055	7,414	111,196
	Total.....	28,790	542,382	19,705	396,291	48,495	938,673	49,461	726,703	30,717	446,175	80,178	1,172,878

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 35—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Automobiles and Auto Trucks						Household Goods and Second Hand Furniture					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	8,889	62,707	16,561	127,551	25,450	190,258	2,344	25,031	1,393	14,814	3,737	30,845
2	Chicago, Burlington & Quincy R. R.....	10,965	63,146	10,807	75,974	21,772	139,120	4,000	40,770	1,724	17,062	5,723	58,432
3	Chicago Great Western R. R.....	2,364	14,597	14,974	136,118	17,338	150,715	771	8,623	500	5,351	1,271	13,974
4	Chicago, Milwaukee & St. Paul Ry.....	15,927	118,022	15,794	115,841	31,721	233,863	1,902	20,782	694	7,802	2,596	28,644
5	Chicago & North Western Ry.....	28,188	175,500	18,016	150,466	46,204	326,056	5,131	54,205	2,029	19,751	7,160	73,956
6	Chicago, St. Paul, Minn. & O. Ry.....	1,971	11,689	4,156	25,693	6,127	37,332	1,164	13,464	982	10,609	2,146	24,163
7	Chicago, Rock Island & Pacific Ry.....	13,252	96,564	21,398	192,570	34,650	289,134	4,273	44,415	1,800	20,288	6,133	64,703
8	Great Northern Ry.....	4,904	29,552	5,227	41,790	10,131	71,348	2,520	28,087	619	7,131	3,145	35,818
9	Illinois Central R. R.....	7,489	50,552	23,833	229,647	31,322	280,199	1,854	18,514	1,385	13,067	3,239	31,681
10	Minneapolis & St. Louis R. R.....	1,200	7,309	2,953	30,602	4,153	37,911	754	7,935	396	4,224	1,149	12,159
11	Muscataine, Burlington & Southern R. R.....			74	422	74	422	15	153	8	75	23	228
12	Union Pacific R. R.....	3,019	19,095	35,238	311,736	38,257	330,821	1,173	12,180	1,783	20,118	2,956	32,298
13	Wabash Railway.....	39,675	268,026	34,891	477,643	74,566	745,609	827	7,741	635	5,961	1,462	13,702
	Total.....	137,843	916,799	203,922	1,916,049	341,765	2,832,848	26,743	282,500	14,007	147,008	40,750	429,503

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 36—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Furniture—(New)						Beverages					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	940	9,936	2,549	25,802	3,489	35,738	508	10,437	522	10,089	1,030	20,526
2	Chicago, Burlington & Quincy R. R.....	2,192	21,384	2,388	27,904	5,080	49,288	1,065	17,724	254	4,442	1,319	22,166
3	Chicago Great Western R. R.....	287	3,884	690	6,466	977	10,350	322	5,907	147	2,943	469	8,850
4	Chicago, Milwaukee & St. Paul Ry.....	5,620	56,543	2,618	29,029	8,238	85,572	2,531	45,050	339	7,118	2,870	52,168
5	Chicago & North Western Ry.....	11,077	118,234	1,258	13,523	12,335	131,757	1,549	29,643	549	11,929	2,098	41,572
6	Chicago, St. Paul, Minn. & O. Ry.....	74	727	394	3,516	468	4,243	284	4,658	96	2,127	389	6,785
7	Chicago, Rock Island & Pacific Ry.....	2,430	23,098	2,423	24,465	4,853	47,563	759	12,740	516	10,355	1,275	23,095
8	Great Northern Ry.....	257	2,280	196	1,692	453	3,972	392	6,730	153	2,569	545	9,299
9	Illinois Central R. R.....	3,500	32,457	3,237	30,290	6,740	62,747	902	16,392	523	9,307	1,425	25,799
10	Minneapolis & St. Louis R. R.....	8	83	342	3,342	350	3,425	233	3,980	128	2,244	361	6,224
11	Muscataine, Burlington & Southern R. R.....	33	841	21	303	54	1,144			15	234	15	234
12	Union Pacific R. R.....	94	774	2,854	30,568	2,948	31,342	40	702	592	13,201	632	13,963
13	Wabash Railway.....	530	4,755	1,774	17,692	2,313	22,447	794	13,292	282	5,267	1,046	18,559
	Total.....	27,060	274,996	21,214	214,592	48,274	489,588	9,349	167,315	4,110	81,885	13,465	249,200

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 37—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Ice						Fertilizers (All Kinds)					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	2,441	49,867	102	2,986	2,543	52,853	3,964	197,479	714	18,402	4,678	124,881
2	Chicago, Burlington & Quincy R. R.....	3,698	113,486	55	1,673	3,753	115,159	2,010	52,423	424	15,424	2,434	67,847
3	Chicago Great Western R. R.....	207	6,248	29	858	236	7,106	443	8,370	169	2,015	552	10,385
4	Chicago, Milwaukee & St. Paul Ry.....	10,142	313,231	152	4,385	10,294	317,616	1,773	39,375	529	10,528	2,302	49,903
5	Chicago & North Western Ry.....	6,775	212,600	154	5,173	6,929	217,773	1,627	45,020	447	9,075	2,074	54,095
6	Chicago, St. Paul, Minn. & O. Ry.....	1,176	40,514	-----	-----	1,176	40,514	294	6,422	43	822	337	7,244
7	Chicago, Rock Island & Pacific Ry.....	2,228	46,203	416	9,826	2,644	56,029	1,883	37,537	700	17,736	2,583	55,273
8	Great Northern Ry.....	1,565	50,282	34	1,017	1,599	51,299	654	18,288	36	673	690	18,961
9	Illinois Central R. R.....	3,683	86,389	146	3,392	3,829	89,781	4,880	129,978	2,037	56,136	6,917	186,114
10	Minneapolis & St. Louis R. R.....	1,212	36,635	117	4,129	1,329	40,764	168	2,857	136	2,305	304	5,162
11	Muscatine, Burlington & Southern R. R.....	1	31	-----	-----	1	31	8	134	16	361	24	495
12	Union Pacific R. R.....	3,105	84,957	15	405	3,120	85,362	59	1,985	55	1,661	114	3,646
13	Wabash Railway.....	479	11,063	267	7,822	746	18,885	1,160	24,165	715	16,170	1,875	40,335
	Total.....	36,712	1,051,566	1,487	41,666	38,199	1,093,232	18,923	473,633	5,961	151,308	24,884	624,941

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 38—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Paper, Printed Matter and Books						Chemicals and Explosives					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	201	4,015	821	20,775	1,022	25,690	4,235	122,095	1,886	59,031	6,121	181,126
2	Chicago, Burlington & Quincy R. R.....	421	8,579	2,903	73,908	3,324	82,487	4,486	107,977	3,494	110,250	7,980	218,227
3	Chicago Great Western R. R.....	70	1,443	1,600	43,164	1,760	44,607	104	2,592	945	27,846	1,049	30,438
4	Chicago, Milwaukee & St. Paul Ry.....	1,146	29,740	1,239	33,089	2,405	63,729	883	24,043	2,169	59,721	3,052	83,764
5	Chicago & North Western Ry.....	3,800	98,419	3,378	86,256	7,178	184,675	3,312	104,120	5,443	160,840	8,755	264,960
6	Chicago, St. Paul, Minn. & O. Ry.....	570	14,011	1,077	26,936	1,647	40,947	1,632	29,037	1,136	35,951	2,168	64,988
7	Chicago, Rock Island & Pacific Ry.....	142	3,300	2,730	70,283	2,872	73,583	4,821	159,544	2,460	75,507	7,281	235,051
8	Great Northern Ry.....	1,571	38,436	996	25,952	2,567	64,388	304	9,132	633	17,875	937	27,007
9	Illinois Central R. R.....	701	15,027	1,734	40,666	2,435	55,693	4,781	129,439	6,662	200,059	11,443	338,496
10	Minneapolis & St. Louis R. R.....	-----	-----	1,350	34,223	1,350	34,223	64	1,437	-----	-----	9	178
11	Muscatine, Burlington & Southern R. R.....	1	15	8	197	9	212	-----	-----	-----	-----	-----	-----
12	Union Pacific R. R.....	3	74	1,799	44,311	1,712	44,285	307	8,619	1,095	49,333	1,912	57,952
13	Wabash Railway.....	346	7,707	4,809	121,571	5,155	129,278	2,016	61,474	2,808	81,196	4,824	142,670
	Total.....	9,032	221,666	24,464	622,131	33,496	843,797	26,345	759,500	29,700	902,337	56,105	1,661,846

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 39—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Textiles						Canned Goods—(All Canned Food Products)					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	57	1,129	109	1,910	166	3,039	3,228	90,720	2,556	63,526	5,784	154,246
2	Chicago, Burlington & Quincy R. R.....	87	1,362	1,108	15,726	1,195	17,088	1,646	33,630	3,305	85,456	4,851	119,080
3	Chicago Great Western R. R.....	11	151	171	2,085	182	2,238	584	12,777	1,126	30,168	1,710	42,945
4	Chicago, Milwaukee & St. Paul Ry.....	50	924	88	1,711	138	2,635	9,901	226,715	2,976	73,781	12,877	300,496
5	Chicago & North Western Ry.....	333	5,425	655	9,063	988	14,488	8,946	297,773	4,091	102,620	13,037	310,393
6	Chicago, St. Paul, Minn. & O. Ry.....	86	1,188	51	813	137	2,001	1,790	39,242	713	17,086	2,508	56,328
7	Chicago, Rock Island & Pacific Ry.....	236	3,978	473	7,359	709	11,337	1,629	36,882	2,830	80,070	4,459	116,961
8	Great Northern Ry.....	22	323	4	110	26	433	1,674	45,184	736	20,258	2,410	65,442
9	Illinois Central R. R.....	1,106	24,688	2,553	31,892	3,658	56,580	2,486	53,176	3,831	90,447	6,317	143,623
10	Minneapolis & St. Louis R. R.....	36	656	248	5,371	284	6,027	790	16,241	687	17,862	1,447	34,106
11	Muscatine, Burlington & Southern R. R.....							38	794	12	229	50	1,030
12	Union Pacific R. R.....	3	27	172	3,308	175	3,395	1,163	27,240	5,384	170,907	6,547	198,147
13	Wabash Railway.....	52	775	1,084	11,876	1,136	12,651	1,933	40,908	3,354	78,820	5,287	119,733
	Total.....	2,078	40,626	6,714	91,284	8,791	131,910	35,778	831,282	31,501	831,348	67,279	1,662,530

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 40—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Other Manufactures and Miscellaneous					
		Originating on Road		Received From Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Railway.....	31,167	664,820	19,712	407,206	50,879	1,072,026
2	Chicago, Burlington & Quincy Railroad.....	50,420	994,625	34,283	713,325	84,703	1,707,950
3	Chicago Great Western Railroad.....	9,964	180,030	11,301	216,769	21,265	396,799
4	Chicago, Milwaukee & St. Paul Railway.....	63,723	1,357,375	42,476	981,347	106,179	2,338,722
5	Chicago & North Western Railway.....	92,524	1,976,815	42,347	979,494	134,871	2,947,309
6	Chicago, St. Paul, Minn. & Omaha Railway.....	11,653	245,991	16,074	366,438	27,727	612,427
7	Chicago, Rock Island & Pacific Railway.....	50,946	1,108,839	24,890	502,220	75,845	1,611,059
8	Great Northern Railway.....	12,921	320,260	8,330	176,873	21,241	497,133
9	Illinois Central Railroad.....	49,083	975,911	52,399	1,160,865	101,482	2,136,776
10	Minneapolis & St. Louis Railroad.....	4,616	118,614	8,302	164,250	12,918	282,864
11	Muscatine, Burlington & Southern Railroad.....	182	2,866	201	4,444	383	7,340
12	Union Pacific Railroad.....	5,778	159,183	20,671	419,266	26,449	578,449
13	Wabash Railway.....	31,058	684,350	46,106	956,545	77,163	1,640,895
	Total.....	414,035	8,789,709	327,070	7,040,040	741,105	15,829,749

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 41—TOTAL MANUFACTURES AND MISCELLANEOUS

Number	Railway Companies	Originating on Road				Rec'd from Connecting Carriers				Total			
		Carloads	% of total carloads originating	Tons	% total tons originating	Carloads	% of total carloads received from connecting carriers	Tons	% of total tons received from connecting carriers	Carloads	% of total carloads	Tons	% total tons car-load traffic
1	Achison, Topeka & Santa Fe Railway.....	255,277	30.43	7,287,708	28.85	115,167	39.94	2,877,310	37.63	370,444	32.86	10,115,018	30.90
2	Chicago, Burlington & Quincy Railroad.....	212,781	22.38	5,214,877	18.49	147,480	31.63	3,839,388	39.10	390,261	25.34	9,054,265	21.88
3	Chicago Great Western Railroad.....	27,877	26.72	586,431	26.96	62,583	38.77	1,342,854	31.28	90,460	34.04	1,929,286	29.83
4	Chicago, Milwaukee & St. Paul Railway.....	201,584	17.38	4,761,438	13.12	170,256	38.89	4,394,276	33.25	371,840	23.19	9,155,714	18.49
5	Chicago & North Western Railway.....	276,327	24.17	6,132,418	16.91	193,173	29.09	5,317,998	26.93	469,500	26.26	11,450,411	20.44
6	Chicago, St. Paul, Minn. & Omaha Railway..	29,943	12.89	643,343	11.24	54,475	34.24	1,379,088	32.27	88,518	21.73	2,022,431	20.23
7	Chicago, Rock Island & Pacific Railway.....	165,612	25.96	4,002,400	23.73	140,427	35.89	3,364,040	31.58	309,039	29.77	7,366,500	26.77
8	Great Northern Railway.....	55,429	6.75	1,423,704	4.33	46,326	42.49	1,144,508	35.14	101,755	10.93	2,568,212	7.19
9	Illinois Central Railroad.....	144,794	15.41	3,492,588	10.67	225,172	31.34	5,779,208	28.08	369,966	22.31	9,271,796	17.39
10	Minneapolis & St. Louis Railroad.....	22,614	17.73	598,823	16.24	35,499	31.23	885,353	26.06	58,113	24.11	1,484,170	29.95
11	Muscatine, Burlington & Southern Railroad...	300	19.22	5,219	12.18	823	26.96	19,033	20.46	1,123	24.35	25,132	17.93
12	Union Pacific Railroad.....	32,284	11.18	806,901	9.41	118,566	31.76	2,547,752	31.54	150,859	22.78	3,354,653	20.14
13	Wabash Railway.....	111,689	40.05	2,163,615	29.67	171,976	48.55	4,920,652	37.23	281,656	42.11	6,123,667	34.24
	Total.....	1,535,602	20.40	37,008,925	15.74	1,481,923	34.78	36,912,355	30.96	3,017,525	25.60	73,921,280	20.85
14	Atlantic Northern Railway.....			89				1,573				1,663	
15	Colfax Northern Railway.....			950				30				980	
16	Manchester & Oneida Railway.....			425				7,448				7,873	
17	Tabor & Northern Railway.....			25				2,390				2,414	
	Total 14 to 17 inclusive.....			1,484	1.31			11,440	18.55			12,930	7.40
	Total.....			37,010,409	15.73			36,923,801	30.95			73,934,210	20.85

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE
PART 42—GRAND TOTAL CARLOAD TRAFFIC

Number	Railway Companies	Originating on Road				Rec'd from Connecting Carriers				Total			
		Carloads	% of total carloads	Tons	% of total tons carload traffic	Carloads	% of total carloads	Tons	% of total tons carload traffic	Carloads	Per cent	Tons	% total tons all traffic
1	Achison, Topeka & Santa Fe Railway.....	838,765	74.41	25,084,452	76.64	288,355	25.59	7,644,323	23.36	1,127,120	100%	32,738,776	96.39
2	Chicago, Burlington & Quincy Railroad.....	955,825	67.21	28,191,416	68.12	466,210	32.79	13,193,465	31.88	1,432,035	100%	41,384,881	95.17
3	Chicago Great Western Railroad.....	104,301	39.22	2,175,404	33.63	161,381	60.75	4,292,691	60.37	265,682	100%	6,468,095	96.21
4	Chicago, Milwaukee & St. Paul Railway.....	1,165,650	72.69	36,284,636	73.30	437,756	27.31	13,214,591	30.70	1,693,406	100%	49,499,217	96.46
5	Chicago & North Western Railway.....	1,143,106	63.95	36,247,812	64.73	644,118	36.05	19,747,128	35.27	1,707,224	100%	55,994,040	96.20
6	Chicago, St. Paul, Minn. & Omaha Railway..	225,265	58.61	5,721,028	57.24	159,087	41.89	4,272,345	42.70	384,352	100%	9,993,373	95.07
7	Chicago, Rock Island & Pacific Railway.....	637,062	61.95	16,862,149	61.28	301,211	38.05	10,653,518	38.72	1,028,203	100%	27,515,697	95.73
8	Great Northern Railway.....	821,426	88.28	32,492,735	90.89	109,027	11.72	3,256,332	9.11	930,453	100%	35,749,087	98.25
9	Illinois Central Railroad.....	939,312	56.66	32,719,506	61.39	718,376	43.34	29,578,135	38.61	1,657,688	100%	53,297,641	96.71
10	Minneapolis & St. Louis Railroad.....	127,574	62.92	3,686,366	52.04	113,456	47.08	3,396,823	47.96	241,030	100%	7,983,189	96.83
11	Muscatine, Burlington & Southern Railroad...	1,561	33.83	42,845	39.54	3,052	66.17	97,418	69.46	4,613	100%	140,263	95.63
12	Union Pacific Railroad.....	288,828	43.61	8,575,439	51.49	373,334	56.39	8,077,287	48.51	662,132	100%	16,652,717	96.83
13	Wabash Railway.....	378,827	41.39	7,087,600	39.62	394,804	58.61	10,797,833	60.38	673,631	100%	17,885,439	95.44
	Total.....	7,527,492	63.86	235,171,370	65.35	4,290,157	36.14	119,221,909	33.65	11,787,649	100%	354,393,279	96.35
14	Atlantic Northern Railway.....			11,677				12,240				23,917	
15	Colfax Northern Railway.....			88,070				12,227				100,297	
16	Manchester & Oneida Railway.....			3,325				28,560				31,891	
17	Tabor & Northern Railway.....			9,837				8,643				18,520	
	Total 14 to 17 inclusive.....			112,920	64.67			61,678	25.33			174,607	97.51
	Total.....			235,284,290	66.36			119,283,587	33.64			354,567,886	96.35

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—ENTIRE LINE

PART 43—MERCHANDISE—ALL L. C. L. FREIGHT—TONS—AND GRAND TOTAL CARLOAD AND L. C. L. TRAFFIC

Number	Railway Companies	Merchandise—All L. C. L. Freight						Grand Total—Carload and L. C. L. Traffic					
		Tons						Tons					
		Originating on road	% of grand total tons originating	Received from connecting carriers	% of grand total tons received from connecting carriers	Total	% of grand total tons all traffic	Originating on road	% total tons all traffic	Received from connecting carriers	% total tons all traffic	Total	Total per cent
1	Atchison, Topeka & Santa Fe Railway.....	1,009,682	3.87	216,962	2.76	1,226,644	3.61	26,094,135	76.85	7,861,285	23.15	33,955,420	100%
2	Chicago, Burlington & Quincy Railroad.....	1,427,131	4.82	671,591	4.84	2,098,722	4.83	29,618,547	68.12	13,865,056	31.88	43,483,603	100%
3	Chicago Great Western Railroad.....	183,027	7.76	71,664	1.64	254,691	3.79	2,358,431	35.08	4,364,355	64.92	6,722,786	100%
4	Chicago, Milwaukee & St. Paul Railway.....	1,440,919	3.82	374,164	2.75	1,815,083	3.54	37,725,545	73.52	13,588,755	26.48	51,314,300	100%
5	Chicago & North Western Railway.....	1,271,440	3.30	941,535	4.55	2,212,975	3.80	37,519,252	64.46	20,888,663	35.54	58,407,915	100%
6	Chicago, St. Paul, Minn. & Omaha Railway.....	351,355	5.79	165,470	3.75	517,825	4.93	6,072,383	57.77	4,438,815	42.23	10,511,198	100%
7	Chicago, Rock Island & Pacific Railway.....	1,007,846	5.64	219,955	2.01	1,226,781	4.27	17,809,995	62.17	10,872,453	37.83	28,742,448	100%
8	Great Northern Railway.....	499,954	15.15	136,355	4.01	636,309	1.75	32,992,689	90.68	3,392,707	9.32	36,385,396	100%
9	Illinois Central Railroad.....	1,235,140	3.64	577,893	2.73	1,813,033	3.29	33,954,646	61.61	21,156,028	38.39	55,110,674	100%
10	Minneapolis & St. Louis Railroad.....	163,629	4.25	64,371	1.86	228,000	3.12	3,849,995	52.66	3,461,194	47.34	7,311,189	100%
11	Muscatine, Burlington & Southern Railroad..	4,669	9.83	1,743	1.76	6,412	4.37	47,514	32.39	99,161	67.61	146,675	100%
12	Union Pacific Railroad.....	302,939	3.41	242,653	2.92	545,592	3.17	8,878,369	51.62	8,319,940	48.38	17,198,309	100%
13	Wabash Railway.....	493,368	6.51	360,564	3.23	853,932	4.56	7,580,968	40.46	11,158,397	59.54	18,739,365	100%
	Total.....	9,391,099	3.83	4,044,900	3.28	13,435,999	3.65	244,562,469	66.49	123,266,809	33.51	367,829,278	100%
14	Atlantic Northern Railway.....	945		1,158		2,103		12,622		13,398		26,020	
15	Coffax Northern Railway.....	49				49		88,119		12,227		100,346	
16	Manchester & Oneida Railway.....	407		855		1,262		3,732		29,421		33,153	
17	Tabor & Northern Railway.....	102		942		1,044		9,959		9,587		19,546	
	Total 14 to 17 inclusive.....	1,503	1.31	2,955	4.57	4,458	2.49	114,432	63.91	64,633	36.09	179,065	100%
	Total.....	9,392,602	3.84	4,047,855	3.28	13,440,457	3.65	244,676,901	66.49	123,331,442	33.51	368,008,343	100%

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—WITHIN THE STATE

PART 1—PRODUCTS OF AGRICULTURE

Number	Railway Companies	Wheat						Corn					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	16	564	975	37,337	991	37,901	1	43	609	20,390	610	20,433
2	Chicago, Burlington & Quincy R. R.....	652	26,324			652	26,324	848	32,787			848	32,787
3	Chicago Great Western R. R.....	227	8,420			227	8,420	3,719	143,902			3,719	143,902
4	Chicago, Milwaukee & St. Paul Ry.....	1,109	43,909	113	4,694	1,222	48,603	17,865	721,307	870	34,334	18,735	755,641
5	Chicago & North Western Ry.....	2,347	97,621			2,347	97,621	21,139	873,023			21,139	873,023
6	Chicago, St. Paul, Minn. & O. Ry.....	12	456	1,219	48,387	1,231	48,843	1,150	46,685	612	24,376	1,762	71,061
7	Chicago, Rock Island & Pacific Ry.....	2,457	97,160			2,457	97,160	15,000	594,356			15,000	594,356
8	Great Northern Ry.....	26	983	1,485	62,367	1,511	63,350	1,636	62,409	516	20,128	2,152	82,537
9	Illinois Central R. R.....	645	25,775	370	14,069	1,015	39,844	9,705	376,251	1,606	53,144	11,311	439,395
10	Minneapolis & St. Louis R. R.....	235	9,251	1,721	69,190	1,956	78,441	8,576	342,264	675	26,414	9,251	368,678
11	Muscatine, Burlington & Southern R. R.....	196	8,054			196	8,054	85	3,279			85	3,279
12	Union Pacific R. R.....	1,437	57,389	6,631	274,155	8,068	331,554	2,006	80,470	3,807	155,119	5,813	235,589
13	Wabash Railway.....	884	35,414	477	18,995	1,361	54,409	2,299	85,893	3,897	152,768	6,196	238,661
	Total.....	10,243	411,330	12,991	529,194	23,234	940,524	84,925	3,302,660	12,592	406,673	96,621	3,859,342

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 2—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Oats						Other Grain					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafson, Topeka & Santa Fe Ry.....			102	2,940	102	2,940	3	99	107	3,483	110	3,583
2	Chicago, Burlington & Quincy R. R.....	188	5,478			188	5,478	60	3,450			60	3,450
3	Chicago Great Western R. R.....	2,366	83,029			2,366	83,029	64	2,000			64	2,000
4	Chicago, Milwaukee & St. Paul Ry.....	9,303	321,428	633	21,855	9,936	343,283	512	18,614	121	4,298	633	22,912
5	Chicago & North Western Ry.....	11,929	412,918			11,929	412,918	478	17,588			478	17,588
6	Chicago, St. Paul, Minn. & O. Ry.....	644	22,227	1,074	37,540	1,718	59,767	49	1,692	79	2,995	128	4,697
7	Chicago, Rock Island & Pacific Ry.....	18,064	629,096			18,064	629,096	609	23,337			609	23,337
8	Great Northern Ry.....	879	13,548	947	34,093	1,826	47,643	31	1,143	47	1,720	78	2,863
9	Illinois Central R. R.....	5,903	208,400	996	33,638	6,900	232,031	373	13,392	240	6,501	612	19,793
10	Minneapolis & St. Louis R. R.....	5,869	219,193	1,044	32,322	6,913	242,383	89	3,124	807	27,019	896	30,143
11	Muscatine, Burlington & Southern R. R.....	9	273			9	273	5	171			5	171
12	Union Pacific R. R.....	1,807	57,564	1,154	44,838	3,061	102,292	308	7,636	863	28,149	1,166	45,765
13	Wabash Railway.....	976	30,326	4,947	148,551	5,923	178,871	59	2,204	133	6,273	202	8,479
	Total.....	52,386	1,784,808	19,867	688,319	72,253	2,473,127	2,625	92,253	2,549	98,446	5,174	182,896

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 3—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Flour and Meal						Other Mill Products					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafson, Topeka & Santa Fe Ry.....	1	23	11,516	508,470	11,517	508,500	1	18	2,100	47,574	2,179	47,602
2	Chicago, Burlington & Quincy R. R.....	162	3,253			162	3,252	139	3,356			139	3,356
3	Chicago Great Western R. R.....	112	2,672			112	2,672	75	1,453			75	1,453
4	Chicago, Milwaukee & St. Paul Ry.....	1,919	51,704	590	13,467	2,509	65,361	5,642	134,259	172	3,800	5,814	138,149
5	Chicago & North Western Ry.....	789	20,291			789	20,291	4,600	111,453			4,600	111,453
6	Chicago, St. Paul, Minn. & O. Ry.....	122	3,614	880	23,948	1,002	27,562	76	1,819	152	3,546	228	5,363
7	Chicago, Rock Island & Pacific Ry.....	1,778	46,237	842	9,786	2,620	56,023	7,803	171,661	152	3,546	7,955	171,661
8	Great Northern Ry.....	70	1,669			70	1,669	30	433	378	9,821	448	10,294
9	Illinois Central R. R.....	856	21,822	2,035	51,973	2,891	73,802	2,765	66,290	1,672	36,121	4,467	104,820
10	Minneapolis & St. Louis R. R.....	35	838	6,794	173,008	6,829	173,841	54	1,280	1,368	38,009	1,412	39,272
11	Muscatine, Burlington & Southern R. R.....	2	41	123	2,917	125	2,958	5	151	33	565	39	716
12	Union Pacific R. R.....	20	219	1,875	48,378	1,895	48,597	5	153	1,393	22,698	1,398	22,843
13	Wabash Railway.....	73	1,663	1,008	27,796	1,081	29,461	22	805	942	22,485	974	29,569
	Total.....	5,906	153,735	25,223	638,739	31,222	812,461	20,569	494,002	8,219	185,211	28,888	679,273

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 4—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Hay, Straw and Alfalfa						Tobacco					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	2	26	737	10,566	739	10,592						
2	Chicago, Burlington & Quincy R. R.....	613	7,364			613	7,364						
3	Chicago Great Western R. R.....	790	9,446			790	9,446						
4	Chicago, Milwaukee & St. Paul Ry.....	1,713	21,218	600	7,478	2,313	28,696	8	255	32	614	40	809
5	Chicago & North Western Ry.....	1,309	17,032			1,309	17,032	2	34			2	34
6	Chicago, St. Paul, Minn. & O. Ry.....	51	665	1,465	17,457	1,516	18,122	1	15	3	61	4	76
7	Chicago, Rock Island & Pacific Ry.....	1,310	15,732			1,310	15,732						
8	Great Northern Ry.....	30	243	71	1,002	91	1,245						
9	Illinois Central R. R.....	606	8,217	389	5,292	1,085	13,509			15	340	15	340
10	Minneapolis & St. Louis R. R.....	235	2,888	130	1,518	355	4,406			6	190	6	190
11	Muscatine, Burlington & Southern R. R.....	33	407	4	54	37	461						
12	Union Pacific R. R.....	1	12	1,123	13,902	1,124	13,914			58	1,323	58	1,323
13	Wabash Railway.....	71	909	225	2,829	296	3,738			5	93	5	93
	Total.....	6,904	84,059	4,734	60,098	11,638	144,157	11	304	119	2,621	130	2,925

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 5—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Cotton						Cotton Seed and Products, Except Oil					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....			631	8,153	631	8,153			83	2,117	83	2,117
2	Chicago, Burlington & Quincy R. R.....												
3	Chicago Great Western R. R.....					37	611					7	159
4	Chicago, Milwaukee & St. Paul Ry.....	7	75	30	536	1	38	7	159				
5	Chicago & North Western Ry.....	1	38			42	546			25	690	25	690
6	Chicago, St. Paul, Minn. & O. Ry.....			42	546								
7	Chicago, Rock Island & Pacific Ry.....			25	346	25	346			3	75	3	75
8	Great Northern Ry.....			65	1,369	65	1,369	20	530	68	1,551	68	2,081
9	Illinois Central R. R.....			22	421	22	421			1	31	1	31
10	Minneapolis & St. Louis R. R.....			5	58	5	58						
11	Muscatine, Burlington & Southern R. R.....			16	192	16	192			45	545	43	545
12	Union Pacific R. R.....			32	402	32	402			50	1,327	50	1,327
13	Wabash Railway.....												
	Total.....	8	113	868	12,023	876	12,136	27	689	273	6,306	300	6,995

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 6—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Citrus Fruits						Other Fresh Fruits					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			12,277	194,186	12,277	194,186						
2	Chicago, Burlington & Quincy R. R.	21	195			21	195	185	2,116	21,713	313,974	21,719	314,067
3	Chicago Great Western R. R.	4	34			4	34	52	635			185	2,116
4	Chicago, Milwaukee & St. Paul Ry.	1	12	1,594	25,233	1,595	25,245	133	1,762	17,507	251,790	17,640	253,482
5	Chicago & North Western Ry.							149	1,863			149	1,863
6	Chicago, St. Paul, Minn. & O. Ry.			1,025	16,692	1,025	16,692	13	164	2,683	40,003	2,696	40,227
7	Chicago, Rock Island & Pacific Ry.							907	12,800			907	12,800
8	Great Northern Ry.	1	15	53	859	54	874	6	75	609	11,574	615	11,649
9	Illinois Central R. R.	2	19	5,617	89,808	5,619	89,827	78	784	19,758	286,189	19,836	286,964
10	Minneapolis & St. Louis R. R.			59	1,034	59	1,034	35	441	2,375	41,425	2,410	41,866
11	Muscatine, Burlington & Southern R. R.			1	15	1	15	2	26	27	349	29	375
12	Union Pacific R. R.			11,767	189,654	11,767	189,654	32	391	57,900	876,827	57,932	877,218
13	Wabash Railway			535	8,452	535	8,452	13	167	3,944	64,591	3,957	64,668
	Total	29	275	32,923	525,933	32,957	526,308	1,701	21,317	126,516	1,886,613	128,217	1,907,930

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TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 7—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Potatoes						Other Fresh Vegetables					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			1,633	23,844	1,633	23,844			4,421	52,285	4,421	52,285
2	Chicago, Burlington & Quincy R. R.	55	830			55	830	23	311			23	311
3	Chicago Great Western R. R.	29	496			29	496	99	3,013			99	3,013
4	Chicago, Milwaukee & St. Paul Ry.	93	1,688	530	9,695	623	11,383	271	4,344	763	10,475	1,034	14,819
5	Chicago & North Western Ry.	152	2,572			152	2,572	71	955			71	955
6	Chicago, St. Paul, Minn. & O. Ry.	9	164	762	13,797	771	13,961	1	15	517	7,237	518	7,252
7	Chicago, Rock Island & Pacific Ry.	173	2,744			173	2,744	386	5,385			386	5,385
8	Great Northern Ry.	18	301	3,413	64,847	3,431	65,148	2	39	45	819	47	858
9	Illinois Central R. R.	179	3,072	2,665	47,312	2,844	50,384	401	5,134	3,077	38,616	3,478	43,750
10	Minneapolis & St. Louis R. R.	36	614	7,489	134,074	7,525	134,688	171	6,059	282	3,953	453	10,012
11	Muscatine, Burlington & Southern R. R.	3	33	60	1,058	63	1,091			8	121	8	121
12	Union Pacific R. R.			4,145	73,328	4,145	73,328	2	28	7,724	98,121	7,726	98,149
13	Wabash Railway	6	96	2,932	52,136	2,938	52,232	10	121	670	8,746	680	8,867
	Total	753	12,610	23,636	420,091	24,389	432,701	1,437	25,404	17,507	215,373	18,944	249,777

STATISTICS OF STEAM RAILWAYS

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 8—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Dried Fruits and Vegetables						Other Products of Agriculture					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			858	28,992	858	28,992	1	17	1,601	26,770	1,602	26,787
2	Chicago, Burlington & Quincy R. R.	9	121			9	121	169	3,069			169	3,059
3	Chicago Great Western R. R.	2	19			2	19	350	8,947			350	8,947
4	Chicago, Milwaukee & St. Paul Ry.	8	145	910	26,222	918	26,367	992	28,067	1,425	40,066	2,417	68,123
5	Chicago & North Western Ry.	7	118			7	118	261	6,481			261	6,481
6	Chicago, St. Paul, Minn. & O. Ry.			289	7,331	289	7,331	12	189	543	10,667	555	10,856
7	Chicago, Rock Island & Pacific Ry.	20	314			20	314	1,577	45,692			1,577	45,692
8	Great Northern Ry.			37	1,215	37	1,215	10	227	234	7,968	244	8,185
9	Illinois Central R. R.	61	787	717	16,798	778	17,585	72	1,372	1,182	21,528	1,254	22,900
10	Minneapolis & St. Louis R. R.			209	4,238	209	4,238	577	19,566	592	14,147	1,169	33,743
11	Muscantine, Burlington & Southern R. R.							63	1,569	4	70	67	1,639
12	Union Pacific R. R.			2,933	99,732	2,933	99,732	4	67	2,137	39,316	2,141	39,383
13	Wabash Railway			190	5,101	190	5,101	197	2,642	572	12,447	769	15,089
	Total	107	1,504	6,143	189,614	6,250	191,118	4,285	117,835	8,380	172,959	12,665	290,794

