

REPORT ON
STREAMLINE, LIGHT-WEIGHT,
HIGH-SPEED PASSENGER TRAINS

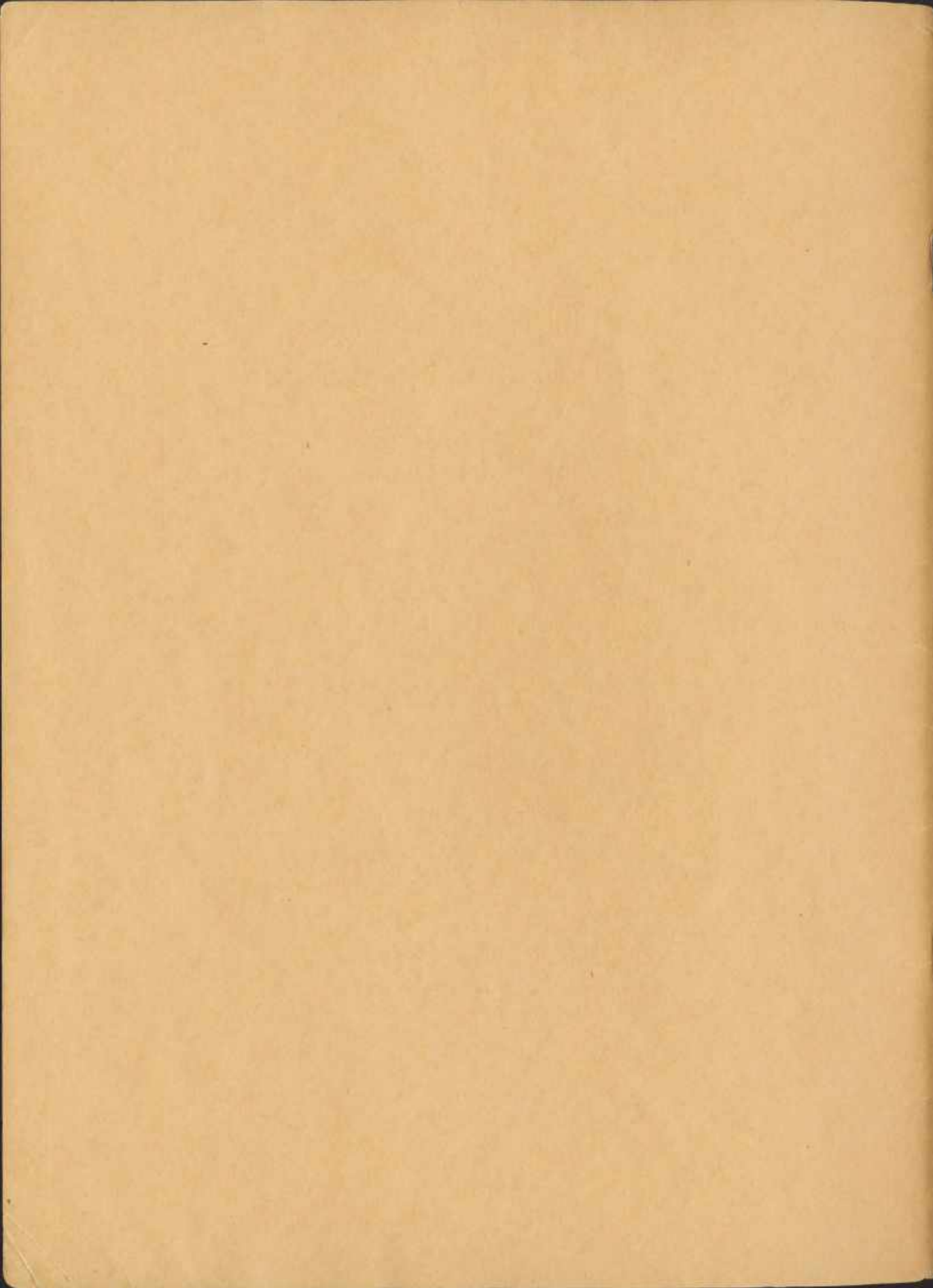
June 30, 1941

(SUPPLEMENTING REPORT OF JUNE 30, 1939)

COVERDALE & COLPITTS

CONSULTING ENGINEERS

120 WALL STREET, NEW YORK



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REPORT ON STREAMLINE, LIGHT-WEIGHT, HIGH-SPEED PASSENGER TRAINS

FOREWORD

THE extraordinarily favorable results attending the operation of streamline, light-weight, high-speed passenger trains have been the feature of greatest interest in our several reports on this subject. This report is an extension of our previous report of June 30, 1939, bringing such figures of operation as are available to us down to June 30, 1941.

The report is incomplete in that it does not include the later operating results of a few of the trains for which these data were given in our previous report.

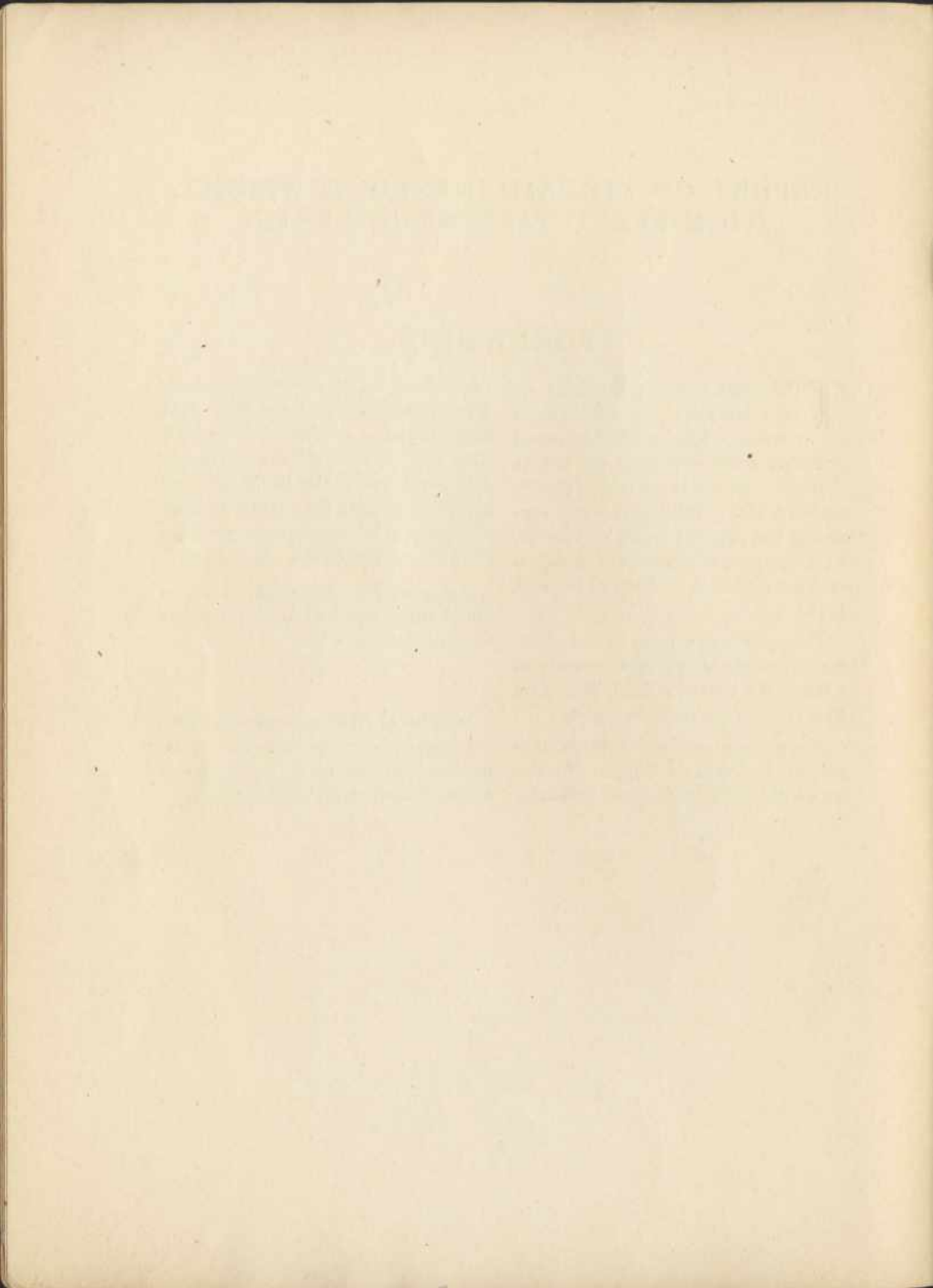
Many exceptionally fine trains that properly belong in the category of trains we are discussing, such as the Broadway

Limited of the Pennsylvania and the Twentieth Century of the New York Central, and a number of other high-class trains consisting of a mixture of light-weight and conventional type cars, are not included in the statistical section of this report because separate operating statistics relating to them do not exist.

Again we have taken the liberty of pluralizing a name when it is attached to more than one train.

. . . .

We wish to express our thanks to the executives of the respective railroads for making available to us the operating results of their trains for this report.



NEW TRAINS AND ADDITIONAL CARS

NEW STREAMLINE TRAINS and individual cars have been placed in service by the railroads named below since the date of our previous report, as follows:

Note: The data concerning the new trains of a few railroads have not been supplied us and the list below is therefore incomplete.

CHICAGO, BURLINGTON & QUINCY

TEXAS ZEPHYRS:

August, 1940, operation begun between Denver and Fort Worth-Dallas. Two trains, 8 cars each. 5 Budd built cars and 3 Pullman sleeping cars.

ZEPHYR-ROCKETS:

January, 1941, operation begun between St. Louis and St. Paul-Minneapolis in connection with Chicago, Rock Island and Pacific via Burlington, Ia. One train, 7 cars. Budd and Pullman built cars and Pullman sleeping cars. (See also Chicago, Rock Island and Pacific.)

ATCHISON, TOPEKA AND SANTA FE

SAN DIEGANS:

January, 1941, increased from 7 to 8 cars. Budd built.
 June, 1941, increased from 8 to 10 cars. Budd built.
 June, 1941, second train of 10 cars added. Budd built except one car.

EL CAPITANS:

May, 1941, increased from 5 to 9 cars. Budd built.

CHICAGOAN AND KANSAS CITYAN:

December, 1939, run extended from Wichita to Oklahoma City.
 January, 1940, southbound train increased from 7 to 8 cars. Budd built except one car.

TULSAN:

December, 1939, operation begun between Kansas City and Tulsa. One train, 5 cars. Budd built.

CHICAGO, ROCK ISLAND AND PACIFIC

ROCKY MOUNTAIN ROCKETS:

November, 1939, operation begun between Chicago and Denver-Colorado Springs. Two trains. Budd built except Pullman sleeping cars.
June, 1940, connecting service inaugurated from and to Kansas City via Belleville, Kan.

CHOCTAW ROCKETS:

November, 1940, operation begun between Memphis and Amarillo. Two trains, 4 cars each. Pullman built.

ARIZONA LIMITEDS:

December, 1940, seasonal operation begun between Chicago and Phoenix, Ariz., via Tucumcari, N. M., and Southern Pacific. Two all-sleeper 7-car trains. Pullman built except 2 dormitory cars built by American Car and Foundry Co.

ZEPHYR-ROCKETS:

January, 1941, operation begun between St. Louis and St. Paul-Minneapolis in connection with Chicago, Burlington & Quincy via Burlington, Ia. One train, 7 cars. Budd and Pullman built cars and Pullman sleeping cars. (See also Chicago, Burlington & Quincy.)

MISSOURI PACIFIC

MISSOURI RIVER EAGLES:

March, 1940, operation begun between St. Louis, Kansas City and Omaha. Two trains, 6 cars each. Built by American Car and Foundry Co.

ATLANTIC COAST LINE
AND
FLORIDA EAST COAST

CHAMPIONS:

December, 1939, daily operation begun between New York and Miami. Three trains, 7 cars each. Between November, 1940, and May, 1941, each train increased to maximum of 14 cars. Budd built.

May, 1941, regular daily summer season trains, rechristened "Tamiami Champion (East Coast)," were reduced to 7 Budd built cars and 3 Pullman sleeping cars. Simultaneously there was inaugurated by the Atlantic Coast Line a new daily service between New York and Tampa-St. Petersburg, named "Tamiami Champion (West Coast)," with 7 Budd built cars and 2 Pullman sleeping cars.

FLORIDA EAST COAST

HENRY M. FLAGLER:

December, 1939, operation begun between Jacksonville and Miami. One train, 7 cars.
Budd built.

December, 1940, renamed the Dixie Flagler, and placed in service between Chicago and Miami.

