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**'73-'74
Transit
Fact Book**

TRANSIT FACT BOOK

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

1973 – 1974 EDITION

THIS IS THE THIRTY-FIRST annual edition of the Transit Fact Book compiled by the Statistical Department of the American Transit Association. It is identified as the “73-74” edition and covers operations of the U.S. transit industry through 1973. (*The figures reported for 1973 are preliminary.*)

The transit industry represented in this publication comprises all organized local transportation agencies, both publicly and privately owned, in the United States. It does not include taxi cabs, suburban or commuter railroads, sightseeing buses or school buses.

Any differences between figures reported for 1972 and earlier years as shown in this issue of the Fact Book as compared with data published in earlier editions, are the result of adjustments necessary to take into account subsequent information.

DISTRIBUTION BY POPULATION GROUPS

The several tables in which industry totals have been distributed by population groups are based on the 1970 U.S. Census of Population for 1970 on. The 1960 U.S. Census of Population was used from 1961 through 1969 and the 1950 Census was used prior to 1961.

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about ata

The American Transit Association founded in 1882, is the national organization representing the urban transit industry. Its members total over 250 local motor bus and rail transit systems in the United States, Canada and several foreign countries.

Eighty-five percent of those using public mass transit in the United States are carried by ATA Members.

Formed on a cooperative, nonprofit basis and devoted to the operation and development of urban transit, the Association:

- Represents nationally the common policies, needs and goals of the transit industry.
- Collects, compiles and distributes transit data and information.
- Provides a medium for exchange of experiences, discussion and cooperative studies of industry problems.
- Promotes research and investigation to improve public transit.
- Assists members in dealing with special problems.
- Encourages cooperation among its members, their employees and with the community.

ATA further includes as Associate Members over 180 manufacturers and suppliers of materials and services. These members have their own division in which they discuss solutions to common problems.

The Association is organized so that top management and industry policy matters are handled directly by an elected Board of Directors, or are assigned by the Board to the proper Association officials or special committees. The balance of the organization is set up along the department lines of a transit system.

industry recordkeeper

Compiling data since 1882, ATA's library and statistical files contain the most vast and complete collection of facts and figures about the urban transit industry found anywhere.

This storehouse of knowledge is available to ATA Members and provides both general and specific statistical material for the transit industry. This service is one of ATA's oldest and most widely used, and has been refined over the years to meet the changing requirements of the transit industry.

research center

ATA's research center keeps abreast of developments being performed by federal and private institutions and provides maximum access to current research efforts by continually adding data to the ATA library.

In addition, the research center maintains a close partnership with many other research and transportation association groups.

industry news source

Through its information department, ATA builds a reservoir of goodwill by keeping the public informed of industry problems and progress. ATA also helps prepare the ground for local information efforts in many ways. Because it is a storehouse of accurate information about the industry, ATA receives many questions from reporters and writers who need facts and background data. Such contacts provide a valuable opportunity to acquaint the public more fully with the industry's viewpoint.

voice in washington

Public transportation, because of its increasingly significant role as urban America's lifeline to mobility, is at the hub of a maze of governmental activity. ATA recognized this fact and in 1966 moved south from New York to Washington, D.C.

Your voice in Washington speaks with authority through ATA. The Association represents the industry viewpoint to Congress, the regulatory agencies and other associations; relays "feedback" from these sources to members.

As spokesman for the industry, the Association functions on behalf of all transit companies. The transit industry is made up of hundreds of separate operating properties which, though they are all performing the same function, are for the most part totally unconnected with one another. Consequently, no one company is in a position to speak with authority on behalf of the entire industry.

In toto, you can be certain that ATA, through its officers, directors and staff, is constantly on hand to act as the voice in Washington for transit.

THE TRANSIT INDUSTRY - 1973

Distribution of Transit Systems by Population Groups (1970 Census)

(Each System is counted only in the population group
of the largest city it serves.)

| POPULATION GROUP | Rail Transit (Incl. Joint Trolley Coach And/or Motor Bus) | Trolley Coach And Motor Bus Operations Combined | Motor Bus (Exclusively) | GRAND TOTAL |
|----------------------------|---|--|----------------------------|----------------|
| 500,000 and over | 10 | 1 | 17 | 28 |
| 250,000 — 500,000 | 2 | 1 | 36 | 39 |
| 100,000 — 250,000 | 0 | 0 | 78 | 78 |
| 50,000 — 100,000 | 0 | 0 | 118 | 118 |
| Less than 50,000 | 0 | 0 | 388 | 388 |
| Suburban and Other | 3 | 0 | 369 | 372 |
| TOTAL | 15 | 2 | 1,006 | 1,023 P |

PUBLICLY OWNED SYSTEMS

| | 1973 P | % of Industry |
|----------------------------------|-------------|---------------|
| Number of Systems | 185 | 18% |
| Operating Revenue (Thous) | \$1,581,000 | 88% |
| Vehicle Miles Operated (Thous) | 1,431,000 | 78% |
| Revenue Passgrs. Carried (Thous) | 4,864,000 | 91% |
| No. of Employees (Avg.) | 126,000 | 90% |
| Passenger Vehicles Owned (Total) | 47,508 | 79% |
| Motor Buses | 35,732 | 74% |
| Subway & Elevated | 9,276 | 100% |
| Surface Railway | 1,037 | 96% |
| Trolley Coaches | 1,013 | 100% |

P - Preliminary

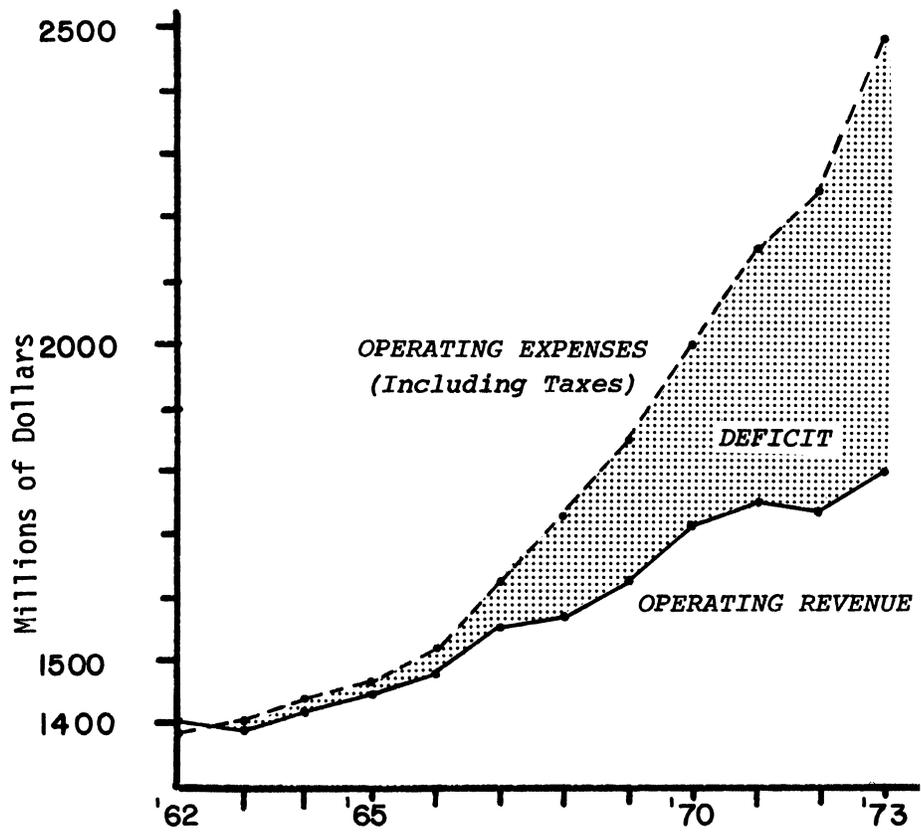
TREND OF TRANSIT OPERATIONS

TABLE NO. 1
Results of Operations in the United States
At Five Year Intervals 1940 - 1955 and Annually 1955 - 1973

