

APPENDIX G

Annual net savings from discontinuance of trains Nos. 7 and 10

Annual train revenues to be lost:	
Passenger -----	\$284,816
Dining and buffet -----	42,882
Annual increased cost of employee travel -----	3,375
Annual increased expenses on other trains applicable to retained revenues -----	373,196
Total revenue lost and increased expenses -----	<u>704,269</u>

Annual revenues retained:	
Mail -----	\$396,885
Express -----	85,427
United Parcel -----	175,448
Freight -----	<u>24,527</u>
	682,287

Annual direct-train expenses to be eliminated -----	1,651,397
Less expenses applicable to retained revenue -----	<u>373,196</u>
	1,278,201

Annual net savings on bus operation (Bureau-Peoria, Ill.) -----	<u>11,984</u>
Total revenue retained and expenses eliminated -----	<u>1,972,472</u>
Net savings from discontinuance of trains -----	<u>1,268,203</u>

338 I.C.C.

FINANCE DOCKET NO. 26145

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY DISCONTINUANCE OF TRAINS NOS. 1 AND 4 BETWEEN CHICAGO, ILL., AND MINNEAPOLIS, MINN.

Decided September 1, 1970

Upon investigation found that operation by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company of its passenger trains Nos. 1 and 4 between Chicago, Ill., and Minneapolis, Minn., is not required by public convenience and necessity, and that continued operation thereof will unduly burden interstate commerce. Investigation discontinued.

Joseph J. Nagle, Stuart W. Rider, Jr., and Richard R. Robinson for Chicago, Milwaukee, St. Paul and Pacific Railroad Company.

The following appeared as protestants:

Donald C. Shine for attorney general of Illinois, Illinois Commerce Commission, and people of Illinois.

Bernard Rane for city of Chicago.

Glen L. Derge for Wisconsin Public Service Commission.

Harold C. Hueblein for Wisconsin State Department of Transportation.

Fred Tabak for Milwaukee County.

Harold E. Gawlik for Metropolitan Milwaukee Association of Commerce.

Gerald Kortsch for city of Milwaukee, Wis.

George M. Robertson for city of Winona, Minn.

Michael L. Schwab and *Lloyd Wandtke* for Minnesota Public Service Commission and State of Minnesota.

Robert Alfton for city of Minneapolis, Minn.

Gertrude Glaeckler for Wisconsin Conference of Catholic Hospitals.

E. E. Berglund, Gordon E. Cox, Thomas J. Duggan, E. W. Mann, Earl G. Quinn, Maurice F. Radrizzi, Ken Schricker, George Patrick Sheahan, Gordon P. MacDougall, Gerald A. Hagan, W. M. Anfang, and Robert B. Wright for railway labor organizations.

338 I.C.C.

DIVISION 3, COMMISSIONERS TUGGLE, BROWN, AND JACKSON

JACKSON, *Commissioner*:

On April 3, 1970, the Chicago, Milwaukee, St. Paul and Pacific Railroad Company (the Milwaukee), a common carrier by railroad subject to the provisions of part I of the Interstate Commerce Act, filed a notice and supporting statement with the Commission under section 13a(1) of the Interstate Commerce Act proposing to discontinue, on May 5, 1970, the operation of its daily passenger trains Nos. 1 and 4 (the Pioneer Limiteds), between Chicago, Ill., and Minneapolis, Minn., a distance of 421 miles. Copies of the notice were served and posted in the manner required by the statute and the regulations of the Commission.

Upon consideration of petitions and letters of protest filed on behalf of individuals, associations, railway employees, universities, regulatory commissions of the affected States, and others, an investigation of the proposed discontinuance was instituted by order dated April 23, 1970. The order requires continued operation of the trains for a period not exceeding 4 months beyond the date the discontinuance would have become effective, unless otherwise ordered.

Because of the statutory limitation upon the time available for investigation and decision, the order provided for the omission of a report and recommended order by the hearing examiner and for certification of the record to us for initial decision. Hearings were held at Chicago, Ill., Milwaukee, Wis., and Winona and Minneapolis, Minn., between June 15 and 19, 1970. Briefs have been filed.

Description of train operations and stations served.—Train No. 1, operating northbound, departs Chicago at 10:30 p.m., and arrives in Minneapolis the following morning at 8 a.m. Southbound, train No. 4 departs Minneapolis at 10:40 p.m., and arrives in Chicago the following morning at 7:45 a.m. Train No. 1 from Chicago has a conditional stop at Glenview, Ill., six scheduled and five conditional stops in Wisconsin, and three scheduled and two conditional stops in Minnesota. Train No. 4 from Minneapolis makes three scheduled and two conditional stops in Minnesota, four scheduled stops and three conditional stops in Wisconsin, and a conditional stop at Glenview. The equipment consist of each of these trains generally includes two or three diesel locomotives,

two baggage cars, one storage car, two or more reclining seat coaches, a dining car serving a la carte and club breakfast, and a pullman sleeping car with duplex roomettes, roomettes, and double bedrooms. All passenger carrying equipment is air conditioned. Detailed schedules of service are set forth in appendix A. The Milwaukee interchanges passengers with 15 railroads at Chicago; 1 at Milwaukee; 1 at La Crosse; 1 at Winona Junction, Wis.; 3 at St. Paul; and 3 at Minneapolis. The Milwaukee states that it has no knowledge as to what extent, if any, passengers are, in fact, interchanged between trains Nos. 1 and 4 and the various railroads at these points. The points and communities served by the Milwaukee and the populations thereof and the rail mileages between the points are set forth in appendix B hereto.

In addition to trains Nos. 1 and 4, the carrier operates daily trains Nos. 5 and 6 (the Morning Hiawathas), between Chicago and Minneapolis. Train No. 5 departs Chicago 10:30 a.m., making a conditional stop at Glenview, Ill., to take on revenue passengers for Milwaukee or beyond, 10 scheduled and 1 flag stop in Wisconsin and 6 regular stops in Minnesota, arriving in Minneapolis at 7:20 p.m. the same day. Train No. 6, departing Minneapolis at 7:30 a.m., makes three scheduled stops in Wisconsin, eight scheduled stops in Wisconsin, and a conditional stop at Glenview, arriving in Chicago at 3:10 p.m. the same day. The equipment on the Morning Hiawathas includes a sky-top lounge drawing room parlor car, a buffeteteria dining car (economy meals), a superdome car with cafe lounge (beverage service), and reclining seat lounge coaches.

In addition, the Milwaukee operates train No. 56 (the Fast Mail) departing Minneapolis 7:25 p.m. and making four scheduled stops in Minnesota, seven scheduled stops and one conditional stop in Wisconsin, and a conditional stop at Glenview, arriving in Chicago the next morning at 5 a.m. It carries a reclining seat lounge coach. Between Chicago and Milwaukee, the carrier operates a total of five northbound and six southbound passenger trains, including all of the aforementioned trains.

Other services.—The Burlington Northern (Burlington) operates four daily trains between Chicago and Minneapolis, serving the intermediate points of La Crosse, Winona, and St. Paul, but none of the other intermediate points served by the subject trains. The discontinuance of Burlington's trains Nos. 51 and 52 between Chicago and Minneapolis was authorized by the Commission in

Chicago, B. & Q. R. Co. Discontinuance of Trains, 336 I.C.C. 536, and became effective April 13, 1970, leaving trains Nos. 1 and 4 as the only overnight rail sleeper service between these points.

The carrier contends that the proposed discontinuance of trains Nos. 1 and 4 can be accomplished with relatively slight effect on passenger needs because of the abundance of alternate transportation available in the form of other railroad service, regularly scheduled commercial airline flights, numerous scheduled bus operations, or travel by private auto over good local, State, and interstate highways. Appendix C hereto contains a summary of other common carrier passenger service available at points served by these trains, or available in the immediate area. The respective schedules of the various carriers in the appendix will not be set forth in detail. However, Civil Aeronautics Board statistics introduced by the railroad show that between 1965 and 1968, tickets sold between Chicago and La Crosse increased from 6,510 to 11,240; between Chicago and Milwaukee from 58,310 to 66,460; between Chicago and Minneapolis from 389,500 to 477,790; and between Milwaukee and Minneapolis from 75,670 to 97,070.

There are numerous flights between principal cities involved, such as 74 daily flights between Chicago and Minneapolis, and the Milwaukee considers them directly competitive with its own rail service.

Use of the train service.—Based upon actual counts of passengers and actual receipts of revenues, the Milwaukee determined the number of passengers entraining and detraining from the subject trains and the revenues produced by those passengers. Appendix D shows the points between which passengers were carried on train No. 1 for the 4-month period January 1970 through April 1970. Appendix E shows the points between which passengers were carried in the opposite direction on train No. 4 during the same period. Train No. 1 carried an average of 97.3 passengers per trip and train No. 4 carried an average of 140.4 passengers per trip in this period. During the year 1969, train No. 1 carried an average of 116.1 passengers per trip and train No. 4 carried an average of 137.2 passengers per trip during the period covered. Similar statistics for 1968, which need not be reproduced here, show that in that year train No. 1 carried an average of 124.7 passengers and that train No. 4 carried an average of 142.0 passengers. There were 7 days in April 1969 when these trains did not operate, due to flood conditions.

Revenue passenger statistics for the subject trains, covering the years 1968, 1969, and the period January 1 through April 30, 1970, are set forth in appendix F, in consolidated figures. These show a decline in the patronage of the two trains. According to this tabulation, 97,657 passengers used these trains in 1968, 90,546 in 1969, and 28,526 in the first 4 months of 1970. Leaving out the month of April 1969, because of floods, the trains carried 22,940 passengers in the first quarter of 1969, and 20,551 in the first quarter of 1970, showing a decrease of 11.5 percent.

A late-filed exhibit, bringing the data up to the end of May 1970, shows points between which passengers were carried on these two trains for the first 5 months of 1970, and is appendix G hereto. This shows an average of 103.0 passengers on train No. 1 and 143.6 per trip on train No. 4.

In the first 5 months of 1970, train No. 1 carried 1,859 passengers in special group movements, contrasted with 1,170 such passengers in the first 5 months of 1969. Train No. 4 carried 2,374 such passengers in the 1970 period and only 1,159 in the same 1969 period.

The carrier's records show system-connected or feeder passenger revenue for these trains of \$316 for train No. 1 in 1968 and \$284 in 1969, and \$5,064 for train No. 4 in 1968 and only \$305 in 1969. The latter sharp fall was caused by discontinuance of trains between Milwaukee and Aberdeen which connected with train No. 4.

Financial results.—The financial results of the trains' operations in 1968, 1969, and the first 4 months of 1970, as submitted by the carrier, are set forth in appendix H. Annualization of the passenger revenue figure for the first 4 months of 1970 produces a projected annual revenue figure of \$521,961, or \$5,215 more than the passenger revenue for 1969. Passenger revenues were determined by an analysis of the actual tickets collected by the conductor, or honored but not collected, including cash fares collected by conductors. Tickets were then priced out at actual tariff fares. Tickets for passengers from beyond or to beyond the train run were given a mileage prorate applicable to the distance carried on the subject trains between Chicago and Minneapolis. Mail revenue represents actual payments received from the United States Post Office Department for use of space on these trains plus the mail handling charges at terminals. Lounge revenue and revenue for the transportation of remains are actual. Newspaper revenue is an estimate based on a special study.

With respect to expenses, the wages of conductors, brakemen, baggagemen, coach and parlor car porters, engineers, and firemen were developed from employees' timeslips to which was added a percentage allowance for vacation pay and health and welfare insurance. Diesel locomotive fuel and diesel locomotive repairs are based, respectively, on an allocation of system diesel fuel and diesel locomotive repair to the subject trains on a passenger train car-mile or passenger diesel unit-mile basis. Similarly, passenger train car repairs, train supplies and expenses, lubricants and other supplies for train locomotives, and enginehouse expenses, all represent an allocation of the respective system expenses on a passenger train car-mile or diesel unit-mile basis. Dining and buffet expenses are actual, including crew wages, but not the wages of commissarial employees, office employees or inspectors. Terminal expenses are the added cost to the Milwaukee at the various locations due to the operation of these trains. The method of computing this expense was the same as that approved in three prior Milwaukee discontinuance proceedings, 331 I.C.C. 48, 333 I.C.C. 466, and 336 I.C.C. 246, under which these expenses are recognized as savable. Foreign car rental represents the foreign car-miles run on these trains multiplied by the published price per mile for each car.