CHICAGO AND EASTERN ILLINOIS
AND
LOUISVILLE AND NASHVILLE
NASHVILLE, CHATTANOOGA & ST. LOUIS
ATLANTA, BIRMINGHAM AND COAST
ATLANTIC COAST LINE
FLORIDA EAST COAST

DIXIE FLAGLER:

December 17, 1940, operation begun between Chicago and Miami. One all-coach 7-car train. Budd built.

ILLINOIS CENTRAL
AND
CENTRAL OF GEORGIA, ATLANTIC COAST LINE
FLORIDA EAST COAST

CITY OF MIAMI:

December 18, 1940, operation begun between Chicago and Miami. One all-coach 7-car train. Pullman built.

PENNSYLVANIA RAILROAD
AND
LOUISVILLE AND NASHVILLE, ATLANTIC COAST LINE
FLORIDA EAST COAST

SOUTH WIND:

December 19, 1940, operation begun between Chicago and Miami. One all-coach 7-car train. Budd built.

SEABOARD AIR LINE

SILVER METEORS:

December, 1939, increased from one train every 3 days to 3 trains providing daily service between New York and Miami-St. Petersburg.

December, 1940, regular daily train consist increased from 7 to 14 cars. Budd built.

April, 1941, regular daily summer season train reduced to 13 cars, including 3 Pullman sleeping cars.

SOUTHERN RAILWAY

SOUTHERNERS:

March, 1941, operation begun between New York and New Orleans. Three all-coach 8-car trains. Pullman built.

TENNESSEANS:

May, 1941, operation begun between Washington and Memphis. Three 9-car coach and sleeper trains. Pullman built.

GULF, MOBILE AND OHIO

GULF COAST REBELS:

October, 1940, operation begun between St. Louis and Mobile. Two 6-car trains. Two sleeping cars, Pullman built. Other cars rebuilt in Company's shops.

NOTES RESPECTING CERTAIN NEW SERVICES

STREAMLINE TRAINS BETWEEN CHICAGO AND FLORIDA

THE success attending the operation of streamline, light-weight, high-speed all-coach trains between New York and Florida, and the belief that many people from other sections traveling to the Florida resorts would patronize similar trains if available, resulted in the inauguration of streamline train services over three separate routes between Chicago and Miami. Portions of nine railways in all have been utilized in providing the routes, a train operating over each every third day, thereby furnishing a coordinated daily service. The three routes traverse different sections of the Middle West and South and thus serve large areas without duplication.

When these trains were placed in service in December, 1940, it was the intention to operate them only during the winter season, but the results have justified their continuance throughout the year.

Each of these trains comprises 7 cars. Between Chicago and Jacksonville the Dixie Flagler and the South Wind are hauled by steam locomotives, and the City of Miami by a Diesel-electric locomotive, streamlined to conform to the exterior design of the trains. Between Jacksonville and Miami, on the Florida

East Coast, power is provided by Diesel-electric locomotives.

The first train to depart from Chicago, on December 17, 1940, was the Budd-built DIXIE FLAGLER, formerly the Henry M. Flagler, of the Florida East Coast, running via the Chicago and Eastern Illinois to Evansville; the Louisville and Nashville to Nashville; the Nashville, Chattanooga & St. Louis to Atlanta; the Atlanta, Birmingham and Coast to Waycross; the Atlantic Coast Line to Jacksonville; and the Florida East Coast to Miami.

The second train departing from Chicago December 18, 1940, was the Pullman-built CITY OF MIAMI of the Illinois Central, operating over the Illinois Central to Birmingham; the Central of Georgia to Albany; the Atlantic Coast Line to Jacksonville; and the Florida East Coast to Miami.

The third train, which left Chicago on its initial trip on December 19, 1940, was the Budd-built SOUTH WIND of the Pennsylvania Railroad, and operated over the Pennsylvania to Louisville; the Louisville and Nashville to Montgomery; the Atlantic Coast Line to Jacksonville; and the Florida East Coast to Miami.

CHAMPIONS—HENRY M. FLAGLER
DIXIE FLAGLER—CITY OF MIAMI—SOUTH WIND
FLORIDA EAST COAST

In 1939 the Florida East Coast purchased two Budd-built streamline, light-weight all-coach trains of 7 cars each.

One of these trains, the HENRY M. FLAGLER, was placed in service on the Florida East Coast between Jacksonville and Miami on December 3, 1939. The other train and two similar Budd-built trains purchased by the Atlantic Coast Line, christened the CHAMPIONS, inaugurated on December 1, 1939, a daily service between New York and Miami over the Pennsylvania, the Richmond, Fredericksburg and Potomac, the Atlantic Coast Line and the Florida East Coast.

The Henry M. Flagler was operated between Jacksonville and Miami until December, 1940, when the run was discontinued and the train, renamed the DIXIE FLAGLER, was placed in every third-day service between Chicago and Miami, commencing on December 17,

1940, using the Chicago and Eastern Illinois as the initial line.

As previously stated, the Dixie Flagler, the City of Miami and the South Wind provide a daily coordinated service between Chicago and Miami, the line of the Florida East Coast furnishing the route for each train south of Jacksonville.

The Henry M. Flagler had proved a success on the run between Jacksonville and Miami, but it was necessary to install it as one of three trains in the Chicago-Miami pool in order to make that operation possible. The daily service between Chicago and Miami in effect continues the service that had formerly been provided by the Henry M. Flagler.

The revenues and expenses of the Florida East Coast covering the operations of these three Chicago-Miami trains, as well as of the Henry M. Flagler and the Champions, will be found in the statistical section, page 36.

PROSPECTORS

DENVER AND RIO GRANDE WESTERN

Two self-propelled light-weight Budd-built trains, the PROSPECTORS, will be placed in service in November, 1941, on the Denver and Rio Grande Western between Denver and Salt Lake City, 570 miles via the Moffat Tunnel Route. They will be scheduled to make an overnight run in 13 hours, or at an average speed of about 44 miles per hour. The ruling grades of the line are about 2.0% in both directions.

The Prospectors will possess distinctive design features in that the two cars of each train will afford a complete range of accommodations for 62 passengers, consisting of coach seats, open-section sleeping accommodations, single bedrooms, dining and lounge facilities. The two cars will have an over-all length of 153 feet and will weigh about 130,000 pounds each.

EAGLES

MISSOURI PACIFIC

The first streamline, light-weight trains operated by the Missouri Pacific, the **MISSOURI RIVER EAGLES**, were placed in service between St. Louis, Kansas City and Omaha on March 10, 1940. The two trains have 6 cars each, consisting of a mail-baggage car, a storage-mail car, two coaches, a diner-bar car and a parlor-observation car, hauled by a 2,000 H.P. Diesel-electric locomotive. The cars are of aluminum alloy construction, built by the American Car and Foundry Co.

The revenues and expenses of the Missouri River Eagles since the commencement of operations are shown in the statistical section, page 30.

The second streamline, light-weight train service inaugurated by the Missouri Pacific, the **DELTA EAGLE**, was placed in operation between Memphis and Tallulah, La., on May 11, 1941. The train consists of a 1,000 H.P. Diesel-electric locomotive and two coaches. One of the coaches is equipped with a compact kitchen and grill counter. A

baggage room is situated at the rear of the locomotive, and mail is carried in a special compartment at the forward end of the first coach. The cars are of low alloy, high tensile steel, built by The St. Louis Car Co.

Due to the short period of operation, the revenues and expenses of this train are not available.

In 1942 two 8-car Diesel-electric streamline, light-weight trains, the **COLORADO EAGLES**, will be placed in service between St. Louis and Denver via Pueblo and the Denver and Rio Grande Western. Each train will be composed of a baggage-storage mail car, a baggage-mail car, a dormitory-coach-grill car, a coach and a diner-lounge car built by Budd, and 2 light-weight Pullman-built sleeping cars. Between Geneseo, Kansas, and Denver the trains will handle a third Pullman sleeping car which will operate from and to Little Rock via Geneseo. Each train will be hauled by two 2,000 H.P. Diesel-electric locomotives built by the Electro-Motive Corporation.

LAND O' CORN

ILLINOIS CENTRAL

The LAND O' CORN will be placed in service in October, 1941, between Waterloo, Ia., and Chicago, to make a daily round trip of 550 miles at an average speed of about 50 miles per hour. The train will consist of two streamline, light-weight cars built by the American Car and Foundry Co., powered by three 225 H.P. Waukesha Hesselman oil-burning engines. The forward car will have seats for 72 passengers, and the rear buffet-coach car will accommodate 55 passengers, including 16 seats in the dining section.

SOUTHERNERS
TENNESSEANS
SOUTHERN RAILWAY

In March, 1941, the Southern Railway placed three streamline, light-weight all-coach Pullman-built trains in service between New York and New Orleans, the SOUTHERNERS, operating over the Pennsylvania between New York and Washington, and between the latter point and New Orleans over Southern Railway system lines via Atlanta and Birmingham. There are eight cars in each train between New York and Atlanta (seven cars between Atlanta and New Orleans), containing 296 salable seats and 104 non-salable seats, excluding the dormitory car and the lounge rooms in the coaches. South of Washington the trains are powered by 2,000 H.P. Diesel-electric locomotives.

In May, 1941, the Southern Railway placed three Pullman-built streamline trains in service between Washington and Memphis, the TENNESSEANS, operating over the Norfolk and Western between Lynchburg, Va., and Bristol, Va.-Tenn. Between Washington and Bristol

each train consists of 9 cars, including two head-end cars and one sleeping car; and between Bristol and Chattanooga 10 cars, including an additional sleeping car. Between Chattanooga and Memphis the trains are reduced to 9 cars by eliminating the diner on the night run. There are 184 salable seats and 104 non-salable seats, excluding the Pullman sleeping cars and dormitory cars. Excepting the sleepers, which are of conventional construction, the cars are light-weight. The exteriors of the sleeping cars have been decorated to conform to the other cars in the train. The TENNESSEANS are hauled by steam locomotives between Washington and Bristol, and by two 2,000 H.P. Diesel-electric locomotives between Bristol and Memphis.

The revenues and expenses of the Southerners and the Tennesseans from the beginning of operations to June 30, 1941, are shown in the statistical section, page 38.

MERCURYS
 JAMES WHITCOMB RILEY
 EMPIRE STATE EXPRESS
 NEW YORK CENTRAL

MERCURYS

A new train of 9 cars, a second MERCURY, was placed in service between Cleveland and Detroit on October 11, 1939. The original Mercury was shopped and upon its return to service the run of the two train units was extended from Detroit to Chicago, effective November 12, 1939. Each train has a seating capacity of 460, including 151 seats in the diner and lounge.

The revenues of the Mercurys for the last two years are shown below. The operating costs are not available.

| Year Ended June 30 | Revenue \$ | Revenue per Train-Mile \$ | Number of Passengers | |
|--------------------|------------|---------------------------|----------------------|-----------|
| | | | Westbound | Eastbound |
| 1940* | 858,306 | 3.31 | 119,955 | 153,980 |
| 1941* | 1,241,301 | 3.64 | 175,846 | 212,679 |

* Includes the Cleveland-Detroit and Detroit-Chicago runs.

JAMES WHITCOMB RILEY

On April 28, 1941, a 7-car train, the JAMES WHITCOMB RILEY, was placed in service between Cincinnati and Chicago, making a round trip daily, except Sunday, on a present schedule each way of 5 hours and 15 minutes, an average speed of 57.6 miles per hour.

The train consists of four streamline, light-weight coaches built by Budd, and

a mail-baggage car, a diner and a lounge-observation car rebuilt in the Company's shops.

EMPIRE STATE EXPRESS

Two new streamline Budd-built trains of 16 cars each, for the famous EMPIRE STATE EXPRESS will be placed in service in December, 1941, between New York and Buffalo-Cleveland-Detroit.

The consist, seating capacity, weight and length of each train will be as follows:

| Type of Equipment | Seating Capacity | Weight (Tons) | Length (Feet) |
|-------------------------|------------------|---------------|---------------|
| Steam Locomotive | | 341 | 97 |
| 1 Mail-Express | | 55 | 85 |
| 1 Baggage-Tavern-Lounge | 49 | 57 | 85 |
| 3 Parlor Cars | 105 | 168 | 255 |
| 8 Coaches | 448 | 456 | 680 |
| 2 Diners | 88 | 122 | 170 |
| 1 Tavern-Observation | 53 | 56 | 85 |
| Total | 743 | 1,255 | 1,457 |

Subsequent to the issuance of our previous report, the New York Central has added to its modern, high-speed trains between New York and Chicago, the PACEMAKERS, all-coach trains, and the ADVANCE COMMODORE VANDERBILTS, all-sleeping-car Pullman-built trains.

