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'74-'75 transit fact book

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Transit Fact Book

1974 – 1975 Edition

Annual Summary of Trends in Urban Mass Transportation for the United States of America

The 1974–1975 edition of the Transit Fact Book is the first annual edition compiled by the Statistical Department of the American Public Transit Association (APTA); the 1974–1975 edition is also the thirty-second annual edition of this publication issued under the same title by the American Transit Association (ATA) for 31 years. Identified as the '74–'75 Transit Fact Book, this edition includes information concerning the U.S. transit industry through the end of calendar year 1974. *Figures reported for calendar year 1974 are preliminary.*

Transit industry trends reported in the Transit Fact Book are for organizations, both publicly owned and privately owned, providing urban mass transportation service in the United States of America; taxi cabs, intercity railroads, suburban railroads, commuter railroads, intercity buses, sightseeing buses, school buses, and dial-a-ride bus services are excluded.

Changes in figures reported for calendar year 1973 and prior years, where evident when comparing the '74–'75 Transit Fact Book with information published in the '73–'74 Transit Fact Book and earlier editions, reflect adjustments necessary to account for subsequent refinement of information.

Tables reporting transit industry trends by population groups require special consideration regarding problems of comparability which are the result of changing population figures published by the U.S. Department of Commerce, Bureau of the Census, every ten years. For calendar year 1974, population groups are categorized under the U.S. Census of Population definition of "urbanized areas" except for urban places of less than 50,000 population outside urbanized areas. For calendar years 1971, 1972, and 1973, transit systems are assigned to population groups categorized by the largest city within each individual transit system service area using 1970 Census of Population figures. For calendar years 1961 through 1970, transit systems are assigned to population groups categorized by the largest city within each individual transit system service area using 1960 Census of Population figures. For calendar years 1955 through 1960, transit systems are assigned to population groups categorized by the largest city within each individual transit system service area using 1950 Census of Population figures.

American Public Transit Association

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APTA Statistical Department
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Formula for the Future: ATA + IRT = APTA

APTA has grown from a handful of transit operators, gathered together in a Boston hotel room where they discussed the price of oats for their horses, to a united organization of more than 250 North American transit system members in Canada, Mexico, and the United States. Founded as the American Street Railway Association on December 12, 1882, members in the era of horse-drawn cars looked forward to industry advancement through introduction of cable-drawn cars and even electrically operated vehicles.

Six years after the formation of ASRA, electric traction became a practical reality. By 1905, electric railway companies constituted a basic part of the American economy. As horsepower and cable power gave way to electric traction, operations were no longer confined to the city. Thanks to electricity, suburban service became increasingly important, and numerous interurban electric railways were built to connect urban centers. Interurbans even competed with steam powered trains operating on trunk line railroads. In response to this growth and the changing needs of its membership, ASRA rechartered and formed the American Street and Interurban Railway Association on September 27, 1905. The scope of the organization expanded as the Association gave more support to research and development activities, information exchange, and legislative functions.

Within five years ASIRA was dissolved; the American Electric Railway Association was formed in 1910, an indication of the stature of the industry and of the concern by the Association to reflect this fact. AERA and the transit industry flourished during the following twenty years; electricity was the way to go. The importance of electric railroading is evidenced by the number of spin-off organizations coming from AERA which sponsored the American Electric Railway Engineering Association, the American Electric Railway Accountants Association, the American Electric Railway Traffic Managers Association, and the Electric Railway Presidents Conference Committee.

During 1932, recognizing the increased importance of the motor bus and the trolley coach, AERA was renamed the American Transit Association. A new constitution, providing Association leadership for the increasingly significant urban motor bus and trolley coach operations, was formally adopted September 26, 1934. The 1930s also saw the abandonment of most of the nation's interurban electric railways; urban public transit became the main thrust of Association activities concerned with changing member needs.

APTA has an excellent base and background to provide leadership under ever changing conditions: efforts to specialize operations within the

Association had begun in the early 1890s and came to fruition early in the century. What were formerly affiliate associations to ATA and its predecessors are now divisions of APTA; these include Associate Members (manufacturers, suppliers, consultants, publishers, and contractors), Claims, Financial Management, Governing Boards, Marketing, Mechanical, Operations, Purchases and Materials Management, and Small Operations. APTA divisions provide industry leadership by transit specialists representative of Association members; APTA members also contribute staff members to numerous working committees.

Standard classification of electric railway accounts evolved by 1917 through Association work with the Interstate Commerce Commission; interaction of the Association with the federal government is a legacy which APTA continues today. Association involvement with the federal government increased upon relocation of ATA headquarters from New York City to Washington, D.C. in 1966.

Although the Institute for Rapid Transit was organized on June 7, 1961, as an Illinois corporation, the formation of IRT can be traced to 1929 when the Electric Railway Presidents Conference Committee was organized by the principal executive officers of certain street railways in the United States for the purpose of developing a radically different type of surface rail car that would protect the investment and improve the service of street railway operations.

Six years later, on November 22, 1935, the Presidents Conference Committee incorporated the Transit Research Corporation. By the end of 1950, TRC held 111 patents and had applications on file for an additional 15. In 1955, TRC assets were used to engineer and promote the development of a light-weight truck for rapid transit cars, a project which lasted through 1960. Although challenges to the transit industry during the decades of the 1930s, 1940s, and 1950s were met by TRC's high degree of technical skill, changing conditions indicated that challenges of the 1960s and 1970s would have to be met by effective Congressional liaison, thereby leading to formation of the Institute for Rapid Transit.

During the formative years of IRT, Institute members, through their legislative committee, hired a legislative consultant and paid all legislative expenses. In 1967, a blue ribbon committee recommended that IRT move from Chicago to Washington, D.C. for greater effectiveness in day-to-day liaison with federal officials; relocation to Washington was completed January 6, 1969.

On May 21, 1963, the first joint meeting co-sponsored by IRT and ATA convened in order to promote coordinated bus-rail transit as the optimum answer to the demand for urban mobility in U.S. cities. On numerous occasions since that event, joint efforts of IRT and ATA—with effective support from other national organizations—have helped produce legislative achievements necessary to revitalize mass transit. Both organizations promoted establishment of the Transit Development Corporation to concentrate transit industry research and development activities and to

provide transit industry expertise concerning federal research efforts affecting urban mass transportation.