Depreciation was taken in 1968 on 23 units, including 3 diesel locomotive units, 10 head-end cars, 8 coaches, and 2 lounge cars. In 1969, depreciation was taken on two diesel locomotive units, six head-end cars, eight coaches, two lounge cars, and beginning August 1, 1969, two sleepers, following withdrawal of the Pullman Company. The original cost, plus additions and betterments, and accepted Commission rates were used in these calculations. If these trains are permitted to be discontinued, the carrier states that the locomotive units would go to freight service with ultimate retirement of road freight switchers of equivalent total horsepower capacity. The cars would be sold or scrapped. The claims paid reflect the actual amount of claims paid due to the operations of trains Nos. 1 and 4.

Applicable payroll tax and supplemental pension percentages were applied to the labor portion of the various expense items, which represent amounts actually paid by the Milwaukee and not amounts withheld from employees. The Minnesota gross earnings tax was computed by applying the 5-percent tax rate to the total revenues of the subject trains allocated to Minnesota.

338 I.C.C.

Express revenues ended on January 1, 1969, and at that time REA Express gave express shipments formerly handled by these trains to the Burlington.

In March 1968, the United States Post Office notified the Milwaukee that a railway post office car operating between Madison and Spooner, Wis., would no longer be employed, and requested the Milwaukee to transfer the car then on train No. 4 to train No. 56; which was done in October 1968. In April 1970, when the Burlington discontinued trains Nos. 51 and 52 operating between Chicago, St. Paul, and Portland, Oreg., the Milwaukee was given a storage mail car; and it expects revenue for the last 6 months of 1970 to approximate \$60,000. This car will be on train No. 57, however.

Effect upon employees.—The Milwaukee expects to eliminate some 40 employees if the two trains are permitted to be discontinued. The number of train and engine employees on trains Nos. 1 and 4 are 6 engineers, 6 firemen, 5 conductors, 10 brakemen, 5 baggagemen, 4 sleeping car porters, 3 buffet attendants, and 1 assistant buffet attendant. Also required are the services of one additional engineer and one additional fireman 9 days per month on the Milwaukee division between Chicago and Milwaukee to work the "drag" miles occasioned by the mileage limitation under labor agreements.

The wages and fringe benefits paid to the trainmen and engine-men would be eliminated by the proposed discontinuance and according to the carrier, would result in immediate savings. The Milwaukee also states that discontinuance would not require the payment of severance pay or separation allowances to any trainmen or enginemen since the employees who would be displaced by the "bumping" process are, in all instances, unprotected employees, i.e., employees without job security.

The Milwaukee further maintains that discontinuance of the subject trains would result in elimination of the following car department positions at the Western Avenue, Minneapolis, and Milwaukee shops: three carmen, two electricians, two steamfitters, one cabinetmaker, one airbrake mechanic, and six cleaners, which it estimates will effect annual savings of \$178,485, overall. The carrier states that there are no protective provisions for these shop craft employees in instances such as this where the reduction in the number of shop craft personnel is a result of a reduction in service.

338 I.C.C.

In the motive power division, three machinists, two electricians, three laborers, and two pipefitters positions would be abolished. The carrier calculates the laborers' basic wages at \$5,700, and projects a saving of \$17,100. It calculates the other positions at \$4.24 an hour, for a saving of \$59,500. Adding 35 percent for shop expense and 25 percent for health, vacation, et cetera, it projects an annual saving of \$123,326.

Estimated annual savings.—Projected savings in all departments, in addition to the above figures, are contained in appendix I.

While the Milwaukee's Western Avenue (Chicago) diesel house normally only repairs passenger locomotives, it was assigned 18 freight locomotives at the time of the hearing herein and its machinists are qualified to repair freight locomotives. The Western Avenue shop had 31 passenger diesel locomotives, 18 suburban power units, and 20 switch engines. It was staffed by a total of 29 machinists, 13 electricians, and 17 pipefitters at the time of the hearing, contrasted with a labor force of 35 machinists, 16 electricians, and 16 pipefitters on January 1, 1970. Its Minneapolis diesel house had 23 machinists, 11 electricians, and 7 pipefitters at the time of the hearing, and 23 machinists, 8 electricians, and 5 pipefitters on January 1, 1970. Western Avenue employed 32 laborers on the hearing date and 27 on January 1, and Minneapolis employed 19 laborers on each date.

The railroad estimates that it takes one laborer 2 1/2 hours to service two passenger locomotives of this type, and that a machinist spends 5 hours doing the required daily test of two such locomotives and in addition, spends time on monthly, quarterly, and annual tests. A pipefitter spends about one-half hour a day on each locomotive.

Curtailed service.—Our order instituting this investigation required that the parties present evidence bearing on the feasibility of requiring the continuance in part of the trains' service, including service over a segment of the route, weekend, seasonal, or holiday service, et cetera. The Milwaukee made a study of the possibility of operating a train between Milwaukee and Chicago consisting of one locomotive of the type used on trains Nos. 1 and 4, and two such coaches. By counting the actual number of passengers, by day, between Chicago and Glenview, Chicago and Milwaukee, and Glenview and Milwaukee, for the month of April 1970, and annualizing the totals, the carrier predicts the following results of such curtailed service:

338 I.C.C.

Frequency

	Weekends	Weekdays	Daily
	Friday Saturday Sunday	Monday Tuesday Wednesday Thursday Friday	Seven days per week
Passenger revenue.....	\$31,512	\$68,536	\$85,775
Expenses.....	79,560	132,600	186,150
Loss.....	48,048	64,064	100,375

Financial data.—Milwaukee's general balance sheet as of December 31, 1969, shows total assets of \$688,179,121, consisting of current assets of \$54,237,445, special funds, \$3,406,268, investments, \$23,900,687, total properties, less recorded depreciation and amortization, \$601,636,169, and other assets and deferred charges, \$4,998,552.

Total liabilities of \$328,235,109 consist of current liabilities of \$52,162,194, long-term debt due within 1 year of \$14,094,696, long-term debt due after 1 year of \$252,975,845, reserves \$2,252,116, and other liabilities and deferred credits \$6,750,258. Shareholders' equity totaled \$359,944,012 consisting of capital stock \$269,854,400, retained income—appropriated \$42,890,984, and retained income—unappropriated \$47,198,628.

Its income statement for 1969 shows railway operating revenues of \$269,108,190, and net revenue from railway operations of \$38,477,020. Deducting taxes and rents, its net railway operating income shows a deficit of \$10,182,137. It had other income of \$9,481,536, and its net income (loss) for the year was \$11,582,708.

Promotional efforts.—The Milwaukee spent \$29,000 in space costs alone, in 1968 advertising the Pioneer Limiteds, \$34,000 in 1969, and \$6,000 in the first 6 months of 1970. In 1968, it ran two newspaper advertisements, relating solely to the Pioneer Limiteds, which appeared in four Chicago newspapers, and two newspapers each in Milwaukee, St. Paul, and Minneapolis, each advertisement appearing twice in each paper, and two other advertisements which each appeared once in each of those newspapers. Other advertisements featured the Hiawathas but contained schedules of the Pioneer Limiteds.

Advertisements for weekend excursions to Chicago were carried in those newspapers and in newspapers in La Crosse, Wis., and

338 I.C.C.

Winona, Minn., not specifically mentioning the Pioneers. Also, advertisements for Glenview service and the St. Paul winter carnival were carried.

In 1969, in the same newspapers, two advertisements for the Pioneer Limiteds ran twice in each of the eight newspapers in the four cities, and three advertisements for the Hiawathas, containing Pioneer Limiteds schedules, appeared a total of eight times in each of the eight newspapers, as well as specific advertisements such as those mentioned above.

Seventy-two radio advertisements specifically directed to the Pioneer Limiteds were made between March 10 and May 3, 1969, in Milwaukee.

In 1970, two advertisements for the Hiawathas, containing Pioneer Limiteds schedules, appeared in the eight newspapers and in the La Crosse Tribune and Winona News a total of three times, in April, May, and June.

Public opposition.—Sixty-seven individual witnesses testified in opposition to the discontinuance of these trains, and in addition, opposition was voiced by two members of the Minnesota State Legislature, two aldermen of the city of Minneapolis, the mayor of Winona, Minn., a member of the Winona City Council, a member of the Milwaukee County Board of Supervisors, a councilman of the city of Sparta, Wis., and the office of the County Attorney of Hennepin County, Minn.

In addition, resolutions opposing discontinuance of these trains were passed by the governing bodies of the cities of Minneapolis, St. Paul, Hastings, and Winona, Minn., and La Crosse, Sparta, and Oconomowoc, Wis. Chambers of Commerce from the principal cities and areas also voiced their concern over the proposed discontinuance, and the Wisconsin Conference of Catholic Hospitals and three homes for the aged in Winona presented evidence of use of these trains by ill and aged persons. Evidence by 16 witnesses from Winona indicates that the trains are also used by students at 3 colleges located in Winona. Eleven witnesses from Glenview, Ill., use train No. 4 in preference to less-attractive commuter units. A petition signed by 50 residents of Glenview and 7 others who ride train No. 4 virtually every working day, indicates substantial interest in continued operation of the subject trains.

Businessmen in both Chicago and Minneapolis testified to their preference for these trains for trips between the two cities,

because the schedules put them in downtown Chicago or Minneapolis-St. Paul early in the morning, after a full night's sleep, without having to fight commuter traffic from the airport to the downtown area.

We have a letter from the Governor of Minnesota relating that his office has received letters, calls, and telegrams in great numbers, and expressing official concern that these trains be continued. Statistical analyses presented by the Minnesota Department of Public Service will be discussed together with the presentation on brief by the parties.

Briefs.—On brief, the Milwaukee contends that discontinuance of trains Nos. 1 and 4 will produce immediate annual savings of between \$677,000 and \$691,000, the amount of anticipated out-of-pocket losses. It recites the decline of its financial status from a net income in 1968 of \$2,612,012, to a net loss in 1969 of \$11,582,708, and a net loss in the first quarter of 1970 of \$5,870,036. It asks that we take official notice of its first-half experience, which is reportable to the Commission on July 27, 1970, in order to more accurately assess the burden on interstate commerce which it asserts operation of these trains causes. Finally, as to its own position, the Milwaukee recites that as of March 31, 1970, it had a negative working capital of some \$17 million, and that its cash position dropped from \$9,300,000 on December 31, 1969, to \$4,600,000 on March 31, 1970.

As to patronage, it summarized the average number of revenue passengers handled over each mile, for both trains, as being 58 passengers in 1968, 55 in 1969, and 48 in the first 4 months of 1970. The average number of revenue passengers per trip has declined from 133 in 1968 to a present number of 119. It reiterates that at least 268 revenue passengers per trip are essential to break even financially. Moreover, it contends that half of the patronage of train No. 4 are Glenview commuters, who have regular commuter trains available to them. Finally, it contends that any increased patronage following discontinuance of the Burlington's Blackhawks is due to increased special group patronage and that, excluding such groups, and commuters, the increase was only 7 percent as shown in late-filed exhibits.

The Milwaukee asserts there is considerable alternate service available and that it has made substantial and sustained efforts to publicize these trains, to no avail, and it asserts that continuance would be an undue burden on interstate commerce.

In their joint brief, the Illinois Commerce Commission and several of the railway labor organizations contend that continuance of these trains will not unduly burden interstate commerce because the Milwaukee's annual report indicates financial optimism for 1970; because 1969 was characterized by weather conditions costing the Milwaukee \$7.5 million by its own estimate, which will not recur, and because estimated savings in joint-facility and employee costs are overstated, while losses in mail and express service attributed to these trains should not be counted, or are not assignable to these trains.