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 9—TOTAL PRODUCTS OF AGRICULTURE AND ANIMALS AND PRODUCTS

Number	Railway Companies	Total Products of Agriculture						Animals and Products—Horses and Mules					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	31	885	59,522	1,081,087	59,553	1,081,972	31	367	137	1,586	168	1,953
2	Chicago, Burlington & Quincy R. R.	3,150	87,549			3,150	87,549	208	2,341			208	2,341
3	Chicago Great Western R. R.	7,889	264,135			7,889	264,135	130	1,491			130	1,491
4	Chicago, Milwaukee & St. Paul Ry.	39,576	1,348,787	25,890	494,967	65,466	1,803,744	550	6,363	94	1,111	644	7,474
5	Chicago & North Western Ry.	43,158	1,562,095			43,158	1,562,095	553	6,485			553	6,485
6	Chicago, St. Paul, Minn. & O. Ry.	3,190	77,705	11,370	254,902	13,560	332,608	98	1,064	142	1,480	240	2,544
7	Chicago, Rock Island & Pacific Ry.	44,755	1,443,364			44,755	1,443,364	616	7,133			616	7,133
8	Great Northern Ry.	2,219	81,085	8,205	236,622	10,424	307,707	29	332	32	356	61	688
9	Illinois Central R. R.	21,777	733,665	40,472	714,204	62,249	1,437,869	198	2,333	101	1,379	299	3,712
10	Minneapolis & St. Louis R. R.	15,942	596,231	23,794	569,658	39,736	1,165,889	158	1,917	60	679	218	2,596
11	Muscantine, Burlington & Southern R. R.	404	14,004	265	5,207	669	19,211	1	11			1	11
12	Union Pacific R. R.	5,692	204,312	103,471	1,979,758	109,073	2,175,070			155	1,915	155	1,915
13	Wabash Railway	4,614	169,232	20,630	532,898	25,244	693,130	88	1,041	330	3,850	418	4,891
	Total	191,397	6,564,049	293,669	5,807,294	484,976	12,371,343	2,655	30,878	1,051	12,356	3,706	43,234
14	Atlantic Northern Railway		3,516		329		3,845						
15	Colfax Northern Railway				40		40						
16	Manchester & Oneida Railway		290		1,096		1,386						
17	Tabor & Northern Railway		6,000		151		6,151						
	Total 14 to 17 inclusive		9,806		1,616		11,422						
	Total Tons		6,573,855		5,808,910		12,382,765						

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 10—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Cattle and Calves						Sheep and Goats					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	49	575	6,088	75,048	6,137	75,623	12	74	708	6,287	720	6,361
2	Chicago, Burlington & Quincy R. R.....	1,294	14,892	-----	-----	1,294	14,892	66	448	-----	-----	66	448
3	Chicago Great Western R. R.....	4,411	50,061	-----	-----	4,411	50,061	242	1,742	-----	-----	242	1,742
4	Chicago, Milwaukee & St. Paul Ry.....	20,253	235,191	3,436	38,031	23,689	273,222	887	7,434	1,616	18,667	2,503	26,101
5	Chicago & North Western Ry.....	17,520	199,541	-----	-----	17,520	199,541	660	5,866	-----	-----	660	5,866
6	Chicago, St. Paul, Minn. & O. Ry.....	2,415	28,586	5,528	63,961	7,943	92,547	54	410	183	1,703	237	2,113
7	Chicago, Rock Island & Pacific Ry.....	17,550	199,644	-----	-----	17,550	199,644	1,091	7,659	-----	-----	1,091	7,659
8	Great Northern Ry.....	1,120	12,823	1,486	16,346	2,606	29,169	19	146	82	736	101	882
9	Illinois Central R. R.....	8,158	95,333	2,887	33,887	11,045	129,220	291	2,371	157	1,547	448	3,918
10	Minneapolis & St. Louis R. R.....	4,101	45,540	1,549	19,298	5,650	64,838	140	932	62	590	202	1,522
11	Muscantine, Burlington & Southern R. R.....	92	964	8	88	100	1,052	-----	-----	-----	-----	-----	-----
12	Union Pacific R. R.....	27	307	940	11,298	967	11,605	2	22	2,980	34,089	2,982	34,061
13	Wabash Railway.....	681	8,050	765	9,195	1,446	17,245	38	293	125	1,330	163	1,623
	Total.....	77,671	891,507	22,687	267,152	100,358	1,158,659	3,502	27,397	5,913	64,899	9,415	92,296

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 11—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Hogs						Fresh Meats					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	50	475	1,912	19,940	1,962	20,415	-----	-----	13,077	159,453	13,077	159,453
2	Chicago, Burlington & Quincy R. R.....	7,910	67,753	-----	-----	7,910	67,753	53	758	-----	-----	53	758
3	Chicago Great Western R. R.....	8,767	80,483	-----	-----	8,767	80,483	28	348	-----	-----	28	348
4	Chicago, Milwaukee & St. Paul Ry.....	36,068	348,714	3,845	39,542	39,913	388,256	10,601	142,490	19	361	10,620	142,851
5	Chicago & North Western Ry.....	36,389	347,519	-----	-----	36,389	347,519	4,590	63,120	-----	-----	4,590	63,120
6	Chicago, St. Paul, Minn. & O. Ry.....	1,971	17,349	9,117	84,442	11,088	101,791	1,357	18,812	475	6,016	1,832	24,828
7	Chicago, Rock Island & Pacific Ry.....	36,454	335,978	-----	-----	36,454	335,978	372	3,632	-----	-----	372	3,632
8	Great Northern Ry.....	2,296	20,171	1,044	9,399	3,340	29,570	159	2,147	177	2,307	336	4,454
9	Illinois Central R. R.....	14,852	133,154	2,601	27,643	17,453	160,796	5,771	80,511	6,229	102,929	12,000	183,440
10	Minneapolis & St. Louis R. R.....	10,695	97,775	608	5,743	11,303	103,518	1,128	15,007	442	7,264	1,570	22,871
11	Muscantine, Burlington & Southern R. R.....	275	2,416	6	59	281	2,466	-----	-----	-----	-----	-----	-----
12	Union Pacific R. R.....	3	31	290	2,823	293	2,654	-----	-----	295	4,663	295	4,663
13	Wabash Railway.....	1,381	12,594	4,146	48,305	5,527	60,899	333	4,689	1,103	14,306	1,436	19,065
	Total.....	157,341	1,464,412	23,569	237,085	180,910	1,702,097	24,392	332,134	21,817	297,389	46,209	629,523

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 12—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Other Packing House Products						Poultry					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			2,997	54,709	2,997	54,709			2,308	27,550	2,308	27,550
2	Chicago, Burlington & Quincy R. R.	248	3,750			248	3,750	49	557			49	557
3	Chicago Great Western R. R.	373	9,489			373	9,489	324	1,000			324	1,000
4	Chicago, Milwaukee & St. Paul Ry.	2,829	45,890	48	921	2,877	46,811	515	5,737	159	5,624	714	8,361
5	Chicago & North Western Ry.	1,414	25,467			1,414	25,467	1,197	13,518			1,197	13,518
6	Chicago, St. Paul, Minn. & O. Ry.	156	2,741	198	2,845	354	5,586	11	119	24	300	45	488
7	Chicago, Rock Island & Pacific Ry.	2,900	46,888			2,900	46,888	1,290	14,455			1,290	14,455
8	Great Northern Ry.	61	1,033	28	480	89	1,513						
9	Illinois Central R. R.	2,697	50,807	1,625	33,445	4,322	84,252	232	2,904	436	3,351	728	8,255
10	Minneapolis & St. Louis R. R.	725	12,973	119	1,815	845	14,788	206	2,255	212	2,477	418	4,732
11	Missouri, Burlington & Southern R. R.							20	156			20	156
12	Union Pacific R. R.			397	6,846	397	6,846			479	5,272	479	5,272
13	Wabash Railway	472	7,573	1,014	17,188	1,486	24,761	37	390	29	308	66	763
	Total	11,708	206,425	6,427	118,249	18,135	324,674	3,701	41,649	3,837	44,000	7,538	85,669

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 13—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Eggs						Butter and Cheese					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			2,688	29,741	2,688	29,741			612	7,185	612	7,185
2	Chicago, Burlington & Quincy R. R.	148	1,512			148	1,512	1	11			1	11
3	Chicago Great Western R. R.	477	5,398			477	5,398	137	1,068	92	1,350	137	1,068
4	Chicago, Milwaukee & St. Paul Ry.	1,019	11,896	279	3,488	1,298	15,384	600	7,712	92	1,350	692	8,942
5	Chicago & North Western Ry.	1,224	14,044			1,224	14,044	1,981	13,276			1,981	13,276
6	Chicago, St. Paul, Minn. & O. Ry.	9	26	36	418	45	508	44	500	129	1,697	173	2,297
7	Chicago, Rock Island & Pacific Ry.	1,951	19,023			1,951	19,023	457	5,276			457	5,276
8	Great Northern Ry.	4	44	1	11	5	55	72	1,118	4	48	76	1,163
9	Illinois Central R. R.	600	7,800	600	7,936	1,200	15,736	516	5,967	306	3,710	815	9,677
10	Minneapolis & St. Louis R. R.	398	3,007	184	3,132	482	5,139	23	307	336	5,311	361	5,614
11	Missouri, Burlington & Southern R. R.	20	282			20	282					20	282
12	Union Pacific R. R.			1,220	15,029	1,220	15,029			462	7,054	462	7,054
13	Wabash Railway	98	1,061	54	655	152	1,716	3	46	22	242	25	288
	Total	5,908	64,218	5,065	60,007	10,973	124,225	2,931	36,296	1,992	26,467	4,923	62,763

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 14—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Wool						Hides and Leather					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			371	5,857	371	5,857						
2	Chicago, Burlington & Quincy R. R.									374	7,934	374	7,934
3	Chicago Great Western R. R.	4	44			4	44	4	59			4	59
4	Chicago, Milwaukee & St. Paul Ry.	11	153			11	153	26	476			26	476
5	Chicago & North Western Ry.	15	232	80	1,412	95	1,644	462	10,514	90	1,896	552	12,410
6	Chicago, St. Paul, Minn. & O. Ry.	12	177			12	177	251	5,746			251	5,746
7	Chicago, Rock Island & Pacific Ry.							5	91	19	386	24	477
8	Great Northern Ry.	39	456			39	456	71	1,423			71	1,423
9	Illinois Central R. R.	1	5			1	5	2	15	9	80	11	104
10	Minneapolis & St. Louis R. R.	2	50	262	4,029	264	4,079	149	3,448	84	1,824	233	5,273
11	Muscatine, Burlington & Southern R. R.			9	243	9	243	4	75	13	240	17	315
12	Union Pacific R. R.							3	55			3	55
13	Wabash Railway	8	194	996	16,441	996	16,441			303	6,257	303	6,257
	Total			71	1,092	79	1,196	11	252	286	7,535	297	7,787
		92	1,221	1,789	29,074	1,881	30,295	958	22,154	1,178	26,161	2,166	48,315

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 15—ANIMALS AND PRODUCTS—Continued—AND TOTAL

Number	Railway Companies	Other Animals and Products						Total Animals and Products					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	3	66	427	8,441	430	8,507	145	1,557	31,739	403,740	31,884	405,297
2	Chicago, Burlington & Quincy R. R.	55	904			55	904	10,035	93,029			10,035	93,029
3	Chicago Great Western R. R.	34	447			34	447	14,970	153,666			14,970	153,666
4	Chicago, Milwaukee & St. Paul Ry.	449	10,570	120	2,808	569	13,378	74,278	832,572	9,915	112,091	84,193	944,663
5	Chicago & North Western Ry.	210	4,211			210	4,211	65,301	698,970			65,301	698,970
6	Chicago, St. Paul, Minn. & O. Ry.	17	299	72	1,501	89	1,800	6,137	70,141	15,933	164,808	22,070	234,949
7	Chicago, Rock Island & Pacific Ry.	449	8,737			449	8,737	62,839	650,024			62,839	650,024
8	Great Northern Ry.			34	641	31	641	3,766	37,831	2,897	30,413	6,663	68,244
9	Illinois Central R. R.	197	3,490	363	8,606	560	12,096	33,757	388,218	15,760	232,284	49,517	620,502
10	Minneapolis & St. Louis R. R.	23	401	283	7,135	306	7,536	17,473	180,839	3,893	52,927	21,341	233,766
11	Muscatine, Burlington & Southern R. R.	24	661	167	5,008	191	5,669	436	4,569	181	5,146	617	9,715
12	Union Pacific R. R.	1	13	288	6,363	289	6,216	33	373	8,841	118,237	8,874	118,610
13	Wabash Railway	9	150	175	3,954	184	4,104	3,159	36,248	8,130	108,110	11,279	144,358
	Total	1,471	29,949	1,929	44,397	3,400	74,246	292,120	3,145,637	97,254	1,227,756	389,374	4,376,393
14	Atlantic Northern Railway								8,081		529		8,610
15	Colfax Northern Railway										334		2,678
16	Manchester & Oneida Railway								2,344		667		4,079
17	Tabor & Northern Railway								3,412				
	Total 14 to 17 inclusive								13,837		1,530		15,367
	Total Tons								3,162,474		1,229,286		4,391,760

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 16—PRODUCTS OF MINES

Number	Railway Companies	Anthracite Coal						Bituminous Coal					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....			21	700	21	700	2	90	432	16,502	434	16,592
2	Chicago, Burlington & Quincy R. R.....	1	50			1	33	5,792	268,341			5,792	268,341
3	Chicago Great Western R. R.....	2	61			2	61		2,550			2	2,550
4	Chicago, Milwaukee & St. Paul Ry.....	26	1,478	13	471	49	1,949	13,307	578,033	2,315	95,751	15,622	673,784
5	Chicago & North Western Ry.....	172	7,932			172	7,932	5,888	261,288			5,888	261,288
6	Chicago, St. Paul, Minn. & O. Ry.....	1	45	490	16,932	491	16,977	22	888	1,580	68,213	1,602	69,101
7	Chicago, Rock Island & Pacific Ry.....	4	173			4	173	10,936	400,000			10,936	400,000
8	Great Northern Ry.....	2	74	228	8,665	230	8,739	14	567	408	15,523	422	14,956
9	Illinois Central R. R.....			281	11,372	281	11,372	161	6,452	28,949	1,206,852	29,810	1,235,664
10	Minneapolis & St. Louis R. R.....			100	5,857	100	5,857	1,628	70,800	27,649	1,256,508	29,277	1,285,407
11	Muscataine, Burlington & Southern R. R.....							1	51	951	44,807	952	44,858
12	Union Pacific R. R.....			163	6,130	163	6,130			1,786	75,579	1,786	75,579
13	Wabash Railway.....			54	2,232	54	2,232	5,071	257,464	6,666	302,553	12,267	500,815
	Total.....	221	9,777	1,419	57,500	1,631	67,277	43,121	1,912,626	70,411	3,173,186	113,532	5,085,825

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 17—PRODUCTS OF MINES—Continued

Number	Railway Companies	Coke						Iron Ore					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....			200	9,229	200	9,229			1	30	1	30
2	Chicago, Burlington & Quincy R. R.....	7	225			7	225						
3	Chicago Great Western R. R.....	3	90			3	90						
4	Chicago, Milwaukee & St. Paul Ry.....	23	965	90	2,430	113	3,104	4	152	80	1,779	84	1,931
5	Chicago & North Western Ry.....	9	246			9	246						
6	Chicago, Rock Island & Pacific Ry.....	13	388			13	388	21	1,113	3	84	24	1,113
7	Chicago, St. Paul, Minn. & O. Ry.....			53	1,648	53	1,648						
8	Great Northern Ry.....			179	44,790	1,647	44,979			6	262	6	262
9	Illinois Central R. R.....			412	11,306	412	11,306						
10	Minneapolis & St. Louis R. R.....			62	1,621	62	1,621			6	143	6	143
11	Muscataine, Burlington & Southern R. R.....			313	6,136	313	6,136			1	29	1	29
12	Union Pacific R. R.....			567	14,904	567	14,904						
13	Wabash Railway.....	30	1,524			30	1,524	25	1,205	97	2,428	122	3,633
	Total.....	93	3,238	3,522	99,755	3,615	103,043	25	1,205	97	2,428	122	3,633

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 18—PRODUCTS OF MINES—Continued.

Number	Railway Companies	Ores and Other Concentrates						Base Bullion and Matte					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			312	12,719	312	12,719			591	24,800	591	24,800
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.												
4	Chicago, Milwaukee & St. Paul Ry.	249	11,770	399	17,530	648	29,300	1	25	68	3,169	69	3,194
5	Chicago & North Western Ry.	1	19			1	79						
6	Chicago, St. Paul, Minn. & O. Ry.			6	263	6	263						
7	Chicago, Rock Island & Pacific Ry.							3	70			3	70
8	Great Northern Ry.									31	1,341	31	1,341
9	Illinois Central R. R.			143	5,842	143	5,842			5	128	5	128
10	Minneapolis & St. Louis R. R.			16	690	16	690						
11	Muscatine, Burlington & Southern R. R.												
12	Union Pacific R. R.			76	3,273	76	3,273			1,166	56,665	1,166	56,665
13	Wabash Railway			8	300	8	300			4	94	4	94
	Total	256	11,789	960	40,617	1,216	52,406	4	95	1,865	86,287	1,869	86,382

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 19—PRODUCTS OF MINES—Continued.

Number	Railway Companies	Clay, Gravel, Sand and Stone						Crude Petroleum					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	12	647	499	17,616	512	18,263			4,169	135,453	4,169	135,453
2	Chicago, Burlington & Quincy R. R.	5,012	241,062			5,012	241,062						
3	Chicago Great Western R. R.	2,547	123,624			2,547	123,624						
4	Chicago, Milwaukee & St. Paul Ry.	7,602	382,125	1,409	66,569	9,011	448,694	12	262	78	2,014	90	2,276
5	Chicago & North Western Ry.	9,742	490,704			9,742	490,704	1	14			1	14
6	Chicago, St. Paul, Minn. & O. Ry.	9	232	1,806	87,878	1,815	88,110	1	29	10	354	11	383
7	Chicago, Rock Island & Pacific Ry.	26,171	1,055,756			26,171	1,055,756	1	30			1	30
8	Great Northern Ry.	882	48,554	266	11,987	1,148	60,541			117	4,418	117	4,418
9	Illinois Central R. R.	7,424	359,515	2,148	99,588	9,572	459,103	1	12	64	1,348	65	1,390
10	Minneapolis & St. Louis R. R.	5,707	267,297	1,318	40,486	7,025	307,783			1	31	1	31
11	Muscatine, Burlington & Southern R. R.	381	18,193	32	1,072	413	19,265						
12	Union Pacific R. R.	2	72	1,156	53,211	1,158	53,283	7	127	55	1,717	62	1,844
13	Wabash Railway	362	17,769	691	25,066	963	42,835			25	809	25	809
	Total	65,864	3,005,370	9,229	403,473	75,093	3,408,843	23	474	4,519	146,144	4,542	146,618

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 20—PRODUCTS OF MINES—Continued.

Number	Railway Companies	Asphaltum						Salt					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			343	11,461	343	11,461	2	29	527	16,182	529	16,211
2	Chicago, Burlington & Quincy R. R.	4	120			4	120	10	165			10	165
3	Chicago Great Western R. R.	6	158			6	158	3	63			3	63
4	Chicago, Milwaukee & St. Paul Ry.	1	15	7	236	8	250	13	295	345	7,914	358	8,209
5	Chicago & North Western Ry.	6	140			6	140	33	845			33	845
6	Chicago, St. Paul, Minn. & O. Ry.			71	2,629	71	2,629	2	70	417	12,802	419	12,872
7	Chicago, Rock Island & Pacific Ry.	7	161			7	161	22	558			22	558
8	Great Northern Ry.			17	617	17	617			281	10,378	281	10,378
9	Illinois Central R. R.	4	125	216	7,916	220	8,041	17	355	751	18,512	768	18,867
10	Minneapolis & St. Louis R. R.	2	27	128	4,580	130	4,607			514	11,130	514	11,130
11	Muscatine, Burlington & Southern R. R.			4	120	4	120			34	840	34	840
12	Union Pacific R. R.	20	716	294	9,705	314	10,421	3	61	335	8,367	338	8,428
13	Wabash Railway			31	1,194	31	1,194	21	666	253	9,816	274	10,482
	Total	50	1,462	1,111	38,467	1,161	39,919	126	3,107	3,457	95,931	3,583	99,038

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 21—PRODUCTS OF MINES—Continued—AND TOTAL

Number	Railway Companies	Other Products of Mines						Total Products of Mines					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			1,885	77,900	1,885	77,900	17	766	9,040	322,742	9,057	323,508
2	Chicago, Burlington & Quincy R. R.							10,786	509,947			10,786	509,947
3	Chicago Great Western R. R.	1	32			1	32	2,617	126,554			2,617	126,554
4	Chicago, Milwaukee & St. Paul Ry.	2	46	234	10,819	236	10,865	21,303	974,866	5,038	208,600	26,341	1,183,556
5	Chicago & North Western Ry.	1	8			1	8	15,551	761,127			15,551	761,127
6	Chicago, St. Paul, Minn. & O. Ry.			13	563	13	563	35	1,284	4,660	197,341	4,695	198,625
7	Chicago, Rock Island & Pacific Ry.	1	15			1	15	37,169	1,524,330			37,169	1,524,330
8	Great Northern Ry.			50	2,095	50	2,095	898	49,195	1,451	56,672	2,349	105,867
9	Illinois Central R. R.	16	698	53	1,803	69	2,501	7,631	367,336	33,940	1,488,550	41,571	1,855,886
10	Minneapolis & St. Louis R. R.			5	109	5	109	7,337	338,223	30,310	1,331,041	37,547	1,669,264
11	Muscatine, Burlington & Southern R. R.			2	62	2	62	382	18,244	1,066	45,522	1,468	63,766
12	Union Pacific R. R.			291	11,017	291	11,017	32	976	5,535	232,611	5,567	232,987
13	Wabash Railway			5	151	5	151	6,030	277,417	8,169	357,928	14,199	635,345
	Total	21	799	2,538	104,609	2,559	105,468	109,788	4,950,265	99,129	4,243,497	208,917	9,193,762
14	Atlantic Northern											8,921	8,921
15	Colfax Northern											10,527	97,647
16	Manchester & Oneida											251	18,896
17	Tabor & Northern											4,935	4,935
	Total 14 to 17 inclusive											43,279	130,650
	Total Tons								5,067,636		4,286,776		9,324,412

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 22—PRODUCTS OF FORESTS.

Number	Railway Companies	Logs, Posts, Poles and Cordwood						Ties					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	2	44	196	4,574	198	4,618			21	688	21	688
2	Chicago, Burlington & Quincy R. R.	474	12,818			474	12,818	21	671			21	671
3	Chicago Great Western R. R.	97	2,298			97	2,298	4	88			4	88
4	Chicago, Milwaukee & St. Paul Ry.	836	20,417	231	6,404	1,067	26,821	42	1,073	33	920	75	1,993
5	Chicago & North Western Ry.	216	5,236			216	5,236	7	159			7	159
6	Chicago, St. Paul, Minn. & O. Ry.	16	316	1,342	27,944	1,358	28,260			8	142	8	142
7	Chicago, Rock Island & Pacific Ry.	1,096	31,033			1,096	31,033	47	1,328			47	1,328
8	Great Northern Ry.			269	8,617	269	8,617			4	116	4	116
9	Illinois Central R. R.	63	1,481	549	11,885	612	13,366	14	244	670	11,485	684	11,729
10	Minneapolis & St. Louis R. R.	29	772	963	20,865	992	21,637	16	398	150	4,240	166	4,638
11	Muscatine, Burlington & Southern R. R.	14	323	11	245	25	568	1	10	17	513	18	523
12	Union Pacific R. R.	2	61	154	3,211	156	3,272			762	28,073	762	28,073
13	Wabash Railway	78	2,082	362	9,456	440	11,538	2	66	449	14,388	451	14,449
	Total	2,923	76,876	4,077	93,199	7,000	170,075	154	4,037	2,114	60,560	2,268	64,597

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 23—PRODUCTS OF FORESTS—Continued.

Number	Railway Companies	Paper Pulp						Lumber, Timber, Box Shooks, Staves and Headings					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.							2	54	10,648	283,600	10,650	283,654
2	Chicago, Burlington & Quincy R. R.							198	3,815			198	3,815
3	Chicago Great Western R. R.							241	5,759			241	5,759
4	Chicago, Milwaukee & St. Paul Ry.	46	1,130	11	261	57	1,391	558	12,378	8,200	221,909	8,758	234,287
5	Chicago & North Western Ry.	17	608			17	608	190	3,083			190	3,083
6	Chicago, St. Paul, Minn. & O. Ry.			54	1,340	54	1,340	18	310	4,264	118,500	4,282	118,816
7	Chicago, Rock Island & Pacific Ry.							449	9,464			449	9,464
8	Great Northern Ry.			1	38	1	38	6	169	1,541	40,088	1,547	40,257
9	Illinois Central R. R.	2	70	4	97	6	167	230	4,384	12,817	343,812	13,047	348,196
10	Minneapolis & St. Louis R. R.	1	29	1	22	2	51	53	1,055	7,714	186,673	7,767	187,738
11	Muscatine, Burlington & Southern R. R.							23	457	669	17,862	692	18,309
12	Union Pacific R. R.			7	201	7	201	11	261	34,161	924,071	34,172	924,332
13	Wabash Railway			1	22	1	22	36	620	4,473	115,088	4,509	115,708
	Total	66	1,837	79	1,981	145	3,818	2,015	41,869	84,487	2,251,599	86,502	2,293,408

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 24—PRODUCTS OF FORESTS—Continued—AND TOTAL.

Number	Railway Companies	Other Products of Forests						Total Products of Forests					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			157	2,919	157	2,919	4	98	11,022	291,781	11,026	291,879
2	Chicago, Burlington & Quincy R. R.	8	190			8	190	701	17,494			701	17,494
3	Chicago Great Western R. R.	40	875			40	875	382	9,015			382	9,015
4	Chicago, Milwaukee & St. Paul Ry.	94	2,091	41	890	135	2,981	1,576	37,089	8,516	230,384	10,092	267,473
5	Chicago & North Western Ry.	18	315			18	315	448	9,401			448	9,401
6	Chicago, St. Paul, Minn. & O. Ry.	1	40	500	3,809	261	3,339	35	666	5,928	151,831	5,963	152,497
7	Chicago, Rock Island & Pacific Ry.	81	1,536			81	1,536	1,673	43,361			1,673	43,361
8	Great Northern Ry.			78	788	28	788	6	169	1,843	49,597	1,849	49,766
9	Illinois Central R. R.	19	291	184	3,929	203	4,220	328	6,470	14,224	371,206	14,552	377,676
10	Minneapolis & St. Louis R. R.	22	524	107	2,617	129	3,141	121	2,778	8,885	214,417	9,056	217,195
11	Muscatine, Burlington & Southern R. R.	1	19			1	19	39	809	697	18,610	736	19,419
12	Union Pacific R. R.	4	74	263	5,848	267	5,922	17	396	35,347	961,404	35,364	961,800
13	Wabash Railway			122	3,132	122	3,132	116	2,768	5,407	142,081	5,523	144,849
	Total	288	5,955	1,162	23,972	1,450	29,927	5,446	130,514	91,919	2,431,811	97,365	2,561,825
14	Atlantic Northern Railway											888	888
15	Colfax Northern Railway											1,630	1,630
16	Manchester & Oneida Railway								15		792		807
17	Tabor & Northern Railway								416		497		913
	Total 14 to 17 inclusive								431		3,807		4,288
	Total Tons								130,945		2,435,118		2,566,063

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 25—MANUFACTURES AND MISCELLANEOUS

Number	Railway Companies	Refined Petroleum and its Products						Vegetable Oils					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	1	26	32,512	939,709	32,513	939,735			315	9,809	315	9,809
2	Chicago, Burlington & Quincy R. R.	35	635			35	635					35	635
3	Chicago Great Western R. R.	50	871			50	871	35	635			35	635
4	Chicago, Milwaukee & St. Paul Ry.	234	5,419	10,072	273,974	10,306	279,393	60	1,193	566	10,388	426	11,581
5	Chicago & North Western Ry.	132	3,079			132	3,079	66	1,898			66	1,898
6	Chicago, St. Paul, Minn. & O. Ry.	34	541	11,341	308,712	11,375	309,253			169	2,722	169	2,722
7	Chicago, Rock Island & Pacific Ry.	255	5,255			255	5,255	99	2,314			99	2,314
8	Great Northern Ry.	15	345	7,650	200,711	7,671	207,056			49	1,580	49	1,580
9	Illinois Central R. R.	92	1,722	3,763	102,046	3,855	108,768	8	127	210	5,424	218	5,551
10	Minneapolis & St. Louis R. R.	74	1,648	7,220	200,490	7,294	202,138	6	116	119	3,095	125	3,211
11	Muscatine, Burlington & Southern R. R.			159	4,299	159	4,299			2	44	2	44
12	Union Pacific R. R.	33	606	2,379	64,070	2,403	64,676			948	28,699	948	28,699
13	Wabash Railway	4	80	2,189	59,894	2,193	59,974			247	6,731	247	6,731
	Total	1,010	20,207	77,282	2,159,905	78,292	2,180,112	274	6,183	2,365	68,462	2,639	74,645

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 26—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sugar, Syrup, Glucose and Molasses						Boats and Vessel Supplies					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			805	26,557	805	26,557			1	6	1	6
2	Chicago, Burlington & Quincy R. R.	73	1,231			73	1,231						
3	Chicago Great Western R. R.	195	4,783			195	4,783						
4	Chicago, Milwaukee & St. Paul Ry.	2,002	60,708	1,825	63,314	4,427	133,082						
5	Chicago & North Western Ry.	1,797	46,793			1,797	46,793	6	76			6	76
6	Chicago, St. Paul, Minn. & O. Ry.	25	543	746	23,964	771	24,507						
7	Chicago, Rock Island & Pacific Ry.	1,043	25,243			1,043	25,243	3	35			3	35
8	Great Northern Ry.	7	151	1,205	35,428	1,272	35,609						
9	Illinois Central R. R.	551	17,577	1,832	59,391	2,383	76,968			10	65	10	65
10	Minneapolis & St. Louis R. R.	135	4,041	397	12,079	532	16,120						
11	Muscataine, Burlington & Southern R. R.			11	355	11	355						
12	Union Pacific R. R.			6,300	221,605	6,300	221,605			4	46	4	46
13	Wabash Railway			458	14,399	458	14,399						
	Total	6,428	176,160	13,699	457,092	20,127	627,252	9	111	15	117	24	228

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 27—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Iron, Pig and Bloom						Rails and Fastenings					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			84	3,523	84	3,523			466	18,372	466	18,372
2	Chicago, Burlington & Quincy R. R.	1	28			1	28					2	32
3	Chicago Great Western R. R.	5	165			5	165	2	32			2	32
4	Chicago, Milwaukee & St. Paul Ry.	151	4,108	116	4,742	267	8,850	40	1,180	65	3,046	105	4,226
5	Chicago & North Western Ry.	9	144			9	144	18	509			18	509
6	Chicago, St. Paul, Minn. & O. Ry.	1	32	117	4,559	118	4,591						
7	Chicago, Rock Island & Pacific Ry.	19	617			19	617	29	664			29	664
8	Great Northern Ry.			24	991	24	991			1	51	1	51
9	Illinois Central R. R.	20	498	335	12,328	405	12,826	13	333	547	24,819	560	25,151
10	Minneapolis & St. Louis R. R.			345	13,988	345	13,988	6	202	88	3,572	94	3,774
11	Muscataine, Burlington & Southern R. R.			32	1,435	32	1,416			261	10,416	261	10,416
12	Union Pacific R. R.	6	131	109	4,458	109	4,458	1	18	9	216	10	234
13	Wabash Railway												
	Total	212	5,723	1,212	46,074	1,424	51,797	109	2,937	1,437	60,492	1,546	63,429

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 28—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Bar and Sheet Iron, Structural Iron and Pig Iron						Other Metals, Pig. Bar and Sheet					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	16	645	9,503	347,588	9,519	348,483			1,125	44,409	1,125	44,409
2	Chicago, Burlington & Quincy R. R.	95	1,657			95	1,657						
3	Chicago Great Western R. R.	142	2,409			142	2,409	3	28			3	28
4	Chicago, Milwaukee & St. Paul Ry.	113	3,019	148	3,095	261	6,114	163	4,086	213	7,540	376	11,626
5	Chicago & North Western Ry.	225	4,444			225	4,444	11	241			11	241
6	Chicago, St. Paul, Minn. & O. Ry.	30	506	193	6,378	223	6,884			11	317	11	317
7	Chicago, Rock Island & Pacific Ry.	425	9,626			425	9,626	12	271			12	271
8	Great Northern Ry.	18	443	62	2,188	80	2,631			33	1,182	33	1,182
9	Illinois Central R. R.	160	3,625	1,554	51,309	1,714	54,994	17	411	534	15,972	551	16,383
10	Minneapolis & St. Louis R. R.	160	3,810	1,178	37,040	1,338	40,850			110	3,779	110	3,779
11	Muscantine, Burlington & Southern R. R.	3	80	34	917	37	997						
12	Union Pacific R. R.			3,658	128,356	3,658	128,356			1,263	53,788	1,263	53,788
13	Wabash Railway	26	441	731	29,234	757	29,675	4	110	265	10,622	269	10,132
	Total	1,413	30,705	17,061	597,415	18,474	628,120	210	5,147	3,500	137,099	3,770	142,246

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 29—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Castings, Machinery and Boilers						Cement					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	9	134	2,421	47,980	2,430	48,123			1,031	42,095	1,031	42,095
2	Chicago, Burlington & Quincy R. R.	108	1,725			108	1,725	575	19,032			575	19,032
3	Chicago Great Western R. R.	160	2,519			160	2,519	3,310	124,723			3,310	124,723
4	Chicago, Milwaukee & St. Paul Ry.	552	10,730	206	4,357	758	15,087	6,716	257,284	746	27,033	7,462	284,317
5	Chicago & North Western Ry.	255	4,850			255	4,850	6,205	228,923			6,205	228,923
6	Chicago, St. Paul, Minn. & O. Ry.	12	116	148	2,548	155	2,664	3	64	958	34,677	961	34,741
7	Chicago, Rock Island & Pacific Ry.	747	11,299			747	11,299	3,739	139,792			3,739	139,792
8	Great Northern Ry.	5	190	32	940	37	1,130			121	4,481	121	4,481
9	Illinois Central R. R.	244	3,642	1,516	29,933	1,760	33,575	34	801	1,187	47,824	1,221	48,625
10	Minneapolis & St. Louis R. R.	80	1,172	467	7,723	547	8,895	5,203	194,865	231	7,861	5,434	202,726
11	Muscantine, Burlington & Southern R. R.	17	204	12	174	27	378			144	5,513	144	5,513
12	Union Pacific R. R.	4	85	2,653	54,560	2,657	54,645			353	14,891	353	14,891
13	Wabash Railway	16	270	187	3,806	203	4,076	40	1,191	991	36,849	1,031	38,040
	Total	2,205	36,936	7,657	152,030	9,864	188,966	25,825	966,675	5,762	221,224	31,587	1,187,899

