

From the  
COMMITTEE ON PUBLIC RELATIONS  
OF THE EASTERN RAILROADS  
143 Liberty Street New York

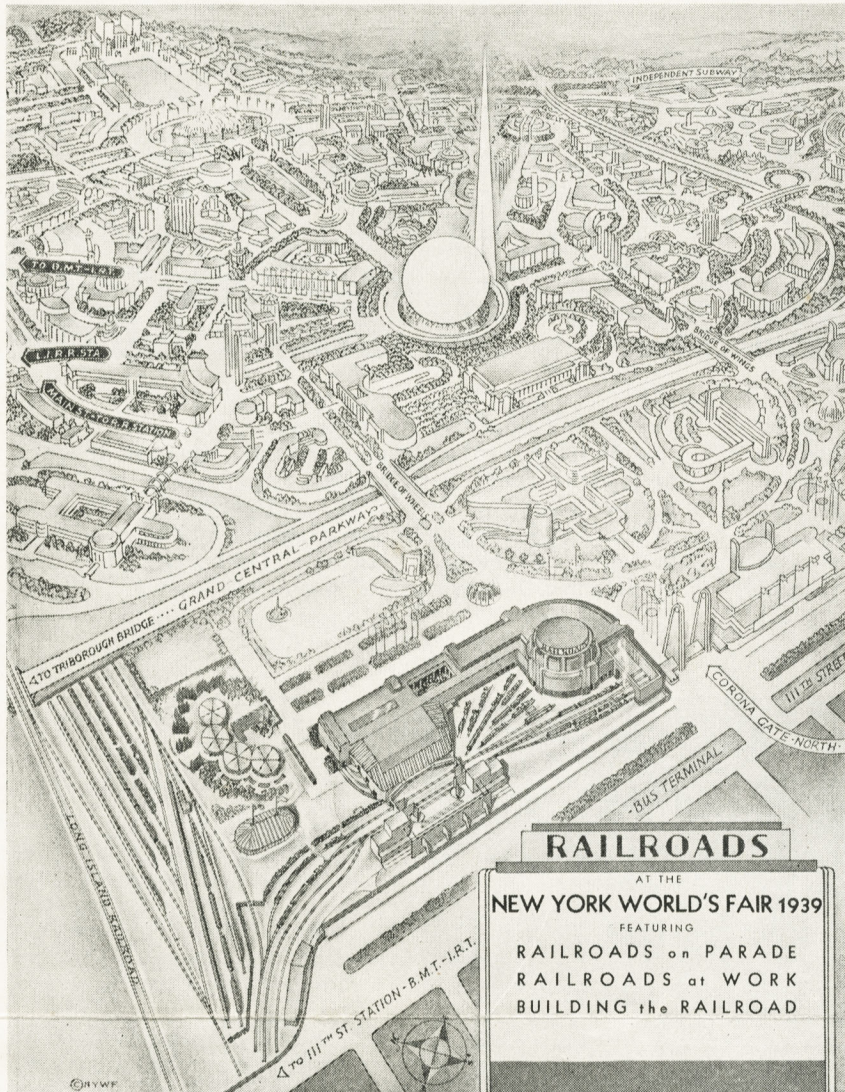
## RAILROAD DATA

Derived chiefly from Official Reports to the Interstate Commerce Commission, Association of American Railroads, or studies by the Bureau of Railway Economics

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### TRAVEL IN SAFETY AND COMFORT AT SPECIAL REDUCED RATES

THE NEW YORK WORLD'S FAIR, largest international exposition in history, is expected to draw 50 million people—an average of more than 250,000 daily between opening day, April 30, and closing day, October 30.

Almost three times as great as the Chicago Century of Progress Exposition of 1933 in terms of physical area and total investment, this brilliant city of tomorrow covers 1,216 acres, and represents an investment of \$150,000,000. Sixty foreign nations, most of the states, and hundreds of commercial organizations are participating in the Fair.

Substantial reductions in round-trip fares have been made by the railroads from

your home town to New York. Your ticket agent will be glad to plan your schedule and make reservations.

If you wish to make a complete swing around the country—from your home station and back again—visiting both the New York World's Fair and the San Francisco Golden Gate International Exposition, you can do so for only \$90 round trip in coaches or reclining seat chairs; or for \$135 round trip in sleeping and parlor cars (berth or seat space extra).

Your ticket agent will arrange your schedule to take full advantage of all the facilities for "seeing America" which these sensational circle fares offer. Call on him—he will gladly assist you.

## GREATEST EXHIBIT IN RAILROAD HISTORY OPENS AT NEW YORK WORLD'S FAIR

With a spectacular preview of "Railroads on Parade," the pageant of railroad transportation, before a distinguished audience of 4,000, including many leaders of the transportation industry, the greatest railroad exhibit in history opened today at the New York World's Fair.

The railroad exhibit embraces three main features: "Railroads on Parade," in 16 scenes portraying transportation from stage-coach days to the modern locomotive, and streamlined train; "Railroads at Work," showing a complete railroad, in model size, performing its every-day task, and "Building the Railroad," the story of railroad construction.

### "A 'Must' for Everyone"—Williamson

F. E. Williamson, President, New York Central System, and Chairman, Eastern Railroad Presidents Conference, believes the railroad exhibit is a "must" for both young and old. "All persons who have an interest in the lore and development of railroading," said Mr. Williamson, "will see a comprehensive panorama of the industry. The railroad industry is proud to be host to the many thousands who will come to the exhibition.

"The railroads," Mr. Williamson added, "for the first time in World Fair history have pooled their efforts and resources to make a giant demonstration of railway transportation service to the public. The railroad exhibit, sponsored by 27 eastern railroads, with building and trackage, covers 17 acres and is the largest on the Fair site.

"In addition to the three main features there are track exhibits of the newest foreign and American trains and equipment. The locomotives of yesterday and those of today will be there. A new super 526-ton steam locomotive—the largest of its type ever built—will operate under its own power on a roller bed. Great Britain has sent her crack flyer, the 'Coronation Scot'; and Italy offers a complete de luxe electric train. The Pullman Company and the E. G. Budd Mfg. Co. show the latest types of American trains and cars. In the railroad building there also is on view the greatest display of railroad equipment ever assembled in World Fair history.

