

Transportation

Highway Transportation (Series Q 1-263)

Q 1-263. General note.

In 1894, the Federal Government created an Office of Road Inquiry to initiate experiments and conduct inquiries concerning the best methods of road building. It was succeeded by the Office of Public Roads and Rural Engineering in 1916 and by the Bureau of Public Roads in 1918 (the latter was called the Public Roads Administration during 1939-1949). The bureau was transferred to the Department of Transportation in 1966 and its functions assigned to the Federal Highway Administration. Surveys of highway mileage, revenues, and expenditures were made in 1904, 1909, and 1914.

In 1916, Congress passed the first of the many Federal-aid highway acts, under which the Federal Government has contributed to the cost of constructing highways designated as parts of the Federal-aid system. The Federal Highway Administration administers Federal legislation providing for the improvement, in cooperation with the States, of roads on the Federal-aid primary, secondary, and interstate highway systems. As the principal road-building agency of the Federal Government, it also cooperates with the Forest Service, the National Park Service, and other Federal agencies in the construction of roads in national forests, parks, and other areas.

The principal sources (1973) of data on public roads and on ownership and operation of motor vehicles is the Federal Highway Administration's annual *Highway Statistics* and its *Highway Statistics, Summary to 1965*. Another major source of data is the Interstate Commerce Commission. Among its publications are the monthly *Transport Economics* and the *Annual Report*, containing data on all types of domestic transport and the annual *Transport Statistics in the United States*.

Various censuses conducted by the U.S. Bureau of the Census also provide data relating to transportation. Reports of the census of manufactures and the census of business and the *Annual Survey of Manufactures* present statistics on the motor vehicle and equipment industry and on retail, wholesale, and services aspects of this industry.

Q 1-11. Volume of domestic intercity passenger traffic, by type of transport, 1950-1970.

Source: U.S. Interstate Commerce Commission, *Annual Report and Transport Economics*, various issues.

Q 12-22. Volume of domestic intercity freight traffic, by type of transport, 1939-1970.

Source: U.S. Interstate Commerce Commission, 1939-1959, *Intercity Ton-Miles, 1939-1959*, Statement No. 6103; 1960-1970, *Annual Report and Transport Economics*, various issues.

This study is intended to show, on as nearly comparable a base as possible, the intercity ton-miles by the various means of transport. Information sufficient in quantity and accuracy is not available to cover all modes of transport on a comparable basis before 1939. Estimates of intercity ton-miles for a period from sometime before 1939 through part of World War II are contained in the Bureau of Transport Economics and Statistics release, *Postwar Traffic Levels*, Statement No. 4440, issued in 1944. These estimates, however, are not on bases comparable with those in the 1939-1959 series.

A ton, as used here, is 2,000 pounds; and a mile is 5,280 feet. A

ton-mile is a ton of freight carried one mile. These definitions apply to all means of transport covered. To this extent, all figures presented here are comparable. Further, as far as possible, local switching, local delivery, lighterage, and rural to rural movements have been eliminated to confine operations to intercity only.

Q 23-35. Operating revenues, by type of transport, 1936-1970.

Source: Except for series Q 28, U.S. Interstate Commerce Commission, 1936-1956, *Statistics of Class I, II, and III Motor Carriers, 1939-1956*, Statement No. 589; 1957-1970, *Annual Report and Transport Economics*, various issues, and unpublished data. Series Q 28, U.S. Federal Aviation Administration, *FAA Statistical Handbook of Aviation*, various editions.

Q 36-46. Employment in selected types of transportation, 1947-1970.

Source: U.S. Bureau of Labor Statistics, *Employment and Earnings, United States, 1909-72*, Bulletin 1312-9, pp. 526-532.

Q 36, total. Represents about 80 percent of all employment in transportation. Data for types of transportation other than those shown here are available in the source only for shorter and current periods.

Q 47-49. Indexes of transportation output, 1889-1966.

Source: 1889-1946, National Bureau of Economic Research, New York, Harold Barger, *The Transportation Industries, 1889 to 1946* (copyright); 1947-1966, estimates by John W. Kendrick, George Washington University.

Sources of figures and methods of computation are described in Barger's book. The components of passenger traffic, series Q 48, are airlines, intercity buslines, waterways, and steam railroads. For freight traffic, series Q 49, the components are motor trucking, pipelines, waterways, and steam railroads.

Q 50-55. Mileage of rural roads and municipal streets, 1904-1970.

Source: U.S. Bureau of Public Roads, 1904-1920, *Highway Statistics, Summary to 1955*. U.S. Federal Highway Administration, 1921-1965, *Highway Statistics, Summary to 1965*; 1966-1970, *Highway Statistics*, annual issues.

Rural roads are defined roughly as those roads located outside of incorporated communities or delimited places generally having more than 1,000 inhabitants. Estimates for earlier years for total mileage of rural roads are (in thousands of miles): 1904, 2,151; 1909, 2,200; 1914, 2,446.

Municipal and other mileage figures for 1934 and 1935 represent only mileage on municipal extensions of State systems, which are State administered. Mileage not on State or county systems was initially included in 1936 (67,000 miles). Mileage on local city streets was first included in 1941 (274,000 miles for that year). Municipal extensions are continuations of State System roads through communities with more than 1,000 inhabitants. Although mileage in places having more than 2,500 inhabitants was not originally included in Federal-aid programs, those places have been eligible for such aid in more recent years.

Q 56-58. Surfaced mileage, 1904-1970.

Source: 1904-1940, see first source for series Q 50-55; 1941-1970, see other sources for series Q 50-55.

High-type surfaced roads include bituminous penetration, sheet asphalt, bituminous concrete, portland cement concrete, vitrified brick, and block pavements of asphalt, wood, and stone. For some years, they also include dual-type surfaces and a small amount of unclassified mileage. Low-type surfaced roads include sand, clay, selected soil, untreated gravel, bituminous surface-treated, mixed bituminous and treated gravel, chert, shale, waterbound macadam.

Q 59-63. Mileage built by State highway departments, 1923-1970.

Source: 1920-1933, see first source for series Q 50-55; 1934-1970, see other sources for series Q 50-55.

Mileage built is mileage on which construction work creates a newly located road or is regarded as significantly improving the condition of an existing road. It does not include work designed to maintain or restore the condition of an existing road without material betterment. Mileage resurfaced or rebuilt to higher standards is the bulk of mileage built. Construction of earth roads consists of aligning, grading, and draining. See also text for series Q 56-58.

Q 64-68. Mileage and cost of Federal-aid highway systems, 1917-1970.

Source: Series Q 64, U.S. Federal Highway Administration, 1923-1965, *Highway Statistics, Summary to 1965*; 1966-1970, *Highway Statistics*, annual issues. Series Q 65-68, U.S. Bureau of Public Roads, 1917-1955, *Highway Statistics, Summary to 1955*; 1956-1965, *Highway Statistics*, annual issues; 1966-1970, see source for series Q 64.

In 1912, the Congress authorized \$500,000 for an experimental program of rural post-road construction. However, it was not until the Federal-Aid Road Act of 1916 that the present cooperative Federal-State highway program was established on a continuing basis. In order to accelerate the improvement of the main traveled roads, Congress in 1921 authorized designation of a system of principal interstate and intercounty roads, limited to 7 percent of the total rural mileage then existing. The use of Federal aid was restricted to this system, and to rural mileage only.

Urban highway improvement first came in for its share of the Federal-State program when the Federal-Aid Highway Act of 1944 specifically authorized the use of funds for Federal-aid highways in urban areas. In addition, the Act provided for the designation of a Federal-aid secondary system and a National System of Interstate Highways. The Federal-Aid Highway Act of 1956 provided substantially increased sums for the Federal-aid primary and secondary systems for a 3-year period, and established a long-range plan for financing accelerated completion of the 41,000-mile interstate system.

Federal funds are available for expenditure only on the designated Federal-aid systems and, in general, must be matched by an equal amount of State funds. However, under the Federal-aid Act of 1954 the Federal share for the Interstate System was raised to 60 percent, and under the 1956 Act the proportion was increased to 90 percent. Federal aid may not be expended for maintenance. The cost of most Federal-aid projects is paid initially out of State highway funds, or in some cases by counties or other local governments. The Federal share is paid as reimbursement to the States as work progresses, with final payment made after completion.

Federal authorizations have usually been made on a biennial basis and apportioned among the States for use within a 3-year period. Figures for State funds shown here are based on legal matching ratios determined by applicable Federal-aid acts. In States having public lands in excess of 5 percent of their total area, the Federal share is proportionally increased.

Q 69-81. Class I intercity motor carriers of passengers and property, 1939-1970.

Source: U.S. Interstate Commerce Commission, *Transport Statistics in the United States*, part 7, annual issues.

Prior to 1950, class I for-hire motor carriers were classified by the Interstate Commerce Commission as those with \$100,000 or more of gross annual operating revenue; for 1950-1958, those having gross operating revenue of \$200,000 for a 3-year period; and, beginning 1969, those having gross operating revenue of \$1,000,000 for a 3-year period.

Q 82-96. State highway finances, 1890-1970.

Source: 1890-1920, see first source for series Q 50-55; 1921-1970, see other sources for series Q 50-55.

A State highway-user tax is defined as a special tax or fee (except tolls) levied upon motor-vehicle users because of their use of the highways. Highway-user taxes include motor-fuel taxes, motor-vehicle registration and associated fees, and special taxes applicable only to motor carriers; these taxes are separable and apart from property, excise, business, or other taxes paid by the general public.

In many States, specific portions of the revenue from each type of highway-user tax are allocated to particular highway purposes. A number of States, however, place all highway-user revenue in a highway fund, and a few have a general State fund into which go all types of revenue. For the latter group of States, each particular appropriation or expenditure for highway purposes is considered to have been made from motor-fuel taxes, motor-vehicle registration fees, and motor-carrier taxes in proportion to the relative amount of revenue received from each of these three sources.

The largest share of receipts from State highway-user taxes is expended on State highways, but a portion is also allocated for local roads and streets, and a small amount used for nonhighway purposes.

Q 97-112. Receipts and disbursements of highway funds by counties and townships, 1921-1970.

Source: U.S. Federal Highway Administration, 1921-1964, *Highway Statistics, Summary to 1965*, tables LF-201 and LF-202; 1965-1970, *Highway Statistics*, annual issues, tables LF-1 and LF-2.

Q 113-128. Receipts and disbursements of highway funds by municipalities, 1921-1970.

Source: U.S. Federal Highway Administration, 1921-1964, *Highway Statistics, Summary to 1965*, tables UF-201 and UF-202; 1965-1970, *Highway Statistics*, annual issues, tables UF-1 and UF-2.