The revenues and expenses are not given because the New York Central does not segregate the operating results of individual trains.

SOUTH WIND

PENNSYLVANIA RAILROAD

The SOUTH WIND, one of three all-coach trains operating every third day over three routes between Chicago and Miami, as before mentioned, consists of 7 Budd-built cars. The seating capacity, weight and length of the train are given below.

The revenues and expenses of the three Chicago-Miami trains between Jacksonville and Miami are shown in the statistical section, page 36, devoted to Florida East Coast trains.

Since the issuance of our previous streamline train report the Pennsylvania

has also added to its fleet three streamline all-coach trains as follows:

July, 1939, the TRAIL BLAZERS, 17-hour schedule between New York and Chicago.

April, 1941, the JEFFERSONIANS, 20-hour schedule between New York and St. Louis.

June, 1940, the EAST WINDS, operating between Washington and Portland, Me., during the summer.

The revenues and expenses of these trains are not shown because statistics for individual trains are not maintained.

| 7-Car Train | Number of Seats | | Weight (Tons) | Length (Feet) |
|-----------------------------|-----------------|-------------|------------------|------------------|
| | Revenue | Non-Revenue | | |
| 1 Baggage-Dormitory-Coach | 18 | | 61 | 85 |
| 4 Coaches | 240 | | 228 | 340 |
| 1 Diner | | 48 | 65 | 85 |
| 1 Buffet-Lounge-Observation | | 51 | 58 | 85 |
| Total | 258 | 99* | 412 | 595 |

* Exclusive of 28 non-revenue seats in lounge compartments of coaches.

ROYAL BLUES
CAPITOL LIMITEDS
NATIONAL LIMITEDS
BALTIMORE AND OHIO

The principal trains in the fleet of streamline trains of the Baltimore and Ohio are the ROYAL BLUES, the CAPITOL LIMITEDS, and the NATIONAL LIMITEDS.

The Royal Blues, Diesel-electric powered, operating on a fast daily schedule between Jersey City and Washington, are all-coach trains, with the addition of one parlor car in each train.

The Capitol Limiteds, operating between New York and Chicago, and the National Limiteds, between New York and St. Louis, are composed of sleeping

cars, de luxe coaches, including buffet-coach-lounge cars. West of Washington these trains are hauled by Diesel-electric locomotives.

The revenues and expenses of these trains are not segregated in the Company's accounts.

The operating statistics of the Baltimore and Ohio-Alton streamline trains running between Chicago and St. Louis, the ABRAHAM LINCOLN and the ANN RUTLEDGE, are shown in the statistical section of this report, page 34.

CHAPTER I

THE DISCOVERY OF AMERICA

THE VOYAGE OF COLUMBUS

THE VOYAGE OF VAZQUEZ DE BALBOA

The history of the discovery of America is a story of exploration and discovery. It begins with the voyage of Christopher Columbus in 1492, who sailed across the Atlantic Ocean and discovered the New World. His voyage was sponsored by the Spanish monarchs, Isabella and Ferdinand. Columbus's discovery opened up a new world of trade and exploration for the Spanish Empire.

Following Columbus's discovery, other explorers continued to explore the Americas. One of the most notable was Vasco Nunez de Balboa, who led an expedition across the Isthmus of Panama in 1513, becoming the first European to see the Pacific Ocean from the Americas. His discovery of the Pacific Ocean further expanded the Spanish Empire's reach across the globe.

The discovery of America had a profound impact on the world. It led to the exchange of goods and ideas between the Old World and the New World, a process known as the Columbian Exchange. This exchange transformed the economies and societies of both continents, leading to the rise of the Spanish Empire and the eventual development of the United States of America.

STATISTICAL SECTION

IN THIS SECTION there are given statements showing the revenues and expenses of the trains of the following railways for the years ended June 30, 1940, and June 30, 1941:

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CHICAGO, BURLINGTON & QUINCY

REVENUES AND EXPENSES

| Item | Routes and Trains | | | | | | | | | | | | | | | |
|---------------------------------------|---|-----------------------|-----------------------------|-----------------------|--|-----------------------|-----------------------------|-----------------------|--|-----------------------|-----------------------------|-----------------------|---|-----------------------|-----------------------------|-----------------------|
| | KANSAS CITY-OMAHA-LINCOLN | | | | FORT WORTH-DALLAS-HOUSTON | | | | ST. LOUIS-KANSAS CITY | | | | ST. LOUIS-BURLINGTON | | | |
| | 1 Train 4 Passenger-Train Cars. One round trip daily. | | | | 2 Trains 4 Passenger-Train Cars each. Each one round trip daily. | | | | 2 Trains 4 Passenger-Train Cars each. (3) Each one round trip daily. | | | | 1 Train 4 Passenger-Train Cars. One round trip daily. | | | |
| | Operation begun November 11, 1934 | | | | Operation begun October 1, 1936 (2) | | | | Operation begun December 20, 1936 (4) | | | | Operation begun October 28, 1935 | | | |
| | Year ended June 30, 1940 (1) | | Year ended June 30, 1941 | | Year ended June 30, 1940 | | Year ended June 30, 1941 | | Year ended June 30, 1940 | | Year ended June 30, 1941 | | 1 mos. 1 day ended June 30, 1940 (6) | | Year ended June 30, 1941 | |
| | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile |
| REVENUES | \$ 164,177 | 1.137 | \$ 196,735 | 1.101 | \$ 411,672 | .994 | \$ 424,742 | 1.033 | \$ 335,827 | .838 | \$ 308,238 | .758 | \$ 22,746 | .830 | \$ 144,531 | .931 |
| TRAIN EXPENSES | 36,318 | .252 | 46,043 | .258 | 104,241 | .252 | 104,578 | .254 | 96,537 | .241 | 97,384 | .239 | 6,695 | .244 | 38,025 | .245 |
| Wages of crews | 4,244 | .029 | 6,840 | .038 | 9,032 | .022 | 8,075 | .020 | 12,426 | .031 | 16,936 | .042 | 641 | .024 | 3,739 | .024 |
| Fuel | 534 | .004 | 661 | .004 | 2,341 | .006 | 2,034 | .005 | 1,401 | .003 | 2,788 | .007 | 112 | .004 | 636 | .004 |
| Lubricants, etc. | 4,258 | .029 | 7,323 | .041 | 18,126 | .043 | 16,374 | .040 | 16,832 | .042 | 11,975 | .029 | 1,216 | .045 | 6,811 | .044 |
| Train supplies and expenses | 9,484 | .066 | 16,663 | .093 | 39,649 | .096 | 29,299 | .071 | 34,469 | .086 | 28,872 | .071 | 1,513 | .055 | 10,891 | .070 |
| Power plant maintenance | 20,108 | .139 | 10,520 | .059 | 41,411 | .100 | 38,544 | .094 | 35,668 | .089 | 20,486 | .050 | 3,270 | .119 | 20,603 | .133 |
| Train maintenance | 74,946 | .519 | 88,050 | .493 | 214,800 | .519 | 198,904 | .484 | 197,333 | .492 | 178,441 | .438 | 13,447 | .491 | 80,705 | .520 |
| Dining-Buffer, net loss | -4,850 | -.034 | -5,126 | -.029 | -10,813 | -.026 | -18,224 | -.044 | -17,171 | -.043 | -17,165 | -.043 | -1,102 | -.040 | -5,926 | -.038 |
| TOTAL, Including D-B. net loss | 79,796 | .553 | 93,176 | .522 | 225,613 | .545 | 217,128 | .528 | 214,504 | .535 | 195,606 | .481 | 14,549 | .531 | 86,631 | .558 |
| NET REVENUE | 84,381 | .584 | 103,559 | .579 | 186,059 | .449 | 207,614 | .505 | 121,323 | .303 | 112,632 | .277 | 8,197 | .299 | 57,900 | .373 |
| Per cent of Revenues | 51.4 | | 52.6 | | 45.2 | | 48.9 | | 36.1 | | 36.5 | | 36.0 | | 40.1 | |
| Route-miles | 250 | | 250 | | 283 | | 283 | | 279 | | 279 | | 221 | | 221 | |
| Train-miles | 144,348 | | 178,600 | | 414,312 | | 410,916 | | 400,644 | | 406,782 | | 27,404 | | 155,142 | |
| Passenger-miles | 5,441,253 | | 6,181,924 | | 25,889,205 | | 26,929,334 | | 14,801,481 | | 13,860,880 | | 720,579 | | 4,506,886 | |

Notes: Power plant and train maintenance expenses include both running and general repairs.

(1) Account of accident, steam power substituted October 3, 1939, to December 7, 1939.

(2) Second train added November 3, 1938.

(3) Original train reduced, April 30, 1940, to 3-car train, including the 600 H.P. power plant. The newer train (General Pershing) consists of 2,000 H.P. Diesel-electric locomotive and 4 trailing cars.

(4) Second train added September 25, 1938.

(5) Pullman revenues and Pullman car maintenance, except maintenance of air-conditioning equipment, not included.

REVENUES OF THE ZEPHYRS BY SIX-MONTHS' PERIODS

(Excluding dining-buffer car revenues)

| Zephyr Run | Period | 6 Months \$ | Year \$ |
|---------------------------|-----------------------------|----------------|------------|
| Kansas City-Omaha-Lincoln | July 1 to December 31, 1939 | 70,619 (1) | 164,177 |
| | January 1 to June 30, 1940 | 93,558 | |
| | July 1 to December 31, 1940 | 92,115 | 196,735 |
| | January 1 to June 30, 1941 | 104,620 | |
| Fort Worth-Dallas-Houston | July 1 to December 31, 1939 | 210,657 | 411,672 |
| | January 1 to June 30, 1940 | 201,015 | |
| | July 1 to December 31, 1940 | 213,006 | 424,742 |
| | January 1 to June 30, 1941 | 211,736 | |
| St. Louis-Kansas City | July 1 to December 31, 1939 | 185,560 | 335,827 |
| | January 1 to June 30, 1940 | 150,267 | |
| | July 1 to December 31, 1940 | 164,014 | 308,238 |
| | January 1 to June 30, 1941 | 144,224 | |
| St. Louis-Burlington | July 1 to December 31, 1940 | 67,354 | 144,531 |
| | January 1 to June 30, 1941 | 77,177 | |

Note: (1) Excludes period October 3, 1939, to December 7, 1939, when steam service substituted.