Recommendations of a joint ATA/IRT merger study committee headed by past presidents of both organizations culminated in the formation of APTA. Upon the merger of ATA and IRT on October 17, 1974, the American Public Transit Association became the strengthened urban mass transportation trade association needed in the 1970s and beyond to carry forward the traditions of both the American Transit Association and the Institute for Rapid Transit. Formation of APTA provides the U.S. transit industry with a single organization capable of the widest possible exchange of information and ideas for improving the day-to-day job of moving people quickly, safely, and efficiently.

Glossary of Terms

Passenger Revenue

Fares paid by transit passengers traveling aboard transit vehicles operating in regular service; also known as "farebox revenue."

Operating Revenue

Revenues derived from provision of transit service including (1) fares paid by transit riders, (2) charter service and special service revenues, (3) other revenues derived from transit operations such as sale of advertising space aboard transit vehicles and income from concession rentals.

Operating Expense

Expenses resulting from provision of transit service including (1) employee wages, supplies, material, and services associated with operating, maintaining, and administering transit service, (2) operating taxes and licenses where applicable (excluding federal income tax if any), (3) depreciation expense, and (4) amortization chargeable to operations.

Net Operating Revenue/Loss
The difference between total operating revenue, including operating assistance, and total operating expense, excluding federal income tax if any.

Operating Income/Deficit
The difference found by subtracting the sum of all taxes applied to the provision of transit service from net operating revenue/loss.

Revenue Passengers
Single-vehicle transit rides by initial board (first-ride) transit patrons only; excludes all transfer rides and all non-revenue rides.

Total Passengers
Combined total of all single-vehicle transit rides by (1) initial board (first-ride) revenue passengers, (2) transfer passengers on second and successive rides, and (3) non-revenue passengers entitled to transportation without charge.

Single-Vehicle Transit Ride
One person traveling aboard one transit vehicle.

Light Rail
Streetcar-type transit vehicle railway constructed on private right of way or operating in mixed traffic on shared right of way; formerly known as "subway-surface" or "streetcar" ("trolley car") depending upon local usage or preference.

Heavy Rail
Subway-type transit vehicle railway constructed on exclusive private right of way with high-level platform stations; formerly known as "subway" or "elevated (railway)."

Rapid Transit
Transit vehicles operating over completely grade-separated private right of way. The term *rail* rapid transit, also known as "rapid rail transit," applies to both operation of light rail vehicles over exclusive private right of way and operation of heavy rail vehicles; the term *bus* rapid transit applies to operation of motor buses over exclusive bus roads ("rapid busways").

The United States Transit Industry in 1974

Number of Operating Systems (December 31, 1974)

Combined Heavy Rail, Light Rail, Trolley Coach, and Motor Bus	2
Combined Light Rail, Trolley Coach, Cable Car, and Motor Bus	1
Combined Heavy Rail and Motor Bus	3
Combined Light Rail and Motor Bus	3
Combined Trolley Coach and Motor Bus	2
Heavy Rail	3
Light Rail	2
Motor Bus	930

Passenger Vehicles Owned (First Week of September, 1974)

Heavy Rail Cars	9,403
Light Rail Cars	1,068
Trolley Coaches	650
Cable Cars	40
Motor Buses	48,700

Passenger Revenue (Millions) – 1974

Heavy Rail	$ 472.1
Light Rail	37.3
Trolley Coach	19.1
Motor Bus	1,263.4

Total Operating Revenue (Millions) – 1974

Heavy Rail	$ 498.0
Light Rail	42.3
Trolley Coach	20.6
Motor Bus	1,340.5

Revenue Passengers (Millions) – 1974

Heavy Rail	1,435.1
Light Rail	133.8
Trolley Coach	59.5
Motor Bus	3,997.5

Total Passengers (Millions) – 1974

Heavy Rail	1,730.0
Light Rail	197.0
Trolley Coach	77.0
Motor Bus	4,998.0

Vehicle Miles Operated (Millions) – 1974

Heavy Rail	436.1
Light Rail	28.6
Trolley Coach	20.7
Motor Bus	1,402.2

Energy Consumed (Millions) – 1974

Diesel Fuel (Gallons)	292.9
Gasoline (Gallons)	24.2
Propane (Gallons)	3.1
Electricity (Kilowatt Hours)	2,977.7

TABLE 1

Transit Systems Classified by Vehicle Type and Population Group

POPULATION OF URBANIZED AREA	ALL-RAIL SYSTEMS	MULTI-MODE SYSTEMS (a)	ALL-BUS SYSTEMS	TOTAL SYSTEMS
500,000 and greater	5	11	373	389
250,000 to 500,000	0	0	55	55
100,000 to 250,000	0	0	116	116
50,000 to 100,000	0	0	73	73
Less than 50,000 (b)	0	0	313	313
Total U.S. Transit Systems	5	11	930	946

(a) Includes heavy rail, light rail, trolley coach, motor bus, and cable car operations.
(b) Population of urban places of less than 50,000 population outside urbanized areas.

TABLE 2

Publicly Owned Transit Systems

	CALENDAR YEAR 1974 (P)	PERCENT OF INDUSTRY TOTAL
Number of Systems (December 31, 1974)	308	33%
Operating Revenue (Millions)	$1,635	86
Vehicle Miles Operated (Millions)	1,623	86
Revenue Passengers Carried (Millions)	5,034	90
Number of Employees	127,780	84
Passenger Equipment Operated (Total)	48,410	81
Motor Buses	37,368	77
Heavy Rail Cars	9,403	100
Light Rail Cars	989	93
Trolley Coaches	650	100

P = Preliminary

TABLE 3

Transit Taxes in 1974

	AMOUNT (P)	PERCENT DISTRIBUTION
Employer Payroll Taxes (All Governments)	$ 125,881,000	—
Motor Vehicle Fuel Taxes (a) (All Governments)	5,317,000 (a)	—
Federal Taxes (Excluding Employer Payroll Taxes)	3,037,000	27.41%
State Taxes (Excluding Employer Payroll Taxes)	3,795,000	34.25
Local Taxes (Excluding Employer Payroll Taxes)	4,249,000	38.34
Total Taxes (Excluding Employer Payroll Taxes)	$ 11,081,000	100.00%
Total Taxes	$ 136,962,000	—

P = Preliminary

(a) Included in totals for Federal, State, and Local Taxes.