Q 129-135. Highway construction—contracts awarded, 1947-1970.

Source: U.S. Bureau of Domestic Commerce (formerly Business and Defense Services Administration), *Construction Review*, various issues.

Highways include streets, roads, alleys, bridges, vehicular tunnels, viaducts, sidewalks, curbs, and gutters, except when installed by private builders as a part of land development; forest and park roads; new culverts and extension of old culverts; right-of-way drainage, erosion control, lighting, and guard rails; and earth-work protective structures in connection with road improvements.

The data for State and locally owned highways were compiled by the Bureau of Domestic Commerce (formerly the Business and Defense Services Administration), Department of Commerce, from: (1) Information published by a number of private construction news services; (2) information received from selected State and local government agencies; and (3) data compiled by the Bureau of Public Roads (now the Federal Highway Administration) and the Bureau of Labor Statistics.

Data on contracts awarded for federally owned construction were compiled by BLS from reports submitted by the various Federal agencies having construction operations.

Q 136-147. Public highway debt—long-term highway obligations of State and local governments, 1945-1970.

Source: U.S. Federal Highway Administration (formerly Bureau of Public Roads), releases.

Q 148-151. Motor-vehicle factory sales, 1900-1970.

Source: Automobile Manufacturers Association, *Automobile Facts and Figures*, various issues.

Production of passenger cars was discontinued in February 1942 to economize resources for World War II purposes, but some vehicles remaining in factory stocks were sold under rationing orders in subsequent war years. The War Production Board authorized resumption of production as of July 1, 1945, but no new cars were actually produced until 1946.

Q 152-155. Motor-vehicle registrations, 1900-1970.

Source: U.S. Federal Highway Administration, 1900-1965, *Highway Statistics, Summary to 1965*; 1966-1970, *Summary of Motor Vehicle Registrations by Years*, table MV-200, and unpublished data.

Figures are based on reports and unpublished data of State motor-vehicle registration departments. They include both privately and publicly owned vehicles.

Motor-vehicle data for the early years of the century are incomplete, largely because few States required their registration, and hence had no records of the number of vehicles using roads and streets. As production of vehicles increased, shortly before the first World War, so did the number of registration laws. By 1921, all States had adopted some form of motor-vehicle registration.

Accompanying the growth in motor-vehicle registrations has been a corresponding diversity in the registration practices among the States. In general, motor vehicles are classified as private passenger cars, passenger carriers for hire, trucks, trailers, motorcycles, and property carriers for hire. Several States, however, still register buses with either trucks or passenger cars. These differences have made it necessary for the data-compiling agency to supplement the data submitted by the States with information obtained from special studies and from other sources.

Q 156-162. Motor-fuel usage, 1919-1970.

Source: U.S. Federal Highway Administration, 1919-1965, *Highway Statistics, Summary to 1965*; 1966-1970, *Analysis of Motor Fuel Consumption*, table G221, and unpublished data.

Fuel consumption figures for which reports from State authorities were not available have been estimated by the Federal Highway Administration (formerly Bureau of Public Roads). Motor fuel includes all gasoline used for any purpose (private and public), except military, plus any diesel or other fuels used solely for the propulsion of motor vehicles on public highways. Exports from the United States are excluded, and there is no duplication because of interstate shipment. Tractor fuels are not included. Nonhighway consumption includes all use off the highway, such as aviation, agriculture, marine, industrial, etc., and usually falls under the exemption or refund provisions of the motor-fuel tax law.

Q 163-174. Automobile insurance, 1946-1970.

Source: The Spectator, Philadelphia, 1946-1954, *Insurance Yearbook*; 1955-1965, *Insurance by States*; 1966-1969, *Property Liability Insurance Review*, annual. 1970, The National Underwriter Co., Cincinnati, *Argus F.C. & S. Chart*, annual (copyright).

Q 175-186. Percent distribution of automobile ownership, and financing, 1947-1970.

Source: The University of Michigan, Survey Research Center, Ann Arbor, *Survey of Consumer Finances* (copyright).

Q 187-198. Speed of motor vehicles on highways, 1945-1970.

Source: U.S. Federal Highway Administration, *Traffic Speed Trends*, and unpublished data.

Comparatively few speed studies were conducted on main rural highways until immediately prior to World War II. At that time, the average speeds of trucks, passenger cars, and buses were 41, 48, and 51 miles/hour, respectively. The low average speeds during World War II resulted from wartime restrictions on travel speeds and from gasoline rationing.

Speeds of passenger cars did not return to their prewar level until 1947. Trucks reached their prewar level in 1946, and buses in 1948. From 1948 through 1950 there was little change in vehicle speeds. Since then speeds consistently increased until 1970.

Q 199-205. Miles of travel by motor vehicles, 1921-1970.

Source: 1921-1935, U.S. Federal Works Agency, unpublished data, and U.S. Public Roads Administration, unpublished data; 1936-1965, see U.S. Federal Highway Administration sources for series Q 50-55.

Traffic volume information is obtained from automatic traffic recorders operating continuously at selected locations on the roads and streets of each State. The recorders are generally supplemented by periodic manual classification counts to determine the proportion of vehicles of each type, and each highway category, and by portable machine counts on the many road and street sections.

Q 206-207. Average miles of travel per vehicle, 1936-1970.

Source: See U.S. Federal Highway Administration sources for series Q 50-55.

Q 208-223. Motor-vehicle deaths and death rates, by age, 1913-1970.

Source: National Safety Council, Chicago, *Accident Facts, 1969*, p. 60; and *1974*, p. 60 (copyright).

Data for 1913 to 1932 were calculated from U.S. National Center for Health Statistics data for registration States. Data for 1933 to 1963, 1965 to 1967, 1969, and 1970 are national totals; those for 1964 and 1968 are National Safety Council estimates.

Q 224-232. Motor-vehicle accidents—number and deaths, by type of accident, 1913-1970.

Source: National Safety Council, Chicago, *Accident Facts, 1974*, and various annual issues (copyright).

Q 233-234. State and Federal gasoline tax rates, 1930-1970.

Source: See U.S. Federal Highway Administration sources for series Q 50-55.

State average tax is weighted by net gallons taxed at the various rates in the several States. No data are shown before 1930 because it was the first year in which all States had motor fuel taxes in effect for the whole year.

The precise dates of the changes in the Federal tax are as follows: June 21, 1932, 1 cent; June 17, 1933, 1.5 cents; January 1, 1934, 1 cent; July 1, 1940, 1.5 cents; November 1, 1951, 2 cents; July 1, 1956, 3 cents; October 1, 1959, 4 cents.

Q 235-250. Public transit mileage, equipment, passengers, and passenger revenue, 1917-1970.

Source: American Transit Association, *Transit Fact Book*, various annual issues (copyright); *The Transit Industry in the United States, Basic Data and Trends*, 1943 (copyright); mimeographed release on number of passengers, January 8, 1938.

Series Q 1-11. Volume of Domestic Intercity Passenger Traffic, by Type of Transport: 1950 to 1970

[In billions of passenger-miles, except percent. Airways, prior to 1959, and other types of transportation, prior to 1960, exclude Alaska and Hawaii. A passenger-mile is the movement of 1 passenger for the distance of 1 mile. Comprises public and private traffic, both revenue and nonrevenue]

Year	Total traffic, volume	Private automobiles		Airways ¹		Buses ²		Railroads ³		Inland waterways ⁴	
		Volume	Percent of total	Volume	Percent of total	Volume	Percent of total	Volume	Percent of total	Volume	Percent of total
		1	2	3	4	5	6	7	8	9	10
1970	1,185	1,026	86.6	119	10.0	25	2.1	11	0.9	4.0	0.3
1969	1,138	977	85.9	120	10.5	25	2.2	12	1.1	3.8	.3
1968	1,079	936	86.8	101	9.4	25	2.3	13	1.2	3.4	.3
1967	1,021	890	87.2	87	8.6	25	2.4	15	1.5	3.4	.3
1966	971	856	88.2	69	7.1	25	2.5	17	1.8	3.1	.4
1965	920	818	88.7	58	6.3	24	2.6	18	2.1	2.8	.3
1964	896	802	89.5	49	5.5	23	2.6	18	2.1	2.8	.3
1963	853	766	89.8	43	5.0	23	2.6	19	2.2	2.7	.3
1962	818	736	90.0	37	4.6	22	2.7	20	2.5	2.7	.3
1961	791	714	90.2	35	4.4	20	2.6	21	2.6	2.3	.3
1960	784	706	90.1	34	4.3	19	2.5	22	2.8	2.7	.3
1959	765	687	89.9	33	4.3	20	2.7	22	2.9	2.0	.3
1958	760	685	90.1	29	3.8	21	2.7	24	3.1	2.1	.3
1957	748	670	89.6	28	3.8	21	2.9	26	3.5	1.9	.3
1956	751	670	89.2	26	3.4	25	3.4	29	3.8	1.9	.3
1955	716	637	89.0	23	3.2	25	3.6	29	4.0	1.7	.2
1954	673	597	88.7	20	2.9	26	3.8	29	4.4	1.7	.3
1953	655	576	87.9	17	2.7	28	4.3	32	4.9	1.5	.2
1952	575	496	86.1	15	2.6	29	5.0	35	6.0	1.4	.2
1951	535	458	85.6	13	2.4	27	5.1	35	6.6	1.3	.3
1950	508	438	86.2	10	2.0	26	5.2	32	6.4	1.2	.2

¹ Includes domestic commercial revenue service and private pleasure and business flying.
² Excludes schoolbuses.

³ Includes electric railways.
⁴ Includes Great Lakes.