CHICAGO, BURLINGTON & QUINCY

REVENUES AND EXPENSES

| Routes and Trains | | | | | | | | | | | | | | | |
|--|----------------|-----------------------------|----------------|---|----------------|-----------------------------|----------------|--|----------------|--|----------------|------------------|----------------|-----------------------|----------------|
| CHICAGO-TWIN CITIES | | | | CHICAGO-DENVER | | | | DENVER-DALLAS | | ST. LOUIS-MINNEAPOLIS (10) | | TOTAL TEN TRAINS | | TOTAL FOURTEEN TRAINS | |
| 2 Trains 7 Passenger-Train Cars each. Each one round trip daily. | | | | 2 Trains 12 Passenger-Train Cars each. Each one way trip daily. | | | | 2 Trains 8 Passenger-Train Cars each. Each one way trip daily. | | 2 Trains 7 Passenger-Train Cars each. Each one way trip daily. | | | | | |
| Operation begun December 18, 1936 (7) | | | | Operation begun November 8, 1936 (8) | | | | Operation begun July 1, 1940 (9) | | Operation begun January 7, 1941 | | | | | |
| Year ended June 30, 1940 | | Year ended June 30, 1941 | | Year ended June 30, 1940 | | Year ended June 30, 1941 | | Year ended June 30, 1941 (9) | | 5 Months 25 Days ended June 30, 1941 | | | | | |
| Amount | Per Train-Mile | Amount | Per Train-Mile | Amount | Per Train-Mile | Amount | Per Train-Mile | Amount | Per Train-Mile | Amount | Per Train-Mile | Amount | Per Train-Mile | Amount | Per Train-Mile |
| \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 1,113,957 | 1.742 | 1,219,945 | 1.581 | 2,119,534 | 2.794 | 2,062,333 | 2.725 | (5)815,816 | 1.338 | (5)120,265 | 1.559 | 4,167,913 | 1.747 | 5,292,605 | 1.648 |
| 189,034 | .296 | 182,873 | .297 | 217,592 | .287 | 216,401 | .286 | 163,707 | .269 | 21,195 | .275 | 650,417 | .273 | 870,206 | .271 |
| 32,870 | .051 | 33,804 | .055 | 59,936 | .079 | 64,012 | .085 | 51,703 | .085 | 5,677 | .074 | 119,149 | .050 | 190,786 | .059 |
| 7,035 | .011 | 6,896 | .011 | 13,353 | .017 | 13,620 | .018 | 6,524 | .011 | 895 | .012 | 24,776 | .010 | 34,054 | .011 |
| 35,620 | .056 | 33,865 | .055 | 40,741 | .054 | 40,178 | .053 | 25,913 | .042 | 2,506 | .032 | 116,793 | .049 | 144,945 | .045 |
| 75,780 | .118 | 63,544 | .103 | 131,330 | .173 | 134,758 | .178 | 57,801 | .095 | 5,268 | .068 | 292,225 | .123 | 347,096 | .108 |
| 73,478 | .115 | 99,256 | .161 | 77,993 | .103 | 90,116 | .119 | (5) 19,816 | -.032 | (5) 5,461 | -.071 | 251,928 | .105 | 304,802 | .095 |
| 411,817 | .647 | 420,218 | .682 | 540,945 | .713 | 559,085 | .739 | 325,464 | .534 | 41,002 | .532 | 1,455,288 | .610 | 1,891,889 | .589 |
| -42,846 | -.067 | -45,811 | -.075 | -52,956 | -.070 | -51,755 | -.068 | -29,388 | -.048 | -4,643 | -.060 | -129,738 | -.054 | -178,038 | -.055 |
| 456,663 | .714 | 466,049 | .757 | 593,901 | .783 | 610,840 | .807 | 354,852 | .582 | 45,645 | .592 | 1,585,026 | .664 | 2,069,927 | .644 |
| 657,294 | 1.028 | 753,896 | 1.224 | 1,525,633 | 2.011 | 1,451,493 | 1.918 | 460,964 | .756 | 74,620 | .967 | 2,582,887 | 1.083 | 3,222,678 | 1.004 |
| 59.0 | | 61.8 | | 72.0 | | 70.4 | | 56.5 | | 62.0 | | 62.0 | | 60.9 | |
| 437 | | 437 | | 1,036 | | 1,036 | | 835 | | 221 | | 2,506 | | 3,562 | |
| 639,494 | | 615,733 | | 758,689 | | 756,645 | | 609,711 | | 77,129 | | 2,384,891 | | 3,210,658 | |
| 58,447,831 | | 64,965,112 | | 91,787,941 | | 92,050,774 | | 30,845,939 | | 3,949,757 | | 197,088,290 | | 243,290,606 | |

(6) Steam train service during the year prior to April 30, 1940.

(7) Operation begun with 3-car trains April 21, 1935.

(8) Operation begun with 3-car trains May 31, 1936.

(9) Two 2,000 H.P. Diesel-electric locomotives replaced steam locomotives June 2, 1940. Light-weight cars placed in service August 23, 1940. Revenues and expenses are for year ended June 30, 1941. Costs per mile for 10 months, September, 1940, to June, 1941, inclusive, were applied to year's train-miles to arrive at a year's expenses.

(10) Operates over C.R.I. & P. between Burlington, Iowa, and Minneapolis. Earnings and expenses include only C.B. & Q. operations between St. Louis and Burlington.

REVENUES OF THE ZEPHYRS BY SIX-MONTHS' PERIODS

(Excluding dining-buffet car revenues)

| Zephyr Run | Period | 6 Months \$ | Year \$ |
|---------------------|---|----------------------|------------|
| Chicago-Twin Cities | July 1 to December 31, 1939 January 1 to June 30, 1940 | 611,501 502,456 | 1,113,957 |
| | July 1 to December 31, 1940 January 1 to June 30, 1941 | 567,954 651,991 | 1,219,945 |
| | July 1 to December 31, 1939 January 1 to June 30, 1940 | 1,211,574 907,960 | 2,119,534 |
| Chicago-Denver | July 1 to December 31, 1940 January 1 to June 30, 1941 | 1,148,374 913,959 | 2,062,333 |
| | July 1 to December 31, 1940 January 1 to June 30, 1941 | 423,196 392,620 | 815,816 |

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC
REVENUES AND EXPENSES

| Item | CHICAGO-TWIN CITIES | | | | | | | |
|---------------------------------------|---|-----------------------|-----------------------------|-----------------------|--|-----------------------|-----------------------------|-----------------------|
| | AFTERNOON HIAWATHAS | | | | MORNING HIAWATHAS | | | |
| | 2 Trains Steam Locomotive and 8 Passenger- Train Cars each. (2) Each one way trip daily. | | | | 2 Trains Steam Locomotive and 9-11 Passenger- Train Cars each. (2) Each one way trip daily. | | | |
| | Operation begun May 29, 1935 | | | | Operation begun January 21, 1939 | | | |
| | Year ended June 30, 1940 | | Year ended June 30, 1941 | | Year ended June 30, 1940 | | Year ended June 30, 1941 | |
| | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| REVENUES | 1,152,096 | 3.730 | 1,192,731 | 3.872 | 992,104 | 3.212 | 1,050,741 | 3.411 |
| TRAIN EXPENSES | | | | | | | | |
| Wages of crews | 104,166 | .337 | 104,331 | .339 | 113,419 | .367 | 111,223 | .361 |
| Locomotive fuel (oil and coal) | 47,278 | .153 | 54,824 | .178 | 62,252 | .201 | 62,016 | .201 |
| Water for locomotives | 2,142 | .007 | 2,478 | .008 | 3,033 | .010 | 3,579 | .012 |
| Lubricants for locomotives | 3,781 | .012 | 1,791 | .006 | 5,128 | .017 | 2,035 | .007 |
| Other supplies for locomotives | 242 | .001 | 182 | .001 | 270 | .001 | 116 | .001 |
| Train supplies and expenses | 34,786 | .113 | 34,721 | .112 | 29,518 | .095 | 27,671 | .090 |
| Locomotive repairs (1) | 68,409 | .221 | 74,146 | .240 | 63,858 | .207 | 76,246 | .247 |
| Passenger car repairs (1) | 95,324 | .309 | 54,163 | .176 | 102,265 | .331 | 56,159 | .182 |
| Enginehouse expense | 11,524 | .037 | 6,725 | .022 | 12,623 | .041 | 6,807 | .022 |
| TOTAL Train expenses | 367,652 | 1.190 | 333,361 | 1.082 | 392,366 | 1.270 | 345,852 | 1.123 |
| Dining-Buffer, net loss | -15,416 | -.050 | -10,493 | -.034 | -20,014 | -.065 | -19,926 | -.065 |
| TOTAL, Including D-B. net loss | 383,068 | 1.240 | 343,854 | 1.116 | 412,380 | 1.335 | 365,778 | 1.188 |
| NET REVENUE | 769,028 | 2.490 | 848,877 | 2.756 | 579,724 | 1.877 | 684,963 | 2.223 |
| Per cent of Revenues | 66.8 | | 71.2 | | 58.4 | | 65.2 | |
| Route-miles | 422 | | 422 | | 422 | | 422 | |
| Train-miles | 308,904 | | 308,060 | | 308,904 | | 308,060 | |
| Passenger-miles | 55,451,597 | | 58,775,867 | | 31,748,759 | | 35,102,484 | |

(1) Actual cost of locomotive and passenger car repairs incurred in each period. Car repairs are high in the year ended June 30, 1940, and low in the year ended June 30, 1941, because all of the cars were shopped in the first period. The repair costs attaching to each period, based upon anticipated average expense per mile over the expected life of the equipment, are estimated as follows:

| | | | | |
|-----------------------|----------|----------|----------|----------|
| Locomotive repairs | \$73,051 | \$71,877 | \$69,083 | \$68,880 |
| Passenger car repairs | 93,633 | 94,193 | 99,711 | 99,530 |

(2) Extra cars added as required.

REVENUES OF THE HIAWATHAS BY SIX-MONTHS' PERIODS

(Excluding dining-buffet car revenues)

| Period | First 6 Months \$ | Second 6 Months \$ | Year \$ |
|---|----------------------|-----------------------|------------|
| <i>Afternoon Hiawathas</i> | | | |
| July 1 to December 31, 1935 January 1 to June 30, 1936 | 534,396 | 540,404 | 1,074,800 |
| July 1 to December 31, 1936 January 1 to June 30, 1937 | 631,057 | 643,078 | 1,274,135 |
| July 1 to December 31, 1937 January 1 to June 30, 1938 | 684,940 | 652,958 | 1,337,898 |
| July 1 to December 31, 1938 January 1 to June 30, 1939 | 697,289 | 612,747 | 1,310,036 |
| July 1 to December 31, 1939 January 1 to June 30, 1940 | 602,044 | 550,052 | 1,152,096 |
| July 1 to December 31, 1940 January 1 to June 30, 1941 | 602,308 | 590,423 | 1,192,731 |
| <i>Morning Hiawathas</i> | | | |
| July 1 to December 31, 1939 January 1 to June 30, 1940 | 524,978 | 467,126 | 992,104 |
| July 1 to December 31, 1940 January 1 to June 30, 1941 | 539,557 | 511,184 | 1,050,741 |
| <i>Afternoon and Morning Hiawathas Consolidated</i> | | | |
| July 1 to December 31, 1939 January 1 to June 30, 1940 | 1,127,022 | 1,017,178 | 2,144,200 |
| July 1 to December 31, 1940 January 1 to June 30, 1941 | 1,141,865 | 1,101,607 | 2,243,472 |

ATCHISON, TOPEKA AND SANTA FE

REVENUES AND EXPENSES

| Item | Routes and Trains | | | | | | | | | | | |
|------------------------------------|---|-----------------------|-----------------------------|-----------------------|---|-----------------------|-----------------------------|-----------------------|--|-----------------------|-----------------------------|-----------------------|
| | SUPER CHIEFS CHICAGO-LOS ANGELES | | | | EL CAPITANS CHICAGO-LOS ANGELES | | | | SAN DIEGANS LOS ANGELES-SAN DIEGO | | | |
| | 2 Trains 9 Passenger-Train Cars each. Each one round trip weekly. | | | | 2 Trains 9 Passenger-Train Cars each. (3) Each one round trip weekly. | | | | 2 Trains (4) 10 Passenger-Train Cars each. (5) Each two round trips daily. | | | |
| | Operation begun May 12, 1936 | | | | Operation begun February 22, 1938 | | | | Operation begun March 27, 1938 | | | |
| | Year ended June 30, 1940 | | Year ended June 30, 1941 | | Year ended June 30, 1940 | | Year ended June 30, 1941 | | Year ended June 30, 1940 | | Year ended June 30, 1941 | |
| | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile |
| REVENUES | \$ | 2.187 | \$ | 2.424 | \$ | 3.049 | \$ | 3.776 | \$ | 2.035 | \$ | 2.300 |
| | 1,026,755 | | 1,123,391 | | 1,431,779 | | 1,750,131 | | 381,083 | | 456,036 | |
| TRAIN EXPENSES | | | | | | | | | | | | |
| Wages of crews (1) | 135,412 | .289 | 135,113 | .292 | 143,062 | .305 | 153,989 | .332 | 58,050 | .310 | 62,981 | .318 |
| Fuel (1) | 47,095 | .100 | 50,690 | .109 | 40,520 | .086 | 49,129 | .106 | 24,092 | .129 | 17,850 | .090 |
| Lubricants, etc. (1) | 15,655 | .033 | 12,230 | .026 | 11,894 | .025 | 12,940 | .028 | 4,249 | .023 | 5,208 | .026 |
| Train supplies and expenses | 43,527 | .093 | 43,520 | .094 | 41,705 | .089 | 49,107 | .106 | 20,866 | .111 | 21,128 | .107 |
| Helper locomotive expense (2) | 9,184 | .019 | 10,739 | .023 | 8,225 | .018 | 9,904 | .021 | 781 | .004 | 401 | .002 |
| Enginehouse expense (1) | 6,927 | .015 | 6,145 | .013 | 5,939 | .012 | 6,379 | .014 | 4,257 | .023 | 3,293 | .011 |
| Bus service, San Francisco-Oakland | | | | | | | | | | | | |
| Power plant maintenance (1) | 92,107 | .196 | 71,673 | .155 | 71,197 | .152 | 73,953 | .159 | 43,109 | .230 | 26,563 | .134 |
| Train maintenance | 29,569 | .063 | 31,859 | .069 | 66,199 | .141 | 80,960 | .175 | 26,377 | .141 | 30,865 | .156 |
| TOTAL Train Expenses | 379,476 | .808 | 361,969 | .781 | 388,741 | .828 | 436,361 | .941 | 181,781 | .971 | 167,289 | .844 |
| Dining-Buffer, net loss | -15,868 | -.034 | -29,630 | -.064 | -34,761 | -.074 | -45,223 | -.100 | -3,808 | -.020 | -7,382 | -.037 |
| TOTAL, Incl. D-B. net loss | 395,344 | .842 | 391,599 | .845 | 423,502 | .902 | 482,384 | 1.041 | 185,589 | .991 | 174,671 | .881 |
| NET REVENUE | 631,411 | 1.345 | 731,792 | 1.579 | 1,008,277 | 2.147 | 1,267,547 | 2.735 | 195,494 | 1.044 | 281,365 | 1.419 |
| Per cent of Revenues | 61.5 | | 65.1 | | 70.4 | | 72.4 | | 51.3 | | 61.7 | |
| Route-miles | 2,228 | | 2,228 | | 2,228 | | 2,228 | | 128 | | 128 | |
| Train-miles | 469,392 | | 463,470 | | 469,526 | | 463,483 | | 187,213 | | 198,301 | |
| Passenger-miles | 34,068,000 | | 36,883,000 | | 79,990,000 | | 97,752,000 | | 27,832,000 | | 32,253,000 | |

(1) Includes Diesel-electric expense and corresponding expense of steam relief locomotives.

