

to continue a service that cannot even closely approximate its cost. Our ability to maintain and improve our other essential transportation services is of extreme importance to our company and the communities we serve. Obviously, funds necessarily used to offset losses from passenger operations are unavailable for use in the maintenance and improvement of these other services.



WHILE WE FEEL we have done our utmost to continue to provide passenger service, it is apparent that further continuation of this service is no longer justifiable. It is our sincere hope that those residing in the area served by the Kansas City Southern Lines will appreciate the difficult situation with which we are faced and will agree with us that it is economically unsound to continue to expend time and money on a service that is no longer in favor with the traveling public and that has been abandoned by the U. S. Post Office Department.



Again . . .

WE DEEPLY REGRET the situation which brings about this action. (We, too, have loved the passenger train!)

Conduamus III

PRESIDENT



to
**PATRONS AND FRIENDS OF
KANSAS CITY SOUTHERN**
Lines

We
Deeply
Regret . . .

... the Passing of an Era!

DESPITE OUR EFFORTS over the past several years to attract patronage to our passenger trains and our acknowledged intention to remain in the passenger business, the decision has been made to take immediate steps to discontinue all passenger-train service on the KCS and the L&A.



WHILE THE SAFETY and comfort of rail travel has much to offer, the traveling public has gradually turned to the use of other means of transportation. Along the routes of Kansas City Southern Lines are hundreds of miles of highways (constructed with government funds) and numerous airports (aided also by governmental agencies) the use of which continues to increase. The overwhelming majority of the traveling public has unquestionably indicated its preference for highway and air travel.



WE HAVE NOT stood by idly and permitted our service or our equipment to deteriorate. Two trains daily in each direction between Kansas City and the Gulf have provided reliable service for many years. Since January 1, 1962, alone we have placed in service new or completely refurbished passenger-train cars costing in excess of **\$5,000,000**. Our Thriftrip fares are among the lowest in the nation, and our dining car service and prices have received the praise of hundreds of patrons.

WE DEEPLY REGRET the necessity to discontinue this service, but it is no longer possible to absorb the losses that result from passenger operations. In the year 1965 the loss to the Kansas City Southern Lines from passenger-train operations amounted to approximately **\$2,700,000**. In 1966 this loss increased to approximately **\$2,900,000**, and for the first 6 months of 1967 the loss amounted to approximately **\$1,800,000**.



AN IMPORTANT PART of passenger-train revenues comes from the transportation of mail for the U. S. Post Office Department. Two Railway Post Office cars have already been removed by the Post Office Department from our passenger trains, and we have been notified that the remaining R.P.O. cars will be removed on January 12, 1968. The Kansas City Southern Lines earned revenues of approximately **\$700,000** in 1965 and **\$680,000** in 1966 for the handling of these R.P.O. cars in passenger trains. The Post Office Department has also announced that it intends in the near future to move second, third and fourth class mail at rates reduced to such a point that it would be impractical to handle this mail in passenger trains.



IT CERTAINLY would not be in the best interests of our shippers, employees or stockholders