TABLE 4

Trend of Transit Operations

CALENDAR YEAR	OPERATING REVENUE	OPERATING EXPENSE Including Depreciation	NET OPERATING REVENUE (LOSS)	ALL TAXES	OPERATING INCOME (DEFICIT)	PERCENT OF OPERATING REVENUE	
						OPERATING EXPENSE Including Depreciation	ALL TAXES
	(THOUSANDS)	(THOUSANDS)	(THOUSANDS)	(THOUSANDS)	(THOUSANDS)		
1940	$ 737,000	$ 598,030	$ 138,970	$ 62,690	$ 76,280	81.14%	8.51%
1945	1,380,400	1,067,140	313,260	164,530	148,730	77.31	11.92
1950	1,452,100	1,296,690	155,410	89,040	66,370	89.30	6.13
1955	1,426,400	1,277,370	149,030	93,320	55,710	89.55	6.54
1956	1,416,100	1,271,360	144,740	89,050	55,690	89.78	6.29
1957	1,385,600	1,261,560	124,040	87,430	36,610	91.05	6.31
1958	1,349,500	1,265,850	83,650	77,060	6,590	93.80	5.71
1959	1,376,400	1,266,080	110,320	84,700	25,620	91.99	6.15
1960	1,407,200	1,289,850	117,350	86,660	30,690	91.66	6.16
1961	1,389,700	1,295,770	93,930	77,200	16,730	93.24	5.56
1962	1,403,500	1,306,000	97,500	77,800	19,700	93.05	5.54
1963	1,390,600	1,312,560	78,040	78,920	(880)	94.39	5.68
1964	1,408,100	1,342,580	65,520	77,910	(12,390)	95.35	5.53
1965	1,443,800	1,373,760	70,040	80,650	(10,610)	95.15	5.59
1966	1,478,500	1,423,760	54,740	91,810	(37,070)	96.30	6.21
1967	1,556,000	1,530,864	25,136	91,704	(66,568)	98.38	5.89
1968	1,562,739	1,625,314	(62,575)	98,497	(161,072)	104.04	6.37
1969	1,625,633	1,744,989	(119,356)	101,156	(220,512)	107.34	6.22
1970	1,707,418	1,891,743	(184,325)	103,887	(288,212)	110.80	6.08
1971	1,740,700	2,040,453	(299,753)	111,647	(411,400)	117.20	6.42
1972	1,728,500	2,128,193	(399,693)	113,433	(513,126)	123.12	6.56
1973	1,797,640	2,419,837	(622,197)	116,302	(738,499)	134.61	6.47
P 1974	1,901,354	3,035,667	(1,134,313)	136,962	(1,271,275)	159.65	7.20

