INDEX

Acceleration principle, 157–69
Accounting
   Allocation of items to time periods, 273–4, 293, 295, 332
   Definitions, 267–8
   Depreciation, effect of time basis on cost, 292–3
   Expense vs. rent, 304n
   System prescribed by ICC, 267, 304n
Adams, A. B., 74n
Age of workers, 218–20
Agricultural Economics, Bureau of, 13n
Agricultural output and traffic, 35–8
Agriculture, Department of, 8
American Aviation, 361n
American Petroleum Institute, 355
American Railway Association. See Association of American Railroads
American Railway Engineering Association, 217n
American Transit Association, 343
Angell, J. W., 74n
Armstrong, W. H., 100n, 208n
Association of American Railroads, 22n, 86, 97n, 119n, 159, 168n, 224n, 385
Automobile industry, location of, effect on average haul, 19
Automobile Manufacturers Association, 351
Automobiles, passenger
   Number registered, 351
   Production, 349–51
Automotive Council for War Production, 9n
Aviation, 361–2, 364–5, 375
Babson Statistical Organization, 22, 63, 75n, 159, 162, 259
Banking holiday, 26, 55
Barger, Harold, 8, 35, 36, 357
Bituminous coal
   Importance as traffic, 26, 42
   Production, 32
Bjorkholm, J. E., 224n
Brooks, C. E., 224n
Bruce, A. W., 97n
Building materials, prices of, 255, 257, 260, 264
Bukovsky, Alexis P., 222n
Burns, Arthur F., 1–2, 4n, 25, 26n, 45n, 50, 155n, 169n, 282
Bus Transportation, 343
Carload traffic
   Loading, 81
   Rates on, 11, 85, 91
Carson, Daniel, 377–8
Census, Bureau of, 48n, 222n, 343, 350, 376, 382
Century of Progress exposition, 59
Charting of data, 4n
Chicago, Century of Progress exposition, 59
Civil Aeronautics Administration, 362n
Civil Aeronautics Board, 365n
Clark, J. M., 74n, 157, 159
Clarke, H. R., 95n, 207n
Coal. See Bituminous coal, also Fuel
Commerce, Department of, 362n
Commodity Flow
   Aggregate, 8
   Turning points, 25–6
Commutation travel, 47–9, 56–60, 66–8
   Fares, 49, 67
   Journeys, length of, 56–60
Compensation, employee
   Per traffic unit, 212
   Percentage spent on additions and betterments, 184
See also Wage rates, Wages
Competition among
   Kinds of transport, 7–13, 19, 31, 48–9, 55–7, 59–60, 64–72, 128, 169
   Railways, 169, 242, 246, 356
Composition of labor, effect on hourly earnings, 249
Composition of traffic, effect on
   Average haul, 17–8
   Load per car, 83–5
   Loaded miles, 118–9
   Operating revenue per traffic unit, 236
   Revenue per ton-mile, 232–3
Conformity, defined, 15
Corporate profits, 330
Cost, theories of, 73–4, 184, 187, 194, 225, 227, 231, 267, 274–7
Cunningham, W. J., 54n
Days paid for. See Man-days
Density, freight traffic, 23
Depreciation
 Aggregate, 285–6
 Effect on fluctuations in cost, 285–90; profit, 322–4, 328–9
 Estimates of monthly, 269–71
 Per traffic unit, 269, 286–90, 322–3
 Ratio to operating expenses, 256, 288–9
Dickerman, W. C., 98n, 99n
Distance, effect on unit revenue, 232
Dividends, 336–40
 Unearned, 339–41
Double trough, 26
Durable goods
 Haul, average, 17
 Percentage of tons originated, 33–4
 Production, 32–3
Ellis, D. S., 207n
Elmer, William, 208n
Emergency Boards under Railway Labor Act, 250n
Employment
 Fluctuations compared with those in man-hours and in traffic, 176–80
 In transportation compared with that in all industries, 376–9
 Secular changes, 216–7
Empty movement
 Car-hours in trains, 105, 109–10
 Compared with loaded, 117–20
Equipment and joint facility rents, 287, 303–7
 Effect on fluctuations in profit, 322–4, 328–9
Erie Canal, 357
Erie railroad, 213n
Estey, J. A., 74n
Excise tax on carriers, 301
Ezekiel, Mordecai, 73n
Fabricant, Solomon, 8, 35–6, 357n
Fares, passenger, 49, 69–71
Faries, Robert, 98n
Federal Coordinator of Transportation, 17n, 18n, 86n, 89, 106, 197n, 233, 382
Federal Reserve Board, index of industrial production, 8, 26, 62–5
Federal Trade Commission, 40
Finished commodities, 32–3
Fischer, Gerald J., 192n, 385
Fixed charges, 330–4
‘Foreign’ cars, defined, 303