| YEAR | OPERATING REVENUE | OPERATING EXPENSES (Including Depreciation) | NET REVENUE | ALL TAXES | OPERATING INCOME | PERCENT OF OPERATING REVENUE: | | |
|--------------|-------------------|--|-------------|-------------|------------------|--|-----------|------------------|
| | | | | | | OPERATING EXPENSES (Including Depreciation) | ALL TAXES | OPERATING INCOME |
| | (Thousands) | (Thousands) | (Thousands) | (Thousands) | (Thousands) | | | |
| 1940 | 737,000 | 598,030 | 138,970 | 62,690 | 76,280 | 81.14 | 8.51 | 10.35 |
| 1945 | 1,380,400 | 1,067,140 | 313,260 | 164,530 | 148,730 | 77.31 | 11.92 | 10.77 |
| 1950 | 1,452,100 | 1,296,690 | 155,410 | 89,040 | 66,370 | 89.30 | 6.13 | 4.57 |
| 1955 | 1,426,400 | 1,277,370 | 149,030 | 93,320 | 55,710 | 89.55 | 6.54 | 3.91 |
| 1956 | 1,416,100 | 1,271,360 | 144,740 | 89,050 | 55,690 | 89.78 | 6.29 | 3.93 |
| 1957 | 1,385,600 | 1,261,560 | 124,040 | 87,430 | 36,610 | 91.05 | 6.31 | 2.64 |
| 1958 | 1,349,500 | 1,265,850 | 83,650 | 77,060 | 6,590 | 93.80 | 5.71 | 0.49 |
| 1959 | 1,376,400 | 1,266,080 | 110,320 | 84,700 | 25,620 | 91.99 | 6.15 | 1.86 |
| 1960 | 1,407,200 | 1,289,850 | 117,350 | 86,660 | 30,690 | 91.66 | 6.16 | 2.18 |
| 1961 | 1,389,700 | 1,295,770 | 93,930 | 77,200 | 16,730 | 93.24 | 5.56 | 1.20 |
| 1962 | 1,403,500 | 1,306,000 | 97,500 | 77,800 | 19,700 | 93.05 | 5.54 | 1.41 |
| 1963 | 1,390,600 | 1,312,560 | 78,040 | 78,920 | (D) 880 | 94.39 | 5.68 | - |
| 1964 | 1,408,100 | 1,342,580 | 65,520 | 77,910 | (D) 12,390 | 95.35 | 5.53 | - |
| 1965 | 1,443,800 | 1,373,760 | 70,040 | 80,650 | (D) 10,610 | 95.15 | 5.59 | - |
| 1966 | 1,478,500 | 1,423,760 | 54,740 | 91,810 | (D) 37,070 | 96.30 | 6.21 | - |
| 1967 | 1,556,000 | 1,530,864 | 25,136 | 91,704 | (D) 66,568 | 98.38 | 5.89 | - |
| 1968 | 1,562,739 | 1,625,314 | (D) 62,575 | 98,497 | (D) 161,072 | 104.04 | 6.37 | - |
| 1969 | 1,625,633 | 1,744,989 | (D) 119,356 | 101,156 | (D) 220,512 | 107.34 | 6.22 | - |
| 1970 | 1,707,418 | 1,891,743 | (D) 184,325 | 103,887 | (D) 288,212 | 110.80 | 6.08 | - |
| 1971 | 1,740,700 | 2,040,453 | (D) 299,753 | 111,647 | (D) 411,400 | 117.20 | 6.42 | - |
| 1972 | 1,728,500 | 2,128,193 | (D) 399,693 | 113,433 | (D) 513,126 | 123.12 | 6.56 | - |
| P 1973 | 1,797,640 | 2,362,294 | (D) 564,654 | 116,302 | (D) 680,956 | 131.41 | 6.47 | - |

P Preliminary.

FIGURE I
RESULTS OF TRANSIT OPERATIONS
1962 - 1973



TRANSIT TAXES IN 1973

TABLE NO. 2
Transit Taxes in 1973

| | AMOUNT | PERCENT DISTRIBUTION |
|---|---------------|----------------------|
| Federal Taxes (Total) | \$79,835,140 | 68.6% |
| Income Taxes | 9,784,730 | 8.4 |
| Other Federal Taxes | 70,050,410 | 60.2 |
| State, County and Local Taxes | 36,466,980 | 31.4 |
| TOTAL TAXES | \$116,302,120 | 100.0% |

TRANSIT TAXES IN 1972

TABLE NO. 3
Transit Taxes in 1972

| | AMOUNT | PERCENT DISTRIBUTION |
|---|---------------|----------------------|
| Federal Taxes (Total) | \$72,733,240 | 64.1% |
| Income Taxes | 10,299,720 | 9.1 |
| Other Federal Taxes | 62,433,520 | 55.0 |
| State, County and Local Taxes | 40,699,760 | 35.9 |
| TOTAL TAXES | \$113,433,000 | 100.0% |

REVENUE PASSENGERS (BY POPULATION GROUPS)

TABLE NO. 4
Revenue Passengers in the United States by Population Groups
At Five Year Intervals 1940 - 1955 and Annually 1955 - 1973

| YEAR | RAPID TRANSIT (MILLIONS) | SURFACE LINES | | | | | | TOTAL (MILLIONS) |
|---------------------|--------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|----------------------------------|-----------------------------------|-------------------------------------|---------------------|
| | | 500,000 AND OVER (MILLIONS) | 250,000- 500,000 (MILLIONS) | 100,000- 250,000 (MILLIONS) | 50,000- 100,000 (MILLIONS) | LESS THAN 50,000 (MILLIONS) | SUBURBAN AND OTHER (MILLIONS) | |
| 1940 | 2,282 | 4,305 | 1,312 | 1,020 | 742 | 291 | 552 | 10,504 |
| 1945 | 2,555 | 6,969 | 2,920 | 2,359 | 1,899 | 932 | 1,348 | 18,982 |
| 1950* | 2,113 | 5,207 | 2,007 | 1,585 | 1,323 | 728 | 882 | 13,845 |
| 1955* | 1,741 | 3,478 | 1,286 | 953 | 786 | 360 | 585 | 9,189 |
| 1956* | 1,749 | 3,368 | 1,179 | 866 | 715 | 324 | 555 | 8,756 |
| 1957* | 1,706 | 3,274 | 1,078 | 811 | 655 | 285 | 529 | 8,338 |
| 1958* | 1,635 | 3,095 | 984 | 720 | 596 | 254 | 494 | 7,778 |
| 1959* | 1,647 | 3,057 | 956 | 696 | 582 | 240 | 472 | 7,650 |
| 1960* | 1,670 | 2,997 | 911 | 691 | 554 | 230 | 468 | 7,521 |
| 1961** | 1,680 | 3,089 | 701 | 523 | 554 | 217 | 478 | 7,242 |
| 1962** | 1,704 | 3,029 | 680 | 496 | 533 | 212 | 468 | 7,122 |
| 1963** | 1,661 | 2,990 | 642 | 462 | 504 | 205 | 451 | 6,915 |
| 1964** | 1,698 | 2,991 | 612 | 432 | 486 | 194 | 441 | 6,854 |
| 1965** | 1,678 | 3,000 | 606 | 416 | 474 | 192 | 432 | 6,798 |
| 1966** | 1,584 | 3,003 | 608 | 413 | 483 | 194 | 386 | 6,671 |
| 1967** | 1,632 | 2,945 | 597 | 409 | 469 | 190 | 374 | 6,616 |
| 1968** | 1,627 | 2,886 | 581 | 396 | 455 | 171 | 375 | 6,491 |
| 1969** | 1,656 | 2,787 | 565 | 365 | 422 | 150 | 365 | 6,310 |
| 1970*** | 1,574 | 2,610 | 529 | 342 | 395 | 140 | 342 | 5,932 |
| 1971*** | 1,494 | 2,399 | 739 | 234 | 196 | 107 | 328 | 5,497 |
| 1972*** | 1,454 | 2,335 | 685 | 220 | 182 | 96 | 299 | 5,271 |
| P 1973*** | 1,438 | 2,406 | 689 | 230 | 176 | 107 | 299 | 5,345 |

