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TRANSIT FACT BOOK

1948

AMERICAN TRANSIT ASSOCIATION

TRANSIT FACT BOOK

Annual Summary of Basic Data and Trends
in the Transit Industry of the United States

1948

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THIS IS THE SIXTH annual edition of the Transit Fact Book compiled by the Statistical department of the American Transit Association. It is identified as the 1948 edition and covers the operations of the industry through the year 1947 with the latest plant and equipment data as of December 31, 1947. The figures given are in all cases totals for the whole transit industry of the United States.

The transit industry herein represented comprises all organized local passenger transportation agencies except taxicab and suburban railroads, sightseeing buses and school buses. Included are (1) local motor bus lines, (2) electric street railways, (3) elevated and subway lines, (4) interurban electric railways, and (5) trolley coach lines.

The primary sources of the data herein developed are the financial and statistical reports received by the American Transit Association from transit companies representing more than 85 per cent of the transit industry.

Any minor differences between figures for the year ending Dec. 31, 1946 as shown in this issue of the Fact Book and as published in the 1947 edition are the result of adjustments necessary to take into account additional information received subsequent to the issuance of the 1947 edition.

Prepared by
AMERICAN TRANSIT ASSOCIATION
292 MADISON AVENUE, NEW YORK 17, N. Y.

CONTENTS

THE TRANSIT INDUSTRY – 1947

1. *Number of Operating Companies* (Dec. 31, 1947) : Total 1,432

(a) Electric Railway Companies (Total)	125
Urban Surface Railway	62
Subway and Elevated Railway	5
Interurban Railway	58
Railway Exclusively	59
* Railway and Motor Bus Combined	39
Railway and Trolley Coach Combined	1
* Railway, Motor Bus & Trolley Coach Combined	26
(b) Trolley Coach Companies (Total) (All Urban)	42
Trolley Coach Exclusively	2
* Trolley Coach and Motor Bus Combined	13
(c) Motor Bus Companies (Total)	1,370
Urban Motor Bus	774
Suburban Motor Bus	596
Motor Bus Exclusively	1,292

**Included also in item (c)*

Distribution of Transit Companies by Population Groups
(Each company is counted only in the population group of the largest city it serves.)

POPULATION GROUP	ELECTRIC RAILWAYS (INCL. JOINT TROLLEY COACH AND/OR MOTOR BUS OPERA-TIONS)	TROLLEY COACH AND MOTOR BUS OPERATIONS COMBINED	TROLLEY COACH (Exclusively)	MOTOR BUS (Exclusively)	GRAND TOTAL
Over 1,000,000	10	..	..	20	30
500,000—1,000,000	10	..	..	2	12
250,000—500,000	17	2	..	30	49
100,000—250,000	9	8	2	64	83
50,000—100,000	15	3	..	97	115
Less than 50,000	6	..	..	490	496
Suburban and Other	58	..	..	589	647
TOTAL	125	13	2	1292	1432

2.	*Miles of Line and Miles of Route Operated* (Dec. 31, 1947)	
	(a) Electric Railway Line Mileage	7,670
	Surface Railway Line Mileage	*7,288*
	Subway and Elevated Line Mileage	*382*
	(b) Trolley Coach Line Mileage	1,440
	(c) Motor Bus Line Mileage	41,668
	Total Line Mileage	50,778
	(d) Electric Railway—Miles of Single Track	15,002
	Surface Railway—Miles of Single Track	*13,750*
	Subway and Elevated—Miles of Single Track	*1,252*
	(e) Trolley Coach—Miles of Negative Overhead Wire	2,797
	(f) Motor Bus—Miles of Route Round Trip	95,350
3.	*Passenger Vehicles Owned* (Dec. 31, 1947) : Total	92,330
	(a) Electric Railway Cars	30,781
	Surface Railway Cars	*21,607*
	Subway and Elevated Cars	*9,174*
	(b) Trolley Coaches	4,632
	(c) Motor Buses	56,917
4.	*Investment* (Dec. 31, 1947) : Total	$4,077,300,000
	(a) Electric Railway	3,330,000,000
	Surface Railway	*1,279,100,000*
	Subway and Elevated	*2,050,900,000*
	(b) Trolley Coach	95,600,000
	(c) Motor Bus	651,700,000
5.	*Operating Revenue—1947*—Total	$1,390,800,000
	(a) Electric Railway	667,000,000
	Surface Railway	*508,300,000*
	Subway and Elevated	*158,700,000*
	(b) Trolley Coach	76,800,000
	(c) Motor Bus	647,000,000
6.	*Passenger Revenue—1947*—Total	$1,310,700,000
	(a) Electric Railway	615,700,000
	Surface Railway	*457,400,000*
	Subway and Elevated	*158,300,000*
	(b) Trolley Coach	76,500,000
	(c) Motor Bus	618,500,000

7.	*Vehicle Miles Operated—1947*—Total	3,342,400,000
	(a) Electric Car Miles	1,301,600,000
	Surface Railway Car Miles	*839,300,000*
	Subway and Elevated Car Miles	*462,300,000*
	(b) Trolley Coach Miles	155,100,000
	(c) Motor Bus Miles	1,885,700,000
8.	*Total Passengers Carried—1947*—Total	22,540,000,000
	(a) Electric Railway	10,852,000,000
	Surface Railway	*8,096,000,000*
	Subway and Elevated	*2,756,000,000*
	(b) Trolley Coach	1,356,000,000
	(c) Motor Bus	10,332,000,000
9.	*Revenue Passengers Carried—1947*—Total	18,287,000,000
	(a) Electric Railway	8,589,000,000
	Surface Railway	*5,980,000,000*
	Subway and Elevated	*2,609,000,000*
	(b) Trolley Coach	1,073,000,000
	(c) Motor Bus	8,625,000,000
10.	*Number of Employees* (Average 1947)—Total	266,000
	(a) Electric Railway	121,000
	Surface Railway	*81,000*
	Subway and Elevated	*40,000*
	(b) Trolley Coach	11,000
	(c) Motor Bus	134,000
11.	*Payroll—1947*—Total	$790,000,000
	(a) Electric Railway	377,000,000
	Surface Railway	*257,000,000*
	Subway and Elevated	*120,000,000*
	(b) Trolley Coach	31,000,000
	(c) Motor Bus	382,000,000
12.	*Expenditures for Materials—1947*—Total	$207,660,000
	(a) Maintenance Materials	86,952,000
	(b) Operating Materials	120,708,000
	I. Coal	*14,900,000*
	II. Gasoline	*55,250,000*
	III. Diesel Oil	*3,950,000*
	IV. Lubricants	*3,408,000*
	V. Electric Power (Purchased)	*43,200,000*
13.	*Electrical Energy Consumed (Kw-Hr.)—1947*	6,747,000,000

THE YEAR 1947 IN THE TRANSIT INDUSTRY

IN RETROSPECT the year 1947 was one of conflicting experiences for transit companies. While industry wide levels of traffic and revenues held up remarkably well, on the average, postwar adjustments produced a wide range in the trends reported by individual properties. In some of the smaller cities where warborn industries converted to peacetime production, transit traffic continued to increase. For the industry as a whole the peak in traffic was reached in 1946. However, on some properties the highest levels of traffic were attained in 1945.

Data available on automobile registrations for a number of cities and for the overall United States total seems to imply that the competition factor in the mass transportation field, as represented by the passenger automobile, has returned in almost full force and this undoubtedly accounts, in substantial measure, for losses of traffic by some local transit companies during 1947 in areas where industrial employment was still reaching new highs. It is significant to note, however, that the traffic carried by practically every transit company in 1947 was still greatly in excess of its 1941 level, the last prewar year of unrestricted automobile competition.

Wage and material costs continued to mount rapidly in 1947. The diminishing margin between revenues and expenses which started in 1945 continued through 1946 and 1947 and seriously threatened the economic well being of many companies and left them no alternative but to seek relief through increased fares.

This trend of fare increases which began as a trickle late in 1945 increased in volume so that by the end of 1947 one out of every two cities in the U. S. over 100,000 population had experienced a fare increase and in cities of less than 100,000 the ratio was one in three. These higher fares produced increases in revenues that were sorely needed, but in many instances they came so late in 1947 that their full effect is not reflected in the industry's results of operations for that year.

The numerous other fare increases that were pending or under consideration as the year 1947 closed foreshadowed substantially higher industry revenues in 1948. Some degree of stabilization is essential, however, particularly in wages, if the higher revenues are to adequately cover costs.

RESULTS OF OPERATION IN 1947

THE VOLUME OF BUSINESS as measured by operating revenues of the transit industry turned down slightly from the high point reached in 1946. However, operating expenses, including depreciation, continued their rapid advance upward reaching a new peak of $1,239,000,000 in that year and thus for the fourth successive year net operating revenue available for the payment of taxes and return on the investment declined.

The decrease in operating revenues between 1946 and 1947 amounted to six million dollars. This was a decline of only 0.45 per cent from the 1946 total. As against the drop in revenues, operating expenses in 1947 increased 110 million dollars over 1946 or 9.68 per cent, resulting in net revenue falling off 43.19 per cent from 268 million dollars in 1946 to 152 million in 1947.

A reduction in taxes between 1946 and 1947 produced a saving of 24 million dollars. However, operating income declined 66.02 per cent or 92 million dollars between 1946 and 1947.

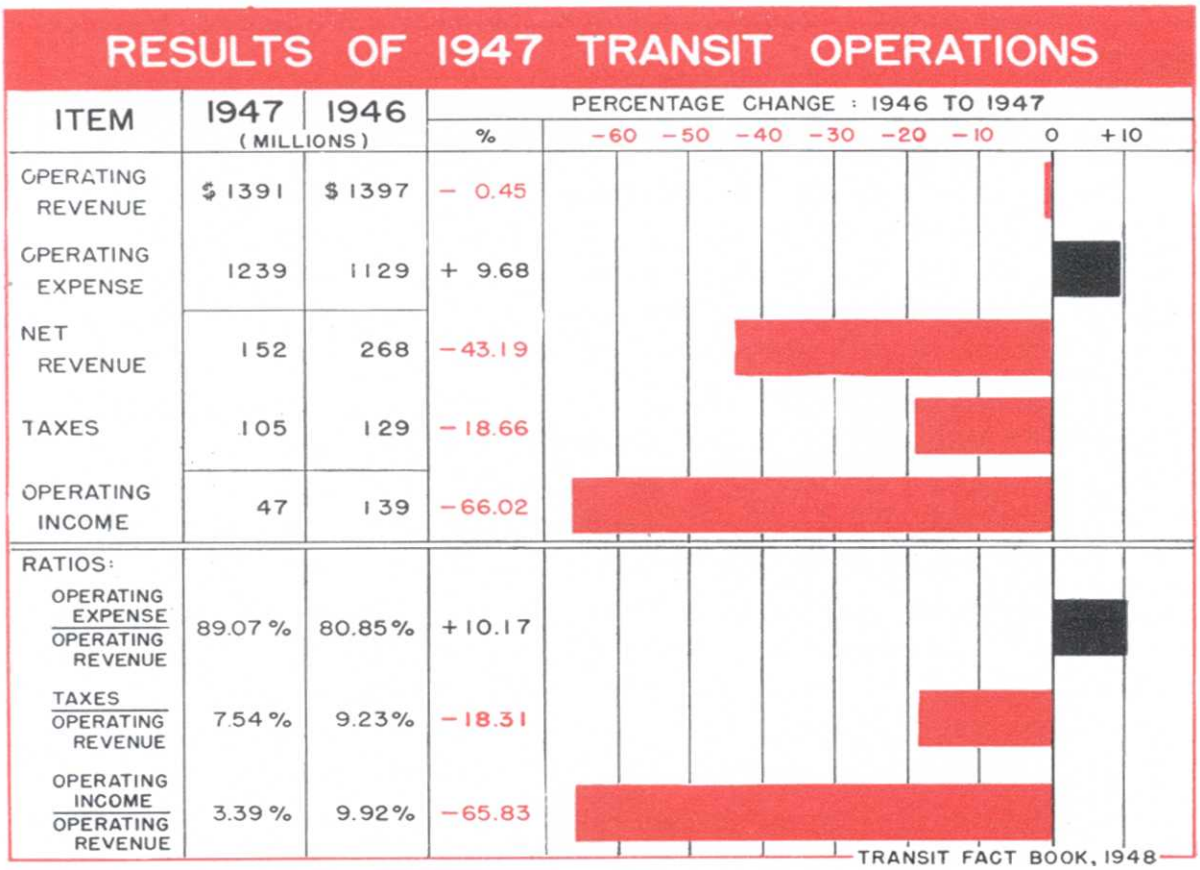

CHART I

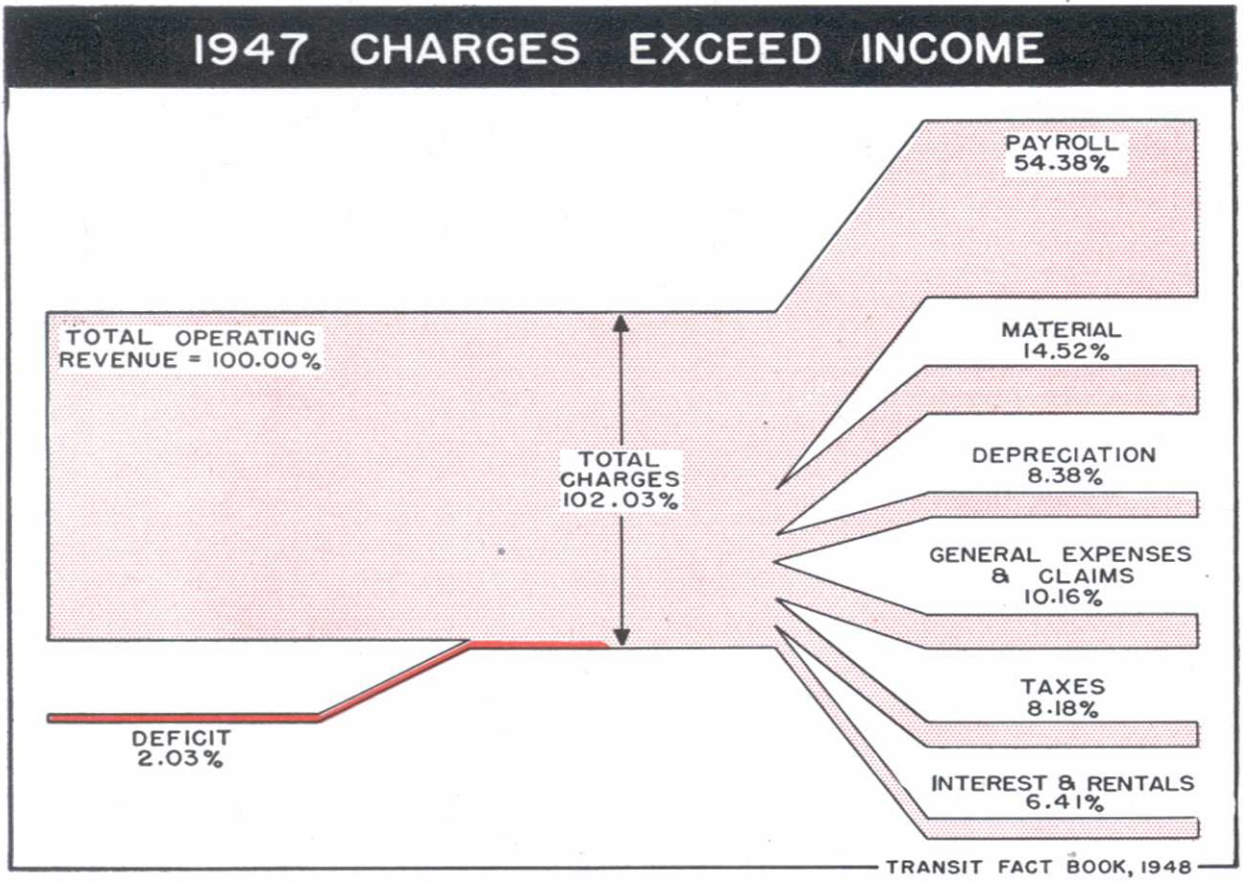

CHART II

The Dollar of Transit Revenue

Chart II shows the inadequacy of the 1947 transit dollar in meeting operating costs and fixed charges. It also shows the percentage distribution of the various charges. This Chart is based upon the operations of surface lines only, that is, with the operations of subway and elevated lines omitted.

It is a composite picture of the combined income statement of the transit industry's surface railway, motor bus and trolley coach lines carried down through the payment of the funded debt. The extent to which dividends on capital stock were paid by individual companies is not reflected in the Chart.

Total payroll of surface lines is now taking 54.38 cents of every dollar of operating revenue as compared to 49.43 in 1946 and 44.44 cents in 1945. All of the other elements of costs, with the exception of taxes, have also increased, leaving insufficient revenue to meet all interest and rental charges.

The decline in taxes from 10.06 cents of each revenue dollar in 1946 to 8.18 cents in 1947 is accounted for wholly by lowered income tax payments.

TREND OF OPERATIONS – 1932-1947

THE FINANCIAL RESULTS of transit operations since 1932 are presented in Table 1 and Chart III.