Formulas
 Car-miles per car, 121
 Cost per traffic unit, 290
 Load, average, carload traffic, 83n
 Net operating revenue per traffic unit, 324–5
 Operating revenue per traffic unit, 233n
 Profit per dollar of revenue, and per traffic unit, 255n
 Rate of change during cycle segment, 160n
 Stage averages, 160n
Freight car-days, -hours, 105–11
Freight cars
 Capacity, 144
 Depreciation, 269, 271
 Empty, 106–9
 Hours in use, 105
 Installed, 146
 Kinds, 74–5, 119
 On line, 138–40, 151
 Orders, 153–66
 Retired, 146
 Serviceable, 151
 Serviceable hours, 105
 Shortages, 91, 167–9
 Size, trend in, 91
 Speed, 103
 Surplus, 117, 168–9
 Unserviceable, 105, 169, 171
Freight revenue per ton-mile, 235, 237–40, 245–6
 Effect of changes in composition of traffic on, 232–3
Freight traffic. See Ton-miles, also Tons transported
Fruit and vegetable traffic
 Movement in refrigerator cars, 38n
 Movement in rented cars, 305, 307
 Relative importance, 38
Fuel
 Equation of various kinds to coal, 221n
 Importance as item of expense, 256
 Importance of railroads as consumers, 222n
 ‘Productivity’ of, 221–30
Fuel and lighting, prices of, 255, 257, 260, 264
Fuel oil, consumption by railroads, 222n
Gasoline consumption, 348–52
Gault, Paul M., 99n
Geography, industrial, effect on transportation, 18–9
INDEX

Lorenz, M. O., 385

Maintenance
Labor requirements, 203–7
Lag in, 175
Technological change and, 207–9
Man-days, 210–1

Man-hours
Computations, 386
Fluctuations compared with those in number of workers and in traffic, 178
Maintenance per 100,000 traffic units, 203–9
Paid for but not worked, 199–203
Per employee, 181–2
Per traffic unit, factor in cost and profit, 255n, 290–1, 324–5

Materials, railway
Importance as element of cost, 256
Prices, 255, 258–9, 262–3, 290–1, 324–5
Used per traffic unit, factor in cost and profit, 255n, 290–1, 324–5
McBride, T. C., 224n
McCormick, George, 224n
Metals and metal products, prices of, 255, 257, 290, 264
Military travel, World War I, 54–5
Mineral production, 35
Mines, Bureau of, 349, 352–3, 355
Minimum weights, 85–6

Net income of railroads, 330–40
Net railway operating income, 268, 308–10, 317, 321–4, 328–33. See also Operating profits
Net revenue from railway operations, 268, 307–30. See also Operating profits

Net worth, return on, 334–5
Neubert, John V., 207n
‘New Deal’, 59
New York City
Commutation travel, 48
Highway approaches, 48–9
Transit rides, 343–5, 347–8
New York Railway Club, 99n, 207n, 213n, 217n
New York State canal traffic, 12, 357–62
New York State Public Works Department, 359
Noncommutation passenger-miles, 44–5, 63
Percentage of total passenger miles, 66–7