*Population distribution based upon 1950 census.

**Population distribution based upon 1960 census.

P Preliminary.

*** Population distribution based on 1970 census.

TREND OF TOTAL PASSENGERS

TABLE NO. 5
Total Passengers Carried on Transit Lines of the United States
At Five Year Intervals 1940-1955 and Annually 1955-1973

| CALENDAR YEAR | RAILWAY | | | TROLLEY COACH (Millions) | MOTOR BUS (Millions) | GRAND TOTAL (Millions) |
|---------------|-----------------------|---------------------------------|---------------------|-----------------------------|-------------------------|---------------------------|
| | SURFACE (Millions) | SUBWAY & ELEVATED (Millions) | TOTAL (Millions) | | | |
| 1940 .. | 5,943 | 2,382 | 8,325 | 534 | 4,239 | 13,098 |
| 1945 .. | 9,426 | 2,698 | 12,124 | 1,244 | 9,886 | 23,254 |
| 1950 .. | 3,904 | 2,264 | 6,168 | 1,658 | 9,420 | 17,246 |
| 1955 .. | 1,207 | 1,870 | 3,077 | 1,202 | 7,250 | 11,529 |
| 1956 .. | 876 | 1,880 | 2,756 | 1,142 | 7,043 | 10,941 |
| 1957 .. | 679 | 1,843 | 2,522 | 993 | 6,874 | 10,389 |
| 1958 .. | 572 | 1,815 | 2,387 | 843 | 6,502 | 9,732 |
| 1959 .. | 521 | 1,828 | 2,349 | 749 | 6,459 | 9,557 |
| 1960 .. | 463 | 1,850 | 2,313 | 657 | 6,425 | 9,395 |
| 1961 .. | 434 | 1,855 | 2,289 | 601 | 5,993 | 8,883 |
| 1962 .. | 393 | 1,890 | 2,283 | 547 | 5,865 | 8,695 |
| 1963 .. | 329 | 1,836 | 2,165 | 413 | 5,822 | 8,400 |
| 1964 .. | 289 | 1,877 | 2,166 | 349 | 5,813 | 8,328 |
| 1965 .. | 276 | 1,858 | 2,134 | 305 | 5,814 | 8,253 |
| 1966 .. | 282 | 1,753 | 2,035 | 284 | 5,764 | 8,083 |
| 1967 .. | 263 | 1,938 | 2,201 | 248 | 5,723 | 8,172 |
| 1968 .. | 253 | 1,928 | 2,181 | 228 | 5,610 | 8,019 |
| 1969 .. | 249 | 1,980 | 2,229 | 199 | 5,375 | 7,803 |
| 1970 .. | 235 | 1,881 | 2,116 | 182 | 5,034 | 7,332 |
| 1971 .. | 222 | 1,778 | 2,000 | 148 | 4,699 | 6,847 |
| 1972 .. | 211 | 1,731 | 1,942 | 130 | 4,495 | 6,567 |
| P1973 .. | 207 | 1,714 | 1,921 | 97 | 4,642 | 6,660 |

TREND OF REVENUE PASSENGERS

TABLE NO. 6
Revenue Passengers Carried on Transit Lines of the United States
At Five Year Intervals 1940-1955 and Annually 1955-1973

| CALENDAR YEAR | RAILWAY | | | TROLLEY COACH (Millions) | MOTOR BUS (Millions) | GRAND TOTAL (Millions) |
|---------------|-----------------------|---------------------------------|---------------------|-----------------------------|-------------------------|---------------------------|
| | SURFACE (Millions) | SUBWAY & ELEVATED (Millions) | TOTAL (Millions) | | | |
| 1940 .. | 4,182.5 | 2,281.9 | 5,464.4 | 419.2 | 3,620.1 | 10,503.7 |
| 1945 .. | 7,080.9 | 2,555.1 | 9,636.0 | 1,001.2 | 8,344.7 | 18,981.9 |
| 1950 .. | 2,790.0 | 2,113.0 | 4,903.0 | 1,261.0 | 7,681.0 | 13,845.0 |
| 1955 .. | 845.0 | 1,741.0 | 2,586.0 | 869.0 | 5,734.0 | 9,189.0 |
| 1956 .. | 625.0 | 1,749.0 | 2,374.0 | 814.0 | 5,568.0 | 8,756.0 |
| 1957 .. | 491.0 | 1,706.0 | 2,197.0 | 703.0 | 5,438.0 | 8,338.0 |
| 1958 .. | 415.0 | 1,635.0 | 2,050.0 | 593.0 | 5,135.0 | 7,778.0 |
| 1959 .. | 378.0 | 1,647.0 | 2,025.0 | 517.0 | 5,108.0 | 7,650.0 |
| 1960 .. | 335.0 | 1,670.0 | 2,005.0 | 447.0 | 5,069.0 | 7,521.0 |
| 1961 .. | 323.0 | 1,680.0 | 2,003.0 | 405.0 | 4,834.0 | 7,242.0 |
| 1962 .. | 284.0 | 1,704.0 | 1,988.0 | 361.0 | 4,773.0 | 7,122.0 |
| 1963 .. | 238.0 | 1,661.0 | 1,899.0 | 264.0 | 4,752.0 | 6,915.0 |
| 1964 .. | 213.0 | 1,698.0 | 1,911.0 | 214.0 | 4,729.0 | 6,854.0 |
| 1965 .. | 204.0 | 1,678.0 | 1,882.0 | 186.0 | 4,730.0 | 6,798.0 |
| 1966 .. | 211.0 | 1,584.0 | 1,795.0 | 174.0 | 4,702.0 | 6,671.0 |
| 1967 .. | 196.0 | 1,632.0 | 1,828.0 | 155.0 | 4,633.0 | 6,616.0 |
| 1968 .. | 187.3 | 1,627.0 | 1,814.3 | 152.2 | 4,524.5 | 6,491.0 |
| 1969 .. | 183.4 | 1,656.3 | 1,839.7 | 135.3 | 4,335.3 | 6,310.3 |
| 1970 .. | 172.4 | 1,573.5 | 1,745.9 | 127.5 | 4,058.3 | 5,931.7 |
| 1971 .. | 155.1 | 1,494.0 | 1,649.1 | 113.1 | 3,734.8 | 5,497.0 |
| 1972 .. | 147.6 | 1,454.0 | 1,601.6 | 100.1 | 3,569.3 | 5,271.0 |
| P1973 .. | 145.0 | 1,438.0 | 1,583.0 | 74.8 | 3,687.2 | 5,345.0 |