In its brief, the city of Chicago contends, in addition to the above arguments, that the evidence shows an increase in revenue passengers in April 1970, as compared with April 1969, and that the total passenger revenue from operation of both trains increased in the month of April 1970, from the month of April 1968, by \$8,985. It points out that in slightly more than 1 year's time, the Commission has allowed the discontinuance of three pairs of trains between Chicago and Minneapolis, leaving Milwaukee trains Nos. 1 and 4 the only overnight rail service between these major metropolitan centers, and it cites *Chicago & N.W. Ry. Co. Discontinuance of Service*, 307 I.C.C. 585, in which the Commission found that the financial data presented by the carrier did not reflect in any manner the present earning position of the trains considered.

The Public Service Commission of Wisconsin argues, in addition, that the evidence indicates that additional equipment should be provided on train No. 4 between Milwaukee and Chicago, because its crowded condition is not conducive to added patronage. It urges also that the Commission consider the fact that congestion on highways and at airports is increasing and that alternative transportation between major metropolitan centers such as Milwaukee and Chicago is essential.

It points out that the out-of-pocket loss in 1969 of \$497,242 experienced by these trains is substantially less than their loss of mail revenue of \$803,615 in 1969; that the Post Office Department originally transferred its mail operation to freight schedules in order to achieve a 20-percent reduction in charges, but that this savings could now be afforded the Department by the railroad in passenger service, and the schedules of these trains are favorable to a mail operation.

Its analysis of 1969 revenues, assuming the October 1969 fare increase of 10 percent had been in effect for the full year, and the round trip discount had been discontinued, produces a net loss of

only \$248,855. It urges that elimination of these trains will not make the railroad profitable; that its principal losses are in other areas; and that the increased patronage of the trains since discontinuance of the only other overnight service indicates that the trains may become profitable.

The Wisconsin Department of Transportation analysis of revenue passenger statistics reveals that in the first 5 months of 1970, use of these trains increased 12.7 percent over the same period in 1969, and that use in April and May of 1970—after discontinuance of the Burlington's Blackhawks—increased 65.9 percent over that period in 1969. It adds that this latter increase occurred with no specific promotional activity in this period by the railroad.

Moreover, it contends that S. 3706, which has been passed by the Senate and is on the House of Representatives calendar, is significant here, should it be enacted and Federal funds become available to maintain certain passenger schedules, because the Federal Railroad Administration has already designated 11 major railroad corridors where rail passenger service is essential, and one of those designated is Chicago-Minneapolis, by way of Milwaukee.

The Minnesota Department of Public Service did not file a brief but its analysis of train service in Minnesota shows that there are only four trains daily between Minneapolis and Chicago; that trains Nos. 1 and 4 are the only overnight ones other than the Fast Mail, eastbound, with one coach; that the trains here concerned make connections at Minneapolis with Burlington's westbound trains Nos. 27 (Western Star) and 29 (Mainstreeter), and the same eastbound trains.

Its analysis shows that since January 1, 1957, 9 pairs of passenger trains operating between Chicago and Minneapolis have been discontinued, and that 13 pairs of trains operating wholly or partially in Minnesota have been discontinued by the Milwaukee.

Consistent performance is also cited, in contrast to the overall figure for all airlines operating between Chicago and Minneapolis of only 71 percent of on-time arrivals.

Its analysis of railroad figures shows that in 1968, 47.1 percent of the passengers on train No. 1 and 31.4 percent of the passengers on train No. 4 were originated at or destined to Minneapolis-St. Paul, and in 1969, corresponding figures were 45.4 percent and 30.6 percent.

Annual reports filed with it show that of the six railroads operating in Minnesota, the Milwaukee spends the least percentage

of its revenue on advertising, the next lowest railroad spending five times as much.

While in each passenger discontinuance concerning St. Paul, the railroad estimated savings in terminal expenses, its analysis of total employee hours worked, using 1957-1959 as a base 100 percent, shows figures for each year since 1965 of 76.8 percent, 91.5, 91.7, 86.6, and 83.9 percent. It lists 3 hospitals, 14 nursing homes, and 4 colleges located along the route of these trains, excluding in each figure Minneapolis and St. Paul.

DISCUSSION AND CONCLUSIONS

Factors which must be considered in train discontinuance proceedings include the population of the communities served, public use of the trains, other available transportation, effect on rail employees, losses incurred by the railroad in providing the service, and the carrier's future prospects. The carrier's actual loss must be weighed against the public's need for the service to determine if the burden on the carrier is such as to constitute an undue burden on interstate commerce.

The population of the communities served by these trains is in excess of 10 million; yet, patronage of the trains is relatively slight. Although the trains provide the last overnight sleeper service between the termini, we are not convinced that their slight patronage justifies their continued operation, even though the patronage has increased to some extent since discontinuance of overnight service, previously provided by the Burlington.

In terms of the patronage needed to bring the operation close to a break-even basis, that increase cannot be considered meaningful; and, at all indications, a substantial or significant increase is nowhere in the offing.

We are aware that the service is desirable from the standpoint of certain groups of persons. There are, however, other passenger trains operating between the termini and an abundance of service by other modes of transportation is available at intermediate points, as well as the termini. In our opinion, use of such alternate service, though possibly inconvenient in some cases, will not unduly burden the majority of persons presently patronizing these trains and we believe this to be particularly true when weighed in balance with the financial burden imposed on the carrier in providing the service.

The loss experienced by the railroad in providing the service of these trains is stated to be \$497,242 in 1969, with a projected loss in 1970 of \$594,120, and it asserts it could have saved \$1,337,419 in 1969, in wages, supplies, and expenses directly attributable to these trains. Its quarterly report to the Commission for the second quarter of 1970, shows railway operating revenue of \$70,979,514, compared with revenue for the second quarter of 1969 of \$67,238,866. The cumulative revenue for the first 2 quarters of 1970 was \$136,023,505, and for 1969 was \$132,430,699. The 6-month cumulative figure for 1970 is \$16,840,080, and for 1969 was \$17,436,727. However, net railway operating income for the second quarter of 1970 was a deficit figure of \$3,339,821, compared with a 1969 deficit in the second quarter of \$1,950,468. Six-month deficits in this account were \$6,738,096 in 1970 and \$5,731,234 in 1969. The railroad's working capital is in an alarming deficit position and becoming worse; and cash attrition has brought its ready funds to a point considerably below its semimonthly payroll requirements.

We conclude, on the basis of this data, that the carrier's general financial condition is not sufficiently good to offset the losses incurred in operation of the subject trains and that continued operation thereof would have a serious adverse effect on the carrier's ability to provide passenger and freight service essential to the public interest.

We recognize that the Milwaukee system retains a substantial part of the revenues lost to these trains by the Post Office Department's transfer of mail traffic to other Milwaukee trains. And to the extent that traffic produces a profit, the railroad is in a better position than it might otherwise be to sustain its passenger train burdens. In fact, the carrier's general situation is bettered through the use of the more efficient means of transporting the mail. On the other hand, we must also recognize that the recent changed distribution methods of the Post Office and Railway Express Agency have caused a serious erosion in the Milwaukee's revenues from those sources. Once substantial, now no REA express traffic moves on the Milwaukee. And in 1969, the Milwaukee system lost almost \$1 million in mail revenues. Overall, we find nothing in the mail handling situation lending support to the retention of trains Nos. 1 and 4.

In view of the carrier's financial condition, the loss incurred in operation of the trains, and the net savings which would result from discontinuance of the trains, we conclude that continued

operation of the trains would constitute an undue burden on interstate commerce.

The evidence of past patronage and the testimony of the public witnesses show that the trains serve a degree of public need. But we cannot overlook the fact that about half the total number of passengers involves only the easternmost 90-mile segment of this 421-mile route. That is the segment between Chicago and Milwaukee, where (by any reasonable standard) there is an abundance of service by all modes including rail. The number of patrons utilizing the service west of Milwaukee does not begin to justify its continuance—either in terms of public use or of financial support. For through patrons, the alternate service by all modes is reasonably adequate.

As to the run between Milwaukee and Chicago, the patronage is hardly substantial and a large part of it is Glenview commuter traffic on the southernmost 17 miles. With this traffic distribution, the revenue contribution of the passengers could not justify retention of the trains in the Milwaukee-Chicago service only.

There is no indication that curtailed service, either in the form of shortening the route traveled to the Milwaukee-Chicago area, or in the form of less-than-daily service, would benefit either the railroad or the public.

We believe that the substantial losses resulting from the operation of these trains—from which losses there appears little chance of abatement—and the carrier's urgent need to achieve the savings attainable from the discontinuance of the trains are of dominating importance. The benefits accruing to the public from the continued operation of trains Nos. 1 and 4 are far overshadowed by the need in the public interest that the losses from such operation be ended.

Contentions of the parties as to fact or law not specifically discussed herein have been considered and found to be without material significance or not justified.

We find that operation by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company of passenger trains Nos. 1 and 4 between Chicago, Ill., and Minneapolis, Minn., is not required by the public convenience and necessity, and that continued operation of those trains would constitute an undue burden upon interstate commerce.

COMMISSIONER BROWN did not participate.

APPENDIX A

Chicago, Milwaukee, St. Paul and Pacific Railroad Company
Chicago-Milwaukee-St. Paul-Minneapolis

Miles from Chicago	Central Time				Miles from Chicago	Central Time			
	THE PIONEER Daily	THE PIONEER Daily	MORNING HIAMATHA Daily	THE PIONEER Daily		THE PIONEER Daily	THE PIONEER Daily	MORNING HIAMATHA Daily	THE PIONEER Daily
0	10:30	10:30	10:30	10:30	0	10:30	10:30	10:30	10:30
17	10:55	10:55	10:55	10:55	17	10:55	10:55	10:55	10:55
85	11:59	11:59	11:59	11:59	85	11:59	11:59	11:59	11:59
90	12:14	12:14	12:09	12:09	90	12:09	12:09	12:09	12:14
106					106				
113					113				
118					118				
131					131				
141					141				
150					150				
29					29				
36					36				
150					150				
151					151				
159					159				
164					164				
169					169				
178					178				
196					196				
203					203				
214					214				
221					221				
241					241				

Read up

Reference Notes

① Stops to leave or take revenue passengers locally from Glenview to Chicago. Consult suburban timetable for service between these stations.

② Stops to leave or take revenue passengers from Milwaukee or beyond. Does not carry passengers locally from Glenview to Chicago. Consult suburban timetable for service between these stations.

③ Stops to leave or take revenue passengers only.

④ Stops to leave or take revenue passengers only.

⑤ Stops to leave or take revenue passengers only.

⑥ Stops to leave or take revenue passengers only.

⑦ Stops to leave or take revenue passengers only.

⑧ Stops to leave or take revenue passengers only.

⑨ Stops to leave or take revenue passengers only.

⑩ Stops to leave or take revenue passengers only.

⑪ Stops to leave or take revenue passengers only.

⑫ Stops to leave or take revenue passengers only.

⑬ Stops to leave or take revenue passengers only.

⑭ Stops to leave or take revenue passengers only.

⑮ Stops to leave or take revenue passengers only.

⑯ Stops to leave or take revenue passengers only.

⑰ Stops to leave or take revenue passengers only.

⑱ Stops to leave or take revenue passengers only.

⑲ Stops to leave or take revenue passengers only.

⑳ Stops to leave or take revenue passengers only.

㉑ Stops to leave or take revenue passengers only.

㉒ Stops to leave or take revenue passengers only.

㉓ Stops to leave or take revenue passengers only.

㉔ Stops to leave or take revenue passengers only.

㉕ Stops to leave or take revenue passengers only.

㉖ Stops to leave or take revenue passengers only.

㉗ Stops to leave or take revenue passengers only.

㉘ Stops to leave or take revenue passengers only.

㉙ Stops to leave or take revenue passengers only.

㉚ Stops to leave or take revenue passengers only.

㉛ Stops to leave or take revenue passengers only.

㉜ Stops to leave or take revenue passengers only.

㉝ Stops to leave or take revenue passengers only.

㉞ Stops to leave or take revenue passengers only.

㉟ Stops to leave or take revenue passengers only.

㊱ Stops to leave or take revenue passengers only.

㊲ Stops to leave or take revenue passengers only.

㊳ Stops to leave or take revenue passengers only.

㊴ Stops to leave or take revenue passengers only.

㊵ Stops to leave or take revenue passengers only.

㊶ Stops to leave or take revenue passengers only.

㊷ Stops to leave or take revenue passengers only.

㊸ Stops to leave or take revenue passengers only.