TABLE NO. 1

CHART III

Results of Transit Operations in the United States
1932 to 1947 Inclusive

YEAR	OPERATING REVENUE	OPERATING EXPENSES (Incl. Deprec.)	NET REVENUE	TAXES
	(Thousands)	(Thousands)	(Thousands)	(Thousands)
1932	$696,490	$562,850	$133,640	$51,021
1933	642,400	502,420	139,980	47,370
1934	674,900	525,490	149,410	49,183
1935	681,400	534,930	146,470	50,458
1936	727,900	565,180	162,720	56,920
1937	733,500	588,680	144,820	63,504
1938	700,800	579,690	121,110	65,723
1939	720,700	586,600	134,100	67,499
1940	737,000	598,030	138,970	62,688
1941	800,300	644,260	156,040	66,803
1942	1,040,000	769,390	270,610	128,650
1943	1,294,000	932,970	361,030	186,340
1944	1,362,300	1,012,070	350,230	189,250
1945	1,380,400	1,067,140	313,260	164,530
1946	1,397,100	1,129,430	267,670	129,020
1947	1,390,800	1,238,740	152,060	104,940

Table 1—(Continued)

YEAR	OPERATING INCOME	OPERATING RATIO	TAXES IN % OF REVENUE	OPERATING INCOME IN % OF REVENUE
	(Thousands)			
1932	$82,619	80.81%	7.33%	11.86%
1933	92,610	78.21	7.37	14.42
1934	100,227	77.86	7.29	14.85
1935	96,012	78.50	7.41	14.09
1936	105,800	77.65	7.82	14.53
1937	81,316	80.26	8.66	11.09
1938	55,387	82.72	9.38	7.90
1939	66,601	81.39	9.37	9.24
1940	76,282	81.14	8.51	10.35
1941	89,237	80.50	8.35	11.15
1942	141,960	73.98	12.37	13.65
1943	174,690	72.10	14.40	13.50
1944	160,980	74.29	13.89	11.85
1945	148,730	77.31	11.92	10.77
1946	138,650	80.85	9.23	9.92
1947	47,120	89.07	7.54	3.39

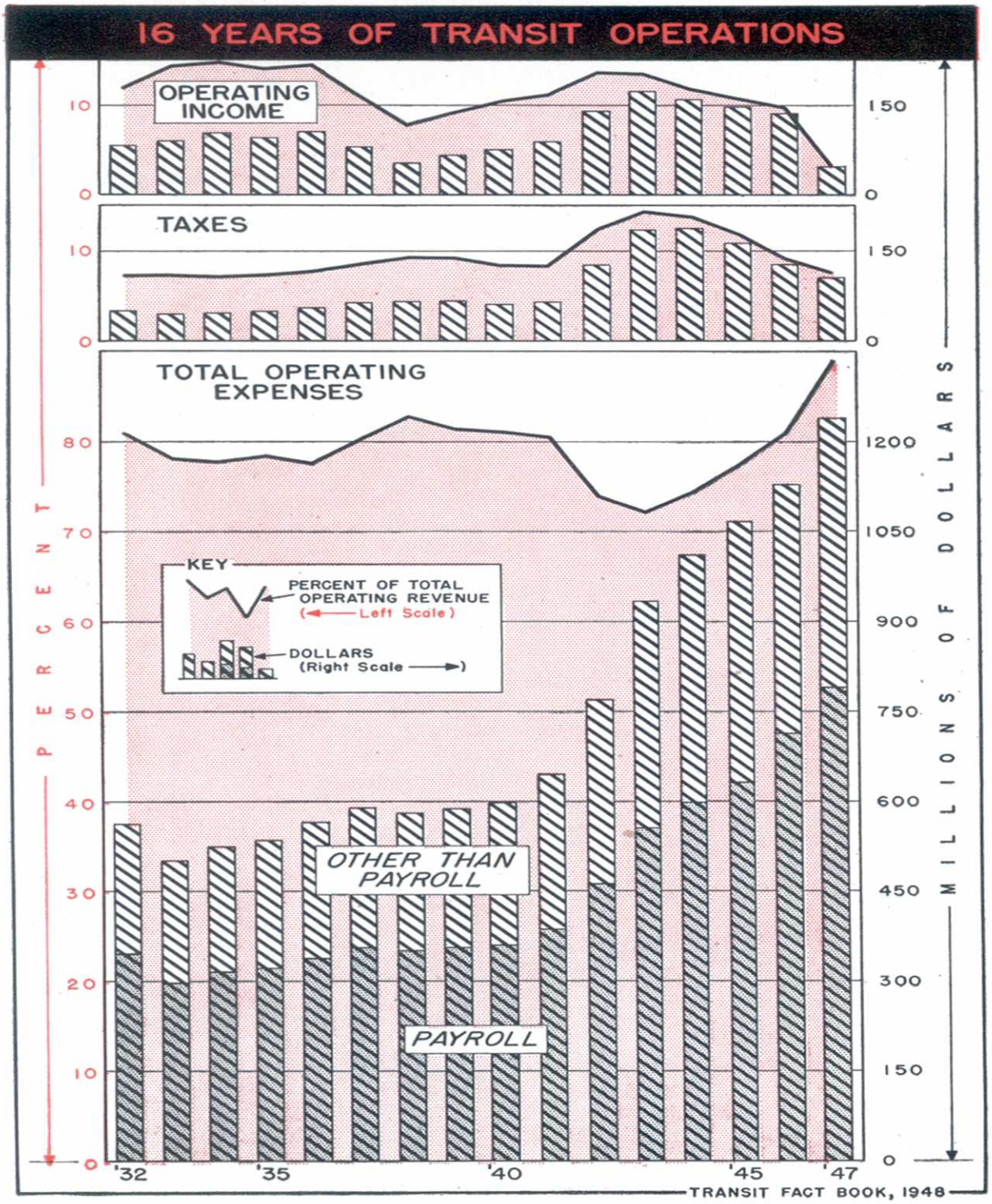

CHART III

This 16-year summary of the financial results of transit operations further emphasizes the tremendous impact of rising costs on the economy of the transit industry. While total operating revenues were higher in 1947 than in any preceding year, with the exception of the peak year of 1946, nevertheless the operating ratio of expenses to revenue, which has been increasing steadily for the past four years reached the point in 1947 where 89.07 cents of each dollar of revenue was needed for operating expenses. With taxes taking an additional 7.54 cents, Operating Income, out of which the return on investment in the property must be met, was left with an inadequate 3.39 cents, the smallest amount in any year covered by this Table.

Transit Taxes in 1947

The transit industry's taxes for the calendar year 1947 are shown in Table 2. They are subdivided between federal taxes and state, county and local taxes. Federal taxes are further classified as between income and other federal taxes.

The 1947 tax bill for the transit industry has declined 24 million dollars from a total of 129 million dollars in 1946 to almost 105 million dollars in 1947, a decrease of 18.60 per cent. Practically all of this reduction resulted from lower income tax payments, directly attributable to the smaller net income earned in 1947. In 1946 the industry's federal income taxes amounted to 41.7 million dollars. In 1947 they dropped to 18.9 million dollars.

Other federal, state, county and local taxes, which in 1947 accounted for 82 per cent of all taxes paid in that year, fell only $1,280,000 or 1.47 per cent.

TABLE NO. 2

Transit Taxes in 1947

	AMOUNT	PERCENT DISTRIBUTION
Federal Taxes (Total)	$36,490,000	34.77%
Income Taxes	18,900,000	18.01
Other Federal Taxes	17,590,000	16.76
State, County and Local Taxes	68,450,000	65.23
TOTAL TAXES	$104,940,000	100.00%

TRANSIT TRAFFIC

Total Passengers in 1947

THE TOTAL NUMBER of passengers carried on transit lines in the United States are shown in Table 3. All classes of revenue passengers plus all transfer and free passengers to the extent this latter figure is recorded, are included in the total.

A percentage distribution of the figures given in this Table indicates 12 per cent of all passengers are carried on subway and elevated railways, 36 per cent on surface railways, 6 per cent on trolley coaches, and 46 per cent on motor buses.

More than 72 per cent of the surface railway traffic is concentrated in cities over 500,000 population and these surface railway passengers account for 63 per cent of the combined traffic of all transit service in these cities.

The largest per cent of trolley coach passengers is concentrated in cities of 250,000-500,000 population, which contains 42 per cent of all the passengers carried on this type of vehicle.

The motor bus carries the largest per cent of all traffic in each of the groups less than 500,000 population ranging from 52 per

TABLE NO. 3

Total Passengers Carried on Transit Lines of the United States in 1947
Distributed by Type of Service and Population Groups

	RAILWAY (Millions)	TROLLEY COACH (Millions)	MOTOR BUS (Millions)	GRAND TOTAL (Millions)
Subway and Elevated .	2,756	. . . . .	. . . . .	2,756
Surface Lines: (Population Group)				
Over 1,000,000	3,602	119	2,134	5,855
500,000—1,000,000 . .	2,261	201	950	3,412
250,000—500,000 . . .	1,090	569	1,819	3,478
100,000—250,000 . . .	442	256	1,954	2,652
50,000—100,000	361	121	1,591	2,073
Less Than 50,000	99	90	851	1,040
Suburban and Other . .	241	. . . . .	1,033	1,274
TOTAL	10,852	1,356	10,332	22,540

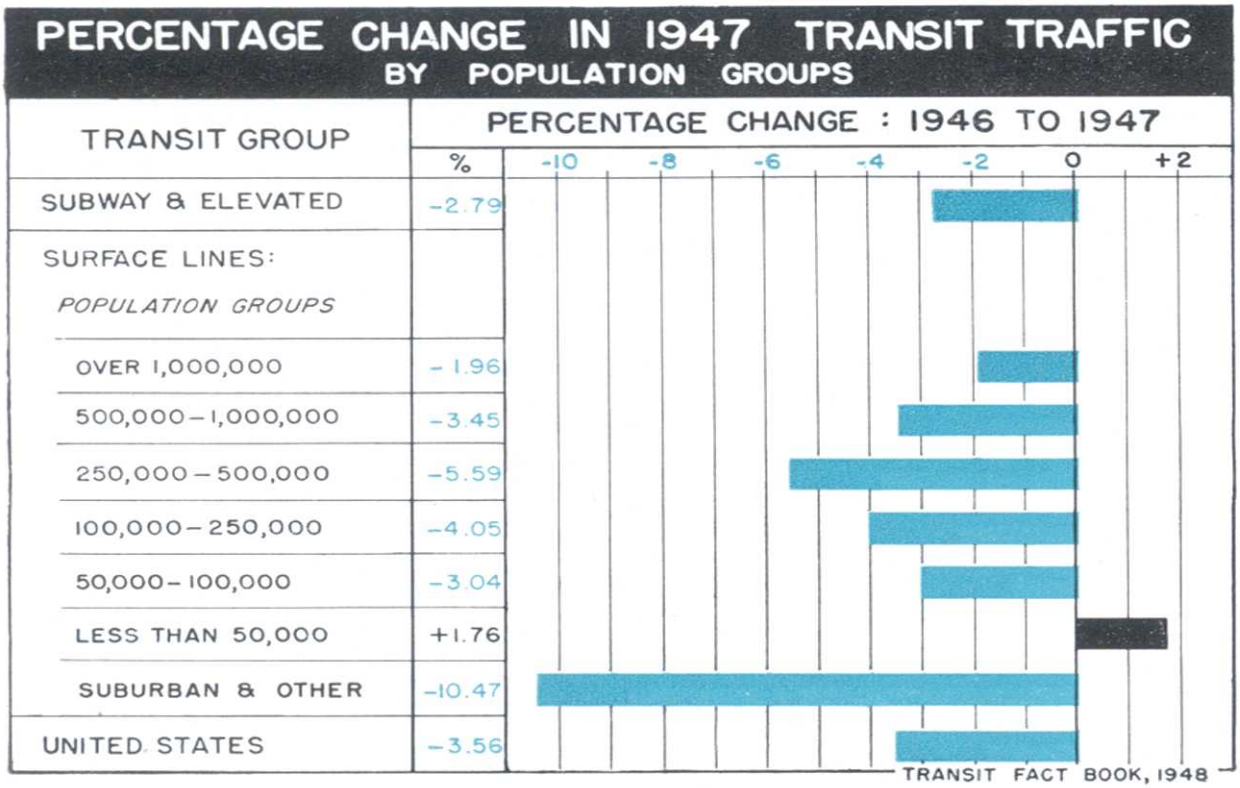

CHART IV

cent of the combined traffic of all modes of service in cities 250,000-500,000 population to more than 81 per cent in cities with populations of less than 50,000.

Comparison with 1946

The relative percentage changes in total transit traffic between 1947 and 1946 for the several groups into which traffic has been subdivided, are illustrated in Chart IV.

Except for the suburban group, which declined 10.47 per cent, the decreases registered by the other groups and for the industry as a whole were moderate, with the small cities of less than 50,000 actually showing an increase. The high level of industrial employment prevalent throughout 1947 accounts for transit traffic continuing close to its war and postwar peaks.

Monthly Traffic Index

The A.T.A. monthly traffic index illustrated in Chart V is based upon the averages of the months of the years 1936 to 1940,

the average of each month during this period being taken separately as 100 to eliminate the normal seasonal variations. The index is also adjusted for variations in the number of working days in the month and fluctuations in the occurrence of Easter.

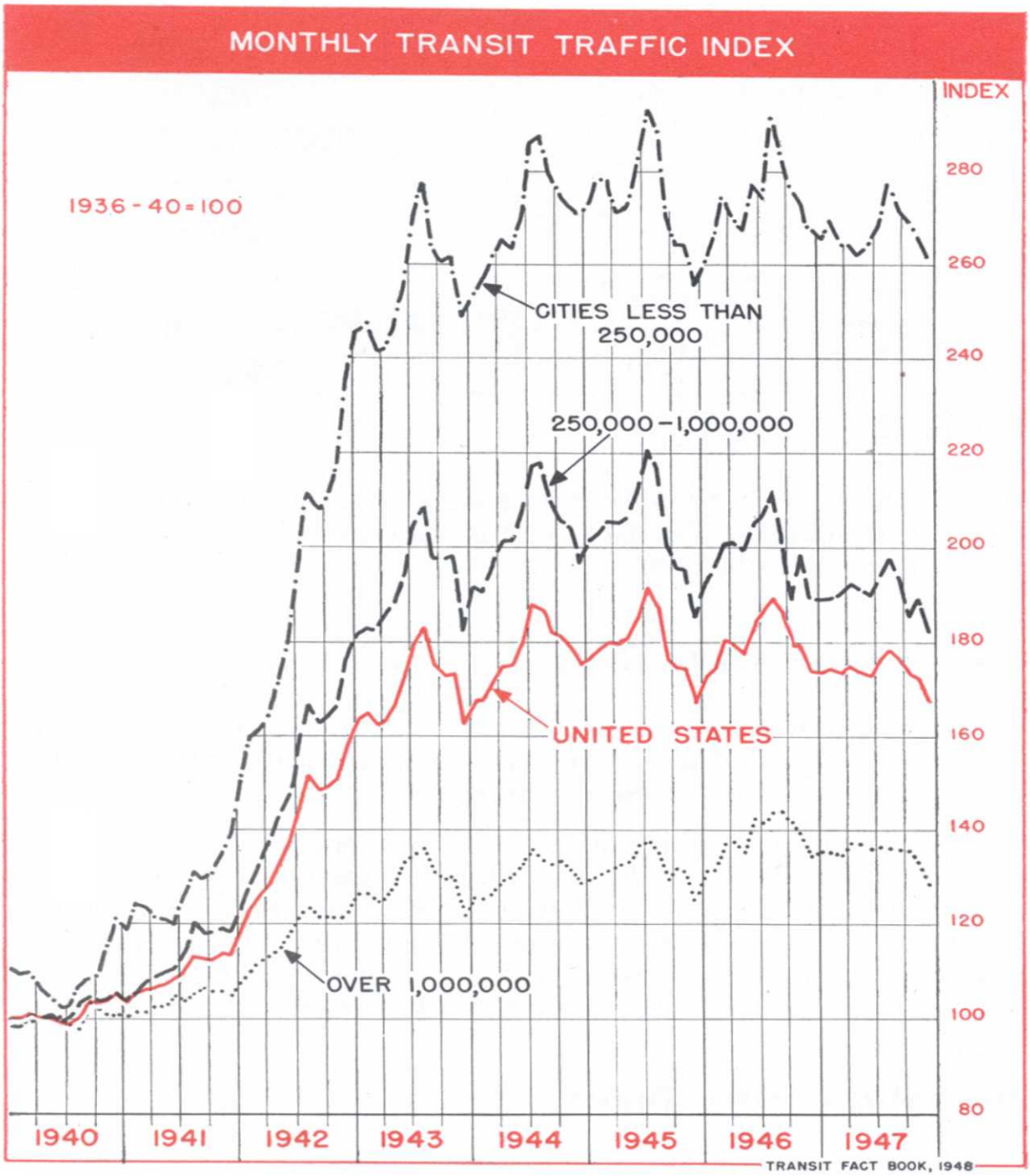

CHART V

Total Passengers 1922-1947

The total number of passengers carried on the transit lines of the United States for the years 1922 to 1947 inclusive are presented in Table 4 and the trends of these figures are illustrated in Chart VI. Separate data are shown for surface railways, subway and elevated lines, motor bus and trolley coach operation.