"The entire railroad exhibit will be entertaining as well as instructive. It will trace the development, progress, and achievement of American railroads. It should do much to promote a better understanding of the railroads, the part they play in our daily lives, and the contribution they make to the public welfare."

### "Re-enacting Railroad History"—Davis

In a statement describing the activities of the railroad exhibit, J. M. Davis, President, Delaware, Lackawanna and Western Railroad, and

Chairman, World's Fair Committee, Eastern Railroad Presidents Conference, outlined the details of the three main exhibits as follows:

"'Railroads on Parade' is a real stage presentation in story, music, and pageant of American transport history from covered-wagon days to the latest streamlined locomotives and de luxe trains of today. It is presented on an outdoor stage, 250 feet wide and 100 feet deep. In an auditorium seating 4,300, four performances are presented daily, except Monday, at 2:15, 4:15, 7:15, and 9:15.

"In 16 scenes," Mr. Davis continued, "and in actual settings and costumes of the periods—actors, horses, locomotives, covered wagons, coaches, and ships re-enact the part transportation has played in the opening up of a continent. The performances flow to music specially written for them, and the whole production is staged and directed by some of Broadway's best theater talent.

"'Railroads at Work' is housed in an auditorium of its own, specially designed for it, with a seating capacity of 1,000. Its stage is a huge scenic diorama 160 feet in breadth and 40 feet in depth—the largest ever built. It demonstrates for the first time anywhere the complete operation of a modern railroad system. Twelve performances are given daily, on the hour, from 10:00 A.M. to 9:00 P.M.

"'Building the Railroad,' the exhibit of the railroad equipment and supply industries, is a graphic demonstration of the actual construction of railroads and railroad equipment, from forest clearing for a right-of-way to the completed system. This exhibit presents a huge cyclorama, a mountainous landscape in design—80 feet at the base and 28 feet in height."

### "See Locomotive Progress"—Coleman

Commenting on the famous old engines that have been brought back into activity in order to make the railroad exhibit so complete and dramatic, L. G. Coleman, Director, World's Fair Committee, Eastern Railroad Presidents Conference, said:

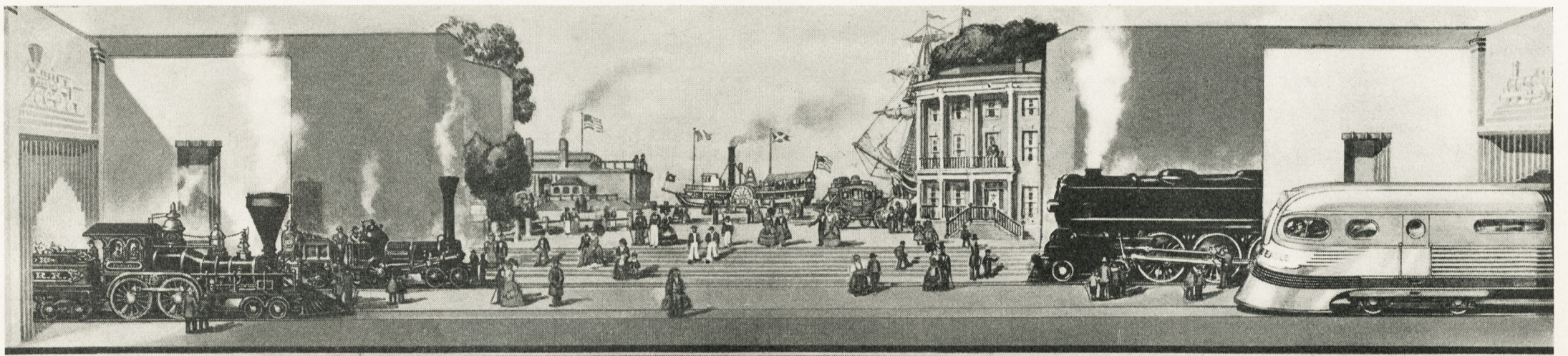
"The world of yesterday greets the world of tomorrow at the railroad exhibit with a full muster of old-time locomotives and coaches."

"The 'William Crooks' made the 1,300 mile trip from St. Paul under its own power and was greeted by throngs all the way. This old pioneer of the St. Paul & Pacific is doing its stuff in the pageant, 'Railroads on Parade.'

"The 'John Bull' is on view in the huge rotunda of the Railroad Building. This old timer, British built and sent to America, made its first run in 1831 in New Jersey on the Camden and Amboy Railroad, now a part of the Pennsylvania. It was retired from active service in 1865 and now makes its home in the Smithsonian Institution in Washington.

(Continued on following page)

ONE OF THE PICTURESQUE SCENES IN "RAILROADS ON PARADE"



# PAGEANT, TRAINS IN OPERATION, AND GIANT DIORAMAS REVEAL RAILROAD PROGRESS

The World's Fair Railroad Exhibit, giant demonstration of railway transportation service sponsored by 27 eastern railroads, is literally a world's fair in itself. The largest exhibit on the Fair site, it covers 17 acres—and the railroad building itself provides 140,000 square feet of floor space.

The main features include: "Railroads on Parade," a stage presentation in 16 scenes which presents the story of transport development in America; "Railroads at Work," a scenic diorama which for the first time shows the operation of a complete railway system; and "Building the Railroad," which pictures in detail the construction of railroads and building of equipment, from forest clearing for a right-of-way, to the completed railway system.

In addition to these three main features, there will be on view a 526-ton locomotive — 140 feet in length, the largest of its type ever built, operating under its own power at high speed. Also exhibited will be the newest types of American and European trains, cars, and locomotives, including England's latest train, the London, Midland & Scottish Railway's "Coronation Scot," and Italy's all-electric train, 525 feet in length and capable of running 120 miles an hour.

Old coaches, as well as antique engines, some of which are pictured on the opposite page, will also be on display to revive the story of early travel as compared with today's luxury travel in air-conditioned, streamlined trains.

## Railroads at Work

A huge model railroad—167 feet in length and 40 feet in depth with 3,800 feet of track, 50 locomotives and 400 cars—shows the railroad performing its day-to-day task.

In a scenic setting of mountain, valley, forest, and river, more than 1,000 buildings have been constructed to represent cities, factories, railway stations, and car shops. Scale-model trains, barges, car ferry, signal towers, rotary car dump, coal tipple, and roundhouse are included in this animated display to show the modern railway's complete operation.