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TREND OF OPERATING REVENUE

TABLE NO. 7
Trend and Distribution of Transit Operating Revenue in the United States
At Five Year Intervals 1940-1955 and Annually 1955-1973

| CALENDAR YEAR | RAILWAY | | | TROLLEY COACH (Millions) | MOTOR BUS (Millions) | GRAND TOTAL (Millions) |
|---------------|-----------------------|---------------------------------|---------------------|-----------------------------|-------------------------|---------------------------|
| | SURFACE (Millions) | SUBWAY & ELEVATED (Millions) | TOTAL (Millions) | | | |
| 1940 . | 327.8 | 128.3 | 456.1 | 25.0 | 255.9 | 737.0 |
| 1945 . | 560.1 | 149.4 | 709.5 | 68.4 | 602.5 | 1,380.4 |
| 1950 . | 361.7 | 216.4 | 578.1 | 122.0 | 752.0 | 1,452.1 |
| 1955 . | 175.5 | 264.3 | 439.8 | 130.8 | 855.8 | 1,426.4 |
| 1956 . | 139.4 | 271.4 | 410.8 | 127.6 | 877.7 | 1,416.1 |
| 1957 . | 115.3 | 267.6 | 382.9 | 116.4 | 886.3 | 1,385.6 |
| 1958 . | 99.1 | 266.5 | 365.6 | 103.2 | 880.7 | 1,349.5 |
| 1959 . | 93.0 | 272.2 | 365.2 | 91.0 | 920.2 | 1,376.4 |
| 1960 . | 87.6 | 281.8 | 369.4 | 81.9 | 955.9 | 1,407.2 |
| 1961 . | 79.9 | 285.7 | 365.6 | 78.7 | 945.4 | 1,389.7 |
| 1962 . | 73.3 | 293.0 | 366.3 | 76.0 | 961.2 | 1,403.5 |
| 1963 . | 61.2 | 287.4 | 348.6 | 56.2 | 985.8 | 1,390.6 |
| 1964 . | 55.6 | 295.8 | 351.4 | 46.4 | 1,010.3 | 1,408.1 |
| 1965 . | 55.7 | 310.1 | 365.8 | 41.7 | 1,036.3 | 1,443.8 |
| 1966 . | 58.7 | 306.5 | 365.2 | 39.2 | 1,074.1 | 1,478.5 |
| 1967 . | 52.5 | 352.0 | 404.5 | 35.6 | 1,115.9 | 1,556.0 |
| 1968 . | 53.1 | 358.2 | 411.3 | 35.9 | 1,115.5 | 1,562.7 |
| 1969 . | 54.8 | 380.4 | 435.2 | 32.5 | 1,157.9 | 1,625.6 |
| 1970 . | 55.2 | 384.4 | 439.6 | 31.5 | 1,236.3 | 1,707.4 |
| 1971 . | 48.8 | 379.4 | 428.2 | 32.3 | 1,280.2 | 1,740.7 |
| 1972 . | 48.4 | 376.8 | 425.2 | 32.8 | 1,270.5 | 1,728.5 |
| P 1973 . | 48.5 | 395.5 | 444.0 | 25.2 | 1,328.4 | 1,797.6 |

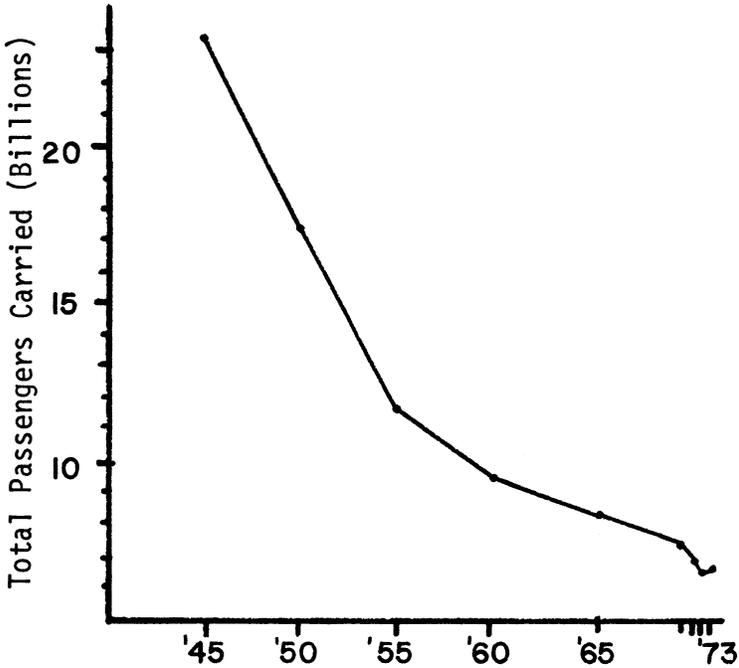
TREND OF PASSENGER REVENUE

TABLE NO. 8
Trend and Distribution of Transit Passenger Revenue in the United States
At Five Year Intervals 1940-1955 and Annually 1955 - 1973

| CALENDAR YEAR | RAILWAY | | | TROLLEY COACH (Millions) | MOTOR BUS (Millions) | GRAND TOTAL (Millions) |
|---------------|-----------------------|---------------------------------|---------------------|-----------------------------|-------------------------|---------------------------|
| | SURFACE (Millions) | SUBWAY & ELEVATED (Millions) | TOTAL (Millions) | | | |
| 1940 .. | \$304.0 | \$123.8 | \$427.8 | \$ 24.9 | \$248.8 | \$701.5 |
| 1945 .. | 513.4 | 142.3 | 655.7 | 68.0 | 590.0 | 1,313.7 |
| 1950 .. | 322.4 | 209.6 | 532.0 | 120.6 | 734.2 | 1,386.8 |
| 1955 .. | 146.6 | 257.5 | 404.1 | 128.5 | 826.3 | 1,358.9 |
| 1956 .. | 117.1 | 264.2 | 381.3 | 124.5 | 845.3 | 1,351.1 |
| 1957 .. | 97.0 | 260.5 | 357.5 | 112.7 | 849.6 | 1,319.8 |
| 1958 .. | 83.5 | 259.4 | 342.9 | 100.1 | 839.2 | 1,282.2 |
| 1959 .. | 78.5 | 262.9 | 341.4 | 89.9 | 877.0 | 1,308.3 |
| 1960 .. | 74.0 | 269.6 | 343.6 | 81.0 | 910.3 | 1,334.9 |
| 1961 .. | 73.1 | 273.5 | 346.6 | 76.5 | 897.8 | 1,320.9 |
| 1962 .. | 66.3 | 280.1 | 346.4 | 73.7 | 910.1 | 1,330.2 |
| 1963 .. | 54.8 | 274.6 | 329.4 | 54.7 | 932.2 | 1,316.3 |
| 1964 .. | 48.3 | 282.3 | 330.6 | 45.0 | 950.4 | 1,326.0 |
| 1965 .. | 48.6 | 279.0 | 327.6 | 40.6 | 971.9 | 1,340.1 |
| 1966 .. | 51.8 | 297.0 | 348.8 | 38.5 | 998.1 | 1,385.4 |
| 1967 .. | 44.8 | 340.4 | 385.2 | 34.9 | 1,037.3 | 1,457.4 |
| 1968 .. | 44.0 | 341.7 | 385.7 | 34.8 | 1,049.7 | 1,470.2 |
| 1969 .. | 45.9 | 362.5 | 408.4 | 31.5 | 1,114.8 | 1,554.7 |
| 1970 .. | 46.6 | 368.5 | 415.1 | 30.4 | 1,193.6 | 1,639.1 |
| 1971 .. | 40.1 | 363.8 | 403.9 | 31.2 | 1,226.8 | 1,661.9 |
| 1972 .. | 39.6 | 361.5 | 401.1 | 31.4 | 1,218.2 | 1,650.7 |
| P 1973 | 38.7 | 372.1 | 410.8 | 23.6 | 1,249.3 | 1,683.7 |