Series Q 12-22. Volume of Domestic Intercity Freight Traffic, by Type of Transport: 1939 to 1970

[In billions of ton-miles, except percent. Motor vehicles and airways, prior to 1959, and other types of transportation, prior to 1960, exclude Alaska and Hawaii, except as noted. A ton-mile is the movement of 1 ton (2,000 pounds) of freight for the distance of 1 mile. Comprises public and private traffic, both revenue and nonrevenue]

Year	Total traffic, volume	Railroads ¹		Motor vehicles		Inland waterways ²		Oil pipelines		Airways ³	
		Volume	Percent of total	Volume	Percent of total	Volume	Percent of total	Volume	Percent of total	Volume	Percent of total
		12	13	14	15	16	17	18	19	20	21
1970	1,936	771	39.8	412	21.3	319	16.5	481	22.3	3.3	0.2
1969	1,895	774	40.8	404	21.3	308	16.0	411	21.7	3.2	.2
1968	1,839	757	41.2	396	21.6	291	15.9	391	21.3	2.9	.2
1967	1,776	742	41.8	389	21.9	281	15.9	361	20.3	2.6	.1
1966	1,759	762	43.3	381	21.7	281	16.0	333	18.9	2.3	.1
1965	1,651	721	43.7	359	21.8	262	15.9	306	18.6	1.9	.1
1964	1,556	679	43.7	356	22.9	250	16.1	269	17.3	1.5	.1
1963	1,469	644	43.8	336	22.9	234	15.9	253	17.3	1.3	.1
1962	1,387	616	44.4	309	22.3	223	16.1	238	17.1	1.3	.1
1961	1,326	586	44.2	296	22.4	210	15.8	233	17.6	.9	.1
1960	1,330	595	44.7	285	21.5	220	16.6	229	17.2	.8	.1
1959	1,303	599	46.0	279	21.4	197	15.1	227	17.4	.7	.1
1958	1,231	575	46.7	256	20.8	189	15.4	211	17.2	.6	(Z)
1957	1,354	645	47.6	254	18.8	232	17.1	223	16.5	.6	(Z)
1956	1,376	677	49.2	249	18.1	220	16.0	230	16.7	.6	(Z)
1955	1,298	655	50.4	223	17.2	217	16.7	203	15.7	.6	(Z)
1954	1,144	578	50.5	213	18.6	174	15.2	179	15.7	.4	(Z)
1953	1,232	643	52.1	217	17.6	202	16.4	170	13.8	.4	(Z)
1952	1,172	651	55.6	195	16.6	168	14.4	158	13.4	.4	(Z)
1951	1,209	686	56.8	188	15.6	182	15.1	152	12.6	.4	(Z)
1950	1,094	628	57.4	173	15.8	163	14.9	129	11.8	.3	(Z)
1949	947	567	59.9	125	13.2	139	14.7	115	12.1	.2	(Z)
1948	1,086	689	63.4	115	10.8	162	14.9	120	11.0	.2	(Z)
1947	1,060	707	66.6	102	9.6	147	13.8	105	9.9	.2	(Z)
1946	944	643	68.1	82	8.7	124	13.1	96	10.1	.1	(Z)
1945	1,072	736	68.6	67	6.2	143	13.3	127	11.8	.1	(Z)
1944	1,136	795	70.0	58	5.1	150	13.2	133	11.7	.1	(Z)
1943	1,076	780	72.5	57	5.3	142	13.2	98	9.1	.1	(Z)
1942	973	689	70.9	60	6.2	149	15.3	75	7.7	(Z)	(Z)
1941	811	521	64.2	81	10.0	140	17.3	68	8.4	(Z)	(Z)
1940	651	412	63.2	62	9.5	118	18.1	59	9.1	(Z)	(Z)
1939	575	370	64.4	53	9.2	96	16.7	56	9.7	(Z)	(Z)

Z Less than 50 million ton-miles, or less than 0.05 percent.

¹ Includes electric railways, express, and mail.
² Includes Great Lakes. Includes Alaska for all years and Hawaii beginning 1959.

³ Domestic revenue service only. Includes express, mail, and excess baggage.
⁴ Part of this increase resulted from coverage of waterways previously existing but not covered.

TRANSPORTATION

Series Q 23-35. Operating Revenues, by Type of Transport: 1936 to 1970

[Excludes Alaska and Hawaii, except as noted]

Year	Revenues (mil. dol.)								Index (1967 = 100)				
	Electric railways ¹	Railway express ²	Railroads ³	Waterlines ⁴	Pipelines (oil)	Domestic scheduled air carriers ^{5,6}	Motor carriers of property	Motor carriers of passengers	Railroads ²	Pipelines (oil)	Domestic scheduled air carriers ^{5,6}	Motor carriers of property	Motor carriers of passengers
	23	24	25	26	27	28	29	30	31	32	33	34	35
1970	11	313	12,511	502	1,188	7,131	14,585	882	115	119	146	129	93
1969	13	270	11,951	450	1,103	6,857	13,958	1,007	110	111	140	123	107
1968	12	299	11,357	435	1,023	5,607	12,400	991	104	103	115	110	105
1967	12	323	10,875	426	995	4,887	11,308	945	100	100	100	100	100
1966	14	324	11,163	460	941	4,070	10,862	901	103	95	83	96	95
1965	13	316	10,798	426	904	3,609	10,068	885	99	91	74	89	94
1964	13	298	10,252	405	865	3,095	9,155	802	94	87	63	81	85
1963	14	275	9,921	395	840	2,723	8,548	759	91	84	56	76	80
1962	22	271	9,792	394	811	2,498	8,131	729	90	82	51	72	77
1961	22	257	9,540	389	787	2,245	7,463	690	88	79	46	66	73
1960	23	*248	*9,955	427	770	2,129	*7,214	667	*92	77	44	*64	71
1959	25	247	10,207	430	765	1,955	7,145	691	94	77	40	63	67
1958	30	258	9,924	415	721	1,624	6,131	599	91	72	33	54	63
1957	45	248	10,920	450	730	1,515	6,166	599	100	73	31	55	63
1956	49	257	10,963	476	737	1,342	5,829	565	101	74	27	52	60
1955	60	241	10,495	452	678	1,215	5,535	560	97	68	25	49	59
1954	56	235	9,708	399	617	1,043	4,737	561	89	62	21	42	59
1953	78	242	11,063	391	591	937	4,926	614	102	59	19	44	65
1952	82	243	10,966	340	562	818	4,417	602	101	56	17	39	64
1951	81	223	10,773	356	524	702	4,169	578	99	53	14	37	61
1950	79	223	9,820	330	442	558	3,737	539	90	44	11	33	57
1949	70	251	8,885	275	376	486	2,911	554	82	38	10	26	59
1948	77	295	10,002	297	377	434	2,698	565	92	39	9	24	60
1947	80	313	8,973	225	325	365	2,214	534	83	33	7	20	57
1946	79	326	7,852	148	294	316	1,639	554	72	30	6	15	59
1945	87	284	9,136	173	304	215	1,840	652	84	31	4	16	69
1944	100	255	9,676	188	310	161	1,756	624	89	31	3	16	66
1943	99	203	9,288	196	277	123	1,347	544	85	28	3	12	58
1942	68	155	7,691	123	245	108	1,189	398	71	25	2	11	42
1941	59	135	5,541	258	252	97	1,095	287	51	25	2	10	25
1940	58	120	4,559	212	226	77	922	182	42	23	2	8	19
1939	50	112	4,140	111	212	56	796	168	38	21	1	7	18
1938	49	110	3,687	104	228	43	700	151	34	23	1	6	16
1937	51	110	4,321	108	249	-----	-----	-----	40	25	-----	-----	-----
1936	52	103	4,197	104	219	-----	-----	-----	39	22	-----	-----	-----

* Denotes first year for which figures include Alaska and Hawaii.

¹ The electric railway decrease is overstated through the years because of non-comparability of reporting.² Through 1969, excludes payments to others for express privileges.³ Includes pullman (prior to 1965), line-haul, and switching and terminal companies.⁴ Includes only revenues from domestic traffic of carriers under jurisdiction of Interstate Commerce Commission.⁵ Revenues for scheduled passenger cargo operations.⁶ Includes Hawaii for all years and Alaska beginning 1955.⁷ Beginning 1960, includes operations in Alaska.

HIGHWAY TRANSPORTATION

Q 36-49

Series Q 36-46. Employment in Selected Types of Transportation: 1947 to 1970

[In thousands, except percent. Annual averages]

Year	Total	Trucking and warehousing ¹		Railroad ²		Air ³		Local and suburban ⁴		Intercity highway ⁵	
		Number	% Percent of total	Number	Percent of total	Number	Percent of total	Number	Percent of total	Number	Percent of total
		36	38	39	40	41	42	43	44	45	46
1970	2,149	1,083	50.4	627	29.2	319	14.8	77	3.6	43	2.0
1969	2,166	1,083	50.0	642	29.6	320	14.8	78	3.6	43	2.0
1968	2,128	1,045	49.1	661	31.1	298	14.0	81	3.8	43	2.0
1967	2,106	1,019	48.4	691	32.8	269	12.8	83	3.9	44	2.1
1966	2,070	1,005	48.6	718	34.7	223	10.8	82	4.0	42	2.0
1965	2,030	964	47.5	735	36.2	206	10.1	83	4.1	42	2.1
1964	1,991	919	46.2	756	38.0	191	9.6	83	4.2	42	2.1
1963	1,986	904	45.5	772	38.9	181	9.1	88	4.4	41	2.1
1962	1,989	885	44.5	796	40.0	176	8.8	91	4.6	41	2.1
1961	1,977	845	42.7	817	41.3	175	8.9	99	5.0	41	2.1
1960	2,055	856	41.7	885	43.1	172	8.4	101	4.9	41	2.0
1959*	2,074	844	40.7	925	44.6	161	7.8	103	5.0	41	2.0
1958	2,032	778	38.3	957	47.1	149	7.3	105	5.2	43	2.1
1957	2,230	804	36.1	1,121	50.3	148	6.6	112	5.0	45	2.0
1956	2,287	803	35.1	1,190	52.0	131	5.7	120	5.2	43	1.9
1955	2,254	765	33.9	1,205	53.5	114	5.1	127	5.6	43	1.9
1954	2,221	719	32.4	1,215	54.7	105	4.7	138	6.2	44	2.0
1953	2,403	731	30.4	1,377	57.3	105	4.4	141	5.9	49	2.0
1952	2,389	699	29.3	1,400	58.6	97	4.1	145	6.1	48	2.0
1951	2,409	676	28.1	1,449	60.1	86	3.6	151	6.3	47	2.0
1950	2,290	619	27.0	1,391	60.7	76	3.3	157	6.9	47	2.1
1949	2,232	567	25.4	1,367	61.2	77	3.4	169	7.8	52	2.3
1948	2,399	573	23.9	1,517	63.2	78	3.3	176	7.3	55	2.3
1947	2,443	551	22.6	1,557	63.7	82	3.4	199	8.1	54	2.2

* Denotes first year for which figures include Alaska and Hawaii.

¹ Covers establishments furnishing local or long-distance trucking, transfer, and draying services, or engaged in storage of farm products, furniture and other household goods, or commercial goods. Includes terminal facilities for handling freight.

² Includes companies furnishing transportation by line-haul railroad and certain allied services, such as sleeping and dining car services, railway express, and switching and terminal companies.

³ Covers certificated and noncertificated air carriers engaged in passenger and cargo or freight transportation. Excludes employment in related facilities and services.

⁴ Covers companies or systems primarily engaged in furnishing passenger transportation confined principally to a municipality, contiguous municipalities, or a municipality and its suburban areas, including transportation by railway but excluding taxicab, schoolbus, and charter service.

⁵ Covers intercity, interurban, and interstate bus lines, and includes intercity motor vehicle passenger transportation not operated on regular schedules.