㊹ Stops to leave or take revenue passengers only.

㊺ Stops to leave or take revenue passengers only.

㊻ Stops to leave or take revenue passengers only.

㊼ Stops to leave or take revenue passengers only.

㊽ Stops to leave or take revenue passengers only.

㊾ Stops to leave or take revenue passengers only.

㊿ Stops to leave or take revenue passengers only.

Chicago, Milwaukee, St. Paul and Pacific Railroad Company—Continued

Chicago-Milwaukee-St. Paul-Minneapolis

Read down

Read up

57 Daily		THE PIONEER LIMITED 1 Daily	MORNING HIAWATHA 5 Daily	Miles from Chgo.	TABLE 1 Central Time	MORNING HIAWATHA 6 Daily	THE FAST MAIL 56 Daily	THE PIONEER LIMITED 4 Daily
PM		AM	AM			PM	AM	AM
	3 23	3.03		227	Lv Camp Douglas <i>Union Station</i>	Lv		
				233	Lv Oakdale	Lv		
				240	Lv Tomah	Lv	11 01	① 2 45
				243	Lv Tunnel City O	Lv		
	3 44	3.23		250	Lv Camp McCoy	Lv		
				256	Lv Sparta	Lv	10 43	11.34
				263	Lv Rockland	Lv		
				266	Lv Bangor	Lv		
	4 10	3.48		271	Lv West Salem	Lv		
	4 20	3.55		281	Ar La Crosse (Duluth, Minn. See Table (A))	Lv	10 19	11.10
				291	Lv Dakota, Minn.	Ar	10 14	10.35
				308	Ar Winona (Rochester, Minn. See Table (B))	Lv	9 44	9.59
	4 55	4.30		314	Lv Minnesota City	Lv		1 12
				328	Lv Weaver	Lv		
				335	Lv Kellong	Lv		
	① 5 27	5.04		341	Lv Wahasha	Lv		① 12 32
	② 5 41	5.19		354	Lv Lake City	Lv		② 12 19
	6 03	5.42		371	Lv Red Wing	Lv		12 03
		6.05		391	Lv Hastings	Lv	8 46	9.01
	7 00	6.40		410	Ar St. Paul	Lv	8 05	8.39
		6.55		421	Lv Minneapolis <i>Union Station</i>	Ar	7 50	8.15
	8 00	7.20			<i>Milwaukee Road Station</i>	Lv	7 30	7.47
	AM	PM				AM	PM	PM

NOTE 1

GLENVIEW-EVANSTON
Connecting bus service between Glenview and Evanston via GLENVIEW BUS CO., Inc.

GLENVIEW-O'HARE INTERNATIONAL AIRPORT

Cab service Glenview and O'Hare International Airport via The Glenview Cab Co.

338 I.C.C.

INTERSTATE COMMERCE COMMISSION REPORTS

Chicago, Milwaukee, St. Paul and Pacific Railroad Company—Continued

Chicago Milwaukee St. Paul Minneapolis

EQUIPMENT

All cars are air-conditioned. Super Dome Cars open to all passengers. No additional charge.

No. 1 and No. 4 THE PIONEER LIMITED

Between Chicago and St. Paul-Minneapolis

Streamlined Sleeping Cars
Dunler Roomettes, Roomettes and Double Bedrooms

Dining Car Service
A la carte or club breakfast
Buffet Service and Beverages

Reclining Seat Lounge Coaches

NOTE: Sleeping Cars ready for occupancy in Chicago at 9:30 pm.
Coaches 10:00 pm
Sleeping Cars ready for occupancy in Minneapolis at 9:30 pm.
Coaches 10:20 pm

Source: C. M. St. P. & P. R.R. Public Timetable, eff. Feb. 1, 1970.

No. 5 and No. 6 THE MORNING HIAWATHA

Between Chicago and St. Paul-Minneapolis

Drawing Room Parlor Car
Buffeteria Dining Car (Economy Meals)
Super Dome Car with Cafe Lounge (Beverage Service)
Reclining Seat Lounge Coaches

Connecting Bus between Columbia and Madison

No. 56

Minneapolis-St. Paul to Chicago

Reclining Seat Lounge Coaches

338 I.C.C.

CHICAGO I B.T. P. & P. R. CO. DISCONTINUANCE OF TRAINS 111

APPENDIX B

Population of communities served by trains Nos. 1 and 4 between Chicago, Ill., and Minneapolis, Minn.

Community	Population		Rail miles between
	1960 Census	Estimated ¹	
<i>Illinois</i>			
Chicago	3,550,404	3,469,000	17
Glenshaw	18,132	25,000	65
<i>Wisconsin</i>			
Milwaukee	741,324	750,000	33
Oconomowoc	6,682	8,400	13
Watertown	15,943	14,200	19
Columbus	3,467	-----	28
Portage	7,822	-----	17
Wisconsin Dells	2,105	-----	26
New Lisbon	1,337	-----	19
Tomah	5,321	-----	16
Sparta	6,050	-----	25
La Crosse	45,575	47,500	27
<i>Minnesota</i>			
Winona	25,000	-----	33
Wabasha	2,500	-----	13
Lake City	3,494	-----	17
Red Wing	10,500	-----	39
St. Paul	313,411	300,000	11
Minneapolis	482,872	440,000	-----

Source: 1960 Population figures from U. S. Department of Commerce Bureau of Census—final population counts—1960
 U. S. Department of Commerce—Bureau of Census Preliminary counts—1960 Census of population

Notes: ¹—January 1, 1969 estimates

APPENDIX C

Chicago, Milwaukee, St. Paul and Pacific Railroad Company

SUMMARY OF OTHER COMMON CARRIER PASSENGER SERVICE RENDERED POINTS SERVED BY TRAINS NOS. 1 AND 4 OR AVAILABLE IN IMMEDIATE TERRITORY

Points served by trains Nos. 1-4 (Miles between points)	Other passenger transportation services
Chicago, (17)	C. M. St.P. & P. RR C. M. St.P. & P. RR C. M. St.P. & P. RR C. B. & Q. RR C. & N. W. RY Greyhound Lines Air Wisconsin Eastern Airlines North Central Airlines Northwest Airlines United Air Lines Mississippi Valley Airways

338 I.C.C.

SUMMARY OF OTHER COMMON CARRIER PASSENGER SERVICE RENDERED POINTS SERVED BY TRAINS NOS. 1 AND 4 OR AVAILABLE IN IMMEDIATE TERRITORY—Continued

Points served by trains Nos. 1-4 (Miles between points)	Other passenger transportation services
Glenshaw, (68)	C. M. St.P. & P. RR C. M. St.P. & P. RR C. M. St.P. & P. RR C. M. St.P. & P. RR C. M. St.P. & P. RR C. & N. W. RY Greyhound Lines Wisconsin Coach Lines, Inc. Air Wisconsin Eastern Airlines North Central Airlines Northwest Airlines United Air Lines Mississippi Valley Airways
Milwaukee, (33)	C. M. St.P. & P. RR C. M. St.P. & P. RR C. M. St.P. & P. RR C. M. St.P. & P. RR C. & N. W. RY Greyhound Lines Wisconsin Coach Lines, Inc. Air Wisconsin Eastern Airlines North Central Airlines Northwest Airlines United Air Lines Mississippi Valley Airways
Oconomowoc, (13)	C. M. St.P. & P. RR C. M. St.P. & P. RR Greyhound Lines Wisconsin Coach Lines, Inc. C. M. St.P. & P. RR C. M. St.P. & P. RR
Watertown, (19)	C. M. St.P. & P. RR C. M. St.P. & P. RR Greyhound Lines Wisconsin Coach Lines, Inc. C. M. St.P. & P. RR
Columbus, (28)	C. M. St.P. & P. RR Greyhound Lines C. M. St.P. & P. RR
Portage, (17)	Greyhound Lines C. M. St.P. & P. RR
Wis. Dells, (26)	Greyhound Lines C. M. St.P. & P. RR
New Lisbon, (19)	Greyhound Lines C. M. St.P. & P. RR
Tomah, (16)	Greyhound Lines Hiawatha Coaches C. M. St.P. & P. RR
Sparta, (25)	Greyhound Lines Hiawatha Coaches C. M. St.P. & P. RR
La Crosse, (27)	C. B. & Q. RR (at N. La Crosse) Greyhound Lines Hiawatha Coaches, Inc. North Central Airlines Mississippi Valley Airways
Winona, (33)	C. M. St.P. & P. RR C. B. & Q. RR (at Winona Jct.) Greyhound Lines Mississippi Valley Airways
Wabasha, (30)	C. M. St.P. & P. RR Greyhound Lines
Lake City, (17)	C. M. St.P. & P. RR Greyhound Lines
Red Wing, (39)	C. M. St.P. & P. RR Greyhound Lines

338 I.C.C.

SUMMARY OF OTHER COMMON CARRIER PASSENGER SERVICE RENDERED, POINTS SERVED BY TRAINS NOS. 1 AND 4 OR AVAILABLE IN IMMEDIATE TERRITORY - Continued

Points served by trains Nos. 1-4 (Miles between points)	Other passenger transportation services
St. Paul, (11)	C. M. St. P. & P. RR C. B. & Q. RR Greyhound Lines Air Wisconsin Eastern Airlines North Central Airlines Northwest Airlines United Air Lines C. M. St. P. & P. RR C. B. & Q. RR Greyhound Lines Air Wisconsin Eastern Airlines North Central Airlines Northwest Airlines United Air Lines Mississippi Valley Airways

388 I.C.C.

Statements showing points between which passenger service was discontinued in trains Nos. 1 and 4 between Chicago, Ill., and Minneapolis, Minn., for the 4-month period January 1910 to April 1909, inclusive.

Line no.	From	To	C-Coach Train miles	FC-First run	Class	Total & Average months per trip
1	Beyond Chicago, Ill.	Minneapolis, Minn.	85	1	C	0.1
2	Chicago, Ill.	Chicago, Ill.	150	2	C	1
3	Chicago, Ill.	Chicago, Ill.	240	2	C	2
4	Chicago, Ill.	Chicago, Ill.	141	77	FC	990
5	Minneapolis, Minn.	Minneapolis, Minn.	85	723	FC	2,412
6	Minneapolis, Minn.	Minneapolis, Minn.	3	3	FC	5
7	Minneapolis, Minn.	Minneapolis, Minn.	116	15	C	0.5
8	Minneapolis, Minn.	Minneapolis, Minn.	131	6	C	0.5
9	Minneapolis, Minn.	Minneapolis, Minn.	150	33	C	0.8
10	Minneapolis, Minn.	Minneapolis, Minn.	178	33	FC	128
11	Minneapolis, Minn.	Minneapolis, Minn.	1	1	FC	1
12	Minneapolis, Minn.	Minneapolis, Minn.	195	87	C	134
13	Minneapolis, Minn.	Minneapolis, Minn.	227	14	C	73
14	Minneapolis, Minn.	Minneapolis, Minn.	240	16	C	74
15	Minneapolis, Minn.	Minneapolis, Minn.	256	5	C	22
16	Minneapolis, Minn.	Minneapolis, Minn.	256	3	FC	3
17	Minneapolis, Minn.	Minneapolis, Minn.	291	34	C	295
18	Minneapolis, Minn.	Minneapolis, Minn.	2	1	FC	5
19	Minneapolis, Minn.	Minneapolis, Minn.	308	83	C	225
20	Minneapolis, Minn.	Minneapolis, Minn.	341	2	FC	10
21	Minneapolis, Minn.	Minneapolis, Minn.	341	2	C	0.1
22	Minneapolis, Minn.	Minneapolis, Minn.	354	1	FC	0.1
23	Minneapolis, Minn.	Minneapolis, Minn.	354	5	C	0.4
24	Minneapolis, Minn.	Minneapolis, Minn.	371	18	C	0.1
25	Minneapolis, Minn.	Minneapolis, Minn.	371	13	FC	3
26	Minneapolis, Minn.	Minneapolis, Minn.	392	4	FC	13
27	Minneapolis, Minn.	Minneapolis, Minn.	392	130	C	713
28	Minneapolis, Minn.	Minneapolis, Minn.	410	115	C	5.9
29	Minneapolis, Minn.	Minneapolis, Minn.	421	23	FC	2.5
30	Minneapolis, Minn.	Minneapolis, Minn.	421	233	C	9.8
31	Minneapolis, Minn.	Minneapolis, Minn.	421	298	FC	1,180
32	Minneapolis, Minn.	Minneapolis, Minn.	442	141	C	4.0
33	Minneapolis, Minn.	Minneapolis, Minn.	442	141	FC	4.0
34	Minneapolis, Minn.	Minneapolis, Minn.	459	95	C	3.2
35	Minneapolis, Minn.	Minneapolis, Minn.	459	111	FC	3.2
36	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
37	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
38	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
39	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
40	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
41	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
42	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
43	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
44	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
45	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
46	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
47	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
48	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
49	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
50	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
51	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
52	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
53	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
54	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
55	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
56	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
57	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
58	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
59	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
60	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
61	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
62	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
63	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
64	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
65	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
66	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
67	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
68	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
69	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
70	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
71	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
72	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
73	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
74	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
75	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
76	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
77	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
78	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
79	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
80	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
81	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
82	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
83	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
84	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
85	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
86	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
87	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
88	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
89	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
90	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
91	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
92	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
93	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
94	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
95	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
96	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
97	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
98	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0
99	Minneapolis, Minn.	Minneapolis, Minn.	459	142	FC	4.0
100	Minneapolis, Minn.	Minneapolis, Minn.	459	142	C	4.0