P = Preliminary

FIGURE I

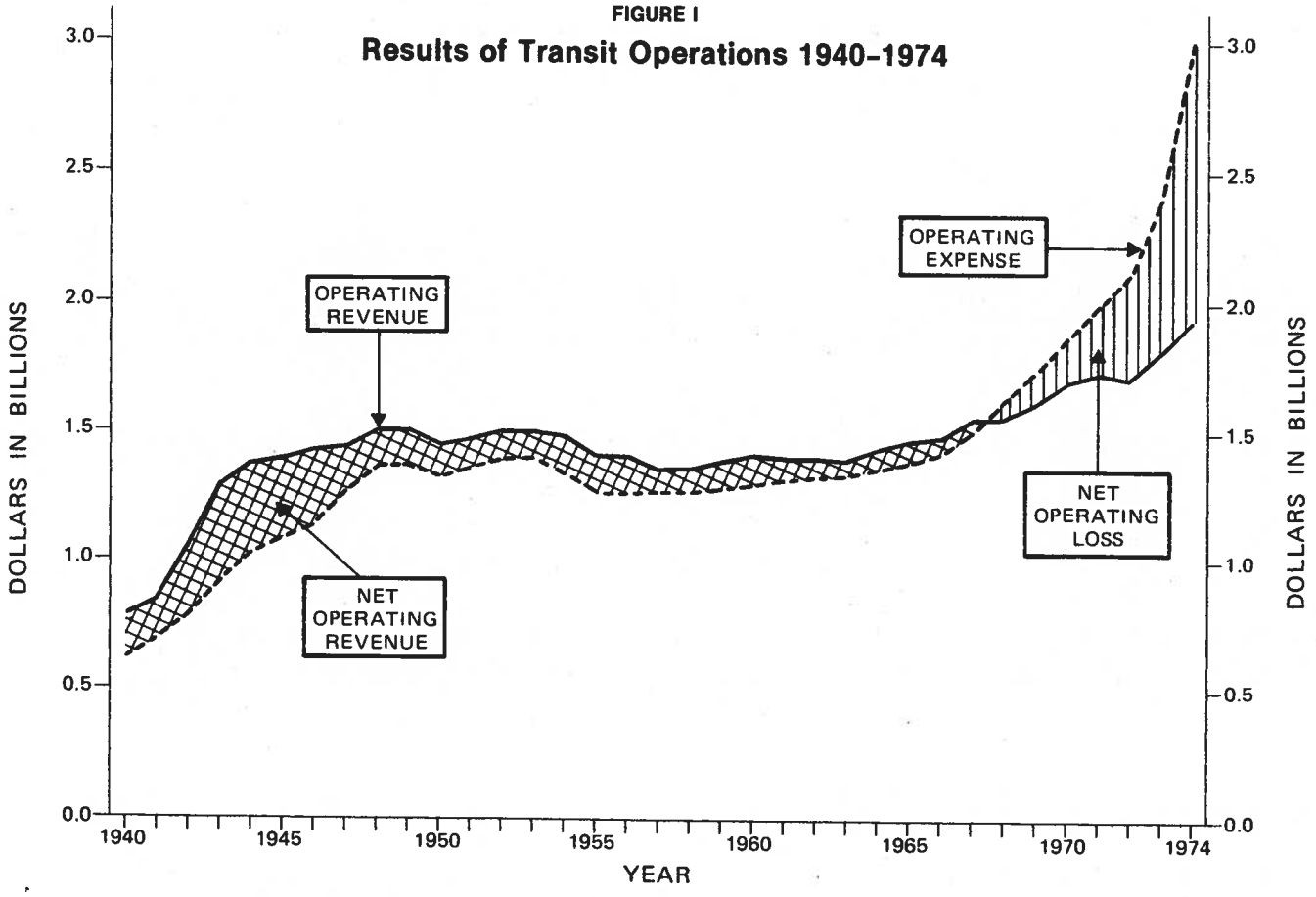


TABLE 5

Revenue Passengers Classified by Population Groups

CALENDAR YEAR	HEAVY RAIL	SURFACE LINES						TOTAL REVENUE PASSENGERS
		500,000 AND OVER	250,000-500,000	100,000-250,000	50,000-100,000	LESS THAN 50,000	SUBURBAN AND OTHER	
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(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 (a)	1,741	3,478	1,286	953	786	360	585	9,189
1956 (a)	1,749	3,368	1,179	866	715	324	555	8,756
1957 (a)	1,706	3,274	1,078	811	655	285	529	8,338
1958 (a)	1,635	3,095	984	720	596	254	494	7,778
1959 (a)	1,647	3,057	956	696	582	240	472	7,650
1960 (a)	1,670	2,997	911	691	554	230	468	7,521
1961 (b)	1,680	3,089	701	523	554	217	478	7,242
1962 (b)	1,704	3,029	680	496	533	212	468	7,122
1963 (b)	1,661	2,990	642	462	504	205	451	6,915
1964 (b)	1,698	2,991	612	432	486	194	441	6,854
1965 (b)	1,678	3,000	606	416	474	192	432	6,798
1966 (b)	1,584	3,003	608	413	483	194	386	6,671
1967 (b)	1,632	2,945	597	409	469	190	374	6,616
1968 (b)	1,627	2,886	581	396	455	171	375	6,491
1969 (b)	1,656	2,787	565	365	422	150	365	6,310
1970 (b)	1,574	2,610	529	342	395	140	342	5,932
1971 (c)	1,494	2,399	739	234	196	107	328	5,497
1972 (c)	1,446	2,330	681	220	182	97	297	5,253
1973 (c)	1,424	2,386	682	229	175	104	294	5,294
P 1974 (d)	1,435	3,544	269	231	49	77	(d)	5,606

(a) 1950 U.S. Census of Population; transit systems assigned by largest city within service area.
(b) 1960 U.S. Census of Population; transit systems assigned by largest city within service area.
(c) 1970 U.S. Census of Population; transit systems assigned by largest city within service area.
(d) 1970 U.S. Census of Population; transit systems assigned by urbanized areas except for urban places of less than 50,000 population outside urbanized areas.

P = Preliminary

FIGURE II

Transit Ridership 1940-1974

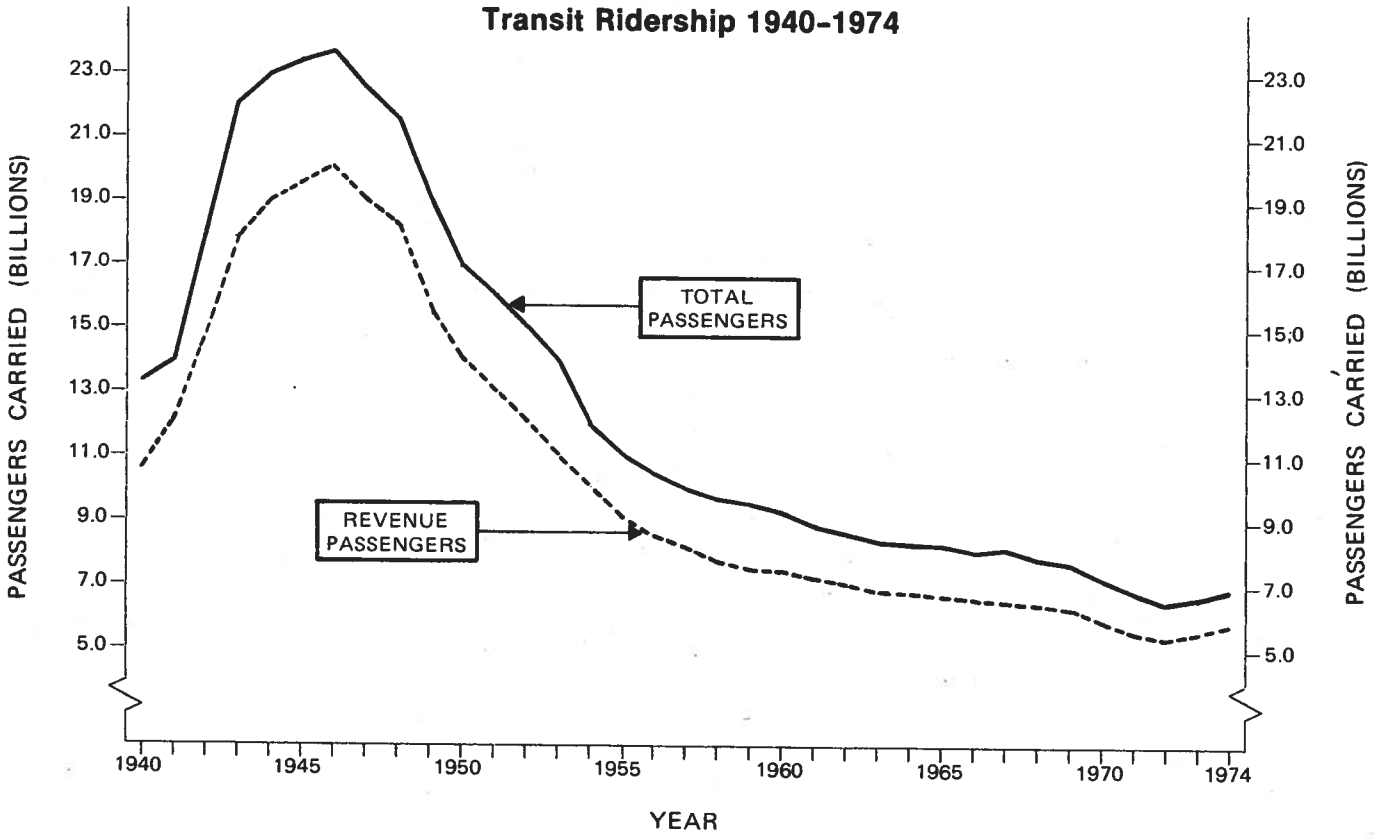


TABLE 6

Trend of Total Passengers

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	TOTAL PASSENGERS
	LIGHT RAIL	HEAVY RAIL	TOTAL RAIL			
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(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
1973	207	1,714	1,921	97	4,642	6,660
P 1974	197	1,730	1,927	77	4,998	7,002