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 30—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Brick and Artificial Stone						Lime and Plaster					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			496	17,190	496	17,190			296	9,162	296	9,162
2	Chicago, Burlington & Quincy R. R.	805	24,106			805	24,106	54	819			54	819
3	Chicago Great Western R. R.	831	24,806			831	24,806	1,916	55,541			1,916	55,541
4	Chicago, Milwaukee & St. Paul Ry.	3,881	114,242	1,236	34,133	5,129	148,375	358	8,113	1,664	47,178	2,022	55,291
5	Chicago & North Western Ry.	2,149	68,480			2,149	68,480	115	2,778			115	2,778
6	Chicago, St. Paul, Minn. & O. Ry.	300	6,702	104	3,398	304	10,100	7	161	140	2,798	147	2,959
7	Chicago, Rock Island & Pacific Ry.	1,539	47,468			1,539	47,468	183	4,691			183	4,691
8	Great Northern Ry.	49	1,642	37	1,262	86	2,904	2	47	14	384	16	431
9	Illinois Central R. R.	662	19,069	524	19,437	1,186	38,506	2,334	77,641	248	3,932	3,182	81,573
10	Minneapolis & St. Louis R. R.	1,185	38,200	805	28,106	1,990	66,306	1,953	55,304	850	25,571	2,803	80,875
11	Muscantine, Burlington & Southern R. R.	1	33	29	887	30	1,020			59	1,029	59	1,029
12	Union Pacific R. R.	2	54	371	12,000	373	12,054			270	6,833	270	6,833
13	Wabash Railway	152	4,827	1,254	44,791	1,406	49,118			394	10,901	394	10,961
	Total	11,446	349,138	4,853	161,304	16,299	510,442	7,522	205,005	3,935	107,848	11,457	312,943

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 31—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sewer Pipe and Drain Tile						Agricultural Implements and Vehicles Other Than Automobiles					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			48	887	48	887	23	394	1,456	21,082	1,479	21,476
2	Chicago, Burlington & Quincy R. R.	275	5,416			275	5,416	155	1,664			155	1,664
3	Chicago Great Western R. R.	1,807	31,701			1,807	31,701	282	3,137			282	3,137
4	Chicago, Milwaukee & St. Paul Ry.	1,609	34,267	980	17,954	2,589	52,221	531	7,314	287	3,681	818	10,995
5	Chicago & North Western Ry.	2,407	44,988			2,407	44,988	362	4,695			362	4,695
6	Chicago, St. Paul, Minn. & O. Ry.	29	810	60	1,545	89	2,355	65	763	196	2,142	231	2,905
7	Chicago, Rock Island & Pacific Ry.	2,168	46,731			2,168	46,731	905	12,362			905	12,362
8	Great Northern Ry.	1	30	9	190	10	220	5	54	108	1,406	113	1,460
9	Illinois Central R. R.	1,159	21,614	618	19,832	1,777	32,466	219	2,770	1,806	14,553	2,025	17,323
10	Minneapolis & St. Louis R. R.	2,336	46,613	320	6,241	2,656	52,854	223	1,479	619	7,596	742	9,075
11	Muscantine, Burlington & Southern R. R.	3	38	6	117	9	155			3	48	3	48
12	Union Pacific R. R.			33	616	33	616	31	382	1,568	22,691	1,599	23,073
13	Wabash Railway	22	477	137	2,369	159	2,746	91	1,377	340	4,683	431	6,060
	Total	11,906	232,685	2,217	40,671	14,123	273,356	2,792	36,391	6,353	77,882	9,145	114,273

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 32—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Automobiles and Auto Trucks						Household Goods and Second-hand Furniture					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....			13,576	112,882	13,576	112,882	12	116	742	7,917	754	8,083
2	Chicago, Burlington & Quincy R. R.....	724	4,018			724	4,018	506	5,099			506	5,099
3	Chicago Great Western R. R.....	1,439	8,429			1,439	8,429	473	4,874			473	4,874
4	Chicago, Milwaukee & St. Paul Ry.....	2,822	20,325	519	3,346	3,341	33,671	457	4,750	163	1,815	620	6,565
5	Chicago & North Western Ry.....	1,302	7,800			1,302	7,800	1,169	11,927			1,169	11,927
6	Chicago, St. Paul, Minn. & O. Ry.....	4	27	566	3,675	570	3,702	106	1,184	304	3,280	410	4,464
7	Chicago, Rock Island & Pacific Ry.....	3,263	20,903			3,263	20,903	1,651	10,795			1,651	10,795
8	Great Northern Ry.....	6	79	1,030	7,212	1,036	7,291	52	559	129	1,417	181	1,976
9	Illinois Central R. R.....	59	539	6,166	73,001	6,225	73,531	415	4,411	383	3,589	798	8,010
10	Minneapolis & St. Louis R. R.....	799	4,725	1,573	14,756	2,372	19,481	520	5,427	314	3,295	834	8,722
11	Muscatine, Burlington & Southern R. R.....			74	422	74	422	15	153	8	75	23	228
12	Union Pacific R. R.....			25,972	237,576	25,972	237,576	5	51	1,157	13,209	1,162	13,260
13	Wabash Railway.....	1,760	10,278	2,699	22,024	4,459	32,302	75	778	211	2,142	286	2,920
	Total.....	12,178	87,105	52,175	474,894	64,353	561,999	5,456	56,124	3,411	36,749	8,867	92,873

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 33—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Furniture—(New)						Beverages					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	34	217	1,622	17,428	1,656	17,645			174	3,909	174	3,909
2	Chicago, Burlington & Quincy R. R.....	89	768			89	768	1	15			1	15
3	Chicago Great Western R. R.....	54	584			54	584	3	37			3	37
4	Chicago, Milwaukee & St. Paul Ry.....	804	8,189	388	4,404	1,192	12,593	29	452	132	2,808	161	3,255
5	Chicago & North Western Ry.....	146	1,561			146	1,561	10	156			10	156
6	Chicago, St. Paul, Minn. & O. Ry.....	2	18	36	368	38	386			105	1,756	105	1,756
7	Chicago, Rock Island & Pacific Ry.....	758	6,814			758	6,814	20	315			20	315
8	Great Northern Ry.....	2	20	61	506	63	526	2	26	18	308	20	344
9	Illinois Central R. R.....	51	641	413	4,704	464	5,345	1	113	104	2,031	113	2,144
10	Minneapolis & St. Louis R. R.....	3	48	171	1,508	174	1,556	2	21	252	4,407	254	4,428
11	Muscatine, Burlington & Southern R. R.....	33	841	21	303	54	1,144			15	234	15	234
12	Union Pacific R. R.....		28	1,987	22,504	1,989	22,532			388	9,459	388	9,459
13	Wabash Railway.....	1	6	126	1,392	127	1,398			222	4,018	222	4,018
	Total.....	1,979	19,735	4,825	53,117	6,804	72,852	76	1,145	1,410	28,025	1,486	30,070

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 34—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Ice						Fertilizers (All Kinds)					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	27	749	9	264	36	1,013			125	3,005	125	3,005
2	Chicago, Burlington & Quincy R. R.....	147	3,522			147	3,522	63	1,949			63	1,949
3	Chicago Great Western R. R.....	129	3,949			129	3,949	75	1,206			75	1,206
4	Chicago, Milwaukee & St. Paul Ry.....	361	11,091	39	1,216	400	12,307	288	4,928	57	941	345	5,869
5	Chicago & North Western Ry.....	681	21,406			681	21,406	52	854			52	854
6	Chicago, St. Paul, Minn. & O. Ry.....			145	4,953	145	4,953	26	421	41	916	67	1,337
7	Chicago, Rock Island & Pacific Ry.....	494	12,670			494	12,670	310	5,509			310	5,509
8	Great Northern Ry.....			65	1,878	65	1,878	30	374	12	310	32	684
9	Illinois Central R. R.....	520	15,308	10	266	530	15,574	190	3,441	259	5,718	449	9,159
10	Minneapolis & St. Louis R. R.....	100	2,466	120	4,215	220	6,681	31	473	189	3,141	220	3,614
11	Muscatine, Burlington & Southern R. R.....	1	31			1	31	8	134	16	361	24	495
12	Union Pacific R. R.....	31	949	11	365	42	1,314			66	2,051	66	2,051
13	Wabash Railway.....	21	476	8	273	29	749	15	309	144	4,018	159	4,387
	Total.....	2,512	72,617	407	13,430	2,919	86,047	1,078	19,658	909	21,061	1,987	40,719

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 35—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Paper, Printed Matter and Books						Chemicals and Explosives					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....			567	13,944	567	13,944	4	119	1,241	36,463	1,245	36,582
2	Chicago, Burlington & Quincy R. R.....							282	3,991			282	3,991
3	Chicago Great Western R. R.....	4	100			4	100	9	159			9	159
4	Chicago, Milwaukee & St. Paul Ry.....	71	1,762	5	154	76	1,916	10	279	48	1,148	58	1,427
5	Chicago & North Western Ry.....	11	193			11	193	31	557			31	557
6	Chicago, St. Paul, Minn. & O. Ry.....	5	96	383	10,093	388	10,189			245	7,564	245	7,564
7	Chicago, Rock Island & Pacific Ry.....	4	47			4	47	183	3,725			183	3,725
8	Great Northern Ry.....	4	63	515	12,879	519	12,942	1	5	129	3,620	130	3,625
9	Illinois Central R. R.....	32	597	291	6,663	323	7,260	18	264	467	14,088	485	14,352
10	Minneapolis & St. Louis R. R.....			1,103	28,103	1,103	28,103	8	105	361	10,312	369	10,417
11	Muscatine, Burlington & Southern R. R.....	1	15	8	197	9	212			9	178	9	178
12	Union Pacific R. R.....			556	13,628	556	13,628	1	26	946	29,311	947	29,337
13	Wabash Railway.....			302	7,757	302	7,757	1	29	270	7,076	271	7,105
	Total.....	132	2,873	3,730	93,418	3,862	96,291	548	9,259	3,716	109,700	4,264	119,019

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 36—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Textiles						Canned Goods (All Canned Fruit Products)					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			47	917	47	917						
2	Chicago, Burlington & Quincy R. R.									1,240	33,465	1,240	33,465
3	Chicago Great Western R. R.							62	1,103			62	1,103
4	Chicago, Milwaukee & St. Paul Ry.							356	7,731			356	7,731
5	Chicago & North Western Ry.							485	10,746	647	21,144	1,132	31,890
6	Chicago, St. Paul, Minn. & O. Ry.	9	200			9	200	235	5,168			235	5,168
7	Chicago, Rock Island & Pacific Ry.			9	170	9	170	12	252	326	8,055	338	8,307
8	Great Northern Ry.	5	71			5	71	1,088	25,332			1,088	25,332
9	Illinois Central R. R.							1	34	171	4,620	172	4,654
10	Minneapolis & St. Louis R. R.	12	241	206	5,709	281	6,016	205	4,255	577	16,002	782	20,257
11	Muscatine, Burlington & Southern R. R.	1	15	133	2,607	134	2,622	606	12,882	514	11,635	1,120	24,517
12	Union Pacific A. R.							88	794	12	236	50	1,030
13	Wabash Railway			103	1,884	103	1,884			3,034	97,549	3,034	97,549
	Total	27	527	643	12,765	670	13,292	3,092	65,362	6,869	201,490	9,961	269,852

RAILROAD COMMISSIONERS' REPORT

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 37—MANUFACTURES AND MISCELLANEOUS—Continued—AND TOTAL

Number	Railway Companies	Other Manufactures and Miscellaneous						Total Manufactures and Miscellaneous					
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Originating on Road		All Other Revenue Freight Carried Within the State		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	691	19,434	13,088	254,449	13,779	273,883	817	21,834	82,984	2,013,961	83,801	2,035,795
2	Chicago, Burlington & Quincy R. R.	1,038	15,633			1,038	15,633	5,088	92,411			5,088	92,411
3	Chicago Great Western R. R.	3,156	52,966			3,156	52,966	14,516	331,279			14,516	331,279
4	Chicago, Milwaukee & St. Paul Ry.	6,792	132,261	2,718	61,113	9,480	193,374	29,149	725,506	22,643	598,519	51,792	1,324,025
5	Chicago & North Western Railway	3,899	70,618			3,899	70,618	21,303	532,347			21,303	532,347
6	C., St. P., M. & Omaha Ry.	239	4,128	2,632	57,057	2,871	61,185	800	16,354	18,896	491,647	19,696	508,011
7	Chicago, Rock Island & Pacific Ry.	8,216	145,286			8,216	145,286	27,158	543,835			27,158	543,835
8	Great Northern Railway	97	1,919	819	18,287	916	20,206	287	6,021	12,380	307,831	12,667	313,852
9	Illinois Central Railroad	3,220	56,430	8,784	173,735	12,004	230,165	10,844	236,060	32,457	703,521	43,301	939,581
10	Minneapolis & St. Louis R. R.	2,138	56,453	5,939	119,757	8,077	176,210	15,409	430,965	23,424	599,877	38,893	990,942
11	M., B. & S. R. R.	182	2,896	201	4,444	383	7,340	300	5,219	823	19,663	1,123	25,152
12	Union Pacific Railroad	141	4,773	13,931	269,198	14,072	273,971	256	7,085	68,295	1,316,760	68,551	1,323,845
13	Wabash Railway	233	5,021	4,184	80,970	4,417	85,991	2,466	25,293	15,907	359,185	18,373	384,478
	Total	30,012	567,821	52,296	1,039,010	82,308	1,606,831	128,453	2,073,319	277,799	6,372,234	406,252	9,345,553
14	Atlantic Northern Ry.								80		1,573		1,653
15	Colfax Northern Railway								959		30		989
16	Manchester & Oneida Railway								425		7,448		7,873
17	Tabor & Northern Railway								29		2,395		2,424
	Total 14 to 17 inclusive								1,484		11,446		12,930
	Total tons								2,974,803		6,383,690		9,358,483

STATISTICS OF STEAM RAILWAYS

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 LBS.—
WITHIN THE STATE

PART 38—GRAND TOTAL CARLOAD TRAFFIC—MERCHANDISE—L. C. L. FREIGHT—TONS—AND GRAND TOTAL TONS, CARLOAD AND L. C. L. TRAFFIC

Number	Railway Companies	Grand Total Carload Traffic						Merchandise—L. C. L. Freight			Grand Total Carload and L. C. L. Traffic		
		Originating on Road		All Other Revenue Freight Carried Within the State		Total		Tons			Tons		
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Originating on road	All other revenue freight carried within the state	Total	Originating on road	All other revenue freight carried within the state	Total
1	Atchison, Topeka & Santa Fe Ry.....	1,014	25,140	194,307	4,118,311	195,321	4,138,451	3,071	256,323	259,394	28,211	4,369,634	4,397,845
2	Chicago, Burlington & Quincy R. R.....	20,760	800,430	.....	.....	20,760	800,430	60,915	.....	60,915	870,345	.....	870,345
3	Chicago Great Western R. R.....	40,374	884,649	.....	.....	40,374	884,649	68,085	.....	68,085	953,634	.....	953,634
4	Chicago, Milwaukee & St. Paul Ry.....	165,882	3,918,820	72,002	1,604,641	237,884	5,523,461	255,004	29,238	284,242	4,173,824	1,633,879	5,807,703
5	Chicago & North Western Railway.....	145,761	3,563,940	.....	.....	145,761	3,563,940	170,246	.....	170,246	3,734,186	.....	3,734,186
6	C., St. P., M. & Omaha Ry.....	9,197	166,160	56,777	1,200,530	65,974	1,426,690	35,914	38,307	74,311	202,074	1,298,927	1,501,001
7	Chicago, Rock Island & Pacific Ry.....	173,385	4,205,514	.....	.....	173,385	4,205,514	265,497	.....	265,497	4,471,011	.....	4,471,011
8	Great Northern Railway.....	7,176	174,301	26,776	671,135	33,952	845,436	9,868	18,851	28,719	184,169	689,986	874,155
9	Illinois Central Railroad.....	74,337	1,721,740	136,853	3,509,765	211,190	5,231,514	102,915	96,793	199,708	1,824,664	3,606,558	5,131,222
10	Minneapolis & St. Louis R. R.....	56,342	1,548,136	90,231	2,725,920	146,573	4,274,056	65,728	57,453	123,181	1,619,864	2,783,373	4,397,237
11	M., B. & S. R. R.....	1,561	42,845	3,052	97,418	4,613	140,263	4,069	1,743	6,412	47,514	99,161	146,675
12	Union Pacific Railroad.....	5,949	213,142	221,489	4,599,170	227,429	4,812,312	3,153	172,008	175,161	216,285	4,771,178	4,987,473
13	Wabash Railway.....	16,385	501,958	58,283	1,500,202	74,668	2,002,160	12,809	46,420	59,229	514,767	1,546,622	2,061,389
	Total.....	727,114	17,706,784	859,770	20,082,002	1,586,884	37,848,876	1,067,774	717,226	1,785,000	18,534,558	20,799,318	39,633,876
14	Atlantic Northern Ry.....	.....	.....	.....	.....	.....	.....	945	1,158	2,103	12,622	13,398	26,200
15	Colfax Northern Railway.....	.....	.....	.....	.....	.....	.....	49	.....	49	88,119	12,227	100,316
16	Manchester & Oneida Railway.....	.....	.....	.....	.....	.....	.....	407	850	1,257	3,732	29,421	33,133
17	Tabor & Northern Railway.....	.....	.....	.....	.....	.....	.....	102	942	1,044	9,969	9,687	19,546
	Total 14 to 17 inclusive.....	.....	.....	.....	.....	.....	.....	1,503	2,955	4,458	114,432	64,633	179,065
	Total tons.....	.....	.....	.....	.....	.....	.....	1,069,277	720,181	1,789,458	18,948,990	20,863,951	39,812,941

TABLE 12—CLASSIFICATION OF RESPONDENTS—LOCOMOTIVE, CAR AND FLOATING EQUIPMENT
PART 1—LOCOMOTIVES AND FREIGHT TRAIN CARS

Number	Railway Companies	Steam Locomotives							Freight Train Cars									
		Number of Units			Units Available for Service at Close of Year				Number of Units			Units Available for Service at Close of Year						
		Available for service at beginning of year	Installed during year	Retired from service during year	Total number	Number fully owned	Number held under equipment trust	Number held under a lease from a railway company	Number held under other forms of title	Available for service at beginning of year	Installed during year	Retired from service during year	Box cars	Flat cars	Stock cars	Coal cars	Tank cars	Refrigerator cars
1	Atch., Topeka & Santa Fe Ry.....	1,830	128	59	1,899	1,005	.....	20	874	73,446	7,231	2,083	34,902	1,905	7,845	13,663	3,286	15,503
2	Atlantic Northern Railway.....	1	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Chl., Burlington & Quincy R. R.....	1,929	60	20	1,978	1,933	45	.....	.....	71,365	4,370	5,206	30,415	1,429	6,323	27,817	333	3,353
4	Chicago Great Western R. R.....	275	.....	.....	275	241	15	19	.....	8,972	2,222	1,802	6,635	407	738	1,075	.....	411
5	Mason City and Ft. Dodge R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Chi., Mil. & St. Paul Ry.....	2,100	151	86	2,165	1,795	300	70	.....	60,677	12,608	3,852	37,871	4,949	4,497	21,054	.....	2,223
7	Chi. & North Western Railway.....	2,038	150	50	2,138	1,711	427	.....	.....	65,971	6,688	3,249	30,842	3,357	3,219	16,184	.....	2,333
8	Chi., St. P., Minn. & O. Ry.....	306	.....	5	301	358	33	.....	.....	12,802	12	193	8,830	723	432	1,941	.....	450
9	Chi., Rock Island & Pacific Ry.....	1,555	80	26	1,609	591	343	203	472	46,717	2,507	1,838	32,354	1,703	4,107	7,192	.....	1,410
10	St. P. & K. C. S. L. R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Colfax Northern Railway.....	2	.....	.....	2	.....	.....	.....	.....	5	.....	.....	1	3	.....	.....	.....	.....
12	Thomas W. Griggs R. R. Property.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Colfax Consolidated Coal.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Dav., Rock Island & N. W. Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	74	.....	14	6	24	.....	29	.....	.....
15	Great Northern Railway.....	1,423	68	60	1,431	1,366	54	9	2	56,100	11,026	11,749	33,930	3,774	1,802	2,343	245	.....
16	Illinois Central Railroad.....	1,592	192	26	1,758	1,216	470	72	.....	65,884	13,193	6,772	28,149	2,726	1,780	32,865	10	5,785
17	Dubuque & Sioux City R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Manchester & Oneida Railway.....	2	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Minneapolis & St. Louis R. R.....	221	.....	4	217	182	35	.....	.....	8,421	.....	734	5,258	69	344	1,755	.....	100
20	Mus., Burl. & Southern R. R.....	7	.....	1	6	.....	.....	.....	.....	13	.....	.....	.....	.....	.....	.....	.....	.....
21	Tabor & Northern Railway.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	Union Pacific Railroad.....	941	138	130	949	814	135	.....	.....	29,152	335	531	15,850	1,292	2,782	6,186	409	.....
23	Wabash Railway.....	619	31	20	630	529	46	.....	.....	20,017	4,468	2,904	13,541	487	1,239	5,998	.....	.....
	Total.....	14,941	1,007	487	15,461	11,760	1,903	395	1,403	528,620	64,692	45,637	284,655	22,903	25,108	138,043	4,286	31,508

TABLE 12—CLASSIFICATION OF RESPONDENT'S LOCOMOTIVE, CAR AND FLOATING EQUIPMENT
PART 2—FREIGHT TRAIN CARS—Continued

Number	Railway Companies	Units Available for Service at Close of Year												
		Caboose cars	Other freight train cars	Total freight train cars	Number				Steel Cars		Steel Underframe Cars		Cars of Other Construction	
					Fully owned	Held under equipment trust	Under lease from a railway company	Held under other forms of title	Number	Aggregate capacity—tons	Number	Aggregate capacity—tons	Number	Aggregate capacity—tons
1	Atch., Topeka & Santa Fe Ry.	1,001	399	78,594	28,073		725	49,793			45,202	1,822,582	33,392	1,073,634
2	Atlantic Northern Railway			2	2									
3	Chi., Burlington & Quincy R. R.	773	83	70,329	60,029	1,500		22,770	1,137,880	13,602	532,510	34,149	1,232,021	
4	Chicago Great Western R. R.	196		9,392	7,766	800	825	1	906	45,300	3,592	143,680	4,894	144,335
5	Mason City & Ft. Dodge R. R.													
6	Chi., Mil. & St. Paul Ry.	1,006	1,840	73,433	47,876	17,508	6,356	1,633	1,419	70,790	45,707	1,951,015	26,307	1,005,996
7	Chi. & North Western Railway	989	6,486	60,410	51,311	18,099			5,759	287,950	30,053	1,500,600	27,598	987,417
8	Chi., St. P., Minn. & O. Ry.	186		12,621	11,098	1,523					5,302	221,890	7,319	246,770
9	Chi., Rock Island & Pacific Ry.	710		47,386	14,856	14,980	7,580	9,070	1,616	80,800	25,828	1,058,670	19,942	648,925
10	St. P. & K. C. S. L. R. R.													
11	Colfax Northern Railway	1		5			5							
12	Thomas W. Griggs R. R. Property													
13	Colfax Consolidated Coal													
14	Dav., Rock Island & N. W. Ry.	1		60	60				43	1,930			17	480
15	Great Northern Railway	639	12,008	55,377	50,412	4,565	151	249	9,434	5,280,075	6,813	295,150	39,130	1,460,459
16	Illinois Central Railroad	992		72,307	47,549	18,627	5,426	705	7,140	361,875	35,554	1,529,470	29,613	1,150,000
17	Dubuque & Sioux City R. R.													
18	Manchester & Oneida Railway													
19	Minneapolis & St. Louis R. R.	113	48	7,687	5,068	2,619			101	5,050	1,425	58,500	6,161	209,655
20	Mus., Burl. & Southern R. R.	1	5	13	13								13	350
21	Tabor & Northern Railway													
22	Union Pacific Railroad	480	2,257	29,256	22,711	6,530	6		8,499	414,100	20,339	965,400	415	2,885
23	Wabash Railway	316		21,581	12,734	8,099		748	2,600	129,420	9,675	417,970	8,990	323,950
	Total	7,364	23,726	547,653	368,558	94,919	21,077	63,099	60,296	3,063,170	249,092	10,586,437	237,943	8,507,537

TABLE 12—CLASSIFICATION OF RESPONDENT'S LOCOMOTIVE, CAR AND FLOATING EQUIPMENT
PART 3—PASSENGER TRAIN CARS

Number	Railway Companies	No. of Units		Units Available for Service at Close of Year																			
		Available for service at beginning of year	Installed during year	Retired from service during year	Number												Total seating capacity	Average seating capacity					
					Coaches	Combination passenger cars	Other combination cars	Parlor cars	Sleeping cars	Dining cars	Baggage and express cars	Postal cars	Other passenger train cars	Total passenger train cars	Fully owned	Held under equipment trust			Under lease from a railway company	Held under other forms of title	Of cars of steel construction	Of cars with steel underframe	Of cars of wood construction
1	Atch., Topeka & Santa Fe Ry.	1,504	44	54	835	47	108	17	50	373	64	1,494	600	12	882	332	573	580	63,008	70			
2	Atlantic Northern Railway	1			1							1	1										
3	Chi., Burlington & Quincy R. R.	1,363	33	49	706	150	102	14	53	271	53	28	1,377			222	186	960	51,468	37			
4	Chicago Great Western R. R.	178	17	1	79	25	13	14	6	54	3	194	182	12		54	11	129	6,602	56			
5	Mason City & Ft. Dodge R. R.																						
6	Chi., Mil. & St. Paul Ry.	1,677	5	15	689	137	131	21	236	50	352	41	1,667	1,590	71	478	157	1,032	61,807	57			
7	Chi. & North Western Railway	2,102	250	63	1,101	186	106	65	35	328	38	430	2,280	1,920	360	786	401	1,102	79,391	50			
8	Chi., St. P., Minn. & O. Ry.	337	1	4	183	31	28	12	7	64	9	334	334			104	10	230	12,244	54			
9	Chi., Rock Island & Pacific Ry.	1,100	61	15	661	110	108	4	34	188	41	1,146	579	252	113	202	410	43	693	51,204	66		
10	St. P. & K. C. S. L. R. R.																						
11	Colfax Northern Railway	6			5	1						6											
12	Thomas W. Griggs R. R. Prop.																						
13	Colfax Consolidated Coal																						
14	Dav., Rock Island & N. W. Ry.	1,182	1	50	463	54	105	25	130	37	330	28	1,113	1,108	1	134	67	912	37,734	62			
15	Great Northern Railway	1,606	9	7	892	53	91	14	42	223	41	338	1,608	1,336	272	325	365	718	54,008	63			
16	Illinois Central Railroad																						
17	Dubuque & Sioux City R. R.																						
18	Manchester & Oneida Railway	1			1							1	1										
19	Minneapolis & St. Louis R. R.	135	1	3	66	13				35	2	17	133	133		9	26	105	4,474	87			
20	Mus., Burl. & Southern R. R.	6			1	2				6		2	6	6		2	1	3	121	89			
21	Tabor & Northern Railway	2	1		1							3	3										
22	Union Pacific Railroad	700	49	17	275	53	56	2	76	186	49	35	732	579	149	4	443	17	272	18,295	25		
23	Wabash Railway	394	40	30	196	54	21	6	20	82	19	395	338		60	66	27	305	15,308	80			
	Total	12,304	512	314	6,003	915	869	194	370	416	2,467	388	857	12,502	10,093	1,042	219	1,148	3,558	1,884	5,947	456,264	64

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE
PART 1—MILEAGE OF ROAD OPERATED—SINGLE TRACK AND ALL TRACKS

Railway Companies	Number	Mileage Operated—Single Track				Mileage Operated—All Tracks				Total mileage operated—Single track	Mileage of				Total mileage earned	Changes during year		
		Line Owned		Line		All other main		Industrial			Fourth main track	Third main track	Fourth main track	Industrial tracks			Yard siding, etc.	Total mileage earned
		Main line	Branch lines	Of proprietary lines	Operated under contract	Operated under lease	Operated under franchise rights	First main track	Second main track										Third main track	Fourth main track	All other main	Industrial tracks	Yard siding, etc.
A. T. & S. Ry. Ry.	4	4,002.07	2,569.46	1,619.43	192.07	8,377.07	1,680.21	27.74	6.44	796,093.00	3,213.98	14,418.79	581.29	14,418.79	581.29			
A. T. & S. Ry. Ry.	4	4,310.62	4,471.74	68.06	223.10	9,405.52	1,129.88	14.65	15.41	2,910.00	2,910.00	14,286.64	100.42	14,286.64	100.42			
C. & N. W. Ry. Ry.	1	1,000.00	100.00	272.25	1,000.00	1,000.00	100.00	11.24	11.24	24.14	260.73	2,000.00	2,000.00	2,000.00	2,000.00			
C. & N. W. Ry. Ry.	1	2,564.13	2,566.72	381.31	417.97	39,400.55	1,233.00	10.00	10.00	869.66	2,964.21	35,800.76	59.08	35,800.76	59.08			
C. & N. W. Ry. Ry.	1	1,470.51	1,470.51	1,677.79	272.38	1,740.19	1,740.19	16.64	21.97	87.00	578.04	1,807.28	62.08	1,807.28	62.08			
C. & N. W. Ry. Ry.	1	3,228.81	2,012.32	1,677.79	425.94	7,683.13	774.00	11.00	11.00	147.00	8,049.41	10,000.00	7.00	10,000.00	7.00			
Colfax Southern Ry.	11	.....	.....	6.03	.....	6.03	.....	.....	.....	.....	1.91	.....	.....	1.91	.....		
C. & N. W. Ry. Ry.	1	41.00	.....	.....	.....	41.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. & N. W. Ry. Ry.	1	3,018.97	3,012.47	648.59	104.79	8,231.41	615.09	15.29	14.35	1,100.00	3,552.74	10,444.44	54.68	10,444.44	54.68			
Great Northern Ry.	15	2,979.97	2,197.97	887.06	138.42	4,845.43	822.79	75.38	31.11	157.89	418.16	2,467.11	31,706.80	41.65	31,706.80	41.65		
Illinois Central Ry.	15	8.00	.....	.....	.....	8.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Man. & Opeola Ry.	1	47.17	.....	.....	.....	47.17	.....	.....	.....	.....	.....	.....	.....	.....	.....
M. E. & S. Ry.	1	1,000.00	1,000.00	.....	.....	1,000.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
M. E. & S. Ry.	1	1,716.25	88.38	79.56	47.29	2,744.78	1,007.55	3.07	2.07	227.57	1,523.87	6,307.75	130.18	6,307.75	130.18			
Northwestern Ry.	1	1,832.25	105.36	.....	.....	2,446.75	2,446.75	13.28	.....	.....	.....	1,006.84	4,200.02	4,200.02	4,200.02
Wabash Ry.	22	35,030.71	23,445.04	828.04	1,609.38	7,788.80	60,793.45	3,278.50	141.25	168.32	157,389.5	401,282.28	29,456.25	106,454.28	106,454.28			
Total, 1923.....		35,030.71	23,445.04	828.04	1,609.38	7,788.80	60,793.45	3,278.50	141.25	168.32	157,389.5	401,282.28	29,456.25	106,454.28	106,454.28			
Total, 1922.....		35,030.71	23,445.04	828.04	1,609.38	7,788.80	60,793.45	3,278.50	141.25	168.32	157,389.5	401,282.28	29,456.25	106,454.28	106,454.28			
Increase or decrease, 1923.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

*Decrease.

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE
PART 2—MILEAGE OF ROAD OWNED—ALL TRACKS

Railway Companies	Number	Mileage of				Total mileage earned	Changes during year						
		First main track		Second main track				Third main track	Fourth main track	All other main	Industrial tracks	Yard tracks and siding, etc.	Total mileage earned
		First main track	Second main track	Third main track	Fourth main track								
Atchafalaya, Tupoka & Santa Fe Railway	1	7,124.21	1,241.07	11.06	6.44	546.22	7,177.78	11,282.35	211.45				
Chicago, Burlington & Quincy Railway	1	1,172.07	1,022.13	14.25	0.11	649.04	2,785.35	21,629.73	74.24				
Chicago, Great Northern & St. Paul Railway	1	1,034.90	1,072.13	27.82	.....	916.27	2,107.32	1,488.97	41.68			
Chicago, Illinois & St. Louis Railway	4	50,130.25	1,012.26	10.22	15.47	602.13	51,158.33	11,027.01	27.49				
Chicago, Milwaukee & St. Paul Railway	5	8,297.27	1,427.25	10.22	2.50	27.05	9,727.05	11,027.01	27.49				
Chicago, Rock Island & Omaha Railway	1	2,244.53	227.71	10.51	.....	1,606.22	3,877.05	1,606.22	21.49			
Chicago, St. Paul, Minneapolis & Omaha Railway	1	1,821.54	.....	.....	.....	211.70	1,821.54	1,821.54	9.05	
Chicago, Union Pacific & North Western Railway	1	1,100.00	.....	.....	.....	110.00	1,100.00	1,100.00	.....			
Conkling & Iowa Railway	1	.....	.....	.....	.....	.....	.....	.....	.....
Thomas W. Griggs & Co. Property	13	46.79	.....	1.06	.....	.....	.....	.....	.....
Illinois Central Ry.	15	7,115.46	270.14	15.17	13.15	119.15	33,712.72	9,652.26	41.84				
Great Northern Ry.	15	2,272.84	422.59	73.55	57.35	227.58	11,113.57	4,208.64	71.97				
Illinois Central Ry.	15	8.09	.....	.....	.....	.....	222.04	1,015.02	12.98
Manassas & Opeola City Railway	1	1,202.30	.....	9.54	.....	81.14	204.02	1,031.00	11.25		
Manassas & Opeola City Railway	1	4.77	.....	.....	.....	.....	7.00	55.37	.....			
Minneapolis & St. Louis Railway	30	2,621.00	222.32	2.07	.....	139.50	1,210.00	6,203.12	108.13			
Northwestern Ry.	22	1,958.98	.....	.....	.....	139.50	7,691.25	2,193.99	6.72	
Union Pacific Railway	22	60,817.70	6,564.97	252.32	61.66	4,122.01	10,399.32	91,683.39	601.90				
Wabash Railway	24	90,720.36	6,564.97	252.32	61.66	4,035.00	10,349.31	91,683.39	581.66				
Total, 1923.....		96,506	252.32	9.18	7.96	150.31	601.86	340.14	.....			
Total, 1922.....		96,506	252.32	9.18	7.96	150.31	601.86	340.14	.....			
Increase or decrease, 1923.....		.....	.....	.....	.....	.....	.....	.....	.....

*Decrease.