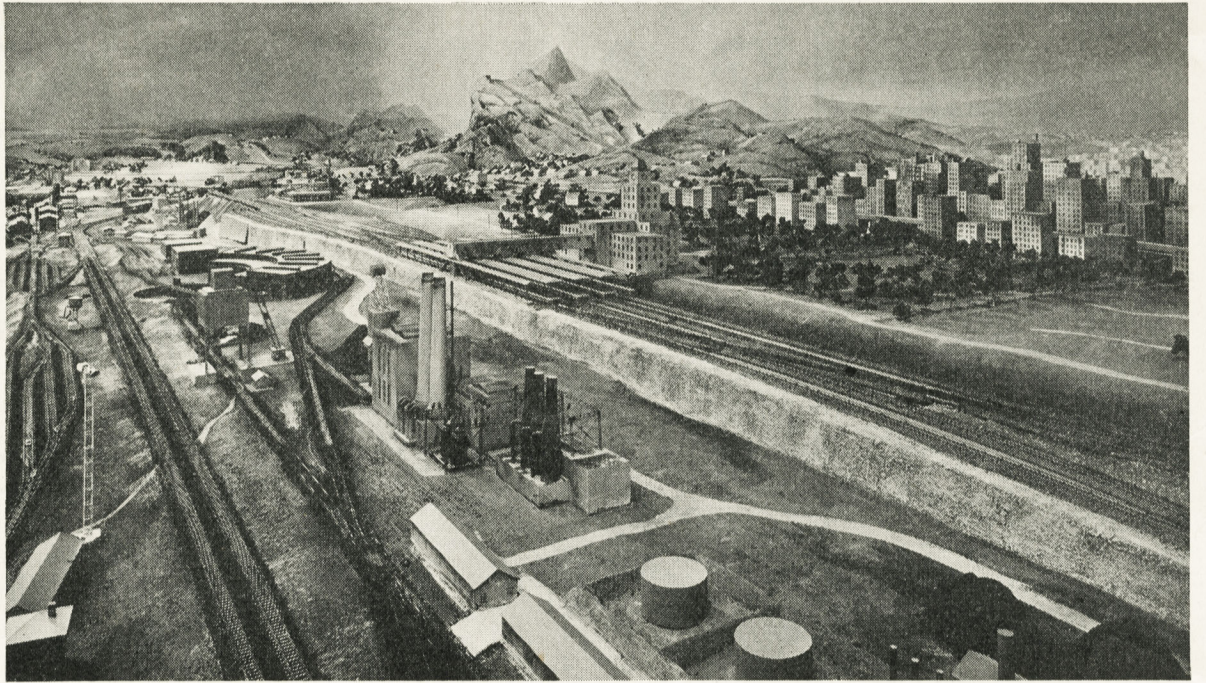
This outstanding feature is situated in an auditorium seating 1,000 persons. It is the creation of Paul Penhune who designed and constructed it, and who will supervise its operation. The largest model railroad ever constructed, it gives in full detail the enthralling story of how the American railroad serves the American people.

Performances are given hourly and run for 35 minutes.

## Building the Railroad

Under the huge dome of the Railroad Building a comprehensive array of diorama and motion models, taking the form of a vast mountainous landscape, offers a graphic picture of the weaving of the railroad web of America. Presented by the railway supply industry, it shows, step by step, the way in which a railroad is developed from the original clearing of the forest to the time when a fully equipped modern railway system is put in operation.

From a spiral ramp, built around the animated model, spectators follow, step by step, the various operations

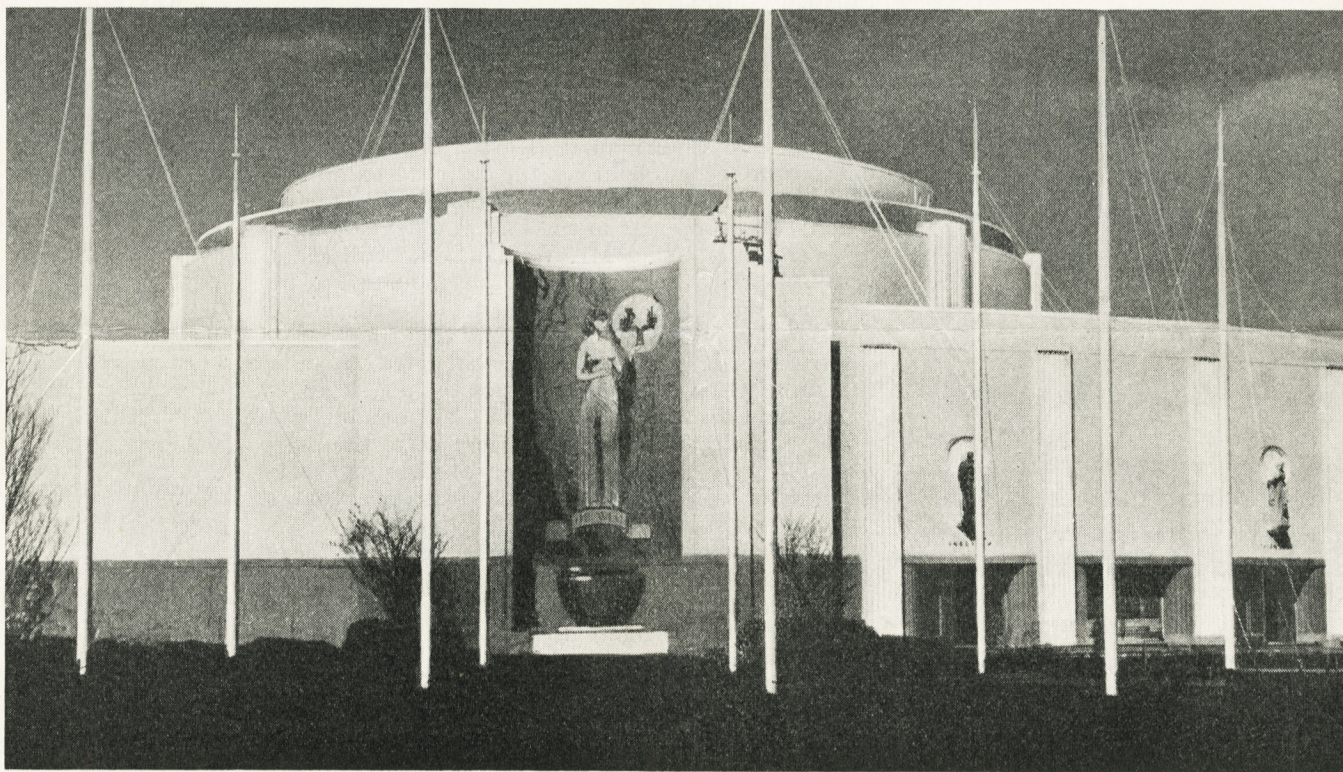


Section of gigantic model railroad in "Railroads at Work"