(2) Wages, fuel, lubricants and supplies, enginehouse expense and maintenance of steam helper locomotives.

(3) EL CAPITANS' consist increased from 5 to 9 cars in May, 1941. During the summer months they operate with 3 Diesel-electric units, an additional diner, and additional chair cars as required.

(4) Second train added on June 8, 1941.

REVENUES OF THE SANTA FE STREAMLINE TRAINS BY SIX-MONTHS' PERIODS

(Excluding dining-buffer car revenues)

| Period | SUPER CHIEFS' 2 Trains (1) | EL CAPITANS 2 Trains | SAN DIEGANS 2 Trains (2) | CHICAGOAN AND KANSAS CITYAN 2 Trains | GOLDEN GATES 2 Trains |
|-----------------------------|-------------------------------|--------------------------------------|-----------------------------------|--|---------------------------------|
| July 1 to December 31, 1936 | \$199,246 | | | | |
| January 1 to June 30, 1937 | 238,581 | | | | |
| Year | 437,827 | | | | |
| July 1 to December 31, 1937 | 306,286 | | | | |
| January 1 to June 30, 1938 | 488,072 | | | | |
| Year | 794,358 | Operation begun February 22, 1938 | Operation begun March 27, 1938 | Operation begun April 17, 1938 | Operation begun July 1, 1938 |
| July 1 to December 31, 1938 | 545,517 | \$455,561 | \$167,258 | \$446,190 | \$306,725 |
| January 1 to June 30, 1939 | 569,113 | 451,862 | 161,934 | 413,327 | 342,417 |
| Year | 1,114,630 | 907,423 | 329,192 | 859,517 | 649,142 |

Notes:

(1) One train to February 19, 1938. Revenues include an estimate of the railway company's proportion of Pullman earnings.

(2) One train to June 8, 1941.

ATCHISON, TOPEKA AND SANTA FE

REVENUES AND EXPENSES

| Routes and Trains | | | | | | | | | | | | TOTAL TEN TRAINS | TOTAL ELEVEN TRAINS | | |
|--|-----------------------|-----------------------------|-----------------------|--|-----------------------|-----------------------------|-----------------------|---|-----------------------|-----------------------------|-----------------------|---------------------------------|------------------------|-----------------------------|-----------------------|
| CHICAGOAN AND KANSAS CITYAN CHICAGO-OKLAHOMA CITY (6) | | | | GOLDEN GATES BAKERSFIELD-SAN FRANCISCO | | | | TULSAN KANSAS CITY-TULSA | | | | | | | |
| 2 Trains 8 Passenger-Train Cars each. (7) Each one way trip daily. | | | | 2 Trains 6 Passenger-Train Cars each. Each one round trip daily. | | | | 1 Train 5 Passenger-Train Cars. One round trip daily. | | | | | | | |
| Operation begun April 17, 1938 | | | | Operation begun July 1, 1938 | | | | Operation begun December 10, 1939 | | | | | | | |
| Year ended June 30, 1940 | | Year ended June 30, 1941 | | Year ended June 30, 1940 | | Year ended June 30, 1941 | | 6 mos. 22 days ended June 30, 1940 | | Year ended June 30, 1941 | | Year ended June 30, 1940 (8) | | Year ended June 30, 1941 | |
| Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile |
| \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 1,142,101 | 2.013 | 1,440,054 | 2.318 | 773,514 | 1.659 | 818,836 | 1.761 | 90,562 | .867 | 220,928 | 1.182 | 4,845,794 | 2.140 | 5,809,376 | 2.422 |
| 150,080 | .265 | 166,073 | .268 | 158,231 | .340 | 144,593 | .311 | 24,919 | .239 | 46,455 | .249 | 669,754 | .296 | 709,204 | .296 |
| 41,700 | .073 | 49,168 | .079 | 28,222 | .060 | 24,672 | .053 | 6,309 | .060 | 11,232 | .060 | 187,938 | .083 | 202,741 | .084 |
| 10,947 | .019 | 9,459 | .015 | 8,435 | .018 | 7,927 | .017 | 1,924 | .018 | 3,417 | .018 | 53,104 | .023 | 51,181 | .021 |
| 46,404 | .082 | 49,879 | .080 | 41,143 | .088 | 40,044 | .086 | 4,895 | .047 | 9,089 | .049 | 198,540 | .088 | 212,767 | .089 |
| | | 135 | | 53 | | | | | | | | 18,243 | .008 | 21,179 | .009 |
| 6,331 | .011 | 4,454 | .007 | 4,550 | .010 | 2,508 | .005 | 1,056 | .010 | 1,649 | .009 | 29,060 | .013 | 23,428 | .010 |
| | | | | 36,051 | .077 | 34,560 | .074 | | | | | 36,051 | .016 | 34,560 | .014 |
| 90,119 | .159 | 68,754 | .111 | 54,881 | .118 | 47,126 | .101 | 12,321 | .118 | 21,486 | .115 | 363,734 | .161 | 309,555 | .129 |
| 67,899 | .120 | 75,657 | .122 | 59,203 | .127 | 61,155 | .132 | 7,916 | .076 | 18,306 | .098 | 257,163 | .113 | 298,802 | .125 |
| 413,480 | .729 | 423,579 | .682 | 390,769 | .838 | 362,585 | .779 | 59,340 | .568 | 111,634 | .598 | 1,813,587 | .801 | 1,863,417 | .777 |
| -24,006 | -.042 | -23,603 | -.038 | -3,089 | -.007 | -3,971 | -.009 | -12,926 | -.124 | -19,682 | -.105 | -94,458 | -.042 | -130,491 | -.054 |
| 437,486 | .771 | 447,182 | .720 | 393,858 | .845 | 366,556 | .788 | 72,266 | .692 | 131,316 | .703 | 1,908,045 | .843 | 1,993,908 | .831 |
| 704,615 | 1.242 | 992,872 | 1.598 | 379,656 | .814 | 452,280 | .973 | 18,296 | .175 | 89,612 | .479 | 2,937,749 | 1.297 | 3,815,468 | 1.591 |
| 61.7 | | 68.9 | | 49.1 | | 55.2 | | 20.2 | | 40.6 | | 60.6 | | 65.7 | |
| | 851 | | 851 | | 313 | | 313 | | 256 | | 256 | | 6,004 | | 6,004 |
| | 567,316 | | 621,170 | | 466,284 | | 464,988 | | 104,448 | | 186,880 | | 2,264,079 | | 2,398,292 |
| | 54,578,000 | | 69,632,000 | | 61,579,000 | | 64,544,000 | | 4,377,000 | | 8,844,000 | | 262,424,000 | | 309,908,000 |

- (5) SAN DIEGANS' consist increased from 7 to 8 cars in January, 1941, and to 10 cars on June 8, 1941. Operate with additional cars as required.
 (6) CHICAGOAN and KANSAS CITYAN extended from Wichita to Oklahoma City, December 10, 1939.
 (7) Increased from 7 to 8 cars south-bound in January, 1940. Seven cars north-bound on account of returning mail car on another train.
 (8) Includes TULSAS, operated 6 months and 22 days.

REVENUES OF THE SANTA FE STREAMLINE TRAINS BY SIX-MONTHS' PERIODS

(Excluding dining-buffet car revenues)

| Period | SUPER CHIEFS 2 Trains | EL CAPITANS 2 Trains | SAN DIEGANS 2 Trains (2) | CHICAGOAN AND KANSAS CITYAN 2 Trains | GOLDEN GATES 2 Trains | TULSAN 1 Train (3) |
|-----------------------------|-----------------------------|-------------------------|-----------------------------|---|-----------------------------|-----------------------|
| July 1 to December 31, 1939 | \$512,052 | \$756,317 | \$198,802 | \$524,484 | \$426,103 | |
| January 1 to June 30, 1940 | 514,703 | 675,462 | 182,281 | 617,617 | 347,411 | \$78,298 |
| Year | 1,026,755 | 1,431,779 | 381,083 | 1,142,101 | 773,514 | |
| July 1 to December 31, 1940 | 471,085 | 899,652 | 220,797 | 726,777 | 436,066 | 105,921 |
| January 1 to June 30, 1941 | 652,306 | 850,479 | 235,239 | 713,277 | 382,770 | 115,007 |
| Year | 1,123,391 | 1,750,131 | 456,036 | 1,440,054 | 818,836 | 220,928 |

(3) Operation begun December 10, 1939.

CHICAGO, ROCK ISLAND AND PACIFIC
REVENUES AND EXPENSES

| Item | Routes and Trains | | | | | | | | | | | |
|---|--|-----------------------|-----------------------------|-----------------------|---|-----------------------|-----------------------------|-----------------------|--|-----------------------|-----------------------------|-----------------------|
| | CHICAGO-PEORIA | | | | CHICAGO-DES MOINES | | | | KANSAS CITY-ST. PAUL-MINNEAPOLIS | | | |
| | 1 Train 4 Passenger-Train Cars. Two round trips daily. | | | | 1 Train 4 Passenger-Train Cars. One round trip daily. | | | | 2 Trains 3 Passenger-Train Cars each. Each one way trip daily. | | | |
| | Operation begun September 19, 1937 | | | | Operation begun September 26, 1937 | | | | Operation begun September 29, 1937 | | | |
| | Year ended June 30, 1940 | | Year ended June 30, 1941 | | Year ended June 30, 1940 | | Year ended June 30, 1941 | | Year ended June 30, 1940 | | Year ended June 30, 1941 | |
| | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile |
| REVENUES | \$ 396,847 | \$ 1.684 | \$ 402,500 | \$ 1.713 | \$ 469,414 | \$ 1.791 | \$ 474,164 | \$ 1.814 | \$ 471,826 | \$ 1.317 | \$ 504,071 | \$ 1.413 |
| TRAIN EXPENSES | | | | | | | | | | | | |
| Wages of crews | 61,832 | .263 | 59,958 | .255 | 67,926 | .259 | 66,355 | .254 | 89,790 | .251 | 89,793 | .252 |
| Fuel oil | 10,571 | .045 | 9,734 | .041 | 12,001 | .046 | 10,750 | .041 | 14,808 | .042 | 13,962 | .039 |
| Lubricants, etc. | 2,350 | .010 | 2,502 | .011 | 2,137 | .008 | 3,370 | .013 | 2,884 | .008 | 4,583 | .012 |
| Train supplies and expenses | 15,700 | .067 | 14,107 | .060 | 13,102 | .050 | 12,505 | .047 | 23,217 | .064 | 23,106 | .062 |
| Power plant maintenance | 25,061 | .106 | 21,285 | .091 | 25,533 | .098 | 21,833 | .084 | 27,961 | .078 | 31,680 | .089 |
| Train maintenance | 23,443 | .100 | 30,357 | .129 | 24,157 | .092 | 29,557 | .113 | 33,309 | .093 | 34,120 | .096 |
| TOTAL Train Expenses | 138,957 | .591 | 137,943 | .587 | 144,836 | .553 | 144,370 | .552 | 192,059 | .536 | 196,244 | .550 |
| Dining-Buffer, net gain or loss | -2,043 | -.008 | -4,177 | -.018 | 1,239 | .005 | 1,924 | .007 | -2,504 | -.007 | -850 | -.002 |
| TOTAL, Incl. D-B, net gain or loss | 141,000 | .599 | 142,120 | .605 | 143,617 | .548 | 142,446 | .545 | 194,563 | .543 | 197,094 | .552 |
| NET REVENUE | 255,847 | 1.085 | 260,380 | 1.108 | 325,797 | 1.243 | 331,718 | 1.269 | 277,263 | .774 | 306,977 | .861 |
| Per cent of Revenues | 64.5 | | 64.7 | | 69.4 | | 70.0 | | 58.8 | | 60.9 | |
| Route-miles | 161 | | 161 | | 358 | | 358 | | 489 | | 489 | |
| Train-miles | 235,704 | | 235,913 | | 262,056 | | 261,340 | | 358,192 | | 356,746 | |
| Passenger-miles (est.) | 21,661,000 | | 21,912,600 | | 26,078,500 | | 26,342,400 | | 25,936,524 | | 27,724,700 | |

Notes:

- (1) Service begun November 12, 1939, between Chicago and Denver-Colorado Springs, trains dividing and converging at Limon, Colorado. Effective June 30, 1940, a connecting service was established from and to Kansas City via Belleville, Kansas.
- (2) From November 12, 1939, to June 29, 1940, each train consisted of 7 cars between Chicago and Limon and 5 cars between Limon and Denver. One mail-chair car and 1 Pullman hauled by steam locomotive between Limon and Colorado Springs. Since June 30, 1940, each train has consisted of 7 cars between Chicago and Belleville, 9 cars between Belleville and Limon (including 2 Kansas City cars) and 7 cars between Limon and Denver. Between Limon and Colorado Springs a mail-chair car and 1 Pullman are hauled by a 1,000 H.P. Diesel-electric locomotive received at Belleville, Kansas, from the Kansas City connecting train.