P Preliminary

FIGURE II
PATRONAGE TRENDS
1945 - 1973



TREND OF AVERAGE FARE

TABLE NO. 9
Trend of Average Fare (Passenger Revenue/Revenue Passengers)
At Five Year Intervals 1940 - 1955 and Annually 1955 - 1973

| CALENDAR YEAR | RAILWAY | | | TROLLEY COACH | MOTOR BUS | GRAND TOTAL |
|---------------|---------|-------------------|-------|---------------|-----------|-------------|
| | SURFACE | SUBWAY & ELEVATED | TOTAL | | | |
| 1940 | 7.27¢ | 5.43¢ | 7.83¢ | 5.94¢ | 6.87¢ | 6.68¢ |
| 1945 | 7.25 | 5.57 | 6.80 | 6.79 | 7.07 | 6.92 |
| 1950 | 11.56 | 9.92 | 10.85 | 9.56 | 9.56 | 10.02 |
| 1955 | 17.35 | 14.79 | 15.63 | 14.79 | 14.41 | 14.79 |
| 1956 | 18.74 | 15.11 | 16.06 | 15.29 | 15.18 | 15.43 |
| 1957 | 19.76 | 15.27 | 16.27 | 16.03 | 15.62 | 15.83 |
| 1958 | 20.12 | 15.87 | 16.73 | 16.88 | 16.34 | 16.48 |
| 1959 | 20.77 | 15.96 | 16.86 | 17.39 | 17.17 | 17.10 |
| 1960 | 22.09 | 16.14 | 17.14 | 18.12 | 17.96 | 17.75 |
| 1961 | 22.63 | 16.28 | 17.30 | 18.89 | 18.57 | 18.24 |
| 1962 | 23.35 | 16.44 | 17.42 | 20.42 | 19.07 | 18.68 |
| 1963 | 23.03 | 16.35 | 17.35 | 20.72 | 19.62 | 19.04 |
| 1964 | 22.68 | 16.63 | 17.30 | 21.03 | 20.10 | 19.35 |
| 1965 | 23.82 | 16.63 | 17.41 | 21.83 | 20.55 | 19.71 |
| 1966 | 24.55 | 18.75 | 19.43 | 22.13 | 21.23 | 20.77 |
| 1967 | 22.86 | 20.86 | 21.07 | 22.52 | 22.39 | 22.03 |
| 1968 | 23.49 | 21.00 | 21.26 | 22.86 | 23.20 | 22.65 |
| 1969 | 25.03 | 21.89 | 22.20 | 23.28 | 25.71 | 24.64 |
| 1970 | 27.03 | 23.42 | 23.78 | 23.84 | 29.41 | 27.63 |
| 1971 | 25.85 | 24.17 | 24.33 | 27.59 | 32.23 | 29.78 |
| 1972 | 26.83 | 24.86 | 25.04 | 31.37 | 34.13 | 31.32 |
| P 1973 | 26.69 | 25.88 | 25.95 | 31.55 | 33.88 | 31.50 |