Series Q 47-49. Indexes of Transportation Output: 1889 to 1966

Year	All traffic ¹	Year	All traffic ¹	Passenger	Freight	Year	All traffic ¹	Passenger	Freight
	47		47	48	49		47	48	49
	1958 = 100		1939 = 100				1939 = 100—Con.		
1966	152.7	1953	220			1935	79	87	77
1965	139.4	1952	219			1934	76	84	74
1964	128.0	1951	226			1933	70	76	68
1963	119.9					1932	66	79	62
1962	114.0	1950	206			1931	82	94	79
1961	107.7	1949	182						
1960	108.1	1948	205			1930	97	108	95
1959	106.4	1947	203			1929	110	118	108
1958	100.0	1946	192	248	176	1928	106	117	103
1957	103.4					1927	106	119	102
1956	108.5	1945	213	(NA)	(NA)	1926	108	121	104
		1944	222	(NA)	(NA)				
1955	108.2	1943	216	(NA)	(NA)	1925	102	120	97
1954	93.9	1942	183	(NA)	(NA)	1924	93	121	91
1953	98.4	1941	137	(NA)	(NA)	1923	102	122	96
1952	98.0					1922	88	116	81
1951	100.1	1940	110	108	114	1921	81	115	72
		1939	100	100	100	1920	103	127	96
		1938	89	97	87				
1950	89.6	1937	101	103	101	1889	18.5	25.5	16.5
1949	86.5	1936	93	99	92				
1948	92.1								

NA Not available.

¹ In combining passenger and freight traffic, passenger-miles were weighted by revenue per passenger-mile and ton-miles by revenue per ton-mile.

Series Q 64-68. Mileage and Cost of Federal-Aid Highway Systems: 1917 to 1970

Year	Miles of highway		Cost (mil. dol.) ³			Year or period	Miles of highway		Cost (mil. dol.) ³		
	Total designated as part of Federal systems ¹	Completed during year ²	Total	Federal funds	State funds		Total designated as part of Federal systems ¹	Completed during year ²	Total	Federal funds	State funds
	64	65	66	67	68		64	65	66	67	68
1970	895,208	10,745	4,625	3,515	1,110	1945	308,741	3,035	101	76	25
1969	890,094	10,569	4,826	3,706	1,120	1944	367,690	4,473	135	109	26
1968	886,181	11,871	4,132	3,167	965	1943	338,705	7,753	273	219	54
1967	887,465	14,150	5,178	4,039	1,139	1942	330,051	6,898	226	143	83
1966	885,050	16,281	5,362	4,151	1,211	1941	316,432	9,734	274	148	126
1965	908,722	17,433	4,569	3,430	1,139	1940	235,432	11,549	269	150	119
1964	901,120	19,487	4,560	3,385	1,175	1939	232,834	11,776	306	176	130
1963	891,927	19,561	3,790	2,767	1,023	1938	229,905	11,766	309	183	125
1962	886,678	21,051	3,423	2,437	986	1937	226,829	21,330	521	348	173
1961	879,539	21,313	3,265	2,339	925	1936	224,450	12,258	238	225	13
1960	866,841	20,969	3,264	2,273	992	1935	219,869	12,811	242	218	24
1959*	854,294	32,633	3,709	2,518	1,191	1934	212,496	21,203	358	311	47
1958	830,569	28,137	2,744	1,669	1,075	1933	207,194	18,219	264	223	41
1957	810,466	22,424	1,714	969	746	1932	205,025	10,855	205	95	110
1956	777,514	23,609	1,444	757	687	1931	198,967	15,902	325	228	97
1955	749,166	22,571	1,287	666	621	1930	193,652	10,339	237	100	137
1954	725,963	20,548	1,146	591	555	1929	189,853	8,581	197	80	117
1953	704,150	21,136	1,078	559	519	1928	188,917	9,758	196	83	113
1952	675,121	22,147	978	505	472	1927	187,035	10,220	189	84	105
1951	664,464	17,060	772	390	382	1926	184,162	10,723	215	93	122
1950	643,939	19,876	753	390	364	1925	179,501	11,001	221	100	121
1949	632,037	19,876	829	425	404	1924	174,507	10,946	205	93	112
1948	611,332	21,725	763	397	366	1923	169,007	7,494	130	57	73
1947	599,338	15,473	422	224	193	1922	169,007	11,188	186	80	106
1946	566,787	5,057	147	86	61	1917-1921	-----	12,919	222	95	127

* Denotes first year for which figures include Alaska and Hawaii.
¹ Includes estimates on Federal-aid primary system throughout, Federal-aid secondary systems beginning in 1942, and national system of interstate and defense highways beginning in 1951. Estimates as of end of calendar year.

² Comprises new and rebuilt mileage.
³ Represents actual expenditures of funds on calendar-year basis. Beginning 1935, includes money spent on public works and defense highways. Beginning 1940, includes secondary highways.

Series Q 69-81. Class I Intercity Motor Carriers of Passengers and Property: 1939 to 1970

[Carriers subject to ICC regulations]

Year	Carriers of passengers						Carriers of property						
	Carriers reporting ¹	Operating revenue	Expenses	Net income after income taxes	Vehicles in service ²	Vehi-cles-miles, passenger ³	Average fare per passenger, per carrier (intercity)	Carriers reporting	Operating revenue	Expenses	Net income after income taxes	Owmed revenue vehicles	Intercity vehi-cle-miles
	69	70	71	72	73	74	75	76	77	78	79	80	81
1970	71	722	639	52	13,232	871	3.81	1,376	11,137	10,763	150	483	11,498
1969	70	677	594	56	12,992	869	3.55	1,311	10,770	10,337	200	466	11,699
1968	173	695	613	61	15,398	977	2.91	1,252	9,593	9,129	235	428	10,902
1967	177	670	591	62	15,406	997	2.79	1,198	8,091	7,796	144	394	9,815
1966	166	644	550	54	14,298	988	2.71	1,159	7,897	7,505	217	384	9,814
1965	156	607	514	52	13,287	947	2.73	1,114	7,131	6,760	209	355	9,154
1964	161	655	570	52	16,157	1,056	2.43	1,025	6,199	5,918	152	318	8,209
1963	143	610	529	48	13,608	1,009	2.38	1,004	5,756	5,520	122	309	7,882
1962	151	589	511	43	13,873	998	2.30	1,004	5,428	5,204	112	298	7,567
1961	144	485	423	31	11,036	865	2.20	972	4,908	4,718	84	285	7,023
1960*	143	463	405	28	12,680	843	2.12	935	4,763	4,645	37	279	7,203
1959	143	439	380	29	10,783	810	2.00	890	4,590	4,392	92	265	7,085
1958	136	410	366	20	10,791	816	1.91	866	3,851	3,723	54	243	6,101
1957	144	407	371	20	11,801	867	1.70	837	3,836	3,702	62	238	6,399
1956	145	377	343	17	11,062	859	1.51	2,293	4,290	4,141	77	304	7,529
1955	146	362	331	16	13,127	859	1.37	2,244	4,030	3,870	82	289	7,559
1954	155	363	331	15	12,814	887	1.29	2,110	3,431	3,323	54	260	6,538
1953	161	395	354	18	12,940	972	1.24	2,027	3,493	3,360	60	251	6,802
1952	160	395	348	22	13,106	975	1.20	1,868	3,059	2,924	67	229	6,137
1951	166	393	345	25	13,431	1,011	1.12	1,737	2,728	2,603	58	213	5,848
1950	172	351	315	19	14,566	959	1.01	1,621	2,380	2,215	93	191	5,532
1949	262	380	346	20	14,868	1,066	.91	2,012	1,895	1,794	64	169	4,338
1948	260	401	351	31	15,290	1,130	.85	1,825	1,663	1,553	72	151	3,810
1947	253	367	313	33	14,149	1,056	.80	1,603	1,233	1,174	37	123	3,059
1946	254	381	299	50	14,168	1,043	.80	1,516	884	852	21	112	2,407
1945	231	378	265	32	12,865	931	.79	1,445	746	745	-2	100	2,165
1944	194	375	245	36	12,019	905	.80	1,337	711	696	8	98	2,132
1943	157	344	214	37	11,000	832	.81	1,165	646	626	9	89	2,006
1942	136	251	164	24	9,677	702	.80	1,083	583	566	17	84	2,040
1941	132	149	120	20	4,7891	556	.83	1,076	560	533	18	84	2,121
1940	135	115	98	15	4,678	482	.84	991	481	412	13	69	1,761
1939	149	113	95	20	4,608	466	.88	957	378	360	15	62	1,343

* Denotes first year for which figures include Alaska and Hawaii.
¹ Excludes carriers subject to ICC jurisdiction engaged preponderantly in local or suburban service and carriers engaged in transportation of both property and passengers.
² Regular route intercity and local.

³ Vehicles owned, leased, and operated under "purchased transportation" arrangements, operated in all revenue service.
⁴ Excludes intercity service.

TRANSPORTATION

Series Q 82-96. State Highway Finances: 1890 to 1970

[In millions of dollars]

Main data table with columns for Year, Revenues (Total, Receipts from current State imposts, Highway-user revenue, Federal funds, Receipts from issue of bonds, notes, etc., All other), Disbursements (Total, For State-administered highways, For county and local roads and streets, All other), and State highway debt outstanding.

Summary table showing State highway debt outstanding by year (96, 96, 96, 96) and a historical list from 1890 to 1913.

* Denotes first year for which figures include Alaska and Hawaii. Z Less than 50,000. 1 Includes road, bridge, and ferry tolls; property taxes; appropriations from general funds; and other State imposts. 2 Includes funds of Federal Highway Administration and other agencies paid as reimbursement to the States. Does not include direct Federal expenditures for highways. 3 Includes refunding issues and toll revenue bonds. 4 Includes funds transferred from local governments and miscellaneous receipts. 5 Beginning 1966, excludes amounts allocated for collection and nonhighway purposes, and bonds redeemed by refunding. 6 Includes administration, engineering, and equipment; State highway police; interest on obligations for State highways; and retirement of obligations for State highways. 7 Includes expenditures and funds transferred for nonhighway purposes and expense of collecting and administering highway-user revenue.