P = Preliminary

TABLE 7

Trend of Revenue Passengers

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	TOTAL REVENUE PASSENGERS
	LIGHT RAIL	HEAVY RAIL	TOTAL RAIL			
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(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	147.3	1,445.7	1,593.0	99.5	3,560.8	5,253.3
1973	143.5	1,423.7	1,567.2	73.6	3,652.8	5,293.9
P 1974	133.8	1,435.1	1,568.9	59.5	3,977.5	5,605.9

P = Preliminary

TABLE 8

Trend of Operating Revenue

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	TOTAL OPERATING REVENUE
	LIGHT RAIL	HEAVY RAIL	TOTAL RAIL			
	(MILLIONS)	(MILLIONS)	(MILLIONS	(MILLIONS)	(MILLIONS)	(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	417.2	465.6	32.8	1,230.1	1,728.5
1973	48.5	461.0	509.5	25.2	1,262.9	1,797.6
P 1974	42.3	498.0	540.3	20.6	1,340.5	1,901.4

P = Preliminary

TABLE 9

Trend of Passenger Revenue

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	TOTAL PASSENGER REVENUE
	LIGHT RAIL	HEAVY RAIL	TOTAL RAIL			
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(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	401.9	441.5	31.4	1,177.8	1,650.7
1973	38.7	437.6	476.3	23.6	1,183.8	1,683.7
P 1974	37.3	472.1	509.4	19.1	1,263.4	1,791.9

P = Preliminary

TABLE 10

Trend of Average Fare

CALENDAR YEAR	AVERAGE FARE					ADULT CASH FARE	
	LIGHT RAIL	HEAVY RAIL	TROLLEY COACH	MOTOR BUS	ALL MODES	HIGH	LOW
1940	7.27¢	5.43¢	5.94¢	6.87¢	6.68¢	10¢	5¢
1945	7.25	5.57	6.79	7.07	6.92	10	5
1950	11.56	9.92	9.56	9.56	10.02	17	5
1955	17.35	14.79	14.79	14.41	14.79	20	5
1956	18.74	15.11	15.29	15.18	15.43	20	7
1957	19.76	15.27	16.03	15.62	15.83	25	7
1958	20.12	15.87	16.88	16.34	16.48	25	7
1959	20.77	15.96	17.39	17.17	17.10	30	7
1960	22.09	16.14	18.12	17.96	17.75	30	7
1961	22.63	16.28	18.89	18.57	18.24	30	10
1962	23.35	16.44	20.42	19.07	18.68	30	10
1963	23.03	16.35	20.72	19.62	19.04	30	10
1964	22.68	16.63	21.03	20.10	19.35	35	10
1965	23.82	16.63	21.83	20.55	19.71	35	10
1966	24.55	18.75	22.13	21.23	20.77	35	10
1967	22.86	20.86	22.52	22.39	22.03	35	10
1968	23.49	21.00	22.86	23.20	22.65	35	10
1969	25.03	21.89	23.28	25.71	24.64	35	10
1970	27.03	23.42	23.84	29.41	27.63	50	10
1971	25.85	24.17	27.59	32.23	29.78	50	15
1972	26.88	27.80	31.55	33.07	31.42	50	15
1973	26.96	30.74	32.06	32.40	31.80	60	Free
P 1974	27.87	32.90	32.10	31.76	31.96	60	10