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FIGURE III

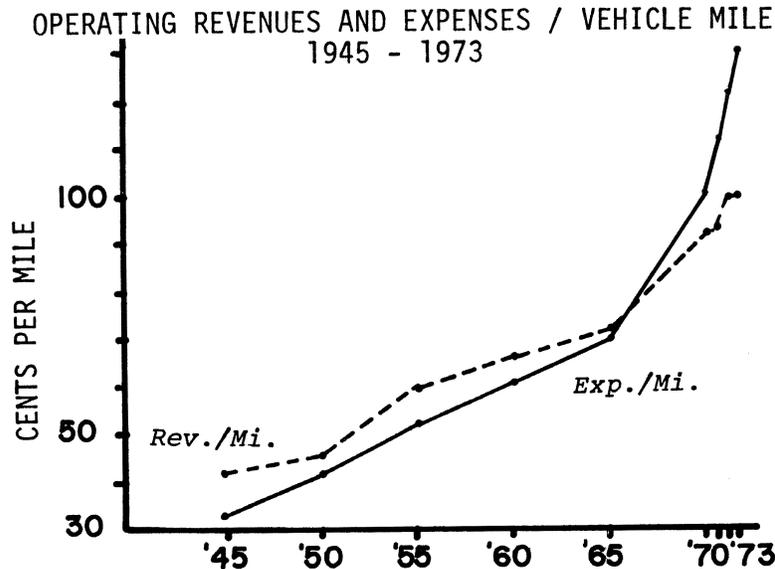


FIGURE IV
INDEX OF AVERAGE ANNUAL EARNINGS
AND OPERATING EXPENSES
1945 - 1973

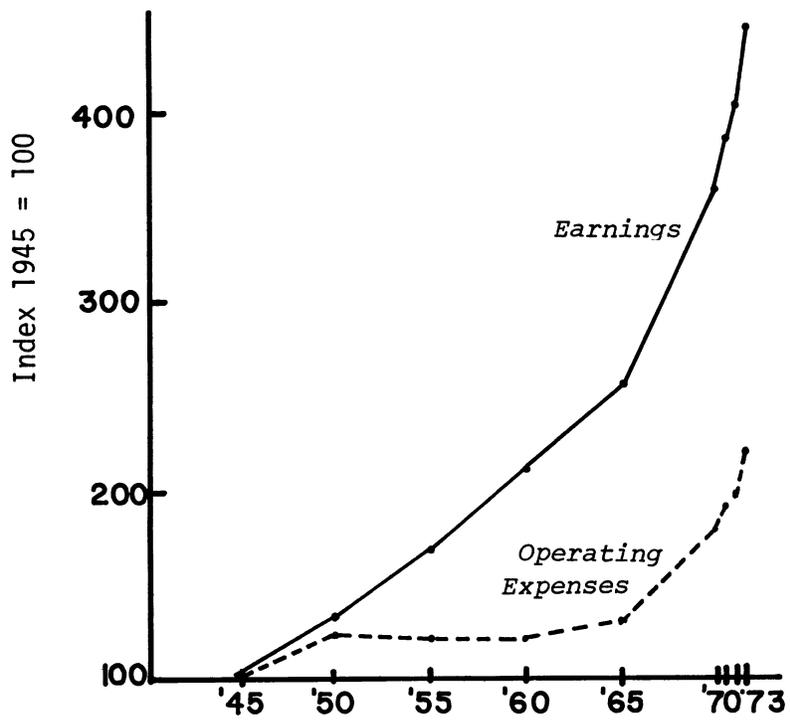
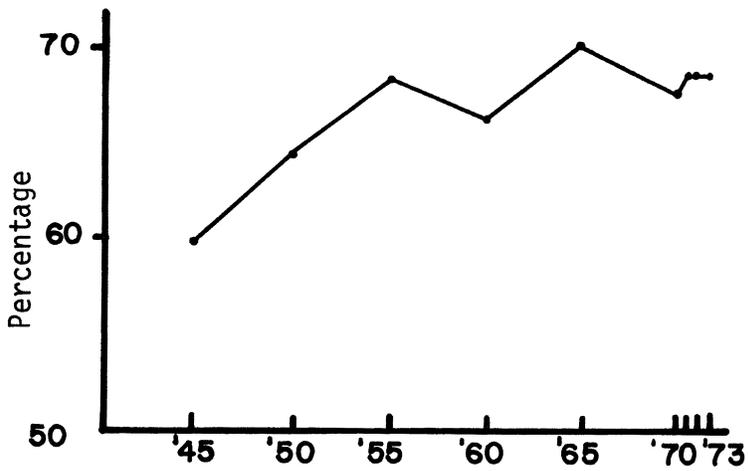


FIGURE V
EMPLOYMENT PAYROLL AS A PERCENTAGE
OF OPERATING EXPENSES
1945 - 1973



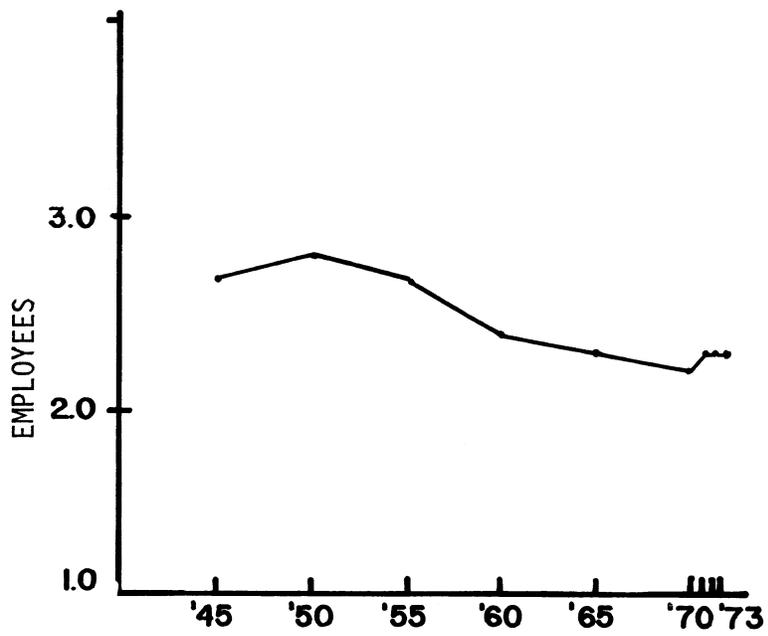
EMPLOYMENT AND PAYROLL

TABLE NO. 10
Number of Employees, Annual Payroll and Average Earnings per
Employee in the Transit Industry of the United States
At Five Year Intervals 1940 - 1955 and Annually 1955 - 1973

| YEAR | AVERAGE NUMBER OF EMPLOYEES | PAYROLL | AVERAGE ANNUAL EARNINGS PER EMPLOYEE |
|--------------|-----------------------------------|-----------------|--|
| 1940 | 203,000 | 360,000,000 | 1,773 |
| 1945 | 242,000 | 632,000,000 | 2,612 |
| 1950 | 240,000 | 835,000,000 | 3,479 |
| 1955 | 198,000 | 864,000,000 | 4,364 |
| 1956 | 186,000 | 852,000,000 | 4,581 |
| 1957 | 177,000 | 840,000,000 | 4,746 |
| 1958 | 165,000 | 831,000,000 | 5,036 |
| 1959 | 159,100 | 832,000,000 | 5,229 |
| 1960 | 156,400 | 857,300,000 | 5,481 |
| 1961 | 151,800 | 856,400,000 | 5,642 |
| 1962 | 149,100 | 878,100,000 | 5,889 |
| 1963 | 147,200 | 892,300,000 | 6,062 |
| 1964 | 144,800 | 916,900,000 | 6,332 |
| 1965 | 145,000 | 963,500,000 | 6,645 |
| 1966 | 144,300 | 994,900,000 | 6,895 |
| 1967 | 146,100 | 1,055,100,000 | 7,222 |
| 1968 | 143,590 | 1,109,500,000 | 7,727 |
| 1969 | 140,860 | 1,183,807,000 | 8,404 |
| 1970 | 138,040 | 1,274,109,000 | 9,230 |
| 1971 | 139,120 | 1,393,148,000 | 10,014 |
| 1972 | 138,420 | 1,455,486,000 | 10,515 |
| P 1973 | 139,950 | \$1,615,590,000 | \$11,544 |

P Preliminary

FIGURE VI
EMPLOYEES PER REVENUE VEHICLE
1945 - 1973



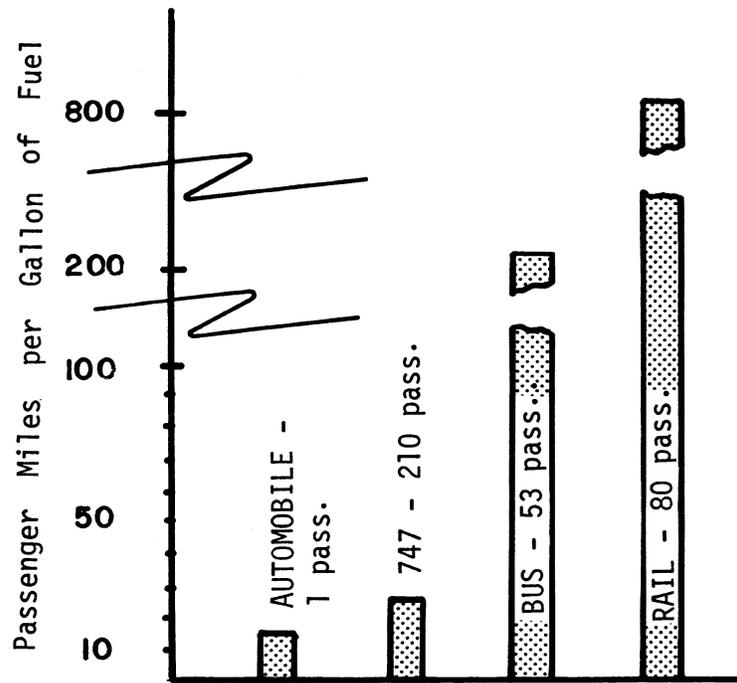
TREND OF VEHICLE MILES OPERATED

TABLE NO. 11
Revenue Vehicle Miles Operated in the United States
by Each Type of Transit Vehicle
At Five Year Intervals 1940 - 1955 and Annually 1955 - 1973