HIGHWAY TRANSPORTATION

Q 97-112

Series Q 97-112. Receipts and Disbursements of Highway Funds by Counties and Townships: 1921 to 1970

[In millions of dollars]

Year	Receipts of counties and townships for highways									Disbursements of counties and townships for highways ⁴						
	Total receipts	Local receipts					Transfers from other governments			Total disbursements ⁵	Capital outlays ³	Maintenance and operation	Administration and other	Interest ⁶	Debt retirement ⁶	Transfers to other governments
		Total	Local highway user imposts	Tolls	Borrowing ¹	Property tax, general fund, misc.	Total ²	Federal ³	State							
		97	98	99	100	101	102	103	104							
1970	3,075	1,511	50	24	222	1,216	1,565	72	1,485	3,028	915	1,463	269	65	193	124
1969	2,913	1,478	42	21	236	1,179	1,435	53	1,376	2,818	846	1,392	218	62	191	109
1968	2,693	1,372	18	21	272	1,061	1,321	44	1,255	2,639	806	1,272	201	55	167	138
1967	2,609	1,321	20	20	272	1,009	1,288	41	1,202	2,577	761	1,205	163	53	220	175
1966	2,410	1,216	18	20	201	977	1,194	45	1,146	2,345	714	1,138	146	46	162	139
1965	2,247	1,114	12	19	216	867	1,133	43	1,087	2,203	681	1,080	133	48	166	95
1964	2,135	1,053	11	18	203	821	1,082	33	1,044	2,068	649	1,008	123	45	143	95
1963	2,012	1,015	10	17	159	829	997	30	964	1,996	618	959	108	45	158	108
1962	1,990	1,035	9	16	220	790	955	30	922	1,934	605	939	99	41	144	106
1961	1,926	979	8	16	186	769	947	29	916	1,896	579	922	99	40	149	107
1960	1,753	878	9	19	115	735	875	28	845	1,737	500	923	95	33	108	78
1959	1,762	926	9	20	184	713	836	21	812	1,745	521	874	92	32	126	99
1958	1,695	891	4	19	167	701	804	26	776	1,704	549	847	81	32	116	77
1957	1,619	810	4	16	141	649	809	28	779	1,603	518	784	76	32	112	72
1956	1,518	768	3	15	128	622	750	21	728	1,509	425	764	65	31	109	58
1955	1,531	835	4	15	229	587	696	17	678	1,429	450	701	64	29	109	62
1954	1,371	697	4	14	113	566	674	18	655	1,369	436	677	59	29	107	48
1953	1,329	691	3	13	126	549	638	18	619	1,297	401	649	55	28	102	51
1952	1,253	650	3	13	121	513	603	17	584	1,200	355	618	51	27	97	42
1951	1,128	582	2	12	98	470	546	9	536	1,106	285	596	47	29	101	35
1950	1,067	565	2	12	104	447	502	6	495	1,043	266	557	44	29	100	38
1949	1,010	538	2	11	120	405	472	5	466	990	279	498	39	31	96	39
1948	936	489	1	10	98	380	447	4	442	929	255	478	33	32	91	37
1947	856	485	1	8	127	349	371	2	369	826	208	432	27	33	96	27
1946	702	375	1	7	64	303	327	3	323	635	147	373	24	35	85	17
1945	575	310	1	5	39	265	265	4	261	556	74	308	20	38	103	9
1944	519	276	1	5	28	242	243	2	241	506	58	271	19	41	105	8
1943	516	266	1	5	18	242	250	2	248	470	52	237	18	45	107	7
1942	669	320	1	5	57	257	349	79	270	643	173	246	18	49	142	8
1941	847	364	1	4	94	255	483	191	292	836	311	254	22	55	175	13
1940	931	348	-	3	63	277	533	299	233	925	432	249	19	58	149	12
1939	987	354	-	3	69	282	633	362	271	989	495	240	19	63	152	14
1938	1,023	370	-	3	86	281	653	394	259	1,031	533	239	18	68	150	17
1937	869	389	-	1	108	230	480	223	257	876	353	234	19	72	168	26
1936	901	326	1	-	56	269	575	341	234	909	449	222	24	73	116	23
1935	624	314	1	-	50	263	310	95	215	629	194	202	23	80	120	9
1934	660	282	1	-	31	250	378	154	224	662	238	187	26	81	116	10
1933	567	320	1	-	24	295	247	25	222	576	130	197	27	81	124	12
1932	664	456	1	-	67	388	208	-	208	686	168	235	28	87	133	24
1931	812	602	1	-	109	492	210	1	209	847	248	262	38	91	165	41
1930	818	622	-	-	95	527	196	-	196	852	297	284	36	83	113	39
1929	790	636	-	-	111	525	154	-	154	808	257	260	50	78	106	57
1928	835	700	-	-	150	550	135	-	135	832	282	260	37	80	103	70
1927	841	716	-	-	181	535	125	-	125	829	289	238	41	75	105	81
1926	775	667	-	-	169	498	108	-	108	752	266	213	42	67	91	73
1925	683	581	-	-	144	437	102	-	102	689	265	197	29	52	74	72
1924	690	646	-	-	153	483	44	-	44	688	256	195	27	55	67	88
1923	638	598	-	-	129	469	40	-	40	645	242	184	46	50	56	67
1922	731	645	-	-	150	495	36	-	36	733	330	185	40	35	48	95
1921	657	635	-	-	202	433	22	-	22	670	337	186	40	34	40	33

- Represents zero.

¹ Includes long and short-term notes. The latter are for two years or less.

² Beginning 1940, includes small amount from municipalities, not shown separately.

³ Includes Federal work-relief funds (mainly Works Progress Administration) for 1933-42 respectively, as follows (in millions of dollars): 25, 150, 91, 339, 221, 389, 352, 295, 189, and 78.

⁴ Includes expenditures by local rural agencies for highways. The major share of the expenditures were for the local highway system. However, in some instances, outlays for State-administered highways and local city streets are included.

⁵ For 1931-1959, includes small amount for nonhighway purposes, not shown separately.

⁶ Includes debt service for long and short-term notes. The latter are for two years or less.

Series Q 113-128. Receipts and Disbursements of Highway Funds by Municipalities: 1921 to 1970

[In millions of dollars]

Year	Receipts of municipalities for highways									Disbursements of municipalities for highways ³						
	Total receipts	Local receipts					Transfers from other governments			Total disbursements ⁴	Capital outlays	Maintenance and operation	Administration and other	Interest ⁵	Debt retirement ⁶	Transfers to other governments
		Total	Local highway user imposts	Tolls	Borrowing ¹	Property tax, general fund, misc.	Total ²	Federal	State							
		113	114	115	116	117	118	119	120							
1970	3,580	2,578	96	93	525	1,864	1,002	20	895	3,570	1,074	1,240	668	138	397	52
1969	3,269	2,430	91	89	447	1,808	839	10	764	3,273	1,017	1,136	525	131	384	80
1968	3,046	2,288	87	85	458	1,658	758	5	686	2,982	935	1,066	445	118	339	79
1967	2,826	2,116	74	82	499	1,461	710	6	664	2,786	894	970	381	111	354	76
1966	2,632	1,994	74	81	444	1,395	638	5	602	2,530	808	898	332	102	333	62
1965	2,362	1,748	71	77	394	1,206	614	11	574	2,305	722	854	234	101	345	49
1964	2,228	1,652	67	65	371	1,149	576	22	523	2,199	731	801	214	97	303	53
1963	2,170	1,680	61	60	475	1,084	490	5	435	2,117	694	789	139	94	309	42
1962	1,968	1,523	67	58	377	1,021	445	1	395	2,046	679	758	165	91	302	51
1961	2,003	1,592	67	53	450	1,022	411	2	365	1,949	645	738	163	83	275	45
1960	1,987	1,572	67	54	507	944	415	3	389	1,954	666	685	152	80	323	48
1959	1,892	1,491	66	54	503	888	401	1	364	1,815	631	659	133	75	263	54
1958	1,702	1,313	62	53	347	851	389	1	351	1,773	656	614	155	63	241	40
1957	1,725	1,390	68	52	436	834	335	1	305	1,682	615	567	123	57	264	38
1956	1,550	1,266	57	49	365	795	284	1	264	1,523	563	542	105	47	220	16
1955	1,485	1,224	56	46	385	737	261	1	243	1,347	507	479	82	52	180	25
1954	1,314	1,068	49	43	290	686	246	1	232	1,269	464	456	71	50	194	16
1953	1,186	971	49	42	236	644	215	1	204	1,163	415	442	70	43	151	15
1952	1,302	1,113	35	41	443	594	189	1	178	1,256	379	409	70	44	329	14
1951	962	792	25	37	205	525	171	1	162	959	336	377	56	42	133	10
1950	918	753	23	31	187	512	165	1	154	901	329	346	51	42	115	13
1949	1,014	860	23	26	300	511	154	1	145	971	320	347	50	43	200	8
1948	776	662	20	24	136	482	114	1	106	756	253	324	43	40	86	7
1947	671	565	17	21	132	395	106	1	101	635	212	265	34	39	78	4
1946	485	407	16	10	53	323	78	1	76	463	100	220	24	37	75	4
1945	399	350	15	8	31	296	49	1	48	389	55	191	18	38	84	1
1944	310	261	14	11	19	217	49	1	43	381	53	193	13	39	79	2
1943	297	248	12	10	22	204	49	1	43	322	41	176	14	41	43	2
1942	407	358	7	11	66	274	49	1	46	372	81	168	21	48	49	2
1941	485	437	8	9	79	341	58	1	52	494	112	170	26	59	122	2
1940	504	429	10	9	86	324	75	6	63	509	171	133	24	60	114	2
1939	471	404	20	7	80	297	67	7	54	479	172	153	33	62	54	1
1938	448	393	17	5	74	297	55	5	47	433	140	144	31	62	53	1
1937	489	432	11	5	89	377	57	2	50	488	130	134	29	63	123	1
1936	396	367	1	1	19	348	29	1	25	430	125	154	26	60	65	1
1935	373	352	1	1	17	335	21	1	17	408	107	145	24	68	64	1
1934	392	366	1	1	29	337	26	1	21	376	110	148	25	75	18	1
1933	407	386	1	1	13	373	21	1	17	501	135	147	24	82	113	1
1932	536	516	1	1	42	474	20	1	15	630	208	166	27	87	142	1
1931	737	716	1	1	73	643	21	1	16	790	344	193	32	88	133	1
1930	910	899	1	1	112	787	11	1	11	946	473	197	33	91	152	1
1929	860	847	1	1	122	725	13	1	13	779	427	196	32	82	42	1
1928	841	833	1	1	115	718	8	1	8	745	441	180	30	74	20	1
1927	848	845	1	1	115	730	3	1	3	747	451	182	30	69	15	1
1926	729	724	1	1	100	624	5	1	5	644	372	167	28	62	15	1
1925	694	691	1	1	113	578	3	1	3	591	356	147	24	54	10	1
1924	573	573	1	1	91	482	1	1	1	492	285	130	22	45	10	1
1923	403	403	1	1	1	403	1	1	1	403	226	120	20	37	1	1
1922	376	376	1	1	1	376	1	1	1	376	213	115	19	29	1	1
1921	337	337	1	1	1	337	1	1	1	337	191	108	18	20	1	1

- Represents zero.
¹ Includes long and short-term notes. The latter are for two years or less.
² Beginning 1931, includes small amount from county and townships, not shown separately.
³ Represents expenditures for highways and streets by local municipal governments. The major share of the expenditures were for the local highway system. However, in some instances, outlays for State-administered highways and local county-level streets are included.
⁴ For 1937-1958, includes small amount for nonhighway purposes, not shown separately.
⁵ Includes debt service for long and short-term notes. The latter are for two years or less.