Prior to World War II the peak year in transit traffic was 1926 when almost 17¼ billion passengers were carried.

The industry total continued to hover around 17 billions until 1929. For the next four depression years transit traffic declined

TABLE NO. 4

CHART VI

Total Transit Passengers in the United States by Types of Service—1922 to 1947

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
	SURFACE (Millions)	SUBWAY & ELEVATED (Millions)	TOTAL (Millions)	(Millions)	(Millions)	(Millions)
1922 . .	13,389	1,942	15,331	. . . . .	404	15,735
1923 . .	13,569	2,081	15,650	. . . . .	661	16,311
1924 . .	13,105	2,207	15,312	. . . . .	989	16,301
1925 . .	12,903	2,264	15,167	. . . . .	1,484	16,651
1926 . .	12,875	2,350	15,225	. . . . .	2,009	17,234
1927 . .	12,450	2,451	14,901	. . . . .	2,300	17,201
1928 . .	12,026	2,492	14,518	3	2,468	16,989
1929 . .	11,787	2,571	14,358	5	2,622	16,985
1930 . .	10,513	2,559	13,072	16	2,479	15,567
1931 . .	9,175	2,408	11,583	28	2,313	13,924
1932 . .	7,648	2,204	9,852	37	2,136	12,025
1933 . .	7,074	2,133	9,207	45	2,075	11,327
1934 . .	7,394	2,206	9,600	68	2,370	12,038
1935 . .	7,276	2,236	9,512	96	2,618	12,226
1936 . .	7,501	2,323	9,824	143	3,179	13,146
1937 . .	7,161	2,307	9,468	289	3,489	13,246
1938 . .	6,545	2,236	8,781	389	3,475	12,645
1939 . .	6,171	2,368	8,539	445	3,853	12,837
1940 . .	5,943	2,382	8,325	534	4,239	13,098
1941 . .	6,081	2,421	8,502	652	4,931	14,085
1942 . .	7,290	2,566	9,856	899	7,245	18,000
1943 . .	9,150	2,656	11,806	1,175	9,019	22,000
1944 . .	9,516	2,621	12,137	1,234	9,646	23,017
1945 . .	9,426	2,698	12,124	1,244	9,886	23,254
1946 . .	9,027	2,835	11,862	1,311	10,199	23,372
1947 . .	8,096	2,756	10,852	1,356	10,332	22,540

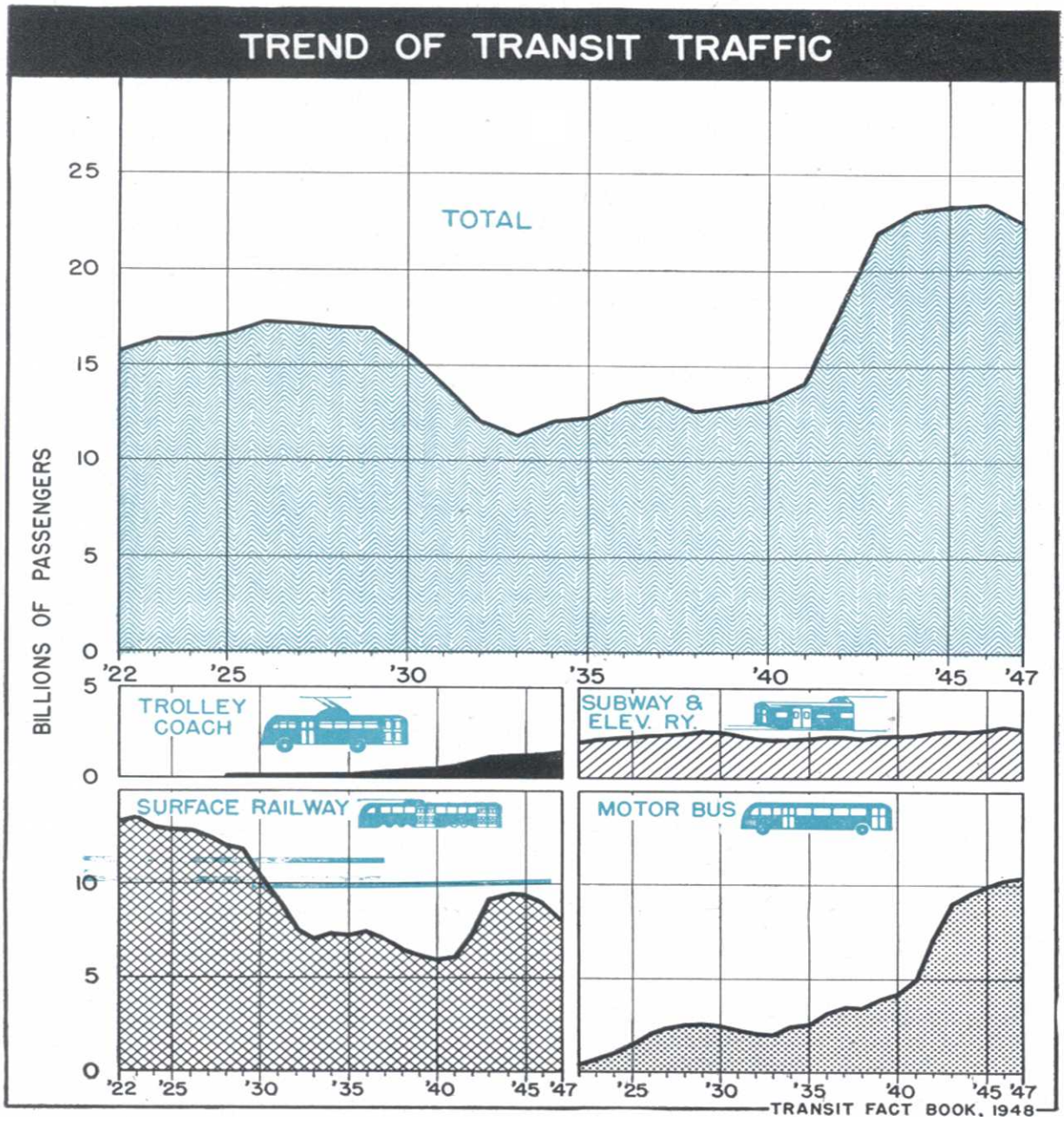

CHART VI

continuously, finally reaching a low point at $11^{1}/_{3}$ billions in 1933.

After 1933, traffic increased slowly but steadily except for the recession year of 1938 when there was a slight setback. Recovery was resumed in 1940 and continued until the war boom took over and raised traffic to new high levels. These war boom increases carried traffic to an all time high of more than 23¼ billion rides in 1946.

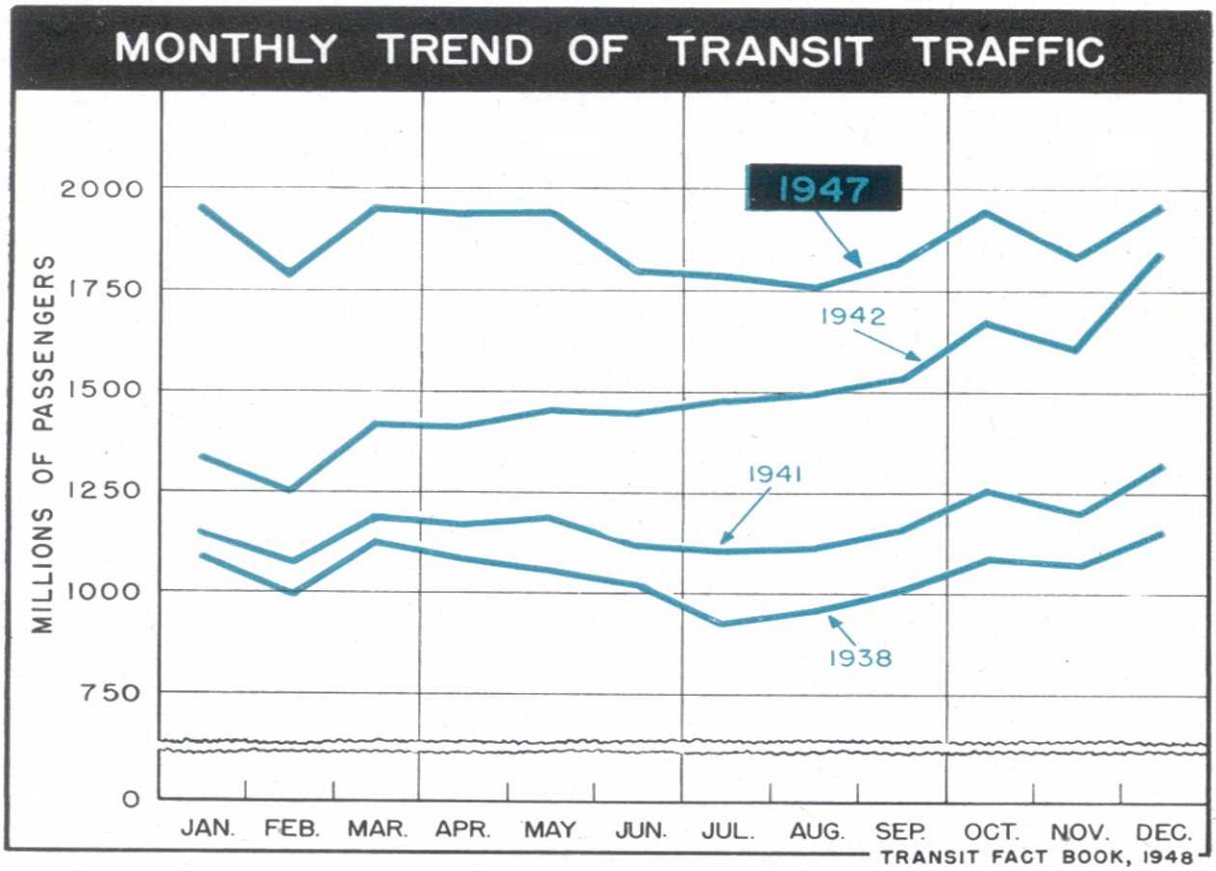

CHART VII

Monthly Pattern of Traffic

In Chart VII is shown the monthly trend of transit traffic for the year 1947 in comparison to (a) the trend established in the war year of 1942, (b) the year 1941, immediately preceding our entry into the war and during the period in which the rearmament program was in progress and (c) the year 1938 prior to the start of hostilities in Europe.

The most notable feature of this Chart is the return in 1947 of the seasonal drop in traffic which was typical of the transit industry's experience during the summer months in the prewar years and which disappeared during the war years because of the rapidly increasing traffic trends. It is quite probable that the greater drop shown in the 1947 seasonal trend as compared to 1941 is due to the longer and more universal vacation privileges which industry, in general, has granted its employees.

The figures plotted on the Chart are based upon the actual number of passengers carried in each calendar month and the sharp downward trends noted in February and November of each

year are due entirely to the fewer number of days in these months as compared to the month preceding and succeeding them.

Rides Per Capita 1924-1947

The trend of transit riding in relation to urban population of the United States over the period 1924 to 1947 is illustrated in Chart VIII.

The basic data plotted in the Chart are given in Table 5. The respective trends of the urban population, the total number of transit rides and the number of rides per capita have been shown in the Chart by means of index numbers with the year 1924 used as a base of 100 for each factor.

The urban population includes the population of all incorpo-

TABLE NO. 5

CHART VIII

Urban Population, Total Rides and Rides Per Capita
1924 to 1947 Inclusive

YEAR	URBAN POPULATION (Millions)	TOTAL RIDES (Millions)	RIDES PER CAPITA OF POPULATION	INDEXES (1924=100)		
				POPULATION	RIDES	RIDES PER CAPITA
1924 . .	60.1	16,301	271	100.0	100.0	100.0
1925 . .	61.6	16,651	270	102.5	102.1	99.6
1926 . .	63.0	17,234	274	104.8	105.7	101.1
1927 . .	64.5	17,201	267	107.3	105.5	98.5
1928 . .	66.0	16,989	257	109.8	104.2	94.8
1929 . .	67.5	16,985	252	112.3	104.2	93.0
1930 . .	69.0	15,567	226	114.8	95.5	83.4
1931 . .	69.5	13,924	200	115.6	85.4	73.8
1932 . .	70.0	12,025	172	116.5	73.8	63.5
1933 . .	70.6	11,327	160	117.5	69.5	59.0
1934 . .	71.1	12,038	169	118.3	73.8	62.4
1935 . .	71.7	12,226	171	119.3	75.0	63.1
1936 . .	72.2	13,146	182	120.1	80.6	67.2
1937 . .	72.8	13,246	182	121.1	81.3	67.2
1938 . .	73.3	12,645	173	122.0	77.6	63.8
1939 . .	73.9	12,837	174	123.0	78.7	64.2
1940 . .	74.4	13,098	176	123.8	80.4	64.9
1941 . .	75.1	14,085	188	125.0	86.4	69.4
1942 . .	75.3	18,000	239	125.3	110.4	88.2
1943 . .	75.7	22,000	291	126.0	135.0	107.4
1944 . .	74.6	23,017	309	124.1	141.2	114.0
1945 . .	74.5	23,254	312	124.0	142.7	115.1
1946 . .	82.8	23,372	282	137.8	143.4	104.1
1947 . .	83.9	22,540	269	139.6	138.3	99.3

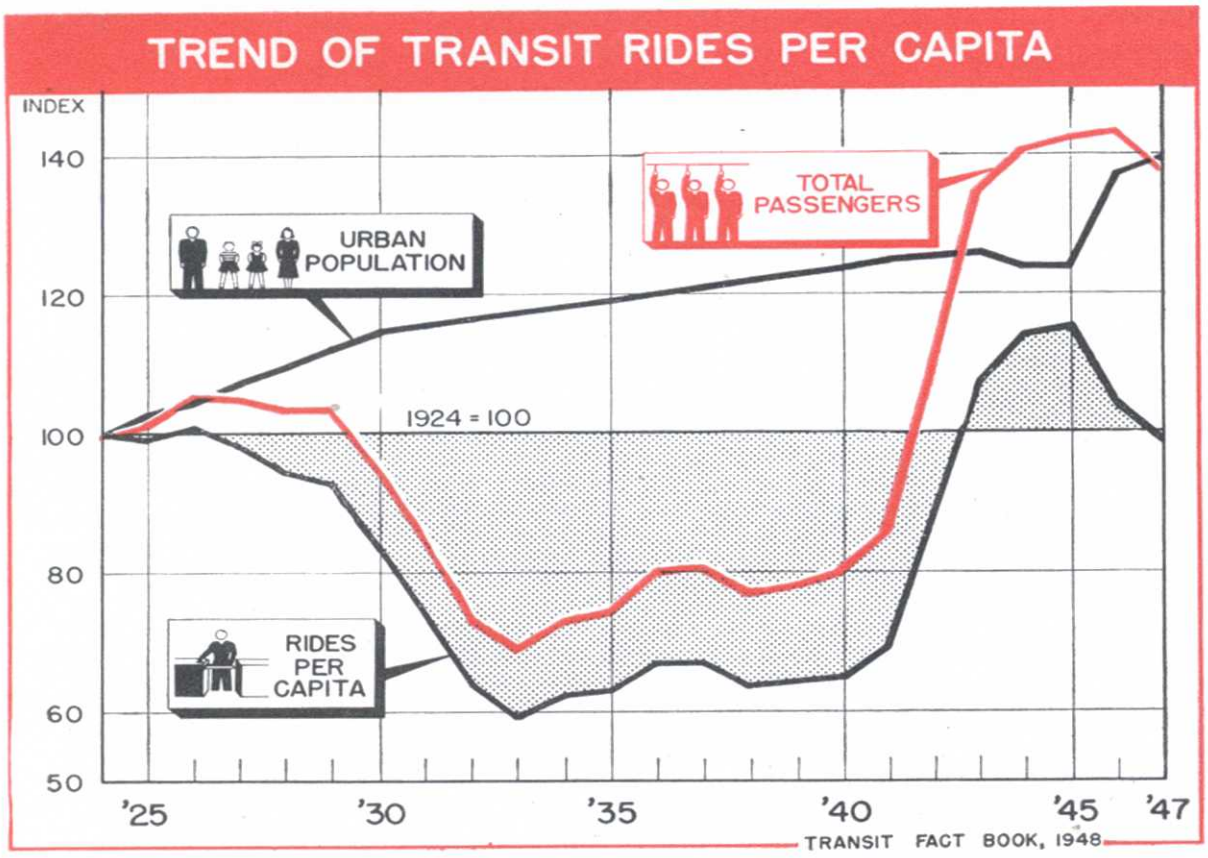

CHART VIII

rated places of 2,500 inhabitants and over and certain other areas included in the urban population, as defined by the U. S. Bureau of Census. The population figures shown in the Table and Chart are based upon civilian population and reflect the effect of the removal of a large number of persons into the armed forces during the years 1941 to 1945 inclusive and back into civilian life in 1946 and 1947.