Nondurable goods
Haul, length of, 17
Resemble travel, 62
Novak, M. A., 208n
Operating expenses, aggregate, 271–4
Items included, 267–8
Relative importance of selected items, 256

Mitchell, Wesley C., 1–2, 4n, 25, 26n, 45n, 50, 73n, 155n, 282
Morgan, C. S., 357n, 382
Motor Carrier Act, 13
Motor fuel, automobile, 348–52
Motor transport
Competition with railroads, 9–13, 53, 55–6, 54, 66–7
Conditions of entry into, 12
Effect on average rail haul, 19, journey, 56–7, 59, 68
Eliminates rehandling, 11
Of farm products, 13
Rates charged, 12–3

Motor trucks
Improvement of, 9
Production, 350
Registrations, 13n, 351
Moulton, Harold G., 12n
Murphy, Edmund J., 343
Murray, Philip, 73n
Myers, W. S., 73n

National Bureau of Economic Research, 155, 185, 347n

Net worth, return on, 334–5
Neubert, John V., 207n
‘New Deal’, 59
New York City
Commutation travel, 48
Highway approaches, 48–9
Transit rides, 343–5, 347–8
New York Railway Club, 99n, 207n, 213n, 217n
New York State canal traffic, 12, 357–62
New York State Public Works Department, 359
Noncommutation passenger-miles, 44–5, 63
Percentage of total passenger miles, 66–7

Nondurable goods
Haul, length of, 17
Resemble travel, 62
Novak, M. A., 208n
Operating expenses, aggregate, 271–4
Items included, 267–8
Relative importance of selected items, 256

INDEX
Retroactive, 273-4, 276
Operating expenses per traffic unit, 274-93
Changes during segments of
Reference cycles, 282-3
Traffic cycles, 279-85
Factors in, 290-1
Net change during traffic phases, 288, 308
Effect of
Input-output ratios, 290-3
Prices paid, 262-3, 266, 290-3
Wage rates, 252-5, 273-4, 276
Stage averages, 276, 279-80
Turning points compared with those in traffic, 278-9
Operating profits, aggregate, 325-9
Variants of, defined, 268
Operating profits, per traffic unit, 307-27
Changes during segments of
Reference cycles, 319-20
Traffic cycles, 314-22
Net change during traffic phases, 307-11
Compared with change in revenue or expense, 307-8, 319
Effect of price and input-output changes, 324-5
Stage averages, 309-10
Turning points, compared with those in traffic, 311-4
Variants of, fluctuations compared, 322-4
Operating revenue per traffic unit, 235-6, 242-4, 246, 308
Compared with hourly earnings, 251-5
Compared with prices of railway materials and other commodities, 257-66
Effect of change in composition of traffic on, 231-5
Orders for new equipment, 152-69
Bunching of, 160-7
Freight cars, 154, 156, 158, 164-5
Passenger cars, 155, 157, 161, 164
Osterrmann, R. M., 98n, 224n
Overtime, 194-9

Passenger-carrying car-miles
Defined, 122n, 130n
Per car per year, 130-2
Per train-mile, 123-5

Passenger-miles
Compared with ton-miles, 65-6
Domestic airlines, 361
Estimates, by months, 1907-19, 43n
Per car-mile, 121-5
Per hundred ton-miles, 66
Per locomotive-mile, 129-30
Per man-hour, 193-4
Per man-hour of train labor, 193-4
Per passenger-carrying car, 134-6
Per passenger-carrying car-mile, 122-4
Per passenger locomotive, 135
Per point of industrial production, 64-5
Per ton of locomotive fuel, 221-3, 225-30
Per train-mile, 125-7, 129
Rate of growth, segments of expansion, 161