388 I.C.C.

Statement showing points between which passengers were carried on train No. 1, operating daily between Chicago, Ill., and Minneapolis, Minn., for the 4-month period January 1970 to April 1970, inclusive-Continued

Line no.	From-	To-	C-Coach FC-First Class	Train run miles	January	February	March	April	Total 4 months	Average per trip
45	Glenview, Ill.-Cont.	Red Wing, Minn.	FC	350	1				1	
46		St. Paul, Minn.	FC	393	42	23	69	27	161	1.3
47		do	FC	do	10	11	13	12	46	0.4
48		Minneapolis, Minn.	C	404	55	27	52	87	221	1.9
49		do	FC	do	24	20	34	28	106	0.9
50	Milwaukee, Wis.	Oconomowoc, Wis.	C	31	7	9	9	5	30	0.3
51		do	FC	do	1				1	
52		Watertown, Wis.	C	46	25	15	21	20	81	0.7
53		Columbus, Wis.	do	55	15	12	8	15	50	0.4
54		Portage, Wis.	do	93	37	21	36	21	115	1.0
55		Wisconsin Dells, Wis.	do	110	9	8	10	2	29	0.3
56		Mauston, Wis.	do	129			1		1	
57		New Lisbon, Wis.	do	136	17	18	29	2	61	0.5
58		Tomah, Wis.	do	155	11	18	11	12	52	0.4
59		Sparta, Wis.	do	171	16	14	21	17	68	0.6
60		La Crosse, Wis.	do	196	175	117	153	127	573	4.8
61		Winona, Minn.	do	223	13	39	49	26	147	1.2
62		Wabasha, Minn.	do	256	6	1	7		12	0.1
63		Lake City, Minn.	do	263		2	1		3	
64		Red Wing, Minn.	do	285	2	6	7	13	28	0.2
65		do	FC	do	1				1	
66		St. Paul, Minn.	C	325	215	125	186	135	661	5.5
67		do	FC	do	9	8	13	7	37	0.3
68		Minneapolis, Minn.	C	336	100	71	128	76	375	3.1
69		do	FC	do	14	9	22	6	51	0.4
70	Oconomowoc, Wis.	Watertown, Wis.	C	13	2	1		1	4	
71		New Lisbon, Wis.	do	103					1	
72		Sparta, Wis.	do	138	1				1	
73		Lake City, Wis.	do	153	1			2	3	
74		Wabasha, Minn.	do	223				2	2	
75		St. Paul, Minn.	do	292	4	5	9	3	22	0.2
76		do	FC	do	1				1	
77		Minneapolis, Minn.	C	303	1	3			4	0.1
78	Watertown, Wis.	Portage, Wis.	do	47	2			4	6	
79		Wisconsin Dells, Wis.	do	64		1			1	
80		La Crosse, Wis.	do	150	3	2	1	1	7	0.1
81		Winona, Minn.	do	177	1		1		2	
82		Red Wing, Minn.	do	240		2			2	
83		St. Paul, Minn.	do	279	8	7	11	28	54	0.5
84		do	FC	do	279				1	
85		Minneapolis, Minn.	C	290	7	3	3	1	14	0.1
86	Columbus, Wis.	Portage, Wis.	do	28	3				3	
87		New Lisbon, Wis.	do	71				1	1	
88		Tomah, Wis.	do	37					1	

338 I.C.C.

Statement showing points between which passengers were carried on train No. 1, operating daily between Chicago, Ill., and Minneapolis, Minn., for the 4-month period January 1970 to April 1970, inclusive-Continued

Line no.	From-	To-	C-Coach FC-First Class	Train run miles	January	February	March	April	Total 4 months	Average per trip
89	Columbus, Wis.-Cont.	La Crosse, Wis.	C	131		1	7	1	4	0.1
90		Winona, Minn.	do	158	1		1		2	
91		St. Paul, Minn.	do	240	3	1	6	6	16	0.1
92		Minneapolis, Minn.	do	271	1		1	6	8	0.1
93		do	FC	do				2	2	
94	Portage, Wis.	New Lisbon, Wis.	C	43		1			1	
95		Tomah, Wis.	do	52			2	2	4	0.1
96		Sparta, Wis.	do	78	1				1	
97		La Crosse, Wis.	do	103	6	1		5	12	0.1
98		Winona, Minn.	do	130		1	1		2	0.1
99		St. Paul, Minn.	do	232	13	5	12	5	35	0.1
100		Minneapolis, Minn.	do	243	4	3	3	2	12	0.1
101	Wisconsin Dells, Wis.	La Crosse, Wis.	do	86				2	2	
102		Winona, Minn.	do	113			1		1	
103		St. Paul, Minn.	do	215			2	3	5	0.1
104		Minneapolis, Minn.	do	226				2	2	
105	New Lisbon, Wis.	La Crosse, Wis.	do	60	4		1	2	7	0.1
106		Winona, Minn.	do	87	2		1		3	
107		St. Paul, Minn.	do	189	2		3	7	12	0.1
108		Minneapolis, Minn.	do	200	3		1	2	6	0.1
109	Tomah, Wis.	La Crosse, Wis.	do	41		1			1	
110		St. Paul, Minn.	do	170	2				2	
111		Minneapolis, Minn.	do	181		1		3	4	0.1
112	Sparta, Wis.	St. Paul, Minn.	do	154	1	1	6	2	10	0.1
113		Minneapolis, Minn.	do	145	4	2	2	1	9	0.1
114	La Crosse, Wis.	Winona, Minn.	do	27	1	1	1		3	
115		Red Wing, Minn.	do	90	2		6	10	18	0.3
116		St. Paul, Minn.	do	174	5	14	19	24	62	0.7
117		Minneapolis, Minn.	do	140			2	1	3	
118	Winona, Minn.	Wabasha, Minn.	do	38				5	5	0.1
119		Red Wing, Minn.	do	63	1	2			3	
120		St. Paul, Minn.	do	102	47	45	44	39	175	1.4
121		Minneapolis, Minn.	do	113	67	52	44	83	246	1.9
122		do	FC	do		1	3		4	0.1
123	Wabasha, Minn.	St. Paul, Minn.	C	69	2	1	3	4	10	0.1
124		do	FC	do	1	2			3	
125	Lake City, Minn.	Red Wing, Minn.	do	17		3	11	13	27	0.2
126		St. Paul, Minn.	do	54	4	3	3	4	14	0.1
127		Minneapolis, Minn.	do	67	5	1	2	2	10	0.1
128	Red Wing, Minn.	St. Paul, Minn.	do	39	53	56	63	40	222	1.9
129		Minneapolis, Minn.	do	50	45	30	30	40	145	1.2
130	St. Paul, Minn.	do	FC	do	11	3	1	2	6	
131	Total coach				2,861	2,148	2,649	2,940	10,598	88.1
132	Total first class				238	213	303	323	1,077	9.0
133	Total				3,099	2,361	2,952	3,263	11,675	97.3
134	Number of trips				31	28	31	30	120	
135	Average per trip				100.0	84.3	95.2	108.8	97.1	

338 I.C.C.

494-952 O-74-9

Statement showing points between which passengers were carried on train No. 1, operating daily between Chicago, Ill., and Minneapolis, Minn., for the 4-month period January 1970 to April 1970, inclusive-Continued

Line no.	January	February	March	April	Total months	Average per trip
136	Summary of passengers from:					
137		2	8		10	0.1
138	1,758	1,330	1,542	2,061	6,691	55.8
139	303	250	394	365	1,312	10.9
140	688	493	712	484	2,377	19.8
141		11	9	8	28	0.3
142	21	15	16	35	67	0.7
143	9	2	10	16	37	0.3
144	24	12	18	15	69	0.6
145			3	7	10	0.1
146	17	1	7	11	36	0.3
147	2	2		3	7	0.1
148	5	3	8	2	18	0.2
149	32	28	27	39	126	1.0
150	115	100	93	108	416	3.5
151	3	3	3	8	17	0.1
152	9	7	16	19	51	0.4
153	98	96	93	80	367	3.1
154	3		1	2	6	
155	3,090	2,361	2,952	3,263	11,675	97.3
156	Summary of passengers to:					
157	141	77	91	81	390	3.3
158	795	633	680	713	2,821	23.5
159	35	25	17	17	94	0.8
160	55	25	36	28	144	1.2
161	43	48	20	32	152	1.3
162	82	47	68	78	275	2.3
163	115	39	75	16	190	1.6
164	27	39	57	26	149	1.2
165			1		1	
166	35	24	25	15	99	0.8
167	24	15	28	34	105	0.8
168	257	171	307	262	997	8.3
169	154	142	157	120	573	4.8
170	6	3	11	3	23	0.2
171	1	7	2	1	11	0.1
172	20	31	43	48	151	1.3
173		1	1	1	3	
174	588	464	638	801	2,531	21.1
175	212	571	736	967	2,586	24.7
176						

338 I.C.C.

Statement showing points between which passengers were carried on train No. 4 operating daily between Minneapolis, Minn., and Chicago, Ill., for the 4-month period January 1970 to April 1970, inclusive