that go into the building of a railroad. They will see the raw materials carried from the mountainsides to the smelters, foundries, and fabricating plants. They will witness logs being cut and moved through the watercourses to the sawmill and converted into lumber. After watching progress from the raw to the finished product, they finally will see the completed railroad system.

dustry and how this industry serves the railways and the public by providing materials and equipment which help make railroad travel fast, safe, comfortable, and economical.

Plans and designs of the gigantic model were originated and developed by Leonard Outhwaite. The train models are the creation of Raymond Loewy.



FAÇADE AND ENTRANCE, RAILROAD BUILDING AT THE NEW YORK WORLD'S FAIR 1939

## Railroads on Parade

"Railroads on Parade" is a presentation in story and music, as well as pageant of transportation from the days of the stage-coach to the modern locomotive and streamlined train of today.

It will be presented on an outdoor stage 250 feet wide and 100 feet deep, in 16 scenes—including the opening of the Erie Canal; the first trip of a steam locomotive on American soil, at Honesdale, Pa., in 1829; the inaugural trip of President-elect Lincoln in 1861; the ceremony of the Golden Spike on completion of the first transcontinental railroad in 1869.

In recording the progress of rail transport in America for the past 110 years, "Railroads on Parade" begins with the first efforts of men inspired with vision and foresight who worked to develop the great transportation industry.

It leads to a glowing picture of railroad operation in the United States from its earliest days to 1939.

The pageant seeks to condense and epitomize by a series of stage pictures, with narration and incidental music, the story of this outstanding example of man's achievement in America.

Edward Hungerford, who directed "Wings of a Century" at the Chicago World's Fair and "Fair of the Iron Horse" at Baltimore, is author, producer, and director of "Railroads on Parade."

## RAILROAD EXHIBIT OPENS AT NEW YORK WORLD'S FAIR

(Continued from preceding page)

"The 'J. W. Bowker,' built in 1875 for the Virginia & Truckee Railway, arrived with the 'Genoa' of the same line. The 'Bowker' hauled millions of dollars' worth of gold from the Comstock Lode to Reno, and re-enacts its part in the pioneer scenes of 'Railroads on Parade.'

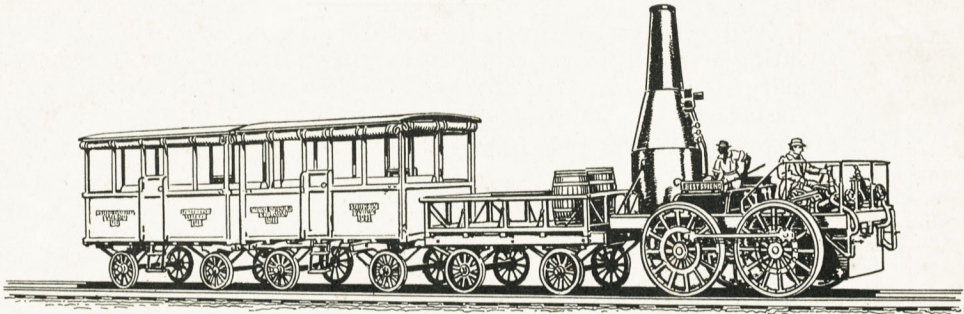
"Also in the exhibit are the old 'Stourbridge Lion,' dated 1829 and British built, the first locomotive to run on American soil; the 'Best Friend of Charleston,' the first American-built locomotive; followed by the 'DeWitt Clinton,' which was put in service in 1831, drawing cars similar to stage-coaches; the little 'Tom Thumb,' which Peter Cooper of New York built in 1829 to challenge, with steam, the horse-drawn railway which the Baltimore and Ohio had built to Elliott Mills; the celebrated '999' of the New York Central, which probably was the grandest locomotive of the 'gay '90's,' and many others."



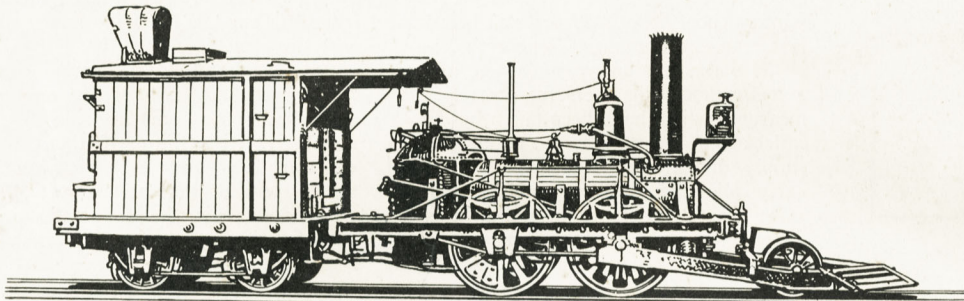
Huge diorama in "Building the Railroad"

# LOCOMOTIVES OLD AND NEW AT THE NEW YORK WORLD'S FAIR

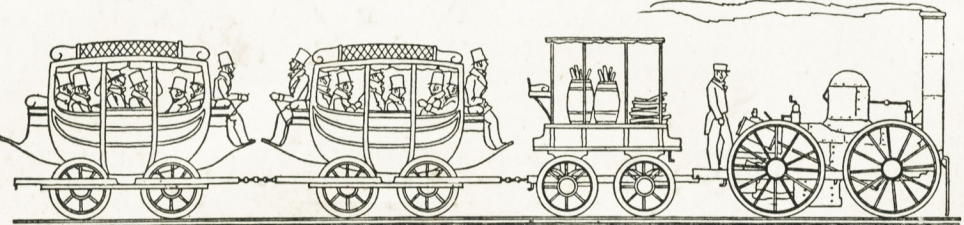
Here are shown a few of the historic as well as modern locomotives which will be on display in The Yard and elsewhere about the Railroad Exhibit during the course of the Fair