REVENUES OF THE ROCKETS BY SIX-MONTHS' PERIODS
(Excluding dining-buffer car revenues)
(Revenue in Thousands)

| Period | Rocket Routes | | | |
|-----------------------------|---------------------------|-------------------------------|--|------------------------------------|
| | CHICAGO-PEORIA 1 Train | CHICAGO-DES MOINES 1 Train | KANSAS CITY-ST. PAUL- MINNEAPOLIS 2 Trains | KANSAS CITY-DALLAS 2 Trains (1) |
| January 1 to June 30, 1938 | \$194 | \$229 | \$241 | |
| July 1 to December 31, 1938 | 202 | 253 | 242 | |
| January 1 to June 30, 1939 | 181 | 239 | 223 | \$230 |
| Year | 383 | 492 | 465 | |

(1) Operation begun November 15, 1938.

CHICAGO, ROCK ISLAND AND PACIFIC

REVENUES AND EXPENSES

| Routes and Trains | | | | | | | | | | | | | | | | | |
|--|-----------------------|---|-----------------------|--|-----------------------|--|-----------------------|--|-----------------------|--|-----------------------|---|-----------------------|---|-----------------------|---|-----------------------|
| KANSAS CITY-DALLAS VIA OKLAHOMA CITY | | CHICAGO-KANSAS CITY- (1) DENVER-COLORADO SPRINGS | | | | MEMPHIS- AMARILLO | | ST. LOUIS- MINNEAPOLIS (4) | | CHICAGO- PHOENIX (5) | | TOTAL ALL TRAINS | | | | | |
| 2 Trains 4 Passenger-Train Cars each. Each one way trip daily. | | 2 Trains 9 Passenger-Train Cars each. (2) Each one way trip daily | | | | 2 Trains 4 Passenger-Train Cars each. Each one way trip daily. | | 2 Trains 7 Passenger-Train Cars each. Each one way trip daily. | | 2 Trains 7 Passenger-Train Cars each. Each one round trip every four days. | | | | | | | |
| Operation begun November 15, 1938 | | Operation begun November 12, 1939 (1) | | | | Operation begun November 17, 1940 | | Operation begun January 7, 1941 | | Operation begun December 15, 1940 | | | | | | | |
| Year ended June 30, 1940 | | Year ended June 30, 1941 | | 7 months 19 days ended June 30, 1940 | | Year ended June 30, 1941 | | 7 months 14 days ended June 30, 1941 | | 5 months 25 days ended June 30, 1941 | | 4 months 17 days ended April 30, 1941 | | Various periods ended June 30, 1940 | | Various periods ended June 30, 1941 (7) | |
| Amount | Per Train- Mile | Amount | Per Train- Mile | Amount (3) | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile | Amount (6) | Per Train- Mile | Amount | Per Train- Mile | Amount | Per Train- Mile |
| \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 542,689 | 1.095 | 578,842 | 1.171 | 574,018 | 1.143 | 1,242,157 | 1.253 | 261,546 | .760 | 189,856 | 1.482 | 189,669 | 1.362 | 2,454,794 | 1.324 | 3,842,805 | 1.302 |
| 123,586 | .249 | 125,795 | .254 | 140,830 | .281 | 273,591 | .276 | 88,037 | .256 | 35,667 | .278 | 36,694 | .264 | 483,964 | .261 | 775,800 | .263 |
| 21,131 | .043 | 21,973 | .044 | 36,262 | .072 | 71,593 | .072 | 15,674 | .046 | 11,717 | .091 | 9,597 | .068 | 94,863 | .051 | 164,910 | .056 |
| 3,835 | .008 | 4,238 | .009 | 6,716 | .013 | 8,931 | .009 | 3,393 | .010 | 1,024 | .008 | 1,667 | .012 | 17,922 | .010 | 29,708 | .010 |
| 26,485 | .054 | 25,711 | .052 | 30,005 | .060 | 63,663 | .064 | 12,370 | .035 | 8,510 | .067 | 4,765 | .034 | 108,509 | .058 | 163,737 | .056 |
| 38,594 | .078 | 38,968 | .079 | 28,620 | .057 | 60,165 | .061 | 20,527 | .060 | 8,790 | .069 | 3,884 | .028 | 145,769 | .079 | 207,132 | .070 |
| 30,858 | .062 | 34,735 | .070 | 21,258 | .042 | 57,058 | .058 | 8,658 | .025 | 3,337 | .026 | 2,867 | .020 | 133,025 | .072 | 200,689 | .068 |
| 244,489 | -.494 | 251,330 | -.508 | 263,691 | -.525 | 535,001 | -.540 | 148,659 | -.432 | 69,045 | -.539 | 59,384 | -.426 | 984,052 | -.531 | 1,541,976 | -.523 |
| -9,589 | -.019 | -6,013 | -.012 | -19,367 | -.039 | -26,019 | -.026 | -8,579 | -.025 | -7,301 | -.057 | -6,245 | -.045 | -32,264 | -.017 | -57,260 | -.019 |
| 254,078 | -.513 | 257,343 | -.520 | 283,058 | -.564 | 561,020 | -.566 | 157,238 | -.457 | 76,346 | -.596 | 65,629 | -.471 | 1,016,316 | -.548 | 1,599,236 | -.542 |
| 288,611 | -.582 | 321,499 | -.651 | 290,960 | -.579 | 681,137 | -.687 | 104,308 | -.303 | 113,510 | -.886 | 124,040 | -.891 | 1,438,478 | -.776 | 2,243,569 | -.760 |
| 53.2 | | 55.5 | | 50.7 | | 54.8 | | 39.9 | | 59.8 | | 65.4 | | 58.6 | | 58.4 | |
| 677 | | 677 | | 1,083 | | 1,367 | | 761 | | 366 | | 1,123 | | 2,768 | | 5,302 | |
| 495,564 | | 494,240 | | 502,190 | | 992,020 | | 344,156 | | 128,100 | | 139,252 | | 1,853,706 | | 2,950,867 | |
| 25,121,859 | | 27,104,562 | | 24,008,036 | | 51,697,717 | | 9,957,128 | | 7,172,513 | | 10,537,167 | | 122,805,919 | | 182,448,787 | |

(3) Earnings and expenses of Limon-Colorado Springs run not included.

(4) Operates over C.B. & Q. between St. Louis and Burlington, Iowa. Earnings and expenses include only C.R.I. & P. operations between Burlington and Minneapolis.

(5) Arizona Limiteds. Seasonal service between Chicago and Phoenix, Arizona, via C.R.I. & P. and Southern Pacific. Departure every second day in each direction.

(6) Revenues and expenses are for C.R.I. & P. operations between Chicago and Tucumcari, New Mexico.

(7) Include Arizona Limiteds' operations between Chicago and Tucumcari for period ended April 30, 1941.

REVENUES OF THE ROCKETS BY SIX-MONTHS' PERIODS

(Excluding dining-buffet car revenues)

(Revenue in Thousands)

| Period | Rocket Routes | | | | |
|-----------------------------|---------------------------|-----------------------------------|--|------------------------------------|--|
| | CHICAGO-PEORIA 1 Train | CHICAGO- DES MOINES 1 Train | KANSAS CITY- ST. PAUL- MINNEAPOLIS 2 Trains | KANSAS CITY- DALLAS 2 Trains | CHICAGO-KANSAS CITY-DENVER- COLORADO SPRINGS 2 Trains (2) |
| July 1 to December 31, 1939 | \$200 | \$253 | \$243 | \$285 | |
| January 1 to June 30, 1940 | 197 | 216 | 229 | 258 | \$447 |
| Year | 397 | 469 | 472 | 543 | |
| July 1 to December 31, 1940 | 202 | 241 | 248 | 275 | 657 |
| January 1 to June 30, 1941 | 200 | 233 | 256 | 304 | 585 |
| Year | 402 | 474 | 504 | 579 | 1,242 |

(2) Operation begun November 12, 1939.

MISSOURI PACIFIC
REVENUES AND EXPENSES

| Item | MISSOURI RIVER EAGLES ST. LOUIS-KANSAS CITY-OMAHA | | | |
|--|--|-------------------|-----------------------------|-------------------|
| | 2 Trains 6 Passenger-Train Cars each. Each one way trip daily. | | | |
| | Operation begun March 10, 1940 | | | |
| | 3 months 22 days ended June 30, 1940 | | Year ended June 30, 1941 | |
| | Amount | Per Train-Mile | Amount | Per Train-Mile |
| REVENUES | \$ 192,353 | \$ 1.783 | \$ 654,106 | \$ 1.882 |
| TRAIN EXPENSES | | | | |
| Wages of crews | 32,614 | .302 | 104,883 | .302 |
| Fuel | 6,565 | .061 | 22,058 | .063 |
| Lubricants, etc. | 1,579 | .015 | 7,125 | .020 |
| Train supplies and expenses | 8,934 | .083 | 28,485 | .082 |
| Power plant maintenance | 8,108 | .075 | 31,469 | .091 |
| Train maintenance | 9,528 | .088 | 36,114 | .104 |
| TOTAL Train Expenses | 67,328 | .624 | 230,134 | .662 |
| Diner, net loss | -2,136 | -.020 | -4,399 | -.013 |
| TOTAL, Including diner net loss | 69,464 | .644 | 234,533 | .675 |
| NET REVENUE | 122,889 | 1.139 | 419,573 | 1.207 |
| Per cent of Revenues | 63.9 | | 64.1 | |
| Route-miles | | 478 | | 478 |
| Train-miles | | 107,861 | | 347,548 |
| Passenger-miles | | 6,608,572 | | 23,428,557 |

ILLINOIS CENTRAL
REVENUES AND EXPENSES

| Item | Routes and Trains | | | | | |
|--------------------------------|---|-------------------|-----------------------------|-------------------|--|-------------------|
| | GREEN DIAMOND CHICAGO-ST. LOUIS | | | | CITY OF MIAMI (1) CHICAGO-BIRMINGHAM | |
| | 1 Train 4 Passenger-Train Cars. One round trip daily. | | | | 1 Train 7 Passenger-Train Cars. One round trip every third day. | |
| | Operation begun May 17, 1936 | | | | Operation begun December 18, 1940 | |
| | Year ended June 30, 1940 | | Year ended June 30, 1941 | | 6 months 14 days ended June 30, 1941 | |
| | Amount | Per Train-Mile | Amount | Per Train-Mile | Amount (2) | Per Train-Mile |
| REVENUES | \$ 268,292 | \$ 1,314 | \$ 282,247 | \$ 1,393 | \$ 199,534 | \$ 2,224 |
| TRAIN EXPENSES | | | | | | |
| Wages of crews | 55,674 | .273 | 57,225 | .282 | 22,188 | .248 |
| Fuel | 9,585 | .047 | 9,442 | .047 | 8,183 | .091 |
| Lubricants, etc. | 1,982 | .010 | 3,108 | .015 | 1,014 | .011 |
| Train supplies and expenses | 13,342 | .065 | 15,320 | .076 | (3) 6,119 | .068 |
| Power plant maintenance | 22,633 | .111 | 19,421 | .096 | (4) 22,262 | .248 |
| Train maintenance | 50,256 | .246 | 27,617 | .136 | (4) 27,340 | .305 |
| TOTAL Train Expenses | 153,472 | .752 | 132,133 | .652 | 87,106 | .971 |
| Dining-Buffer, net loss | -17,196 | -.084 | -15,283 | -.075 | -598 | -.007 |
| TOTAL, Including D-B. net loss | 170,668 | .836 | 147,416 | .727 | 87,704 | .978 |
| NET REVENUE | 97,624 | .478 | 134,831 | .666 | 111,830 | 1.246 |
| Per cent of Revenues | 36.4 | | 47.8 | | 56.0 | |
| Route-miles | | 294 | | 294 | | 690 |
| Train-miles | | 204,146 | | 202,572 | | 89,700 |
| Passenger-miles | | 11,431,707 | | 12,315,023 | | 12,929,616 |

Notes:

- (1) Operates between Chicago and Miami every third day, via Ill. Cent., Birmingham, C. of Ga., Albany, Ga., A. C. L., Jacksonville, F. E. C., Miami.
- (2) Revenues and expenses are for Illinois Central operations between Chicago and Birmingham.
- (3) Includes enginehouse expense of \$1,549.
- (4) Includes accruals for general repairs applicable to period not yet made.