TABLE 13A—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE OF IOWA
PART 1—MILEAGE OF ROAD OPERATED—SINGLE TRACK—AND ALL TRACKS AND MILEAGE OWNED ALL TRACKS

Number	Railway Companies	Mileage Operated—Single Track						Mileage Operated—All Tracks							Increase or decrease 1923 mileage operated—All tracks	Total mileage owned—All tracks—Iowa	Increase or decrease 1923 mileage owned—all tracks—Iowa	
		Line Owned		Line Operated Under		Total mileage operated Single track	Mileage owned—single track—Iowa	Miles of					Total mileage operated—All tracks					
		Main line	Branches and spurs	Lease	Contract			Trackage rights	First main track	Second main track	All other main tracks	Industrial tracks		Yard tracks and sidings Etc.				
1	A. T. & S. F. Ry.	19.80					19.80	19.80		19.80	19.67		1.77	35.31	76.66		76.66	
2	Atlantic Northern Ry.	17.07					17.07	17.07		17.07				1.68	18.75		18.75	
3	C., B. & Q. R. R.	371.65	993.42			73.44	1,438.54	1,365.10	*.02	1,438.54	245.70		70.50	331.16	2,085.90	3.95	1,964.61	3.19
4	C. G. W. R. R.	393.27	29.42			347.90	5.82	776.41	422.69	776.41	20.06			257.12	1,053.59	.08	586.57	.08
5	M. C. & F. D. R. R.							347.90									447.35	
6	C., M. & St. P. Ry.	1,206.94	638.10		*1.99	67.47	1,928.50	1,839.04		1,928.50	314.43	11.66		503.19	2,757.78	*1.44	2,653.88	*1.44
7	U. & N. W. Ry.	363.78	1,253.32			16.99	1,634.09	1,617.10		1,634.09	361.31		76.76	513.08	2,585.24	*.60	2,520.00	.65
8	C., S. P., M. & O.	74.54				27.50	102.04	74.54		102.04			2.84	48.85	153.73		121.94	
9	C., R. I. & P. Ry.	997.13	863.07	182.93	152.82	88.28	2,284.23	1,860.20		2,284.23	100.55		86.91	534.07	3,014.76	8.71	2,491.11	4.88
10	S. P. & K. C. S. L.							182.93									244.19	3.65
11	Keokuk & D. M. Ry.							162.34									181.79	.18
12	Colfax Northern Ry.			6.05			6.05			6.05				1.91	7.96	*.83		
13	T. W. Griggs R. R.							.54									1.47	
14	C. C. C. Co.							5.50	*.80								6.48	*.86
15	D., R. I. & N. W. Ry.	34.50				.79	35.29	34.50		35.29	1.06			22.76	59.11	.21	58.32	.21
16	Great Northern Ry.		77.80				77.80	77.80		77.80			9.27	27.83	114.96	.27	113.24	.31
17	Illinois Central R. R.				716.46	1.68	718.14			718.14	.50	6.91	24.93	219.46	970.03	12.08		
18	D. & S. O. R. R.						716.46										967.35	12.08
19	Man. & Oneida Ry.	8.03				.12	8.15	8.03		8.15				.75	8.90		8.78	
20	M. & St. L. R. R.	635.86	164.80		.05	86.40	887.17	800.72		887.17	3.92		47.56	1,098.26	2.29	991.40	1.19	
21	M., B. & S. Ry.	47.77				6.00	53.77	47.77		53.77				7.00	61.37		55.37	
22	Tabor & North'n Ry.	8.79				1.96	10.75	8.79		10.75				1.00	11.75		9.79	
23	Union Pacific R. R.	2.46					2.46	2.46		2.46	2.26		7.83	54.49	67.04	.76	67.04	.76
24	Wabash Ry.	203.38				5.56	208.94	203.38		208.94	2.20		9.26	61.95	282.35	8.29	243.59	7.40
	Total, 1923	4,379.09	4,040.05	188.98	1,219.22	382.01	10,209.35	9,834.81	*.88	10,209.35	1,080.75	18.57	337.72	2,781.84	14,428.23	33.75	13,832.65	31.98
	Total, 1922	4,379.09	4,040.07	189.83	1,219.22	382.03	10,210.24	9,835.69	*6.28	10,210.24	1,080.10	18.57	339.93	2,745.64	14,394.48	32.54	13,800.68	*18.82
	Increase or decrease, 1923		*.02	*.85		*.02	*.80	*.88		*.80	.65		*2.21	36.20			31.98	

*Jointly owned.
*Decrease.

TABLE 14—GRADE CROSSINGS AND CROSSING PROTECTION—ENTIRE LINE
PART 1—PROTECTED

Number	Railway Companies	Protected by																
		Both Gates and Flagmen		Gates Alone		Flagmen Alone 24 Hrs. Daily		Flagmen Alone Part Time Only		Both Audible and Visual Signals		Audible Signals Only	Visual Signals Only					
		With other steam railways	With electric interurban or steam railways	With streets, avenues and highways	With other steam railways	With electric interurban or steam railways	With streets, avenues and highways	With other steam railways	With electric interurban or steam railways	With streets, avenues and highways	With other steam railways	With electric interurban or steam railways	With streets, avenues and highways	With other steam railways	With electric interurban or steam railways	With streets, avenues and highways		
1	Aetehison, Topeka & Santa Fe Railway			7	48										302		317	
2	Chicago, Burlington & Quincy Railroad	26	44	12	16	172	17	10	150			235	1	180	58	19	1,256	
3	Chicago Great Western Railroad	1	4	18	3	25	1	1	26			159						
4	Chicago, Milwaukee & St. Paul Railway	39	75	16	14	214	4	5	25	1	25	214			269	50	12	
5	Chicago & North Western Railway	2	71	17	17	324	2	3	61	4	12	239	1	4	309	19	6	
6	Chicago, St. Paul, Minn. & Omaha Ry.	1	2	4	1	12	1	1	2			10			78		4	
7	Chicago Rock Island & Pacific	17	68	59	9	56	1	14	30	3	11	191	5		64	2	606	
8	Davenport, Rock Island & North Western Ry.	1										9			1			
9	Great Northern Railway	1	4	10	6	11	4		9	4	6	48			32	1	35	
10	Illinois Central Railroad	3	42	20	16	55	29	1	19	1	13	136			131	5	17	
11	Minneapolis & St. Louis Railroad			2	1				2	1		12			10		7	
12	Muscatine, Burlington & Southern R. R.											1						
13	Union Pacific Railroad	1	6	5		8	1	2	12			66			106			
14	Wabash Railway	1	11	5	13	87		1	17	1	4	107			131	27	326	
	Total	26	90	356	196	99	1,010	61	42	237	17	80	1,310	6	4	1,732	206	2,627

TABLE 14—GRADE CROSSINGS AND CROSSING PROTECTION—ENTIRE LINE

PART 2—PROTECTED—Continued—UNPROTECTED AND TOTAL NUMBER ELIMINATED DURING YEAR

Number	Railway Companies	Protected						Unprotected			Total			Number of Grade Crossings Eliminated During Year		
		By Interlocking Devices			Alone by Derailing Devices											
		With other steam railroads	With electric interurban or steam railroads	With streets, avenues and highways	With other steam railroads	With electric interurban or steam railroads	With streets, avenues and highways	With other steam railroads	With electric interurban or steam railroads	With streets, avenues and highways	With other steam railroads	With electric interurban or steam railroads	With streets, avenues and highways	With other steam railroads	With electric interurban or steam railroads	With streets, avenues and highways	Total
1	Atchison, Topeka & Santa Fe Railway	72	14	1	6	212	123	7,628	337	158	8,887				20	30
2	Chicago, Burlington & Quincy Railroad	137	5		2	226	108	10,369	400	189	12,373		5		26	31
3	Chicago Great Western Railroad	47	5	1	4	31	10	1,469	84	22	1,711				2	3
4	Chicago, Milwaukee & St. Paul Railway	141	5		3	231	60	9,199	459	141	10,188		4		58	64
5	Chicago & North Western Railway	96	13		4	145	48	7,131	291	100	8,211		1		31	32
6	Chicago, St. Paul, Minn. & Omaha Ry.	27				84	11	1,613	117	13	1,758				8	10
7	Chicago Rock Island & Pacific	140	1		8	243	64	7,412	490	131	8,615	12	0		71	89
8	Davenport, Rock Island & North Western Ry.	2				9	2	70	11	3	82					
9	Great Northern Railway	78	4	3	9	118	19	6,477	215	54	6,665		3		22	27
10	Illinois Central Railroad	128	10		13	189	55	5,314	372	110	5,909		2		29	33
11	Minneapolis & St. Louis Railroad	27	2		2	37	5	1,928	98	11	1,965					
12	Muscatine, Burlington & Southern R. R.							46			47					
13	Union Pacific Railroad	23			2	73	14	3,440	103	13	3,688				6	6
14	Wabash Railway	78	11	7	4	28	24	1,795	146	58	2,512				2	2
	Total	996	66	12	56	1,626	543	63,831	3,153	1,017	72,611	20	21	27	316	

TABLE 14A—GRADE CROSSINGS AND CROSSING PROTECTION—WITHIN THE STATE OF IOWA

PART 1—PROTECTED

Number	Railway Companies	Protected by										Total					
		Both Gates and Flagmen		Gates Alone		Flagmen Alone 24 Hrs. Daily		Flagmen Alone Part Time Only		Both Audible and Visual Signals			Audible Signals Only				
		With other steam railroads	With electric interurban or steam railroads	With streets, avenues and highways	With other steam railroads	With electric interurban or steam railroads	With streets, avenues and highways	With other steam railroads	With electric interurban or steam railroads	With streets, avenues and highways	With other steam railroads		With electric interurban or steam railroads	With streets, avenues and highways			
1	Atchison, Topeka & Santa Fe Railway																
2	Chicago, Burlington & Quincy Railroad	1	8	1	4	1	4	7		3			3				30
3	Chicago Great Western Railroad	1	3	6	1		19		10				10				63
4	Chicago, Milwaukee & St. Paul Railway	1	2	2			15		9				40				61
5	Chicago & North Western Railway	1	2			1	41		16				12		2		30
6	Chicago, St. Paul, Minn. & Omaha Ry.					1	1		7								3
7	Chicago Rock Island & Pacific	1	3	7	5		10		3				65				56
8	Davenport, Rock Island & North Western Ry.					2							2				1
9	Great Northern Railway		1	1					4				1				17
10	Illinois Central Railroad				1		5	1					15				1
11	Minneapolis & St. Louis Railroad	1															1
12	Muscatine, Burlington & Southern R. R.																
13	Union Pacific Railroad																
14	Wabash Railway														1		6
	Total	4	10	25	11	3	95	2	12	59	11	161	2	94	2		265

TABLE 14A—GRADE CROSSINGS AND CROSSING PROTECTION—WITHIN THE STATE OF IOWA

PART 2—PROTECTED—Continued—UNPROTECTED AND TOTAL AND NUMBER ELIMINATED DURING YEAR

Number	Railway Companies	Protected by									Unprotected			Total			Number of Grade Crossings Eliminated Durin Year				
		Visual Signals Only			Interlocking Devices			Derailing Devices Alone on Electric Rys.													
		With other steam railroads	With electric interurban railroads	With streets, avenues and highways	With other steam railroads	With electric interurban or steam railroads	With streets, avenues and highways	With other steam railroads	With electric interurban or steam railroads	With streets, avenues and highways	With other steam railroads	With electric interurban or steam railroads	With streets, avenues and highways	With other steam railroads	With electric interurban or steam railroads	With streets, avenues and highways	Total	Number of grade crossings with highway only			
1	Atchison, Topeka & Santa Fe Railway											8			12		1	1	9		
2	Chicago, Burlington & Quincy Railroad	7	3	407	6			2			40	4	1,407	57	17	1,806		13	13	13	
3	Chicago Great Western Railroad			1	28	3					18	4	838	48	13	906					
4	Chicago, Milwaukee & St. Paul Railway	14		12	24			1			30	7	1,937	79	21	2,067				1,381	
5	Chicago & North Western Railway	9	3	52	24						14	1	1,328	49	10	1,453		5	5	1,235	
6	Chicago, St. Paul, Minn. & Omaha Ry.				1						33	2	90	35	2	101		1	1		
7	Chicago Rock Island & Pacific	11	1	380	32	1					44	24	2,110	93	37	2,651	6	2	29	37	
8	Davenport, Rock Island & North Western Ry.										5		59	5	2	62					
9	Great Northern Railway				1						5	1	79	6	2	85				57	
10	Illinois Central Railroad			1	14	4					49	13	781	65	17	828				458	
11	Minneapolis & St. Louis Railroad		1		19	1					22	4	1,097	42	8	1,098				755	
12	Muscatine, Burlington & Southern R. R.																			29	
13	Union Pacific Railroad										9	1	20	9	1	20					
14	Wabash Railway	6		84	4	1					6	5	141	16	6	232				170	
	Total	47	8	878	165	12		10			275	66	9,895	504	136	11,472	6	2	51	56	4,107

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE

PART 1—BITUMINOUS COAL.

Number	Railway Companies	Tons Consumed By Locomotives					Total transportation service	Tons consumed by work service locomotives	Grand total tons consumed—bituminous coal
		Freight	Passenger	Mixed train	Special train	Yard switching			
1	Atchison, Topeka & Santa Fe Ry.	1,530,094	638,709	49,281	1,286	256,743	2,476,113	30,905	2,507,018
2	Chicago, Burlington & Quincy R. R.	3,027,092	968,929	77,483	1,493	716,816	4,791,813	36,572	4,828,385
3	Chicago Great Western R. R.	472,779	158,951	11,658	59	105,389	748,836	13,672	762,508
4	Chicago, Milwaukee & St. Paul Ry.	2,338,747	861,120	95,459	1,056	734,239	4,030,621	135,270	4,165,891
5	Chicago & North Western Ry.	2,015,181	1,052,632	133,694	1,110	814,990	4,017,607	72,577	4,090,484
6	Chicago, St. Paul, Minn. & Omaha Ry.	409,429	170,296	24,664	368	131,032	735,789	7,332	743,121
7	Chicago, Rock Island & Pacific Ry.	2,040,785	870,402	47,880	284	487,112	3,446,463	68,698	3,515,161
8	Davenport, Rock Island & North Western Ry.					5,927	5,927	94	6,021
9	Great Northern Ry.	1,488,885	487,111	37,701	973	363,627	2,878,297	53,997	2,432,294
10	Illinois Central R. R.	3,120,094	909,008	21,720	947	703,965	4,756,334	178,510	4,934,844
11	Minneapolis & St. Louis R. R.	365,046	88,818	21,951	135	54,169	530,130	4,886	535,016
12	Muscatine, Burlington & Southern R. R.			2,921.53		1,251.80	4,173.33		4,173.33
13	Union Pacific R. R.	1,953,257	606,667	84,787	908	240,578	2,886,197	89,744	2,925,941
14	Wabash Railway	1,019,962	278,320.15	6,991.30	410.05	274,565.25	1,590,248.75	50,336.55	1,630,585.30
	Total	19,781,861	7,091,053.15	616,190.83	9,049.05	4,274,395.05	32,388,549.08	692,893.55	33,081,442.63

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE

PART 2—FUEL OIL, GALLONS.

Number	Railway Companies	Gallons Fuel Oil Consumed by Locomotives					Total transportation service	Work service locomotives	Grand total fuel oil—gallons consumed
		Freight	Passenger	Mixed train	Special train	Yard switching			
1	Atchison, Topeka & Santa Fe Ry.....	176,883,869	95,920,753	4,947,215	146,262	47,370,172	325,268,271	5,927,329	331,195,600
2	Chicago, Burlington & Quincy R. R.....	20,536,713	5,364,304	1,462,980	-----	2,759,993	30,123,990	979,435	31,103,425
3	Chicago Great Western R. R.....	71,278	29,433	472	8	30,402	131,593	2,656	134,249
4	Chicago, Milwaukee & St. Paul Ry.....	17,922,014	6,575,866	571,106	-----	3,288,788	23,857,776	2,177,003	30,534,779
5	Chicago & North Western Ry.....	30,604,790	13,194,558	5,422,840	16,675	5,927,451	55,256,314	1,245,523	56,501,837
6	Chicago, St. Paul, Minn. & Omaha Ry.....	13,828,259	4,333,718	19,350	-----	4,894,907	23,136,234	526,756	23,662,990
7	Chicago, Rock Island & Pacific Ry.....	-----	-----	-----	-----	-----	-----	-----	-----
8	Davenport, Rock Island & North Western Ry.....	-----	-----	-----	-----	-----	-----	-----	-----
9	Great Northern Ry.....	42,042,949	20,029,064	679,178	41,790	5,476,539	68,269,540	1,437,230	69,706,770
10	Illinois Central R. R.....	57,286	22,366	259	-----	23,174	103,085	894	103,979
11	Minneapolis & St. Louis R. R.....	-----	-----	-----	-----	-----	-----	-----	-----
12	Muscatine, Burlington & Southern R. R.....	-----	-----	-----	-----	-----	-----	-----	-----
13	Union Pacific R. R.....	374,592	144,562	16,290	175	36,437	572,026	-----	572,026
14	Wabash Railway.....	-----	-----	-----	-----	-----	-----	-----	-----
	Total.....	302,411,750	145,674,926	13,119,660	204,910	69,807,883	531,218,829	12,296,926	543,515,655

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE

PART 3—HARD WOOD.

Number	Railway Companies	Cords of Hard Wood Consumed by Locomotives					Total transportation service	Work service locomotives	Grand total cords hard wood consumed
		Freight	Passenger	Mixed train	Special train	Yard switching			
1	Atchison, Topeka & Santa Fe Ry.....	-----	-----	-----	-----	-----	-----	-----	-----
2	Chicago, Burlington & Quincy R. R.....	-----	-----	-----	-----	-----	-----	-----	-----
3	Chicago Great Western R. R.....	-----	-----	-----	-----	-----	-----	-----	-----
4	Chicago, Milwaukee & St. Paul Ry.....	-----	-----	-----	-----	-----	-----	-----	-----
5	Chicago & North Western Ry.....	-----	-----	-----	-----	-----	-----	-----	-----
6	Chicago, St. Paul, Minn. & Omaha Ry.....	-----	-----	-----	-----	-----	-----	-----	-----
7	Chicago, Rock Island & Pacific Ry.....	-----	-----	-----	-----	-----	-----	-----	-----
8	Davenport, Rock Island & North Western Ry.....	-----	-----	-----	-----	75	75	2	77
9	Great Northern Ry.....	-----	-----	-----	-----	-----	-----	-----	-----
10	Illinois Central R. R.....	10,960	5,509	165	-----	5,129	21,763	568	22,331
11	Minneapolis & St. Louis R. R.....	-----	-----	-----	-----	-----	-----	-----	-----
12	Muscatine, Burlington & Southern R. R.....	-----	-----	-----	-----	-----	-----	-----	-----
13	Union Pacific R. R.....	-----	-----	-----	-----	-----	-----	-----	-----
14	Wabash Railway.....	-----	-----	-----	-----	-----	-----	-----	-----
	Total.....	10,960	5,509	165	-----	5,204	21,838	570	22,408

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE

PART 4—SOFT WOOD.

Number	Railway Companies	Cords of Soft Wood Consumed by Locomotives					Total transportation service	Work service locomotives	Grand total cords soft wood consumed
		Freight	Passenger	Mixed train	Special train	Yard switching			
1	Atchafalaya, Tupicks & Santa Fe Ry.	7,701	6,441	100	8	2,000	19,045	327	19,372
2	Chicago, Burlington & Quincy R. R.	978	530	49		353	1,908	44	1,952
3	Chicago Great Western R. R.								
4	Chicago, Milwaukee & St. Paul Ry.	13,750	7,439	1,500	7	6,434	27,161	203	27,364
5	Chicago & North Western Ry.	6,143	2,541	366	5	1,039	10,094	115	10,209
6	Chicago, Rock Island & Pacific Ry.	6,716	5,010	649		2,949	15,321		15,321
7	Dayton, Rock Island & North Western Ry.								
8	Great Northern Ry.	2,000.50	2,300.70	100.07	4.45	1,800.42	6,748.12	217.50	6,965.60
9	Illinois Central R. R.								
10	Minneapolis & St. Louis R. R.	2,137	613	67	1	303	3,120	13	3,133
11	Muscatine, Burlington & Southern R. R.	650	227	410		68	1,355	47	1,402
12	Union Pacific R. R.								
13	Wabash Railway								
	Total	25,014.50	50,139.74	2,432.87	25.48	10,901.42	80,073.12	1,090.50	81,163.60

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TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE

PART 5—TOTAL AND GRAND TOTAL FUEL (TONS) CONSUMED AND AVERAGE COST AT DISTRIBUTING POINT

Number	Railway Companies	Total Fuel (Tons) Consumed by Locomotives					Total transportation service	Work service locomotives	Grand total fuel (Grand consumed)	Average Cost at Distributing Point of Total Fuel Consumed by Locomotives			
		Freight	Passenger	Mixed train	Special train	Yard switching				Minimums coal (tons)	Fuel oil (per gallon)	Total fuel (tons)	Wood (per cord)
1	A. T. & S. F. Ry.	2,650,000	1,247,000	90,000	2,300	254,764	4,559,920	98,804	4,658,720	22.34	\$.07114	4.00	\$2.22647
2	C. B. & Q. R. R.	2,195,000	1,014,700	89,787	1,497	745,245	3,999,510	41,900	4,041,410	2.148	.06868	2.105	\$2.22647
3	C. G. W. R. R.	479,016	530,300	71,000	50	100,717	1,180,443	13,707	1,194,150	2.843	.065	2.904	1.960
4	C. M. & St. P. Ry.	2,860,000	918,300	99,000	2,000	790,541	4,550,000	132,548	4,682,548	4.498	.051	3.655	2.920
5	C. & N. W. Ry.	2,264,000	1,350,000	177,074	7,523	374,111	4,040,500	62,007	4,102,507	2.907	.06017	3.003	2.920
6	C. O. St. P. & O. Ry.	412,000	171,500	34,847	271	121,847	741,202	7,891	749,093	3.231	.051	3.282	1.960
7	C. O. H. I. & P. Ry.	2,138,011	909,001	62,533	588	221,725	3,031,068	72,205	3,103,273	2.475	.051	2.526	2.660
8	D. C. T. & N. W. Ry.					5,972	5,972	50	6,022	4.800		5.00	2.500
9	Great Northern Ry.	1,743,201.87	609,122.07	43,352.81	1,254.39	206,967.71	2,599,414.64	60,070.30	2,659,484.90	3.100	.0772	3.100	2.500
10	Illinois Central R. R.	9,120,271	313,921	21,822	847	707,550	4,771,802	173,084	4,944,886	2.891	.080	2.87	2.730
11	M. & St. L. R. R.	900,612	89,144	23,084.20	350.20	34,211	1,033,210	200,102	1,233,312	2.690		2.67	2.680
12	M. B. & S. R. R.	1,950,115	607,706	82,100	900	260,970	2,800,764	39,743	2,840,507	1.00	.05747	1.00	2.500
13	Union Pacific R. R.	1,969,907	229,320.15	6,992.30	430.68	274,500.23	7,587,744.71	91,358.50	7,679,103.20	2.020		2.000	
14	Wabash Ry.												
	Total	21,849,477.87	8,115,117.22	712,472.14	10,283.715	275,007.76	36,099,407.12	779,306.80	36,878,713.90				

STATISTICS OF STEAM RAILWAYS

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE
PART 6—STATISTICS OF COAL PURCHASES AND STOCKS ON HAND AT BEGINNING AND END OF YEAR

Number	Railway Companies	Bituminous Coal				Anthracite Coal			
		Quantity received during year—Net tons	Total cost, including transportation charges paid foreign lines	Average cost per net ton, including transportation charges paid foreign lines	Quantity on Hand At beginning of year—net tons At end of year—net tons	Quantity received during year—Net tons	Total cost, including transportation charges paid foreign lines	Average cost per net ton, including transportation charges paid foreign lines	Quantity on Hand At beginning of year—net tons At end of year—net tons
1	Achison, Topeka & Santa Fe Ry.	2,080,448	\$ 10,108,201.56	\$ 4.78	221,022	308,604			
2	Chicago, Burlington & Quincy R. R.	5,988,618	17,705,611.38	2.955	141,500	720,450	1,085	\$ 13,736.36	\$ 12.683
3	Chicago Great Western R. R.	900,010	5,514,107.64	3.905	22,326	30,861	377		700.00
4	Chicago, Milwaukee & St. Paul Ry.	4,779,980	14,565,822.00	3.064	178,541	243,358			47
5	Chicago & North Western Ry.	5,000,425	14,807,750.00	2.92	350,300	612,471	1,253	10,607.17	12.98
6	Chicago, St. Paul, Minn. & Omaha Ry.	872,566	4,324,914.48	4.969	42,114	52,000			1,050
7	Davenport, Rock Island & Pacific Ry.	4,158,868	14,558,719.00	3.44	116,400	190,100	1,236	15,362.07	15.96
8	Davenport, Rock Island & North Western Ry.	22,290	108,869.40	4.88	1,204	623			1,372
9	Great Northern Ry.	3,022,597	14,403,863.72	4.23	380,765	635,145	3,632	47,584.26	13.03
10	Illinois Central R. R.	5,627,701	17,686,990.35	3.28	233,477	708,286	1,438	34,955.73	15.90
11	Minneapolis & St. Louis R. R.	667,825	2,102,391.32	3.148	14,000	76,552			355
12	Muscatine, Burlington & Southern R. R.	4,206.33	29,820.22	4.700	41	73			942
13	Union Pacific R. R.	3,246,432	9,579,880.10	2.95	361,740	270,922	60	65.03	11.58
14	Wabash Railway	1,969,602.40	5,907,270.21	2.954	35,645.8	249,954.10			219
	Total	49,233,254.73	\$ 138,887,218.01	\$ 2.783	2,305,717.87	4,284,458.10	11,403	\$ 13,747.18	\$ 13.32
								\$ 6,963.02	7,566

TABLE 16—TIES AND RAILS LAID IN REPLACEMENT AND BETTERMENT—ENTIRE LINE
PART 1—TIES AND RAILS LAID DURING YEAR

Number	Railway Companies	Ties Laid in Replacement and Betterment				Rails Laid in Replacement and Betterment			
		Cross Ties Total number of ties applied	Average cost per tie at distributing point	Switch and Bridge Ties Number of feet applied—board measure	Average cost per thousand feet at distributing point—board measure	Total charges on account of ties laid in replacement and betterment during year	Total number tons (2,240 lbs.) of rails applied	Average cost per ton (2,240 lbs.) at distributing point	Total charges on account of rails laid in replacement and betterment during year
1	Achison, Topeka & Santa Fe Railway	1,766,015	\$ 1.63	2,329,303	\$ 51.53	\$ 3,912,749.01	115,649.04	\$ 21.46	\$ 2,438,078.78
2	Chicago, Burlington & Quincy Railroad	2,238,961	1.57	4,041,581	46.81	3,798,009.22	66,271.70	34.50	2,300,999.07
3	Chicago Great Western Railroad	429,248	1.04	913,421	37.96	480,807.17	30,993.12	33.70	749,438.63
4	Chicago, Milwaukee & St. Paul Railway	3,729,323	1.04	9,611,465	28.48	4,208,062.53	62,665.01	33.78	2,343,131.38
5	Chicago & North Western Railway	3,224,841	1.07	8,727,787	39.22	3,794,322.90	66,633.81	37.13	2,472,608.68
6	Chicago, St. Paul, Minn. & Omaha Railway	567,954	1.03	1,054,309	50.78	998,213.63	13,012,565	39.44	474,998.93
7	Chicago, Rock Island & Pacific Railway	1,327,988	.838	4,239,446	30.23	1,259,309.62	46,259,109	33.98	1,572,435.37
8	Davenport, Rock Island & Northwestern Railway	9,925	1.78	67,328	43.32	39,749.31	84.63	21.49	2,665.44
9	Great Northern Railway	2,427,497	.71	4,441,778	24.50	1,844,103.10	37,300,528	35.06	1,300,410.37
10	Illinois Central Railroad	1,736,436	1.08	8,441,305	39.10	2,309,505.10	87,216,946	32.27	2,900,410.37
11	Minneapolis & St. Louis Railroad	428,384	1.19	1,009,943	44.88	509,584.29	7,119,611	28.51	204,142.54
12	Muscatine, Burlington & Southern Railroad	5,543	.63	8,546	43.01	3,847.53	17.66	38.86	344.80
13	Union Pacific Railroad	1,942,298	1.14	4,475,401	41.19	1,694,484.82	67,311,600	35.73	2,401,599.58
14	Wabash Railway	1,295,539	1.33	2,070,733	39.13	1,784,106.84	35,749.53	35.97	1,288,971.24
	Total	19,548,553		52,300,455		825,229,340.48	625,204,347	\$ 24.46	\$ 2,511,699.59

TABLE 17.—TIES AND RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS
—ENTIRE LINE

PART 1.—TIES AND RAILS APPLIED DURING YEAR

Number	Railway Companies	Ties Laid in Additional Tracks and New Lines and Extensions				Rails Laid in Additional Tracks and in New Lines and Extensions			
		Cross Ties		Switch and Bridge Ties		Average cost per ton		Average cost per ton	
		Total ties applied	Average cost per tie at distributing point	Number of feet (board meas.) laid in tracks	Average cost per thousand feet (board meas.) at distrib. point	Total number tons	Average cost per ton	Total number tons	Average cost per ton
1	Atchafalaya, Topeka & Santa Fe Railway.....	974,200	\$1.51	2,895,900	\$1.38	45,795.41	\$35.50	1,892,490.54	35.50
2	Atlantic Northern Railway.....	138,250	1.96	401,600	34.76	212,027	29.46	211,964.09	29.46
3	Chicago, Burlington & Quincy Railroad.....	4,900	1.86	60,400	36.70	6,798.52	28.44	15,901.47	28.44
4	Chicago, Milwaukee & St. Paul Railway.....	197,679	1.22	800,000	30.20	141,232.75	4,321,899.66	33.71	15,901.47
5	Chicago & North Western Railway.....	6,412	1.82	30,000	45.20	225,447.68	7,800.01	355,123.05	35.50
6	Chicago & St. Paul Railway.....	171,001	1.15	615,126	49.00	228,134.26	8,364,803	29.86	19,862.05
7	Davenport, Rock Island & Northern Pacific Railway.....	292,151	1.27	1,445,076	67.36	1,200,055	32.45	391,907	35.40
8	Illinois Northern Railway.....	417,659	1.11	2,632,076	39.00	288,807.17	12,650,729	28.41	622,216.42
9	Lincoln Northern Railway.....	2,494	1.39	40,267	50.00	6,332.84	16,161.14	11.86	2,650.10
10	Missouri & St. Louis Railroad.....	295,000	1.51	484,122	47.28	841,396.50	15,650.09	37.49	612,451.38
11	Minneapolis, Burlington & Southern Railroad.....	21,656	1.25	10,667,796	84.42	31,693.12	1,200.19	27.49	32,306.04
12	Wabash Railway.....	1,527,695	1.25	10,667,796	84.42	\$ 2,765,031.71	124,844,082.4	26.00	\$ 4,050,143.75
	Total.....	3,127,695		10,667,796					

TABLE 18.—EMPLOYEES AND THEIR COMPENSATION.—ENTIRE LINE
PART 1.—FOR THE YEAR 1925 COMPARED WITH 1924

Number	Railway Companies	Number of Employees in		Total Compensation During Year		Average Yearly Compensation		Average Monthly Compensation		Average Daily Compensation	
		December 31, 1925	December 31, 1924	December 31, 1925	December 31, 1924	December 31, 1925	December 31, 1924	December 31, 1925	December 31, 1924	December 31, 1925	December 31, 1924
		Employees in	Employees in	Employees in	Employees in	Employees in	Employees in	Employees in	Employees in	Employees in	Employees in
1	Atchafalaya, Topeka & Santa Fe Railway.....	61,250	56,942	\$ 30,094,000.00	\$ 28,045,000.00	\$ 493,602.00	\$ 474,500.00	\$ 1,299.51	\$ 1,254.17	\$ 28.71	\$ 27.57
2	Atlantic Northern Railway.....	19	22	58,222.07	62,647.14	3,047.14	3,174.81	1,351.25	1,321.60	37.96	39.22
3	Chicago, Burlington & Quincy Railroad.....	7,566	6,188	13,025,625.00	10,711,228.00	1,615.82	1,736.46	4,286.46	4,344.78	124.66	124.78
4	Chicago & North Western Railway.....	36,362	30,000	\$ 7,765,677.00	\$ 7,253,796.00	1,537.09	1,507.24	3,791.25	3,742.42	102.46	102.46
5	Chicago & St. Paul Railway.....	9,197	8,239	51,643,966.50	48,000,000.00	5,651.91	5,705.91	15,680.66	15,680.66	452.45	452.45
6	Chicago, Rock Island & Northern Pacific Railway.....	37,255	32,076	25,593,347.00	26,191,206.00	1,900.71	1,950.23	4,500.23	4,500.23	130.76	130.80
7	Illinois Northern Railway.....	18	15	30,216.00	37,140.00	1,352.12	1,371.20	3,231.20	3,231.20	92.89	92.89
8	Lincoln Northern Railway.....	56,329	64,595	86,241,138.11	77,125,624.25	1,521.41	1,203.47	3,702.47	3,138.03	83.53	73.45
9	Missouri & St. Louis Railroad.....	13	14	11,317.66	11,877.21	899.82	848.28	2,023.86	2,023.86	56.26	56.26
10	Minneapolis, Burlington & Southern Railroad.....	1,116	845	7,198,976.21	5,655,000.00	6,427.56	6,577.56	15,427.56	15,427.56	437.11	437.11
11	Wabash Railway.....	28,302	24,031	15,556.05	14,601.00	1,191.37	1,191.37	2,878.42	2,878.42	79.69	79.69
12	Total 1925 and 1924.....	415,323	361,699	\$ 202,116,730.00	\$ 207,112,036.50	\$ 1,899,458	\$ 1,866,300	\$ 4,662.48	\$ 4,601.48	\$ 128.42	\$ 128.42
13	Total 1925.....	212,585	187,500	\$ 107,112,036.50	\$ 107,112,036.50	\$ 4,958.36	\$ 4,958.36	\$ 11,946.90	\$ 11,946.90	\$ 331.34	\$ 331.34
14	Total 1924.....	202,738	174,199	\$ 95,004,693.50	\$ 100,000,000.00	\$ 5,236.58	\$ 5,705.91	\$ 12,685.58	\$ 12,685.58	\$ 352.54	\$ 352.54
15	Total 1925 and 1924.....	415,323	361,699	\$ 202,116,730.00	\$ 207,112,036.50	\$ 1,899,458	\$ 1,866,300	\$ 4,662.48	\$ 4,601.48	\$ 128.42	\$ 128.42
16	Total 1925.....	212,585	187,500	\$ 107,112,036.50	\$ 107,112,036.50	\$ 4,958.36	\$ 4,958.36	\$ 11,946.90	\$ 11,946.90	\$ 331.34	\$ 331.34
17	Total 1924.....	202,738	174,199	\$ 95,004,693.50	\$ 100,000,000.00	\$ 5,236.58	\$ 5,705.91	\$ 12,685.58	\$ 12,685.58	\$ 352.54	\$ 352.54
18	Total 1925 and 1924.....	415,323	361,699	\$ 202,116,730.00	\$ 207,112,036.50	\$ 1,899,458	\$ 1,866,300	\$ 4,662.48	\$ 4,601.48	\$ 128.42	\$ 128.42

TABLE 19—RAILWAY ACCIDENTS DURING THE YEAR ENDED DECEMBER 31, 1923—WITHIN THE STATE
PART 1—COLLISIONS AND DERAILMENTS AND OTHER TRAIN ACCIDENTS