Super-imposed on this trend was the movement of a considerable volume of people from rural sections into urban centers for war work where they remained in large numbers after hostilities ceased. With demobilization of a large part of the armed services in 1946, civilian population figures turned up sharply and while transit riding had also risen in that year, the increase in traffic was not sufficient to hold the rides per capita at the level reached in 1945. A further reduction in rides per capita occurred again in 1947 as the result of a lower level of riding and a further increase in population.

An important factor which contributed to the high points reached by rides per capita during the war years was the large

number of women, employed by industry during these years, who under peacetime conditions would not be so employed. The effect of this was to increase the per cent of labor force in relation to the total urban civilian population. In other words, these women who would ordinarily be only occasional riders became daily riders on transit vehicles.

Revenue Passengers in 1947

Table 6 shows the number of revenue passengers carried in 1947 classified according to the mode of service and population group. The number of revenue passengers is equivalent to the number of completed journeys taken by paying passengers. Transfer rides on both revenue and free transfers are excluded, as are also all free rides.

With some minor variations revenue passengers are distributed among the various types of service and among the several population groups in the same proportions as the total passengers in Table 3. The principal variation is in the subway and elevated passengers. In 1947 they comprised 30 per cent of all the railway revenue passengers, but only 25 per cent of the total railway passengers. This is because there are relatively fewer transfer passengers on the subway and elevated lines than on the surface railways.

TABLE NO. 6

Revenue Passengers Carried on Transit Lines of United States in 1947
Distributed by Type of Service and Population Groups

	RAILWAY (Millions)	TROLLEY COACH (Millions)	MOTOR BUS (Millions)	GRAND TOTAL (Millions)
Subway and Elevated . . .	2,609	. . . . .	. . . . .	2,609
Surface Lines: (Population Group)				
Over 1,000,000	2,575	69	1,852	4,496
500,000—1,000,000	1,625	147	650	2,422
250,000—500,000	782	450	1,384	2,616
100,000—250,000	357	226	1,621	2,204
50,000—100,000	324	104	1,383	1,811
Less Than 50,000	91	77	786	954
Suburban and Other	226	. . . . .	949	1,175
TOTAL	8,589	1,073	8,625	18,287

TABLE NO. 7

Revenue Passengers Carried on Transit Lines of the United States Distributed by Types of Service—1926-1947

CAL-ENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
	SURFACE	SUBWAY AND ELEVATED	TOTAL			
	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)
1926 . .	9,762.4	2,345.6	12,108.0	. . . . .	1,777.1	13,885.1
1927 . .	9,398.8	2,446.3	11,845.1	. . . . .	2,027.9	13,873.0
1928 . .	8,967.6	2,487.4	11,455.0	2.4	2,171.8	13,629.2
1929 . .	8,733.5	2,565.5	11,299.0	4.0	2,300.8	13,603.8
1930 . .	7,792.6	2,553.4	10,346.0	12.9	2,169.1	12,528.0
1931 . .	6,763.1	2,402.9	9,166.0	22.5	2,018.1	11,206.6
1932 . .	5,558.0	2,199.5	7,757.5	29.6	1,862.4	9,649.5
1933 . .	5,127.3	2,127.6	7,254.9	35.1	1,815.6	9,105.6
1934 . .	5,340.0	2,197.7	7,537.7	54.3	2,079.7	9,671.7
1935 . .	5,181.2	2,227.3	7,408.5	76.5	2,297.3	9,782.3
1936 . .	5,301.9	2,313.5	7,615.4	122.6	2,773.7	10,511.7
1937 . .	4,932.8	2,274.8	7,207.6	230.8	2,997.1	10,435.5
1938 . .	4,475.1	2,226.1	6,701.2	312.4	2,971.1	9,984.7
1939 . .	4,310.4	2,289.8	6,600.2	357.8	3,294.3	10,252.3
1940 . .	4,182.5	2,281.9	6464.4	419.2	3,620.1	10,503.7
1941 . .	4,276.3	2,298.1	6,574.4	521.0	4,206.1	11,301.5
1942 . .	5,141.5	2,447.2	7,588.7	718.0	6,194.5	14,501.2
1943 . .	6,893.7	2,516.3	9,410.0	938.0	7,570.0	17,918.0
1944 . .	7,169.4	2,483.1	9,652.5	986.8	8,096.1	18,735.4
1945 . .	7,080.9	2,555.1	9,636.0	1,001.2	8,344.7	18,981.9
1946 . .	6,769.0	2,685.0	9,454.0	1,050.0	8,615.0	19,119.0
1947 . .	5,980.0	2,609.0	8,589.0	1,073.0	8,625.0	18,287.0

However, there is a large volume of physical transferring within prepayment areas on the subway and elevated lines, particularly in New York, that is not recorded and hence is not reflected in the statistics.

Trend of Revenue Passengers 1926-1947

In Table 7 is shown the number of revenue passengers carried on transit lines in the years 1926 to 1947 inclusive, classified in each year according to the mode of service.

Revenue passengers constitute approximately 81 per cent of total transit passengers and over the years their trends are the same. Since about 1925, however, the number of revenue passengers has been slightly inflated by the use of the weekly pass since some companies having weekly passes do not distinguish between initial and transfer rides on passes and count all pass rides as revenue rides.

TRANSIT REVENUES

Operating Revenue

THE RECORD OF MONTHLY operating revenue in the years 1946 and 1947, and the per cent change of each month from the previous year is presented in Table 8 and its trend is illustrated in Chart IX. One point of particular interest is the new high point reached by monthly revenues in December 1947 when it amounted to $127,600,000, an increase of 3.24 per cent over December 1946.

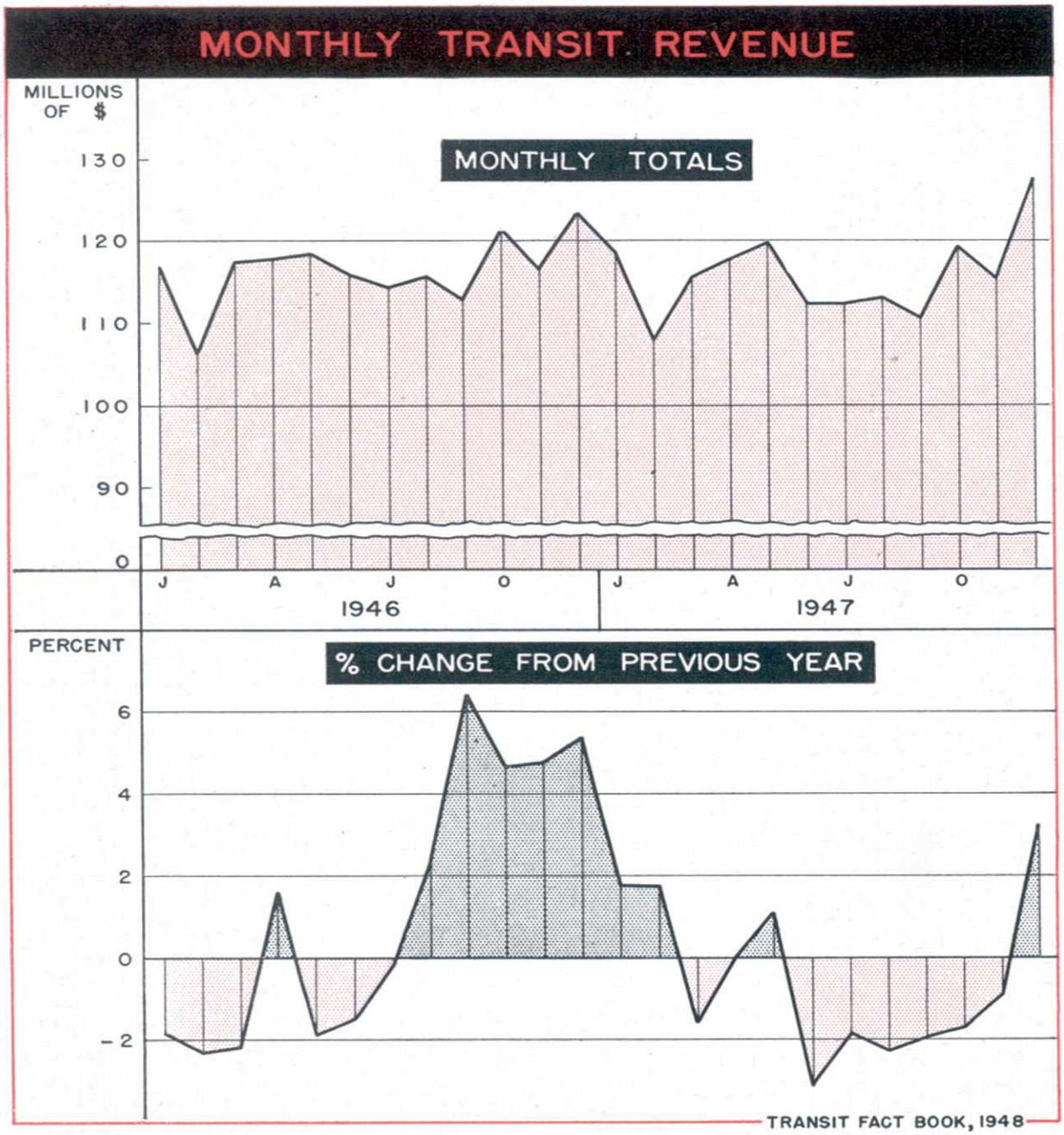

CHART IX

TABLE NO. 8
CHART IX
Transit Operating Revenue by Months—1947, 1946 and 1945

	1947 (Thousands)	1946 (Thousands)	% CHANGE (1947-1946)	1945 (Thousands)	% CHANGE. (1946-1945)
January	$118,900	$116,800	+1.80%	$119,000	-1.85%
February	108,200	106,300	+1.79	108,800	-2.30
March	115,600	117,500	-1.62	120,100	-2.17
April	117,800	117,800	0.00	115,900	+1.64
May	119,800	118,500	+1.10	120,800	-1.90
June	112,200	115,800	-3.11	117,600	-1.53
July	112,200	114,300	-1.84	114,500	-0.18
August	113,100	115,700	-2.25	113,100	+2.30
September	110,700	112,900	-1.95	106,100	+6.41
October	119,300	121,400	-1.73	116,000	+4.66
November	115,400	116,500	-0.95	111,200	+4.77
December	127,600	123,600	+3.24	117,300	+5.37
TOTAL	$1,390,800	$1,397,100	-0.45	$1,380,400	+1.21

Preliminary figures available for the first quarter of 1948 indicate that this upward trend of revenues continued into the new year.

The total operating revenue of transit lines in the United States in 1947 is shown in Table 9 distributed according to the mode of service and the population groups from which it was derived.

TABLE NO. 9
Transit Operating Revenue for Year 1947 Distributed by Types of Service and Population Groups

	RAILWAY (Millions)	TROLLEY COACH (Millions)	MOTOR BUS (Millions)	GRAND TOTAL (Millions)
Subway and Elevated . . .	$158.7	. . . . .	. . . . .	$158.7
Surface Lines: (Population Group)				
Over 1,000,000	196.7	$6.1	$127.0	329.8
500,000—1,000,000	126.4	9.9	53.8	190.1
250,000—500,000	65.5	33.7	107.1	206.3
100,000—250,000	27.1	14.0	131.7	172.8
50,000—100,000	24.3	7.2	92.0	123.5
Less Than 50,000	5.7	5.9	51.6	63.2
Suburban and Other	62.6	. . . . .	83.8	146.4
TOTAL	$667.0	$76.8	$647.0	$1,390.8

Trend of Operating Revenue 1926-1947

The total annual operating revenue of the transit industry since 1926 is shown in Table 10 and illustrated in Chart X. Revenues from surface railways, subway and elevated lines, motor buses and trolley coaches are presented separately.

The striking feature of the record is the increase in motor bus revenues over the period and the decline in the revenue of the surface railway. Stimulated by the war effort, the revenues of the

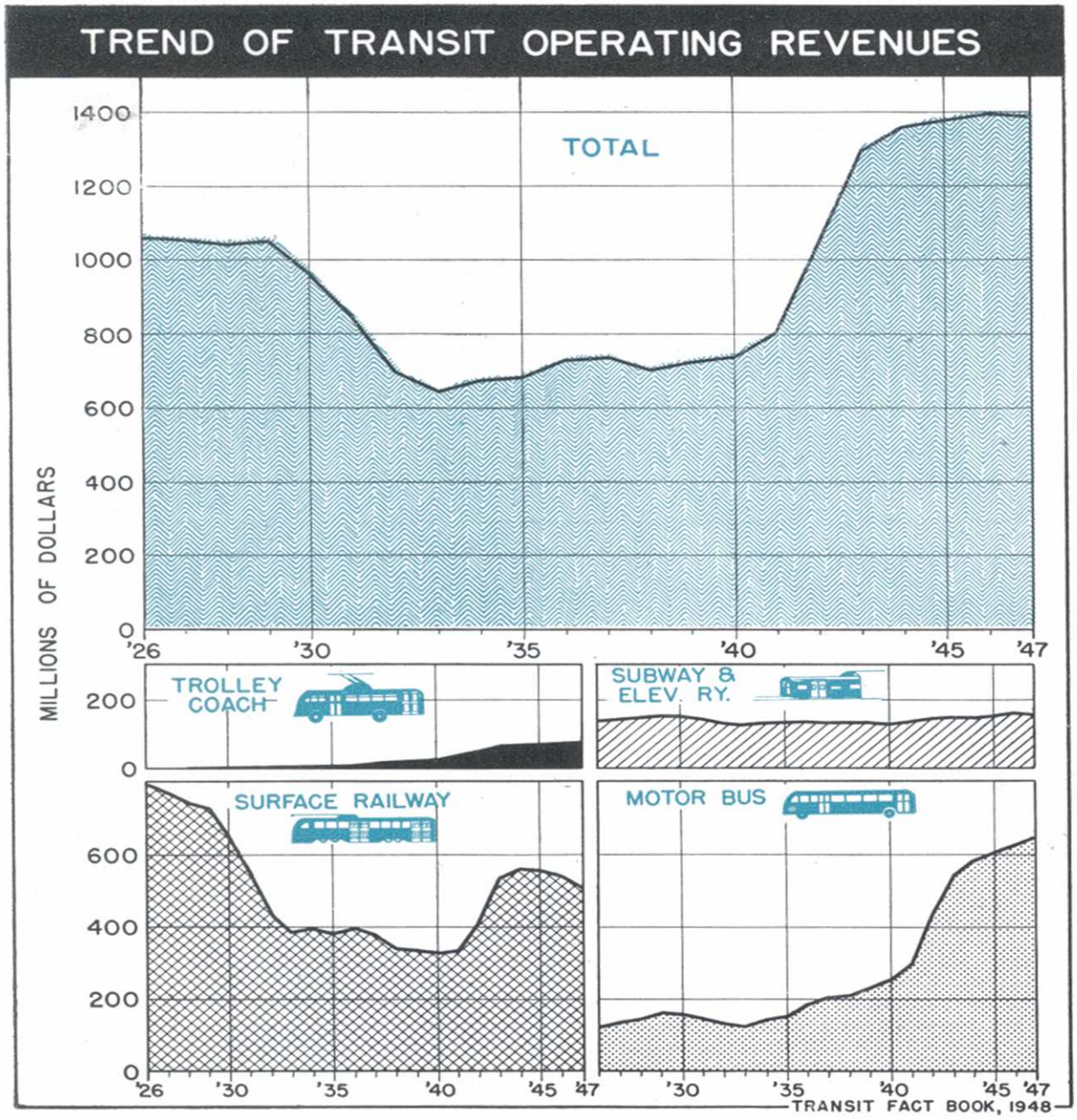

CHART X

TABLE NO. 10

CHART X

Trend and Distribution of Transit Operating Revenues in the United States by Types of Service—1926-1947

CAL-ENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
	SURFACE (Millions)	SUBWAY AND ELEVATED (Millions)	TOTAL (Millions)	(Millions)	(Millions)	(Millions)
1926 . .	$799.7	$138.6	$938.3	. . . . .	$119.2	$1,057.5
1927 . .	773.9	145.0	918.9	. . . . .	135.3	1,054.2
1928 . .	744.7	148.2	892.9	$ .3	146.9	1,040.1
1929 . .	732.2	154.6	886.8	.6	165.1	1,052.5
1930 . .	649.3	153.6	802.9	1.7	158.4	963.0
1931 . .	548.9	144.1	693.0	2.2	146.9	842.1
1932 . .	432.5	131.2	563.7	2.7	130.1	696.5
1933 . .	388.9	126.4	515.3	3.0	124.1	642.4
1934 . .	397.8	130.6	528.4	4.2	142.3	674.9
1935 . .	388.0	131.8	519.8	5.5	156.1	681.4
1936 . .	397.8	135.6	533.4	7.6	186.9	727.9
1937 . .	380.7	134.8	515.5	14.2	203.8	733.5
1938 . .	339.5	131.1	470.6	18.9	211.3	700.8
1939 . .	332.8	132.9	465.7	21.7	233.3	720.7
1940 . .	327.1	129.0	456.1	25.0	255.9	737.0
1941 . .	332.9	133.6	466.5	34.5	299.3	800.3
1942 . .	412.7	144.3	557.0	48.6	434.4	1,040.0
1943 . .	537.0	149.0	686.0	63.7	544.3	1,294.0
1944 . .	562.1	147.5	709.6	67.5	585.2	1,362.3
1945 . .	558.2	151.3	709.5	68.4	602.5	1,380.4
1946 . .	540.5	160.6	701.1	72.1	623.9	1,397.1
1947 . .	508.3	158.7	667.0	76.8	647.0	1,390.8

surface railways staged something of a comeback between 1941 and 1944, but since 1945, with the war over they again began to decline. Conversions from railway to motor bus or trolley coach service have, of course, been the principal cause of their decline.