Line no.	January	February	March	April	Total months	Average per trip
177	1,000	1,000	1,000	1,000	4,000	100.0
178	500	500	500	500	2,000	50.0
179	250	250	250	250	1,000	25.0
180	125	125	125	125	500	12.5
181	62	62	62	62	250	6.2
182	31	31	31	31	125	3.1
183	15	15	15	15	62	1.5
184	7	7	7	7	31	0.7
185	3	3	3	3	15	0.3
186	1	1	1	1	7	0.1
187	1,000	1,000	1,000	1,000	4,000	100.0
188	500	500	500	500	2,000	50.0
189	250	250	250	250	1,000	25.0
190	125	125	125	125	500	12.5
191	62	62	62	62	250	6.2
192	31	31	31	31	125	3.1
193	15	15	15	15	62	1.5
194	7	7	7	7	31	0.7
195	3	3	3	3	15	0.3
196	1	1	1	1	7	0.1
197	1,000	1,000	1,000	1,000	4,000	100.0
198	500	500	500	500	2,000	50.0
199	250	250	250	250	1,000	25.0
200	125	125	125	125	500	12.5
201	62	62	62	62	250	6.2
202	31	31	31	31	125	3.1
203	15	15	15	15	62	1.5
204	7	7	7	7	31	0.7
205	3	3	3	3	15	0.3
206	1	1	1	1	7	0.1
207	1,000	1,000	1,000	1,000	4,000	100.0
208	500	500	500	500	2,000	50.0
209	250	250	250	250	1,000	25.0
210	125	125	125	125	500	12.5
211	62	62	62	62	250	6.2
212	31	31	31	31	125	3.1
213	15	15	15	15	62	1.5
214	7	7	7	7	31	0.7
215	3	3	3	3	15	0.3
216	1	1	1	1	7	0.1
217	1,000	1,000	1,000	1,000	4,000	100.0
218	500	500	500	500	2,000	50.0
219	250	250	250	250	1,000	25.0
220	125	125	125	125	500	12.5
221	62	62	62	62	250	6.2
222	31	31	31	31	125	3.1
223	15	15	15	15	62	1.5
224	7	7	7	7	31	0.7
225	3	3	3	3	15	0.3
226	1	1	1	1	7	0.1
227	1,000	1,000	1,000	1,000	4,000	100.0
228	500	500	500	500	2,000	50.0
229	250	250	250	250	1,000	25.0
230	125	125	125	125	500	12.5
231	62	62	62	62	250	6.2
232	31	31	31	31	125	3.1
233	15	15	15	15	62	1.5
234	7	7	7	7	31	0.7
235	3	3	3	3	15	0.3
236	1	1	1	1	7	0.1
237	1,000	1,000	1,000	1,000	4,000	100.0
238	500	500	500	500	2,000	50.0
239	250	250	250	250	1,000	25.0
240	125	125	125	125	500	12.5
241	62	62	62	62	250	6.2
242	31	31	31	31	125	3.1
243	15	15	15	15	62	1.5
244	7	7	7	7	31	0.7
245	3	3	3	3	15	0.3
246	1	1	1	1	7	0.1
247	1,000	1,000	1,000	1,000	4,000	100.0
248	500	500	500	500	2,000	50.0
249	250	250	250	250	1,000	25.0
250	125	125	125	125	500	12.5
251	62	62	62	62	250	6.2
252	31	31	31	31	125	3.1
253	15	15	15	15	62	1.5
254	7	7	7	7	31	0.7
255	3	3	3	3	15	0.3
256	1	1	1	1	7	0.1
257	1,000	1,000	1,000	1,000	4,000	100.0
258	500	500	500	500	2,000	50.0
259	250	250	250	250	1,000	25.0
260	125	125	125	125	500	12.5
261	62	62	62	62	250	6.2
262	31	31	31	31	125	3.1
263	15	15	15	15	62	1.5
264	7	7	7	7	31	0.7
265	3	3	3	3	15	0.3
266	1	1	1	1	7	0.1
267	1,000	1,000	1,000	1,000	4,000	100.0
268	500	500	500	500	2,000	50.0
269	250	250	250	250	1,000	25.0
270	125	125	125	125	500	12.5
271	62	62	62	62	250	6.2
272	31	31	31	31	125	3.1
273	15	15	15	15	62	1.5
274	7	7	7	7	31	0.7
275	3	3	3	3	15	0.3
276	1	1	1	1	7	0.1
277	1,000	1,000	1,000	1,000	4,000	100.0
278	500	500	500	500	2,000	50.0
279	250	250	250	250	1,000	25.0
280	125	125	125	125	500	12.5
281	62	62	62	62	250	6.2
282	31	31	31	31	125	3.1
283	15	15	15	15	62	1.5
284	7	7	7	7	31	0.7
285	3	3	3	3	15	0.3
286	1	1	1	1	7	0.1
287	1,000	1,000	1,000	1,000	4,000	100.0
288	500	500	500	500	2,000	50.0
289	250	250	250	250	1,000	25.0
290	125	125	125	125	500	12.5
291	62	62	62	62	250	6.2
292	31	31	31	31	125	3.1
293	15	15	15	15	62	1.5
294	7	7	7	7	31	0.7
295	3	3	3	3	15	0.3
296	1	1	1	1	7	0.1
297	1,000	1,000	1,000	1,000	4,000	100.0
298	500	500	500	500	2,000	50.0
299	250	250	250	250	1,000	25.0
300	125	125	125	125	500	12.5
301	62	62	62	62	250	6.2
302	31	31	31	31	125	3.1
303	15	15	15	15	62	1.5
304	7	7	7	7	31	0.7
305	3	3	3	3	15	0.3
306	1	1	1	1	7	0.1
307	1,000	1,000	1,000	1,000	4,000	100.0
308	500	500	500	500	2,000	50.0
309	250	250	250	250	1,000	25.0
310	125	125	125	125	500	12.5
311	62	62	62	62	250	6.2
312	31	31	31	31		

INTERSTATE COMMERCE COMMISSION REPORTS

Statement showing points between which passengers were carried on train No. 4 operating daily between Minneapolis, Minn., and Chicago, Ill., for the 4-month period January 1970 to April 1970, inclusive. - Con.

Line No.	From	To	Class	Month				Total	Average per trip
				January	February	March	April		
55	Lake City, Minn.	Milwaukee, Wis.	C	1	1	1	1	4	0.1
56	Chicago, Ill.	Chicago, Ill.	FC	137	137	137	137	548	1.1
58	Wabasha, Minn.	Wabasha, Minn.	FC	354	354	354	354	1416	2.8
59	Chicago, Ill.	Chicago, Ill.	FC	53	53	53	53	212	0.4
60	La Crosse, Wis.	La Crosse, Wis.	FC	60	60	60	60	240	0.5
61	Chicago, Ill.	Chicago, Ill.	FC	258	258	258	258	1032	2.1
62	Chicago, Ill.	Chicago, Ill.	FC	28	28	28	28	112	0.2
63	Minona, Minn.	Minona, Minn.	FC	150	150	150	150	600	1.2
64	Portage, Wis.	Portage, Wis.	FC	11	11	11	11	44	0.1
65	Chicago, Ill.	Chicago, Ill.	FC	12	12	12	12	48	0.1
66	Chicago, Ill.	Chicago, Ill.	FC	273	273	273	273	1092	2.2
67	Chicago, Ill.	Chicago, Ill.	FC	281	281	281	281	1124	2.3
68	Chicago, Ill.	Chicago, Ill.	FC	248	248	248	248	992	2.0
69	Chicago, Ill.	Chicago, Ill.	FC	41	41	41	41	164	0.3
70	La Crosse, Wis.	La Crosse, Wis.	FC	4	4	4	4	16	0.0
71	Tomah, Wis.	Tomah, Wis.	FC	6	6	6	6	24	0.0
72	New Lisbon, Wis.	New Lisbon, Wis.	FC	1	1	1	1	4	0.0
73	Chicago, Ill.	Chicago, Ill.	FC	150	150	150	150	600	1.2
74	Chicago, Ill.	Chicago, Ill.	FC	163	163	163	163	652	1.3
75	Chicago, Ill.	Chicago, Ill.	FC	198	198	198	198	792	1.6
76	Chicago, Ill.	Chicago, Ill.	FC	10	10	10	10	40	0.1
77	Chicago, Ill.	Chicago, Ill.	FC	13	13	13	13	52	0.1
78	Chicago, Ill.	Chicago, Ill.	FC	281	281	281	281	1124	2.3
79	Chicago, Ill.	Chicago, Ill.	FC	24	24	24	24	96	0.2
80	Sparta, Wis.	Sparta, Wis.	FC	2	2	2	2	8	0.0
81	Wisconsin Dells, Wis.	Wisconsin Dells, Wis.	FC	15	15	15	15	60	0.1
82	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
83	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
84	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
85	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
86	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
87	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
88	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
89	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
90	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
91	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
92	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
93	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
94	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
95	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
96	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
97	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
98	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
99	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
100	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
101	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
102	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
103	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
104	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
105	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
106	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
107	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1
108	Chicago, Ill.	Chicago, Ill.	FC	15	15	15	15	60	0.1

Appendix F

Statement showing points between which passengers were carried on train No. 4 operating daily between Minneapolis, Minn., and Chicago, Ill., for the 4-month period January 1970 to April 1970, inclusive. - Con.

Line No.	January	February	March	April	Total 4 months	Average per trip
109	Summary of passengers from:					
110	580	554	702	883	2,719	22.7
111	394	393	406	552	1,745	14.5
112					7	0.1
113	17	34	30	36	117	1.0
114	1				1	0.0
115	14	3	9	6	32	0.3
116	40	33	44	46	163	1.4
117	83	84	205	63	435	3.6
118		2			2	0.0
119	4	5	3	1	13	0.1
120	28	12	18	16	74	0.6
121	4	4	6	3	17	0.1
122					24	0.2
123					7	0.1
124	27	21	31	23	102	0.9
125	754	662	775	715	2,906	24.2
126	1,950	1,855	2,267	2,348	8,420	70.2
127	3,020	3,071	4,539	4,712	16,851	140.4
128	Summary of passengers to:					
129	5	3	10	3	21	0.2
130	35	30	37	30	132	1.1
131	5	35	7	5	52	0.4
132	11	8	11	3	33	0.3
133	70	75	79	112	336	2.8
134	31	9	16	28	84	0.7
135	1				1	0.0
136	7				7	0.1
137					3	0.0
138	2	1	3	8	14	0.1
139	1				1	0.0
140					5	0.0
141	8	5	8	7	28	0.2
142	316	235	417	313	1,281	10.7
143	115	126	176	147	564	4.7
144	3,322	3,141	3,755	4,041	14,259	118.8
145	3,920	3,671	4,539	4,712	16,851	140.4

F. D. No. 26145

APPENDIX F

Revenue passenger statistics for trains Nos. 1 and 4, daily between Chicago and Minneapolis for the years 1968, 1969, and January 1 to April 30, 1970 aggregates

Period	One-way train trips			Train-miles			Passengers			Passenger revenue			Passenger-miles		
	Year 1968	Year 1969	Jan.-Apr. 1970	Year 1968	Year 1969	Jan.-Apr. 1970	Year 1968	Year 1969	Jan.-Apr. 1970	Year 1968	Year 1969	Jan.-Apr. 1970	Year 1968	Year 1969	Jan.-Apr. 1970
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
January-----	62	62	62	26,102	26,102	26,102	8,535	8,705	7,028	\$46,588	\$50,985	\$40,664	1,657,398	1,669,006	1,136,801
February-----	58	56	56	24,418	23,576	23,576	7,268	6,773	6,032	36,123	37,237	35,437	1,259,677	1,131,109	971,702
March-----	62	62	62	26,102	26,102	26,102	7,550	7,462	7,491	37,504	39,637	45,586	1,309,892	1,287,800	1,258,492
April-----	60	45 ¹	60	25,260	18,945	25,260	8,450	5,182	7,975	43,315	32,937	52,300	1,567,533	1,100,696	1,498,935
May-----	62	62	--	26,102	26,102	-----	7,501	7,441	-----	38,290	42,180	-----	1,309,850	1,386,086	-----
June-----	60	60	--	25,260	25,260	-----	8,764	8,103	-----	46,776	45,556	-----	1,685,133	1,466,256	-----
July-----	62	62	--	26,102	26,102	-----	9,070	8,493	-----	48,158	48,631	-----	1,708,408	1,627,896	-----
August-----	62	62	--	26,102	26,102	-----	9,606	8,773	-----	57,737	53,209	-----	1,923,961	1,771,995	-----
September-----	60	60	--	25,260	25,260	-----	6,864	6,941	-----	37,716	35,258	-----	1,142,075	1,092,740	-----
October-----	62	62	--	26,102	26,102	-----	7,131	6,891	-----	37,216	38,162	-----	1,126,273	1,076,737	-----
November-----	60	60	--	25,260	25,260	-----	7,857	7,639	-----	45,310	42,166	-----	1,436,563	1,293,716	-----
December-----	62	62	--	26,102	26,102	-----	9,063	8,143	-----	59,296	50,730	-----	1,847,029	1,505,600	-----
Total-----	732	715	240	308,172	301,015	301,000	97,657	90,546	28,526	534,029	516,746	173,987	17,972,882	16,420,537	9,865,970

¹Flood conditions April 12 to 26, 1969.