Number	Railway Companies	Collisions and Derailments								Other Train Accidents							
		Passengers		Employees		Other Persons		Total		Passengers		Employees		Other Persons		Total	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
STEAM ROADS																	
1	Atchison, Topeka & Santa Fe.....											5	30				
2	Atlantic Northern.....																
3	Chicago, Burlington & Quincy.....			8	7	0	15		4	2	164	10	22	15	200		
4	Chicago Great Western.....	28		1			29			1	90	25	4	62			
5	Chicago, Milwaukee & St. Paul.....	18		8			26			128	37	36	15	146			
6	Chicago & North Western.....						2		3	20	101	11	30	17	201		
7	Chicago, St. Paul, Minn. & Omaha.....						2		1		14	1	2	3	204		
8	Chicago, Rock Island & Pacific.....	10	1	7		5	23		12	4	163	18	29	22	201		
9	Davenport, Rock Island & Northwestern.....						6				6			6			
10	Great Northern.....						1				92	8	9	10	107		
11	Illinois Central.....						1			6	2			4	76		
12	Minnesota & St. Louis.....						1		1	1	75	6	1	4	78		
13	Union Pacific.....						2		1		1			1			
14	Wabash Railway.....						1			7	1	11		19			
	Total Steam Roads.....	67	3	20	12	5	105	4	30	30	808	67	116	91	1,064		
ELECTRIC COMPANIES																	
1	Charles City Western.....											1					1
2	Clinton, Davenport & Muscatine.....									1							1
3	Fl. Dodge, Des Moines & Southern.....										4			1			5
4	Des Moines & Central Iowa.....	20					20		2		6			1			27
5	Iowa Southern Utilities Co.....						1							1			2
6	Waterloo, Cedar Falls & Northern.....						1										1
	Total Electric Companies.....	20		1			22		2		11	1		2	1		25

TERMINAL COMPANIES																	
1	Des Moines Union.....											1			1		
2	Iowa Transfer Co.....																1
3	Sioux City Terminal Co.....											1	8		1	1	9
	Total Terminal Companies.....											1	8		1	1	9
	Grand Total Accident 1923.....	77	3	27	12	5	116	4	32	21	917	68	119	93	1,088		
	Grand Total Accidents 1922.....	128	2	32	2	22	4	182	66	14	814	68	85	82	965		
	Grand Total Accidents 1921.....	50	10	56	1	4	11	204	1	64	23	754	60	202	114	930	
	Grand Total Accidents 1920.....	2	198	9	70	3	3	271	2	74	53	902	54	125	108	1,158	
	Grand Total Accidents 1919.....	2	117	9	79	2	17	14	218	1	30	28	842	72	127	101	960

TABLE 13—RAILWAY ACCIDENTS DURING THE YEAR ENDED DECEMBER 31, 1923—WITHIN THE STATE
PART 2—AT HIGHWAY CROSSINGS, AUTOMOBILES—VEHICLES AND TOTAL AND GRAND TOTAL

Number	Railway Companies	Highway Crossings Automobiles				Highway Crossings —Other Vehicles				Total						Grand Total		
		Other Persons		Total		Other Persons		Total		Passengers		Employees		Other Persons		Killed	Injured	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured			
STEAM ROADS																		
1	Atchison, Topeka & Santa Fe.....																	
2	Atlantic Northern.....																	
3	Chicago, Burlington & Quincy.....	2	30	5	20			1	1			4	4	172	13	00	17	236
4	Chicago Great Western.....																	
5	Chicago, Milwaukee & St. Paul.....	3	20	3	20													
6	Chicago & North Western.....	14	22	14	22	1	3	1	3	3	30	3	163	36	55	32	138	
7	Chicago, St. Paul, Minn. & Omaha.....	1	5	1	5													
8	Chicago, Rock Island & Pacific.....	14	34	14	34					1	14	2	170	22	7	4	21	
9	Davenport, Rock Island & Northwestern.....																	
10	Great Northern.....																	
11	Illinois Central.....	6	21	6	21	1	1	1	1									
12	Minnesota & St. Louis.....	4	6	4	6													
13	Union Pacific.....																	
14	Wabash Railway.....		10		10													
	Total Steam Roads.....	53	162	53	162	2	12	2	12	4	117	22	964	122	302	149	1,343	
ELECTRIC COMPANIES																		
1	Charles City Western.....																	
2	Clinton, Davenport & Muscatine.....																	
3	Ft. Dodge, Des Moines & Southern.....	1	1	1	1													
4	Des Moines & Central Iowa.....																	
5	Iowa Southern Utilities Co.....																	
6	Waterloo, Cedar Falls & Northern.....	5	7	5	7													
	Total Electric Companies.....	4	9	4	9													

TERMINAL COMPANIES																		
1	Des Moines Union.....	1	1	1	1													
2	Iowa Transfer Co.....																	
3	Sioux City Terminal Co.....																	
	Total Terminal Companies.....	1	1	1	1													
	Grand Total Accident 1923.....	58	172	58	172	2	12	2	12	4	120	24	944	122	315	156	1,383	
	Grand Total Accidents 1922.....	65	191	65	191	6	12	6	12		194	16	846	141	320	157	1,530	
	Grand Total Accidents 1921.....	66	177	66	175	1	7	2	7	1	114	33	805	102	230	106	1,009	
	Grand Total Accidents 1920.....	50	190	50	190	6	19	6	19	10	272	62	1,002	111	250	152	1,409	
	Grand Total Accidents 1919.....	45	131	45	131	2	9	2	9	4	147	37	921	124	284	102	1,322	

TABLE 19—NON-TRAIN ACCIDENTS—IOWA

PART 2—YEAR ENDED DECEMBER 31, 1923

Number	Railway Companies	Number of Accidents		Shopmen		Stationmen		Trackmen		Bridge and Building Men		Other Employees		All Other Persons	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Steam Roads															
1	Atchison, Topeka & Santa Fe.....		137		137		4		70		4		2		
2	Atlantic Northern.....		1					1							
3	Chicago, Burlington & Quincy.....		490		349		25		71		22		21		2
4	Chicago Great Western.....		172	1	100		19		30		11		7		1
5	Chicago, Milwaukee & St. Paul.....	1	288	1	131		37		60		22		15		
6	Chicago & North Western.....	1	503		326		35		105	1	31		14		4
7	Chicago, St. Paul, Minn. & Omaha.....		49		39		1		2		2		4		
8	Chicago, Rock Island & Pacific.....	6	653	2	427	3	36	2	115		20	1	36		13
9	Colfax Northern.....		2					1							
10	Davenport, Rock Island & Northwestern.....		4		2		1		1				5		
11	Great Northern.....		2		0			9					8		
12	Illinois Central.....	1	321		113		15	1	78		15		8		2
13	Manchester & Omsida.....		3		1								2		3
14	Minneapolis & St. Louis.....		137	1	71		5	2	23		9		12		3
15	Union Pacific.....		31		4				1				1		
16	Wabash Railway.....		9		9				17		6		1		1
	Total Steam Roads.....	10	2,745	5	1,940	1	177	5	625	1	150	1	118		30
ELECTRIC COMPANIES															
	Ft. Dodge, Des Moines & Southern.....		2		14		1		3		1		1		
	Des Moines & Central Iowa.....		3		1				1				2		1
	Waterloo, Cedar Falls & Northern.....		8		4		1		3						
	Total Electric Companies.....		33		19		3		9		2		3		1

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TERMINAL COMPANIES															
	Des Moines Union.....		21		10		5		2		1		3		1
	Sioux City Terminal.....		3										6		
	Total Terminal Companies.....		24		10		5		2		1		9		1
	Grand Total Non-Train Accidents 1923.....	15	2,807	5	1,950	1	182	5	636	1	150	1	127		31
	Grand Total Non-Train Accidents 1922.....	15	2,275	2	1,230	1	167	4	538	1	154	1	176	4	20
	Grand Total Non-Train Accidents 1921.....	16	2,190	5	1,211	1	180	5	500	1	150	1	98	2	26
	Grand Total Non-Train Accidents 1920.....	20	2,182	4	1,742	1	226	8	818		147	2	161	4	16
	Grand Total Non-Train Accidents 1919.....	17	2,847	4	1,382		254	3	634		100	2	251	2	21

STATISTICS OF STEAM RAILWAYS

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TABLE 20—COST OF COLLISIONS AND DERAILMENTS DURING YEAR ENDED DECEMBER 31, 1923
PART 1—WITHIN THE STATE OF IOWA

Number	Railway Companies	Average mileage of total operated track—miles	Damage to equipment	Damage to way and structures	Wrecking stock	Total cost	Average cost per mile of road operated—miles	Average cost per operated—miles
STEAM RAILROADS								
1	Abilene, Trenchard & North St. Paul Railway	50.00	1,305.00	3,008.00	120.00	4,433.00	88.66	88.66
2	Chicago, Burlington & Quincy Railroad	1,079.53	33,500.00	4,321.50	3,772.00	41,573.50	38.50	38.50
3	Chicago Great Western Railroad	1,776.43	315,000.00	20,435.74	15,141.27	354,577.01	19.95	19.95
4	Chicago & North Western Railway	2,024.00	65,167.00	20,244.56	4,655.44	90,066.99	44.50	44.50
5	Chicago, Rock Island & Pacific Railway	2,294.25	75,136.00	6,728.31	9,603.70	90,468.01	39.43	39.43
6	Illinois Central Railroad	775.16	31,402.45	4,277.84	3,043.00	42,723.29	55.00	55.00
7	Missouri & North Western Railway	897.17	29,175.00	4,213.80	3,317.04	36,705.84	40.92	40.92
8	Missouri Pacific Railroad	1,068.91	2,003.00	1,022.00	438.00	4,506.00	4.21	4.21
9	Northwestern Railway	10,070.30	470,000.00	71,028.27	90,434.19	631,462.46	62.50	62.50
10	Washburn Railway	100.00	2,200.00	200.00	500.00	3,400.00	34.00	34.00
11	TOTAL	117,117	808,200	41,000	53,331	903,531	7.70	7.70
ELECTRIC COMPANIES								
12	El. Dodge, Des Moines & Scientific	100.00	2,200.00	200.00	500.00	3,400.00	34.00	34.00
13	Des Moines & Central Iowa Railroad	115.17	608.20	41.00	151.31	806.51	7.00	7.00
14	Warrens, Cedar Falls & Northern	321.85	4,301.00	231.00	505.30	5,037.30	15.65	15.65
15	TOTAL	537.02	7,109.20	871.00	1,156.61	9,046.81	16.85	16.85

STATISTICS OF Electric Interurban Railways

For the Year Ended December 31, 1923

TABLE 1—ROAD OPERATED AT CLOSE OF YEAR

Number	Electric Companies	Mileage of Road Operated—Single Track					Mileage of Road Operated—All Tracks					Mileage of Road Owned—All Tracks							
		Line Owned		Line Operated			First track	Second track	Sidings and turnouts	Tracks in car-houses, shops, etc.	Total all tracks	First Track		Second track	Sidings and turnouts	Tracks in car-houses, shops, etc.	Total all tracks	Changes during year—all tracks	
		Main Line	Branches and spurs	Under lease	Under contract	Under track-age rights						Total single track mileage	Main line						Branches and spurs
1	Albia Light & Railway Co.	7.00				7.00	7.00				7.00	7.00					7.00	*1.94	
2	Cedar Rapids & Marion City Ry.	2.80				2.80	2.80				2.80	2.80					2.80		
3	Charles City Western Ry.	23.35				23.35	23.58		.23	4.16	27.97	23.35		4.16			27.51		
4	Clinton, Davenport & Muscatine Ry.	67.93				6.71	74.64	74.64	3.77	6.03	1.18	85.62	67.93		6.03	1.18	75.14	.30	
5	Colfax Springs Ry.	1.00				1.00	1.00				1.00	1.00					1.00		
6	Ft. Dodge, Des Moines & So. R. R.	144.91	4.90	1.37		.84	152.02	152.02		36.26	188.28	144.91	4.90		33.93		183.74		
7	Des Moines & Central Iowa R. R.	59.72				7.92	67.64	67.64	7.70	25.43	100.77	59.72	3.26		22.62		85.60	1.95	
8	Iowa Railway & Light Co.	44.49					44.49	44.49		10.23	.06	54.78	44.49		10.23	.06	54.78	.48	
9	Iowa Southern Utilities Co.	29.62			.81		30.43	30.43		3.31	.13	33.87	29.62		3.31	.13	33.06	*.51	
10	Mason City & Clear Lake R. R.	16.06				16.06	16.06		5.23	.31	21.60	16.06		5.23	.31	21.60			
11	Oskaloosa & Buxton Electric Ry.						2.30	2.30			2.30						2.30		
12	Oskaloosa Traction & Light Co.			2.30			2.30	2.30			2.30						2.30		
13	Tama & Toledo R. R. Co.	3.49					3.49	3.49		.26		3.75	3.49		.26		3.75		
14	Waterloo, Cedar Falls & No. Ry.	108.30	2.83			1.04	112.17	112.17	5.49	21.05	.34	139.05	108.30	2.83	5.49	30.00	.34	136.96	*.04
	Total, 1923	508.67	7.73	3.67	.81	16.74	537.62	537.62	17.19	111.96	2.02	668.79	510.97	10.99	5.49	105.77	2.02	635.24	*.06
	Total, 1922	510.61	7.73	3.67	.81	16.74	539.56	539.56	17.06	109.34	2.02	667.98	513.72	7.73	8.85	102.98	2.02	635.30	10.57
	Increase or Decrease, 1923	*1.94					*1.94	*1.94	.13	2.62		.81	*2.75	3.26	*3.36	2.79		*.06	

*Decrease.

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TABLE 2—CAPITAL STOCK
PART 1—AUTHORIZED AND ISSUED

Number	Electric Interurbans	Par Value of Amount Authorized			Par Value of Amount Nominally But Not Actually Issued to Close of Year		Par Value of Total Amount Actually Issued to Close of Year		
		Common	Preferred	Total	Common	Total	Common	Preferred	Total
1	Albia Light & Railway Co.	\$ 400,000.00	\$ 100,000.00	\$ 500,000.00					
2	Cedar Rapids & Marion City Ry.								
3	Charles City Western Ry.	300,000.00		300,000.00	\$ 9,600.00	\$ 9,600.00			\$ 290,400.00
4	Clinton, Davenport & Muscatine Ry.	1,725,000.00		1,725,000.00					1,725,000.00
5	Colfax Springs Ry.	25,000.00		25,000.00					25,000.00
6	Ft. Dodge, Des Moines & So. R. R.	3,500,000.00	2,000,000.00	5,500,000.00					2,634,000.00
7	Des Moines & Central Iowa R. R.	1,200,000.00		1,200,000.00					1,160,000.00
8	Iowa Railway & Light Co.	3,000,000.00	7,000,000.00	10,000,000.00					1,700,000.00
9	Iowa Southern Utilities Co.	5,000,000.00	5,000,000.00	10,000,000.00					580,000.00
10	Mason City & Clear Lake R. R.	400,000.00		400,000.00					592,100.00
11	Oskaloosa & Buxton Electric Ry.	500,000.00		500,000.00					400,000.00
12	Oskaloosa Traction & Light Co.	300,000.00		300,000.00					171,084.66
13	Tama & Toledo R. R. Co.	100,000.00		100,000.00					300,000.00
14	Waterloo, Cedar Falls & No. Ry.	3,335,000.00	1,605,000.00	5,000,000.00					23,300.00
	Total	\$19,785,000.00	\$15,765,000.00	\$35,550,000.00	\$ 9,600.00	\$ 9,600.00	\$11,521,784.66	\$ 7,918,797.20	\$19,440,581.86

STATISTICS OF ELECTRIC INTERURBAN RAILWAYS

TABLE 2—CAPITAL STOCK

PART 2—RETIRED AND CANCELLED, OUTSTANDING AND ACTUALLY ISSUED PRIOR TO PRESENT YEAR

Number	Electric Interurbans	Par Value of Total Amount Retired and Cancelled After Actual Issue			Par value of total amount reacquired after actual issue and held alive	Par Value of Amount Actually Outstanding at Close of Year			Stocks Actually Issued Prior to Present Year—Par Value		
		Common	Preferred	Total		Common	Preferred	Total	Common	Preferred	Total
1	Albia Light & Ry. Co.					\$ 400,000.00	\$ 100,000.00	\$ 500,000.00	\$ 400,000.00	\$ 1,100,000.00	\$ 500,000.00
2	C. E. & M. City Ry.					290,400.00		290,400.00			
3	Charles City Western Ry.					1,725,000.00		1,725,000.00			
4	Clinton, Dav. & Mus. Ry.					25,000.00		25,000.00			
5	Colfax Springs Ry.					1,725,000.00		1,725,000.00			
6	D. D. M. & So. R. R.					2,634,000.00	1,363,100.00	3,997,100.00	2,634,000.00	1,903,100.00	3,997,100.00
7	D. M. & C. Ia. R. R.					25,000.00		25,000.00			
8	Iowa Ry. & Light Co.			\$ 5,700.00		1,160,000.00		1,160,000.00			
9	Iowa So. Utilities Co.					1,700,000.00	4,445,722.20	6,145,722.20	1,700,000.00	1,903,100.00	1,903,100.00
10	M. C. & C. L. R. R.					580,000.00		580,000.00		4,234,955.00	5,984,955.00
11	Osk. & Buxton Elec. Ry.	\$ 184.00		\$ 184.00		400,000.00		400,000.00		300,000.00	700,000.00
12	Osk. Tr. & Light Co.					170,500.00		170,500.00			400,000.00
13	Tama & Toledo R. R.					300,000.00		300,000.00		171,084.66	471,084.66
14	W., C. F. & N. Ry.	179,900.00	848,175.00	1,028,075.00		22,300.00		22,300.00		22,300.00	25,340.00
	Total	\$180,184.00	\$848,175.00	\$1,028,359.00	\$ 5,700.00	\$11,741,650.00	\$ 7,164,922.20	\$18,906,572.20	\$11,921,784.00	\$ 7,904,020.66	\$19,325,804.86

TABLE 2—CAPITAL STOCK

PART 3—STOCKS ACTUALLY ISSUED PRIOR TO PRESENT YEAR—Continued—AND ISSUED DURING PRESENT YEAR

Number	Electric Interurbans	Stocks Actually Issued Prior to Present Year						Stocks Actually Issued During the Present Year—Par Value		
		Cash Received as Consideration for Issue			Cash Value of Other Property Acquired as Consideration for Issue			Net Total Discount	Preferred	Total
		Common	Preferred	Total	Common	Preferred	Total			
1	Albia Light & Railway Co.				\$ 400,000.00	\$ 100,000.00	\$ 500,000.00			
2	Cedar Rapids & Marion City Ry.									
3	Charles City Western Ry.	\$ 290,400.00		\$ 290,400.00						
4	Clinton, Davenport & Muscatine Ry.				1,725,000.00		1,725,000.00			
5	Colfax Springs Ry.	25,000.00		25,000.00						
6	Ft. Dodge, Des Moines & So. R. R.	500,000.00	159,200.00	659,200.00	2,134,000.00	1,200,000.00	3,334,000.00	\$ 3,840.00		\$ 3,840.00
7	Des Moines & Central Iowa R. R.									
8	Iowa Railway & Light Co.	1,700,000.00	4,234,955.00	5,934,955.00						\$ 210,796.51
9	Iowa Southern Utilities Co.	580,000.00	400,800.00	980,800.00		150,000.00	150,000.00		10,000.00	10,000.00
10	Mason City & Clear Lake R. R.	400,000.00		400,000.00						
11	Oskaloosa & Buxton Electric Ry.	171,084.66		171,084.66						
12	Oskaloosa Traction & Light Co.	300,000.00		300,000.00						
13	Tama & Toledo R. R. Co.	22,300.00		22,300.00						
14	Waterloo, Cedar Falls & No. Ry.	2,513,000.00	1,512,175.00	4,025,175.00						
	Total	\$ 6,302,784.66	\$ 6,307,100.00	\$12,609,884.66	\$ 4,259,000.00	\$ 1,450,000.00	\$ 5,709,000.00	\$ 3,840.00	\$ 230,796.51	\$ 234,636.51

TABLE 2—CAPITAL STOCK
PART 4—STOCKS ACTUALLY ISSUED DURING PRESENT YEAR—Continued—AND DIVIDENDS DECLARED

Number	Electric Interurbans	Cash received as consideration for issue—preferred	Cash value of other property acquired as consideration for issue	Total	Dividends Declared					
					Rate %		Amount of Dividend			
					Common	Preferred	Common	Preferred	Total	
1	Albia Light & Railway Co.									
2	Cedar Rapids & Marion City Ry.									
3	Charles City Western Ry.									
4	Clinton, Davenport & Muscatine Ry.									
5	Colfax Springs Ry.									
6	Ft. Dodge, Des Moines & So. R. R.					5.25		\$ 71,562.75		\$ 71,562.75
7	Des Moines & Central Iowa R. R.									
8	Iowa Railway & Light Co.	\$ 210,766.51		\$ 210,766.51	10.	7.	\$ 170,000.00	303,849.73		473,849.73
9	Iowa Southern Utilities Co.	41,300.00		41,300.00	5.	8.	29,000.00	46,381.50		75,381.50
10	Mason City & Clear Lake R. R.									
11	Oskaloosa & Buxton Electric Ry.									
12	Oskaloosa Traction & Light Co.									
13	Tama & Toledo R. R. Co.									
14	Waterloo, Cedar Falls & No. Ry.									
	Total	\$ 252,066.51		\$ 252,066.51			\$ 199,000.00	\$ 421,793.98		\$ 620,793.98

WHITE & WYLLIANT BLOCK

TABLE 3—FUNDED DEBT
PART 1—TOTAL UNMATURED FUNDED DEBT, OTHER THAN EQUIPMENT OBLIGATIONS

Number	Electric Interurbans	Total par value of indebtedness authorized	Extent of authorization cancelled or revoked	Par Value of Evidences of Debt					Evidences of Debt Actually Issued Prior to Present Year			
				Nominally but not actually issued	Actually issued to close of year	Reacquired after actual issue and cancelled	Reacquired after actual issue and held alive at close of year	Actually outstanding at close of year	Par value of total amount	Cash received as consideration for issue	Cash value of other property acquired as consideration for issue	
1	Albia Light & Ry.	\$ 500,000.00			\$ 500,000.00				\$ 500,000.00	\$ 500,000.00	\$ 452,930.00	
2	C. R. & M. C. Ry.											
3	C. C. W. Ry.	1,000,000.00		\$ 384,000.00	183,998.40			183,998.40	183,998.40		183,998.40	
4	C. D. & M. Ry.	1,200,000.00		137,000.00	1,063,000.00			1,063,000.00	1,063,000.00			\$1,063,000.00
5	Colfax Springs Ry.											
6	F. D., D. M. & S. R. R.	7,251,054.25		550,000.00	6,701,054.25	\$ 400,000.00		6,301,054.25	6,173,854.25	1,186,761.51	4,800,000.00	
7	D. M. & C. I. R. R.	2,062,000.00		866,000.00	1,196,000.00			1,196,000.00	1,196,000.00	1,196,000.00		
8	Ia. Ry. & Light Co.	13,146,732.99	\$ 545,000.00		10,673,732.99	2 170,732.19		8,503,000.80	8,985,377.99	8,104,627.47	71,000.00	
9	Ia. So. Utilities Co.	3,010,000.00	838,000.00	40,000.00	2,112,000.00	106,900.00	\$160,400.00	3,443,300.00	1,822,500.00	1,998,310.00	10,500.00	
10	M. C. & C. L. R. R.	2,500,000.00			322,000.00	6,000.00		316,000.00	322,000.00	320,300.00		
11	O. & B. E. Ry.	1,500,000.00			42,000.00			42,000.00	42,000.00	16,457.00	23,000.00	
12	O. Tr. & Light Co.	1,500,000.00			207,000.00			207,000.00	207,000.00	181,982.43		
13	T. & T. R. R.	150,000.00	100,000.00		25,000.00			25,000.00	25,000.00	25,000.00		
14	W., C. F. & N. Ry.	22,546,075.00		2,202,000.00	7,319,075.00		2,000.00	7,319,075.00		5,278,400.00	286,075.00	
	Total	\$56,365,862.24	\$1,483,000.00	\$4,179,000.00	\$30,344,860.64	\$2,683,632.19	\$162,400.00	\$29,099,328.45	\$20,470,730.64	\$19,544,856.85	\$6,253,575.00	

TABLE 3—FUNDED DEBT

PART 2—TOTAL UNMATURED FUNDED DEBT OTHER THAN EQUIPMENT OBLIGATIONS

Number	Electric Interurbans	Evidences of Debt Actually Issued During Present Year			Total discount on actual issues of prior years	Discount on actual issues of present year	Discounts written off to income or profit and loss during year	Discounts distinguished year to year to close to operating expense, profit and loss	Amount of interest accrued during year, charged to income	Amount of interest paid during year
		Par value of total amount	Cash received as consideration for issue	Cash value of other property acquired as consideration of issue						
1	Albia Light & Railway Co.				\$ 46,320.00		\$ 1,500.00	\$ 20,250.00	\$ 25,000.00	\$ 25,000.00
2	Cedar Rapids & Marion City Ry.								11,040.00	11,040.00
3	Charles City Western Ry.								53,150.00	
4	Clinton, Davenport & Muscatine Ry.									
5	Colfax Springs Ry.									
6	Ft. Dodge, Des Moines & So. R. R.	\$ 527,200.00	\$ 455,000.00	\$ 27,200.00	163,133.73	\$ 49,236.05	10,646.71	46,100.02	307,190.50	310,648.00
7	Des Moines & Central Iowa R. R.				20,806.82		2,089.68	5,572.50	80,197.50	80,103.75
8	Iowa Railway & Light Co.	1,738,355.00	1,619,154.43	12,000.00	759,750.52	107,200.57	52,612.47	357,988.38	453,852.89	436,475.31
9	Iowa Southern Utilities Co.	1,583,000.00	1,331,850.24		123,689.96		15,542.96	47,112.52	182,512.80	161,655.00
10	Mason City & Clear Lake R. R.				1,610.00			1,610.00	18,960.00	18,960.00
11	Oskaloosa & Buxton Electric Ry.				2,453.00		122.65	735.90	2,520.00	2,520.00
12	Oskaloosa Traction & Light Co.				22,962.57		1,186.31	6,354.29	12,365.00	12,300.00
13	Tama & Toledo R. R. Co.								1,500.00	
14	Waterloo, Cedar Falls & No. Ry.				1,154,000.00		50,094.36	333,089.44	331,000.05	5,700.00
	Total	\$ 3,848,555.00	\$ 3,406,004.67	\$ 392,000.00	\$ 2,297,416.60	\$ 156,436.62	\$ 133,795.14	\$ 838,812.96	\$ 1,529,888.77	\$ 1,064,462.06

RAILROAD COMMISSIONERS' REPORT

TABLE 3—FUNDED DEBT

PART 3—EQUIPMENT OBLIGATIONS

Number	Electric Interurbans	Contract price of equipment acquired	Cash paid on acceptance of equipment	Total amount of obligations actually issued	Rate of interest per annum	Actually outstanding obligations matured at close of year	Interest accrued during year charged to income	Amount of interest paid during year
2	Cedar Rapids & Marion City Ry.							
3	Charles City Western Ry.							
4	Clinton, Davenport & Muscatine Ry.							
5	Colfax Springs Ry.							
6	Ft. Dodge, Des Moines & So. R. R.							
7	Des Moines & Central Iowa R. R.							
8	Iowa Railway & Light Co.		\$ 14,152.50	\$ 14,152.50				
9	Iowa Southern Utilities Co.							
10	Mason City & Clear Lake R. R.							
11	Oskaloosa & Buxton Electric Ry.							
12	Oskaloosa Traction & Light Co.							
13	Tama & Toledo R. R. Co.							
14	Waterloo, Cedar Falls & No. Ry.	\$ 148,000.00	37,000.00	132,159.44	6.5	\$ 58,679.72		
	Total	\$ 148,000.00	\$ 51,152.50	\$ 146,311.94	6.5	\$ 58,679.72		

STATISTICS OF ELECTRIC INTERURBAN RAILWAYS

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT
PART 1—WAY AND STRUCTURES, EQUIPMENT AND POWER DURING YEAR

Number	Electric Interurbans	Way and Structures			Equipment			Power		
		Investment in new lines and extensions during year	Investment in additions and betterments during year	Total investment during year	Investment in new lines and extensions during year	Investment in additions and betterments during year	Total investment during year	Investment in new lines and extensions during year	Investment in additions and betterments during year	Total investment during year
1	Albia Light & Railway Co.		\$ 8,240.64	\$ 8,240.64		\$ 3,739.39	\$ 3,739.39		\$ *1,667.81	\$ *1,667.81
2	Cedar Rapids & Marion City Ry.									
3	Charles City Western Ry.		3,158.50	3,158.50		23.50	23.50			
4	Clinton, Davenport & Muscatine Ry.		33,068.66	33,068.66		31,023.28	31,023.28		570.37	570.37
5	Colfax Springs Ry.									
6	Ft. Dodge, Des Moines & So. R. R.		70,868.94	70,868.94						
7	Des Moines & Central Iowa R. R.		12,223.19	12,223.19		175,968.84	175,968.84		123,001.95	123,001.95
8	Iowa Railway & Light Co.		74,729.84	74,729.84		*8,111.58	*8,111.58		*11,468.48	*11,468.48
9	Iowa Southern Utilities Co.		11,504.17	11,504.17		26,928.08	26,928.08		250,062.43	250,062.43
10	Mason City & Clear Lake R. R.		1,046.53	1,046.53		29,977.27	29,977.27		10,428.88	10,428.88
11	Oskaloosa & Buxton Electric Ry.					34,464.11	34,464.11			
12	Oskaloosa Traction & Light Co.		*3,872.31	*3,872.31						
13	Tama & Toledo R. R. Co.		*981.25	*981.25		*25.00	*25.00			
14	Waterloo, Cedar Falls & No. Ry.		36,683.55	36,683.55		19,229.66	19,229.66		*1,676.91	*1,676.91
	Total		\$ 246,670.46	\$ 246,670.46		\$ 313,247.55	\$ 313,247.55		\$ 369,340.43	\$ 369,340.43

*Credit.

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT
PART 2—GENERAL AND MISCELLANEOUS AND GRAND TOTAL

Number	Electric Interurbans	General and Miscellaneous			Grand Total		
		Investment in new lines and extensions during year	Investment in additions and betterments during year	Total investment during year	Investment in new lines and extensions during year	Investment in additions and betterments during year	Total investment during year
1	Albia Light & Railway Co.					\$ 10,312.22	\$ 10,312.22
2	Cedar Rapids & Marion City Ry.						
3	Charles City Western Ry.					3,182.00	3,182.00
4	Clinton, Davenport & Muscatine Ry.		\$ 4,191.18	\$ 4,191.18		68,853.49	68,853.49
5	Colfax Springs Ry.						
6	Ft. Dodge, Des Moines & So. R. R.		509.32	509.32		370,469.05	370,469.05
7	Des Moines & Central Iowa R. R.		2,021.12	2,021.12		*5,335.75	*5,335.75
8	Iowa Railway & Light Co.		433,305.51	433,305.51		784,925.86	784,925.86
9	Iowa Southern Utilities Co.					51,910.32	51,910.32
10	Mason City & Clear Lake R. R.		328.23	328.23		35,838.87	35,838.87
11	Oskaloosa & Buxton Electric Ry.						
12	Oskaloosa Traction & Light Co.		20,539.43	20,539.43		16,642.12	16,642.12
13	Tama & Toledo R. R. Co.		3,312.57	3,312.57		2,331.32	2,331.32
14	Waterloo, Cedar Falls & No. Ry.					54,236.30	54,236.30
	Total		\$ 464,107.36	\$ 464,107.36		\$ 1,393,365.80	\$ 1,393,365.80

*Credit.

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT

PART 3—AT CLOSE OF YEAR.

Number	Electric Interurbans	Investment in Road and Equipment at Close of Year					
		Investment to Dec. 31, 1908	Investment from Dec. 31, 1908, to June 30, 1914	Investment since June 30, 1914	Total investment in road and equipment	Length of road owned	Average investment per mile of road owned
1	Albia Light & Railway Co.....			\$ 1,031,237.71	\$ 1,031,237.71	7.00	\$ 147,319.97
2	Cedar Rapids & Marion City Ry.....					2.80	
3	Charles City Western Ry.....		\$ 426,249.95	284,236.23	710,486.18	23.35	30,427.67
4	Clinton, Davenport & Muscatine Ry.....	\$ 1,333,304.91	1,038,659.36	148,329.66	2,550,333.93	58.32	43,730.86
5	Colfax Springs Ry.....					1.00	
6	Ft. Dodge, Des Moines & So. R. R.....		7,327,458.01	3,346,975.63	10,674,433.64	149.81	71,253.14
7	Des Moines & Central Iowa R. R.....	2,460,382.92	316,516.30	704,400.97	3,511,300.19	59.72	58,796.05
8	Iowa Railway & Light Co.....	3,290,686.28	3,095,764.31	5,611,399.15	11,997,849.74	44.49	269,675.20
9	Iowa Southern Utilities Co.....		289,148.70	876,088.62	1,165,237.32	29.62	39,339.53
10	Mason City & Clear Lake R. R.....		764,338.84	287,179.70	1,051,518.54	16.06	65,474.37
11	Oskaloosa & Buxton Electric Ry.....		103,381.93	18,405.70	121,787.63	2.30	52,977.23
12	Oskaloosa Traction & Light Co.....	692,837.51	163,502.51		856,400.02	5.93	144,418.21
13	Tama & Toledo R. R. Co.....			150,534.75	150,534.75	3.49	43,046.82
14	Waterloo, Cedar Falls & No. Ry.....	2,441,886.86	4,663,505.83	2,463,569.61	9,558,962.30	111.13	86,016.04
	Total.....	\$10,249,188.48	\$18,208,585.74	\$14,922,357.73	\$43,380,131.95	515.02	\$ 84,856.09

TABLE 5—INCOME ACCOUNT

PART 1—OPERATING INCOME.

Number	Electric Interurbans	Railway operating revenues	Railway operating expenses	Net revenues from railway operations	Auxiliary Operations			Net operating revenues	Taxes assignable to railway operations	Operating income
					Revenues	Expenses	Net revenue			
1	Albia Light & Railway Co.....	\$ 11,263.65	\$ 24,018.66	\$12,755.01	\$ 860.92	\$ 843.28	\$ 26.64	\$ *12,728.37	\$ 4,178.07	\$ *16,906.44
2	Cedar Rapids & Marion City Ry.....									
3	Charles City Western Ry.....	65,998.19	55,081.94	10,916.25				10,916.25	7,415.12	3,501.13
4	Clinton, Davenport & Muscatine Ry.....	324,497.75	288,240.49	36,257.26	119,715.81	88,189.65	31,526.16	67,783.42	23,008.57	44,084.85
5	Colfax Springs Railway.....		89.77	*89.77				*89.77		*89.77
6	Ft. Dodge, Des Moines & So. R. R.....	1,965,584.14	1,629,544.86	336,039.28	478,213.52	288,856.06	189,357.44	525,396.72	105,685.78	419,710.94
7	Des Moines & Central Iowa R. R.....	709,153.20	632,738.08	76,415.12				76,415.12	27,000.00	49,415.12
8	Iowa Railway & Light Co.....	553,624.84	397,871.68	155,753.16	2,406,893.97	1,336,981.31	1,069,912.66	1,225,665.82	25,500.00	1,200,165.82
9	Iowa Southern Utilities Co.....	166,334.40	116,018.85	50,315.55	16,206.69	13,255.72	2,950.97	53,266.52	11,509.13	41,757.39
10	Mason City & Clear Lake R. R.....	181,750.40	131,986.25	49,764.15				49,764.15	10,302.44	39,461.71
11	Oskaloosa & Buxton Electric Ry.....									
12	Oskaloosa Traction & Light Co.....	26,329.26	28,788.43	*2,459.07	221,302.11	143,740.28	77,561.83	75,102.76	19,880.19	55,222.57
13	Tama & Toledo R. R.....	17,085.05	22,794.29	*5,709.24				*5,709.24	910.00	*6,069.24
14	Waterloo, Cedar Falls & No. Ry.....	896,104.11	828,385.01	67,719.10				67,719.10	33,059.32	29,659.78
	Total.....	\$4,917,675.09	\$4,155,558.31	\$762,116.78	\$3,243,202.02	\$1,871,866.32	\$1,371,335.70	\$2,133,452.48	\$274,738.02	\$1,858,713.86

*Deficit.