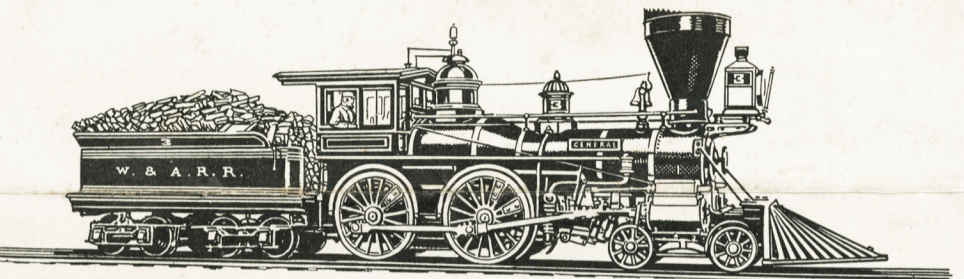
**BEST FRIEND OF CHARLESTON—1830.** The first American-built locomotive, built in the old West Point Foundry in the City of New York, the "Best Friend of Charleston" was shipped south by schooner to be put in service by the South Carolina Railroad.



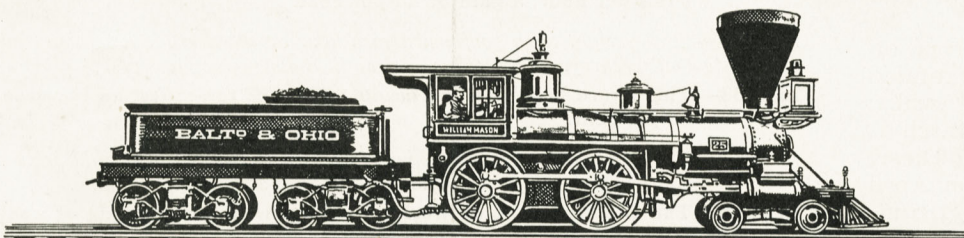
**THE JOHN BULL—1831.** In the Rotunda, visitors will see the "John Bull," imported from England in 1831 and successfully used by the Camden and Amboy Railroad. Its permanent home is in the Smithsonian Institution at Washington, D. C.



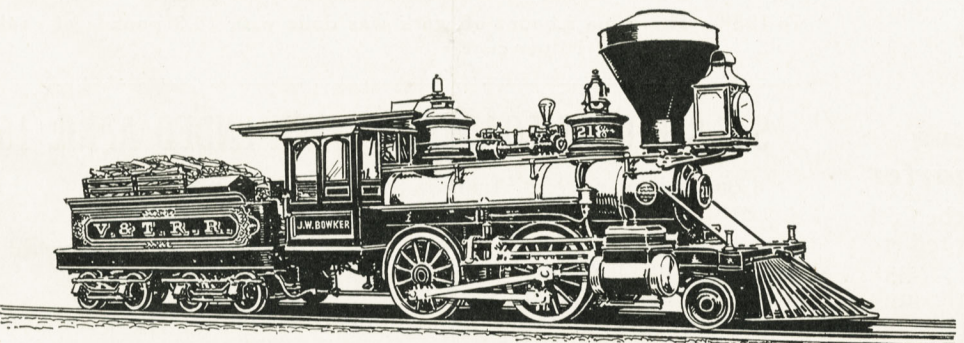
**DE WITT CLINTON—1831.** Running from Albany to Schenectady on the Mohawk and Hudson Railroad, the "DeWitt Clinton" was unique in the stage-coach design of its cars.



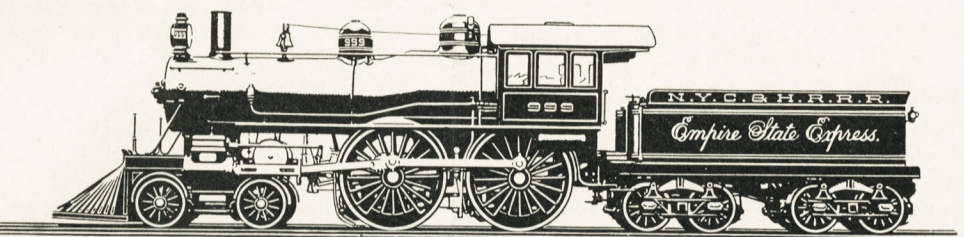
**GENERAL—1855.** Came to fame in 1862 in the famous Civil War episode of the Andrews Raiders in Northern Georgia. It is a sister engine to the "William Crooks."



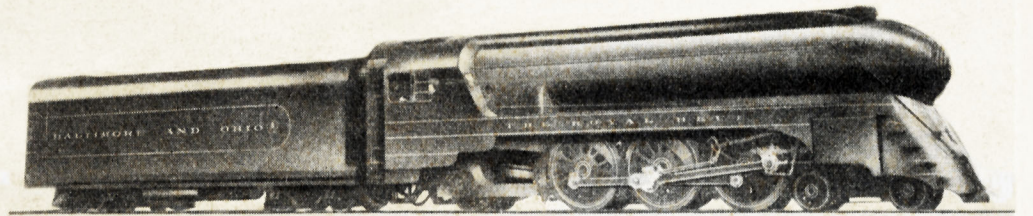
**WILLIAM MASON—1856.** An outstanding example of engines of its type, it was named for a man who contributed much to the advancement of the American locomotive.



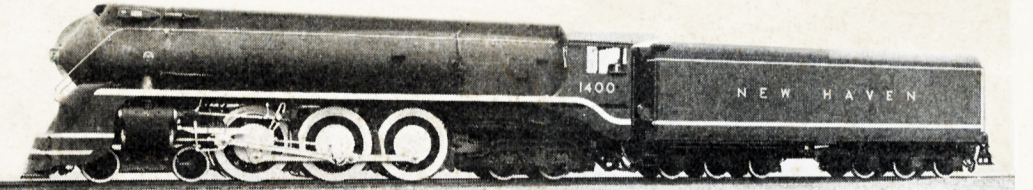
**J. W. BOWKER—1875.** Built for the Virginia & Truckee Railway, this picturesque engine hauled many valuable gold shipments to Reno from the Comstock Lode.