**REVENUES OF THE GREEN DIAMOND BY
SIX-MONTHS' PERIODS**

(Excluding dining-buffer car revenues)

| Period | 6 Months \$ | Year \$ |
|-----------------------------|----------------|------------|
| July 1 to December 31, 1936 | (est.) 164,000 | |
| January 1 to June 30, 1937 | 149,032 | 313,032 |
| July 1 to December 31, 1937 | 155,346 | |
| January 1 to June 30, 1938 | 122,628 | 277,974 |
| July 1 to December 31, 1938 | 144,194 | |
| January 1 to June 30, 1939 | 134,516 | 278,710 |
| July 1 to December 31, 1939 | 135,427 | |
| January 1 to June 30, 1940 | 132,865 | 268,292 |
| July 1 to December 31, 1940 | 133,148 | |
| January 1 to June 30, 1941 | 149,099 | 282,247 |

CENTRAL OF GEORGIA
REVENUES AND EXPENSES

| Item | CITY OF MIAMI (1) BIRMINGHAM- ALBANY, GA. | |
|---|--|-------------------|
| | 1 Train 7 Passenger-Train Cars. One round trip every third day. | |
| | Operation begun December 18, 1940 | |
| | 6 months 14 days ended June 30, 1941 | |
| | Amount (2) | Per Train-Mile |
| REVENUES | \$ 68,696 | \$ 2.105 |
| TRAIN EXPENSES | | |
| Wages of crews | 10,690 | .328 |
| Fuel | 2,928 | .090 |
| Lubricants, etc. | 710 | .021 |
| Train supplies and expenses | 2,030 | .062 |
| Enginehouse expense | 523 | .016 |
| Power plant maintenance | (3) 8,092 | .248 |
| Train maintenance | (3) 9,952 | .305 |
| TOTAL Train Expenses | 34,925 | 1.070 |
| Dining-Buffer, net loss | -190 | -.006 |
| TOTAL, Including D-B. net loss | 35,115 | 1.076 |
| NET REVENUE | 33,581 | 1.029 |
| Per cent of Revenues | 48.9 | |
| Route-miles | 251 | |
| Train-miles | 32,630 | |
| Passenger-miles | 5,165,145 | |

Notes:

- (1) Operates between Chicago and Miami every third day, via Ill. Cent., Birmingham, C. of Ga., Albany, Ga., A.C.L., Jacksonville, F. E. C., Miami.
- (2) Revenues and expenses are for C. of Ga. operations between Birmingham and Albany.
- (3) Estimated. Includes accruals for general repairs applicable to period not yet made.

GULF, MOBILE AND OHIO
REVENUES AND EXPENSES

| Item | Routes and Trains | | | | | |
|--------------------------------|--|-------------------|-----------------------------|-------------------|--|-------------------|
| | REBELS NEW ORLEANS-JACKSON, TENN. | | | | GULF COAST REBELS ST. LOUIS-MOBILE | |
| | 2 Trains 4 Cars New Orleans-Jackson, Mississippi. 3 Cars Jackson, Miss.-Jackson, Tenn. (1) Each one way trip daily. | | | | 2 Trains 6 Cars each. Each one way trip daily. | |
| | Operation begun July 29, 1935 | | | | Operation begun October 27, 1940 | |
| | Year ended June 30, 1940 | | Year ended June 30, 1941 | | Eight months ended June 30, 1941 | |
| | Amount | Per Train-Mile | Amount | Per Train-Mile | Amount | Per Train-Mile |
| | \$ | \$ | \$ | \$ | \$ | \$ |
| REVENUES | 210,676 | .590 | 206,467 | .580 | 211,225 | .676 |
| TRAIN EXPENSES | | | | | | |
| Wages of crews | 81,734 | .229 | 81,897 | .230 | 80,872 | .272 |
| Fuel oil | 10,751 | .030 | 9,910 | .028 | 14,764 | .050 |
| Lubricants, etc. | 1,809 | .005 | 2,151 | .006 | 2,989 | .010 |
| Train supplies and expenses | 15,205 | .043 | 14,460 | .041 | 19,055 | .064 |
| Power plant maintenance | 16,369 | .046 | 18,044 | .051 | 21,315 | .072 |
| Train maintenance | 19,251 | .054 | 26,172 | .073 | 23,401 | .079 |
| TOTAL EXPENSES | | | | | | |
| Diesel-electric operation | | | | | 162,396 | .547 |
| Steam train substitute service | | | | | 11,748 | .777 |
| TOTAL Train Expenses | 145,119 | .407 | 152,634 | .429 | 174,144 | .557 |
| NET REVENUE | 65,557 | .183 | 53,833 | .151 | 37,081 | .119 |
| Per cent of Revenues | 31.1 | | 26.1 | | 17.6 | |
| Route-miles | 488 | | 488 | | 645 | |
| Train-miles: | | | | | | |
| Diesel-electric | | | | | 297,170 | |
| Steam | | | | | 15,121 | |
| TOTAL Train-miles | 356,915 | | 356,072 | | 312,291 | |
| Passenger-miles (est.) | 7,305,000 | | 6,715,000 | | 6,078,900 | |

Note:

- (1) Reduced on June 8, 1941, from 4 cars to 3 cars between Union, Miss., and Jackson, Tenn., upon discontinuance of Mobile-Union connecting train. Service to and from Mobile furnished by the Gulf Coast Rebels, operated between St. Louis and Mobile.

**REVENUES OF THE NEW ORLEANS-JACKSON, TENN.,
REBELS BY SIX-MONTHS' PERIODS**

| Period | 6 Months \$ | Year \$ |
|------------------------------|----------------|------------|
| July 29 to December 31, 1935 | 80,693 | |
| January 1 to June 30, 1936 | 75,847 | 156,540 |
| July 1 to December 31, 1936 | 121,772 | |
| January 1 to June 30, 1937 | 104,598 | 226,370 |
| July 1 to December 31, 1937 | 124,995 | |
| January 1 to June 30, 1938 | 113,297 | 238,292 |
| July 1 to December 31, 1938 | 120,904 | |
| January 1 to June 30, 1939 | 105,992 | 226,896 |
| July 1 to December 31, 1939 | 113,513 | |
| January 1 to June 30, 1940 | 97,163 | 210,676 |
| July 1 to December 31, 1940 | 102,348 | |
| January 1 to June 30, 1941 | 104,119 | 206,467 |

BALTIMORE AND OHIO—ALTON

REVENUES AND EXPENSES

| Item | CHICAGO-ST. LOUIS | | | | | | | | | | | |
|--------------------------------|---|-------|-----------------------------|-------|---|-------|-----------------------------|-------|-----------------------------|-------|-----------------------------|-------|
| | ABRAHAM LINCOLN | | | | ANN RUTLEDGE | | | | TOTAL TWO TRAINS | | | |
| | 1 Train, Diesel-electric Locomotive, 8 Passenger-Train Cars. One round trip daily. | | | | 1 Train, Steam Locomotive, (1) 8 Passenger-Train Cars. One round trip daily. | | | | | | | |
| | Operation begun June 24, 1935 | | | | Operation begun July 26, 1937 | | | | Year ended June 30, 1940 | | Year ended June 30, 1941 | |
| | Year ended June 30, 1940 | | Year ended June 30, 1941 | | Year ended June 30, 1940 | | Year ended June 30, 1941 | | | | | |
| | Amount | | Per Train- Mile | | Amount | | Per Train- Mile | | Amount | | Per Train- Mile | |
| | \$ | | \$ | | \$ | | \$ | | \$ | | \$ | |
| REVENUES | 653,321 | 3.173 | 694,347 | 3.373 | 543,988 | 2.642 | 608,318 | 2.955 | 1,197,309 | 2.908 | 1,302,665 | 3.164 |
| TRAIN EXPENSES | | | | | | | | | | | | |
| Wages of crews | 67,420 | .328 | 68,089 | .331 | 52,403 | .255 | 60,729 | .295 | 119,823 | .291 | 128,818 | .313 |
| Fuel | 15,233 | .074 | 21,414 | .104 | 22,469 | .109 | 29,155 | .141 | 37,702 | .092 | 50,569 | .123 |
| Lubricants, etc. | 4,527 | .022 | 5,013 | .024 | 4,668 | .023 | 4,741 | .026 | 9,195 | .022 | 9,754 | .024 |
| Enginehouse expense | 2,864 | .013 | 4,896 | .024 | 5,436 | .026 | 5,382 | .026 | 8,300 | .020 | 10,278 | .025 |
| Train supplies and expenses | 34,167 | .166 | 31,873 | .155 | 27,593 | .134 | 32,030 | .155 | 61,760 | .150 | 63,903 | .155 |
| Steam locomotive maintenance | 2,924 | .014 | 11,933 | .058 | 46,552 | .226 | 24,705 | .120 | 49,476 | .120 | 36,638 | .089 |
| Diesel locomotive maintenance | 39,854 | .194 | 64,254 | .312 | 186 | .001 | 10,886 | .052 | 40,040 | .098 | 75,140 | .182 |
| Train maintenance | 36,857 | .179 | 62,739 | .305 | 63,284 | .307 | 28,067 | .136 | 100,141 | .243 | 90,806 | .221 |
| TOTAL Train Expenses | 203,846 | .990 | 270,211 | 1.313 | 222,591 | 1.081 | 195,695 | .951 | 426,437 | 1.036 | 465,906 | 1.132 |
| Dining-Buffer, net loss | -14,228 | -.069 | -13,655 | -.066 | -15,052 | -.073 | -23,238 | -.113 | -29,280 | -.071 | -36,893 | -.089 |
| TOTAL, Including D-B. net loss | 218,074 | 1.059 | 283,866 | 1.379 | 237,643 | 1.154 | 218,933 | 1.064 | 455,717 | 1.107 | 502,799 | 1.221 |
| NET REVENUE | 435,247 | 2.114 | 410,481 | 1.994 | 306,345 | 1.488 | 389,385 | 1.891 | 741,592 | 1.801 | 799,866 | 1.943 |
| Per cent of Revenues | 66.6 | | 59.1 | | 56.3 | | 64.0 | | 61.9 | | 61.4 | |
| Route-miles | 282 | | 282 | | 282 | | 282 | | 282 | | 282 | |
| Train-miles | 205,860 | | 205,860 | | 205,860 | | 205,860 | | 411,720 | | 411,720 | |
| Passenger-miles | 31,307,772 | | 33,506,884 | | 25,119,486 | | 28,697,956 | | 56,427,258 | | 62,204,840 | |

Notes:

- The small decrease in 1941 in the net revenue of the Abraham Lincoln was due principally to the increased expense in operating a second Diesel-electric unit commencing in October, 1940, and to the expense of a general overhauling of the cars in May, 1941.
- The variation in the repair costs in 1940 and 1941 to locomotives of the Ann Rutledge was due to the operation, beginning in June, 1940, of a Diesel-electric locomotive from St. Louis to Chicago, and a steam locomotive from Chicago to St. Louis. The higher cost of train maintenance of the Ann Rutledge in 1940 caused by a general overhauling of the cars in that year.
- (1) Commencing in June, 1940, Ann Rutledge operated with a Diesel-electric locomotive from St. Louis to Chicago and with a steam locomotive from Chicago to St. Louis.