TABLE 5—INCOME ACCOUNT
PART 2—NON-OPERATING INCOME

Number	Electric Interurbans	Deductions From Gross Income							Total non-operating income	Gross income
		Income from lease of road	Miscellaneous rent income	Net income from miscellaneous physical property	Dividend income	Income from funded securities	Income from unfunded securities and accounts	Miscellaneous income		
1	Albia Light & Railway Co.....			\$ 36,113.41					\$ 36,113.41	\$ 19,206.97
2	Cedar Rapids & Marion City Ry.....									3,501.13
3	Charles City Western Ry.....									46,506.71
4	Clinton, Davenport & Muscatine Ry.....		\$ 2,052.00	120.00		\$ 8.03	\$ 241.23		2,421.86	446,162.33
5	Colfax Springs Ry.....	\$ 1,166.62	25.20						1,191.82	1,102.05
6	Ft. Dodge, Des Moines & So. R. R.....			5,607.47					26,451.89	446,162.33
7	Des Moines & Central Iowa R. R.....					120.00		17,142.51	1,915.22	51,783.27
8	Iowa Railway & Light Co.....		9,553.01	182,771.77	17,536.95	1,102.47	18,208.29	323.93	2,308.15	1,430,378.40
9	Iowa Southern Utilities Co.....			297,293.95				1,040.09	26,500.33	305,551.67
10	Mason City & Clear Lake R. R.....			1,341.12				328.23		41,131.06
11	Oskaloosa & Buxton Electric Ry.....							23,582.57		23,582.57
12	Oskaloosa Traction & Light Co.....									55,222.57
13	Tama & Toledo R. R. Co.....		321.69							*6,347.55
14	Waterloo, Cedar Falls & No. Ry.....		1,968.00					407.21	*1,534.67	29,900.38
	Total.....	\$ 1,166.62	\$13,919.90	\$ 623,247.72	\$17,536.95	\$ 1,231.10	\$61,825.32	\$30,040.69	\$ 648,907.70	\$ 2,507,681.56

*Deficit.

TABLE 5—INCOME ACCOUNT
PART 3—DEDUCTIONS FROM GROSS INCOME AND PROFIT AND LOSS BALANCE.

Number	Electric Interurbans	Deductions From Gross Income							Income balance transferred to profit and loss
		Miscellaneous rents and rents for leased road	Miscellaneous taxes	Interest on funded debt	Interest on unfunded debt	Amortization of discount on funded debt	Miscellaneous debits	Total deductions from gross income	
1	Albia Light & Railway Co.....		\$ 5,916.34	\$ 25,000.00	\$ 1,884.45	\$ 1,500.00		\$ 34,900.79	\$ 15,003.82
2	Cedar Rapids & Marion City Ry.....								*16,615.32
3	Charles City Western Ry.....	12.00		11,040.00	9,064.45			20,116.45	*105,525.64
4	Clinton, Davenport & Muscatine Ry.....			53,150.00	98,225.90		656.45	152,032.35	1,102.05
5	Colfax Springs Railway.....								107,867.88
6	Ft. Dodge, Des Moines & So. R. R.....	17,304.30		307,190.50	609.55	10,646.71	2,463.30	328,274.45	*76,229.50
7	Des Moines & Central Iowa R. R.....			80,197.50	45,000.67	2,089.68	724.92	128,012.77	759,370.49
8	Iowa Railway & Light Co.....		156,450.00	453,852.89	7,487.48	52,612.47	605.07	671,007.91	120,156.08
9	Iowa Southern Utilities Co.....		29,073.39	182,512.80	14,239.16	15,542.96	4,027.28	245,395.59	1,470.75
10	Mason City & Clear Lake R. R.....	12.00		39,648.31				39,660.31	*5,773.00
11	Oskaloosa & Buxton Electric Ry.....		50.00	29,187.92		122.65		29,360.57	25,064.76
12	Oskaloosa Traction & Light Co.....			28,971.50		1,186.31		30,157.81	*19,687.52
13	Tama & Toledo R. R.....			1,500.00	11,839.97			13,339.97	*435,314.18
14	Waterloo, Cedar Falls & No. Ry.....	76.00		337,141.30	31,226.94	50,094.26	*324.04	408,216.56	
	Total.....	\$17,404.32	\$ 191,489.73	\$ 1,609,392.72	\$ 219,638.57	\$ 133,795.14	\$ 8,152.96	\$ 2,169,873.53	\$ 337,808.03

*Debit.

TABLE 6—PROFIT AND LOSS STATEMENT

PART 1—DEBITS

Number	Electric Interurbans	Debits								
		Debit balance at beginning of year	Debit balance transferred from income account	Appropriation of surplus to sinking fund and other reserves	Dividend appropriation of surplus	Miscellaneous appropriations of surplus	Loss on road and equipment retired	Delayed income credits	Miscellaneous debits	Credit balance carried to balance sheet
1	Albia Light & Railway Co.	\$ 8,502.30	\$ 15,093.82					\$ 3,000.00		
2	Cedar Rapids & Marion City Ry.	67,311.84	16,615.32							
3	Charles City Western Ry.	485,784.36	105,525.64						43.00	
4	Clinton, Davenport & Muscatine Ry.	6,535.90								
5	Colfax Springs Railway			\$ 23,776.24	\$ 71,562.77				2,002.40	567,322.20
6	Ft. Dodge, Des Moines & So. R. R.						3,348.75			
7	Des Moines & Central Iowa R. R.	7,910.49	76,229.50							
8	Iowa Railway & Light Co.			175,000.00	473,849.73				54,840.57	658,600.06
9	Iowa Southern Utilities Co.				75,381.50					174,724.47
10	Mason City & Clear Lake R. R.					300.00			3,805.12	604.41
11	Oskaloosa & Buxton Electric Ry.		5,778.00							
12	Oskaloosa Traction & Light Co.					25,064.76				101,693.70
13	Tama & Toledo R. R.	61,454.28	19,687.52							
14	Waterloo, Cedar Falls & N. Ry.	880,232.65	438,314.18						919.33	
	Total	\$ 1,517,731.82	\$ 677,243.98	\$ 198,776.24	\$ 630,793.98	\$ 25,304.76	\$ 3,348.75	\$ 3,000.00	\$ 62,270.42	\$ 1,503,004.84

TABLE 6—PROFIT AND LOSS STATEMENT

PART 2—DEBITS—Continued—AND CREDITS.

Number	Electric Interurbans	Debits				Credits				
		Total debits	Credit balance at beginning of year	Credit balance transferred from income account	Profit on road and equipment sold	Delayed income credits	Donations	Miscellaneous credits	Debit balance carried to balance sheet	Total credits
1	Albia Light & Railway Co.	\$ 26,506.12					\$ 1,563.54	\$ 25,092.58	\$ 26,506.12	
2	Cedar Rapids & Marion City Ry.	591,353.00							591,353.00	
3	Charles City Western Ry.	83,927.16						83,927.16	83,927.16	
4	Clinton, Davenport & Muscatine Ry.	591,353.00				\$ 237.01	1,578.88	589,537.11	591,353.00	
5	Colfax Springs Railway	6,535.90		\$ 1,102.05				5,433.85	6,535.90	
6	Ft. Dodge, Des Moines & So. R. R.	665,323.59	\$ 551,068.07	107,887.88	\$ 5,144.27				665,323.59	
7	Des Moines & Central Iowa R. R.	87,488.74					1,223.37	87,488.74	87,488.74	
8	Iowa Railway & Light Co.	1,362,350.36	600,594.31	759,370.49		2,382.58	52.98		1,362,350.36	
9	Iowa Southern Utilities Co.	250,105.07	129,949.89	129,156.08					250,105.07	
10	Mason City & Clear Lake R. R.	4,709.53	3,228.78	1,470.75					4,709.53	
11	Oskaloosa & Buxton Electric Ry.	5,778.00					5,778.00		5,778.00	
12	Oskaloosa Traction & Light Co.	126,758.46	101,693.70	25,064.76					126,758.46	
13	Tama & Toledo R. R.	81,141.80						81,141.80	81,141.80	
14	Waterloo, Cedar Falls & N. Ry.	1,319,466.16			4,530.37		133.98	1,314,501.81	1,319,466.16	
	Total	\$ 4,611,534.79	\$ 1,386,544.75	\$ 1,015,052.01	\$ 9,674.64	\$ 2,500.59	\$ 10,330.75	\$ 2,187,363.05	\$ 4,611,534.79	

TABLE 7—RAILWAY OPERATING REVENUES

PART 1—REVENUE FROM TRANSPORTATION

Number	Electric Interurbans	Passenger revenue	Baggage revenue	Parlor, sleeping, dining and special car revenue	Mail revenue	Express revenue	Milk revenue	Freight revenue	Switching revenue	Miscellaneous transportation revenue	Total revenue from transportation
1	Albia Light & Railway Co.	\$ 10,031.25				\$ 6,962.40					\$ 10,031.25
2	Cedar Rapids & Marion City Ry.	61,195.28									68,157.68
3	Charles City Western Ry.	7,471.42	\$ 44.91		\$ 525.84	\$ 269.92		\$ 55,563.90	\$ 506.25		64,382.24
4	Clinton, Davenport & Muscatine Ry.	236,521.26	1,400.80	\$ 583.95	2,217.88	1,739.50		72,408.34	1,048.80		315,920.53
5	Colfax Springs Railway										
6	Ft. Dodge, Des Moines & So. R. R.	408,794.72	2,049.62	1,771.00	3,010.08	9,717.27		891,677.00	36,626.86		1,443,646.64
7	Des Moines & Central Iowa R. R.	154,653.17	349.75	65.00	881.40	5,003.62	6,219.40	398,354.85	35,325.85		600,853.04
8	Iowa Railway & Light Co.	262,738.14	1,267.45		1,240.03	7,807.54	4,783.05	241,521.50	13,900.25	\$ 154.40	533,502.36
9	Iowa Southern Utilities Co.	76,882.75	565.81		2,307.42	3,720.00		74,506.52	5,576.10		163,558.00
10	Mason City & Clear Lake R. R.	95,331.82	132.18	125.00	309.11		83.29	67,822.49	12,427.04		176,231.53
11	Oskaloosa & Buxton Electric Ry.				183.80						26,129.16
12	Oskaloosa Traction & Light Co.	25,045.30			626.85	2,490.02		5,564.73			15,638.52
13	Tama & Toledo R. R.	6,971.92			2,587.70	9,716.95	4,365.41	319,449.38	10,131.45		833,264.60
14	Waterloo, Cedar Falls & N. Ry.	485,569.49	1,504.22								
	Total	\$ 1,922,046.52	\$ 7,314.74	\$ 2,544.95	\$13,890.17	\$45,417.80	\$17,460.57	\$ 2,126,898.80	\$ 115,633.20	\$ 154.40	\$ 4,251,361.15

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TABLE 7—RAILWAY OPERATING REVENUES

PART 2—REVENUE FROM RAILWAY OPERATIONS AND TOTAL REVENUES

Number	Electric Interurbans	Station and car privileges	Parcel room receipts	Storage	Demurrage	Rent of			Power	Miscellaneous	Total revenue from other railway operations	Total operating revenues
						Tracks and facilities	Equipment	Buildings and other properties				
1	Albia Light & Railway	\$ 135.00				\$1,067.40					\$ 1,232.40	\$ 11,263.65
2	Cedar Rapids & Marion City Ry.	150.02								\$ 15.23	165.25	68,322.93
3	Charles City Western Ry.			\$ 11.17	\$ 374.00		\$ 883.12	\$ 347.66			1,615.95	65,968.19
4	Clinton, Davenport & Muscatine Ry.	759.84	\$ 45.00	\$ 138.80	710.00	3,653.08	2,158.25	1,108.50		3.75	8,577.22	324,497.75
5	Colfax Springs Ry.											
6	Ft. Dodge, Des Moines & So. R. R.	1,176.21	290.60	386.00	10,012.50		506,124.25	2,816.07		1,131.78	521,937.50	1,965,584.14
7	Des Moines & Central Iowa R. R.	606.84		144.79	4,749.09		21,267.80	433.00	\$ 81,069.53		108,300.16	709,153.20
8	Iowa Railway & Light Co.	1,060.64		179.61	9,800.00	464.72	3,985.00	2,538.14		2,064.37	20,122.48	553,624.84
9	Iowa Southern Utilities Co.	208.60	90.40	48.30	1,847.50		465.00	116.00			2,775.80	166,334.40
10	Mason City & Clear Lake R. R.	300.00		14.86	222.00	600.00		4,292.01			5,518.87	181,750.40
11	Oskaloosa & Buxton Electric Ry.											
12	Oskaloosa Traction & Light Co.	200.20									200.20	26,329.36
13	Tama & Toledo R. R.	84.50			126.61					1,140.42	1,351.53	17,035.06
14	Waterloo, Cedar Falls & No. Ry.	1,655.41	785.96	798.45	3,071.00	112.00	32,336.72	2,094.50	21,985.47		62,834.51	806,090.11
	Total	\$6,456.46	\$1,211.06	\$1,717.07	\$30,912.61	\$5,927.20	\$67,220.14	\$13,745.88	\$ 103,085.00	\$ 4,355.55	\$ 734,631.87	\$ 4,985,593.02

TABLE 8—RAILWAY OPERATING EXPENSES AND OPERATING RATIO

Number	Electric Interurbans	Recapitulation of Expenses							Grand total operating expenses	Operating ratio %
		Ways and structures	Equipment	Power	Conducting transportation	Traffic	General and miscellaneous	Transportation for investment—Credit		
1	Albia Light & Railway	\$ 6,898.88	\$ 1,431.94	\$ 10,525.78	\$ 8,270.35		\$ 1,891.71		\$ 24,018.66	213.24
2	Cedar Rapids & Marion City Ry	4,344.30	5,307.14	7,646.96	15,157.95	\$ 189.08	17,042.36		49,687.78	72.72
3	Charles City Western Ry	17,569.29	6,991.66	5,321.50	11,864.82	1,817.00	11,517.67		55,081.94	83.46
4	Clinton, Davenport & Muscatine Ry	56,747.62	25,191.44	50,876.02	86,184.67	1,948.14	67,292.00		288,240.49	88.82
5	Colfax Springs Ry	27.30					62.57		89.77	
6	Ft. Dodge, Des Moines & So. R. R.	225,290.73	491,934.24	239,537.30	401,825.82	22,367.32	248,619.45		1,629,544.86	82.00
7	Des Moines & Central Iowa R. R.	138,134.21	74,181.33	105,955.69	153,453.51	6,380.49	154,632.85		632,738.08	89.22
8	Iowa Railway & Light Co.	73,939.34	45,261.83	30,992.12	111,227.57	11,468.67	115,982.15		397,871.68	71.87
9	Iowa Southern Utilities Co.	25,116.34	9,835.00	16,717.03	30,485.51	4,228.64	26,636.33		116,018.85	69.75
10	Mason City & Clear Lake R. R.	16,813.71	18,337.36	17,228.49	45,410.90	1,197.50	32,998.29		131,986.25	72.62
11	Oskaloosa & Buxton Electric Ry									
12	Oskaloosa Traction & Light Co.	6,421.33	2,603.94	4,846.33	11,005.75		3,311.08		23,788.43	109.34
13	Tama & Toledo R. R.	4,356.58	3,023.16	3,861.33	7,115.02	392.14	4,136.06		22,794.29	133.81
14	Waterloo, Cedar Falls & No. Ry	103,055.32	131,166.79	131,092.25	235,775.32	12,320.49	194,974.84		828,385.01	92.40
	Total	\$ 681,684.85	\$ 815,265.83	\$ 653,601.39	\$ 1,113,377.19	\$ 62,219.47	\$ 879,097.36		\$ 4,205,246.09	84.35

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 1—INVESTMENTS

Number	Electric Interurbans	Road and equipment	Sinking funds	Deposits in lieu of mortgaged property sold	Miscellaneous physical property	Investments in Affiliated Companies			Other Investments			
						Stocks	Bonds	Advances	Stocks	Bonds	Notes	
1	Albia Light & Railway	\$ 1,031,237.71										
2	Cedar Rapids & Marion City Ry	710,486.18										
3	Charles City Western Ry	2,550,383.93										
4	Clinton, Davenport & Muscatine Ry	26,733.32			\$ 1,501,460.18							
5	Colfax Springs Ry	10,674,439.64			53,368.10	\$ 150,756.00	\$ 865,567.73	\$ 42,300.00	\$ 400.00			
6	Ft. Dodge, Des Moines & So. R. R.	3,511,390.15			1,651.17				1.00	\$ 2,000.00		
7	Des Moines & Central Iowa R. R.	11,997,849.74	\$ 193.47	\$ 18,908.24	\$ 2,081,124.46	147,068.79	25,000.00		300,171.04	54,987.30	\$ 151,179.85	
8	Iowa Railway & Light Co.	1,165,237.32			3,403,531.06					630.00		
9	Iowa Southern Utilities Co.	1,051,518.54			5,735.50				250.00			
10	Mason City & Clear Lake R. R.	121,787.63				231,865.78		405,571.42				
11	Oskaloosa & Buxton Electric Ry	856,400.02	225.00									
12	Oskaloosa Traction & Light Co.	150,534.75										
13	Tama & Toledo R. R.	9,558,962.30							3,019.50			
14	Waterloo, Cedar Falls & No. Ry											
	Total	\$ 43,406,885.47	\$ 418.47	\$ 18,908.24	\$ 7,046,891.07	\$ 529,690.57	\$ 860,567.73	\$ 447,871.42	\$ 303,841.54	\$ 57,637.30	\$ 151,179.85	

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE
PART 9—INVESTMENTS—Continued—AND CURRENT ASSETS

Number	Electric Interurbans	Other Investments		Total Investments		Cash	Special deposits	Loans and notes receivable	Miscellaneous accounts receivable	Material and supplies
		December 31, 1923	December 31, 1923	December 31, 1923	Increase or decrease 1923					
1	Albia Light & Railway		\$ 1,023,287.71	\$ 1,020,405.49	\$ 2,882.22	\$ 1,865.36			\$ 17,471.72	\$ 9,988.93
2	Charter Rapids & Marion City Ry.		710,494.18	707,594.15	2,900.03	5,908.72		\$ 100.00	3,970.58	16,100.53
3	Clinton, Davenport & Muscatine Ry.		4,051,844.11	3,890,170.91	71,673.20	5,035.23			9,759.93	12,100.49
4	Colfax Springs Ry.		10,486,823.47	10,407,753.52	78,969.95	30,860		530.00		
5	Des Moines, Des Moines & So. R. R.		3,534,602.56	3,520,588.11	14,014.45	382,501.17			142,250.50	184,728.77
6	Des Moines & Central Iowa R. R.		14,576,029.25	12,486,468.26	2,089,560.99	134,538.25			81,879.44	1,788.92
7	Iowa Southern Utilities Co.		1,276,029.25	1,233,004.05	43,025.20	14,000.00			237,521.30	300,259.91
8	Iowa Railway & Light Co.		1,037,524.04	1,027,414.22	10,109.82	15,000.00			14,000.00	14,000.00
9	Keosauqua Traction & Light Co.		759,224.50	697,486.15	61,738.35	12,337.36			16,091.50	36,475.00
10	Maum & Toledo R. R.		839,482.02	839,482.00		64,017.37			540.00	17,501.07
11	Maum City & Char Lakes R. R.		150,620.02	150,620.00		781.16			2,111.11	11,000.00
12	Waterloo, Cedar Falls & No. Ry.		9,450,981.80	9,317,405.46	133,576.34	9,014.94			267,281.91	11,052.37
	Total	\$103,346.36	\$62,137,438.00	\$48,837,869.32	\$12,319,578.68	\$63,143.21	\$357,722.12	\$69,149.51	\$1,292,467.26	\$1,004,165.52

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE
PART 9—CURRENT ASSETS—Continued—AND DEFERRED ASSETS AND UNAMOUNTED DEBITS

Number	Electric Interurbans	Current Assets		Total Current Assets		Other deferred assets	Total deferred assets	Deferred assets	Total deferred assets December 31, 1923	Increase or decrease 1923	Total deferred assets December 31, 1923	Increase or decrease 1923	Unaudited Debits	
		Interest, dividends and notes receivable	Other current assets	December 31, 1923	December 31, 1923								December 31, 1923	December 31, 1923
1	Albia Light & Railway		\$ 29,474.03	\$ 28,743.22	\$ 730.81								Heats and insurance premiums paid	\$ 410.17
2	Charter Rapids & Marion City Ry.		85.07	22,521.56	3,731.65									
3	Clinton, Davenport & Muscatine Ry.		164.25	27,000.62	7,147.61									\$ 8,157.96
4	Colfax Springs Ry.		81,920.48	774,801.67	579,325.25	\$ 91.25								
5	Des Moines, Des Moines & So. R. R.			177,280.89	1,063,579.11	10,854.72								
6	Des Moines & Central Iowa R. R.		8,315.87	1,489,278.64	1,299,172.29	127,611.05								
7	Iowa Railway & Light Co.		57,286.14	56,432.11	854.03									
8	Iowa Southern Utilities Co.			11,800.87	11,800.87									
9	Keosauqua Traction & Light Co.		140,900.55	129,600.29	11,300.26									
10	Maum City & Char Lakes R. R.		659,482.02	688,428.14	\$ 28,946.12									
11	Maum & Toledo R. R.		\$ 2,367,136.67	\$ 2,251,364.22	\$ 115,772.45									
12	Waterloo, Cedar Falls & No. Ry.				\$ 218,126.52									
13	Total	\$1,400.26	\$ 9,606,134	\$ 8,267,136.67	\$ 213,999.30	\$ 213,286.30	\$ 219,132.00	\$ 400.26	\$ 41,728.54					

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE
PART 4—UNADJUSTED DEBITS—Continued—AND GRAND TOTAL ASSETS

Number	Electric Interurbans	Unadjusted Debits			Total Unadjusted Debits			Grand Total Assets		
		Discount on capital stock	Discount on funded debt	Other unadjusted debits	December 31, 1923	December 31, 1922	Increase or decrease, 1923	December 31, 1923	December 31, 1922	Increase or decrease, 1923
1	Albia Light & Railway		\$ 26,070.00		\$ 26,070.00	\$ 27,570.00	\$ *1,500.00	\$ 1,086,781.74	\$ 1,077,238.71	\$ 9,543.03
2	Cedar Rapids & Marion City Ry.									
3	Charles City Western Ry.			\$ 1,635.41	2,045.58	1,868.50	177.08	738,784.97	731,694.24	7,090.73
4	Clinton, Davenport & Muscatine Ry.			20,314.15	23,444.11	12,392.84	11,051.27	4,102,948.24	4,023,671.38	79,276.86
5	Colfax Springs Ry.							27,334.32	27,490.79	*166.47
6	Ft. Dodge, Des Moines & So. R. R.	\$ 3,840.00	168,269.76	393,425.85	370,141.23	527,513.83	42,027.40	12,302,030.09	11,728,470.62	573,558.47
7	Des Moines & Central Iowa R. R.	15,324.32		32,413.27	51,408.27	53,985.28	*2,577.01	3,743,744.52	3,740,852.50	2,892.02
8	Iowa Railway & Light Co.		508,962.71	90,055.21	618,871.97	604,390.14	14,481.83	16,984,379.86	15,429,826.29	1,554,453.57
9	Iowa Southern Utilities Co.		327,727.20	9,148.01	341,130.08	102,322.08	238,808.00	5,417,711.78	3,736,206.86	1,681,504.92
10	Mason City & Clear Lake R. R.			2,027.70	5,793.32	3,392.02	2,401.30	1,120,001.72	1,083,747.80	36,253.92
11	Oskaloosa & Buxton Electric Ry.		1,717.10		1,717.10	1,830.75	*122.65	772,742.80	521,126.75	251,616.05
12	Oskaloosa Traction & Light Co.		16,608.37	6,163.02	22,771.39	19,623.08	3,148.31	1,020,357.96	986,266.37	34,091.59
13	Tama & Toledo R. R.				500.27	26.45	533.82	154,988.11	151,316.41	3,671.70
14	Waterloo, Cedar Falls & No. Ry.		891,510.56	9,384.55	814,982.11	869,903.32	*54,921.21	11,249,583.71	11,295,580.81	*45,997.10
	Total	\$19,164.32	\$1,850,865.70	\$565,167.17	\$2,478,936.03	\$2,224,827.29	\$ 254,108.74	\$58,721,848.82	\$54,533,480.53	\$ 4,188,368.29

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE
PART 5—CAPITAL STOCK, GOVERNMENT GRANTS AND LONG TERM DEBITS

Number	Electric Interurbans	Total Capital Stock			Government Grants in Aid of Construction		Long Term Debt		
		December 31, 1923	December 31, 1922	Increase or decrease, 1923	December 31, 1923	December 31, 1922	Funded debt unmatured	Notes	Open accounts
1	Albia Light & Railway	\$ 500,000.00	\$ 500,000.00				\$ 500,000.00		
2	Cedar Rapids & Marion City Ry.								
3	Charles City Western Ry.	290,400.00	290,400.00		\$ 126,107.75	\$ 126,107.75	183,998.40		
4	Clinton, Davenport & Muscatine Ry.	1,725,000.00	1,725,000.00				1,063,000.00	\$ 1,247,992.67	\$ 202,020.02
5	Colfax Springs Ry.	25,000.00	25,000.00						
6	Ft. Dodge, Des Moines & So. R. R.	3,997,100.00	3,997,100.00				6,301,054.25		
7	Des Moines & Central Iowa R. R.	1,160,000.00	1,160,000.00				1,196,000.00		
8	Iowa Railway & Light Co.	6,145,722.20	5,934,955.89	\$ 210,766.31			5,488,848.39		
9	Iowa Southern Utilities Co.	1,172,100.00	1,139,800.00	41,300.00			3,443,200.00		
10	Mason City & Clear Lake R. R.	400,000.00	400,000.00				316,000.00	274,280.00	
11	Oskaloosa & Buxton Electric Ry.	170,900.00	170,900.00				42,000.00		546,183.23
12	Oskaloosa Traction & Light Co.	300,000.00	300,000.00				207,000.00		296,871.13
13	Tama & Toledo R. R.	23,300.00	23,300.00				25,000.00		179,297.34
14	Waterloo, Cedar Falls & No. Ry.	2,997,050.00	2,997,050.00				7,377,754.72		
	Total	\$18,908,572.20	\$18,654,905.89	\$ 253,666.31	\$ 126,107.75	\$ 126,107.75	\$29,143,855.67	\$ 1,522,182.67	\$ 1,224,373.72

TABLE 9.—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE
PART 6.—LONG TERM DEBT—Continued—AND CURRENT LIABILITIES

Number	Electric Interurbans	Total Long Term Debt		Current Liabilities								
		December 31, 1923	December 31, 1922	Loans and notes	Notes payable	Merchant accounts	Material accounts and wages payable	Material inventories	Material fixed assets unpaid	Accrued interest, notes payable	Other current	
1	Abbia Light & Railway, City, Ky.	\$ 500,000.00	\$ 500,000.00		\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
2	Cedar Rapids & Marion, City, Ky.	1,000,000.00	1,000,000.00		100,000.00	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00
3	Chillicothe, Chillicothe & Marion, Chillicothe, Ky.	3,317,000.00	3,317,000.00		3,317,000.00	3,317,000.00	3,317,000.00	3,317,000.00	3,317,000.00	3,317,000.00	3,317,000.00	3,317,000.00
4	Indian Springs, Indian Springs & Co., R. R.	1,391,000.00	1,391,000.00		1,391,000.00	1,391,000.00	1,391,000.00	1,391,000.00	1,391,000.00	1,391,000.00	1,391,000.00	1,391,000.00
5	Des Moines & Central Iowa R. R.	1,100,000.00	1,100,000.00		1,100,000.00	1,100,000.00	1,100,000.00	1,100,000.00	1,100,000.00	1,100,000.00	1,100,000.00	1,100,000.00
6	Iowa Southern Traction & Light Co.	8,443,200.00	8,443,200.00		8,443,200.00	8,443,200.00	8,443,200.00	8,443,200.00	8,443,200.00	8,443,200.00	8,443,200.00	8,443,200.00
7	Iowa Southern Traction & Light Co.	500,000.00	500,000.00		500,000.00	500,000.00	500,000.00	500,000.00	500,000.00	500,000.00	500,000.00	500,000.00
8	Okla. City & Eastern Iowa R. R.	800,000.00	800,000.00		800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00
9	Okla. City & Eastern Iowa R. R.	800,000.00	800,000.00		800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00
10	Okla. City & Eastern Iowa R. R.	800,000.00	800,000.00		800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00
11	Okla. City & Eastern Iowa R. R.	800,000.00	800,000.00		800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00
12	Okla. City & Eastern Iowa R. R.	800,000.00	800,000.00		800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00
13	Okla. City & Eastern Iowa R. R.	800,000.00	800,000.00		800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00	800,000.00
14	Waterloo, Cedar Falls & No. Ry.	7,077,754.75	7,077,754.75		7,077,754.75	7,077,754.75	7,077,754.75	7,077,754.75	7,077,754.75	7,077,754.75	7,077,754.75	7,077,754.75
	Total.....	\$21,800,612.00	\$21,800,612.00	\$21,800,612.00	\$21,800,612.00	\$21,800,612.00	\$21,800,612.00	\$21,800,612.00	\$21,800,612.00	\$21,800,612.00	\$21,800,612.00	\$21,800,612.00

*Decrease.

TABLE 9.—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE
PART 7.—CURRENT LIABILITIES—Continued—AND DEFERRED LIABILITIES AND UNPAID CREDITS

Number	Electric Interurbans	Total Current Liabilities				Deferred Liabilities				Unpaid Credits				
		December 31, 1923	December 31, 1922	Increase or decrease, 1923	Other current	December 31, 1923	December 31, 1922	Increase or decrease, 1923	December 31, 1923	December 31, 1922	Increase or decrease, 1923	December 31, 1923	December 31, 1922	Increase or decrease, 1923
1	Abbia Light & Railway, City, Ky.	\$ 41,002.00	\$ 47,200.00	\$ 14,740.00		\$ 5,025.14	\$ 4,974.63	\$ 50.51	\$ 1,000.00	\$ 1,000.00	\$ 0.00	\$ 7,250.00	\$ 7,250.00	\$ 0.00
2	Cedar Rapids & Marion, City, Ky.	100,000.00	100,000.00	0.00		4,500.00	4,500.00	0.00	2,000.00	2,000.00	0.00	22,450.00	22,450.00	0.00
3	Chillicothe, Chillicothe & Marion, Chillicothe, Ky.	100,000.00	100,000.00	0.00		140,000.00	130,000.00	10,000.00	2,500.00	2,500.00	0.00	10,000.00	10,000.00	0.00
4	Indian Springs, Indian Springs & Co., R. R.	1,390,997.27	1,390,997.27	0.00		40,150.00	30,850.00	9,300.00	6,250.34	6,250.34	0.00	44,000.47	44,000.47	0.00
5	Des Moines & Central Iowa R. R.	1,100,000.00	1,100,000.00	0.00		117,280.27	7,940.35	109,340.92	100,540.91	100,540.91	0.00	15,000.00	15,000.00	0.00
6	Iowa Southern Traction & Light Co.	8,443,200.00	8,443,200.00	0.00		8,972.82	8,972.82	0.00	28,700.00	28,700.00	0.00	15,000.00	15,000.00	0.00
7	Iowa Southern Traction & Light Co.	500,000.00	500,000.00	0.00		3,025.10	3,025.10	0.00	1,000.00	1,000.00	0.00	2,000.00	2,000.00	0.00
8	Okla. City & Eastern Iowa R. R.	800,000.00	800,000.00	0.00		300,421.47	300,421.47	0.00	600,000.00	600,000.00	0.00	600,000.00	600,000.00	0.00
9	Okla. City & Eastern Iowa R. R.	800,000.00	800,000.00	0.00		300,421.47	300,421.47	0.00	600,000.00	600,000.00	0.00	600,000.00	600,000.00	0.00
10	Okla. City & Eastern Iowa R. R.	800,000.00	800,000.00	0.00		300,421.47	300,421.47	0.00	600,000.00	600,000.00	0.00	600,000.00	600,000.00	0.00
11	Okla. City & Eastern Iowa R. R.	800,000.00	800,000.00	0.00		300,421.47	300,421.47	0.00	600,000.00	600,000.00	0.00	600,000.00	600,000.00	0.00
12	Okla. City & Eastern Iowa R. R.	800,000.00	800,000.00	0.00		300,421.47	300,421.47	0.00	600,000.00	600,000.00	0.00	600,000.00	600,000.00	0.00
13	Okla. City & Eastern Iowa R. R.	800,000.00	800,000.00	0.00		300,421.47	300,421.47	0.00	600,000.00	600,000.00	0.00	600,000.00	600,000.00	0.00
14	Waterloo, Cedar Falls & No. Ry.	7,077,754.75	7,077,754.75	0.00		114,217.00	114,217.00	0.00	3,025.10	3,025.10	0.00	4,427.00	4,427.00	0.00
	Total.....	\$1,874,547.06	\$1,874,547.06	\$0.00	\$1,874,547.06	\$1,874,547.06	\$1,874,547.06	\$0.00	\$1,874,547.06	\$1,874,547.06	\$0.00	\$1,874,547.06	\$1,874,547.06	\$0.00

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE
PART 8—UNADJUSTED CREDITS—Continued—AND CORPORATE SURPLUS

Number	Electric Interurbans	Unadjusted Credits						Corporate Surplus			
		Accrued depreciation—road and equipment	Reserve for amortization of franchises	Accrued depreciation—miscellaneous physical property	Other unadjusted credits	Total Unadjusted Credits			Additions to property through surplus	Miscellaneous fund reserves	Total unadjusted surplus
						December 31, 1923	December 31, 1922	Increase or decrease, 1923			
1	Albia Light & Railway			\$ 43,009.01		\$ 49,802.24	\$ 88,538.66	\$ 11,233.58			
2	Cedar Rapids & Marion City Ry					33,353.77	28,779.47	4,472.55			
3	Charles City Western Ry	\$ 25,896.73				93,690.25	95,212.90	*1,512.50		\$ 140.00	\$ 140.00
4	Clinton, Davenport & Muscatine Ry	61,429.23									
5	Colfax Springs Ry										
6	Ft. Dodge, Des Moines & So. R. R.	743,000.97		17,002.09	\$ 8,892.21	833,874.69	956,999.72	*21,125.12		100,000.00	100,000.00
7	Des Moines & Central Iowa R. R.	414,801.19			46,705.88	465,612.59	437,411.83	78,300.76	\$ 5,900.02	22,630.93	68,992.90
8	Iowa Railway & Light Co.	316,229.55			40,567.66	636,039.29	565,670.96	72,368.33			
9	Iowa Southern Utilities Co.	13,927.81		130,731.37	11,399.08	210,348.91	195,372.31	44,770.60		24,000.00	24,000.00
10	Mason City & Clear Lake R. R.	38,213.95			569.09	40,842.28	47,008.49	11,885.57		123.56	123.56
11	Oskaloosa & Buxton Electric Ry			10,960.82		11,839.57	11,839.57				
12	Oskaloosa Traction & Light Co.	94,817.20			6,165.02	92,561.41	77,781.55	14,777.86			
13	Tama & Toledo R. R.				94.59	1,085.23	904.32	1,778.93			
14	Waterloo, Cedar Falls & No. Ry	82,820.37	\$ 94,146.43		13,809.00	100,314.84	144,371.94	43,942.90			
	Total	\$ 1,745,981.09	\$ 94,146.43	\$ 225,276.34	\$ 127,980.44	\$ 2,732,324.08	\$ 2,490,495.87	\$ 232,830.21	\$ 5,900.02	\$ 136,958.77	\$ 137,901.70

*Debit.
*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE
PART 9—CORPORATE SURPLUS—Continued—AND GRAND TOTAL

Number	Electric Interurbans	Corporate Surplus					Grand Total Liabilities			
		Profit and Loss		Total Corporate Surplus			December, 31, 1923	December 31, 1922	Increase or decrease 1923	
		Credit balance	Debit balance	December 31, 1923	December 31, 1922	Increase or decrease 1923				
1	Albia Light & Railway		\$ 25,022.58	\$ 25,022.58	\$ 8,902.20	\$ 16,530.25	\$ 1,096,781.74	\$ 1,077,228.71	\$ 9,543.03	
2	Cedar Rapids & Marion City Ry		83,927.16	83,927.16	407,311.84	*16,615.32	738,784.97	731,604.24	7,000.73	
3	Charles City Western Ry		589,577.11	589,577.11	485,784.26	*103,612.00	4,102,948.24	4,032,671.28	70,276.96	
4	Clinton, Davenport & Muscatine Ry		5,433.85	5,433.85	46,235.59	1,195.05	37,486.79	37,486.79	*156.47	
5	Colfax Springs Ry				697,322.30	697,322.30	12,302,029.09	11,728,470.65	573,558.47	
6	Ft. Dodge, Des Moines & So. R. R.	\$ 567,322.30			95,860.85	*110,726.47	3,748,734.33	2,740,832.09	2,862.92	
7	Des Moines & Central Iowa R. R.		87,498.74		658,090.06	600,984.31	58,090.75	16,994,279.86	15,479,826.59	1,504,453.27
8	Iowa Railway & Light Co.		668,690.06		158,788.05	146,213.73	38,562.50	2,417,711.78	2,730,206.86	1,081,594.02
9	Iowa Southern Utilities Co.		174,724.47		38.27	1,590.41	1,120,691.72	1,083,747.80	36,853.92	
10	Mason City & Clear Lake R. R.		994.41		528.78	772,742.80	821,129.73	986,203.27	31,071.39	
11	Oskaloosa & Buxton Electric Ry			101,669.70	101,669.70	1,039,357.96	1,039,357.96	1,039,357.96		
12	Oskaloosa Traction & Light Co.		101,669.70		401,454.22	*19,667.25	134,658.11	131,316.41	3,341.70	
13	Tama & Toledo R. R.		1,314,801.81		1,314,801.81	*314,569.10	11,349,583.71	11,295,589.81	53,993.90	
14	Waterloo, Cedar Falls & No. Ry				880,123.63					
	Total	\$ 1,533,934.54	\$ 2,137,562.05	\$ 491,436.42	\$ 60,023.70	\$ 231,480.12	\$ 28,721,845.52	\$ 24,533,459.53	\$ 4,188,385.99	

*Debit.
*Decrease.