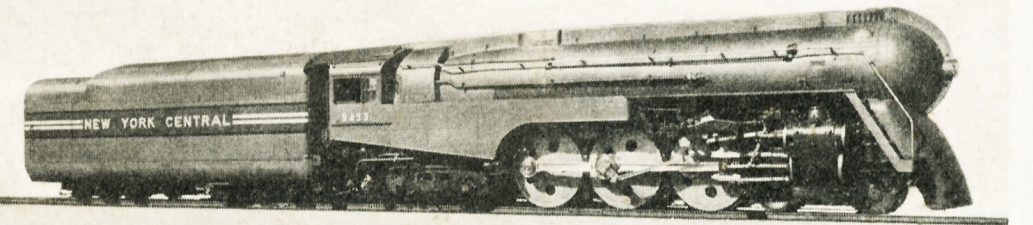
**"999."** Perhaps the grandest, certainly the most celebrated, locomotive of the "gay '90's" was the "999" of the New York Central & Hudson River Railroad, built by James Buchanan.



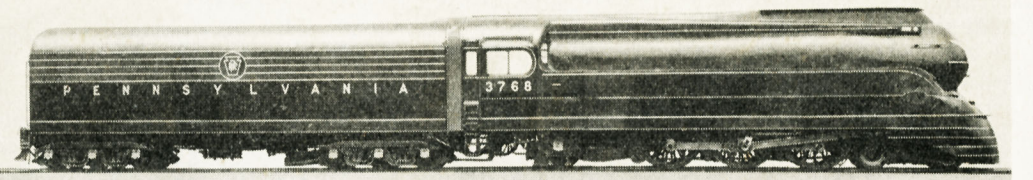
THE ROYAL BLUE TYPE OF THE BALTIMORE AND OHIO, STYLED BY OTTO KUHLER



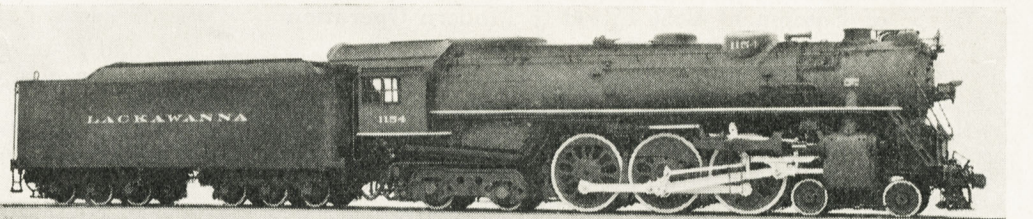
A NEW HAVEN 4-6-4 LOCOMOTIVE, DESIGNED FOR HIGH-SPEED FREIGHT AND PASSENGER SERVICE



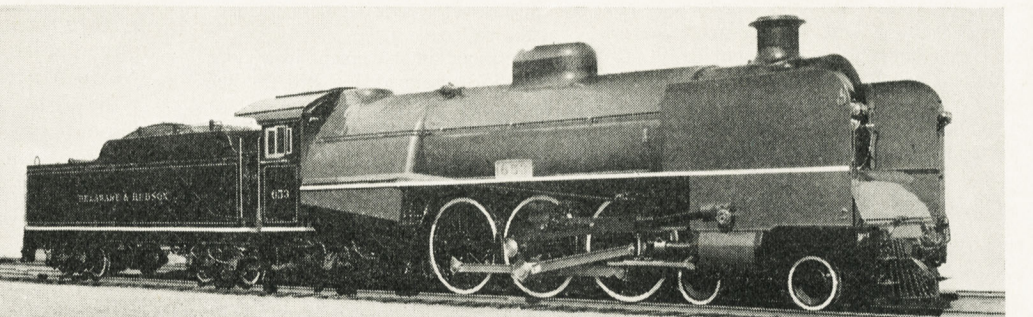
THE HUDSON TYPE OF THE NEW YORK CENTRAL, STYLED BY HENRY DREYFUSS



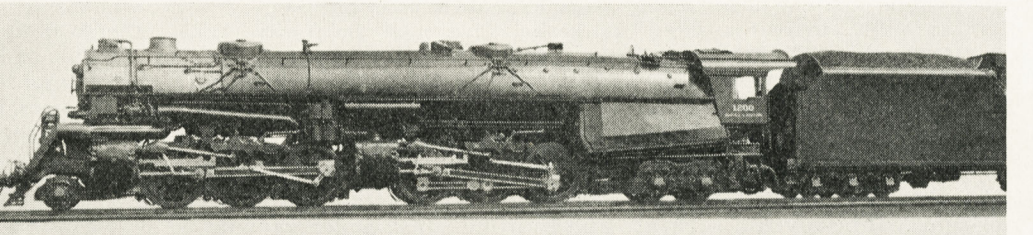
A PENNSYLVANIA K-4-S LOCOMOTIVE, STYLED BY RAYMOND LOEWY



A HIGHLY MODERN FREIGHT AND PASSENGER ENGINE OF THE LACKAWANNA

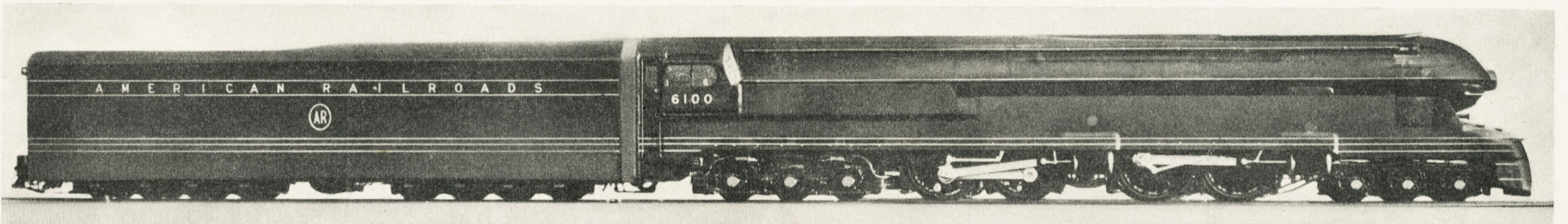


A HIGH-SPEED LOCOMOTIVE OF THE DELAWARE AND HUDSON



ONE OF THE GIANT MALLETS OF THE NORFOLK AND WESTERN

*Below:* The largest, fastest, and most powerful steam passenger locomotive of its type in the world. It is 140 feet long, weighs 526 tons, and is capable of hauling a 14-car passenger train at 100 miles an hour. It was built at the Altoona shops of the Pennsylvania Railroad.