Passenger revenue per passenger-mile, 240-1, 247
Commutation vs. other, 49
Ratio to freight revenue per ton-mile, 75, 78
Used to estimate traffic, 43n

Passenger-train cars
Installed, 147
Number in stock, 138-9, 143, 149
Orders for new, 155, 157, 161, 164
Other than passenger-carrying, 151-2
Passenger-carrying
Defined, 122n, 130n
Occupancy, 121-4
Seating capacity, 145
Retired, 147

Passenger travel sold for cash, 55
Payroll taxes, 293, 295, 297, 300-1

Petroleum and its products
Coastwise movement, 355
Conversion of barrels to tons, 355
Movement in rented cars, 305

Pipelines, 353-4
Production, 353
Relative importance as rail traffic, 38-9

Pipe, defined, 3-2
Pipe lines, 353-4
Pools, railroad, 242
Poor's Manual of Railroads, 4, 16, 18, 125n, 383
Powers, T. F., 208n

Paper production, 40-1
Parmelee, Julius H., 258
Partington, John E., 154-7, 159, 161, 166n

Packing-house traffic, 38
INDEX

Prices
- Factor in cost and profit, 255n, 262-3, 290-1, 324-5
- Railroad supplies, 258-63
- Wholesale, 255, 257-8, 260-6

Priorities, war, 94-5

Private transportation, 357n

Production indexes, 7-9

'Productivity', of
- Equipment, 114-7, 134-7
- Fuel, 221-30
- Labor, 176-94, 203-11, 213-7
- In water transport, 357

Profit, theories of. See Cost, theories of

Profits. See Corporate profits, Operating profits

Public Health Service, U. S., 54n

Public Service Commission, New York State, 347n

Pullman
- Cars, 122n, 123n, 129, 130n, 132n, 143, 145, 149
- Fares, 68-9
- Journeys, length of, 62
- Revenue, 45
- Travel, 45-6, 50-2, 53n
  Compared with coach, 68-72

Purcell, John, 224n

Purchasing power, theories of, 73, 267

Rail motor-car-miles, 129-30

Railroad Administration, 54n, 91, 131, 333n

Railroad Retirement Act, 301n

Railroad Retirement Board, 218-20

Railroad Unemployment Insurance Act, 301n

Railroads' War Board, 91

Railway Age, 155, 161, 182n, 258-9, 261

Railway Economics, Bureau of, 184, 256, 258, 297n

Railway Engineering and Maintenance, 207n

Railway Labor Act, 250n

Railway Labor Board, 249

Railway operating income, 268, 308-10, 317-8, 321-4, 328-9. See also Operating profits

Rate of return, 334-5

Rates, freight
- Changes, 12, 85, 248, 252
- Legislation, effect on, 242
- Readjustment, obstacles to, 87-8, 92-4, 127-9, 199-200

Real estate improvements, value, 382

Reference chronology, contraction, cycle, expansion, peak, phase, trough, turning point, definition of, 1-2

Calendar vs. fiscal chronology, 4n, 6

Significance of, 282

Refrigerator cars, 119

Rent
- For equipment etc. See Equipment and joint facility rents
- For leased roads, 330

Repairs. See Maintenance

Retirement of equipment, 143-8, 174-5

Retroactive expenses, 273-4

Ripley, C. T., 224n

Robertson, D. H., 74n

Roosevelt, Franklin D., 73n

Rosenman, Samuel I., 73n

Rudd, W. B., 217n

Ruggles, C. O., 168n

'Sailing days', 91, 95

Schurr, Sam H., 8, 35

Seasonal adjustment
- Always made, 3-4
- Car orders hard to adjust, 166n
- Nonrecurring events not discounted, 59
- Not precise, 47
- Tax estimates and, 295
- Unusual weather and, 182n

