TRANSIT FACT BOOK
1956 EDITION
AMERICAN TRANSIT ASSOCIATION

THE TRANSIT INDUSTRY HEREIN REPRESENTED COMPRIS ES 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 DIFFERENCES BETWEEN FIGURES REPORTED FOR 1954 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 ADDITIONAL INFORMATION RECEIVED SUBSEQUENT TO THE ISSUANCE OF THE 1955 EDITION.

PREPARED BY
AMERICAN TRANSIT ASSOCIATION
292 MADISON AVENUE, NEW YORK 17, N. Y.
THE TRANSIT INDUSTRY – 1955

1. **Number of Operating Companies (Dec. 31, 1955): Total** 1,433
   
   (a) **Electric Railway Companies (Total)** 61
       - Urban Railway 26
       - Subway and Elevated Railway 6
       - Interurban Railway 35
       - Railway Exclusively 32
       - *Railway and Motor Bus Combined* 14
       - *Railway, Motor Bus & Trolley Coach Combined* 15

   (b) **Trolley Coach Companies (Total) (All Urban)** 33
       - Trolley Coach Exclusively 1
       - *Trolley Coach and Motor Bus Combined* 22

   (c) **Motor Bus Companies (Total)** 1,450
       - Urban Motor Bus 316
       - Suburban Motor Bus 634
       - Motor Bus Exclusively 1,399

   * 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.)

<table>
<thead>
<tr>
<th>POPULATION GROUP</th>
<th>ELECTRIC RAILWAYS (INCL. JOINT OPERATIONS)</th>
<th>TROLLEY COACH AND MOTOR BUS OPERATIONS (Exclusively)</th>
<th>TROLLEY COACH OPERATIONS (Exclusively)</th>
<th>MOTOR BUS OPERATIONS (Exclusively)</th>
<th>GRAND TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>500,000 and over</td>
<td>17</td>
<td>1</td>
<td>0</td>
<td>14</td>
<td>32</td>
</tr>
<tr>
<td>250,000–500,000</td>
<td>6</td>
<td>7</td>
<td>0</td>
<td>9</td>
<td>41</td>
</tr>
<tr>
<td>100,000–250,000</td>
<td>1</td>
<td>10</td>
<td>1</td>
<td>67</td>
<td>79</td>
</tr>
<tr>
<td>50,000–100,000</td>
<td>2</td>
<td>4</td>
<td>0</td>
<td>107</td>
<td>113</td>
</tr>
<tr>
<td>Less than 50,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>555</td>
<td>555</td>
</tr>
<tr>
<td>Suburban and Other</td>
<td>35</td>
<td>0</td>
<td>0</td>
<td>628</td>
<td>663</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>61</td>
<td>22</td>
<td>1</td>
<td>1,399</td>
<td>1,483</td>
</tr>
</tbody>
</table>

* Includes 56 companies which are 100% freight and/or switching operations.
### Miles of Line and Miles of Route Operated (Dec. 31, 1955)

<table>
<thead>
<tr>
<th>Description</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Railway Line Mileage</td>
<td>3,404</td>
</tr>
<tr>
<td>Surface Railway Line Mileage</td>
<td>3,028</td>
</tr>
<tr>
<td>Subway and Elevated Line Mileage</td>
<td>476</td>
</tr>
<tr>
<td>Trolley Coach Line Mileage</td>
<td>1,800</td>
</tr>
<tr>
<td>Motor Bus Line Mileage</td>
<td>46,200</td>
</tr>
<tr>
<td><strong>Total Line Mileage</strong></td>
<td>51,404</td>
</tr>
<tr>
<td>Electric Railway—Miles of Single Track</td>
<td>6,197</td>
</tr>
<tr>
<td>Surface Railway—Miles of Single Track</td>
<td>4,978</td>
</tr>
<tr>
<td>Subway and Elevated—Miles of Single Track</td>
<td>1,211</td>
</tr>
<tr>
<td>Trolley Coach—Miles of Negative Overhead Wire</td>
<td>3,428</td>
</tr>
<tr>
<td>Motor Bus—Miles of Route-Round Trip</td>
<td>99,800</td>
</tr>
</tbody>
</table>

### Passenger Vehicles Owned (Dec. 31, 1955): Total

<table>
<thead>
<tr>
<th>Description</th>
<th>Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Railway Cars</td>
<td>14,532</td>
</tr>
<tr>
<td>Surface Railway Cars</td>
<td>5,200</td>
</tr>
<tr>
<td>Subway and Elevated Cars</td>
<td>922</td>
</tr>
<tr>
<td>Trolley Coaches</td>
<td>6,157</td>
</tr>
<tr>
<td>Motor Buses</td>
<td>52,400</td>
</tr>
</tbody>
</table>

### Gross Investment (Dec. 31, 1955): Total

<table>
<thead>
<tr>
<th>Description</th>
<th>Investment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Railway</td>
<td>2,902,000,000</td>
</tr>
<tr>
<td>Surface Railway</td>
<td>616,000,000</td>
</tr>
<tr>
<td>Subway and Elevated</td>
<td>2,386,000,000</td>
</tr>
<tr>
<td>Trolley Coach</td>
<td>160,000,000</td>
</tr>
<tr>
<td>Motor Bus</td>
<td>575,000,000</td>
</tr>
</tbody>
</table>