P = Preliminary

FIGURE III

Transit Operating Revenue and Operating Expense per Vehicle Mile 1940-1974

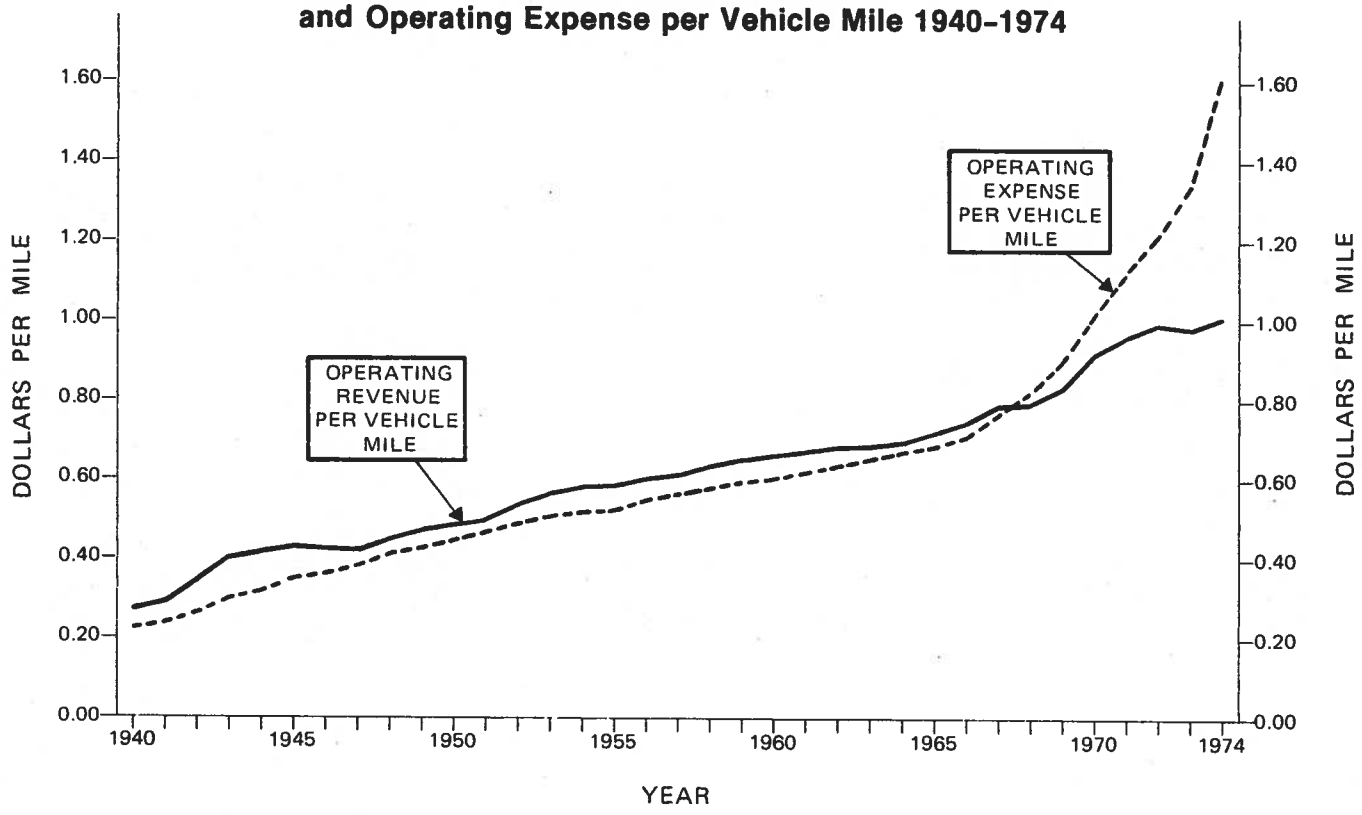


TABLE 11

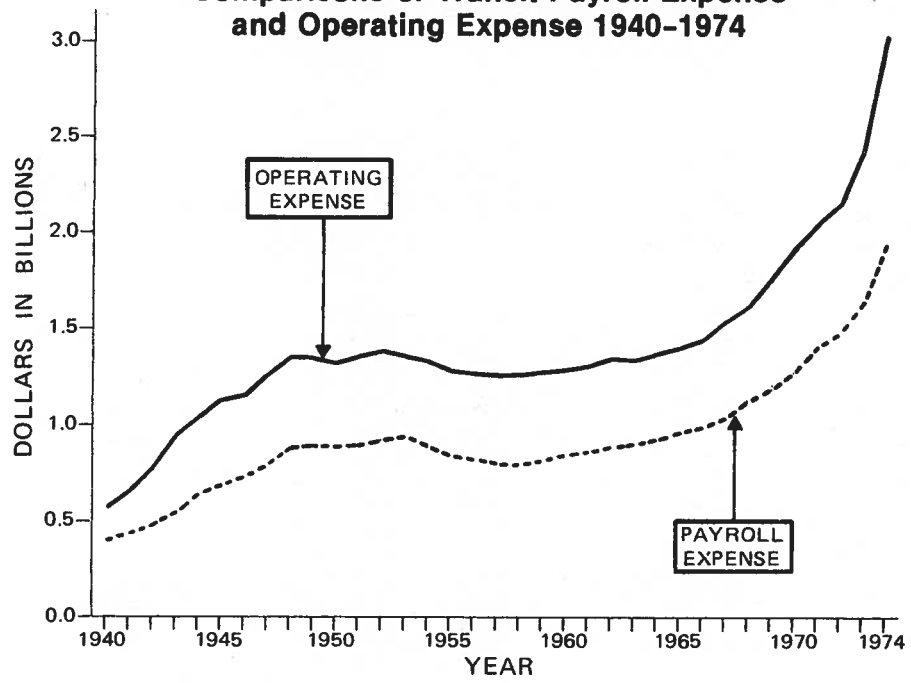
Trend of Employment and Compensation

CALENDAR YEAR	AVERAGE NUMBER OF EMPLOYEES	ANNUAL COMPENSATION (THOUSANDS)	AVERAGE ANNUAL EARNINGS PER EMPLOYEE
1940	203,000	$ 360,000	$ 1,773
1945	242,000	632,000	2,612
1950	240,000	835,000	3,479
1955	198,000	864,000	4,364
1956	186,000	852,000	4,581
1957	177,000	840,000	4,746
1958	165,000	831,000	5,036
1959	159,100	832,000	5,229
1960	156,400	857,300	5,481
1961	151,800	856,400	5,642
1962	149,100	878,100	5,889
1963	147,200	892,300	6,062
1964	144,800	916,900	6,332
1965	145,000	963,500	6,645
1966	144,300	994,900	6,895
1967	146,100	1,055,100	7,222
1968	143,590	1,109,500	7,727
1969	140,860	1,183,807	8,404
1970	138,040	1,274,109	9,230
1971	139,120	1,393,148	10,014
1972	138,420	1,455,486	10,515
1973	140,700	1,624,241	11,544
P 1974	149,800	1,924,780	12,849

P = Preliminary

FIGURE IV

Comparisons of Transit Payroll Expense and Operating Expense 1940–1974



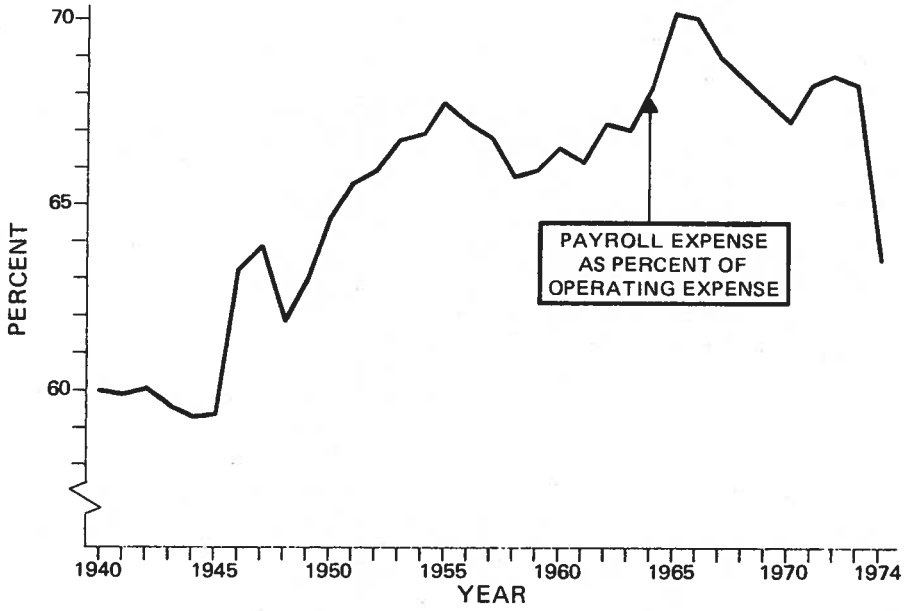


TABLE 12

Transit Passenger Equipment Operated

CALENDAR YEAR	RAILWAY CARS			TROLLEY COACHES	MOTOR BUSES	TOTAL REVENUE VEHICLES
	LIGHT RAIL	HEAVY RAIL	TOTAL RAIL			
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
1973	1,123	9,387	10,510	794	48,286	59,590
P 1974	1,068	9,403	10,471	650	48,700	59,821