In Chart XI the percentage distribution of transit operating revenues among the several types of service in each of the years from 1926 to 1947 is presented graphically. It brings out even more sharply the decline of the surface railway and the rise of the motor bus and trolley coach during this period.

In 1926, 75.62 per cent of all transit revenue was derived from the surface railways, 13.11 per cent from the subway and elevated lines and 11.27 per cent from motor bus service. By 1947 the surface railway share of the revenue had declined to 36.55 per cent while the share of the motor bus had climbed to 46.52 per cent.

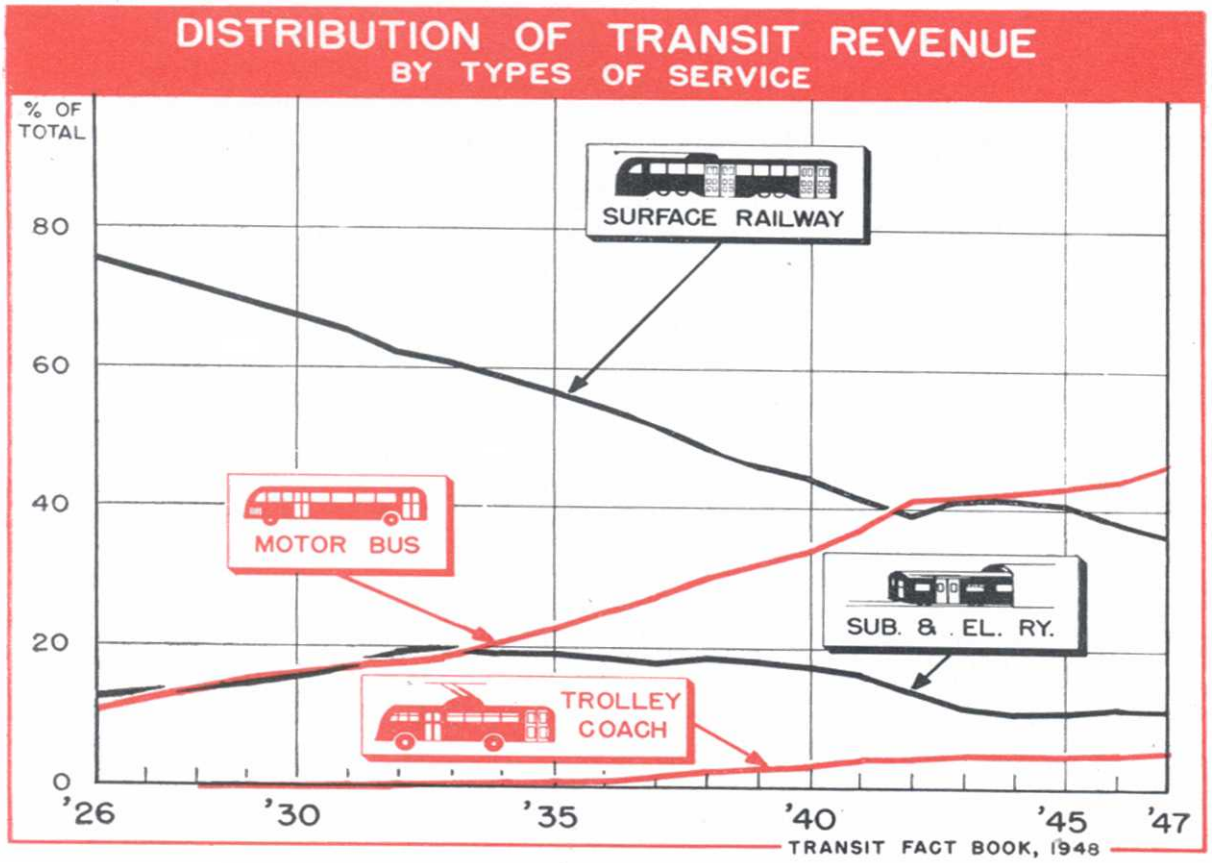

CHART XI

The trolley coach which had not been in the picture in 1926 accounted for 5.52 per cent of the revenue in 1947. The remaining 11.41 per cent of the revenue came from the subway and elevated service.

It is an interesting commentary on the underlying trend of transit traffic that while traffic on the surface railways increased during the war years 1941 to 1944 inclusive the per cent of the total which that traffic represented continued to decline except in one year, 1943. In 1939 the surface railways accounted for 46.18 per cent of the total. By 1942 the per cent had dropped to 39.68. In 1943 it increased to 41.50 and then declined again to 41.26 in 1944. By 1947 it had slipped down to 36.55 per cent, the lowest it had ever been. In contrast to this the motor buses and trolley coaches though hampered by restrictions throughout the war period nevertheless increased their proportion of the total traffic with each succeeding year, the bus from 34.72 per cent in 1940 to 46.52 in 1947 and the trolley coach from 3.39 per cent in 1940 to 5.52 per cent in 1947.

TABLE NO. 11

Trend and Distribution of Transit Passenger Revenue in the United States by Types of Service—1926-1947

CAL-ENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
	SURFACE	SUBWAY AND ELEVATED	TOTAL			
	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)
1926 . .	$728.6	$134.4	$863.0	. . . . .	$115.5	$978.5
1927 . .	705.1	140.6	845.7	. . . . .	131.1	976.8
1928 . .	679.5	143.7	823.2	$ .3	142.3	965.8
1929 . .	667.9	149.9	817.8	.6	159.9	978.3
1930 . .	595.1	148.9	744.0	1.7	153.4	899.1
1931 . .	506.1	139.7	645.8	2.2	142.3	790.3
1932 . .	400.6	127.2	527.8	2.7	126.1	656.6
1933 . .	360.5	122.6	483.1	3.0	120.2	606.3
1934 . .	368.8	126.6	495.4	4.2	137.8	637.4
1935 . .	357.8	127.8	485.6	5.5	151.2	642.3
1936 . .	365.2	131.8	497.0	7.6	180.9	685.5
1937 . .	347.1	130.8	477.9	14.1	197.7	689.7
1938 . .	311.0	128.0	439.0	18.8	205.1	662.9
1939 . .	303.7	130.0	433.7	21.6	226.2	681.5
1940 . .	299.0	128.8	427.8	24.9	248.8	701.5
1941 . .	301.8	131.7	433.5	34.3	291.0	758.8
1942 . .	365.0	139.7	504.7	48.4	426.0	979.1
1943 . .	490.6	147.5	638.1	63.3	534.2	1,235.6
1944 . .	509.0	146.5	655.5	67.1	574.3	1,296.9
1945 . .	504.9	150.8	655.7	68.0	590.0	1,313.7
1946 . .	488.8	160.1	648.9	71.7	610.9	1,331.5
1947 . .	457.4	158.3	615.7	76.5	618.5	1,310.7

Passenger Revenue 1926-1947

Transit passenger revenue in the years 1926 to 1947 is shown in Table 11 in the same manner as total operating revenue is shown in Table 10.

The difference between the two tables is due to the fact that total operating revenue, in addition to passenger revenue also includes revenues from other services such as mail, express, milk, freight switching, etc., applicable principally to railway operation. Bus companies also derive additional revenue from rents and advertising but generally speaking this non-passenger revenue is of a negligible amount.

There is no appreciable difference in the trends shown in both Tables inasmuch as the ratio between the two remain almost constant, the ratio of passenger revenue to total operating revenue varying between 93 and 96 per cent for the entire period covered.

VEHICLE MILES

THE TOTAL NUMBER of miles operated by transit vehicles, segregated as between surface street cars, subway and elevated cars, motor buses and trolley coaches in the years 1926 to 1947 inclusive are shown in Table 12.

The mileage of the several types of vehicles follows approximately the same trend as their revenues and passenger traffic already discussed in connection with Tables 7 and 10. Due to the smaller passenger-carrying capacity of the average motor bus, however, its mileage represents a larger percentage of the transit total than does either the revenue derived from its operation or the number of passengers it carries.

TABLE NO. 12

Revenue Vehicle Miles Operated in the United States by Each Type of Transit Vehicle—1926-1947

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
	SURFACE	SUBWAY AND ELEVATED	TOTAL			
	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)
1926 . .	$1,821.9	398.1	2,220.0	. . . . .	449.7	2,669.7
1927 . .	1,753.6	410.2	2,163.8	. . . . .	589.2	2,753.0
1928 . .	1,679.1	434.3	2,113.4	1.2	633.4	2,748.0
1929 . .	1,610.3	450.3	2,060.6	2.0	699.8	2,762.4
1930 . .	1,540.4	454.8	1,995.2	6.0	705.8	2,707.0
1931 . .	1,417.9	440.7	1,858.6	7.9	682.5	2,549.0
1932 . .	1,266.7	423.5	1,690.2	9.5	663.3	2,363.0
1933 . .	1,165.7	427.7	1,593.4	10.5	665.1	2,259.0
1934 . .	1,147.7	438.6	1,586.3	14.6	711.1	2,312.0
1935 . .	1,096.6	447.4	1,544.0	19.0	764.0	2,327.0
1936 . .	1,080.9	461.6	1,542.5	26.3	864.2	2,433.0
1937 . .	1,029.2	469.1	1,498.3	49.7	957.0	2,505.0
1938 . .	922.3	457.4	1,379.7	67.9	986.4	2,434.0
1939 . .	878.3	469.4	1,347.7	74.9	1,047.4	2,470.0
1940 . .	844.7	470.8	1,315.5	86.0	1,194.5	2,596.0
1941 . .	792.2	472.8	1,265.0	98.4	1,313.0	2,676.4
1942 . .	850.4	469.6	1,320.0	115.7	1,612.0	3,047.7
1943 . .	978.0	461.7	1,439.7	129.7	1,693.0	3,262.4
1944 . .	977.9	461.0	1,438.9	132.3	1,713.3	3,284.5
1945 . .	939.8	458.4	1,398.2	133.3	1,722.3	3,253.8
1946 . .	894.5	458.9	1,353.4	143.7	1,807.2	3,304.3
1947 . .	839.3	462.3	1,301.6	155.1	1,885.7	3,342.4

ELECTRIC POWER

TABLE 13 shows the annual electric power consumption of the transit industry from 1920 to 1947 inclusive. It is also presented graphically in Chart XII.

Separate data are shown for power generated by the transit companies themselves and power purchased from central stations together with the total cost of the purchased power. Finally the table shows also the respective power consumption of surface railways, rapid transit lines and trolley coaches in each year.

TABLE NO. 13

CHART XII

Source and Distribution of Electrical Energy Consumed by the Transit Industry of the United States and Cost of Purchased Power—1920-1947

CALENDAR YEAR	KILOWATT HOURS (IN MILLIONS)						COST OF PURCHASED POWER
	TOTAL CONSUMPTION				GENERATED	PURCHASED	
	RAPID TRANSIT	SURFACE RAILWAY	TROLLEY COACH	TOTAL			
1920 . .	1,256	8,066	. . . . .	9,322	4,313	5,009	$56,101,000
1921 . .	1,278	7,863	. . . . .	9,141	4,031	5,110	57,232,000
1922 . .	1,314	7,887	. . . . .	9,201	3,506	5,695	63,215,000
1923 . .	1,416	7,894	. . . . .	9,310	3,441	5,869	63,972,000
1924 . .	1,488	7,951	. . . . .	9,439	3,356	6,083	65,696,000
1925 . .	1,548	7,995	. . . . .	9,543	3,237	6,306	66,844,000
1926 . .	1,592	8,021	. . . . .	9,613	3,108	6,505	68,303,000
1927 . .	1,641	7,749	. . . . .	9,390	2,976	6,414	65,822,162
1928 . .	1,760	7,410	*	9,170	2,935	6,235	64,221,000
1929 . .	1,824	7,121	*	8,945	2,863	6,082	62,645,000
1930 . .	1,842	6,816	18	8,676	2,770	5,906	60,241,000
1931 . .	1,785	6,283	24	8,092	2,621	5,471	55,804,000
1932 . .	1,715	5,629	29	7,373	2,433	4,940	50,388,000
1933 . .	1,736	5,273	32	7,041	2,377	4,664	47,106,000
1934 . .	1,793	5,265	44	7,102	2,352	4,750	47,025,000
1935 . .	1,852	5,096	57	7,005	2,309	4,696	46,021,000
1936 . .	1,934	5,087	79	7,100	2,271	4,829	46,358,000
1937 . .	1,970	4,894	150	7,014	2,197	4,817	45,595,654
1938 . .	1,921	4,399	204	6,524	2,114	4,410	41,454,000
1939 . .	1,971	4,203	225	6,399	2,164	4,235	38,962,000
1940 . .	1,977	4,050	259	6,286	2,255	4,031	36,682,000
1941 . .	1,986	3,808	296	6,090	2,167	3,923	34,915,000
1942 . .	1,964	4,082	354	6,400	2,227	4,173	36,722,000
1943 . .	1,939	4,658	403	7,000	2,237	4,763	41,000,000
1944 . .	1,940	4,667	412	7,019	2,238	4,781	41,160,000
1945 . .	1,966	4,547	415	6,928	2,130	4,798	42,350,000
1946 . .	1,964	4,380	447	6,791	2,077	4,714	41,200,000
1947 . .	2,003	4,255	489	6,747	2,093	4,654	43,200,000

* Included with Surface Railway

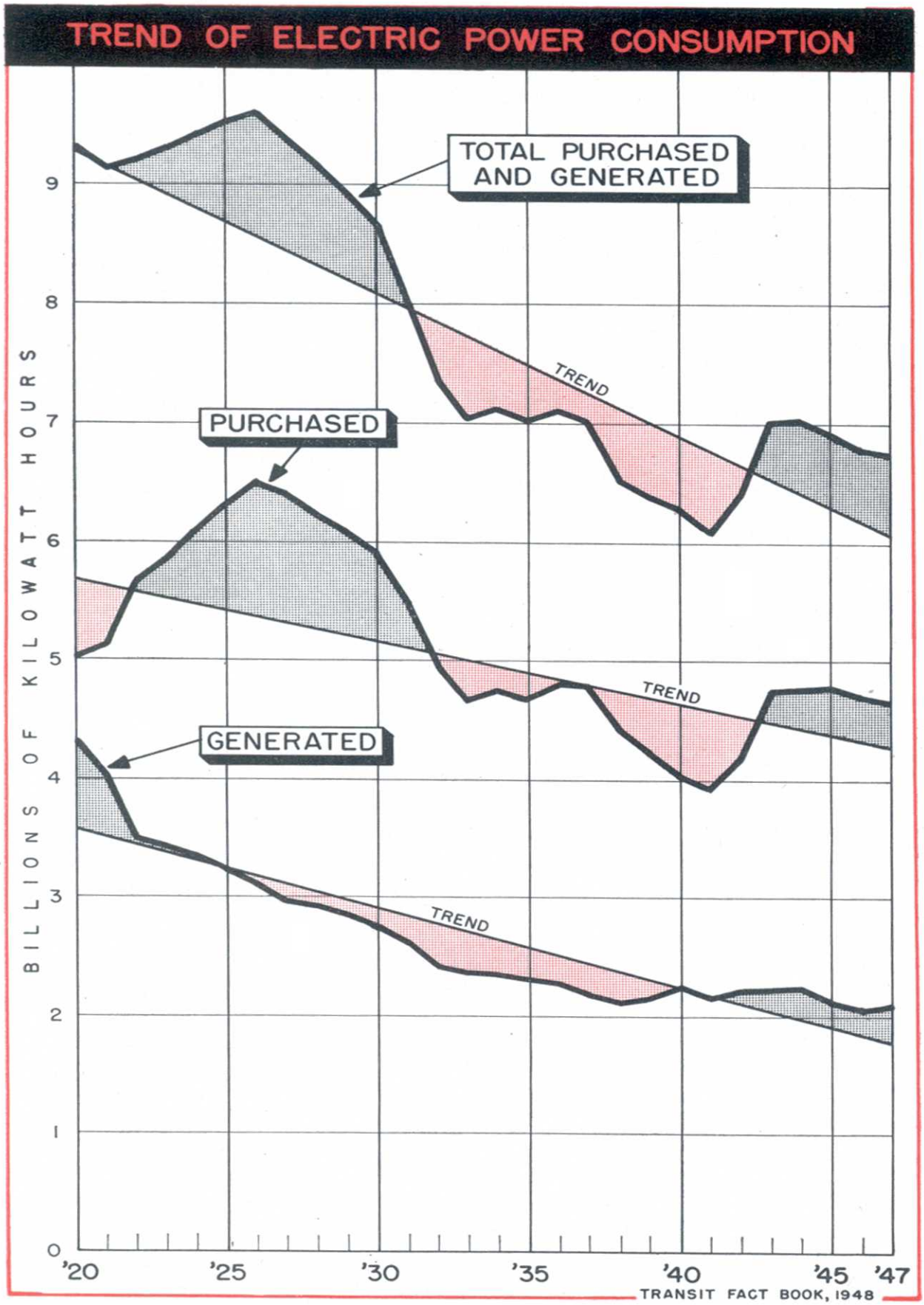

CHART XII

EMPLOYMENT AND PAYROLL

THE AVERAGE NUMBER of employees, the annual payroll and the average annual earnings per employee for the years 1931 to 1947 inclusive are shown in Table 14. Chart XIII illustrates the respective trends of each of these items.