### Operating Revenue—1955—Total

<table>
<thead>
<tr>
<th>Description</th>
<th>Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Railway</td>
<td>439,860,000</td>
</tr>
<tr>
<td>Surface Railway</td>
<td>175,500,000</td>
</tr>
<tr>
<td>Subway and Elevated</td>
<td>204,900,000</td>
</tr>
<tr>
<td>Trolley Coach</td>
<td>130,800,000</td>
</tr>
<tr>
<td>Motor Bus</td>
<td>855,800,000</td>
</tr>
</tbody>
</table>

### Passenger Revenue—1955—Total

<table>
<thead>
<tr>
<th>Description</th>
<th>Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Railway</td>
<td>404,100,000</td>
</tr>
<tr>
<td>Surface Railway</td>
<td>136,800,000</td>
</tr>
<tr>
<td>Subway and Elevated</td>
<td>257,500,000</td>
</tr>
<tr>
<td>Trolley Coach</td>
<td>128,500,000</td>
</tr>
<tr>
<td>Motor Bus</td>
<td>826,300,000</td>
</tr>
</tbody>
</table>

### Vehicle Miles Operated—1955—Total

<table>
<thead>
<tr>
<th>Description</th>
<th>Miles Operated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Railway</td>
<td>561,100,000</td>
</tr>
<tr>
<td>Surface Railway</td>
<td>179,300,000</td>
</tr>
<tr>
<td>Subway and Elevated</td>
<td>382,800,000</td>
</tr>
<tr>
<td>Trolley Coach</td>
<td>176,500,000</td>
</tr>
<tr>
<td>Motor Bus</td>
<td>1,709,900,000</td>
</tr>
</tbody>
</table>

### Total Passengers Carried—1955—Total

<table>
<thead>
<tr>
<th>Description</th>
<th>Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Railway</td>
<td>3,077,000,000</td>
</tr>
<tr>
<td>Surface Railway</td>
<td>1,207,000,000</td>
</tr>
<tr>
<td>Subway and Elevated</td>
<td>1,870,000,000</td>
</tr>
<tr>
<td>Trolley Coach</td>
<td>1,202,000,000</td>
</tr>
<tr>
<td>Motor Bus</td>
<td>7,250,000,000</td>
</tr>
</tbody>
</table>

### Revenue Passengers Carried—1955—Total

<table>
<thead>
<tr>
<th>Description</th>
<th>Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Railway</td>
<td>2,386,000,000</td>
</tr>
<tr>
<td>Surface Railway</td>
<td>845,000,000</td>
</tr>
<tr>
<td>Subway and Elevated</td>
<td>1,741,000,000</td>
</tr>
<tr>
<td>Trolley Coach</td>
<td>869,000,000</td>
</tr>
<tr>
<td>Motor Bus</td>
<td>5,734,000,000</td>
</tr>
</tbody>
</table>

### Number of Employees (Average 1955)—Total

<table>
<thead>
<tr>
<th>Description</th>
<th>Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Railway</td>
<td>66,000</td>
</tr>
<tr>
<td>Surface Railway</td>
<td>25,000</td>
</tr>
<tr>
<td>Subway and Elevated</td>
<td>41,000</td>
</tr>
<tr>
<td>Trolley Coach</td>
<td>16,000</td>
</tr>
<tr>
<td>Motor Bus</td>
<td>116,000</td>
</tr>
</tbody>
</table>

### Pay Roll—1955—Total

<table>
<thead>
<tr>
<th>Description</th>
<th>Pay Roll</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Railway</td>
<td>285,000,000</td>
</tr>
<tr>
<td>Surface Railway</td>
<td>109,000,000</td>
</tr>
<tr>
<td>Subway and Elevated</td>
<td>127,000,000</td>
</tr>
<tr>
<td>Trolley Coach</td>
<td>70,000,000</td>
</tr>
<tr>
<td>Motor Bus</td>
<td>509,000,000</td>
</tr>
</tbody>
</table>

### Expenditures for Materials—1955—Total

<table>
<thead>
<tr>
<th>Description</th>
<th>Expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance Materials</td>
<td>89,000,000</td>
</tr>
<tr>
<td>Operating Materials</td>
<td>91,400,000</td>
</tr>
<tr>
<td>I. Coal</td>
<td>15,100,000</td>
</tr>
<tr>
<td>II. Gasoline</td>
<td>86,300,000</td>
</tr>
<tr>
<td>III. Diesel Oil</td>
<td>15,000,000</td>
</tr>
<tr>
<td>IV. Propane</td>
<td>1,200,000</td>
</tr>
<tr>
<td>V. Lubricants</td>
<td>2,900,000</td>
</tr>
<tr>
<td>VI. Electric Power (Purchased)</td>
<td>22,200,000</td>
</tr>
</tbody>
</table>

### Electrical Energy Consumed (Kw-Hr.)—1955

<table>
<thead>
<tr>
<th>Description</th>
<th>Energy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Railway</td>
<td>3,460,000,000</td>
</tr>
</tbody>
</table>