P = Preliminary

FIGURE V

Transit Employees per Passenger Vehicle and Total Passenger Vehicles 1940-1974

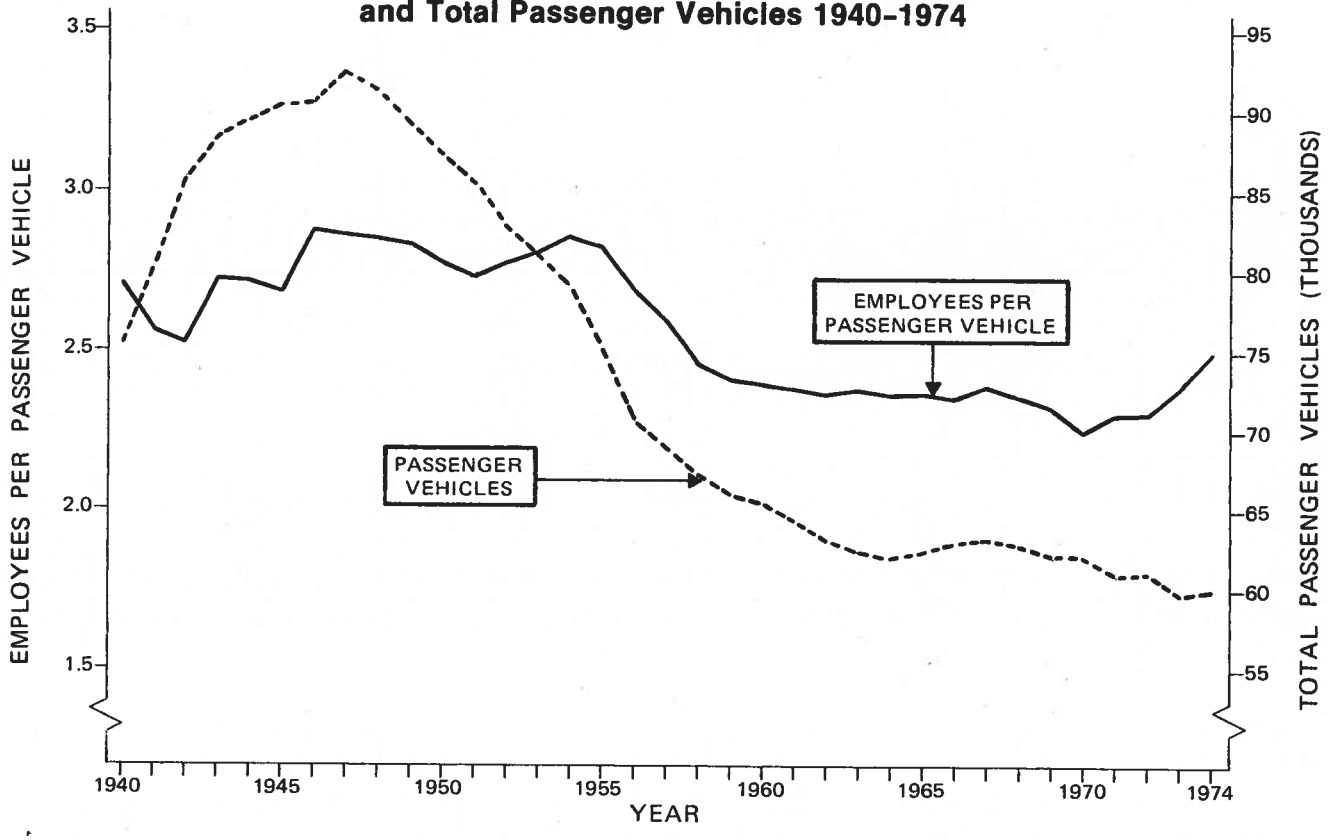


TABLE 13

Trend of Vehicle Miles Operated

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	TOTAL VEHICLE MILES OPERATED
	LIGHT RAIL	HEAVY RAIL	TOTAL RAIL			
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(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	1648.4	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
1973	31.2	407.3	438.5	25.7	1,370.4	1,834.6
P 1974	28.6	436.1	464.7	20.7	1,402.2	1,887.6

P = Preliminary

TABLE 14

New Passenger Equipment Delivered

CALENDAR YEAR	RAILWAY CARS			TROLLEY COACHES	MOTOR BUSES	TOTAL REVENUE VEHICLES
	LIGHT RAIL	HEAVY RAIL	TOTAL RAIL			
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	1	2,904	3,265
1973	0	238	238	1	3,200	3,439
P 1974	0	92	92	0	4,818	4,910

P = Preliminary

TABLE 15

Seating Capacity of New Motor Buses Delivered

CALENDAR YEAR	29 SEATS OR FEWER	30-39 SEATS	40 SEATS OR MORE	TOTAL MOTOR BUSES
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
1973	182	317	2,701	3,200
P 1974	345	785	3,688	4,818

P = Preliminary

TABLE 16

Trend of Energy Consumption by Transit Vehicles

CALENDAR YEAR	ELECTRIC POWER CONSUMED (KILOWATT HOURS IN MILLIONS)				FOSSIL FUELS CONSUMED (GALLONS IN THOUSANDS)		
	LIGHT RAIL	HEAVY RAIL	TROLLEY COACH	TOTAL	GASOLINE	DIESEL	PROPANE
1940	4,050	1,977	307	6,334	(a)	(a)	0
1945	4,547	1,966	520	7,033	510,000	11,800	0
1950	2,410	2,000	841	5,251	(b)430,000	98,600	(b)
1955	910	1,900	720	3,530	246,000	172,600	30,300
1956	700	1,960	680	3,340	219,400	183,500	30,300
1957	560	1,980	600	3,140	198,400	190,000	34,200
1958	485	2,073	535	3,093	181,700	192,700	35,100
1959	431	2,067	464	2,962	167,800	196,600	36,600
1960	393	2,098	417	2,908	153,600	208,100	38,300
1961	362	2,108	381	2,851	125,900	217,500	35,700
1962	325	2,115	346	2,786	108,400	229,000	36,100
1963	255	2,125	262	2,642	102,500	235,300	35,900
1964	222	2,171	204	2,597	95,900	242,200	33,400
1965	218	2,185	181	2,584	91,500	248,400	32,700
1966	226	2,075	166	2,467	76,000	256,000	33,600
1967	180	2,194	157	2,531	57,800	270,300	33,000
1968	179	2,250	157	2,586	45,700	274,200	32,200
1969	173	2,291	154	2,618	40,000	273,800	31,600
1970	157	2,261	143	2,561	37,200	270,600	31,000
1971	153	2,262	141	2,556	29,400	256,800	26,500
1972	146	2,149	133	2,428	25,600	247,300	24,400
1973	140	2,098	93	2,331	22,426	272,525	15,152
P 1974	(a)	(a)	(a)	2,978	24,245	292,992	3,142

P = Preliminary
(a) Data not available.
(b) Propane included with gasoline.

