

Total annual savings of \$883,000 are being realized by the discontinuance of eight short-haul trains in 1968, most of which served St. Louis. A case involving the discontinuance of another pair of trains is also pending. Two pairs of discontinued trains between St. Louis and Carbondale were replaced by a coordinated bus-rail service. Further savings were obtained by dropping three little-used sleeping car lines.

On-train food service was restructured during 1968 to meet our patrons' demands for low cost, light meal service. Six food-bar-coaches were introduced to provide this type of service to our Mini-Corridor patrons. For longer haul operation, Panama Limited and City of Miami food services were also modified to reduce costs.

Sales efforts placed more emphasis on new attractive tour packages, including individual tours to Florida and group tours to Chicago, all designed to stimulate off-peak travel.

REA Express followed the lead of the Post Office Department, and shifted almost all express traffic into piggyback freight service. The heavy volume of bulk mail between Chicago and Memphis was transferred to the fast, all-piggyback train, and systemwide results showed piggyback freight service handling even greater volumes of mail than in 1967.



REVITALIZATION OF SUBURBAN SERVICE

Late in December, 1968, the application of the board of trustees of the Chicago South Suburban Mass Transit District for a grant of \$25.2 million received tentative approval by the U.S. Department of Transportation. The grant, if finally approved, will equal two-thirds of the estimated cost of 130 new double-decked air conditioned suburban railroad cars to be leased to the railroad. As projected, the railroad will put up an advance rental payment of \$12.5 million to provide the balance of the money for the purchase of the cars, expected to be delivered in mid-1970. They will be owned by the mass transit district but the railroad will operate and maintain them.

Eleven Chicago suburbs formed the Chicago South Suburban Mass Transit District to enable their participation in federal grants for mass transit projects which had been made available by Congress under the Urban Mass Transit Act of 1964.