# Trend of Transit Operations

**Table No. 1**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>OPERATING REVENUE (Thousands)</th>
<th>OPERATING EXPENSES (Incl. Deprec.) (Thousands)</th>
<th>NET REVENUE (Thousands)</th>
<th>ALL TAXES (Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1935</td>
<td>681,400</td>
<td>534,930</td>
<td>146,470</td>
<td>50,460</td>
</tr>
<tr>
<td>1940</td>
<td>737,000</td>
<td>596,030</td>
<td>138,970</td>
<td>62,690</td>
</tr>
<tr>
<td>1945</td>
<td>1,380,400</td>
<td>1,067,140</td>
<td>333,260</td>
<td>164,530</td>
</tr>
<tr>
<td>1950</td>
<td>1,452,100</td>
<td>1,591,690</td>
<td>155,410</td>
<td>89,050</td>
</tr>
<tr>
<td>1951</td>
<td>1,427,700</td>
<td>1,331,210</td>
<td>141,430</td>
<td>95,340</td>
</tr>
<tr>
<td>1952</td>
<td>1,501,300</td>
<td>1,369,560</td>
<td>131,740</td>
<td>101,950</td>
</tr>
<tr>
<td>1953</td>
<td>1,513,100</td>
<td>1,370,700</td>
<td>142,400</td>
<td>97,350</td>
</tr>
<tr>
<td>1954</td>
<td>1,471,800</td>
<td>1,337,260</td>
<td>134,540</td>
<td>89,700</td>
</tr>
<tr>
<td>1955</td>
<td>1,426,400</td>
<td>1,277,370</td>
<td>149,030</td>
<td>93,320</td>
</tr>
</tbody>
</table>

**Transit Taxes in 1953**

**Table No. 2**

<table>
<thead>
<tr>
<th>Transit Taxes in 1953</th>
<th>AMOUNT</th>
<th>PERCENT DISTRIBUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Taxes (Total)</td>
<td>$36,590,000</td>
<td>39.21</td>
</tr>
<tr>
<td>Income Taxes</td>
<td>15,869,000</td>
<td>17.00</td>
</tr>
<tr>
<td>Other Federal Taxes</td>
<td>20,721,000</td>
<td>22.21</td>
</tr>
<tr>
<td>State, County and Local Taxes</td>
<td>56,734,000</td>
<td>60.79</td>
</tr>
<tr>
<td>TOTAL TAXES</td>
<td>$93,324,000</td>
<td>100.00</td>
</tr>
</tbody>
</table>

**Transit Traffic**

**Table No. 3**

<table>
<thead>
<tr>
<th>Surface Lines: (Population Group)</th>
<th>RAILWAY (Millions)</th>
<th>TROLLEY COACH (Millions)</th>
<th>MOTOR BUS (Millions)</th>
<th>GRAND TOTAL (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>500,000 and over</td>
<td>988</td>
<td>610</td>
<td>3,190</td>
<td>4,788</td>
</tr>
<tr>
<td>250,000—500,000</td>
<td>66</td>
<td>380</td>
<td>1,257</td>
<td>1,703</td>
</tr>
<tr>
<td>100,000—250,000</td>
<td>35</td>
<td>120</td>
<td>1,018</td>
<td>1,173</td>
</tr>
<tr>
<td>50,000—100,000</td>
<td>45</td>
<td>52</td>
<td>838</td>
<td>935</td>
</tr>
<tr>
<td>Less than 50,000</td>
<td>17</td>
<td>40</td>
<td>359</td>
<td>416</td>
</tr>
<tr>
<td>Suburban and Other</td>
<td>56</td>
<td></td>
<td>588</td>
<td>644</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,077</td>
<td>1,902</td>
<td>7,950</td>
<td>11,529</td>
</tr>
</tbody>
</table>
## Total Passengers (By Population Groups)

### TABLE NO. 4


<table>
<thead>
<tr>
<th>YEAR</th>
<th>RAPID TRANSIT (Millions)</th>
<th>500,000 AND OVER (Millions)</th>
<th>250,000-500,000 (Millions)</th>
<th>100,000-250,000 (Millions)</th>
<th>50,000-100,000 (Millions)</th>
<th>LESS THAN 50,000 (Millions)</th>
<th>SUBURBAN AND OTHER (Millions)</th>
<th>TOTAL (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1935</td>
<td>2,236</td>
<td>5.576</td>
<td>1.547</td>
<td>1.080</td>
<td>587</td>
<td>207</td>
<td>943</td>
<td>19,226</td>
</tr>
<tr>
<td>1940</td>
<td>2,388</td>
<td>6.701</td>
<td>1.808</td>
<td>1.271</td>
<td>794</td>
<td>386</td>
<td>616</td>
<td>23,058</td>
</tr>
<tr>
<td>1945</td>
<td>2,699</td>
<td>7.925</td>
<td>3.867</td>
<td>2.983</td>
<td>2,158</td>
<td>1,000</td>
<td>1,148</td>
<td>25,354</td>
</tr>
<tr>
<td>1950</td>
<td>2,864</td>
<td>8.058</td>
<td>4.645</td>
<td>3.945</td>
<td>1,551</td>
<td>817</td>
<td>966</td>
<td>27,345</td>
</tr>
<tr>
<td>1951</td>
<td>2,418</td>
<td>6.495</td>
<td>2.515</td>
<td>2.397</td>
<td>1,355</td>
<td>753</td>
<td>910</td>
<td>24,415</td>
</tr>
<tr>
<td>1952</td>
<td>2,318</td>
<td>6.755</td>
<td>2.930</td>
<td>1.637</td>
<td>1,373</td>
<td>691</td>
<td>839</td>
<td>23,149</td>
</tr>
<tr>
<td>1953</td>
<td>2,040</td>
<td>5.683</td>
<td>2.114</td>
<td>1.500</td>
<td>1,269</td>
<td>580</td>
<td>768</td>
<td>19,909</td>
</tr>
<tr>
<td>1954</td>
<td>2,116</td>
<td>5.088</td>
<td>1.859</td>
<td>1.305</td>
<td>1,066</td>
<td>475</td>
<td>687</td>
<td>19,392</td>
</tr>
<tr>
<td>1955</td>
<td>1,670</td>
<td>4.788</td>
<td>1.703</td>
<td>1.173</td>
<td>935</td>
<td>416</td>
<td>644</td>
<td>11,587</td>
</tr>
</tbody>
</table>