## RAILWAY SAFETY RECORD IN 1938 BEST IN 50 YEARS

**Number of Train Accidents Last Year, When Compared with Miles Traveled, Was Lowest Ever Recorded**

Last year the railroads of the United States established the best general safety record in fifty years, declared J. J. Pelley, President, Association of American Railroads.

The number of train accidents, as compared with the number of miles run by trains, was the lowest on record in 1938. The actual number of train accidents in 1938 was one-third less than in 1937 and two-thirds less than in 1929.

### Decline in Employee Accidents

For employees, too, the accident record was the best in fifty years. Fatalities to employees on duty resulting from all kinds of accidents in 1938 totaled 479 compared with 666 in 1937 and 1,348 in 1929. The number of such fatalities in 1938 was a reduction of 28.1 per cent compared with 1937 and a reduction of 64.5 per cent compared with 1929. Compared with the number of man-hours worked, there was a reduction in 1938 under 1937 of 13.5 per cent in the frequency of fatalities to employees in 1938 and a reduction of 31.6 per cent under 1929. Non-fatal injuries to employees in 1938 declined 31.6 per cent in number and 17.6 per cent in frequency on the basis of man-hours worked compared with 1937 and declined 73.1 per cent and 50.8 per cent respectively compared with 1929.

Passenger fatalities resulting from train accidents totaled 52 in 1938 compared with three in 1937. Of the total number of passenger fatalities in 1938, 40 resulted from one accident for which

Taking casualties for all classes of persons—passengers, employees, persons at highway-railroad grade crossings, and trespassers—the number of fatalities in 1938 was reduced 15.9 per cent and the number of non-fatal injuries was reduced 25.7 per cent compared with 1937. Compared with 1929, the number of fatalities in 1938 was reduced 30.7 per cent and the number of non-fatal injuries was reduced 64.6 per cent.

## PLAN EXHAUSTIVE TESTS OF FREIGHT CAR TRUCKS

**Increased Speed of Freight Trains Necessitates Study to Determine Type of Equipment Best Fitted to Modern Operation**

Because of the increasing speed of freight trains on the railroads of the United States, the Association of American Railroads recently announced plans for a series of tests to determine what improvements can be made in the construction of railroad freight car trucks in order to better fit them to meet operating conditions resulting from greater high-speed freight service.

These tests, which will begin as soon as possible, will be the most comprehensive of their kind ever conducted by the railroads. Out of them are expected to result the development of a freight car truck that can be used on freight trains moving at speeds as great as the fastest passenger trains now being operated in the United States.

### Operate on Faster Schedules

The railroads in recent years have made material increases in the speed with which freight is being moved over the rails. Due to improvements in locomotives and freight cars and methods of operation, the average speed of freight trains in 1938 was 61 per cent higher than in 1920. In many instances freight trains are now being operated on what were formerly passenger-train schedules.

Railroad freight car truck manufacturers located in various parts of the United States have turned over to the Association about a dozen different types of freight car trucks for testing purposes. Each one will be given a separate and thorough test under varying conditions, both as to load of cars and as to speed. Test runs between Altoona and Lock Haven will be made every other day, the intervening time between each run being devoted to installing the various freight car trucks and to making changes in the load of the cars used in the test runs.

a cloudburst was responsible. In another accident resulting from man-failure, eight passengers were killed in a collision. In another accident three passengers were fatally injured as a result of a derailment caused by a passenger train colliding with a truck at a railroad-highway grade crossing. The other passenger fatality resulted from a collision of two passenger trains.

Fewer persons lost their lives in accidents at highway-railroad grade crossings in 1938 than in any year since 1915 with the exception of 1933. Such fatalities in 1938 totaled 1,517, a decrease of 358 compared with 1937. At the same time there was a reduction of 1,118 in the number of persons injured. This means a reduction of 21.1 per cent was shown in the number of casualties resulting from grade-crossing accidents in 1938 compared with the preceding year.

### Fewer Trespasser Fatalities

Casualties to trespassers on railroad property declined from 2,569 fatalities and 2,629 non-fatal injuries in 1937 to 2,298 fatalities and 2,429 non-fatal injuries in 1938, a decrease of 9.1 per cent. This represents, however, an increase in the frequency rate of casualties to trespassers, since total train movements were reduced by a slightly greater per cent than the casualties.

### EXCEED DEMAND

**T**RANSPORTATION facilities have been extended in the last decade along economically unsound lines and without public or governmental direction. Available facilities now far exceed the need and the demand for such service, producing the inevitable wasteful and cutthroat practices and the struggle for a share of the meager traffic available. Many of these new transport facilities were developed with the aid of government subsidy and permitted to project their operations into fields already adequately served by the railways, and because of this overexpansion all forms of transportation are hard pressed to survive.

—GEORGE M. HARRISON, Grand President, Brotherhood of Railway and Steamship Clerks; Chairman, Railway Labor Executives' Association

## Equipment Installed Shows Slight Rise

Class I railroads in the first three months of 1939 put in service 5,104 new freight cars, according to the Association of American Railroads. Of that number, 2,382 were installed in March. In the first three months of 1938, Class I railroads placed 4,362 freight cars in service.

New steam locomotives put in service in the first three months of 1939 totaled eight compared with 68 in the same period of 1938. New electric and Diesel locomotives installed in the three-month period this year totaled 46 compared with 40 in the same period last year.

### 6,502 Freight Cars on Order

Class I railroads on April 1 had 6,502 new freight cars on order compared with 5,825 on the same day last year and 6,788 on March 1, 1939.

New steam locomotives on order on April 1, 1939, totaled 62 compared with 84 on April 1, last year, and 63 on March 1, 1939. New electric and Diesel locomotives on order on April 1, this year, numbered 33 compared with 19 one year ago and 38 on March 1, 1939.