The transit industry's payroll continued its upward surge in 1947 reaching a total of $790,000,000 in that year. This was an increase of 77 million dollars over 1946 or 10.80 per cent. This increase was the result of a rise of $238 (an increase of 8.34 per cent) in the average annual earnings per employee, as well as an increase in the labor force.

With the exception of a few areas where manpower shortages still exist, most companies have restored transit service close to its prewar levels. This meant more employees per unit of traffic and as traffic continued close to its wartime levels it meant also a substantial increase in the total number of employees. This accounts largely for the increase in average number of employees from 242,000 in 1945 to 266,000 in 1947.

Since 1940 there has been a steady increase in employees, pay-

TABLE NO. 14

CHART XIII

Number of Employees, Annual Payroll and Average Annual Earnings per Employee in the Transit Industry of the United States, 1931-1947

YEAR	AVERAGE NUMBER OF EMPLOYEES	PAYROLL	AVERAGE ANNUAL EARNINGS PER EMPLOYEE
1931	250,000	$ 423,000,000	$1,692
1932	222,000	344,000,000	1,550
1933	206,000	297,000,000	1,442
1934	211,000	314,000,000	1,488
1935	209,000	321,000,000	1,536
1936	212,000	338,000,000	1,594
1937	215,000	356,000,000	1,656
1938	207,000	351,000,000	1,696
1939	204,000	356,000,000	1,745
1940	203,000	360,000,000	1,773
1941	205,000	386,000,000	1,883
1942	219,000	462,000,000	2,110
1943	239,000	554,000,000	2,318
1944	242,000	599,000,000	2,475
1945	242,000	632,000,000	2,612
1946	261,000	713,000,000	2,732
1947	266,000	790,000,000	2,970

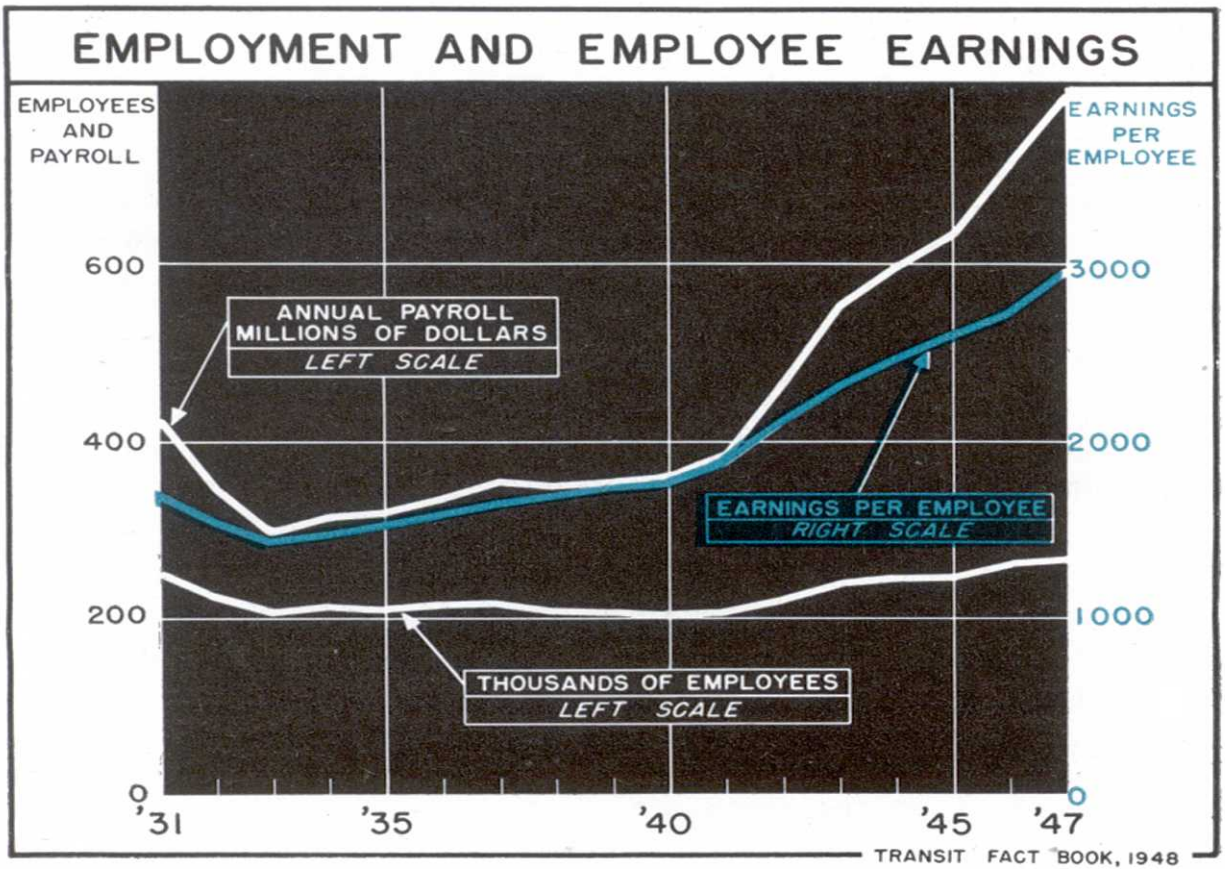

CHART XIII

roll and average earnings, but prior to 1940 there was a considerable amount of fluctuation in the number of employees.

First, there were the fluctuations in business conditions which directly affected the demand for transportation.

Second, there was intensified competition from private automobiles which produced a steady drain on transit companies.

Third, was the program of conversion, first to one man cars of big city systems and second, to motor buses on the part of the smaller systems.

These three causes account for the fluctuation of employment in the years prior to the war. During the entire period from 1935 to 1944 the average earnings per employee rose steadily from $1,536 to $2,475. This increase in the earnings of individual employees also had the effect of steadying the trend of the total payroll. There was only one interruption to its upward course. That was in 1938 when the business recession already referred to produced a sharp drop in number of employees and, in consequence, the total payroll declined from $356,000,000 to $351,000,000. Even under those conditions the average earnings per employee increased, rising from $1,656 to $1,696.

CAPITAL AND MAINTENANCE EXPENDITURES

CHARTS XIV and XV illustrate the trends of capital and maintenance expenditures of the transit industry in the years 1941 to 1947 inclusive with a forecast of expenditures in 1948. In Table 15 is presented the actual figures beginning with the year 1942. The data for 1941 has been dropped from this table because of space requirements, but the record for this year may be obtained from earlier editions of the Transit Fact Book.

In this presentation maintenance expenditures are divided between expenditures for materials and expenditures for maintenance labor. Separate data on expenditures for fuel and lubricants are also shown.

Capital expenditures in 1947 reached a new high which was greatly in excess of any previous year. The backlog of orders for new equipment which had accumulated during the war and post-war years of restrictions and shortages was responsible for these high peaks. The actual capital expenditures in 1947 fell close to the forecast made at the beginning of 1947. The expanded and sustained production programs of equipment manufacturers made

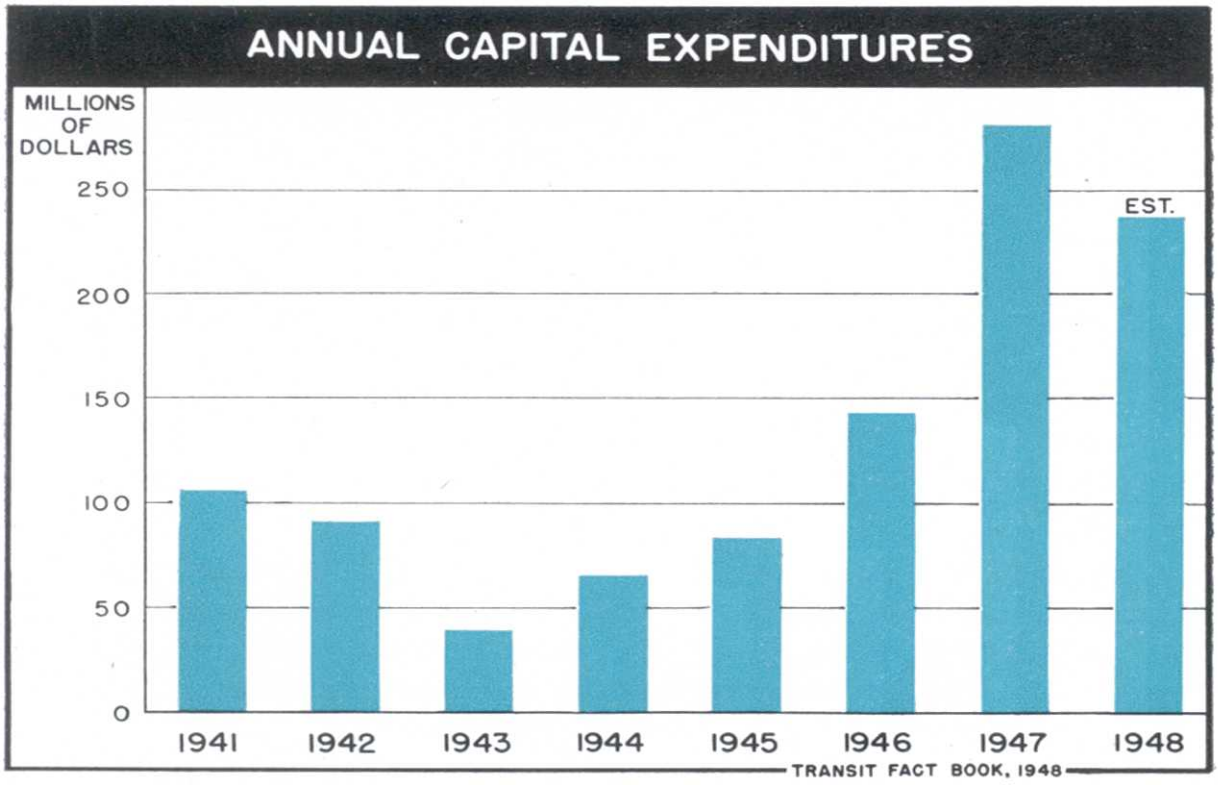

CHART XIV

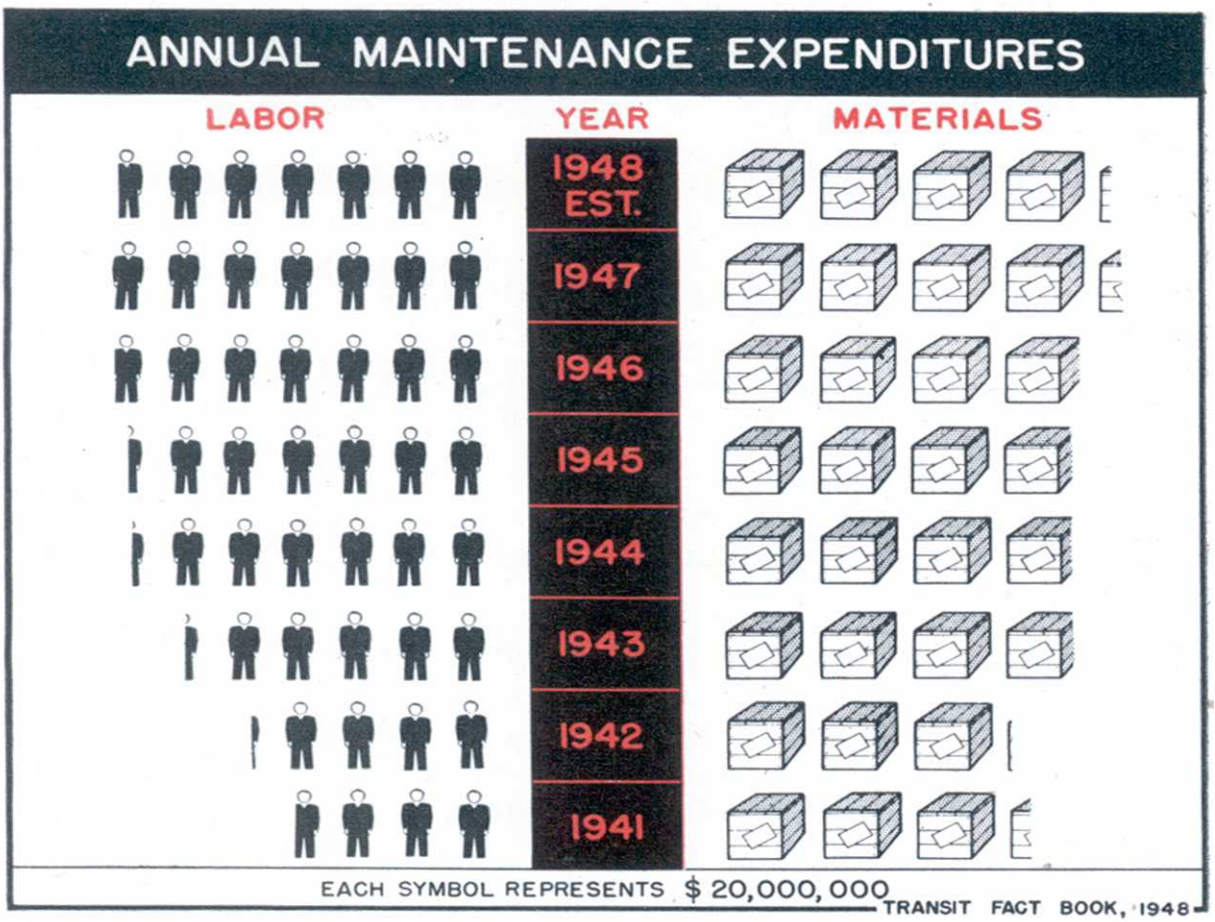

CHART XV

it possible for them to fulfill most of the orders accepted for delivery in 1947. However, there was still a large unsatisfied demand for more equipment as the year ended. Company forecasts of expenditures in 1948 makes this quite obvious. While the amount of money budgeted for new vehicles in 1948 is less than in 1947, it is above the normal amount expended by transit companies in peacetime years, and undoubtedly reflects a further replacement of worn-out equipment that could not be made sooner. Of course, part of these higher capital expenditures is due to the increase in the unit cost of new transit vehicles which resulted from the increasing cost of manufacture and the improvement in their design and quality.

The moderate increases in the total cost of maintenance material and labor which has been experienced during the years 1946 and 1947 and the slight decrease forecast for these expenditures in 1948 is directly attributable to the acquisition of a large number of new vehicles by transit companies which have made it possible for many companies to reduce maintenance costs to some extent.

TABLE NO. 15

CHARTS XIV AND XV

Capital and Maintenance Expenditures of Transit Companies in the United States—1942 to 1947 Inclusive and Forecast for 1948

	1942 (Thousands)	1943 (Thousands)	1944 (Thousands)	1945 (Thousands)	1946 (Thousands)	1947 (Thousands)	1948 FORECAST (Thousands)
CAPITAL EXPENDITURES							
Way and Structures	$ 11,850	$ 13,600	$ 15,450	$ 18,480	$ 35,100	$ 56,160	$ 63,000
Cars	5,680	1,800	6,800	8,980	11,600	17,500	24,000
Buses	66,900	19,000	39,162	47,500	84,500	182,040	105,000
Trolley Coaches	4,600	1,600	780	2,750	4,700	15,950	32,000
Power and Line	1,960	3,300	3,400	5,300	7,800	9,610	13,600
TOTAL CAPITAL EXPENDITURES	$ 90,990	$ 39,300	$ 65,592	$ 83,010	$ 143,700	$ 281,260	$ 237,600
MAINTENANCE EXPENDITURES—MATERIALS							
Way and Structures	$ 13,100	$ 17,100	$ 16,640	$ 19,340	$ 16,824	$ 11,272	$ 10,200
Cars	15,000	15,300	16,230	17,450	18,262	20,088	16,900
Buses	26,500	35,400	37,320	34,500	38,226	48,547	49,000
Trolley Coaches	2,120	2,300	2,493	2,580	2,838	3,548	4,600
Power and Line	4,100	7,200	3,878	3,960	3,760	3,497	3,100
TOTAL MAINTENANCE—MATERIALS	$ 60,820	$ 77,300	$ 76,561	$ 77,830	$ 79,910	$ 86,952	$ 83,800
MAINTENANCE EXPENDITURES—LABOR							
Way and Structures	$ 28,400	$ 39,300	$ 43,080	$ 41,340	$ 48,000	$ 35,040	$ 33,600
Cars	22,300	31,900	36,020	38,150	41,500	43,160	37,100
Buses	28,000	29,000	40,240	41,630	42,000	52,920	54,000
Trolley Coaches	1,290	1,700	1,994	2,200	2,500	2,950	4,000
Power and Line	4,700	6,100	5,009	5,180	5,800	7,250	7,400
TOTAL MAINTENANCE—LABOR	$ 84,690	$ 108,000	$ 126,343	$ 128,500	$ 139,800	$ 141,320	$ 136,100
TOTAL MAINTENANCE—MATERIALS AND LABOR	$ 145,510	$ 185,300	$ 202,904	$ 206,330	$ 219,710	$ 228,272	$ 219,900
GRAND TOTAL—CAPITAL & MAINTENANCE EXPENDITURES	$ 236,500	$ 224,600	$ 268,496	$ 289,340	$ 363,410	$ 509,532	$ 457,500
Fuel and Lubricants	$ 50,500	$ 55,800	$ 60,020	$ 63,840	$ 63,920	$ 77,508	$ 87,590

TRANSIT EQUIPMENT

New Equipment Delivered in 1947

NEW TRANSIT EQUIPMENT delivered in 1947 is shown in Table 16 classified according to the size of the community to which the vehicles were delivered. The motor buses are further classified into three groups, according to their seating capacities, and Chart XVI illustrates these data.