TABLE 17

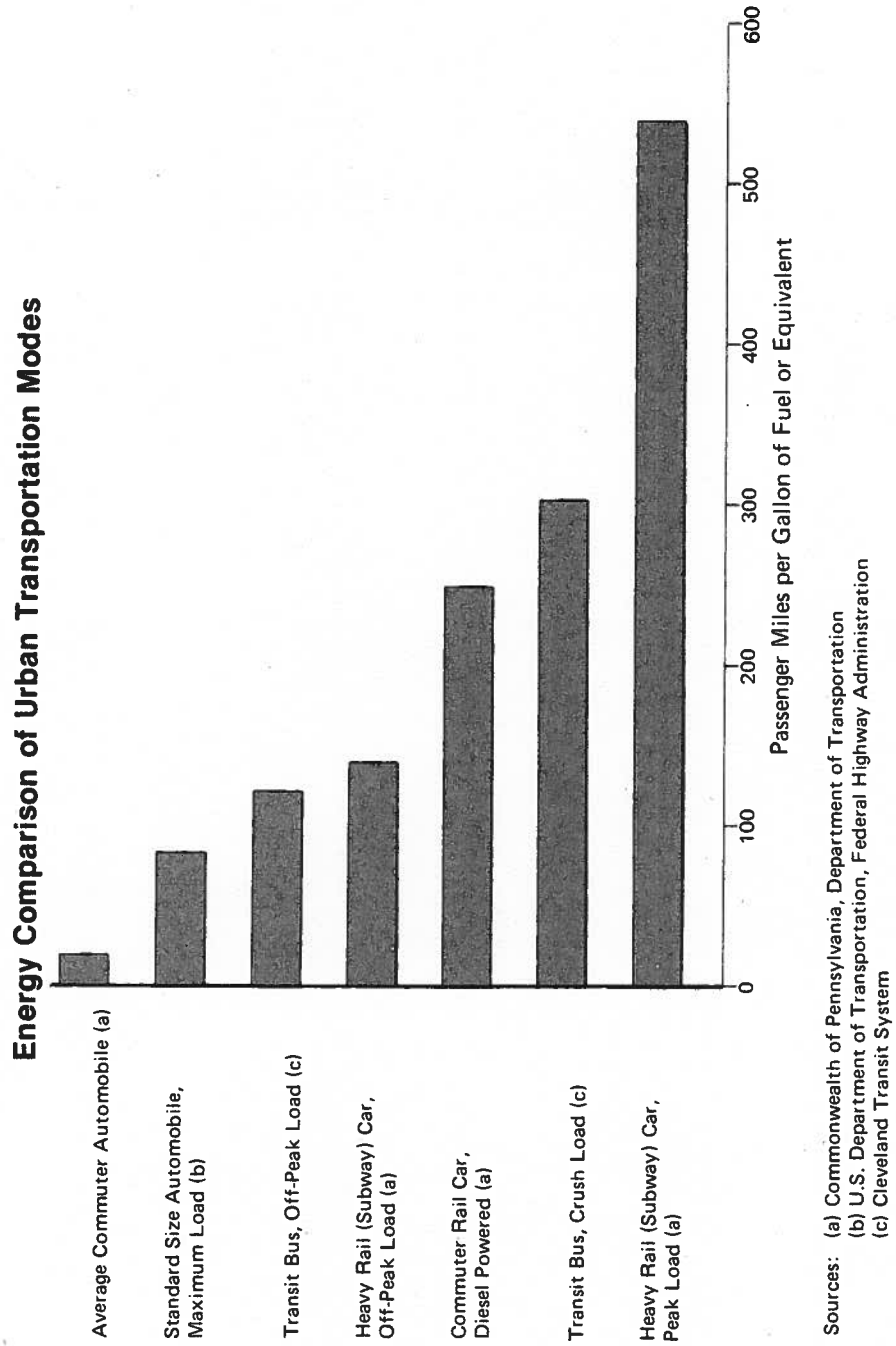
Energy Requirements of Passenger Transportation Modes

	PASSENGERS	VEHICLE MILES PER GALLON OF FUEL OR EQUIVALENT	PASSENGER MILES PER GALLON OF FUEL OR EQUIVALENT
Heavy Rail Transit (Subway) Car, Peak Load (a)	135	4.00	540
Intercity Passenger Train (b)	540-720	0.50	270-360
Transit Bus, Peak Load (c)	75	4.10	307
Intercity Bus (d)	47	6.00	282
Commuter Rail Car, Diesel Powered (a)	125	2.00	250
Heavy Rail Transit (Subway) Car, Off-Peak Load (a)	35	4.00	140
Transit Bus, Off-Peak Load (c)	30	4.10	123
Rail Turbine Train (b)	320	0.33	110
Standard Size Automobile, Intercity, Maximum Load (e)	6	18.00	108
Standard Size Automobile, Urban, Maximum Load (e)	6	14.40	86
Wide-Body Commercial Jet Aircraft, 1,000 Mile Flight (f)	256-385	0.14-0.22	54-60
Twin Jet Commercial Aircraft, 500 Mile Flight (f)	68-106	0.44-0.54	37-47
Average Commuter Automobile (a)	1.4	13.5	19

Sources:
(a) Commonwealth of Pennsylvania, Department of Transportation
(b) National Railroad Passenger Corporation (Amtrak)
(c) Cleveland Transit System
(d) U.S. Department of Transportation, Transportation Systems Center
(e) U.S. Department of Transportation, Federal Highway Administration
(f) National Aeronautics and Space Administration

FIGURE VI

Energy Comparison of Urban Transportation Modes



Sources: (a) Commonwealth of Pennsylvania, Department of Transportation
(b) U.S. Department of Transportation, Federal Highway Administration
(c) Cleveland Transit System