Secular change in
- Carload, average, 91
- Equipment rents, 305-7
- Equipment stocks, 148-52
- Freight traffic, 6-7, 31
- Haul, average, 18-9
- Overtime, 196-7
- Passenger traffic, 52-3
- 'Productivity' of
  - Fuel, 223-4
  - Labor, 213-7
- In maintenance work, 207-9
- On trains, 192-3
- Speed of trains, 99-101, 197
- Taxes, 295-6, 300-1
- Train-loads, 97-8

Segment, defined, 186

Senate, United States, 119n

Serviceable equipment
- Freight cars, 105-6, 108-11, 114-7, 138-40, 151
- Locomotives, 114-7, 138-40, 142, 151-2

Shaw, William Howard, 8, 32-3

Sherman Anti-Trust Act, 242
INDEX

Snyder, Carl, 22n
Social Security Act, 301n
Social Security Board, 301n
'Specific', defined, 2

Speed
Freight trains, 93-4, 99-101, 195-7, 200-1
Passenger trains, 134, 197-9, 202
Technology and, 99-100
Stage averages, 160, 185-6, 279
Standard return, 331-3
Strike, shopmen's, effect of, on
Hours worked, 181
Operating cost, 313
Output per man-hour, 188
Overtime, 195
Repairs, 170
Subcycles in
Labor productivity, 182
Profits, 313
Traffic, 31-2, 313
Supreme Court, 242, 301n
Survey of Current Business, 22n, 40, 45n, 62, 168n, 350

Tank cars, 119
Tariff Commission, 355
Taxes
Aggregate, 293-6, 298
Effect on profits, 322-4, 328-9
Estimation of, 293, 295
Federal, 296-7, 299-300
Payroll, 297, 300-1
Per traffic unit, 287, 302-3, 323-4
Property, 300
Rates, 293
Rates, retirement tax, 300-1
State, 296-300
Unemployment, rates, 301
Technological change
Automatic block signals, 99
Automatic stoker, 97
Booster, 98
Car retarders, 217
Centralized traffic control, 99
Chemicals, 100, 207-8
Cross ties, 207-8
Drain pipe, 207
Effect on
Employment, 216
Fuel consumption, 223-4
Maintenance work, 207-9
Output per man-hour, 213-4
Overtime, 195-7
Speed, 99-100
Time paid for but not worked, 201-2
Trainloads, 97-8
Feedwater heater, 97-8, 223-4
Firebox, 97
Fuels, 223-4
Locomotives, 97-8
Lubricator, rail, 207
Metals, 98, 207-8
Office equipment, 217
Power tools, 208
Roadbed, 98
Superheater, 97-8, 224
Switches, 99, 216
Track, 98-9, 207
Trailing truck, 97
Water treatment, 100, 208, 224n
Work equipment, 99
Yards, 216-7

Ton-miles
Aggregate, 21
Amplitude of fluctuations, 28-30, 40-2, 63, 65-6, 177-80
Babson estimates, 24
Duration of fluctuations, 28-30
Net ton-miles, defined, 22n, 114-6
Per car per month or year, 114-6
Per loaded car-hour, 104
Per loaded car-mile, 89-91
Per locomotive per month or year, 114-6
Per locomotive-mile, 97
Per man-hour of train labor, 191-3
Per mile of line, 25
Per ton carried, 15-6
Per ton of locomotive fuel, 221-2, 225-30
Per ton originated, 14-7
Per train-hour, 102-3
Per train-mile, 95-8
Rate of growth, segments of expansion, 158
Revenue ton-miles, defined, 22n
Thirteen railroads, early period, 23
Turning points, 26-8

Tons transported
Aggregate, 5, 8, 20
Amplitude of fluctuation, 535
By rail, compared with total flow, 10
Carried, defined, 3n
Originated, carload freight, per car originated, 82, 88
Originated, less-than-carload, per merchandise car loaded, 86-9
Thirteen railroads, early period, 4-6
Waterborne, 355-62
Traffic units
   Aggregate, 75–8
   Man-hours compared, 178
   Number of workers compared, 177–9
   Per man-hour, 182–4
     Change in various segments of cycles, 184–9
     Change with successive increments of traffic, 189–91
   Stage averages, 187
   Technology vs. volume, 213–4
   Per worker
     Effect of eight-hour day, 176, 215
   Technology vs. volume, 214–5