With the record delivery of 13,612 new vehicles in 1947, 14.7 per cent of all vehicles owned by transit companies were one year old or less as of the end of that year. If 1946 and 1947 deliveries are added together (20,762 vehicles), 22.5 per cent or nearly one out of every four vehicles was less than two years old as of that date.

A breakdown of these figures into the several groups follow:

Group	*New Vehicles Delivered in 1947 in Per Cent of Total Vehicles Owned*	*New Vehicles Delivered in 1947 and 1946 in Per Cent of Total Vehicles Owned*	
Cities over 1,000,000 pop.	7.3%	15.7%	(4,522 veh.)
" 500,000-1,000,000	12.1	17.7	(2,366 ")
" 250,000-500,000	21.7	29.1	(4,112 ")
" 100,000-250,000	14.7	26.4	(3,094 ")
" 50,000-100,000	16.4	22.4	(2,050 ")
" Less than 50,000 pop.	15.8	29.8	(2,516 ")
Suburban Areas	19.1	31.8	(2,102 ")

Approximately 53 per cent of all motor buses delivered in 1947 were in the largest seating capacity group and three-fourths of these large-type vehicles were delivered to transit companies serving cities over 250,000. Medium-size buses having 30-39 seats represented 31 per cent, with the smaller buses of 29 seats or less making up the remaining 16 per cent.

The record of the number of buses in each of the three-size classes delivered in the last five years is given in Table 17. It shows that during the war years the deliveries of small buses predominated, but this was a period during which the government not only exercised control over the allocation of new vehicles but also over the kinds and sizes that might be built. With the removal of governmental control after the war, the larger city properties, whose traffic could be handled more efficiently by the larger vehicles, resumed purchasing them and these large motor buses now predominate in current deliveries.

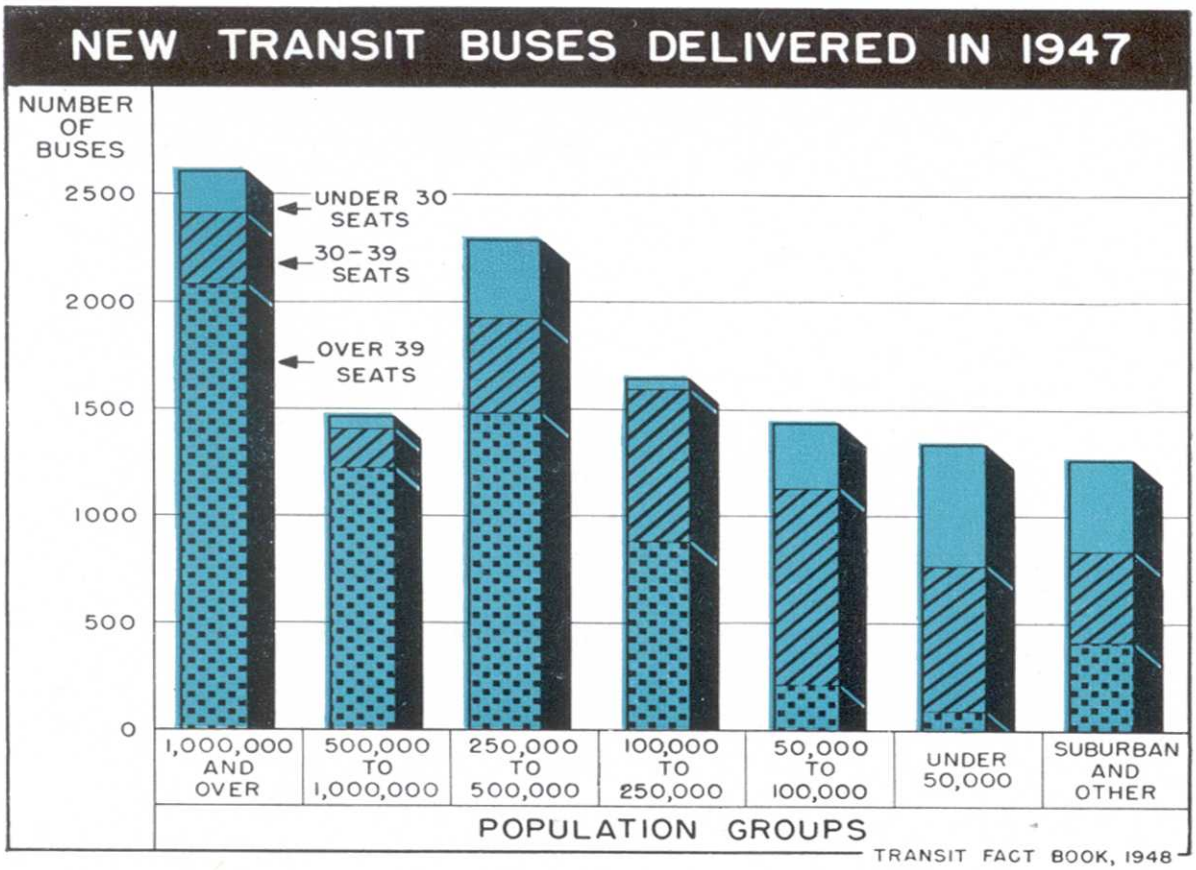

CHART XVI

TABLE NO. 16

CHART XVI

New Transit Equipment Delivered in 1947 Classified According to Population Group and Seating Capacity of Buses

POPULATION GROUP	SUB-WAY & ELE-VATED	STREET CAR	TROL-LEY COACH	MOTOR BUS (INTEGRAL ONLY)				GRAND TOTAL ALL VE-HICLES
	96 SEATS	45-48 SEATS	40-45 SEATS	29 SEATS OR LESS	30-39 SEATS	40 SEATS OR MORE	TOTAL	
Over 1,000,000 . .	2	401	88	186	342	2,076	2,604	3,095
500,000—1,000,000	. .	. . . .	157	55	184	1,225	1,464	1,621
250,000—500,000	. .	208	576	367	439	1,482	2,288	3,072
100,000—250,000	. .	. . . .	82	49	715	878	1,642	1,724
50,000—100,000	. .	17	52	306	917	207	1,430	1,499
Less than 50,000	. .	. . . .	. . . .	566	685	83	1,334	1,334
Suburban & Other	. .	. . . .	. . . .	422	435	410	1,267	1,267
TOTAL	2	626	955	1,951	3,717	6,361	12,029	13,612

TABLE NO. 17

Number of Buses in Each Size Class Delivered in the Years 1943-1947

YEAR	29 SEATS OR LESS	30-39 SEATS	40 SEATS OR MORE	TOTAL
1943	847	179	225	1,251
1944	2,423	369	1,015	3,807
1945	1,757	1,183	1,501	4,441
1946	1,849	2,429	2,185	6,463
1947	1,951	3,717	6,361	12,029

New Equipment 1936-1947

The record of new transit equipment delivered in the years 1936 to 1947 is given in Table 18.

Before the war deliveries tended to run about 5,000 units per year except during the slight recession in 1938. With the outbreak of war, orders were increased and a total of 7,820 units were delivered in 1942. Under governmental control, production of vehicles was restricted during the war. With the lifting of these restrictions late in 1945 production was further hampered

TABLE NO. 18

New Passenger Equipment Delivered to Transit Companies in the United States— 1936 to 1947

CALENDAR YEAR	RAILWAY CARS			TROLLEY COACHES	MOTOR BUS	GRAND TOTAL
	SURFACE	SUBWAY & ELEVATED	TOTAL			
1936	573	0	573	538	4,572	5,683
1937	342	300	642	462	3,908	5,012
1938	145	53	198	184	2,498	2,880
1939	371	150	521	587	3,918	5,026
1940	463	15	478	310	3,984	4,772
1941	462	0	462	411	5,600	6,473
1942	284	0	284	336	7,200	7,820
1943	32	0	32	117	1,251	1,400
1944	284	0	284	55	3,807	4,146
1945	332	0	332	161	4,441	4,934
1946	421	0	421	266	6,463	7,150
1947	626	2	628	955	12,029	13,612

by labor trouble and by shortages of materials. Even though large numbers of vehicles were delivered in 1946, it was not until 1947 when 13,612 units were built, that operating companies were getting new vehicles in the quantities they needed.

Equipment Owned in 1947

Table 19 shows the number of passenger vehicles owned by transit companies as of December 31, 1947 segregated according to mode of service and distributed among the population groups in which they are operated.

Considerably more than half of all the vehicles are motor buses and account for 61.7 per cent of all vehicles owned. Railway cars comprise 30,781 units of which 9,174 are subway and elevated cars and 21,607 surface street cars. Thus street cars comprise 23.4 per cent of the total, subway and elevated cars represent 9.9 per cent and the remaining 5.0 per cent is accounted for by the 4,632 trolley coaches.

The distribution according to population groups shows that a very large proportion of all transit vehicles is concentrated in the larger cities. This is particularly true of the railway cars of which 77.4 per cent including the subway and elevated cars are found in cities over 500,000 population. The same groups of cities also account for approximately 45.8 per cent of all transit vehicles.

TABLE NO. 19

Transit Passenger Equipment in 1947 Showing Types of Vehicles and Their Distribution by Population Groups

	RAILWAYS CARS	TROLLEY COACH	MOTOR BUS	GRAND TOTAL
Subway and Elevated . . .	9,174	. . . . .	. . . . .	9,174
Surface Lines: (Population Group)				
Over 1,000,000	8,778	322	10,572	19,672
500,000— 1,000,000 . . .	5,868	686	6,847	13,401
250,000—500,000	3,751	2,232	8,150	14,133
100,000—250,000	677	797	10,266	11,740
50,000—100,000	834	387	7,917	9,138
Less Than 50,000	524	208	7,723	8,455
Suburban and Other	1,175	. . . . .	5,442	6,617
TOTAL	30,781	4,632	56,917	92,330

Trolley coaches are centered very largely in cities between 250,000 and 500,000. Approximately 48 per cent of all trolley coaches are found in this group, 2,232 out of 4,632.

In cities less than 250,000 population the motor bus is supreme. Thus in cities between 100,000 and 250,000 population, 87.4 per cent of all vehicles owned are motor buses; in cities between 50,000 and 100,000 population, 86.6 per cent; and in cities under 50,000, 91.3 per cent. The average for the three groups mentioned in 88.3 per cent. In short haul intercity and suburban service, buses represent over 82.2 per cent of the transit vehicles, the balance being surface street cars.

Equipment Distribution 1942-1947

In Table 20 the distribution of the three types of transit equipment by population groups is shown for the years 1942 to 1947 inclusive. It brings out clearly where the shifts from one type of vehicle to another are occurring.

The total number of vehicles increased between 1942 and 1947 which naturally was to be expected considering the great expansion in transit traffic which occurred in these years. However, surface cars decreased slightly due to the substitution of buses, and the decrease in the number of rapid transit cars was due entirely to the demolition of the elevated railways in New York City.

The greatest shift in transit vehicle use occurred in the group of cities between 100,000 and 250,000 population. It is the most interesting feature of this table, presenting as it does in actual figures the gradual penetration of the motor bus into the larger cities as the principal vehicle of mass transportation.

The table shows that from 1942 to 1947 the number of street cars in this group of cities decreased from 2,231 to 677. A decrease of 1,283 occurred between 1945 and 1947 suggesting that, if it had not been for the war, the decline in the number of street cars would have been greater in the 1942-1947 period. In this same period, the number of buses in this group increased from 7,743 to 10,266. In 1942, street cars comprised 20.9 per cent of all of the vehicles in this group; by 1947, they represent only 5.7 per cent.

The same trend is observable in the figures of the other groups, but not as much change was made in those groups in this period.

TABLE NO. 20

Transit Passenger Equipment Showing Types of Vehicles and Their Distribution by Population Groups—1942 to 1947 Inclusive

YEAR	RAPID TRANSIT	SURFACE LINES							TOTAL
		OVER 1,000,000 POPULATION	500,000-1,000,000	250,000-500,000	100,000-250,000	50,000-100 000	LESS THAN 50,000	SUBURBAN AND OTHER	
RAILWAY CARS									
1942 . .	10,278	9,744	6,249	4,685	2,231	1,644	896	1,781	37,508
1943 . .	10,255	9,790	6,240	4,660	2,230	1,640	900	1,790	37,505
1944 . .	10,105	9,700	6,380	4,570	2,220	1,630	900	1,780	37,285
1945 . .	10,075	9,620	6,420	4,420	1,960	1,610	890	1,760	36,755
1946 . .	9,232	9,080	6,270	4,180	1,560	1,430	710	1,500	33,962
1947 . .	9,174	8,778	5,868	3,751	677	834	524	1,175	30,781
TROLLEY COACHES									
1942 . .	. . . . .	228	443	1,413	699	359	243	. . . . .	3,385
1943 . .	. . . . .	228	473	1,496	699	362	243	. . . . .	3,501
1944 . .	. . . . .	234	479	1,533	702	370	243	. . . . .	3,561
1945 . .	. . . . .	234	495	1,647	724	373	243	. . . . .	3,716
1946 . .	. . . . .	234	529	1,783	751	383	236	. . . . .	3,916
1947 . .	. . . . .	322	686	2,232	797	387	208	. . . . .	4,632
MOTOR BUSES									
1942 . .	. . . . .	9,523	6,024	6,723	7,743	6,838	5,607	3,542	46,000
1943 . .	. . . . .	9,600	6,050	6,900	8,150	7,100	5,700	3,600	47,100
1944 . .	. . . . .	9,080	5,680	7,050	8,370	7,620	6,510	4,090	48,400
1945 . .	. . . . .	9,270	5,650	6,520	8,730	7,680	7,060	4,760	49,670
1946 . .	. . . . .	10,140	5,930	6,920	9,450	7,520	7,380	5,110	52,450
1947 . .	. . . . .	10,572	6,847	8,150	10,266	7,917	7,723	5,442	56,917
TOTAL ALL VEHICLES									
1942 . .	10,278	19,495	12,716	12,821	10,673	8,841	6,746	5,323	86,893
1943 . .	10,255	19,618	12,763	13,056	11,079	9,102	6,843	5,390	88,106
1944 . .	10,105	19,014	12,539	13,153	11,292	9,620	7,653	5,870	89,246
1945 . .	10,075	19,124	12,565	12,587	11,414	9,663	8,193	6,520	90,141
1946 . .	9,232	19,454	12,729	12,883	11,761	9,333	8,326	6,610	90,328
1947 . .	9,174	19,672	13,401	14,133	11,740	9,138	8,455	6,617	92,330

Transit Equipment Since 1926

Table 21 presents data on the total number of units of passenger equipment owned by the transit industry of the United States in the years 1926 to 1947 inclusive, classified according to mode of service. Chart XVII illustrates the trends.

The progress of conversion from street railway to motor bus is again the most striking feature of the record. Over the 22-year period while the number of surface street cars was decreasing from 62,857 to 21,607, the number of motor buses was increasing from 14,400 to 56,917, a shrinkage of 66 per cent in the case of one and an expansion of 295 per cent in the case of the other. Trolley coaches do not get into the picture until 1928, but between that year and 1947 they increased from 41 to 4,632. The number of subway and elevated cars increased from 8,909 in 1926 to 11,205 in 1938, but the razing of the elevated lines in New York reduced their number to 9,174 in 1947 only 265 more than in 1926.