Series Q 129-135. Highway Construction—Contracts Awarded: 1947 to 1970

[In millions of dollars. Covers federally and State owned highways only; includes force-account construction authorized to start]

Year	Highways			Federally aided projects		Independent State projects		Year	Highways			Federally aided projects		Independent State projects	
	Total	Federally owned	State owned	Total value	Federal funds	Total value	Total facilities		Total	Federally owned	State owned	Total value	Federal funds	Total value	Total facilities
	129	130	131	132	133	134	135		129	130	131	132	133	134	135
1970	6,520	52	6,468	4,877	3,619	1,591	49	1958	14,585	96	3,996	3,489	2,504	507	44
1969	6,625	38	6,587	5,048	3,784	1,539	78	1957	13,917	92	3,311	2,390	1,614	921	343
1968	5,305	84	5,220	3,711	2,766	1,510	63	1956	13,303	92	2,718	1,737	963	981	337
1967	5,522	78	5,444	4,112	3,077	1,392	213	1955	2,619	59	2,560	1,256	667	1,304	695
1966	5,459	127	5,332	4,173	3,181	1,159	99	1954	12,746	62	2,300	1,218	630	1,032	459
1965	4,935	135	4,800	3,896	2,976	904	49	1953	12,713	53	2,287	998	519	1,239	800
1964	4,868	123	4,745	4,055	3,084	690	82	1952	12,088	90	1,654	912	476	743	146
1963	4,418	142	4,275	3,730	2,770	546	27	1951	11,743	71	1,362	780	409	582	68
1962	4,336	95	4,241	3,253	2,506	988	326	1950	1,523	36	1,492	798	415	694	228
1961	4,482	92	3,303	3,168	2,289	634	92	1949	11,448	47	1,150	643	332	507	120
1960*	4,030	129	3,901	3,097	2,218	804	165	1948	11,436	28	1,145	740	386	405	46
1959	3,805	86	3,718	2,638	1,877	575	59	1947	917	25	892	635	329	257	(NA)

* Denotes first year for which figures include Alaska and Hawaii.
NA Not available.

¹ Includes locally owned; therefore, details do not add to total.

Series Q 136-147. Public Highway Debt—Long-Term Highway Obligations of State and Local Governments: 1945 to 1970

[In millions of dollars. State data are for calendar years; local data are for varying fiscal years. Excludes duplicated and interunit obligations, except as noted. Municipal obligations include data for all municipalities and other political subdivisions urban in character]

Year	Debt issued				Debt redeemed				Debt outstanding			
	Total ¹	State	County and local rural	Municipal	Total ²	State	County and local rural	Municipal	Total	State	County and local rural	Municipal
	136	137	138	139	140	141	142	143	144	145	146	147
1970	1,886	1,305	174	407	1,252	782	152	318	19,107	13,903	1,685	3,519
1969	2,022	1,351	241	430	1,122	705	137	280	18,572	13,380	1,658	3,534
1968	1,991	1,377	241	373	1,071	657	136	278	17,672	12,734	1,554	3,384
1967	1,633	1,012	194	427	965	540	136	289	16,749	12,014	1,450	3,285
1966	1,680	1,156	158	366	915	519	126	270	16,080	11,542	1,394	3,144
1965	1,070	536	169	315	855	459	123	273	15,316	10,905	1,363	3,048
1964	1,097	634	156	307	752	381	116	255	15,114	10,778	1,317	3,019
1963	981	458	114	409	732	382	114	236	14,773	10,525	1,281	2,967
1962	1,535	1,017	184	334	679	340	110	229	14,537	10,449	1,285	2,803
1961	1,272	718	153	401	665	330	117	218	13,718	9,772	1,252	2,694
1960	1,206	630	190	336	616	300	96	220	13,166	9,384	1,280	2,502
1959*	1,158	669	153	336	610	308	92	210	12,576	9,004	1,186	2,386
1958	1,352	913	140	299	543	252	94	197	12,278	8,641	1,130	2,507
1957	1,200	702	123	375	535	253	92	190	11,422	7,945	1,084	2,393
1956	1,439	1,067	105	267	438	190	97	151	10,659	7,496	1,035	2,128
1955	1,174	646	205	323	421	191	89	141	9,658	6,619	1,027	2,012
1954	2,684	2,317	94	273	433	168	109	156	8,905	6,164	911	1,830
1953	1,353	1,038	119	196	344	139	86	119	6,654	4,015	926	1,713
1952	1,102	797	100	205	339	157	78	104	5,645	3,116	893	1,636
1951	790	535	79	176	349	156	82	111	4,883	2,476	868	1,539
1950	652	400	90	162	322	143	83	96	4,436	2,096	872	1,468
1949	533	254	98	181	261	106	81	84	4,077	1,838	888	1,402
1948	476	270	83	123	266	117	79	78	3,797	1,690	870	1,298
1947	303	80	107	122	258	115	78	75	3,589	1,537	866	1,254
1946	161	55	49	62	261	124	78	72	3,538	1,571	837	1,207
1945	49	11	22	20	258	115	87	78	3,640	1,638	869	1,218

* Denotes first year for which figures include Alaska and Hawaii.
¹ Excludes refunding issues.

² Excludes redemptions by refunding.
³ Duplicated and interunit obligations have been excluded from totals only.

Series Q 163-174. Automobile Insurance: 1946 to 1970

[Money figures in millions of dollars. 1950, net basis; 1955, direct writing basis; 1960 and 1965, direct premiums earned and direct losses incurred; 1969, premiums written basis; 1970, premiums earned basis]

Year	Total insurance			Automobile liability						Physical damage ³				
	Premiums written	Losses paid ¹		Premiums written	Bodily injury		Premiums written	Property damage ²		Premiums written	Losses paid ¹			
		Total	Percent of premiums written		Total	Percent of premiums written		Total	Percent of premiums written		Total	Percent of premiums written	Total	Percent of premiums written
1970	14,612	11,198	76.6	6,723	5,256	78.2	2,836	2,291	80.8	5,053	3,651	72.3		
1969	12,906	7,715	59.8	5,892	3,093	52.5	2,544	1,693	66.5	4,470	2,929	65.5		
1968	11,693	6,642	56.8	5,383	2,802	52.1	2,280	1,416	62.1	4,090	2,424	60.1		
1967	10,800	5,814	53.8	4,991	2,580	51.7	2,091	1,224	58.5	3,718	2,011	54.1		
1966	10,008	5,235	52.3	4,610	2,351	51.0	1,894	1,090	59.6	3,504	1,794	51.2		
1965	8,358	5,221	62.5	3,948	2,459	62.3	1,567	1,025	65.4	2,843	1,737	61.1		
1964	7,582	4,787	63.1	3,612	2,266	62.7	1,418	940	66.3	2,552	1,581	62.0		
1963	7,341	4,459	60.7	3,333	2,017	60.5	1,328	826	62.2	2,680	1,616	60.3		
1962	6,922	4,034	58.3	3,144	1,849	58.8	1,276	748	58.6	2,502	1,437	57.4		
1961	6,668	3,723	55.8	2,977	1,744	58.6	1,285	705	54.9	2,406	1,274	53.0		
1960*	6,448	3,645	56.5	2,841	1,697	59.7	1,219	675	55.4	2,388	1,273	53.3		
1959	6,060	3,445	56.8	2,596	1,615	62.2	1,185	655	55.3	2,279	1,175	51.6		
1958	5,404	2,846	52.7	2,432	1,280	52.6	1,087	572	52.6	1,885	994	52.7		
1957	5,037	2,714	53.9	2,180	1,141	52.3	989	541	54.7	1,868	1,032	55.2		
1956	4,541	2,363	52.0	1,899	923	48.6	925	488	52.8	1,717	952	55.4		
1955	4,644	2,122	45.7	1,735	820	47.3	896	415	46.3	2,013	887	43.6		
1954	4,175	1,869	44.8	1,642	746	45.4	877	387	44.1	1,656	736	44.4		
1953	4,165	1,810	43.5	1,562	661	42.3	833	374	44.9	1,770	775	43.8		
1952	3,608	1,646	45.6	1,332	569	42.7	715	369	51.5	1,561	708	45.4		
1951	2,995	1,406	47.0	1,126	493	43.8	575	313	54.5	1,294	600	46.3		
1950	2,625	1,069	40.7	931	396	42.5	482	231	47.9	1,212	442	36.5		
1949	2,332	901	38.7	879	343	39.0	453	205	45.3	999	353	41.0		
1948	2,019	802	39.7	744	286	38.4	366	171	46.9	910	345	37.9		
1947	1,657	673	40.6	636	235	36.9	289	138	37.9	732	300	41.0		
1946	1,250	582	46.6	500	189	37.7	193	107	55.1	557	287	51.5		

* Denotes first year for which figures include Alaska and Hawaii.

¹ For 1970, includes adjusting expenses.

² Covers real property against damage by autos.

³ Covers auto fire, theft, collision, and comprehensive.

Series Q 175-186. Percent Distribution of Automobile Ownership, and Financing: 1947 to 1970

[In percent. Excludes Alaska and Hawaii]

Years	Families owning automobiles			Method of financing purchases								
	Total	Owning 1 automobile	Owning 2 or more automobiles	All passenger cars ¹			New passenger cars ¹			Used passenger cars ¹		
				Total	Full cash ²	Installment credit and other borrowing	Total	Full cash ²	Installment credit and other borrowing	Total	Full cash ²	Installment credit and other borrowing
1970	82	54	28	100	47	53	100	34	66	100	52	48
1969	79	52	27	100	47	53	100	34	66	100	51	49
1968	79	53	26	100	42	58	100	31	69	100	50	50
1967	78	53	25	100	48	52	100	38	62	100	53	47
1966	79	54	25	100	48	52	100	37	63	100	52	48
1965	79	55	24	100	48	52	100	40	60	100	53	47
1964	78	55	22	100	47	53	100	40	60	100	51	49
1963	80	58	22	100	45	55	100	38	62	100	49	51
1962	74	57	17	100	44	56	100	38	62	100	48	50
1961	76	58	18	100	48	52	100	39	61	100	52	48
1960	77	62	15	100	38	62	100	33	67	100	41	59
1959	74	59	15	100	38	61	100	33	66	100	41	57
1958	70	60	10	100	43	56	100	36	63	100	45	54
1957	75	62	13	100	38	60	100	36	63	100	39	58
1956	72	61	9	100	36	61	100	34	63	100	38	60
1955	70	60	10	100	38	60	100	39	60	100	37	60
1954	66	58	8	100	37	61	100	38	61	100	36	61
1953	61	55	5	100	38	61	100	40	59	100	37	62
1952	60	56	4	100	35	63	100	41	57	100	33	65
1951	60	56	4	100	44	55	100	52	47	100	39	60
1950	59	52	7	100	47	52	100	54	46	100	41	57
1949	56	54	3	100	50	49	100	56	43	100	47	52
1948	54	54	3	100	59	39	100	66	33	100	55	42
1947	54	54	3	100	65	35	100	71	29	100	63	37

¹ Refers to purchases during preceding year. Includes cars received as gifts, whether cash or credit purchased. Detail in purchases excludes buyers for whom method of financing was not ascertained.

