

70 miles per day, 35c. per engine mile, single crew, 40c. double.
 80 miles per day, 35c. per engine mile, single crew, 37½c. double.
 Over 80 miles per day, 35c. per engine mile, single or double crew.

These values are for 100% locomotives, if heavier locomotives are used, add 2% for increase of 10% in tractive power.

If road engines are at divisional point, and are used intermittently for assistance, the cost per engine mile will be 10% less. If yard engine is used, 35c. per engine mile.

The Minimum Cost for Assistant engines when not at a divisional point or used for yard work, is \$7,000. per year for single crew, or \$9,000 per year for double crew. To this \$1,000. per year will be added for Capital investment. The total number of engines required on a section when assistance is used is generally reduced, and a credit of \$1,000.00 per year per engine saved must be allowed in the general scheme.

The cost of Doubling will be figured at 45c. per additional engine mile, plus \$1.00 per train doubled.

The Cost of Switching is 27½c. per engine mile, and the Cost of Light Running is 25c. per engine mile.

OPERATING VALUES for DISTANCE, CURVATURE, RISE and FALL, values capitalized at 5%.

DISTANCE.

Competitive traffic. Through rates. Traffic based on RATE PER MILE NOT INCLUDED.

Distances aggregating less than two miles in an engine run, not affecting track force, or train wages:

30 cents per train mile, = 2 cents per foot, per daily train per annum.

Cap. Value = 40 cents per foot, per daily train per annum.

Distances affecting train wages, but not requiring extra siding:

48 cents per train mile, = \$175 per additional mile per daily train per annum.

Cap. Value = \$3,500 per mile per daily train per annum.

Distances requiring extra side tracks:

62 cents per train mile, = \$225 per additional mile per daily train per annum.

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