338 I.C.C.

APPENDIX G

Statement showing points between which passengers were carried on train No. 1 operating daily between Chicago, Ill., and Minneapolis, Minn., for the 8-month period January 1970 to May 1972, inclusive

Line No.	From	To	Coach FC-First class	Train run miles	January	February	March	April	May	Total 5 months	Average per month
1	Beyond Chicago, Ill.	Milwaukee, Wis.	C	85	-----	7	-----	-----	-----	7	0.1
2	-----	Watertown, Wis.	-do-	131	-----	-----	-----	-----	7	2	-----
3	-----	Columbus, Wis.	-do-	150	-----	-----	-----	-----	-----	1	-----
4	-----	Tomah, Wis.	-do-	200	-----	-----	-----	-----	-----	2	-----
5	-----	Minneapolis, Minn.	-do-	421	-----	-----	-----	-----	2	2	-----
6	Chicago, Ill.	Glenview, Ill.	-do-	17	141	77	92	81	86	450	90
7	-----	Milwaukee, Wis.	-do-	85	723	501	563	580	548	2,935	260
8	-----	-----	-do-	-----	3	-----	-----	-----	2	3	0.6
9	-----	Oconomowoc, Wis.	C	118	23	15	6	10	7	61	0.5
10	-----	Watertown, Wis.	-do-	131	27	6	15	6	15	69	0.5
11	-----	Columbus, Wis.	-do-	150	22	3	20	12	25	117	0.8
12	-----	Portage, Wis.	-do-	178	33	23	25	42	36	164	1.1
13	-----	-----	-do-	-----	1	-----	-----	-----	-----	1	-----
14	-----	Wisconsin Dells, Wis.	C	195	87	21	16	13	36	171	1.1
15	-----	New Lisbon, Wis.	-do-	223	14	16	23	19	20	92	0.6
16	-----	Tomah, Wis.	-do-	200	16	5	12	3	10	46	0.3
17	-----	Sparta, Wis.	-do-	254	5	1	3	11	14	36	0.2
18	-----	-----	-do-	-----	-----	-----	-----	-----	-----	-----	-----
19	-----	La Crosse, Wis.	C	281	80	34	128	93	102	437	2.9
20	-----	-----	-do-	-----	2	1	1	1	3	8	0.1
21	-----	Winona, Minn.	C	308	81	63	26	55	60	225	1.8
22	-----	-----	-do-	-----	1	2	4	3	2	12	0.1
23	-----	Mahasha, Minn.	C	301	2	1	-----	-----	2	5	-----
24	-----	-----	-do-	-----	-----	-----	2	-----	-----	2	-----
25	-----	Lake City, Minn.	C	354	1	5	1	-----	-----	7	0.1
26	-----	Red Wing, Minn.	-do-	371	18	13	13	4	13	65	0.9
27	-----	-----	-do-	-----	4	-----	6	1	1	14	0.1
28	-----	-----	-do-	-----	-----	-----	1	1	-----	2	-----
29	-----	Hastings, Minn.	-do-	391	-----	1	1	1	-----	3	-----
30	-----	St. Paul, Minn.	C	410	115	76	110	102	713	1,429	9.9
31	-----	-----	-do-	-----	51	25	50	112	117	343	2.7
32	-----	-----	-do-	-----	119	4	1	-----	-----	124	1.0
33	-----	Minneapolis, Minn.	C	421	233	200	260	450	606	1,249	11.8
34	-----	-----	-do-	-----	135	88	101	102	103	429	3.3
35	Glenview, Ill.	Milwaukee, Wis.	C	68	69	95	111	122	60	466	3.1
36	-----	Oconomowoc, Wis.	-do-	110	4	1	2	-----	1	10	0.1
37	-----	Watertown, Wis.	-do-	131	1	-----	-----	-----	-----	5	-----
38	-----	Columbus, Wis.	-do-	150	6	2	1	-----	-----	9	0.1
39	-----	Portage, Wis.	-do-	178	6	3	7	6	1	23	0.2
40	-----	Wisconsin Dells, Wis.	-do-	195	19	4	1	2	3	29	0.2
41	-----	New Lisbon, Wis.	-do-	200	1	3	5	3	8	25	0.1
42	-----	Tomah, Wis.	-do-	223	5	1	-----	-----	-----	9	0.1
43	-----	Sparta, Wis.	-do-	254	1	2	1	6	8	18	0.1
44	-----	-----	-do-	-----	-----	16	21	26	22	108	0.7
45	-----	La Crosse, Wis.	-do-	281	-----	-----	2	-----	-----	2	-----
46	-----	-----	-do-	-----	-----	-----	-----	-----	-----	-----	-----
47	-----	Winona, Minn.	C	301	34	26	71	39	6	181	1.2
48	-----	-----	-do-	-----	-----	-----	5	5	6	27	0.1
49	-----	Red Wing, Minn.	C	350	-----	-----	-----	-----	-----	-----	-----
50	-----	-----	-do-	-----	1	-----	-----	-----	-----	2	-----
51	-----	St. Paul, Minn.	C	393	42	23	63	27	46	207	1.4

338 I.C.C.

F. D. No. 2624

Statement showing points between which passengers were carried on train No. 1 operating daily between Chicago, Ill., and Minneapolis, Minn., for the 5-month period January 1970 to May 1970, inclusive—Con.

Line No.	From	To	C-Coach FC-First class	Train run. miles	January	February	March	April	May	Total months	Average per trip
49	Glenview, Ill.—Con.	St. Paul, Minn.	FC	392	10	11	12	17	17	67	0.1
50	Minneapolis, Minn.	St. Paul, Minn.	C	404	55	27	52	87	50	271	0.2
51	Minneapolis, Minn.	St. Paul, Minn.	FC	-do-	24	70	24	28	28	172	0.2
52	Milwaukee, Wis.	Oconomowoc, Wis.	C	33	7	9	9	5	12	49	0.1
53	Milwaukee, Wis.	Wauwatosa, Wis.	FC	-do-	1					1	0.1
54	Milwaukee, Wis.	Wauwatosa, Wis.	C	44	25	15	21	20	23	104	0.1
55	Milwaukee, Wis.	Columbus, Wis.	-do-	65	15	12	6	15	4	54	0.1
56	Milwaukee, Wis.	Portage, Wis.	-do-	93	37	21	26	21	28	249	0.1
57	Milwaukee, Wis.	Wisconsin Dells, Wis.	-do-	110	9	8	10	2	19	48	0.1
58	Milwaukee, Wis.	Maunster, Wis.	-do-	128						1	0.1
59	Milwaukee, Wis.	New Lisbon, Wis.	-do-	138	12	18	29	2	10	71	0.1
60	Milwaukee, Wis.	Tomah, Wis.	-do-	145	11	18	11	11	14	66	0.1
61	Milwaukee, Wis.	Sparta, Wis.	-do-	171	18	14	21	17	20	90	0.1
62	Milwaukee, Wis.	La Crosse, Wis.	-do-	246	176	117	159	127	148	727	0.1
63	Milwaukee, Wis.	Winona, Minn.	-do-	223	33	39	45	26	35	182	0.1
64	Milwaukee, Wis.	Wabasha, Minn.	-do-	256	4	1	7		3	15	0.1
65	Milwaukee, Wis.	Lake City, Minn.	-do-	269		2	1		2	5	0.1
66	Milwaukee, Wis.	Red Wing, Minn.	-do-	286	2	6	7		15	30	0.1
67	Milwaukee, Wis.	St. Paul, Minn.	FC	-do-	1				1	2	0.1
68	Milwaukee, Wis.	St. Paul, Minn.	C	325	226	125	186	135	190	867	0.1
69	Milwaukee, Wis.	St. Paul, Minn.	FC	-do-	9	8	13	7	9	46	0.1
70	Milwaukee, Wis.	Minneapolis, Minn.	C	336	250	71	128	76	94	469	0.1
71	Milwaukee, Wis.	Minneapolis, Minn.	FC	-do-	14	9	22	6	10	61	0.1
72	Oconomowoc, Wis.	Watertown, Wis.	C	12	2					2	0.1
73	Oconomowoc, Wis.	New Lisbon, Wis.	-do-	103		1				1	0.1
74	Oconomowoc, Wis.	Sparta, Wis.	-do-	138	1					1	0.1
75	Oconomowoc, Wis.	La Crosse, Wis.	-do-	163	1					1	0.1
76	Oconomowoc, Wis.	Wabasha, Minn.	-do-	223						1	0.1
77	Oconomowoc, Wis.	St. Paul, Minn.	-do-	292	4	1	5	2	2	14	0.1
78	Oconomowoc, Wis.	St. Paul, Minn.	FC	-do-	1					1	0.1
79	Oconomowoc, Wis.	Minneapolis, Minn.	C	303		3				3	0.1
80	Oconomowoc, Wis.	Minneapolis, Minn.	FC	-do-						2	0.1
81	Watertown, Wis.	Columbus, Wis.	C	18				1	1	2	0.1
82	Watertown, Wis.	Portage, Wis.	-do-	47	2			4	1	7	0.1
83	Watertown, Wis.	Wisconsin Dells, Wis.	-do-	64		1				1	0.1
84	Watertown, Wis.	New Lisbon, Wis.	C	80						1	0.1
85	Watertown, Wis.	La Crosse, Wis.	-do-	250	3	2	1	1	3	10	0.1
86	Watertown, Wis.	Winona, Minn.	-do-	277	1		1		7	9	0.1
87	Watertown, Wis.	Red Wing, Minn.	-do-	240		2				2	0.1
88	Watertown, Wis.	St. Paul, Minn.	-do-	279	8	7	11	28	7	61	0.1
89	Watertown, Wis.	St. Paul, Minn.	FC	-do-						1	0.1
90	Columbus, Wis.	Minneapolis, Minn.	C	290	7	3	8		3	21	0.1
91	Columbus, Wis.	Portage, Wis.	-do-	28	3					3	0.1
92	Columbus, Wis.	New Lisbon, Wis.	-do-	21				1		1	0.1
93	Columbus, Wis.	Tomah, Wis.	-do-	60	1					1	0.1
94	Columbus, Wis.	Sparta, Wis.	-do-	106					1	1	0.1
95	Columbus, Wis.	La Crosse, Wis.	-do-	231		1	2	1	2	6	0.1

Statement showing points between which passengers were carried on train No. 1 operating daily between Chicago, Ill., and Minneapolis, Minn., for the 5-month period January 1970 to May 1970, inclusive—Con.