TABLE 10—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

PART 1—CAR MILEAGE, CAR HOURS AND PASSENGERS CARRIED

Number	Electric Interurbans	Car Mileage			Car Hours			Passengers Carried		
		Passenger	Freight, mail and express	Total	Passenger	Freight, mail and express	Total	Total revenue passengers carried	Free transfer passengers carried	Total passengers carried
1	Albia Light & Railway	29,024		29,024	4,088		4,088	22,215		22,215
2	Cedar Rapids & Marion City Ry.	192,531	12,371	204,702	17,123	8,104	25,227	389,497		389,497
3	Charles City Western Ry.	49,440	16,172	65,612	3,505	3,154	6,659	22,702		22,702
4	Clinton, Davenport & Muscatine Ry.	511,135	125,679	636,814	26,165	15,985	42,150	365,213		365,213
5	Colfax Springs Ry.									
6	Ft. Dodge, Des Moines & So. R. R.	1,189,628	1,928,772	3,118,400	65,457	322,523	387,980	1,278,172		1,278,172
7	Des Moines & Central Iowa R. R.	429,509	512,800	942,309	23,000	19,800	42,800	249,952	8,439	249,952
8	Iowa Railway & Light Co.	429,671	425,333	855,006				431,974		431,974
9	Iowa Southern Utilities Co.	197,119	315,505	512,624	14,549	369,350	374,799	296,954	127	296,954
10	Mason City & Clear Lake R. R.	418,709	30,003	448,712	28,012	7,680	35,692	946,472	25,320	960,958
11	Oskaloosa & Buxton Electric Ry.									
12	Oskaloosa Traction & Light Co.	223,008		223,008	24,728		24,728	402,913	28,261	431,174
13	Tama & Toledo R. R.	56,617	20,328	76,945	37,008		37,008	65,211		65,211
14	Waterloo, Cedar Falls & No. Ry.	1,749,497	915,749	2,665,246	166,451	195,401	361,852	3,149,349	288,456	3,437,805
	Total	5,482,994	4,115,779	9,598,773	384,298	1,337,227	1,721,525	7,839,323	400,519	8,240,144

TABLE 10—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

PART 2—MISCELLANEOUS STATISTICS

Number	Electric Interurbans	Employees and free	Passenger revenue	Average fare revenue passengers		Revenue from transportation		Revenue from franchise operations per car-mile		Revenue from franchise operations per car-hour		Total revenue from other railway operations	Revenue from other railway operations per car-mile
				Average fare revenue passengers	Average fare all passengers	Revenue from transportation	Revenue from franchise operations per car-mile	Revenue from franchise operations per car-hour					
1	Albia Light & Railway	1,095	10,031.23	.1921	.1921	10,001.25	2396	2,1597	1,232.40		.03158		
2	Cedar Rapids & Marion City Ry.	61,195.28	137,113	.2259	.2259	68,157.68	332908	3,36797	165.25		.000007721		
3	Charles City Western Ry.	244	7,471.42	.30912	.30912	64,382.24	1,12723	9,66846	1,615.95		.02554		
4	Clinton, Davenport & Muscatine Ry.	39,989	220,521.36	.64763	.64763	315,920.52	49665	7,55679	8,777.22		.01347		
5	Colfax Springs Ry.												
6	Ft. Dodge, Des Moines & So. R. R.	114,832	498,794.72	.86192	.86192	1,445,646.64	49225	1,92264	371,687.56	16716	.11604		
7	Des Moines & Central Iowa R. R.	46,186	154,653.17	.45269	.45269	900,833.04	94279	14,08862	198,399.16		.02383		
8	Iowa Railway & Light Co.	46,912	292,738.14	.62392	.62392	833,592.36	62392		20,122.46		.02383		
9	Iowa Southern Utilities Co.	13,171	79,883.75	.23697	.23697	163,168.93	51822	43,629	2,775.89	90679	.01299		
10	Mason City & Clear Lake R. R.	55,673	95,831.82	.10126	.10126	176,231.53	39275	3,80695	5,518.87		.01299		
11	Oskaloosa & Buxton Electric Ry.												
12	Oskaloosa Traction & Light Co.	24,018	25,945.36	.06659	.06659	20,129.16	11691	1,05669	296.20	60000	.01551		
13	Oskaloosa & Clear Lake R. R.	9,508	6,971.92	.10117	.10117	15,993.32	18926	2,06822	1,351.52	61551	.01551		
14	Tama & Toledo R. R.		485,509.49	.13996	.13996	833,264.90	31149		67,887.51	52348	.01551		
15	Waterloo, Cedar Falls & No. Ry.												
	Total	389,279	1,921,946.33	.24518	.24518	4,251,961.15	44291	2,49952	734,626.57	176,634	.05634		

TABLE 10—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

PART 3—MISCELLANEOUS STATISTICS—Continued

Number	Electric Interurbans	Revenue from other railway operations per car-hour	Total operating revenues	Operating revenues per car-mile	Operating revenues per car-hour	Total operating expenses	Operating expenses per car-mile	Operating expenses per car-hour
1	Albia Light & Railway	\$.26288	\$ 11,263.65	\$.28863	\$ 2,40265	\$ 24,018.66	\$.61548	\$ 5.123434
2	Cedar Rapids & Marion City Ry.	.00816	68,822.93	.333767	3,37613	49,687.78	.242732	2.45529
3	Charles City Western Ry.	.24266	65,908.19	1.16577	9.91112	55,081.94	.97290	8.27181
4	Clinton, Davenport & Muscatine Ry.	.20793	324,497.75	.50952	7.86631	288,240.49	.45259	6.98765
5	Colfax Springs Ry.							
6	Ft. Dodge, Des Moines and Southern R. R.	.58773	1,965,584.14	.62951	2.21337	1,629,544.86	.52189	1.83497
7	Des Moines & Central Iowa R. R.	2.53038	709,153.29	.75983	16.56900	632,738.08	.67796	14.78360
8	Iowa Railway & Light Co.		553,624.84	.64750		397,871.68	.46534	
9	Iowa Southern Utilities Co.	.00740	166,334.40	.32701	44.379	116,018.85	.36759	.690954
10	Mason City & Clear Lake R. R.	.11922	181,750.49	.40966	3.92617	131,986.25	.29414	2.85117
11	Oskaloosa & Buxton Electric Ry.							
12	Oskaloosa Traction & Light Co.	.00810	26,329.36	.11770	1.06476	28,788.43	.12869	1.1642
13	Tama & Toledo R. R.		17,035.05	.19579		22,794.29	.26199	
14	Waterloo, Cedar Falls & No. Ry.	.23101	896,104.11	.33489	3.29423	828,385.01	.30968	3.04529
	Total	\$.42674	\$ 4,985,968.02	\$.51944	\$ 2.89626	\$ 4,205,156.32	\$.48800	\$ 2.44209

TABLE 11—ACCIDENTS TO PERSONS AND EMPLOYEES AND SALARIES AND WAGES FOR THE YEAR

Number	Electric Interurbans	Accidents						Employees										Aggregate salaries and wages paid for the year		
		Killed			Injured			General Administration		Maintenance of Way and Structures		Maintenance of Equipment		Power		Transportation			Total employees	
		Passengers	Employees	Other persons	Passengers	Employees	Other persons	General others	Other employees	Superintendents	Other employees	Superintendents	Other employees	Superintendents	Other employees	Superintendents	Other employees			
		Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total			
1	Albia Light & Railway							1	2	1	2	1	1				1	0	\$ 10,218.26	
2	Cedar Rapids & Marion City Ry.																8	17	28,804.46	
3	Charles City Western Ry.				1	1		1	1	1	4	1					65	103	162,308.78	
4	Clinton, Davenport & Muscatine Ry.					5	5	4	11	2	15						3			
5	Colfax Springs Ry.																			
6	Ft. Dodge, Des Moines & So. R. R.				2	2	22	12	233	4	14	12	61	136	1	45	5	526	982,509.04	
7	Des Moines & Central Iowa R. R.							7	9	12	81	13	13	1	3	5	76	197	282,725.38	
8	Iowa Railway & Light Co.							4	5	70	1	41	1	26	1	47	559	742	1,063,869.32	
9	Iowa Southern Utilities Co.			1	1			4	2	1	11	1	4				14	38	65,522.76	
10	Mason City & Clear Lake R. R.							2	3			6	1	5			27	47	74,148.82	
11	Oskaloosa & Buxton Electric Ry.																			
12	Oskaloosa Traction & Light Co.							9	2	1	8	1	1				9	31	18,196.58	
13	Tama & Toledo R. R.										3						5	8	10,693.19	
14	Waterloo, Cedar Falls & No. Ry.			3	3	9	32	20	61	11	33	3	63	1	53	1	13	7	127	452,726.33
	Total	6	6	21	289	41	351	48	147	14	295	11	242	4	110	21	1,138	2,000	\$ 3,151,532.92	

TABLE 12—DESCRIPTION OF EQUIPMENT

Number	Passenger Cars						All Other Cars												Total equipment of all classes							
	Closed		Open		Total	Freight	Express		Baggage		Work		Snow plows		Sweepers		Miscellaneous				Locomotives					
	A	B	A	B			A	B	A	B	A	B	A	B	A	B	A	B			A	B				
1	4		1		5							3									8					
2																										
3	5				5		26					3				1				3	9	29				
4	22	3	4	4	26	7	13	2	1			1			1	1			1		30	23				
5	2				2							1									2	1				
6	25	8			25	8	2,312					1	2		1				15	11	37	2,338				
7	11	1			11	1	184	2	3			3	12	1	2				5	7	24	207				
8	9	2			9	2	14					3	1			2			7	4	17	26				
9	6			1	6	1	5					4		1					1	3	9	12				
10	17	10		6	17	16	4	1				1	3						1	3	23	20				
11																										
12	7		2	2	9	2						2							2		12	6				
13	2				2		2			1		2									4	4				
14	61	5	1	15	62	18	152			3	2	2				1	3		3	13	6	79	186			
	Total				171	27	8	28	179	55	4	2,700	4	4	4	5	14	29	3	6	8	3	44	35	254	2,852

A—With electric equipment.
B—Without electric equipment.

STATISTICS
 OF
Railway Terminal Companies
 For the Year Ended December 31, 1923

FOR THE YEAR ENDED DECEMBER 31, 1923

Railway Terminal Companies

OF

STATISTICS

TERMINAL COMPANIES DOING BUSINESS IN IOWA

STATISTICS OF ANNUAL CORPORATION REPORTS OF TERMINAL COMPANIES—YEAR ENDED DECEMBER 31, 1923

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	Sioux City Terminal Railway Company	Total
CAPITAL STOCK—COMMON						
Par value of amount authorized	\$ 500,000.00	\$ 400,000.00	\$ 300,000.00	\$ 80,500.00	\$ 300,000.00	\$ 1,580,500.00
Par value of amount actually outstanding at close of year	327,000.00	400,000.00	151,000.00	80,500.00	300,000.00	1,258,500.00
Stocks Actually Issued During Year:						
Par value			151,000.00			\$ 151,000.00
Cash received as consideration for issue						
Rate of dividend—Common stock	5.0%		5.0%			
Dividends Declared	\$ 16,350.00		\$ 7,550.00			\$ 23,900.00
INVESTMENT IN ROAD AND EQUIPMENT DURING YEAR						
Expenditures for Road:						
In new lines and extensions						
In additions and betterments	\$ 6,719.72	\$ 16,591.94	\$ 8.50	\$ 9,416.36	\$ 17,400.62	\$ 50,197.14
Total	\$ 6,719.72	\$ 16,591.94	\$ 8.50	\$ 9,416.36	\$ 17,400.62	\$ 50,197.14
Expenditures for Equipment:						
In new lines and extensions						
In additions and betterments				\$ 2,002.17		\$ 2,002.17
Total				\$ 2,002.17		\$ 2,002.17
General Expenditures:						
In new lines and extensions						
In additions and betterments					\$ 261.50	\$ 261.50
Total					\$ 261.50	\$ 261.50
Grand total	\$ 6,719.72	\$ 16,591.94	\$ 8.50	\$ 11,418.53	\$ 17,722.12	\$ 52,490.81
INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR						
Investment to June 30, 1927—Road	\$ 85,098.80	\$ 1,192,757.55	\$ 216,794.30	\$ 50,802.41		\$ 1,525,513.06
Investment to June 30, 1907—Equipment		31,886.65				31,886.65
Investment from July 1, 1907 to June 30, 1914	66,971.91	91,634.40	*68,968.39	2,859.61	134,948.96	227,449.40
Investment since June 30, 1914	75,111.72	167,193.62	45,136.33	35,921.19	237,705.65	569,168.51
Total investment	\$ 227,182.43	\$ 1,482,979.20	\$ 192,902.24	\$ 68,743.21	\$ 372,654.61	\$ 2,344,514.60
*Credit.						

TERMINAL COMPANIES DOING BUSINESS IN IOWA

STATISTICS OF ANNUAL CORPORATION REPORTS OF TERMINAL COMPANIES—YEAR ENDED DECEMBER 31, 1923

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	Sioux City Terminal Railway Company	Total
INCOME ACCOUNT						
Operating Income:						
Railway operating revenues				\$ 1,043.24	\$ 302,349.01	\$ 303,392.25
Railway operating expenses					245,784.22	245,784.22
Net revenue from railway operations				\$ 1,043.24	\$ 56,564.79	\$ 57,608.03
Railway tax accrued		\$ 76,249.05		2,148.33	6,587.04	84,984.44
Total operating income		\$ 76,249.05		\$ 1,105.11	\$ 49,977.75	\$ 127,376.41
Non-Operating Income:						
Hire of freight cars—Credit balance						
Rent of locomotives						
Joint facility rent income	\$ 10,300.37	\$ 65,361.78		\$ 7,351.49		\$ 83,013.64
Income from lease of road			\$ 7,624.54			7,624.54
Miscellaneous rent income		5,452.75				5,452.75
Miscellaneous non-operating physical property	8,683.39	13,034.55	4,733.91			26,451.85
Income from funded securities	100.41					100.41
Income from unfunded securities and accounts	72.67	829.01	43.10	816.00		1,761.74
Miscellaneous income		405.00	405.00		19.29	829.29
Total non-operating income	\$ 25,156.94	\$ 85,083.09	\$ 12,806.55	\$ 8,168.45	\$ 19.29	\$ 131,234.22
	\$ 25,156.84	\$ 8,834.04	\$ 12,806.55	\$ 7,063.34	\$ 49,997.04	\$ 103,857.81
GROSS INCOME						
Deductions from Gross Income:						
Hire of freight cars—Debit balance					\$ 2,417.12	\$ 2,417.12
Rent for locomotives				\$ 950.29		950.29
Joint facility rents		\$ 3,917.83		1,500.00		5,417.83
Miscellaneous rents					22,305.00	22,305.00
Miscellaneous tax accruals	\$ 2,229.90	4,895.41	1,318.74			8,444.11
Interest on funded debt						
Interest on unfunded debt	600.51	20.80			2,556.07	3,177.38
Maintenance of investment organization			1,528.33			1,528.33

*Deficit.

Miscellaneous income charges						
Total deductions from gross income	\$ 2,830.47	\$ 8,834.04	\$ 2,847.07	\$ 2,450.29	\$ 27,278.79	\$ 44,240.60
Net income	\$ 22,326.37		\$ 9,959.48	\$ 4,613.05	\$ 22,718.25	\$ 59,617.15
Disposition of net income						20,962.70
Total appropriation of income	\$ 20,962.70					
Income balance transferred to profit and loss	\$ 1,363.67		\$ 9,959.48	\$ 4,613.05	\$ 22,718.25	\$ 38,654.45
PROFIT AND LOSS ACCOUNT						
Debit Items:						
Debit balance at beginning of year						
Debit balance transferred from income						
Dividends appropriations of surplus			\$ 7,550.00			\$ 7,550.00
Surplus appropriated for investment in physical property						
Loss on retired road and equipment					\$ 911.56	911.56
Miscellaneous debits					30,362.11	30,362.11
Credit balance carried to balance sheet	\$ 55,092.12		\$ 57,457.43	\$ 18,018.17		169,929.83
Total	\$ 55,092.12		\$ 65,007.43	\$ 18,018.17	\$ 31,273.67	\$ 169,391.39
Credit Items:						
Credit balance at beginning of year	\$ 53,728.45		\$ 55,047.95	\$ 13,405.12	\$ 8,542.92	\$ 130,724.44
Credit balance transferred from income	1,363.67		9,959.48	4,613.05	22,718.25	38,654.45
Donations						
Miscellaneous credits					12.50	12.50
Debit balance carried to balance sheet						
Total	\$ 55,092.12		\$ 65,007.43	\$ 18,018.17	\$ 31,273.67	\$ 169,391.39
COMPARATIVE GENERAL BALANCE SHEET—ASSETS						
Investments:						
In road and equipment	\$ 227,182.43	\$ 1,482,972.20	\$ 192,962.24	\$ 65,743.21	\$ 372,654.61	\$ 2,344,514.69
Miscellaneous physical property	168,177.18	60,350.00				228,527.18
Affiliated companies—Stocks		16,100.00	16,100.00			32,200.00
Other investments—Bonds						
Other investments—Miscellaneous	3,262.71					3,262.71
Total investments December 31, 1923	\$ 398,622.32	\$ 1,559,422.20	\$ 209,062.24	\$ 65,743.21	\$ 372,654.61	\$ 2,608,504.58
Total investments December 31, 1922	\$ 393,243.67	\$ 1,542,830.26	\$ 217,053.74	\$ 57,324.68	\$ 356,410.64	\$ 2,566,862.99
Increase 1923	5,378.65	16,591.94		11,418.53	16,243.97	40,633.09
Decrease 1923			7,991.50			7,991.50
Current Assets:						
Cash	\$ 2,401.31	\$ 52,704.24	\$ 2,278.46	\$ 25,523.32	\$ 944.66	\$ 83,851.99
Loans and bills receivable			\$ 8,500.00			8,500.00
Demand loan and deposits						
Traffic and car service balance receivable		45,814.00				45,814.00

TERMINAL COMPANIES DOING BUSINESS IN IOWA

STATISTICS OF ANNUAL CORPORATION REPORTS OF TERMINAL COMPANIES—YEAR ENDED DECEMBER 31, 1923

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	Sioux City Terminal Railway Company	Total
Net balance receivable from agents and conductors.....		527.93		12,955.51		13,483.44
Miscellaneous accounts receivable.....	4,973.58	157,610.12	4,254.36	2,862.91	49,078.18	218,778.05
Material and supplies.....	1,193.92	79,054.98	2,261.82		9,041.91	91,552.63
Rents receivable.....		82,725.04		1,061.05		84,886.09
Other current assets.....	248.71					248.71
Total current assets December 31, 1923.....	\$ 8,816.52	\$ 418,486.31	\$ 17,294.54	\$ 43,002.79	\$ 59,064.75	\$ 546,614.91
Total current assets December 31, 1922.....	6,917.34	451,641.01	8,679.90	42,483.23	49,480.78	559,202.26
Increase 1923.....	1,899.18		8,614.64	519.56	9,583.97	20,617.35
Decrease 1923.....		33,204.70				33,204.70
Deferred Assets:						
Working fund advances.....		\$ 20.00				\$ 20.00
Other deferred assets.....		37,174.29				37,174.29
Total deferred assets December 31, 1923.....		\$ 37,194.29				\$ 37,194.29
Total deferred assets December 31, 1922.....		23,915.28			\$ 231.78	24,147.06
Increase 1923.....		13,279.01				13,279.01
Decrease 1923.....					231.78	231.78
Unadjusted Debits:						
Rents and insurance premiums paid in advance.....		\$ 5,163.14			\$ 495.33	\$ 5,658.47
Other unadjusted debits.....		14.75				14.75
Total unadjusted debits December 31, 1923.....		\$ 5,180.89			\$ 495.33	\$ 5,676.22
Total unadjusted debits December 31, 1922.....		16,535.19			280.45	16,815.64
Increase 1923.....					205.88	205.88
Decrease 1923.....		11,354.30				11,354.30
Grand total assets December 31, 1923.....	\$ 407,438.84	\$ 2,020,233.89	\$ 226,356.78	\$ 111,746.00	\$ 482,214.69	\$ 3,197,990.00
Grand total assets December 31, 1922.....	400,161.01	2,084,921.74	225,733.64	99,807.91	406,412.65	3,167,036.95
Increase 1923.....	7,277.83		623.14	11,938.09	25,802.04	45,641.10
Decrease 1923.....		14,688.05				14,688.05

COMPARATIVE GENERAL BALANCE SHEET—
LIABILITIES

Total capital stock—December 31, 1923.....	\$ 327,000.00	\$ 400,000.00	\$ 151,000.00	\$ 80,500.00	\$ 300,000.00	\$ 1,258,500.00
Total capital stock—December 31, 1922.....	327,000.00	400,000.00	151,000.00	72,500.00	300,000.00	1,250,500.00
Increase 1923.....				8,000.00		8,000.00
Decrease 1923.....						
Total long term debt December 31, 1923.....		\$ 450,086.65				\$ 450,086.65
Total long term debt December 31, 1922.....		450,086.65				450,086.65
Increase 1923.....						
Decrease 1923.....						
Current Liabilities:						
Loans and bills payable.....	\$ 15,000.00					\$ 15,000.00
Traffic and car services balances payable.....		\$ 13,712.65			\$ 1,507.25	\$ 15,300.90
Audited accounts and wages payable.....		78,594.71		\$ 10,600.97	14,146.83	103,351.51
Miscellaneous accounts payable.....	59.12		712.28		50,685.74	51,457.14
Dividends matured unpaid.....						
Funded debt matured unpaid.....		\$ 671,000.00				\$ 671,000.00
Unmatured interest accrued.....						
Other current liabilities.....		94.54				94.54
Total current liabilities December 31, 1923.....	\$ 15,059.12	\$ 763,401.90	\$ 712.28	\$ 10,600.97	\$ 66,429.82	\$ 856,213.09
Total current liabilities December 31, 1922.....	15,030.46	789,955.76	5,820.58	12,185.07	70,206.33	893,198.20
Increase 1923.....	28.66					28.66
Decrease 1923.....		26,553.86	5,108.30	1,575.10	3,776.51	37,013.77
Deferred Liabilities:						
Other deferred liabilities.....		\$ 220,726.79			\$ 455.78	\$ 221,182.57
Total deferred liabilities December 31, 1923.....		\$ 220,726.79			\$ 455.78	\$ 221,182.57
Total deferred liabilities December 31, 1922.....		220,726.79			231.78	220,958.57
Increase 1923.....					224.00	224.00
Decrease 1923.....						
Unadjusted Credits:						
Tax liability.....	\$ 2,572.80	\$ 82,725.04	\$ 1,400.00	\$ 1,830.00	\$ 6,262.04	\$ 94,789.88
Insurance and casualty reserves.....					4,978.86	4,978.86
Accrued depreciation—Road.....	4,612.70	73,540.86			808.98	78,962.54
Accrued depreciation—Equipment.....		29,037.03			19,645.07	48,682.10
Accrued depreciation—Miscellaneous physical property.....			15,787.07	787.86		16,574.93
Other unadjusted credits.....		715.42			3,272.03	3,987.45
Total unadjusted credits December 31, 1923.....	\$ 7,185.50	\$ 186,018.35	\$ 17,187.07	\$ 2,617.86	\$ 34,966.98	\$ 247,975.76
Total unadjusted credits December 31, 1922.....	1,300.00	174,152.54	13,865.11	1,717.72	27,431.62	218,466.99
Increase 1923.....	5,885.50	11,865.81	3,321.96	900.14	7,535.36	29,508.77
Decrease 1923.....						

TERMINAL COMPANIES DOING BUSINESS IN IOWA

STATISTICS OF ANNUAL CORPORATION REPORTS OF TERMINAL COMPANIES—YEAR ENDED DECEMBER 31, 1923

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	Sioux City Terminal Railway Company	Total
Corporate Surplus:						
Additions to property through income and surplus.....	\$ 3,102.10					\$ 3,102.10
Total appropriated surplus.....	\$ 3,102.10					\$ 3,102.10
Profit and loss credit balance.....	55,092.12		\$ 57,457.43	\$ 18,018.17	\$ 30,392.11	\$ 160,929.83
Total corporate surplus December 31, 1923.....	\$ 58,194.22		\$ 57,457.43	\$ 18,018.17	\$ 30,392.11	\$ 164,031.93
Total corporate surplus December 31, 1922.....	56,836.55		55,047.95	13,405.12	8,542.92	133,826.54
Increase 1923.....	1,363.67		2,409.48	4,613.05	21,819.19	30,205.39
Decrease 1923.....						
Grand Total liabilities December 31, 1923.....	\$ 407,438.84	\$ 2,020,233.00	\$ 226,356.78	\$ 111,746.00	\$ 432,214.69	\$ 3,197,990.00
Grand total liabilities December 31, 1922.....	400,161.01	2,034,921.74	225,733.64	99,807.91	406,412.65	3,167,036.95
Increase 1923.....	7,277.83		623.14	11,938.00	25,802.04	45,641.10
Decrease 1923.....		14,688.05				14,688.05
MILEAGE DECEMBER 31, 1923						
Line owned—Main track.....	.96	6.358	1.47	.21	2.62	11.618
Yard track and sidings.....	11.45	24.8157	3.726	3.1372	14.16	57.2889
Total all tracks 1923.....	12.41	31.1737	5.196	3.3472	16.78	68.9069
New line constructed during year—Net.....	.003	*3.40		.1172	.61	4.2202
Total all tracks 1922.....	12.31	27.7787	5.196	3.23	16.17	64.6707
GRADE CROSSINGS—IOWA						
Protected by gates alone—With other steam railways.....		4				8
Unprotected—With other steam railways.....	3	21		4		28
Unprotected—With electric interurbans or street railways.....	1					1
Unprotected—With streets, avenues and highways.....	15	20				35

*Ownership in dispute.

Protected by flagmen alone—24 hours daily with streets, avenues and highways.....		3				3
Protected by flagmen alone—Part time only—With streets, avenues and highways.....		8			1	9
Protected alone by derailing devices—With electric railways.....		4				4
Total.....	22	70		4	9	105
Total—With other steam railways.....	3	25		4		32
Total—With electric or street railways.....	1	4				5
Total—With streets, avenues and highways.....	15	41			9	65
EQUIPMENT OWNED OR LEASED IN SERVICE OF RESPONDENT						
Steam locomotives.....		9		1	5	15
Freight train cars.....		16				16
Company Service Cars:						
Derrick cars.....		1				1
Other company service cars.....		9				9
Total company service cars.....		10				10
Total all classes of cars in service.....		26				26
TRAFFIC AND CAR STATISTICS						
Switching Operations—Freight Traffic:						
Number of cars handled at cost for tenant companies—Loaded.....		28,150			126,084	154,234
Number of cars handled at cost for tenant companies—Empty.....		28,150			1,329	29,479
Number of cars handled not earning revenue—Empty.....					123,118	123,118
Total number of cars handled.....		56,312			250,531	306,843
Terminal Operations—Freight Traffic:						
Number of cars handled at cost for tenant companies—Loaded.....		65,525		96,484		162,012
Number of cars handled at cost for tenant companies—Empty.....		25,112		74,733		99,845
Total Total number of cars handled.....		90,640		171,217		261,857
Number of cars handled at cost of tenant companies—Empty—Passenger traffic.....		21,136				21,136
TIES LAID IN REPLACEMENT AND BETTERMENT						
Cross ties—Number applied.....		2,498		353	1,995	4,846
Average cost per tie at distributing point.....	\$	1.71	\$	1.43	1.20	1.479
Switch ties—Number feet (board measure) applied.....		24,844		15,830	37,560	78,234
Average cost—(Per M feet) at distributing point.....	\$	51.135	\$	53.88	51.25	51.84
Total charges for ties laid in replacement and betterment.....	\$	5,548.28	\$	1,358.67	4,329.21	11,236.16

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	Sioux City Terminal Railway Company	Total
RAILS LAID IN REPLACEMENT AND BETTERMENT						
Number tons (2,240 lbs.) applied.....		109,7863		33,078	275,3974	418,2617
Average cost per ton at distributing point.....		42.82		37.39	45.46	44.13
Total charges on account of rails applied.....		4,699.76		1,233.40	12,522.26	18,455.42
TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS						
Cross ties—number applied.....	227	1,240		1,220	1,759	4,446
Average cost per tie at distributing point.....	1.12	1.53		1.27	1.11	1.27
Switch ties—number feet (board measure) laid in tracks.....	.011			12,196.00	22,045.00	34,241
Average cost (per M. feet) at distributing point.....	47.00			51.40	56.22	54.51
Total charges of ties laid in new tracks.....	256.14	1,900.66		2,182.39	3,183.86	7,523.05
TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS						
Number tons (2,240 lbs.) laid.....	10,0858	49,5201		63,5441	89,7141	222,8641
Average cost per ton (of 2,240 lbs.).....	31.33	37.69		32.75	37.26	34.10
Total charges on account rails laid.....	315.98	1,865.81		2,079.70	3,342.57	7,604.06
CONSUMPTION OF FUEL BY LOCOMOTIVES						
Tons of bituminous coal.....		11,909			6,485	18,394
Average cost per ton.....		4.6168			7.34	5.58
STATISTICS OF FUEL PURCHASES AND STOCKS—BITUMINOUS COAL						
Quantity received during year.....		38,998.55			6,041	45,039.55
Total cost, including transportation charges paid foreign lines.....		177,713.20			42,306.04	220,019.24
Average cost, including transportation charges paid foreign lines.....		4.5568			7.00	4.885
QUANTITY ON HAND						
At beginning of year.....		1,843.47			662	2,504.47
At end of year.....		1,108.42			218	1,326.42

STATISTICS
 OF
Railway Bridge Companies
 For the Year Ended December 31, 1923

Railway Bridge Companies

for the Year Ended December 31, 1923

STATISTICS

BRIDGE COMPANIES

Corporation Report for the Year Ended December 31, 1923 of the

Terms Reported	Dunfield and Langdon Bridge Company	Keeok and Hamilton Bridge Company	Omaha Bridge and Terminal Company	St. Louis Bridge Company	Total
CAPITAL STOCK—COMMON					
Par value of amount authorized	\$ 1,000,000.00	\$ 1,000,000.00	\$ 1,000,000.00	\$ 500,000.00	\$ 3,500,000.00
Par value of amount actually outstanding at close of year	\$ 1,000,000.00	\$ 1,000,000.00	\$ 1,000,000.00	\$ 500,000.00	\$ 3,500,000.00
INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR					
Investment from July 1, 1907 to June 30, 1914—Road	\$ 1,500,000.00	\$ 2,500,000.00	\$ 2,500,000.00	\$ 900,000.00	\$ 7,400,000.00
Investment from July 1, 1907 to June 30, 1914—Equipment	33,111.77	10,346.97	9,782.01	914.00	54,154.75
Investment from July 1, 1907 to June 30, 1914—Equipment	10,346.97	10,346.97	18,783.01	914.00	40,370.95
Investment since June 30, 1914—General expenditures	1,000,000.00	1,000,000.00	92,328.42	21,107.50	2,013,436.92
Total investment in road and equipment	\$ 2,533,111.77	\$ 3,510,346.97	\$ 2,509,808.28	\$ 915,914.00	\$ 9,469,220.92
Average investment per mile of road	\$ 823,731.67	\$ 1,009,308.03	\$ 2,300,446.00	\$ 242,142.20	\$ 1,300,222.14
INCOME ACCOUNT					
Operating income:					
Railway operating revenue	\$ 107,700.57	\$ 107,700.57	\$ 67,614.08	\$ 319.16	\$ 197,700.57
Railway operating expenses	67,614.08	67,614.08	52	52	135,230.68
Net revenue from railway operations	\$ 40,086.49	\$ 40,086.49	\$ 15,612.08	\$ 267.64	\$ 86,052.60
Railway tax accruals	48,584.96	48,584.96	10,185.29	25,254.25	132,609.46
Railway operating income	\$ 1,101,561.61	\$ 2,149,166.56	\$ 5,426,823.79	\$ 799,272.51	\$ 9,476,824.47
Non-operating income:					
Joint facility rent income	\$ 142,994.30	\$ 142,994.30	\$ 2	\$ 2	\$ 285,989.92
Income from bonded securities	10,800.00	10,800.00	10,800.00	10,800.00	43,200.00
Income from unbonded securities and accounts	604.28	604.28	604.28	1,135.96	3,949.80
Total non-operating income	\$ 143,998.58	\$ 143,998.58	\$ 21,204.28	\$ 21,938.96	\$ 353,139.72
Gross income	\$ 99,429.34	\$ 35,082.44	\$ 17,816.30	\$ 69,274.88	\$ 159,603.16
Credit					
Debit					

BRIDGE COMPANIES—Continued
Corporation Report for the Year Ended December 31, 1923 of the

Items Reported	Dunleith and Debuque Bridge Company	Keokuk and Hamilton Bridge Company	Omaha Bridge and Terminal Railway Company	Sioux City Bridge Company	Total
Deductions from Gross Income:					
Miscellaneous tax accruals.....				\$ 825.07	\$ 825.07
Interest on unfunded debt.....		\$ 80,000.00			\$ 80,000.00
Total deductions from gross income.....		\$ 80,000.00		\$ 825.07	\$ 80,825.07
Net income.....	\$ 94,430.84	\$ *44,017.56		\$ 68,749.81	\$ 119,167.99
Disposition of Net Income:					
Dividend appropriations of income.....				\$ 56,748.00	\$ 56,748.00
Total appropriations of income.....				\$ 56,748.00	\$ 56,748.00
Income balance transferred to profit and loss.....	\$ 94,430.84	\$ *44,017.56		\$ 12,001.81	\$ 62,415.00
PROFIT AND LOSS ACCOUNT					
Debit Items:					
Debit balance at beginning of year.....		\$ 1,621,074.91			\$ 1,621,074.91
Debit balance transferred from income.....		44,017.56			44,017.56
Dividend appropriations of surplus.....	\$ 94,380.84			\$ *181.45	\$ 94,199.39
Credit balance carried to balance sheet.....	\$ 32,309.94		\$ 47,695.62	\$ 106,765.37	\$ 186,770.93
Total.....	\$ 126,690.78	\$ 1,665,092.47	\$ 47,695.62	\$ 106,583.92	\$ 1,946,062.79
Credit Items:					
Credit balance at beginning of year.....	\$ 32,309.94			\$ 92,905.99	\$ 125,215.93
Credit balance transferred from income.....	94,380.84		\$ 47,695.62	12,001.81	154,388.27
Donations.....				*181.45	*181.45
Miscellaneous credits.....				1,837.57	1,837.57
Debit balance carried to balance sheet.....		\$ 1,665,092.47			\$ 1,665,092.47
Total.....	\$ 126,690.78	\$ 1,665,092.47	\$ 47,695.62	\$ 106,583.92	\$ 1,946,062.79

*Credit.
*Debit.