## Trend of Rides Per Capita

### TABLE NO. 6

Urban Population Total Rides and Rides Per Capita At Five Year Intervals 1935-1950 and Annually 1950-1955

<table>
<thead>
<tr>
<th>YEAR</th>
<th>URBAN POPULATION (Millions)</th>
<th>TOTAL RIDES (Millions)</th>
<th>URBAN RIDES (Millions)</th>
<th>RIDES PER CAPITA (1930-1950)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1935</td>
<td>10.1</td>
<td>10.0</td>
<td>10.0</td>
<td>10.0</td>
</tr>
<tr>
<td>1940</td>
<td>10.6</td>
<td>10.5</td>
<td>10.5</td>
<td>10.5</td>
</tr>
<tr>
<td>1945</td>
<td>11.1</td>
<td>11.0</td>
<td>11.0</td>
<td>11.0</td>
</tr>
<tr>
<td>1950</td>
<td>11.5</td>
<td>11.4</td>
<td>11.4</td>
<td>11.4</td>
</tr>
<tr>
<td>1951</td>
<td>11.6</td>
<td>11.5</td>
<td>11.5</td>
<td>11.5</td>
</tr>
<tr>
<td>1952</td>
<td>11.7</td>
<td>11.6</td>
<td>11.6</td>
<td>11.6</td>
</tr>
<tr>
<td>1953</td>
<td>11.8</td>
<td>11.7</td>
<td>11.7</td>
<td>11.7</td>
</tr>
<tr>
<td>1954</td>
<td>11.9</td>
<td>11.8</td>
<td>11.8</td>
<td>11.8</td>
</tr>
<tr>
<td>1955</td>
<td>12.0</td>
<td>11.9</td>
<td>11.9</td>
<td>11.9</td>
</tr>
</tbody>
</table>
### Revenue Passengers 1955

**TABLE NO. 7**

Revenue Passengers Carried on Transit Lines of United States in 1955

<table>
<thead>
<tr>
<th></th>
<th>RAILWAY (Millions)</th>
<th>TROLLEY COACH (Millions)</th>
<th>MOTOR BUS (Millions)</th>
<th>GRAND TOTAL (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subway and Elevated</td>
<td>1,741</td>
<td></td>
<td></td>
<td>1,741</td>
</tr>
<tr>
<td>Surface Lines (Population Group)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>500,000 and over</td>
<td>672</td>
<td>413</td>
<td>2,392</td>
<td>3,478</td>
</tr>
<tr>
<td>250,000—500,000</td>
<td>43</td>
<td>94</td>
<td>940</td>
<td>1,286</td>
</tr>
<tr>
<td>100,000—250,000</td>
<td>49</td>
<td>94</td>
<td>833</td>
<td>953</td>
</tr>
<tr>
<td>50,000—100,000</td>
<td>14</td>
<td>28</td>
<td>318</td>
<td>360</td>
</tr>
<tr>
<td>Less Than 50,000</td>
<td>53</td>
<td>53</td>
<td>53</td>
<td>585</td>
</tr>
<tr>
<td>Suburban and Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2,586</td>
<td>869</td>
<td>5,734</td>
<td>9,189</td>
</tr>
</tbody>
</table>

### Monthly Operating Revenues

**TABLE NO. 9**

Transit Operating Revenues by Months—1955, 1954 and 1953

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>$119,500</td>
<td>$124,500</td>
<td>- $3,000</td>
<td>$125,700</td>
<td>- $1,200</td>
</tr>
<tr>
<td>February</td>
<td>113,900</td>
<td>118,900</td>
<td>- $5,000</td>
<td>118,700</td>
<td>- $0.20</td>
</tr>
<tr>
<td>March</td>
<td>126,100</td>
<td>129,500</td>
<td>- $3,400</td>
<td>129,700</td>
<td>- $0.20</td>
</tr>
<tr>
<td>April</td>
<td>124,000</td>
<td>126,300</td>
<td>- $2,300</td>
<td>129,100</td>
<td>- $3.80</td>
</tr>
<tr>
<td>May</td>
<td>121,700</td>
<td>121,500</td>
<td>+ 0.20</td>
<td>125,500</td>
<td>- $3.95</td>
</tr>
<tr>
<td>June</td>
<td>116,100</td>
<td>119,000</td>
<td>- $2.90</td>
<td>127,000</td>
<td>- $1.55</td>
</tr>
<tr>
<td>July</td>
<td>107,800</td>
<td>116,600</td>
<td>- $8.80</td>
<td>120,300</td>
<td>- $3.45</td>
</tr>
<tr>
<td>August</td>
<td>113,300</td>
<td>115,500</td>
<td>- $2.20</td>
<td>121,400</td>
<td>- $6.10</td>
</tr>
<tr>
<td>September</td>
<td>111,200</td>
<td>113,600</td>
<td>- $2.40</td>
<td>118,400</td>
<td>- $3.90</td>
</tr>
<tr>
<td>October</td>
<td>120,000</td>
<td>122,500</td>
<td>- $2.50</td>
<td>132,600</td>
<td>- $7.60</td>
</tr>
<tr>
<td>November</td>
<td>129,300</td>
<td>120,100</td>
<td>+ 9.20</td>
<td>107,600</td>
<td>- $1.18</td>
</tr>
<tr>
<td>December</td>
<td>131,500</td>
<td>130,100</td>
<td>+ 1.40</td>
<td>142,100</td>
<td>- $2.22</td>
</tr>
</tbody>
</table>