| CALENDAR YEAR | RAILWAY | | | TROLLEY COACH (Millions) | MOTOR BUS (Millions) | GRAND TOTAL (Millions) |
|---------------|-----------------------|---------------------------------|---------------------|-----------------------------|-------------------------|---------------------------|
| | SURFACE (Millions) | SUBWAY & ELEVATED (Millions) | TOTAL (Millions) | | | |
| 1940 .. | 844.7 | 470.8 | 1,315.5 | 86.0 | 1,194.5 | 2,596.0 |
| 1945 .. | 939.8 | 458.4 | 1,398.2 | 133.3 | 1,722.3 | 3,253.8 |
| 1950 .. | 463.1 | 443.4 | 906.5 | 205.7 | 1,895.4 | 3,007.6 |
| 1955 .. | 178.3 | 382.8 | 561.1 | 176.5 | 1,709.9 | 2,447.5 |
| 1956 .. | 132.9 | 387.1 | 520.0 | 165.7 | 1,680.9 | 2,366.6 |
| 1957 .. | 106.6 | 388.0 | 494.6 | 146.5 | 1,648.4 | 2,289.5 |
| 1958 .. | 89.9 | 386.5 | 476.4 | 131.0 | 1,593.6 | 2,201.0 |
| 1959 .. | 81.3 | 388.7 | 470.0 | 112.4 | 1,576.5 | 2,158.9 |
| 1960 .. | 74.8 | 390.9 | 465.7 | 100.7 | 1,576.4 | 2,142.8 |
| 1961 .. | 69.4 | 385.1 | 454.5 | 92.9 | 1,529.7 | 2,077.1 |
| 1962 .. | 61.5 | 386.7 | 448.2 | 84.0 | 1,515.2 | 2,047.4 |
| 1963 .. | 48.9 | 387.3 | 436.2 | 62.4 | 1,523.1 | 2,021.7 |
| 1964 .. | 42.9 | 395.8 | 438.7 | 49.2 | 1,527.9 | 2,015.8 |
| 1965 .. | 41.6 | 395.3 | 436.9 | 43.0 | 1,528.3 | 2,008.2 |
| 1966 .. | 42.9 | 378.9 | 421.8 | 40.1 | 1,521.7 | 1,983.6 |
| 1967 .. | 37.8 | 396.5 | 434.3 | 36.5 | 1,526.0 | 1,996.8 |
| 1968 .. | 37.5 | 406.8 | 444.3 | 36.2 | 1,508.2 | 1,988.7 |
| 1969 .. | 36.0 | 416.6 | 452.6 | 35.8 | 1,478.3 | 1,966.7 |
| 1970 .. | 33.7 | 407.1 | 440.8 | 33.0 | 1,409.3 | 1,883.1 |
| 1971 .. | 32.7 | 407.4 | 440.0 | 30.8 | 1,375.5 | 1,846.3 |
| 1972 .. | 31.6 | 386.2 | 417.8 | 29.8 | 1,308.0 | 1,755.6 |
| P 1973 .. | 31.2 | 407.3 | 438.5 | 25.7 | 1,370.4 | 1,834.6 |

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FIGURE VII
ENERGY EFFICIENCY



TREND OF NEW EQUIPMENT

TABLE NO. 13
New Passenger Equipment Delivered to Transit Systems in
the United States
Annually 1940 – 1973

| CALENDAR YEAR | RAILWAY CARS | | | TROLLEY COACHES | MOTOR BUSES | GRAND TOTAL |
|---------------|--------------|-------------------|-------|-----------------|-------------|-------------|
| | SURFACE | SUBWAY & ELEVATED | TOTAL | | | |
| 1940 .. | 463 | 189 | 652 | 618 | 3,984 | 5,254 |
| 1941 .. | 462 | 0 | 462 | 227 | 5,600 | 6,289 |
| 1942 .. | 284 | 0 | 284 | 356 | 7,200 | 7,840 |
| 1943 .. | 32 | 0 | 32 | 116 | 1,251 | 1,399 |
| 1944 .. | 284 | 0 | 284 | 60 | 3,807 | 4,151 |
| 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 |
| 1948 .. | 478 | 248 | 726 | 1,430 | 7,009 | 9,165 |
| 1949 .. | 273 | 415 | 688 | 680 | 3,358 | 4,726 |
| 1950 .. | 4 | 199 | 203 | 179 | 2,668 | 3,050 |
| 1951 .. | 56 | 140 | 196 | 600 | 4,552 | 5,348 |
| 1952 .. | 19 | 0 | 19 | 224 | 1,749 | 1,992 |
| 1953 .. | 0 | 0 | 0 | 0 | 2,246 | 2,246 |
| 1954 .. | 0 | 260 | 260 | 0 | 2,225 | 2,485 |
| 1955 .. | 0 | 288 | 288 | 43 | 2,098 | 2,429 |
| 1956 .. | 0 | 376 | 376 | 0 | 2,759 | 3,135 |
| 1957 .. | 0 | 469 | 469 | 0 | 1,946 | 2,415 |
| 1958 .. | 0 | 428 | 428 | 0 | 1,698 | 2,126 |
| 1959 .. | 0 | 210 | 210 | 0 | 1,537 | 1,747 |
| 1960 .. | 0 | 416 | 416 | 0 | 2,806 | 3,222 |
| 1961 .. | 0 | 468 | 468 | 0 | 2,415 | 2,883 |
| 1962 .. | 0 | 406 | 406 | 0 | 2,000 | 2,406 |
| 1963 .. | 0 | 658 | 658 | 0 | 3,200 | 3,858 |
| 1964 .. | 0 | 640 | 640 | 0 | 2,500 | 3,140 |
| 1965 .. | 0 | 580 | 580 | 0 | 3,000 | 3,580 |
| 1966 .. | 0 | 179 | 179 | 0 | 3,100 | 3,279 |
| 1967 | 0 | 85 | 85 | 0 | 2,500 | 2,585 |
| 1968 | 0 | 384 | 384 | 0 | 2,228 | 2,612 |
| 1969 | 0 | 650 | 650 | 0 | 2,230 | 2,880 |
| 1970 | 0 | 308 | 308 | 0 | 1,442 | 1,750 |
| 1971 | 0 | 250 | 250 | 1 | 2,514 | 2,764 |
| 1972 | 0 | 360 | 360 | 0 | 2,904 | 3,264 |
| P 1973 | 0 | 238 | 238 | 0 | 3,200 | 3,438 |