² Includes trade-in allowance.

³ Based on spending units (persons living in the same dwelling and related by blood, marriage, or adoption) who pooled their income for major items of expense.

Series Q 187-198. Speed of Motor Vehicles on Highways: 1945 to 1970

[Excludes Alaska and Hawaii. Based on actual speed of each vehicle recorded on tangent sections of main rural highways during off-peak hours]

Year	Vehicles recorded (1,000)	Average speed (m.p.h.)				Percent of vehicles exceeding—						
		All vehicles	Passenger cars	Trucks	Buses	40 m.p.h.	45 m.p.h.	50 m.p.h.	55 m.p.h.	60 m.p.h.	65 m.p.h.	70 m.p.h.
		187	188	189	190	191	192	193	194	195	196	197
1970	488	59.2	60.6	54.7	58.8	97	93	83	68	47	27	12
1969	388	60.0	61.3	54.9	59.4	98	93	82	67	46	27	13
1968	480	59.0	60.4	54.0	60.5	97	92	81	66	45	26	12
1967	478	58.0	59.5	53.1	59.4	96	91	79	64	44	24	12
1966	519	57.3	58.8	52.6	58.8	96	89	76	59	40	-----	-----
1965	552	56.4	57.8	51.8	57.4	95	88	73	56	34	-----	-----
1964	569	55.9	57.2	51.0	57.8	95	87	71	53	32	-----	-----
1963	539	55.8	57.1	51.3	58.1	95	88	72	52	29	-----	-----
1962	602	53.8	55.1	49.4	56.0	93	84	64	43	21	-----	-----
1961	574	52.6	53.7	48.2	55.3	92	80	60	38	18	-----	-----
1960	459	52.6	53.8	48.2	55.5	92	80	58	37	16	-----	-----
1959	396	52.0	53.3	47.3	53.5	90	77	56	36	16	-----	-----
1958	515	51.7	52.8	47.3	53.6	90	77	55	33	15	-----	-----
1957	344	51.4	52.6	47.0	52.6	89	75	52	33	15	-----	-----
1956	381	50.5	51.8	46.2	52.3	87	72	49	30	14	-----	-----
1955	395	50.5	52.0	45.6	52.3	87	72	50	29	14	-----	-----
1954	236	49.7	51.1	45.2	51.8	86	69	46	26	12	-----	-----
1953	241	49.7	51.1	44.9	51.5	85	69	47	27	13	-----	-----
1952	341	49.5	50.8	45.0	52.1	84	68	45	26	12	-----	-----
1951	273	48.9	50.1	44.4	51.2	82	63	42	24	11	-----	-----
1950	280	47.6	48.7	43.0	49.8	77	58	37	20	8	-----	-----
1949	223	47.6	48.7	43.5	50.3	78	60	38	21	9	-----	-----
1948	164	47.7	48.8	43.1	50.0	77	59	36	20	9	-----	-----
1947	132	46.9	48.1	42.5	48.4	75	56	34	18	8	-----	-----
1946	153	45.2	46.1	40.2	47.8	68	48	29	15	7	-----	-----
1945 ¹	96	44.0	45.0	39.8	45.5	64	42	24	11	5	-----	-----

¹ August 15 to December 31.

Series Q 199-207. Miles of Travel by Motor Vehicles: 1921 to 1970

[In million vehicle-miles]

Year	All motor vehicles			Passenger vehicles ¹		Trucks and combinations		Average miles per vehicle		Year	All motor vehicles		
	Total travel	Urban travel	Rural travel	Urban travel	Rural travel	Urban travel	Rural travel	Passenger vehicles ¹	Trucks and combinations		Total travel	Urban travel	Rural travel
	199	200	201	202	203	204	205	206	207		199	200	201
	199	200	201	202	203	204	205	206	207		199	200	201
1970	1,120,705	577,373	543,332	496,767	409,268	80,606	134,064	9,798	11,450	1935	228,568	118,327	110,241
1969	1,070,575	544,547	526,028	468,275	395,620	76,272	130,408	9,650	11,565	1934	215,563	112,513	103,050
1968	1,015,649	513,289	502,360	440,936	378,062	72,353	124,298	9,507	11,571	1933	200,642	105,578	95,064
1967	961,553	485,493	476,060	417,209	361,888	68,284	114,172	9,420	11,268	1932	200,517	106,366	94,151
1966	930,497	469,777	460,720	402,573	354,019	67,204	106,701	9,407	11,207	1931	216,151	115,580	100,571
1965	887,640	423,853	463,787	358,796	355,188	65,057	108,599	9,278	11,737	1930	206,320	111,202	95,118
1964	846,500	405,086	441,414	342,755	339,474	62,331	101,940	9,311	11,723	1929	197,720	107,409	90,311
1963	805,423	385,422	420,001	327,079	322,775	58,343	97,226	9,265	11,644	1928	172,856	-----	-----
1962	766,852	368,089	398,763	318,937	314,626	49,152	84,137	9,467	10,406	1927	158,453	-----	-----
1961	737,535	339,633	397,902	294,191	314,762	45,442	83,140	9,492	10,461	1926	140,735	-----	-----
1960	718,845	331,585	387,260	286,898	305,538	44,687	81,722	9,474	10,583	1925	122,346	-----	-----
1959 [*]	700,478	323,790	376,638	279,931	297,393	43,859	79,295	9,559	10,552	1924	104,838	-----	-----
1958	664,653	307,069	357,584	265,729	283,454	41,340	74,130	9,524	10,348	1923	84,995	-----	-----
1957	647,004	296,699	350,305	256,563	277,235	40,136	73,070	9,425	10,328	1922	67,697	-----	-----
1956	631,161	287,200	343,961	246,961	271,955	40,239	72,006	9,389	10,813	1921	55,027	-----	-----
1955	605,646	275,105	330,541	235,384	261,445	39,721	69,096	9,400	10,697	-----	-----	-----	-----
1954	561,963	247,551	314,412	210,671	246,733	36,880	67,679	9,354	10,883	-----	-----	-----	-----
1953	544,433	236,058	308,375	199,754	240,046	36,304	68,329	9,417	10,927	-----	-----	-----	-----
1952	513,581	224,118	289,463	189,987	224,534	34,131	64,929	9,442	10,940	-----	-----	-----	-----
1951	491,098	222,671	268,422	188,670	207,579	34,001	60,843	9,208	10,790	-----	-----	-----	-----
1950	458,246	218,248	239,998	184,476	183,218	33,772	56,780	9,078	10,776	-----	-----	-----	-----
1949	424,461	205,364	219,097	175,686	171,044	29,678	48,053	9,468	9,915	-----	-----	-----	-----
1948	397,957	199,082	198,875	170,331	153,617	28,751	45,258	9,648	10,030	-----	-----	-----	-----
1947	370,894	184,088	186,806	158,770	145,921	25,318	40,885	9,814	9,955	-----	-----	-----	-----
1946	340,880	170,049	170,831	148,497	136,153	21,552	34,678	10,033	9,630	-----	-----	-----	-----
1945	250,173	130,161	120,012	111,401	92,831	18,760	27,181	7,870	9,270	-----	-----	-----	-----
1944	212,713	110,750	101,963	93,679	77,264	17,071	24,699	6,647	8,998	-----	-----	-----	-----
1943	208,192	108,990	99,202	91,942	74,592	17,043	24,610	6,366	9,034	-----	-----	-----	-----
1942	268,224	138,235	129,989	119,653	102,780	18,582	27,209	7,910	9,616	-----	-----	-----	-----
1941	333,612	163,591	170,021	143,101	135,558	20,490	34,463	9,663	10,750	-----	-----	-----	-----
1940	302,188	149,993	152,195	130,269	121,988	19,724	30,207	9,129	10,626	-----	-----	-----	-----
1939	285,402	142,253	143,149	122,805	115,378	19,443	27,771	9,025	10,504	-----	-----	-----	-----
1938	271,177	136,264	134,913	117,537	109,145	18,727	25,768	8,923	10,383	-----	-----	-----	-----
1937	270,110	138,072	132,033	118,216	107,743	19,856	24,295	8,819	10,264	-----	-----	-----	-----
1936	252,128	129,450	122,678	110,419	100,602	19,031	22,076	8,675	10,098	-----	-----	-----	-----

* Denotes first year for which figures include Alaska and Hawaii.

¹ Passenger cars, buses, and taxicabs.