Train miles
   Per freight locomotive, 113
   Per freight train-hour, 99–101
   Per mile of road, passenger service, 128
   Per passenger locomotive, 134

Transit Commission, State of New York, 48n, 347n

Turning points
   Computation of averages, 31n
   Defined, 1–2
   Selection of, 43, 45, 47, 155, 185, 311

United Air Lines, 365n
Unserviceable equipment, 105, 108, 169–75

Useful time
   Cars, freight, 105–11
   Locomotives, 111–4

Van Arnum, John R., 38n
Vauclain, S. M., 98n
Veblen, Thorstein, 74n

Wage rates, 211–2, 249–51, 273–4

War Department, 55n, 355
Water traffic
   All domestic, 356–7
   Labor requirements, 357
   Mississippi river, 12
   New York canals, 12, 357–62
   Selected trades, 354–6

Wealth, in transportation and other industries, 377, 382
Weather, 182n, 195, 204
Western Railway Club, 97n, 98n, 99n, 208n, 224n
Woodruff, Robert E., 213n

Work trains, 81n

Workers, gainful, in transportation and other industries, 376–9

World War I
   Cost per traffic unit, 274
   Director-General of Railroads, 153, 164, 248
   Federal control, 153
   Freight cars
     Loading, 91
     Number in a train, 94–5
     Orders for new, 155, 164
     Shortages, 91
   Freight rates, 248
   Labor, 176
   Passenger car orders, 157
   Passenger traffic, 54–5
   Profits, 311, 331
   Wage rates, 273–4

World War II
   Age of workers, 220n
   Traffic, 31, 53n, 375n

Yards, railway, 99, 216–7

Zwight, S., 224n
NATIONAL BUREAU PUBLICATIONS ON BUSINESS CYCLES

I Books on Business Cycles

*Business Cycles and Unemployment (1923) 448 pp., $4.10
Committee on Unemployment and Business Cycles of the President's Conference on Unemployment, and a Special Staff of the National Bureau

*Employment, Hours and Earnings in Prosperity and Depression, United States, 1920–1922 (1923) 150 pp., 3.10
W. I. King

*Business Annals (1926) 382 pp., 2.50
W. L. Thorp, with an introductory chapter, Business Cycles as Revealed by Business Annals, by Wesley C. Mitchell

Migration and Business Cycles (1926) 258 pp., 2.50
Harry Jerome

Business Cycles: The Problem and Its Setting (1927) 514 pp., 5.00
Wesley C. Mitchell

*Planning and Control of Public Works (1930) 292 pp., 2.50
Leo Wolman

*The Smoothing of Time Series (1931) 174 pp., 2.00
F. R. Macaulay

*Strategic Factors in Business Cycles (1934) 256 pp., 1.50
J. M. Clark

*German Business Cycles, 1824–1933 (1934) 308 pp., 2.50
C. T. Schmidt

Public Works in Prosperity and Depression (1935) 482 pp., 3.00
A. D. Gayer

Prices in Recession and Recovery (1936) 602 pp., 4.00
Frederick C. Mills

Some Theoretical Problems Suggested by the Movements of Interest Rates, Bond Yields and Stock Prices in the United States Since 1866 (1938) 612 pp., 5.00
F. R. Macaulay

*Consumer Instalment Credit and Economic Fluctuations (1942) 262 pp., 2.50
Gottfried Haberler

Measuring Business Cycles (1946) 592 pp., 5.00
A. F. Burns and Wesley C. Mitchell

*Price-Quantity Interactions in Business Cycles (1946) 158 pp., 1.50
Frederick C. Mills