**TOTAL** $1,426,400 $1,471,800 $- 45,400 $1,513,100 $- 2.73

### Trend of Revenue Passengers

**TABLE NO. 8**

Revenue Passengers Carried on Transit Lines of the United States Distributed by Types of Service At Five Year Intervals 1935-1950 and Annually 1950-1955

<table>
<thead>
<tr>
<th>CALENDAR YEAR</th>
<th>RAILWAY (Millions)</th>
<th>TROLLEY COACH (Millions)</th>
<th>MOTOR BUS (Millions)</th>
<th>GRAND TOTAL (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1935</td>
<td>5,152.6</td>
<td>3,972.3</td>
<td>2,907.3</td>
<td>9,932.3</td>
</tr>
<tr>
<td>1940</td>
<td>4,182.6</td>
<td>3,978.1</td>
<td>6,464.4</td>
<td>10,620.1</td>
</tr>
<tr>
<td>1945</td>
<td>7,000.9</td>
<td>6,555.1</td>
<td>9,663.0</td>
<td>18,269.2</td>
</tr>
<tr>
<td>1950</td>
<td>2,790.0</td>
<td>2,113.0</td>
<td>4,903.0</td>
<td>9,645.8</td>
</tr>
<tr>
<td>1951</td>
<td>2,111.0</td>
<td>2,041.0</td>
<td>4,512.0</td>
<td>8,664.0</td>
</tr>
<tr>
<td>1952</td>
<td>1,714.0</td>
<td>1,982.0</td>
<td>3,696.0</td>
<td>7,409.0</td>
</tr>
<tr>
<td>1953</td>
<td>1,403.0</td>
<td>1,903.0</td>
<td>3,006.0</td>
<td>6,310.0</td>
</tr>
<tr>
<td>1954</td>
<td>1,292.0</td>
<td>1,811.0</td>
<td>2,820.0</td>
<td>5,923.0</td>
</tr>
<tr>
<td>1955</td>
<td>845.0</td>
<td>1,741.0</td>
<td>2,586.0</td>
<td>4,172.0</td>
</tr>
</tbody>
</table>

### Transit Operating Revenues 1955

**TABLE NO. 10**

Transit Operating Revenue for Year 1955 Distributed by Types of Service and Population Groups

<table>
<thead>
<tr>
<th></th>
<th>RAILWAY (Millions)</th>
<th>TROLLEY COACH (Millions)</th>
<th>MOTOR BUS (Millions)</th>
<th>GRAND TOTAL (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subway and Elevated</td>
<td>$264.3</td>
<td></td>
<td></td>
<td>$264.3</td>
</tr>
<tr>
<td>Surface Lines (Population Group)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>500,000 and over</td>
<td>116.7</td>
<td>$63.0</td>
<td>$371.6</td>
<td>551.3</td>
</tr>
<tr>
<td>250,000—500,000</td>
<td>7.0</td>
<td>45.4</td>
<td>145.2</td>
<td>194.8</td>
</tr>
<tr>
<td>100,000—250,000</td>
<td>8.8</td>
<td>33.4</td>
<td>128.4</td>
<td>145.6</td>
</tr>
<tr>
<td>50,000—100,000</td>
<td>5.3</td>
<td>6.6</td>
<td>93.0</td>
<td>104.9</td>
</tr>
<tr>
<td>Less Than 50,000</td>
<td>2.9</td>
<td>5.4</td>
<td>38.7</td>
<td>46.3</td>
</tr>
<tr>
<td>Suburban and Other</td>
<td>40.5</td>
<td>0</td>
<td>78.9</td>
<td>119.4</td>
</tr>
</tbody>
</table>

**TOTAL** $439.8 $130.8 $855.8 $1,426.4
### Trend of Operating Revenue

**TABLE NO. 11**
Trend and Distribution of Transit Operating Revenue in the United States by Types of Service
At Five Year Intervals 1935-1950 and Annually 1950-1955

<table>
<thead>
<tr>
<th>Calendar Year</th>
<th>Railway</th>
<th>Surface Subways (Total</th>
<th>Trolley Coach</th>
<th>Motor Bus</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>(Millions)</td>
<td>(Millions)</td>
<td>(Millions)</td>
<td>(Millions)</td>
</tr>
<tr>
<td>1935</td>
<td></td>
<td>$388.0</td>
<td>51.2</td>
<td>5.5</td>
<td>$681.4</td>
</tr>
<tr>
<td>1940</td>
<td></td>
<td>397.8</td>
<td>52.3</td>
<td>5.5</td>
<td>731.0</td>
</tr>
<tr>
<td>1945</td>
<td></td>
<td>500.1</td>
<td>52.3</td>
<td>6.5</td>
<td>1,380.4</td>
</tr>
<tr>
<td>1950</td>
<td></td>
<td>381.7</td>
<td>52.3</td>
<td>7.5</td>
<td>1,452.1</td>
</tr>
<tr>
<td>1951</td>
<td></td>
<td>325.9</td>
<td>52.3</td>
<td>8.5</td>
<td>1,501.3</td>
</tr>
<tr>
<td>1952</td>
<td></td>
<td>270.0</td>
<td>52.3</td>
<td>9.5</td>
<td>1,472.7</td>
</tr>
<tr>
<td>1953</td>
<td></td>
<td>250.5</td>
<td>52.3</td>
<td>10.5</td>
<td>1,512.1</td>
</tr>
<tr>
<td>1954</td>
<td></td>
<td>205.2</td>
<td>52.3</td>
<td>11.5</td>
<td>1,459.8</td>
</tr>
<tr>
<td>1955</td>
<td></td>
<td>175.5</td>
<td>52.3</td>
<td>12.5</td>
<td>1,428.4</td>
</tr>
</tbody>
</table>