Line No.	From	To	C-Coach FC-First class	Train run. miles	January	February	March	April	May	Total months	Average per trip
96	Columbus, Wis.—Con.	Winona, Minn.	C	158	1	1	1	1	1	5	0.1
97	Columbus, Wis.	St. Paul, Minn.	-do-	250	1	1	1	1	1	5	0.1
98	Columbus, Wis.	Minneapolis, Minn.	-do-	271	1	1	1	1	1	5	0.1
99	Portage, Wis.	Tomah, Wis.	C	43						1	0.1
100	Portage, Wis.	New Lisbon, Wis.	-do-	67	1					1	0.1
101	Portage, Wis.	Sparta, Wis.	-do-	78	1					1	0.1
102	Portage, Wis.	La Crosse, Wis.	-do-	103	6	1	1	5	1	13	0.1
103	Portage, Wis.	Winona, Minn.	-do-	130	1	1	1	1	1	5	0.1
104	Portage, Wis.	St. Paul, Minn.	-do-	230	13	5	12	1	10	42	0.1
105	Portage, Wis.	Minneapolis, Minn.	-do-	241	6	2	1	1	2	21	0.1
106	Wisconsin Dells, Wis.	La Crosse, Wis.	-do-	133						1	0.1
107	Wisconsin Dells, Wis.	Winona, Minn.	-do-	150						1	0.1
108	Wisconsin Dells, Wis.	St. Paul, Minn.	-do-	215						1	0.1
109	Wisconsin Dells, Wis.	Minneapolis, Minn.	-do-	226						1	0.1
110	New Lisbon, Wis.	Tomah, Wis.	-do-	19						1	0.1
111	New Lisbon, Wis.	La Crosse, Wis.	-do-	50	1					1	0.1
112	New Lisbon, Wis.	Winona, Minn.	-do-	87	2					2	0.1
113	New Lisbon, Wis.	St. Paul, Minn.	-do-	160	2					2	0.1
114	New Lisbon, Wis.	Minneapolis, Minn.	-do-	200	3					3	0.1
115	Tomah, Wis.	La Crosse, Wis.	-do-	41						1	0.1
116	Tomah, Wis.	St. Paul, Minn.	-do-	170						1	0.1
117	Tomah, Wis.	Minneapolis, Minn.	-do-	181						1	0.1
118	Tomah, Wis.	St. Paul, Minn.	FC	-do-	1					1	0.1
119	Tomah, Wis.	Minneapolis, Minn.	-do-	154	1	1	1	1	1	5	0.1
120	Tomah, Wis.	Winona, Minn.	-do-	165	1	1	1	1	1	5	0.1
121	Tomah, Wis.	St. Paul, Minn.	-do-	277	1	1	1	1	1	5	0.1
122	Tomah, Wis.	Minneapolis, Minn.	-do-	90	2					2	0.1
123	Tomah, Wis.	Red Wing, Minn.	-do-	170	5	11	6	19	14	50	0.1
124	Tomah, Wis.	Winona, Minn.	-do-	190	24	16	14	24	34	111	0.1
125	Tomah, Wis.	St. Paul, Minn.	-do-	33	2	1	1	1	1	5	0.1
126	Tomah, Wis.	Minneapolis, Minn.	-do-	63	1					1	0.1
127	Tomah, Wis.	Red Wing, Minn.	-do-	107	1					1	0.1
128	Tomah, Wis.	Winona, Minn.	-do-	133	67	52	40	30	44	233	0.1
129	Tomah, Wis.	St. Paul, Minn.	-do-	240	1	1	1	1	1	5	0.1
130	Tomah, Wis.	Minneapolis, Minn.	-do-	60	2	1	3	1	6	16	0.1
131	Wabasha, Minn.	St. Paul, Minn.	C	90	1	7	1	4	3	16	0.1
132	Wabasha, Minn.	Red Wing, Minn.	-do-	17	3	11	13	1	28	60	0.1
133	Wabasha, Minn.	Lake City, Minn.	-do-	56	4	3	7	9	3	17	0.1
134	Wabasha, Minn.	St. Paul, Minn.	-do-	67	5	1	2	7	3	18	0.1
135	Wabasha, Minn.	Minneapolis, Minn.	-do-	30	53	66	63	40	37	272	0.1
136	Wabasha, Minn.	St. Paul, Minn.	-do-	50	10	30	2	3	2	77	0.1
137	Wabasha, Minn.	Minneapolis, Minn.	-do-	11	3	3	1	2	3	12	0.1
138	Wabasha, Minn.	St. Paul, Minn.	FC	-do-	1					1	0.1
139	Wabasha, Minn.	St. Paul, Minn.	C	303	218	213	248	240	303	1,426	0.1
140	Total first class			1,098	2,161	2,457	3,263	3,482	3,557	15,557	0.1
141	Number of trips			31	28	31	30	31	31	151	0.1
142	Average per trip			100.0	84.3	85.7	108.7	125.7	103.0	103.0	0.1

Statement showing points between which passengers were carried on train No. 4 operating daily between Minneapolis, Minn., and Chicago, Ill., for the 5-month period January 1870 to May 1870, inclusive--Continued

Line No.	From	To	Class	Train	Jan	Feb	Mar	Apr	May	Total	Average
										5 months	per trip
57	Lake City, Minn.-Conn.	Chicago, Ill.	C	336	1					1	1
58	Wabasha, Minn.	Chicago, Ill.	-do-	336	1					1	1
59	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
60	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
61	Chicago, Ill.	Chicago, Ill.	-do-	336	1					1	1
62	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
63	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
64	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
65	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
66	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
67	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
68	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
69	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
70	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
71	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
72	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
73	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
74	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
75	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
76	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
77	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
78	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
79	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
80	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
81	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
82	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
83	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
84	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
85	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
86	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
87	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
88	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
89	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
90	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
91	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
92	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
93	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
94	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
95	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
96	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
97	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
98	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
99	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
100	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
101	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
102	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
103	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
104	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
105	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
106	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
107	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
108	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
109	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
110	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
111	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
112	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
113	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
114	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
115	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
116	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
117	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
118	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
119	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
120	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
121	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
122	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
123	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
124	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
125	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
126	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
127	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
128	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
129	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
130	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
131	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
132	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
133	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
134	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
135	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
136	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
137	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
138	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
139	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
140	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
141	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
142	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
143	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
144	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
145	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
146	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
147	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
148	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
149	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1
150	Winona, Minn.	Chicago, Ill.	-do-	336	1					1	1
151	La Crosse, Wis.	Chicago, Ill.	-do-	336	1					1	1

Statement showing points between which passengers were carried on train No. 4 operating daily between Minneapolis, Minn., and Chicago, Ill., for the 5-month period January 1870 to May 1870, inclusive--Continued

Line No.	January	February	March	April	May	Total 5 months	Average per trip
114	Summary of passengers from:						
115	580	554	702	883	1,022	3,741	24.8
116	394	393	406	552	684	2,429	16.1
117			7			7	0.1
118	17	34	30	36	50	167	1.1
119	1				2	10	0.1
120	14	3	9	6	3	35	0.2
121	40	33	44	48	84	249	1.7
122	83	84	205	63	144	579	3.9
123		2	2			4	
124	4	5	3	1		13	0.1
125	28	12	18	16	6	80	0.5
126	4	4	6	3	16	33	0.2
127	24	7	27	14	37	109	0.7
128		2		4	1	7	0.1
129					1	1	
130	27	21	31	23	25	127	0.8
131	754	662	775	715	706	3,612	23.9
132	1,959	1,855	2,267	2,348	2,057	10,486	69.4
133	3,929	3,671	4,539	4,712	4,838	21,689	143.6
134	Summary of passengers to:						
135	5	3	10	3	13	34	0.2
136	35	30	37	30	35	167	1.1
137	5	35	7	5	24	76	0.5
138	11	8	11	5	16	49	0.3
139	70	75	79	112	126	462	3.1
140	31	9	16	28	42	126	0.8
141	1		2	1	3	7	0.1
142	7		8	9		24	0.2
143		3	3	4	2	12	0.1
144	2	1	3	8	5	19	0.1
145	1		4		1	6	
146			3	1		4	
147	8	5	8	7	6	34	0.2
148	316	235	417	313	287	1,568	10.4
149	115	126	176	147	112	676	4.5
150	3,322	3,141	3,755	4,041	4,166	18,425	122.0
151	3,929	3,671	4,539	4,712	4,838	21,689	143.6

F. D. No. 26145

APPENDIX H

Revenues, out-of-pocket expenses and loss due to operating trains Nos. 1 and 4, daily between Chicago and Minneapolis for the years 1968, 1969, and January 1 to April 30, 1970

Line No.	I.C.C. acct. No.	Item	Year 1968	Year 1969	January 1 to April 30, 1970
Revenues:					
1	102	Passenger	\$534,029	\$516,746	\$173,987
2	104	Sleeping car	89,059	69,571	22,230
3	106	Mail	1,415,806	612,191	133,637
4	107	Express, less-than-carload	79,124	-----	-----
5	131	Lounge car, food and beverage	32,785	30,389	10,201
6	108	Newspaper	14,552	16,112	4,638
7	103	Transportation of remains	1,203	561	219
8		Total revenues	2,166,558	1,245,570	344,912
Expenses:					
Out-of-pocket (includes vacation pay and health insurance):					
Wages of:					
9	401	Conductors	55,802	60,492	20,839
10	401	Brakemen and baggagemen	142,961	149,517	50,956
11	392	Engineers	84,188	91,229	30,558
12	392	Firemen	75,168	77,827	26,364
13	403	Sleeping car conductors	43,278	2,908	1,461
14	403	Sleeping car porters	52,543	27,887	13,444
15	441	Lounge car attendants	53,166	44,315	16,010
16	394	Diesel locomotive fuel	180,385	139,905	42,448
17	311	Diesel locomotive repairs	252,074	211,462	65,598
18	317	Passenger train car repairs	151,158	159,750	56,812
19	402	Train supplies and expenses	303,524	235,379	71,416
20	398	Lubricants and other locomotive supplies	15,142	12,584	3,904
21	400	Enginehouse expenses	50,662	40,141	12,452
22	403	Operating sleeping cars (other than labor)	181,423	59,694	2,572
23	441	Operating lounge cars (other than labor)	28,008	24,329	8,063

338 I.C.C.

Revenues, out-of-pocket expenses and loss due to operating trains Nos. 1 and 4, daily between Chicago and Minneapolis for the years 1968, 1969, and January 1 to April 30, 1970—Continued

Line No.	I.C.C. acct. No.	Item	Year 1968	Year 1969	January 1 to April 30, 1970
Expenses:—Continued					
Terminal expenses:					
24	541	Chicago	\$114,060	\$84,255	\$25,296
25	541	Milwaukee	26,806	24,308	10,393
26	541	St. Paul	135,989	96,465	25,386
27	541	Minneapolis	25,084	14,279	-----
28	331	Depreciation on equipment	65,175	57,134	19,045
29	420	Claims paid account these trains	8,050	2,161	5,795
30	538	Rental of Flexi-Vans	4,100	4,220	-----
31	538	Foreign car rental	48,447	16,632	-----
32		Total out-of-pocket expenses	2,097,193	1,636,873	508,812
Taxes:					
33	532	Payroll	81,636	85,179	28,391
34	532	Minnesota gross earnings	36,109	20,760	5,749
35		Total out-of-pocket expenses and taxes	2,214,938	1,742,812	542,952
36		Net loss	48,380	497,242	198,040
37		Route miles	421	421	421
38		One-way trips	732	715	240
39		Train-miles	308,172	301,015	101,040
40		Locomotive unit-miles	952,302	702,998	218,078
Car-miles:					
41		C. M. St. P. & P. RR. Co.	2,758,360	2,256,356	802,426
42		Pullman (to July 31, 1969)	564,670	168,300	-----
43		Foreign	795,339	219,957	-----
44		Total	4,118,369	2,644,703	802,426
45		Revenues per day	5,920	3,484	2,874
46		Expenses per day	6,052	4,875	4,524
47		Loss per day	132	1,391	1,650

338 I.C.C.

APPENDIX I

Analysis of amounts shown on appendix H, year 1969, lines 9 through 23, for trains Nos. 1 and 4, Chicago-Minneapolis, daily

Sch. B-12 line No.	I.C.C. acct. No.	Item	Labor (a)	Vacation at 7.00 percent (b)	Health welfare at 4.50 percent (c)	Paid holidays at 2.50 percent (d)	Material (e)	Overhead (f)	Total as shown (g)
Wages of:									
9	401	Conductors	\$54,253	\$3,798	\$2,441	-----	-----	-----	\$60,492
10	401	Brakemen and baggagemen	134,096	9,387	6,034	-----	-----	-----	149,517
11	392	Engineers	81,820	5,727	3,682	-----	-----	-----	91,229
12	392	Firemen	69,800	4,886	3,141	-----	-----	-----	77,827
13	403	Sleeping car conductors	2,608	183	117	-----	-----	-----	2,908
14	403	Sleeping car porters	25,011	1,751	1,125	-----	-----	-----	27,887
15	441	Lounge car attendants	39,744	2,782	1,789	-----	-----	-----	44,315
16	394	Diesel locomotive fuel	-----	-----	-----	-----	\$135,880	\$4,075	139,905
17	311	Diesel locomotive repairs	91,347	6,394	4,111	\$2,284	97,569	9,757	211,462
18	317	Passenger train car repairs	83,077	5,815	3,736	2,077	59,130	5,913	159,750
19	402	Train supplies and expenses	111,365	7,796	5,011	2,764	96,566	9,657	235,379
20	398-9	Lubricants and other locomotive supplies	-----	-----	-----	-----	12,217	367	12,584
21	400	Enginehouse expenses	30,342	2,124	1,365	759	5,046	505	40,141
22	403	Operating sleeping cars	-----	-----	-----	-----	59,694	a	59,694
23	441	Operating lounge cars	-----	-----	-----	-----	24,329	a	24,329
Total			728,483	50,643	32,554	7,904	492,381	30,474	1,337,419

a Sleeping and dining car items do not go through "Stores", therefore, no overhead has been included.

338 I.C.C.

(Footnote continued)

C.M.A.C. factors:	Percent	Acct.	Milwaukee road factors:	Percent
Vacation	7.00	394	Percent labor	-----
Health and welfare	4.50	311	Overhead on material	-----
Paid holidays	2.50	317		
Payroll taxes	10.75	402		
		398-399		
		400		
			55.93	10

338 I.C.C.

338 I.C.C.