Freight cars and locomotives leased or otherwise acquired are not included in the above figures.

## Railroad Financing in First Quarter

Railroad financing for the first quarter of 1939 amounted to \$47,135,000, of which \$42,135,000 was accomplished through the sale of long-term bonds and notes and the balance by means of short-term bonds and notes. No new stock issues were sold during the first three months of 1939.

### \$30,135,000 New Capital

Of the total amount of railroad financing in this period, \$30,135,000 represented new capital and \$17,000,000 went for refunding purposes. These figures are taken from a report just issued by the *Commercial & Financial Chronicle*.

Financing by the railroads in the first quarter of this year was smaller than for any similar period during the past five years with the exception of 1938 and 1935. In 1938 such financing amounted to \$12,235,000; in 1937 it stood at \$20,417,000; in 1936 at \$317,909,900, and in 1935 at \$24,945,000.

## HANDLING OF WHEAT CROP PLANNED IN ADVANCE

**Western-Owned Box Cars Are Now Being Routed Back to Their Home Lines to Avoid Any Car Shortage in June**

With the first estimate of the Department of Agriculture indicating a winter wheat crop of 549,219,000 bushels this year, preliminary steps were taken this week by the Car Service Division of the Association of American Railroads to insure an adequate supply of box cars to move the crop to market.

All railroads have been circularized with a view to concentrating approximately 40,000 cars on wheat-loading lines prior to the beginning of harvesting early in June. Railroads throughout the country were requested to issue orders, effective at once, for the immediate return of all western-owned box cars.

While the forecast of this year's winter wheat crop is 20 per cent below last year's production, it is nevertheless close to the last ten-year average and therefore calls for the same protective measures which have been taken by the railroads in recent years to avoid car-supply difficulties. By virtue of the early planning of the railroads last year, drastic orders to insure an adequate car supply were unnecessary, even with new records being established

in some of the leading terminal markets.

Car Service Division officials are confident that this year's winter wheat crop will be handled without any difficulty.

Nearly half of the entire wheat crop is harvested in the southwestern group of states. The movement to elevators in a comparatively few weeks generally starts in huge volume in that section early in June.

Cars belonging to the early wheat-loading railroad carriers are expected to start moving homeward almost immediately, with those of the central western lines and the northwestern roads, which sections harvest their wheat next, being headed in the direction of their respective territories shortly thereafter.

It is expected that factors in the grain trade will cooperate with the railroads in the handling of this year's crop in the same manner as heretofore. Terminal committees, representing the shippers and receivers throughout the grain-producing states, have been created in recent years and through their active cooperation with the railroads and special representatives of the Car Service Division the wheat movement has been greatly accelerated.

## FIGURES REVEAL EFFICIENT RAILROAD OPERATION

**Constant Progress in Modernization and Improvement Is Reflected in Increased Economy as Well as Efficiency**

One of the outstanding achievements of the railways in the past seventeen years is the improvement which has been made in the efficiency and economy of operation. A continual process of modernization and improvement has been successfully followed despite the difficulties presented by reduced traffic and decreased earnings. Figures covering five of the principal factors of railway operation for Class I lines follow:

*In 1921—The average freight train carried 651 tons of freight.*

**In 1938—This average load per train increased to 759 tons.**

*In 1921—Average freight train speed (counting all stops) was 11.5 miles per hour.*

**In 1938—The corresponding freight train speed had been increased to 16.6 miles per hour, a gain of 44 per cent.**

*In 1921—Each freight train performed each hour on the average a service equivalent to carrying 7,506 tons of freight a distance of one mile.*

**In 1938—This figure had been increased to 12,472 ton-miles, an increase of 66 per cent.**

*In 1921—162 pounds of coal (or its equivalent) were required in freight service to move 1,000 tons of freight and equipment a distance of one mile.*

**In 1938—The same amount of work was done with 115 pounds of coal, a saving of 29 per cent.**

*In 1921—17.7 pounds of coal (or its equivalent) were required in passenger service to move a passenger-train car a distance of one mile.*

**In 1938—The same amount of work was done with 14.9 pounds of coal, a saving of 16 per cent.**

## 547,816 CARS LOADED IN WEEK ENDED APRIL 15

Loadings of revenue freight for the week ended April 15 totaled 547,816 cars, the Association of American Railroads reports. This was an increase of 10,231 cars or 1.9 per cent above the corresponding week in 1938, but a decrease of 198,707 cars or 25.6 per cent below the same week in 1937.

For the week of April 15, loadings of revenue freight showed an increase of 12,346 cars or 2.3 per cent above the preceding week.

	Week ended Apr. 15		Week ended Apr. 8	
	1939	1938	1939	1938
Grain and Grain Products.....	30,932	31,215	30,218	28,777
Live Stock.....	12,483	11,251	10,528	11,090
Coal.....	55,049	88,014	46,451	91,129
Coke.....	5,839	4,121	6,024	4,501
Forest Products.....	28,024	25,422	26,866	22,485
Ore.....	11,259	7,813	8,657	6,177
Merchandise L. C. L.....	154,129	150,722	157,755	150,656
Miscellaneous.....	250,101	219,027	248,971	207,234
TOTAL.....	547,816	537,585	535,470	522,049

All districts except the Pocahontas reported increases compared with the corresponding week in 1938. All districts reported decreases compared with the same week in 1937.

	1939	1938	1937
Four weeks in January.....	2,302,464	2,256,717	2,714,449
Four weeks in February.....	2,297,388	2,155,536	2,763,457
Four weeks in March.....	2,390,412	2,222,939	2,986,166
Week ended April 1.....	604,241	523,489	721,229
Week ended April 8.....	535,470	522,049	711,079
Week ended April 15.....	547,816	537,585	746,523
TOTAL.....	8,677,791	8,218,315	10,642,903

**S**TATES, counties, and cities levy taxes on the railroads which are greater and greater each year. Railroads have been the victims of every tax racket known to the country. Payment of these taxes is a real financial burden, even to the most prosperous roads. Before the problem can be completely met, the city, county, and state governments will have to correct this situation and show a proper cooperative spirit if we are to save our greatest system of transportation.

—SENATOR HARRY S. TRUMAN of Missouri