### Trend of Passenger Revenue

**TABLE NO. 12**
Trend and Distribution of Transit Passenger Revenue in the United States by Types of Service
At Five Year Intervals 1935-1950 and Annually 1950-1955

<table>
<thead>
<tr>
<th>Calendar Year</th>
<th>Railway</th>
<th>Surface Subways (Total</th>
<th>Trolley Coach</th>
<th>Motor Bus</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>(Millions)</td>
<td>(Millions)</td>
<td>(Millions)</td>
<td>(Millions)</td>
</tr>
<tr>
<td>1935</td>
<td></td>
<td>$357.8</td>
<td>137.8</td>
<td>5.5</td>
<td>$642.3</td>
</tr>
<tr>
<td>1940</td>
<td></td>
<td>304.0</td>
<td>147.8</td>
<td>6.5</td>
<td>705.0</td>
</tr>
<tr>
<td>1945</td>
<td></td>
<td>313.4</td>
<td>133.8</td>
<td>7.5</td>
<td>713.7</td>
</tr>
<tr>
<td>1950</td>
<td></td>
<td>285.4</td>
<td>133.8</td>
<td>8.5</td>
<td>688.8</td>
</tr>
<tr>
<td>1951</td>
<td></td>
<td>284.4</td>
<td>133.8</td>
<td>9.5</td>
<td>688.8</td>
</tr>
<tr>
<td>1952</td>
<td></td>
<td>247.0</td>
<td>133.8</td>
<td>10.5</td>
<td>664.1</td>
</tr>
<tr>
<td>1953</td>
<td></td>
<td>218.0</td>
<td>133.8</td>
<td>11.5</td>
<td>648.1</td>
</tr>
<tr>
<td>1954</td>
<td></td>
<td>174.5</td>
<td>133.8</td>
<td>12.5</td>
<td>636.8</td>
</tr>
<tr>
<td>1955</td>
<td></td>
<td>145.0</td>
<td>133.8</td>
<td>13.5</td>
<td>625.9</td>
</tr>
</tbody>
</table>

### Vehicle Miles

**TABLE NO. 13**
Revenue Vehicle Miles Operated in the United States by Each Type of Transit Vehicle
At Five Year Intervals 1935-1950 and Annually 1950-1955

<table>
<thead>
<tr>
<th>Calendar Year</th>
<th>Railway</th>
<th>Surface Subways (Total</th>
<th>Trolley Coach</th>
<th>Motor Bus</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>(Millions)</td>
<td>(Millions)</td>
<td>(Millions)</td>
<td>(Millions)</td>
</tr>
<tr>
<td>1935</td>
<td></td>
<td>1,147.7</td>
<td>436.6</td>
<td>158.6</td>
<td>2,312.0</td>
</tr>
<tr>
<td>1940</td>
<td></td>
<td>844.7</td>
<td>407.8</td>
<td>135.5</td>
<td>2,596.0</td>
</tr>
<tr>
<td>1945</td>
<td></td>
<td>939.8</td>
<td>458.4</td>
<td>140.0</td>
<td>2,937.4</td>
</tr>
<tr>
<td>1950</td>
<td></td>
<td>463.1</td>
<td>443.4</td>
<td>906.5</td>
<td>2,937.4</td>
</tr>
<tr>
<td>1951</td>
<td></td>
<td>387.0</td>
<td>424.0</td>
<td>818.6</td>
<td>2,937.4</td>
</tr>
<tr>
<td>1952</td>
<td></td>
<td>321.2</td>
<td>400.4</td>
<td>721.6</td>
<td>2,937.4</td>
</tr>
<tr>
<td>1953</td>
<td></td>
<td>273.7</td>
<td>301.1</td>
<td>646.8</td>
<td>2,937.4</td>
</tr>
<tr>
<td>1954</td>
<td></td>
<td>215.1</td>
<td>301.1</td>
<td>591.4</td>
<td>2,937.4</td>
</tr>
<tr>
<td>1955</td>
<td></td>
<td>178.0</td>
<td>301.1</td>
<td>517.6</td>
<td>2,937.4</td>
</tr>
</tbody>
</table>

### Electric Power

**TABLE NO. 14**
Source and Distribution of Electrical Energy Consumed by the Transit Industry of the United States and Cost of Purchased Power
At Five Year Intervals 1935-1950 and Annually 1950-1955

<table>
<thead>
<tr>
<th>Calendar Year</th>
<th>Total Consumption</th>
<th>Kilowatt Hours (in Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rapid Transit</td>
<td>Surface Railway</td>
</tr>
<tr>
<td>1935</td>
<td>1,852</td>
<td>5,090</td>
</tr>
<tr>
<td>1940</td>
<td>1,977</td>
<td>4,050</td>
</tr>
<tr>
<td>1945</td>
<td>2,052</td>
<td>4,574</td>
</tr>
<tr>
<td>1950</td>
<td>2,000</td>
<td>4,100</td>
</tr>
<tr>
<td>1951</td>
<td>1,970</td>
<td>4,090</td>
</tr>
<tr>
<td>1952</td>
<td>1,860</td>
<td>3,640</td>
</tr>
<tr>
<td>1953</td>
<td>1,820</td>
<td>3,390</td>
</tr>
<tr>
<td>1954</td>
<td>1,780</td>
<td>3,080</td>
</tr>
<tr>
<td>1955</td>
<td>1,830</td>
<td>3,010</td>
</tr>
</tbody>
</table>
### Employment and Payroll

