

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.

10 STREAMLINE, LIGHT-WEIGHT, HIGH-SPEED PASSENGER TRAINS

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 over-night 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 Capac- ity	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.

ARTICLE

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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, MILWAUKEE, ST. PAUL AND PACIFIC	24
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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		2 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
TOTAL Train Expenses	-4,850	-.034	-5,126	-.029	-10,813	-.026	-18,224	-.044	-17,171	-.043	-17,165	-.043	-1,102	-.040	-5,926	-.038
Dining-Buffer, 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
TOTAL, Including D-B. net loss	84,381	.584	103,559	.579	186,059	.449	207,614	.505	121,323	.303	112,632	.277	8,197	.299	57,900	.373
NET REVENUE	51.4		52.6		45.2		48.9		36.1		36.5		36.0		40.1	
Per cent of Revenues	250		250		283		283		279		279		221		221	
Route-miles	144,348		178,600		414,312		410,916		400,644		406,782		27,404		155,142	
Train-miles	5,441,253		6,181,924		25,889,205		26,929,334		14,801,481		13,860,880		720,579		4,506,886	
Passenger-miles																

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

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		Various periods ended June 30, 1940		Various periods 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	1.981	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
413,817	.647	420,238	.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	611,501	
	January 1 to June 30, 1940	502,456	1,113,957
	July 1 to December 31, 1940	567,954	
Chicago-Denver	January 1 to June 30, 1941	651,991	1,219,945
	July 1 to December 31, 1939	1,211,574	
	January 1 to June 30, 1940	907,960	2,119,534
Denver-Dallas	July 1 to December 31, 1940	1,148,374	
	January 1 to June 30, 1941	913,959	2,062,333
	July 1 to December 31, 1940	423,196	
	January 1 to June 30, 1941	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	\$ 1,026,755	2.187	\$ 1,123,391	2.424	\$ 1,431,779	3.049	\$ 1,750,131	3.776	\$ 381,083	2.035	\$ 456,036	2.300
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	2,293	.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	-46,223	-.100	-3,808	-.020	-7,382	-.037
TOTAL, Incl. D-B. net loss	395,344	.842	391,599	.845	423,502	.902	482,584	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	469,292		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		
6,331	.011	135 4,454	.007	53 4,550	.010	2,508	.005	1,056	.010	1,649	.009	18,243 29,060	.008 .013	21,179 23,428	.009 .010		
90,119	.159	68,754	.111	36,051	.077	34,560	.074	12,321	.118	21,486	.115	36,051	.016	34,560	.014		
67,899	.120	75,657	.122	54,881	.118	47,126	.101	7,916	.076	18,306	.098	363,734	.161	309,555	.129		
				59,203	.127	61,155	.132					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			
851 567,316 54,578,000		851 621,170 69,632,000		313 466,284 61,579,000		313 464,988 64,544,000		256 104,448 4,377,000		256 186,880 8,844,000		6,004 2,264,079 262,424,000		6,004 2,398,292 309,908,000			

- (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 TULSAN, 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	
	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
TRAIN EXPENSES										
Wages of crews	61,832	.263	59,958	.255	67,926	.259	66,355	.254	89,790	.251
Fuel oil	10,571	.045	9,734	.041	12,001	.046	10,750	.041	14,898	.042
Lubricants, etc.	2,350	.010	2,502	.011	2,137	.008	3,370	.013	2,884	.008
Train supplies and expenses	15,700	.067	14,107	.060	13,102	.050	12,505	.047	23,217	.064
Power plant maintenance	25,061	.106	21,285	.091	25,533	.098	21,833	.084	27,961	.078
Train maintenance	23,443	.100	30,357	.129	24,157	.092	29,557	.113	33,309	.093
TOTAL Train Expenses	138,957	.591	137,943	.587	144,856	.553	144,370	.552	192,059	.536
Dining-Buffer, net gain or loss	-2,043	-.008	-4,177	-.018	1,239	.005	1,924	.007	-2,504	-.007
TOTAL, Incl. D-B. net gain or loss	141,000	.599	142,120	.605	143,617	.548	142,446	.545	194,563	.543
NET REVENUE	255,847	1.085	260,380	1.108	325,797	1.243	331,718	1.269	277,263	.774
Per cent of Revenues	64.5		64.7		69.4		70.0		58.8	
Route-miles	161		161		358		358		489	
Train-miles	235,704		235,013		262,056		261,340		358,192	
Passenger-miles (est.)	21,661,000		21,912,600		26,078,500		26,342,400		25,936,524	

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														TOTAL ALL TRAINS			
KANSAS CITY-DALLAS VIA OKLAHOMA CITY				CHICAGO-KANSAS CITY- (1) DENVER-COLORADO SPRINGS				MEMPHIS- AMARILLO		ST. LOUIS- MINNEAPOLIS(4)		CHICAGO- PHOENIX (5)					
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	125,705	.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	9,507	.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	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-buffer 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.