RAILWAY OPERATING EXPENSES

Maintenance of Way and Structures:					
Superintendence.....		\$ 3,112.50		\$ 18.34	\$ 3,130.84
Road maintenance.....	\$ 23,031.83	\$ 3,487.04		\$ 54,659.61	\$ 81,178.48
Maintaining buildings, Etc.....		161.38		512.20	673.58
Depreciation on way and structures.....		10,000.00		10,000.00	20,000.00
Miscellaneous expenses.....	5,643.00	509.27		227.06	6,379.33
Maintaining joint way and structures—Dr.....	296.03				296.03
Maintaining joint way and structures—Cr.....	28,971.46			65,417.21	94,388.67
Total.....		\$ 17,270.17		\$ 65,417.21	\$ 82,687.38
Transportation—Rail Line:					
Superintendence and dispatching.....	\$ 5,610.18			\$ 5,837.91	\$ 11,448.09
Station service.....				188.92	188.92
Other rail transportation expenses.....	7,814.99	7,267.04		1,270.95	16,352.98
Operating joint track and facilities—Dr.....	4,614.18				4,614.18
Operating joint tracks and facilities—Cr.....	18,039.35			7,297.78	25,337.13
Total transportation—Rail line.....		\$ 7,267.04		\$ 7,267.04	\$ 7,267.04
Total miscellaneous operations.....		\$ 5,437.53			\$ 5,437.53
General Expenses:					
Administration.....	\$ 3,439.65	\$ 20,095.73		\$ 1,971.93	\$ 25,507.31
Other general expenses.....	62.00	12,025.45		2,001.98	14,089.43
General joint facility expenses—Cr.....	3,501.63			3,455.75	6,957.38
Total general expenses.....		\$ 32,121.18		\$ 5,429.66	\$ 37,550.84
Recapitulation of Expenses:					
Maintenance of way and structures.....	\$ 28,971.46	\$ 17,270.17		\$ 65,417.21	\$ 111,658.84
Transportation—Rail line.....	18,039.35	7,267.04		7,297.78	32,604.17
Miscellaneous operations.....		5,437.53			5,437.53
General.....	3,501.65	32,121.18		3,973.91	39,596.74
Grand total railway operating expenses.....	\$ 50,512.46	\$ 62,095.92		\$ 76,688.96	\$ 189,297.28
Ratio expenses to revenues.....		57.62			
TAXES ON RAILWAY PROPERTY					
Other Than U. S. Government Taxes:					
Illinois.....	\$ 13,906.00	\$ 5,766.93			\$ 19,672.93
Iowa.....	20,298.00	4,418.66		\$ 9,613.37	\$ 34,530.03
Nebraska.....				248.00	248.00
Total other than U. S. Government taxes.....	\$ 33,204.00	\$ 10,185.59		\$ 10,161.37	\$ 53,550.96

BRIDGE COMPANIES—Continued
Corporation Report for the Year Ended December 31, 1923 of the

Items Reported	Dunleith and Dubuque Bridge Company	Keokuk and Hamilton Bridge Company	Omaha Bridge and Terminal Railway Company	Sioux City Bridge Company	Total
U. S. Government Taxes:					
Income tax	\$ 14,313.00			\$ 14,720.98	\$ 29,034.07
Capital stock tax	1,047.00			1,072.00	2,119.00
Total U. S. Government tax	\$ 15,360.00			\$ 15,792.98	\$ 31,153.07
Grand total taxes	\$ 48,564.00	\$ 10,185.50		\$ 25,954.35	\$ 84,704.03
COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE					
Investments:					
Investment in road and equipment	\$ 1,069,551.56	\$ 2,000,000.00	\$ 6,833,885.38	\$ 958,912.15	\$ 10,862,349.09
Investments in affiliated companies—Stocks	1.00				1.00
Investments in affiliated companies—Bonds				224,280.00	224,280.00
Total investments December 31, 1923	\$ 1,069,552.56	\$ 2,000,000.00	\$ 6,833,885.38	\$ 1,183,192.15	\$ 11,086,030.09
Total investments December 31, 1922	1,066,774.43	2,000,000.00	6,813,270.29	1,159,916.46	11,039,961.18
Increase 1923	2,778.13		20,615.09	23,275.69	46,668.91
Decrease 1923					
Current Assets:					
Cash		\$ 23,991.26		\$ 4,380.97	\$ 28,372.23
Special deposits		20,000.00			20,000.00
Miscellaneous accounts receivable	\$ 36,765.54	1,151.00		65,289.86	103,206.40
Total current assets December 31, 1923	\$ 36,765.54	\$ 45,142.26		\$ 69,670.83	\$ 151,578.63
Total current assets December 31, 1922	36,401.25	19,159.82		44,016.26	99,577.33
Increase 1923	364.29	25,982.44		25,654.57	52,001.30
Decrease 1923					
Deferred assets	None	None	None	None	None
Unadjusted assets	None	None	None	None	None
Grand total assets December 31, 1923	\$ 1,106,318.10	\$ 2,045,142.26	\$ 6,833,885.38	\$ 1,252,862.98	\$ 11,238,208.72
Grand total assets December 31, 1922	1,103,175.68	2,019,159.82	6,813,270.29	1,203,032.72	11,139,538.51
Increase 1923	3,142.42	25,982.44	20,615.09	48,930.26	98,670.21
Decrease 1923					

COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE					
Total capital stock December 31, 1923	\$ 1,000,000.00	\$ 1,000,000.00	\$ 5,000,000.00	\$ 945,800.00	\$ 7,945,800.00
Total capital stock December 31, 1922	1,000,000.00	1,000,000.00	5,000,000.00	945,800.00	7,945,800.00
Increase 1923					
Decrease 1923					
Long Term Debt:					
Open accounts			\$ 1,783,565.04		\$ 1,783,565.04
Total long term debt December 31, 1923			\$ 1,783,565.04		\$ 1,783,565.04
Total long term debt December 31, 1922			1,762,949.95		1,762,949.95
Increase 1923			20,615.09		20,615.09
Decrease 1923					
Current Liabilities:					
Loans and bills payable		\$ 16,000.00			\$ 16,000.00
Audited accounts and wages payable	\$ 495.15			\$ 32,337.30	\$ 33,332.45
Interest matured unpaid		1,674,234.73			1,674,234.73
Funded debt matured unpaid		1,000,000.00			1,000,000.00
Unmatured interest accrued		20,000.00			20,000.00
Other current liabilities					
Total current liabilities December 31, 1923	\$ 495.15	\$ 2,710,234.73		\$ 32,337.30	\$ 2,743,067.18
Total current liabilities December 31, 1922	486.45	2,630,234.73		7,084.97	2,637,806.15
Increase 1923	8.70	80,000.00		25,252.33	105,261.03
Decrease 1923					
Deferred liabilities	None	None	None	None	None
Unadjusted Credits:					
Tax liability	\$ 52,976.97				\$ 52,976.97
Accrued depreciation—Road				\$ 165,434.63	\$ 165,434.63
Total unadjusted credits December 31, 1923	\$ 52,976.97			\$ 165,434.63	\$ 218,411.60
Total unadjusted credits December 31, 1922	49,813.25	\$ 10,000.00		155,434.63	215,277.88
Increase 1923	3,163.72			10,000.00	13,163.72
Decrease 1923		10,000.00			10,000.00
Corporate Surplus:					
Additions to property through income and surplus	\$ 20,536.04		\$ 2,624.72	\$ 2,525.68	\$ 25,686.44
Total appropriated surplus	\$ 20,536.04		\$ 2,624.72	\$ 2,525.68	\$ 25,686.44
Profit and loss credit balance	\$ 32,300.94	\$ 1,665,092.47	\$ 47,695.02	\$ 106,765.37	\$ 1,478,321.54
Total corporate surplus December 31, 1923	\$ 52,845.98	\$ 1,665,092.47	\$ 50,320.34	\$ 109,291.05	\$ 1,452,635.10
Total corporate surplus December 31, 1922	52,845.98	1,621,074.91	50,320.34	95,613.12	1,419,295.47

*Debit.

BRIDGE COMPANIES—Continued

Corporation Report for the Year Ended December 31, 1923 of the

Items Reported	Daniel and Dubuque Bridge Company	Keokuk and Hamilton Bridge Company	Omaha Bridge and Terminal Railway Company	Sioux City Bridge Company	Total
Increase 1923		\$44,017.56		13,677.93	\$50,339.63
Decrease 1923					
Grand total liabilities December 31, 1923	\$ 1,106,318.10	\$ 2,045,142.26	\$ 6,833,885.38	\$ 1,252,802.98	\$ 11,238,208.72
Grand total liabilities December 31, 1922	1,103,175.68	2,019,159.82	6,813,270.29	1,203,982.73	11,139,538.51
Increase 1923	3,142.42	25,982.44	20,615.09	48,820.25	98,670.21
Decrease 1923					
EMPLOYEES AND THEIR COMPENSATION					
General Officers:					
Average number	1	4			5
Number of days on duty	306	1,274			1,580
Compensation	\$ 1,920.00	\$ 11,487.50			\$ 13,407.50
All Other Employees:					
Average number	5	12			17
Number of days on duty	1,566	2,825			4,391
Compensation	\$ 6,409.23	\$ 13,814.57			\$ 20,223.80
Total compensation during year	\$ 8,329.23	\$ 25,302.07			\$ 33,631.30
MILEAGE DECEMBER 31, 1923					
Main Line:					
Iowa	1.18	.34	.58	1.74	3.84
Illinois	.12	.32			.44
Nebraska			1.45	2.14	3.59
*Debit.					

Branches, Spurs and Other Tracks:					
Iowa					
Nebraska	1.00			.93	1.93
Grand total mileage—All tracks December 31, 1923	2.30	.66	28.08	5.46	36.50
Grand total mileage—All tracks December 31, 1922	2.30	.66	28.08	5.46	36.50
Increase 1923					
Decrease 1923					
DIVIDEND APPROPRIATIONS					
Common Stock:					
Rate per cent.	9.4380			6%	
Par value of amount on which dividends was declared	\$ 1,000,000.00			\$ 945,800.00	\$ 1,945,800.00
Amount of dividend declared	\$ 94,380.84			\$ 56,748.00	\$ 151,128.84

REVENUE FROM PASSENGER SERVICE		REVENUE FROM FREIGHT SERVICE		REVENUE FROM MAIL SERVICE		REVENUE FROM OTHER SERVICE	
Operating	Non-operating	Operating	Non-operating	Operating	Non-operating	Operating	Non-operating
1,000,000	500,000	2,000,000	1,000,000	500,000	200,000	100,000	50,000
2,000,000	1,000,000	3,000,000	1,500,000	700,000	300,000	150,000	75,000
3,000,000	1,500,000	4,000,000	2,000,000	900,000	400,000	200,000	100,000
4,000,000	2,000,000	5,000,000	2,500,000	1,100,000	500,000	250,000	125,000
5,000,000	2,500,000	6,000,000	3,000,000	1,300,000	600,000	300,000	150,000
6,000,000	3,000,000	7,000,000	3,500,000	1,500,000	700,000	350,000	175,000
7,000,000	3,500,000	8,000,000	4,000,000	1,700,000	800,000	400,000	200,000
8,000,000	4,000,000	9,000,000	4,500,000	1,900,000	900,000	450,000	225,000
9,000,000	4,500,000	10,000,000	5,000,000	2,100,000	1,000,000	500,000	250,000
10,000,000	5,000,000	11,000,000	5,500,000	2,300,000	1,100,000	550,000	275,000
11,000,000	5,500,000	12,000,000	6,000,000	2,500,000	1,200,000	600,000	300,000
12,000,000	6,000,000	13,000,000	6,500,000	2,700,000	1,300,000	650,000	325,000
13,000,000	6,500,000	14,000,000	7,000,000	2,900,000	1,400,000	700,000	350,000
14,000,000	7,000,000	15,000,000	7,500,000	3,100,000	1,500,000	750,000	375,000
15,000,000	7,500,000	16,000,000	8,000,000	3,300,000	1,600,000	800,000	400,000
16,000,000	8,000,000	17,000,000	8,500,000	3,500,000	1,700,000	850,000	425,000
17,000,000	8,500,000	18,000,000	9,000,000	3,700,000	1,800,000	900,000	450,000
18,000,000	9,000,000	19,000,000	9,500,000	3,900,000	1,900,000	950,000	475,000
19,000,000	9,500,000	20,000,000	10,000,000	4,100,000	2,000,000	1,000,000	500,000
20,000,000	10,000,000	21,000,000	10,500,000	4,300,000	2,100,000	1,050,000	525,000
21,000,000	10,500,000	22,000,000	11,000,000	4,500,000	2,200,000	1,100,000	550,000
22,000,000	11,000,000	23,000,000	11,500,000	4,700,000	2,300,000	1,150,000	575,000
23,000,000	11,500,000	24,000,000	12,000,000	4,900,000	2,400,000	1,200,000	600,000
24,000,000	12,000,000	25,000,000	12,500,000	5,100,000	2,500,000	1,250,000	625,000
25,000,000	12,500,000	26,000,000	13,000,000	5,300,000	2,600,000	1,300,000	650,000
26,000,000	13,000,000	27,000,000	13,500,000	5,500,000	2,700,000	1,350,000	675,000
27,000,000	13,500,000	28,000,000	14,000,000	5,700,000	2,800,000	1,400,000	700,000
28,000,000	14,000,000	29,000,000	14,500,000	5,900,000	2,900,000	1,450,000	725,000
29,000,000	14,500,000	30,000,000	15,000,000	6,100,000	3,000,000	1,500,000	750,000
30,000,000	15,000,000	31,000,000	15,500,000	6,300,000	3,100,000	1,550,000	775,000
31,000,000	15,500,000	32,000,000	16,000,000	6,500,000	3,200,000	1,600,000	800,000
32,000,000	16,000,000	33,000,000	16,500,000	6,700,000	3,300,000	1,650,000	825,000
33,000,000	16,500,000	34,000,000	17,000,000	6,900,000	3,400,000	1,700,000	850,000
34,000,000	17,000,000	35,000,000	17,500,000	7,100,000	3,500,000	1,750,000	875,000
35,000,000	17,500,000	36,000,000	18,000,000	7,300,000	3,600,000	1,800,000	900,000
36,000,000	18,000,000	37,000,000	18,500,000	7,500,000	3,700,000	1,850,000	925,000
37,000,000	18,500,000	38,000,000	19,000,000	7,700,000	3,800,000	1,900,000	950,000
38,000,000	19,000,000	39,000,000	19,500,000	7,900,000	3,900,000	1,950,000	975,000
39,000,000	19,500,000	40,000,000	20,000,000	8,100,000	4,000,000	2,000,000	1,000,000
40,000,000	20,000,000	41,000,000	20,500,000	8,300,000	4,100,000	2,050,000	1,025,000
41,000,000	20,500,000	42,000,000	21,000,000	8,500,000	4,200,000	2,100,000	1,050,000
42,000,000	21,000,000	43,000,000	21,500,000	8,700,000	4,300,000	2,150,000	1,075,000
43,000,000	21,500,000	44,000,000	22,000,000	8,900,000	4,400,000	2,200,000	1,100,000
44,000,000	22,000,000	45,000,000	22,500,000	9,100,000	4,500,000	2,250,000	1,125,000
45,000,000	22,500,000	46,000,000	23,000,000	9,300,000	4,600,000	2,300,000	1,150,000
46,000,000	23,000,000	47,000,000	23,500,000	9,500,000	4,700,000	2,350,000	1,175,000
47,000,000	23,500,000	48,000,000	24,000,000	9,700,000	4,800,000	2,400,000	1,200,000
48,000,000	24,000,000	49,000,000	24,500,000	9,900,000	4,900,000	2,450,000	1,225,000
49,000,000	24,500,000	50,000,000	25,000,000	10,100,000	5,000,000	2,500,000	1,250,000
50,000,000	25,000,000	51,000,000	25,500,000	10,300,000	5,100,000	2,550,000	1,275,000
51,000,000	25,500,000	52,000,000	26,000,000	10,500,000	5,200,000	2,600,000	1,300,000
52,000,000	26,000,000	53,000,000	26,500,000	10,700,000	5,300,000	2,650,000	1,325,000
53,000,000	26,500,000	54,000,000	27,000,000	10,900,000	5,400,000	2,700,000	1,350,000
54,000,000	27,000,000	55,000,000	27,500,000	11,100,000	5,500,000	2,750,000	1,375,000
55,000,000	27,500,000	56,000,000	28,000,000	11,300,000	5,600,000	2,800,000	1,400,000
56,000,000	28,000,000	57,000,000	28,500,000	11,500,000	5,700,000	2,850,000	1,425,000
57,000,000	28,500,000	58,000,000	29,000,000	11,700,000	5,800,000	2,900,000	1,450,000
58,000,000	29,000,000	59,000,000	29,500,000	11,900,000	5,900,000	2,950,000	1,475,000
59,000,000	29,500,000	60,000,000	30,000,000	12,100,000	6,000,000	3,000,000	1,500,000
60,000,000	30,000,000	61,000,000	30,500,000	12,300,000	6,100,000	3,050,000	1,525,000
61,000,000	30,500,000	62,000,000	31,000,000	12,500,000	6,200,000	3,100,000	1,550,000
62,000,000	31,000,000	63,000,000	31,500,000	12,700,000	6,300,000	3,150,000	1,575,000
63,000,000	31,500,000	64,000,000	32,000,000	12,900,000	6,400,000	3,200,000	1,600,000
64,000,000	32,000,000	65,000,000	32,500,000	13,100,000	6,500,000	3,250,000	1,625,000
65,000,000	32,500,000	66,000,000	33,000,000	13,300,000	6,600,000	3,300,000	1,650,000
66,000,000	33,000,000	67,000,000	33,500,000	13,500,000	6,700,000	3,350,000	1,675,000
67,000,000	33,500,000	68,000,000	34,000,000	13,700,000	6,800,000	3,400,000	1,700,000
68,000,000	34,000,000	69,000,000	34,500,000	13,900,000	6,900,000	3,450,000	1,725,000
69,000,000	34,500,000	70,000,000	35,000,000	14,100,000	7,000,000	3,500,000	1,750,000
70,000,000	35,000,000	71,000,000	35,500,000	14,300,000	7,100,000	3,550,000	1,775,000
71,000,000	35,500,000	72,000,000	36,000,000	14,500,000	7,200,000	3,600,000	1,800,000
72,000,000	36,000,000	73,000,000	36,500,000	14,700,000	7,300,000	3,650,000	1,825,000
73,000,000	36,500,000	74,000,000	37,000,000	14,900,000	7,400,000	3,700,000	1,850,000
74,000,000	37,000,000	75,000,000	37,500,000	15,100,000	7,500,000	3,750,000	1,875,000
75,000,000	37,500,000	76,000,000	38,000,000	15,300,000	7,600,000	3,800,000	1,900,000
76,000,000	38,000,000	77,000,000	38,500,000	15,500,000	7,700,000	3,850,000	1,925,000
77,000,000	38,500,000	78,000,000	39,000,000	15,700,000	7,800,000	3,900,000	1,950,000
78,000,000	39,000,000	79,000,000	39,500,000	15,900,000	7,900,000	3,950,000	1,975,000
79,000,000	39,500,000	80,000,000	40,000,000	16,100,000	8,000,000	4,000,000	2,000,000
80,000,000	40,000,000	81,000,000	40,500,000	16,300,000	8,100,000	4,050,000	2,025,000
81,000,000	40,500,000	82,000,000	41,000,000	16,500,000	8,200,000	4,100,000	2,050,000
82,000,000	41,000,000	83,000,000	41,500,000	16,700,000	8,300,000	4,150,000	2,075,000
83,000,000	41,500,000	84,000,000	42,000,000	16,900,000	8,400,000	4,200,000	2,100,000
84,000,000	42,000,000	85,000,000	42,500,000	17,100,000	8,500,000	4,250,000	2,125,000
85,000,000	42,500,000	86,000,000	43,000,000	17,300,000	8,600,000	4,300,000	2,150,000
86,000,000	43,000,000	87,000,000	43,500,000	17,500,000	8,700,000	4,350,000	2,175,000
87,000,000	43,500,000	88,000,000	44,000,000	17,700,000	8,800,000	4,400,000	2,200,000
88,000,000	44,000,000	89,000,000	44,500,000	17,900,000	8,900,000	4,450,000	2,225,000
89,000,000	44,500,000	90,000,000	45,000,000	18,100,000	9,000,000	4,500,000	2,250,000
90,000,000	45,000,000	91,000,000	45,500,000	18,300,000	9,100,000	4,550,000	2,275,000
91,000,000	45,500,000	92,000,000	46,000,000	18,500,000	9,200,000	4,600,000	2,300,000
92,000,000	46,000,000	93,000,000	46,500,000	18,700,000	9,300,000	4,650,000	2,325,000
93,000,000	46,500,000	94,000,000	47,000,000	18,900,000	9,400,000	4,700,000	2,350,000
94,000,000	47,000,000	95,000,000	47,500,000	19,100,000</			

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED
 DECEMBER 31, 1923

Items Reported	American Railway Express
MILEAGE COVERED—ENTIRE LINE	
Steam roads	223,920.66
Electric lines	3,024.51
Coastwise steamboat lines	14,987.50
Inland steamboat lines	7,690.12
Trans-oceanic steamship lines	8,720.00
Stage lines	188.22
Miscellaneous (Ferry lines)	6.25
Total	257,877.25
MILEAGE COVERED—IOWA	
Steam roads	10,070.54
Electric lines	282.65
Miscellaneous .....	.875
Total	10,353.56
CAPITAL STOCK—COMMON	
Number of shares authorized	400,000
Par value of one share	\$ 100.00
Par value authorized	40,000,000.00
Par value outstanding	34,642,000.00
Par value held by respondent in treasury	None
Par value not held by respondent	34,642,000.00
Rate of dividend	0%
Dividends declared during year	\$ 2,078,520.00
FUNDED DEBT—COLLATERAL TRUST BONDS	
None.	
MISCELLANEOUS FUNDED OBLIGATIONS	
None.	
COST OF REAL PROPERTY AND EQUIPMENT	
Land	\$ 4,718,726.80
Buildings:	
Buildings and appurtenances on land owned	7,714,454.74
Buildings and appurtenances on land not owned	2,577,796.04
Improvements to buildings not owned	354,331.30
Total buildings	\$ 10,646,582.08
Equipment:	
Cars	\$ 916,521.26
Horses	2,304,525.84
Automobiles	11,421,837.83
Wagons and sleighs	2,219,109.23
Harness equipment	413,220.63
Office furniture and equipment	3,081,158.12
Office safes	426,782.56
Trucks	2,028,769.41
Stable equipment	25,157.18
Garage equipment	307,000.41
Line equipment	596,232.74
Shop equipment	207,875.22
Miscellaneous equipment	725,362.76
Total equipment	\$ 24,073,531.29
Total real property and equipment	\$ 40,088,840.17
DEPRECIATION—BUILDINGS AND EQUIPMENT	
Buildings and appurtenances on land owned	\$ 1,274,770.30
Buildings and appurtenances on land not owned	557,338.96
Improvements to buildings not owned	186,564.28
Total buildings	\$ 2,018,673.56

DEPRECIATION—BUILDINGS AND EQUIPMENT—Continued

Items Reported	American Railway Express
Equipment:	
Cars	\$ 310,867.21
Horses	1,528,632.26
Automobiles	4,088,082.29
Wagons and sleighs	800,436.57
Harness equipment	243,854.70
Office furniture and equipment	1,415,181.26
Office safes	134,868.74
Trucks	964,194.49
Stable equipment	12,342.23
Garage equipment	65,297.34
Line equipment	217,597.00
Shop equipment	66,551.78
Miscellaneous equipment	4,051.21
Total equipment	\$ 9,941,937.08
Total real property and equipment December 31, 1923	\$ 11,960,616.64
INCOME ACCOUNT	
Operating Income:	
Charges for transportation	\$ 369,579,474.10
Express privileges—Dr.	155,736,204.68
Revenue from transportation	\$ 153,843,269.52
Revenue from operations other than transportation	3,600,491.62
Total operating revenues	\$ 157,443,761.14
Operating expenses	154,446,243.54
Net operating revenue	\$ 2,997,517.60
Uncollectible revenue from transportation	25,284.40
Express taxes	2,138,361.83
Operating income	\$ 833,871.37
Other Income:	
Rent from real property and equipment used jointly	\$ 846.34
Miscellaneous rent income	459,594.91
Income from funded securities	861,780.15
Income from unfunded securities and accounts	529,068.11
Total other income	\$ 1,851,289.51
Gross income	\$ 2,685,160.88
Deductions from Gross Income:	
Rent from real property and equipment used jointly	\$ 1,370.66
Miscellaneous rents	11,581.47
Interest on unfunded debt	187,940.23
Miscellaneous income debits	24,500.00
Total deductions from gross income	\$ 225,392.36
Net income	\$ 2,459,768.52
Disposition of Net Income:	
Dividend appropriations of income	\$ 2,078,520.00
Income transferred to profit and loss	381,248.52
PROFIT AND LOSS ACCOUNT	
Debit Items:	
Dividend appropriations of surplus	\$ 26,748.23
Miscellaneous debits	2,345,484.41
Credit balance carried to balance sheet	
Total	\$ 2,372,232.64
Credit Items:	
Credit balance at beginning of year	\$ 1,742,528.22
Credit balance transferred from income	381,248.52
Profit on real property and equipment sold	225,152.78
Unfunded overcharges	1,171.51
Miscellaneous credits	22,131.31
Total	\$ 2,372,232.64

COMPARATIVE GENERAL BALANCE SHEET—ASSETS—Continued

Items Reported	American Railway Express
OPERATING REVENUES	
Transportation:	
Express, domestic	\$ 309,575,843.61
Miscellaneous	3,630.49
Total	\$ 309,579,474.10
Express privileges—Dr.	\$ 155,736,204.58
Revenue from transportation	\$ 153,843,269.52
Operations Other than Transportation:	
Customs brokerage fees	\$ 213,061.07
Order and commission	4,567.78
Rents of buildings and other property	225,500.37
C. O. D. checks	2,442,064.70
Profit on exchange and other financial revenue	5,913.02
Miscellaneous	708,954.50
Total other than transportation	\$ 3,600,491.63
Total operating revenues	\$ 157,443,761.14
OPERATING EXPENSES	
Maintenance	\$ 7,795,546.58
Traffic	307,916.60
Transportation	136,577,690.58
General	9,765,099.78
Total operating expenses	\$ 154,446,243.54
Ratio of operating expenses to operating revenues, per cent.	98.10
TAXES AND ASSESSMENTS—ENTIRE LINE	
Total taxes—entire line	\$ 2,138,361.83
Total taxes—Iowa	23,546.25
COMPARATIVE GENERAL BALANCE SHEET—ASSETS	
Investment:	
Real property and equipment	\$ 40,038,840.17
Other Investments:	
Bonds	\$ 7,340,630.06
Notes	9,546,323.02
United States certificates of indebtedness	
Certificates of time deposits	281.44
Mortgages	60,070.59
Total investments December 31, 1923	\$ 56,986,145.28
Total investments December 31, 1922	56,516,502.06
Increase, 1923	469,643.22
Current Assets:	
Cash	\$ 15,741,939.15
Special deposits	13,754.00
Loans and notes receivable	2,805,976.74
Traffic balances receivable	66,113.97
Net balances receivable from agents and messengers	9,323,733.73
Miscellaneous accounts receivable	4,366,717.84
Material and supplies	1,732,131.15
Interest, dividends, and rents receivable	218,339.28
Working fund advances	29,650.00
Other current assets	None
Total current assets December 31, 1923	\$ 34,298,405.86
Total current assets December 31, 1922	36,562,400.06
Decrease, 1923	2,263,994.20
Deferred Assets	None
Unadjusted debits:	
Rents and insurance premiums paid in advance	\$ 450,002.56
Taxes paid in advance	85,214.04
Other unadjusted debits par value	1,129,827.50
Total unadjusted debits December 31, 1923	\$ 1,665,044.10
Total unadjusted debits December 31, 1922	1,683,365.63
Decrease, 1923	17,321.53

Items Reported	American Railway Express	
Grand Total Assets:		
Total December 31, 1923	\$ 92,950,195.30	
Total December 31, 1922	94,752,267.77	
Decrease, 1923	1,802,072.47	
COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES		
Capital Stock:		
Common—unqualified	\$ 33,048,000.00	
Common—qualified	1,594,000.00	
Total December 31, 1923	\$ 34,642,000.00	
Total December 31, 1922	34,642,000.00	
None		
Long Term Debt:		
Current Liabilities:		
Traffic balances payable	\$ 80,275.80	
Addited accounts and wages unpaid	5,312,873.03	
Miscellaneous accounts payable	1,695,088.66	
Express privilege liabilities	18,916,945.91	
Estimated tax liability	950,134.39	
Other current liabilities	45,670.29	
Total current liabilities December 31, 1923	\$ 27,000,988.08	
Total current liabilities December 31, 1922	27,156,255.19	
Decrease, 1923	155,317.11	
Deferred Liabilities:		
Other deferred liabilities	\$ 2,437,537.23	
Total deferred liabilities December 31, 1923	\$ 2,437,537.23	
Total deferred liabilities December 31, 1922	1,823,516.31	
Increase, 1923	614,020.92	
Unadjusted Credits:		
Operating and insurance reserves	\$ 14,292,295.04	
Accrued depreciation—buildings	2,018,679.56	
Accrued depreciation—equipment	9,941,937.68	
Other unadjusted credits	271,323.90	
Total unadjusted credits December 31, 1923	\$ 26,524,235.58	
Total unadjusted credits December 31, 1922	29,387,968.05	
Decrease, 1923	2,863,732.47	
Corporate Surplus:		
Appropriated surplus	None	
Profit and loss balance	\$ 2,345,484.41	
Total corporate surplus December 31, 1923	\$ 2,345,484.41	
Total corporate surplus December 31, 1922	1,742,528.22	
Increase, 1923	602,956.19	
Grand total liabilities December 31, 1923	\$ 92,950,195.30	
Grand total liabilities December 31, 1922	94,752,267.77	
Decrease, 1923	1,802,072.47	
EQUIPMENT OWNED		
	No.	Value
Cars	254	\$ 605,654.15
Horses	12,312	775,808.58
Automobiles:		
Gasoline	3,967	4,489,377.60
Electric	1,430	2,081,318.03
Trailers	120	163,059.82
Wagons:		
Double	4,763	945,662.66
Single	5,888	321,325.00
Sleighs	2,387	59,125.66
Buggies	58	1,566.34
Harness equipment		169,365.93
Office furniture and equipment		1,666,004.86
Office safes	14,576	201,873.32
Trucks	60,422	1,064,574.92
Stable equipment		12,814.95
Garage equipment		241,703.07

EQUIPMENT OWNED—Continued

Items Reported	American Railway Express
Line Equipment:	
Safes, car	2,385 164,385.08
Safes, messengers	14,398 90,738.62
Trunks, packing	20,940 58,560.98
Other line equipment	4,803 64,921.11
Shop equipment	141,323.44
Miscellaneous equipment	721,311.55
Total equipment value December 31, 1923	\$ 14,731,594.21
Total equipment value December 31, 1922	12,474,935.54
Increase, 1923	2,256,658.67
Number of express offices in United States December 31, 1923:	
Joint with railroads	22,503
All others	3,595
Total	26,098
Number of offices in United States at which money orders were on sale at close of year.....	None

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