**TABLE NO. 15**
Number of Employees, Annual Payroll and Average Annual Earnings per Employee in the Transit Industry of the United States At Five Year Intervals 1932-1950 and Annually 1950-1955

<table>
<thead>
<tr>
<th>YEAR</th>
<th>AVERAGE NUMBER OF EMPLOYEES</th>
<th>AVERAGE PAYROLL</th>
<th>AVERAGE ANNUAL EARNINGS PER EMPLOYEE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1925</td>
<td>200,000</td>
<td>$321,000,000</td>
<td>$1,656</td>
</tr>
<tr>
<td>1930</td>
<td>230,000</td>
<td>360,000,000</td>
<td>1,753</td>
</tr>
<tr>
<td>1935</td>
<td>242,000</td>
<td>383,000,000</td>
<td>1,753</td>
</tr>
<tr>
<td>1940</td>
<td>232,000</td>
<td>372,000,000</td>
<td>1,629</td>
</tr>
<tr>
<td>1945</td>
<td>237,000</td>
<td>392,000,000</td>
<td>1,788</td>
</tr>
<tr>
<td>1950</td>
<td>250,000</td>
<td>413,000,000</td>
<td>1,788</td>
</tr>
<tr>
<td>1955</td>
<td>255,000</td>
<td>424,000,000</td>
<td>1,788</td>
</tr>
</tbody>
</table>

*Data for prior years not available.

### Size of New Buses

**TABLE NO. 17**
Number of Buses in Each Size Class Delivered in the Years 1943-1955

<table>
<thead>
<tr>
<th>YEAR</th>
<th>10 SEATS OR LESS</th>
<th>30-39 SEATS</th>
<th>40 SEATS OR MORE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1943</td>
<td>847</td>
<td>179</td>
<td>925</td>
<td>1,951</td>
</tr>
<tr>
<td>1944</td>
<td>1,111</td>
<td>309</td>
<td>1,015</td>
<td>2,435</td>
</tr>
<tr>
<td>1945</td>
<td>1,375</td>
<td>1,438</td>
<td>1,451</td>
<td>4,264</td>
</tr>
<tr>
<td>1946</td>
<td>1,051</td>
<td>2,249</td>
<td>2,185</td>
<td>5,485</td>
</tr>
<tr>
<td>1947</td>
<td>1,921</td>
<td>3,177</td>
<td>3,020</td>
<td>7,128</td>
</tr>
<tr>
<td>1948</td>
<td>593</td>
<td>2,144</td>
<td>2,032</td>
<td>4,769</td>
</tr>
<tr>
<td>1949</td>
<td>2,899</td>
<td>1,136</td>
<td>1,125</td>
<td>5,150</td>
</tr>
<tr>
<td>1950</td>
<td>1,148</td>
<td>1,711</td>
<td>1,611</td>
<td>4,470</td>
</tr>
<tr>
<td>1951</td>
<td>148</td>
<td>1,271</td>
<td>1,120</td>
<td>3,649</td>
</tr>
<tr>
<td>1952</td>
<td>60</td>
<td>548</td>
<td>548</td>
<td>1,749</td>
</tr>
<tr>
<td>1953</td>
<td>30</td>
<td>409</td>
<td>409</td>
<td>1,149</td>
</tr>
<tr>
<td>1954</td>
<td>1,148</td>
<td>1,711</td>
<td>1,611</td>
<td>4,470</td>
</tr>
<tr>
<td>1955</td>
<td>8</td>
<td>929</td>
<td>929</td>
<td>2,249</td>
</tr>
</tbody>
</table>

*Data for prior years not available.

### Trend of New Equipment

**TABLE NO. 18**
New Passenger Equipment Delivered to Transit Companies in the United States Annually 1940 to 1955

<table>
<thead>
<tr>
<th>CALENDAR YEAR</th>
<th>RAILWAY CARS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SUBWAY ELEVATED</td>
</tr>
<tr>
<td>1940</td>
<td>403</td>
</tr>
<tr>
<td>1941</td>
<td>401</td>
</tr>
<tr>
<td>1942</td>
<td>284</td>
</tr>
<tr>
<td>1943</td>
<td>284</td>
</tr>
<tr>
<td>1944</td>
<td>284</td>
</tr>
<tr>
<td>1945</td>
<td>284</td>
</tr>
<tr>
<td>1946</td>
<td>284</td>
</tr>
<tr>
<td>1947</td>
<td>284</td>
</tr>
<tr>
<td>1948</td>
<td>284</td>
</tr>
<tr>
<td>1949</td>
<td>284</td>
</tr>
<tr>
<td>1950</td>
<td>284</td>
</tr>
<tr>
<td>1951</td>
<td>284</td>
</tr>
<tr>
<td>1952</td>
<td>284</td>
</tr>
<tr>
<td>1953</td>
<td>284</td>
</tr>
<tr>
<td>1954</td>
<td>284</td>
</tr>
<tr>
<td>1955</td>
<td>284</td>
</tr>
</tbody>
</table>