TABLE NO. 21

CHART XVII

Trends of Transit Passenger Equipment in the United States—1926 to 1947

CALENDAR YEAR	RAILWAY CARS			TROLLEY COACHES	MOTOR BUS	GRAND TOTAL
	SURFACE	SUBWAY AND ELEVATED	TOTAL			
1926 . .	62,857	8,909	71,766	. . . . .	14,400	86,166
1927 . .	61,379	8,957	70,336	. . . . .	18,000	88,336
1928 . .	58,940	9,611	68,551	41	19,700	88,292
1929 . .	56,980	9,983	66,963	57	21,100	88,120
1930 . .	55,150	9,640	64,790	173	21,300	86,263
1931 . .	53,120	9,638	62,758	225	20,700	83,683
1932 . .	49,500	10,434	59,934	269	20,200	80,403
1933 . .	47,700	10,424	58,124	310	20,200	78,634
1934 . .	43,700	10,418	54,118	441	22,200	76,759
1935 . .	40,050	10,416	50,466	578	23,800	74,844
1936 . .	37,180	10,923	48,103	1,136	26,800	76,039
1937 . .	34,180	11,032	45,212	1,655	27,500	74,367
1938 . .	31,400	11,205	42,605	2,032	28,500	73,137
1939 . .	29,320	11,052	40,372	2,184	32,600	75,156
1940 . .	26,630	11,032	37,662	2,802	35,000	75,464
1941 . .	27,092	10,578	37,670	3,029	39,300	79,999
1942 . .	27,230	10,278	37,508	3,385	46,000	86,893
1943 . .	27,250	10,255	37,505	3,501	47,100	88,106
1944 . .	27,180	10,105	37,285	3,561	48,400	89,246
1945 . .	26,680	10,075	36,755	3,716	49,670	90,141
1946 . .	24,730	9,232	33,962	3,916	52,450	90,328
1947 . .	21,607	9,174	30,781	4,632	56,917	92,330

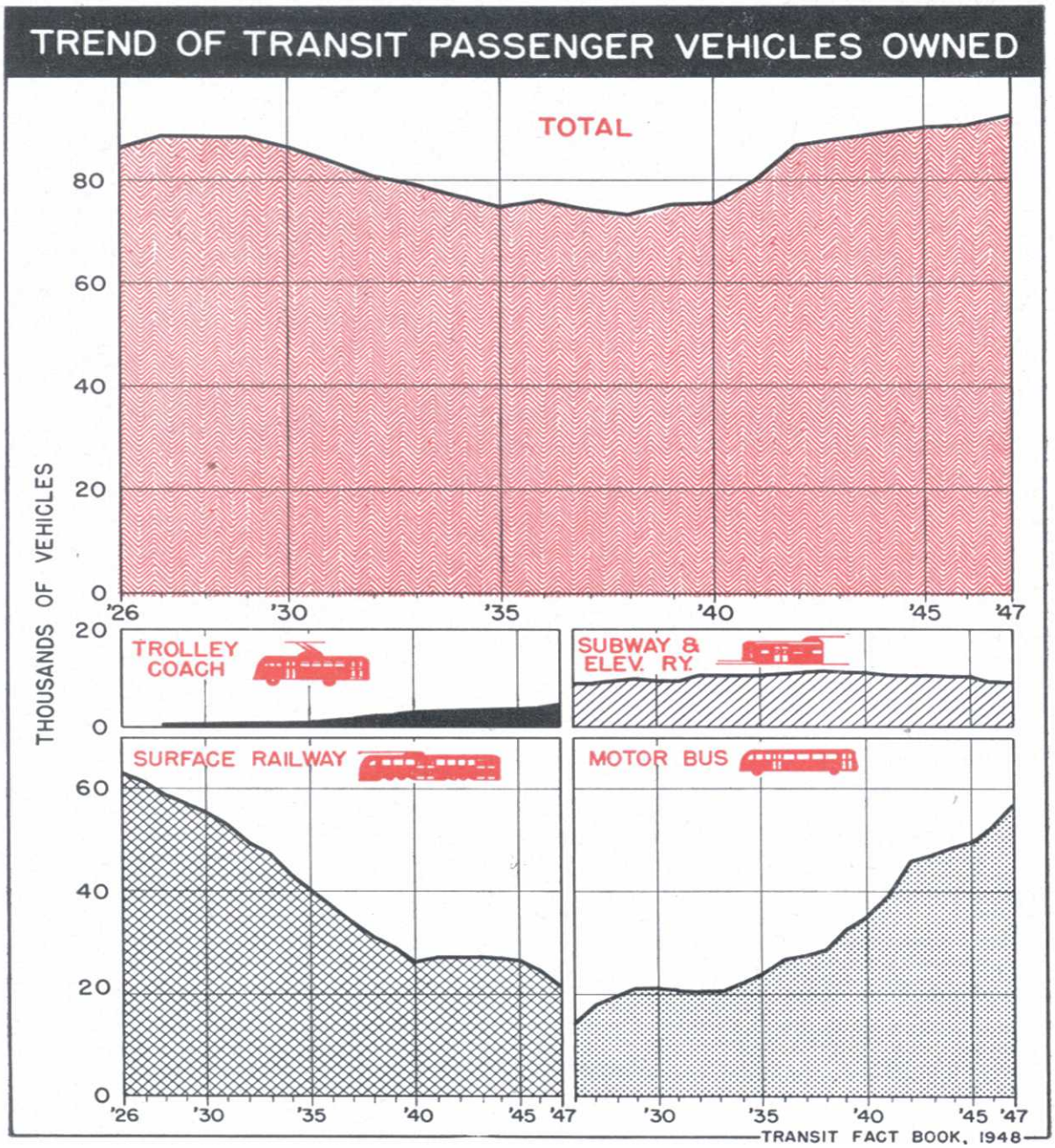

CHART XVII

Although 13,612 new passenger vehicles were delivered in 1947 the total number of vehicles at the end of the year was only 2,002 more than at the end of 1946. Much of the new equipment went to replace street cars in the cities where conversions were made to buses. There was a net decrease of 3,123 street cars after the delivery of 626 new P.C.C. cars. New buses delivered in 1947 numbered 12,029, but the net increase in the total at the end of the year was only 4,467. The difference represents old buses replaced.

Capacity of Transit Vehicles

The total passenger capacity of all transit vehicles in the U. S. is shown in Table 22 in each of the years 1922 to 1947, inclusive, and the trend of these data are illustrated in Chart XVIII. The total capacity of transit vehicles is derived by applying the average ratio of carrying capacity to seating capacity, to total seats available for the several types of vehicles in service.

The maximum passenger carrying capacity of the transit indus-

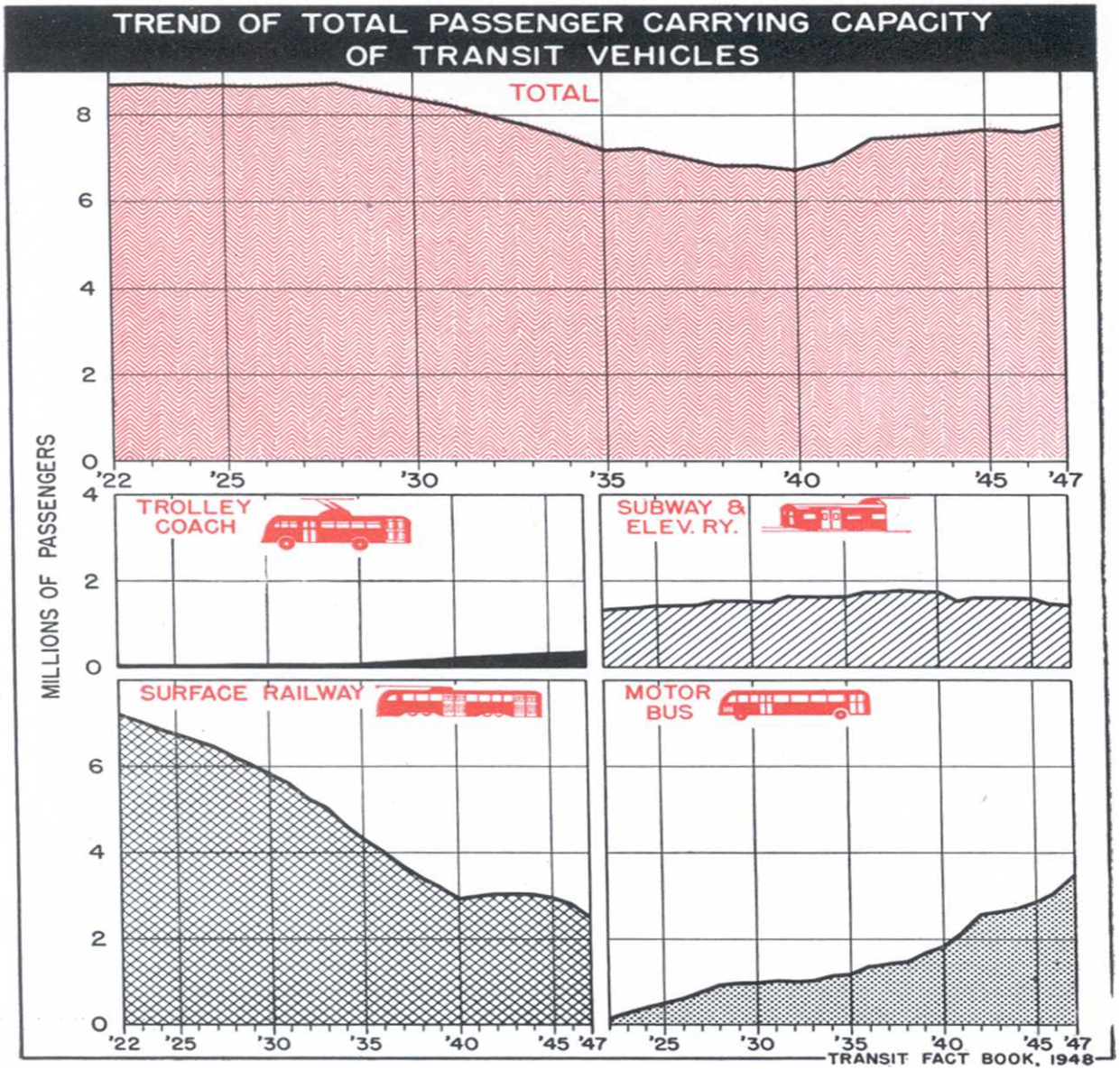

CHART XVIII

TABLE NO. 22
CHART XVIII
Trends of Passenger Carrying Capacity of Transit Vehicles in the United States
1922-1947
(Thousands)

AS OF DECEMBER 31st	ELECTRIC RAILWAY CARS			TROLLEY COACHES	MOTOR BUS	ALL TRANSIT VEHICLES
	RAPID TRANSIT	SURFACE	TOTAL CARS			
1922 . . .	1,327	7,198	8,525	2	161	8,688
1923 . . .	1,347	7,065	8,412	3	300	8,715
1924 . . .	1,364	6,878	8,242	4	404	8,650
1925 . . .	1,414	6,751	8,165	4	514	8,683
1926 . . .	1,416	6,612	8,028	4	625	8,657
1927 . . .	1,424	6,468	7,892	2	801	8,695
1928 . . .	1,528	6,224	7,752	3	963	8,718
1929 . . .	1,544	6,030	7,574	4	990	8,568
1930 . . .	1,533	5,847	7,380	12	991	8,383
1931 . . .	1,532	5,637	7,169	16	1,034	8,219
1932 . . .	1,659	5,262	6,921	19	1,015	7,955
1933 . . .	1,657	5,076	6,733	22	1,029	7,784
1934 . . .	1,656	4,662	6,318	31	1,155	7,504
1935 . . .	1,656	4,288	5,944	40	1,199	7,183
1936 . . .	1,737	4,000	5,737	81	1,382	7,200
1937 . . .	1,754	3,697	5,451	116	1,425	6,992
1938 . . .	1,782	3,411	5,193	137	1,485	6,815
1939 . . .	1,757	3,203	4,960	152	1,706	6,818
1940 . . .	1,757	2,933	4,690	209	1,841	6,740
1941 . . .	1,568	2,993	4,561	218	2,140	6,919
1942 . . .	1,634	3,009	4,643	246	2,555	7,444
1943 . . .	1,631	3,012	4,643	255	2,615	7,513
1944 . . .	1,607	3,009	4,616	260	2,708	7,584
1945 . . .	1,602	2,962	4,564	275	2,825	7,664
1946 . . .	1,468	2,799	4,267	295	3,050	7,612
1947 . . .	1,459	2,504	3,963	358	3,457	7,778

try was attained in the year 1928. Subsequently it declined, reaching the low point in 1940. This decline in carrying capacity is attributable almost wholly to the reduction in the number of surface railway cars in service.

Beginning with 1941, the decline in surface railway equipment was arrested and the increased number of buses and trolley coaches which were added to the fleets of operating companies during the war years produced an expansion of capacity which continued through 1945. The retirement of a substantial number of elevated railway cars by the New York City Transit System in 1946 lowered the overall carrying capacity slightly for that year.

Peak deliveries of new vehicles during 1947 turned the trend of carrying capacity upward again.

TRACK AND ROUTE MILEAGE

TOTAL MILES OF electric railway track and total round-trip length of motor bus and trolley coach routes as of the end of 1947 distributed among the several classes of cities and other areas heretofore used, are presented in Table 23.

With electric railways rapidly disappearing from the local transit picture in small cities, the remaining track still in operation is largely concentrated in cities over 250,000 population. This group now contains 49.3 per cent of all surface track operated with suburban and interurban electric railways accounting for the next largest proportion, amounting to 39.1 per cent. Since the wartime restrictions on the abandonment of rail lines in favor of other forms of transportation was lifted in 1945, miles of surface track operated in cities over 250,000 has declined 11.5 per cent from 7,660 to 6,780 miles; in cities of less than 250,000, the decrease is 41 per cent, from 2,710 to 1,600 miles; with a decline in suburban and interurban track of 740 miles, a reduction of 12.1 per cent. Total trolley coach route continued to increase in 1947 with cities over 1,000,000 population showing the greatest gains since 1945 in this mode of operation. Cities less than 50,000 population on the other hand show a decrease of 21 per cent during the same period.

TABLE NO. 23

Total Miles of Electric Railway Track, Motor Bus Route and Trolley Coach Route of the Transit Industry in the United States, 1947 Distributed by Population Groups

	RAILWAY	TROLLEY COACH	MOTOR BUS
Subway and Elevated	1,252	. . . . .	. . . . .
Surface Lines: (Population Group)			
Over 1,000,000	2,820	126	6,340
500,000— 1,000,000	2,100	210	3,680
250,000—500,000	1,860	1,374	9,880
100,000—250,000	690	617	11,700
50,000—100,000	710	317	8,400
Less than 50,000	200	153	5,890
Suburban and Other	5,370	. . . . .	49,460
TOTAL	15,002	2,797	95,350

TABLE NO. 24
Electric Railway Track, Motor Bus Route and Trolley Coach Route of the Transit Industry in the United States, 1926-1947

AS OF DECEMBER 31ST	TOTAL MILES OF RAILWAY TRACK			TROLLEY COACH—MILES OF NEGATIVE OVERHEAD WIRE	MOTOR BUS—MILES OF ROUTE ROUND-TRIP
	SURFACE	SUBWAY AND ELEVATED	TOTAL		
1926 . .	40,570	1,030	41,600	. . . . .	36,900
1927 . .	39,682	1,040	40,722	. . . . .	38,900
1928 . .	38,235	1,065	39,300	39	43,500
1929 . .	36,520	1,080	37,600	59	52,800
1930 . .	34,320	1,080	35,400	146	60,900
1931 . .	32,120	1,080	33,200	194	60,500
1932 . .	30,418	1,130	31,548	251	58,300
1933 . .	28,730	1,170	29,900	281	52,700
1934 . .	27,270	1,230	28,500	423	54,700
1935 . .	25,470	1,230	26,700	548	58,100
1936 . .	24,040	1,260	25,300	859	62,200
1937 . .	22,460	1,310	23,770	1,166	67,000
1938 . .	20,500	1,300	21,800	1,398	70,400
1939 . .	19,300	1,300	20,600	1,543	74,300
1940 . .	18,360	1,240	19,600	1,925	78,000
1941 . .	17,100	1,250	18,350	2,098	82,100
1942 . .	16,950	1,250	18,200	2,330	85,500
1943 . .	16,950	1,260	18,210	2,305	87,000
1944 . .	16,860	1,252	18,112	2,302	87,700
1945 . .	16,480	1,252	17,732	2,370	90,400
1946 . .	15,490	1,252	16,742	2,411	91,150
1947 . .	13,750	1,252	15,002	2,797	95,350

Motor bus routes involve no construction costs; they present only a problem of selection and may be extended or contracted as circumstances dictate with little or no sacrifice of financial investment. Street railway track and trolley coach routes, however, require heavy expenditure for construction and once constructed may not be changed except at great expense.

This elemental difference is largely responsible for the character of the data in Tables 23 and 24. The total motor bus route mileage is almost 7 times the length of electric railway surface track. As a matter of fact, motor bus routes in 1947 were approximately twice as long as the largest amount of track the electric railways had at their maximum extent back in 1917 when they had the whole field of local transportation to themselves. Motor buses can readily go and serve where railways would never be constructed. An indication of this is found in the amount of bus route mileage outside of the cities. Table 23 shows that 52 per cent of all transit bus routes are located in suburban and other nonurban areas.

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