P Preliminary

SIZE OF NEW BUSES

TABLE NO. 14

Number of Buses in Each Size Class Delivered in the Years 1943 - 1973

| 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 |
| 1948 | 523 | 2,144 | 4,342 | 7,009 |
| 1949 | 289 | 1,344 | 1,725 | 3,358 |
| 1950 | 205 | 852 | 1,611 | 2,668 |
| 1951 | 148 | 1,711 | 2,693 | 4,552 |
| 1952 | 36 | 458 | 1,165 | 1,749 |
| 1953 | 30 | 499 | 1,717 | 2,246 |
| 1954 | 22 | 359 | 1,844 | 2,225 |
| 1955 | 8 | 229 | 1,861 | 2,098 |
| 1956 | 8 | 162 | 2,589 | 2,759 |
| 1957 | 0 | 129 | 1,817 | 1,946 |
| 1958 | 2 | 177 | 1,419 | 1,698 |
| 1959 | 1 | 157 | 1,379 | 1,537 |
| 1960 | 0 | 173 | 2,633 | 2,806 |
| 1961 | 0 | 105 | 2,310 | 2,415 |
| 1962 | 4 | 76 | 1,920 | 2,000 |
| 1963 | 18 | 97 | 3,085 | 3,200 |
| 1964 | 0 | 169 | 2,331 | 2,500 |
| 1965 | 6 | 225 | 2,769 | 3,000 |
| 1966 | 36 | 312 | 2,752 | 3,100 |
| 1967 | 32 | 260 | 2,208 | 2,500 |
| 1968 | 63 | 171 | 1,994 | 2,228 |
| 1969 | 65 | 163 | 2,002 | 2,230 |
| 1970 | 77 | 73 | 1,274 | 1,442 |
| 1971 | 95 | 70 | 2,349 | 2,514 |
| 1972 | 124 | 199 | 2,581 | 2,904 |
| P 1973 | 182 | 317 | 2,701 | 3,200* |

P Preliminary

* 2,904 air-conditioned

TREND OF TRANSIT EQUIPMENT OWNED

TABLE NO. 15
Trends of Transit Passenger Equipment in the United States by
Types of Equipment
At Five Year Intervals 1940 - 1955 and Annually 1955 - 1973

| AS OF DECEMBER 31ST | RAILWAY CARS | | | TROLLEY COACH | MOTOR BUS | GRAND TOTAL |
|---------------------------|--------------|----------------------|--------|------------------|--------------|----------------|
| | SURFACE | SUBWAY & ELEVATED | TOTAL | | | |
| 1940 .. | 26,630 | 11,032 | 37,662 | 2,802 | 35,000 | 75,464 |
| 1945 .. | 26,160 | 10,217 | 36,377 | 3,711 | 49,670 | 89,758 |
| 1950 .. | 13,228 | 9,758 | 22,986 | 6,504 | 56,820 | 86,310 |
| 1955 .. | 5,300 | 9,232 | 14,532 | 6,157 | 52,400 | 73,089 |
| 1956 .. | 3,970 | 9,255 | 13,225 | 5,748 | 51,400 | 70,373 |
| 1957 .. | 3,601 | 9,158 | 12,759 | 5,412 | 50,800 | 68,971 |
| 1958 .. | 3,108 | 9,093 | 12,201 | 4,848 | 50,100 | 67,149 |
| 1959 .. | 2,983 | 9,000 | 11,983 | 4,297 | 49,500 | 65,780 |
| 1960 .. | 2,856 | 9,010 | 11,866 | 3,826 | 49,600 | 65,292 |
| 1961 .. | 2,341 | 9,078 | 11,419 | 3,593 | 49,000 | 64,012 |
| 1962 .. | 2,219 | 8,865 | 11,084 | 3,161 | 48,800 | 63,045 |
| 1963 .. | 1,756 | 8,878 | 10,634 | 2,155 | 49,400 | 62,189 |
| 1964 .. | 1,553 | 9,061 | 10,614 | 1,865 | 49,200 | 61,679 |
| 1965 .. | 1,549 | 9,115 | 10,664 | 1,453 | 49,600 | 61,717 |
| 1966 .. | 1,407 | 9,273 | 10,680 | 1,326 | 50,130 | 62,136 |
| 1967 .. | 1,388 | 9,257 | 10,645 | 1,244 | 50,180 | 62,069 |
| 1968 .. | 1,355 | 9,390 | 10,745 | 1,185 | 50,000 | 61,930 |
| 1969 .. | 1,322 | 9,343 | 10,665 | 1,082 | 49,600 | 61,347 |
| 1970 .. | 1,262 | 9,338 | 10,600 | 1,050 | 49,700 | 61,350 |
| 1971 .. | 1,225 | 9,325 | 10,550 | 1,037 | 49,150 | 60,737 |
| 1972 .. | 1,176 | 9,423 | 10,599 | 1,030 | 49,075 | 60,704 |
| P 1973 .. | 1,080 | 9,726 | 10,806 | 1,013 | 48,286 | 60,105 |

ELECTRIC POWER – MOTOR FUEL

TABLE NO. 16
Electrical Energy and Motor Fuel Consumed by the Transit Industry of
the United States
At Five Year Intervals 1940 - 1955 and Annually 1955 - 1973

| CALENDAR YEAR | KILOWATT HOURS CONSUMED (IN MILLIONS) | | | GALLONS OF MOTOR FUEL USED (IN THOUSANDS) | | | |
|---------------|--|--------------------|------------------|--|-------------|---------------|---------|
| | RAPID TRANSIT | SURFACE RAILWAY | TROLLEY COACH | TOTAL | GASOLINE | DIESEL OIL | PROPANE |
| 1940 . | 1,977 | 4,050 | 307 | 6,334 | * | * | 0 |
| 1945 . | 1,966 | 4,547 | 520 | 7,033 | 510,000 | 11,800 | 0 |
| 1950 . | 2,000 | 2,410 | 841 | 5,251 | (a) 430,000 | 98,600 | (a) |
| 1955 . | 1,900 | 910 | 720 | 3,530 | 246,000 | 172,600 | 30,300 |
| 1956 . | 1,960 | 700 | 680 | 3,340 | 219,400 | 183,500 | 30,300 |
| 1957 . | 1,980 | 560 | 600 | 3,140 | 198,400 | 190,000 | 34,200 |
| 1958 . | 2,073 | 485 | 535 | 3,093 | 181,700 | 192,700 | 35,100 |
| 1959 . | 2,067 | 431 | 464 | 2,962 | 167,800 | 196,600 | 36,600 |
| 1960 . | 2,098 | 393 | 417 | 2,908 | 153,600 | 208,100 | 38,300 |
| 1961 . | 2,108 | 362 | 381 | 2,851 | 125,900 | 217,500 | 35,700 |
| 1962 . | 2,115 | 325 | 346 | 2,786 | 108,400 | 229,000 | 36,100 |
| 1963 . | 2,125 | 255 | 262 | 2,642 | 102,500 | 235,300 | 35,900 |
| 1964 . | 2,171 | 222 | 204 | 2,597 | 95,900 | 242,200 | 33,400 |
| 1965 . | 2,185 | 218 | 181 | 2,584 | 91,500 | 248,400 | 32,700 |
| 1966 . | 2,075 | 226 | 166 | 2,467 | 76,000 | 256,000 | 33,600 |
| 1967 . | 2,194 | 180 | 157 | 2,531 | 57,800 | 270,300 | 33,000 |
| 1968 . | 2,250 | 179 | 157 | 2,586 | 45,700 | 274,200 | 32,200 |
| 1969 . | 2,291 | 173 | 154 | 2,618 | 40,000 | 273,800 | 31,600 |
| 1970 . | 2,261 | 157 | 143 | 2,561 | 37,200 | 270,600 | 31,000 |
| 1971 . | 2,262 | 153 | 141 | 2,556 | 29,400 | 256,800 | 26,500 |
| 1972 . | 2,149 | 146 | 133 | 2,428 | 25,600 | 247,300 | 24,400 |
| P 1973 . | 2,098 | 140 | 93 | 2,331 | 22,426 | 272,525 | 15,152 |

*Data not available.

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(a) Propane included with gasoline.

CHANGES & NOTES



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