*Data for prior years not available.
### Transit Equipment Owned in 1955

**TABLE NO. 19**

<table>
<thead>
<tr>
<th></th>
<th>Railway Cars</th>
<th>Trolley Coaches</th>
<th>Motor Buses</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subway and Elevated</td>
<td>9,932</td>
<td></td>
<td></td>
<td>9,932</td>
</tr>
<tr>
<td>Surface Lines:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Population Group)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>500,000 and over</td>
<td>4,100</td>
<td>2,513</td>
<td>19,100</td>
<td>25,713</td>
</tr>
<tr>
<td>250,000—500,000</td>
<td>390</td>
<td>2,381</td>
<td>7,400</td>
<td>10,171</td>
</tr>
<tr>
<td>100,000—250,000</td>
<td>115</td>
<td>680</td>
<td>8,100</td>
<td>8,895</td>
</tr>
<tr>
<td>50,000—100,000</td>
<td>115</td>
<td>345</td>
<td>6,700</td>
<td>7,050</td>
</tr>
<tr>
<td>Less Than 50,000</td>
<td>110</td>
<td>238</td>
<td>6,900</td>
<td>7,248</td>
</tr>
<tr>
<td>Suburban and Other</td>
<td>430</td>
<td>0</td>
<td>5,500</td>
<td>5,930</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>14,532</strong></td>
<td><strong>6,157</strong></td>
<td><strong>52,400</strong></td>
<td><strong>73,089</strong></td>
</tr>
</tbody>
</table>

### Trend of Transit Equipment Owned

**TABLE NO. 20**


<table>
<thead>
<tr>
<th>AS OF DECEMBER 31ST</th>
<th>Railway Cars</th>
<th>Trolley Coach</th>
<th>Motor Bus</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Surface</td>
<td>Subway/Elevated</td>
<td>Total</td>
<td></td>
</tr>
<tr>
<td>1935</td>
<td>40,050</td>
<td>10,416</td>
<td>50,466</td>
<td>578</td>
</tr>
<tr>
<td>1940</td>
<td>26,530</td>
<td>11,032</td>
<td>37,662</td>
<td>9,202</td>
</tr>
<tr>
<td>1945</td>
<td>26,160</td>
<td>10,217</td>
<td>36,377</td>
<td>3,771</td>
</tr>
<tr>
<td>1950</td>
<td>13,288</td>
<td>9,758</td>
<td>23,046</td>
<td>6,504</td>
</tr>
<tr>
<td>1951</td>
<td>9,960</td>
<td>9,644</td>
<td>19,604</td>
<td>7,071</td>
</tr>
<tr>
<td>1952</td>
<td>7,690</td>
<td>9,476</td>
<td>17,166</td>
<td>6,921</td>
</tr>
<tr>
<td>1953</td>
<td>7,590</td>
<td>9,244</td>
<td>16,834</td>
<td>6,491</td>
</tr>
<tr>
<td>1954</td>
<td>6,400</td>
<td>9,200</td>
<td>15,600</td>
<td>6,508</td>
</tr>
<tr>
<td>1955</td>
<td>5,300</td>
<td>9,232</td>
<td>14,532</td>
<td>6,157</td>
</tr>
</tbody>
</table>

### Track and Route Mileage 1955

**TABLE NO. 21**

Total Miles of Electric Railway Track, Motor Bus Route and Trolley Coach Route of the Transit Industry in the United States, 1955 Distributed by Population Groups

<table>
<thead>
<tr>
<th></th>
<th>Railway Cars</th>
<th>Trolley Coach</th>
<th>Motor Bus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subway and Elevated</td>
<td>1,921</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surface Lines:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Population Group)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>500,000 and over</td>
<td>1,742</td>
<td>1,087</td>
<td>13,000</td>
</tr>
<tr>
<td>250,000—500,000</td>
<td>1,300</td>
<td>1,435</td>
<td>12,700</td>
</tr>
<tr>
<td>100,000—250,000</td>
<td>45</td>
<td>501</td>
<td>11,800</td>
</tr>
<tr>
<td>50,000—100,000</td>
<td>84</td>
<td>279</td>
<td>8,500</td>
</tr>
<tr>
<td>Less Than 50,000</td>
<td>68</td>
<td>133</td>
<td>5,400</td>
</tr>
<tr>
<td>Suburban and Other</td>
<td>2,907</td>
<td>0</td>
<td>48,400</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>6,197</strong></td>
<td><strong>3,428</strong></td>
<td><strong>98,800</strong></td>
</tr>
</tbody>
</table>

### Trend of Track and Route Mileage

**TABLE NO. 22**

Electric Railway Track, Motor Bus Route and Trolley Coach Route of the Transit Industry in the United States At Five Year Intervals 1935-1950 and Annually 1950-1955

<table>
<thead>
<tr>
<th>AS OF DECEMBER 31ST</th>
<th>Total Miles of Railway Track</th>
<th>Trolley Coach Miles of Negative Overhead Wire</th>
<th>Motor Bus Miles of Route Round Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>1935</td>
<td>25,470</td>
<td>1,242</td>
<td>6,000</td>
</tr>
<tr>
<td>1940</td>
<td>18,360</td>
<td>1,162</td>
<td>6,602</td>
</tr>
<tr>
<td>1945</td>
<td>16,480</td>
<td>1,222</td>
<td>7,702</td>
</tr>
<tr>
<td>1950</td>
<td>9,500</td>
<td>1,233</td>
<td>10,813</td>
</tr>
<tr>
<td>1951</td>
<td>9,740</td>
<td>1,217</td>
<td>9,457</td>
</tr>
<tr>
<td>1952</td>
<td>8,500</td>
<td>1,233</td>
<td>8,532</td>
</tr>
<tr>
<td>1953</td>
<td>7,300</td>
<td>1,223</td>
<td>8,736</td>
</tr>
<tr>
<td>1954</td>
<td>6,150</td>
<td>1,232</td>
<td>7,352</td>
</tr>
<tr>
<td>1955</td>
<td>4,970</td>
<td>1,221</td>
<td>6,765</td>
</tr>
</tbody>
</table>

[14]

[15]