REVENUES OF THE ABRAHAM LINCOLN AND THE ANN RUTLEDGE BY SIX-MONTHS' PERIODS

(Excluding dining-buffer car revenues)

| Period | First 6 Months \$ | Second 6 Months \$ | Year \$ |
|-----------------------------|----------------------|-----------------------|------------|
| <i>Abraham Lincoln</i> | | | |
| July 1 to December 31, 1939 | 325,177 | | |
| January 1 to June 30, 1940 | | 328,144 | 653,321 |
| July 1 to December 31, 1940 | 335,387 | | |
| January 1 to June 30, 1941 | | 358,960 | 694,347 |
| <i>Ann Rutledge</i> | | | |
| July 1 to December 31, 1939 | 269,431 | | |
| January 1 to June 30, 1940 | | 274,557 | 543,988 |
| July 1 to December 31, 1940 | 286,935 | | |
| January 1 to June 30, 1941 | | 321,383 | 608,318 |

SEABOARD AIR LINE

REVENUES AND EXPENSES

| Item | SILVER METEORS RICHMOND-MIAMI AND ST. PETERSBURG (1) | | | |
|---|---|-------------------|--|-------------------|
| | 3 Trains (2) 7 Pass.-Train Cars each. (3) Each one way daily. (4) | | 3 Trains 14 Pass.-Train Cars each. (5) Each one way daily. | |
| | Operation begun February 2, 1939 | | | |
| | Year ended June 30, 1940 | | Year ended June 30, 1941 | |
| | Amount | Per Train-Mile | Amount | Per Train-Mile |
| | \$ | \$ | \$ | \$ |
| REVENUES | 1,615,242 | 2.725 | 2,817,000 | 3.241 |
| TRAIN EXPENSES | | | | |
| Wages of crews | 204,538 | .345 | 304,148 | .350 |
| Fuel | 49,598 | .084 | 86,993 | .100 |
| Lubricants | 7,789 | .013 | 15,090 | .017 |
| Train supplies and expenses | 31,772 | .054 | 62,038 | .071 |
| Power plant maintenance (6) | 73,264 | .123 | 165,778 | .191 |
| Train maintenance (6) | 39,513 | .067 | 110,695 | .127 |
| Other expenses (7) | 113,288 | .191 | 208,835 | .241 |
| TOTAL Train Expenses | 519,762 | .877 | 953,577 | 1.097 |
| Dining-Buffer, net gain or loss | 2,223 | .004 | -10,130 | -.012 |
| TOTAL, Including D-B. net gain or loss | 517,539 | .873 | 963,707 | 1.109 |
| NET REVENUE | 1,097,703 | 1.852 | 1,853,293 | 2.132 |
| Per cent of Revenues | 67.9 | | 65.8 | |
| Route-miles between Richmond and | Miami | 1,051 | Miami | 1,051 |
| | St. Petersburg | 911 | St. Petersburg | 911 |
| Train-miles | | 592,852 | | 869,262 |
| Passenger-miles | | 113,749,437 | | 194,033,285 |

Notes:

- (1) Trains divide and converge at Wildwood, Florida.
- (2) One train, July 1, 1939, to November 30, 1939.
- (3) December 1, 1939, to May 27, 1940, 7 passenger-train cars two days out of three, with a third-day 11-car train. May 28 to June 30, 1940, 7 passenger-train cars daily.
- (4) July 1, 1939, to November 30, 1939, one round trip every three days.
December 1, 1939, to June 30, 1940, daily.
- (5) July 1, 1940, to November 30, 1940, 7 passenger-train cars.
December 1, 1940, to April 27, 1941, 14 passenger-train cars.
April 28, 1941, to June 30, 1941, 13 passenger-train cars, including 3 standard Pullman sleepers.
- (6) Does not include estimated amounts accumulated in excess of actual expenditures for general overhaul as follows:

| |
|--|
| To June 30, 1940: power plant \$26,779, train \$57,238 |
| To June 30, 1941: power plant 4,246, train 67,658 |
- (7) Does not include advertising expenses amounting to:

| |
|----------------------------|
| To June 30, 1940: \$27,779 |
| To June 30, 1941: 20,386 |

REVENUES OF THE SILVER METEORS BY SIX-MONTHS' PERIODS

(Excluding dining-buffet car revenues)

| Period | 6 Months \$ | Year \$ |
|-----------------------------|----------------|------------|
| July 1 to December 31, 1939 | 460,300 | |
| January 1 to June 30, 1940 | 1,154,942 | 1,615,242 |
| July 1 to December 31, 1940 | 977,626 | |
| January 1 to June 30, 1941 | 1,839,374 | 2,817,000 |

FLORIDA EAST COAST
REVENUES AND EXPENSES

| Item | JACKSONVILLE-MIAMI | | | | | | | |
|--------------------------------|---|----------------|--|----------------|---|----------------|---|----------------|
| | HENRY M. FLAGLER (1) | | DIXIE FLAGLER CITY OF MIAMI SOUTH WIND | | CHAMPIONS (3) | | | |
| | 1 Train 7 Passenger-Train Cars. One round trip daily. | | 3 Trains 7 Passenger-Train Cars each. Each one round trip every third day. (2) | | 3 Trains 7 Passenger-Train Cars each. Each one way daily. | | 3 Trains 7 Passenger-Train Cars each. (4) Each one way daily. | |
| | Operation begun December 3, 1939 | | Operation begun December 18, 1940 | | Operation begun December 1, 1939 | | Operation begun December 1, 1939 | |
| | 11 months 29 days ended November 30, 1940 | | 6 months ended June 30, 1941 | | 7 months ended June 30, 1940 | | Year ended June 30, 1941 | |
| | Amount | Per Train-Mile | Amount (5) | Per Train-Mile | Amount (5) | Per Train-Mile | Amount (5) | Per Train-Mile |
| REVENUES | \$ 422,952 | \$ 1,679 | \$ 289,452 | \$ 2,311 | \$ 350,151 | \$ 2,392 | \$ 876,980 | \$ 3,472 |
| TRAIN EXPENSES | | | | | | | | |
| Wages of crews | 75,649 | .300 | 37,002 | .296 | 44,066 | .301 | 83,911 | .332 |
| Fuel | 22,883 | .091 | 10,144 | .081 | 12,402 | .085 | 30,822 | .122 |
| Lubricants, etc. | 4,510 | .018 | 2,322 | .019 | 2,134 | .014 | 7,666 | .030 |
| Enginehouse expense | 6,824 | .027 | 3,432 | .027 | 1,704 | .012 | 5,242 | .021 |
| Train supplies and expenses | 24,058 | .096 | 7,536 | .060 | 10,339 | .071 | 30,092 | .119 |
| Power plant maintenance | 32,240 | .128 | 16,551 | .132 | 14,474 | .099 | 38,190 | .151 |
| Train maintenance | 17,637 | .070 | 19,313 | .154 | 7,674 | .052 | 30,669 | .122 |
| TOTAL Train Expenses | 183,801 | .730 | 96,300 | .769 | 92,793 | .634 | 226,592 | .897 |
| Dining-Buffer, net loss | -20,704 | -.082 | -2,591 | -.021 | -2,570 | -.017 | -8,796 | -.035 |
| TOTAL, Including D-B. net loss | 204,505 | .812 | 98,891 | .790 | 95,363 | .651 | 235,388 | .932 |
| NET REVENUE | 218,447 | .867 | 190,561 | 1.521 | 254,788 | 1.741 | 641,592 | 2.540 |
| Per cent of Revenues | 51.6 | | 65.8 | | 72.8 | | 73.2 | |
| Route-miles | 346 | | 346 | | 346 | | 346 | |
| Train-miles | 251,918 | | 125,252 | | 146,358 | | 252,604 | |
| Passenger-miles | 27,987,000 | | 20,084,000 | | 24,335,000 | | 59,964,000 | |

Notes:

- (1) Operated between Jacksonville-Miami only. Discontinued December 14, 1940. Equipment placed in service as the Dixie Flagler between Chicago-Miami, leaving Chicago on first trip December 17, 1940.
- (2) Each train makes one round trip between Chicago-Miami every third day on alternate days, effecting a daily service between Jacksonville-Miami.
- (3) The Champions operate a daily service between New York and Miami.
- (4) July 1, 1940, to November 27, 1940, 7 passenger-train cars; November 28, 1940, to December 20, 1940, 8 passenger-train cars; December 21, 1940, to December 28, 1940, 12 passenger-train cars; December 29, 1940, to January 3, 1941, 13 passenger-train cars; January 4, 1941, to May 3, 1941, 14 passenger-train cars; May 4, 1941, to June 30, 1941, 10 passenger-train cars including 3 standard Pullman sleepers.
- (5) Revenues and expenses are for F. E. C. operations between Jacksonville-Miami.

**CHICAGO AND EASTERN
ILLINOIS**
 REVENUES AND EXPENSES

| Item | DIXIE FLAGLER (1) CHICAGO-EVANSVILLE | |
|-----------------------------------|---|-------------------|
| | 1 Train 7 Passenger-Train Cars. One round trip every 3 days. | |
| | Operation begun December 17, 1940 | |
| | 6 months and 15 days ended June 30, 1941 | |
| | Amount (2) | Per Train-Mile |
| REVENUES | \$ | \$ |
| | 96,660 | 2.591 |
| TRAIN EXPENSES | | |
| Wages of crews | 12,248 | .328 |
| Fuel | 4,607 | .124 |
| Lubricants | 1,132 | .030 |
| Train supplies and expenses | 2,036 | .055 |
| Enginehouse expense | 2,242 | .060 |
| Locomotive maintenance | 6,123 | .164 |
| Train maintenance | 477 | .013 |
| TOTAL Train Expenses | 28,865 | .774 |
| Dining-Buffer, net loss | -2,132 | -.057 |
| TOTAL, Including D-B. net loss | 30,997 | .831 |
| NET REVENUE | 65,663 | 1.760 |
| Per cent of Revenues | 67.9 | |
| Route-miles | 287 | |
| Train-miles | 37,310 | |
| Passenger-miles (est.) | 4,835,500 | |

Notes:

- (1) Operates between Chicago and Miami every third day, via C. & E. I., Evansville, L. & N., Nashville, N. C. & St. L., Atlanta, A. B. & C., Waycross, Ga., A. C. L., Jacksonville, F. E. C., Miami.
- (2) Revenues and expenses are for C. & E. I. operations between Chicago and Evansville.

SOUTHERN RAILWAY
REVENUES AND EXPENSES

| Item | Routes and Trains | | | |
|---|---|-------------------|---|-------------------|
| | SOUTHERNERS NEW YORK-NEW ORLEANS | | TENNESSEANS WASHINGTON-MEMPHIS | |
| | 3 Trains 8 Pass.-Train Cars each. (2) Each one way daily. | | 3 Trains 9 Pass.-Train Cars each. (4) Each one way daily. | |
| | Operation begun March 31, 1941 | | Operation begun May 17, 1941 | |
| | 3 months 1 day ended June 30, 1941 | | 1 month 15 days ended June 30, 1941 | |
| | Amount (3) | Per Train-Mile | Amount (5) | Per Train-Mile |
| | \$ | \$ | \$ | \$ |
| REVENUES | 500,721 | 2.372 | 144,922 | 2.236 |
| TRAIN EXPENSES | | | | |
| Wages of crews | 67,787 | .321 | 23,443 | .362 |
| Fuel | 15,436 | .073 | 9,573 | .148 |
| Lubricants, etc. | 2,110 | .010 | 1,299 | .020 |
| Train supplies and expenses | 14,228 | .067 | 10,460 | .161 |
| Power plant maintenance | 11,336 | .054 | 7,475 | .115 |
| Train maintenance | 6,562 | .031 | 1,486 | .023 |
| TOTAL Train Expenses | 117,459 | .556 | 53,736 | .829 |
| Dining-Tavern, net gain or loss | 7,936 | .037 | -2,732 | -.042 |
| TOTAL, Including D.T. net gain or loss | 109,523 | .519 | 56,468 | .871 |
| NET REVENUE | 391,198 | 1.853 | 88,454 | 1.365 |
| Per cent of Revenues | 78.1 | | 61.0 | |
| Route-miles from Washington | 1,160 | | 728 | |
| Train-miles | 211,120 | | 64,792 | |
| Passenger-miles (est.) | 35,139,694 | | 6,305,943 | |

Notes:

- (1) Includes enginehouse expense.
- (2) Seven cars between Atlanta and New Orleans.
- (3) Revenues and expenses are for Southern Railway operations between Washington and New Orleans.
- (4) Nine cars between Washington-Bristol, 10 cars between Bristol-Chattanooga, and 9 cars between Chattanooga-Memphis. Consist includes streamline standard sleepers as follows: 1 Washington-Memphis; 1 Bristol-Chattanooga for connections; 1 Chattanooga-Memphis.
- (5) Revenues and expenses do not include operations over N. & W. between Lynchburg, Va., and Bristol, Va.-Tenn.