*Changes in Income Distribution During the Great Depression (1946) 192 pp., 2.50
Horst Mendershausen

American Transportation in Prosperity and Depression (1948) 432 pp., 5.00
Thor Hultgren

II Books Partly Concerned with Business Cycles

*The Behavior of Prices (1927) 598 pp., 7.00
Frederick C. Mills

395
**Recent Economic Changes in the United States (1929)** 2 vol., 990 pp., 7.50
Committee on Recent Economic Changes of the President’s Conference on Unemployment, and a Special Staff of the National Bureau

*Seasonal Variations in Industry and Trade (1933)* 480 pp., 4.00
Simon Kuznets

**Production Trends in the United States Since 1870 (1934)**
A. F. Burns

*Industrial Profits in the United States (1934)*
R. C. Epstein

*Ebb and Flow in Trade Unionism (1936)*
Leo Wolman

**The International Gold Standard Reinterpreted, 1914–1934 (1940)**
William Adams Brown, Jr.

*National Income and Its Composition, 1919–1938 (1941)* 1012 pp., 5.00
Simon Kuznets

**Financing Small Corporations in Five Manufacturing Industries, 1926–36 (1942)** 192 pp., 1.50
C. L. Merwin

**The Financing of Large Corporations, 1920–39 (1943)** 160 pp., 1.50
Albert R. Koch

*Corporate Cash Balances, 1914–43: Manufacturing and Trade (1945)* 148 pp., 2.00
Friedrich A. Lutz

*National Income: A Summary of Findings (1946)* 160 pp., 1.50
Simon Kuznets

*Value of Commodity Output since 1869 (1947)* 320 pp., 4.00
W. H. Shaw

*Business Incorporations in the United States, 1800–1943 (1948)* 196 pp., 6.00
G. Heberton Evans, Jr.

### III Papers on Business Cycles

**Testing Business Cycles (Bulletin 31, March 1, 1929)**
Wesley C. Mitchell

**The Depression as Depicted by Business Annals (Bulletin 43, September 19, 1932)**
Willard L. Thorp

**Gross Capital Formation, 1919–1933 (Bulletin 52, November 15, 1934)** .50
Simon Kuznets

**The National Bureau’s Measures of Cyclical Behavior (Bulletin 57, July 1, 1935)** .50
Wesley C. Mitchell and Arthur F. Burns

*Production during the American Business Cycle of 1927–1933 (Bulletin 61, November 9, 1936)* .50
Wesley C. Mitchell and Arthur F. Burns

**Statistical Indicators of Cyclical Revivals (Bulletin 69, May 28, 1938)** .25
Wesley C. Mitchell and Arthur F. Burns

*Commodity Flow and Capital Formation in the Recent Recovery and Decline 1932–1938 (Bulletin 74, June 25, 1939)* .25
Simon Kuznets

**A Significance Test for Time Series and Other Ordered Observations (Technical Paper 1, September 1941)** .50
W. Allen Wallis and Geoffrey H. Moore
Railway Freight Traffic in Prosperity and Depression (Occasional Paper 5, February 1942)  .25
Thor Hultgren

*Wartime 'Prosperity' and the Future (Occasional Paper 9, March 1943)  .35
Wesley C. Mitchell

Railroad Travel and the State of Business (Occasional Paper 13, December 1943)  .35
Thor Hultgren

Railway Traffic Expansion and Use of Resources in World War II (Occasional Paper 15, February 1944)  .35
Thor Hultgren

Economic Research and the Keynesian Thinking of Our Times (Twenty-sixth Annual Report, June 1946)  . Arthur F. Burns

The Role of Inventories in Business Cycles (Occasional Paper 26, May 1948)  .50
Moses Abramovitz

The Structure of Postwar Prices (Occasional Paper 27, July 1948)  .75
Frederick C. Mills

*Out of print.