Series Q 208-223. Motor Vehicle Deaths and Death Rates, by Age: 1913 to 1970

[Rates are deaths per 100,000 population]

Year or period	All ages		Under 5 years		5-14 years		15-24 years		25-44 years		45-64 years		65-74 years		75 years and over ²	
	Number	Rate ¹	Number	Rate	Number	Rate	Number	Rate	Number	Rate	Number	Rate	Number	Rate	Number	Rate
	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223
1970	54,633	25.3	1,915	11.2	4,159	10.2	16,720	46.7	13,446	27.9	11,099	26.5	4,084	32.7	3,210	42.2
1969	55,791	27.6	2,077	11.6	4,045	9.8	17,443	49.8	13,868	28.9	11,012	26.6	4,210	35.2	3,186	41.5
1968	55,200	28.8	2,100	11.0	4,200	10.2	16,600	51.6	13,600	28.5	11,800	27.8	4,100	34.5	3,800	46.7
1967	52,924	27.8	2,067	10.7	3,845	9.4	15,646	49.2	12,987	27.6	10,902	26.9	4,285	36.5	3,192	45.7
1966	53,041	28.3	2,182	11.0	3,869	9.6	15,298	48.8	13,282	28.6	11,051	27.9	4,217	36.4	3,142	45.6
1965	49,163	26.5	2,059	10.1	3,526	8.9	13,395	44.2	12,595	27.1	10,509	27.0	4,077	35.5	3,002	45.0
1964	47,700	26.1	2,120	10.2	3,430	8.8	12,400	42.7	12,500	26.8	10,200	26.6	4,150	36.4	2,900	44.9
1963	43,564	24.3	1,991	9.6	3,063	8.0	11,123	40.1	11,356	24.4	9,506	25.1	3,786	33.4	2,739	43.9
1962	40,804	23.1	1,903	9.2	3,028	8.1	10,157	38.4	10,701	22.9	8,812	23.6	3,696	32.8	2,507	41.5
1961	38,091	22.0	1,891	9.2	2,802	7.6	9,088	36.5	10,212	21.8	8,287	22.5	3,467	31.0	2,364	40.5
1960	38,137	22.4	1,953	9.6	2,814	7.9	9,117	37.7	10,189	21.8	8,294	22.9	3,457	31.3	2,313	41.1
1959	37,910	22.7	1,842	9.2	2,719	7.9	8,969	38.2	10,358	22.2	8,263	23.2	3,487	32.3	2,272	41.8
1958	36,981	22.5	1,791	9.1	2,710	8.1	8,388	37.0	10,414	22.2	7,922	22.6	3,535	33.5	2,221	42.3
1957	38,702	24.1	1,785	9.2	2,604	8.0	8,667	39.7	11,230	23.9	8,545	24.8	3,560	34.4	2,311	45.5
1956	39,628	25.1	1,770	9.4	2,640	8.4	9,169	42.9	11,551	24.6	8,573	25.3	3,657	36.2	2,268	46.4
1955	38,426	24.6	1,875	10.2	2,406	8.0	8,656	40.9	11,448	24.5	8,372	25.2	3,455	35.1	2,214	47.1
1954	35,586	23.0	1,864	10.4	2,332	8.1	7,571	36.2	10,502	22.6	7,848	24.0	3,247	33.9	2,203	49.0
1953	37,955	24.9	2,019	11.5	2,368	8.5	8,169	39.1	11,302	24.5	8,318	25.8	3,508	37.7	2,271	52.6
1952	37,794	25.0	1,951	11.3	2,295	8.7	8,115	38.6	11,380	24.7	8,463	26.7	3,472	38.5	2,118	50.8
1951	36,996	24.6	1,875	10.9	2,300	9.2	7,713	36.0	11,253	24.7	8,276	26.5	3,444	39.5	2,135	53.0
1950	34,763	23.3	1,767	10.8	2,152	8.8	7,600	34.5	10,214	22.5	7,728	25.1	3,264	38.8	2,038	52.4
1949	31,701	21.5	1,667	10.7	2,153	9.0	6,772	30.7	8,892	19.9	7,073	23.4	3,116	37.8	2,023	53.9
1948	32,259	22.3	1,635	11.0	2,337	9.8	7,218	32.5	8,702	19.8	7,190	24.3	3,173	39.6	2,001	55.4
1947	32,697	23.0	1,502	10.5	2,275	9.7	7,251	32.8	8,775	20.3	7,468	25.7	-----	-----	5,426	48.2
1946	33,411	24.0	1,568	11.9	2,508	10.8	7,445	34.4	8,955	21.1	7,532	26.4	-----	-----	5,403	49.6
1945	28,076	21.4	1,290	10.0	2,386	10.3	5,358	27.8	7,578	19.7	6,794	24.2	-----	-----	4,670	44.1
1944	24,282	18.3	1,208	9.6	2,093	9.1	4,561	22.6	6,514	16.7	5,982	21.6	-----	-----	3,929	38.2
1943	23,823	17.7	1,132	9.4	1,959	8.6	4,522	20.6	6,454	16.1	5,996	22.0	-----	-----	3,760	37.6
1938-1942 avg	33,549	25.5	1,187	11.1	2,453	10.8	6,705	28.5	9,173	23.1	8,594	32.8	-----	-----	5,437	59.8
1933-1937 avg	36,313	29.3	1,273	12.4	3,054	12.7	6,790	29.3	10,224	26.9	9,521	39.8	-----	-----	5,451	69.8
1928-1932 avg	30,900	26.4	1,500	12.8	3,600	14.5	5,600	25.1	8,200	22.6	7,500	35.0	-----	-----	4,500	67.5
1923-1927 avg	21,700	19.6	1,300	11.1	3,800	15.8	3,500	16.8	5,400	15.9	4,800	24.7	-----	-----	2,900	48.6
1918-1922 avg	12,500	12.3	950	8.3	3,100	14.1	1,650	8.8	2,900	9.4	2,500	14.5	-----	-----	1,400	27.9
1913-1917 avg	6,700	7.0	450	3.8	1,600	7.7	950	5.1	1,700	5.9	1,400	8.9	-----	-----	600	13.4

¹ Based on populations standardized for age (base 1940) to remove influence of changes in age distribution that occurred between 1913 and 1969.

² Includes "age unknown." In 1967, those deaths numbered about 23.

Series Q 224-232. Motor-Vehicle Accidents—Number and Deaths, by Type of Accident: 1913 to 1970

Year	Total motor-vehicle accidents (1,000)	Traffic deaths ¹					Traffic death rates		
		Total	Non-collision accidents	Collision accidents			Per 100,000 population	Per 10,000 motor vehicles	Per 100 million vehicle miles
				With other motor vehicles	With pedestrians	With fixed objects			
	224	225	226	227	228	229	230	231	232
1970	16,000	54,633	² 15,400	23,200	9,900	² 3,800	26.8	4.9	4.9
1969	15,500	55,791	15,700	23,700	10,100	3,900	27.7	5.2	5.2
1968	14,600	54,862	17,400	22,400	9,900	2,700	27.5	5.3	5.4
1967	13,700	52,924	16,700	22,000	9,400	2,350	26.8	5.4	5.5
1966	13,600	53,041	16,300	22,200	9,400	2,500	27.1	5.5	5.7
1965	13,200	49,163	14,900	20,800	8,900	2,200	25.4	5.4	5.5
1964	12,300	47,700	14,600	19,600	9,000	2,100	25.0	5.5	5.6
1963	11,500	43,564	13,800	17,600	8,200	1,900	23.1	5.2	5.4
1962	11,000	40,804	12,900	16,400	7,900	1,750	22.0	5.1	5.3
1961	10,400	38,091	12,200	14,700	7,650	1,700	20.8	5.0	5.2
1960	10,400	38,137	11,900	14,800	7,850	1,700	21.2	5.1	5.3
1959	10,200	37,910	11,800	14,900	7,850	1,600	21.5	5.3	5.4
1958	10,000	36,981	11,600	14,200	7,650	1,650	21.3	5.4	5.6
1957	10,200	38,702	11,800	15,400	7,850	1,700	22.7	5.7	6.0
1956	10,300	39,628	13,000	15,200	7,900	1,600	23.7	6.1	6.3
1955	9,900	38,426	12,100	14,500	8,200	1,600	23.4	6.1	6.3
1954	9,550	35,586	11,500	12,800	8,000	1,500	22.1	6.1	6.3
1953	9,900	37,955	12,200	13,400	8,750	1,600	24.0	6.7	7.0
1952	9,500	37,794	11,900	13,500	8,900	1,450	24.3	7.1	7.4
1951	9,400	36,996	11,200	13,100	9,150	1,400	24.1	7.1	7.5

See footnotes at end of table.

TRANSPORTATION

Series Q 224-232. Motor-Vehicle Accidents—Number and Deaths, by Type of Accident: 1913 to 1970—Con.

Year	Total motor-vehicle accidents (1,000)	Traffic deaths ¹					Traffic death rates		
		Total	Non-collision accidents	Collision accidents			Per 100,000 population	Per 10,000 motor vehicles	Per 100 million vehicle miles
				With other motor vehicles	With pedestrians	With fixed objects ²			
	224	225	226	227	228	229	230	231	232
1950	8,300	34,763	10,600	11,650	9,000	1,300	23.0	7.1	7.6
1949	7,600	31,701	9,100	10,500	8,800	1,100	21.9	7.1	7.5
1948	8,200	32,259	8,950	10,200	9,950	1,000	22.1	7.9	8.1
1947	8,400	32,697	8,800	9,900	10,450	1,000	22.8	8.6	8.8
1946	6,150	33,411	8,900	9,400	11,600	950	23.9	9.7	9.8
1945	5,500	28,076	6,600	7,150	11,000	800	21.2	9.1	11.2
1944	4,800	24,282	5,600	5,700	9,900	700	18.3	8.0	11.4
1943	4,400	23,823	5,690	5,300	9,900	700	17.8	7.7	11.4
1942	5,200	28,309	6,740	7,300	10,650	850	21.1	8.6	10.6
1941	7,000	39,969	9,450	12,500	13,550	1,350	30.0	11.5	12.0
1940	6,100	34,501	7,800	10,100	12,700	1,100	26.1	10.6	11.4
1939	5,700	32,386	7,900	8,700	12,400	1,000	24.7	10.4	11.4
1938	5,800	32,582	7,350	8,900	12,850	940	25.1	10.9	12.0
1937	7,000	39,643	9,690	10,320	15,500	1,160	30.8	13.2	14.7
1936		38,089	9,410	9,500	15,250	1,060	29.7	13.4	15.1
1935		36,369	9,720	8,750	14,350	1,010	28.6	13.7	15.9
1934		36,101	9,820	8,110	14,480	1,040	28.6	14.3	16.8
1933		31,363	8,680	6,470	12,340	900	25.0	13.0	15.6
1932		29,500	7,000	6,070	11,490	800	23.6	12.2	16.1
1931		33,700	7,850	6,820	13,370	870	27.2	13.0	17.0
1930		32,900	8,730	5,880	12,900	720	26.7	12.4	17.4
1929		31,200	8,430	5,400	12,250	620	25.7	11.8	17.3
1928		28,000	7,360	4,310	11,420	540	23.4	11.4	17.4
1927		25,800	7,280	3,430	10,820	500	21.8	11.2	17.7
1926		23,400					20.1	10.6	18.0
1925		21,900					19.1	11.0	17.9
1924		19,400					17.1	11.0	
1923		18,400					16.5	12.2	
1922		15,300							
1921		13,900							
1920		12,500							
1919		11,200							
1918		10,700							
1917		10,200							
1916		8,200							
1915		6,800							
1914		4,700							
1913		4,200							

¹ Totals may not quite equal sums of various types because totals for most types are estimated, and these have been rounded.

² Data based on improved reporting procedure; therefore, not entirely comparable with other years.

Series Q 233-234. State and Federal Gasoline Tax Rates: 1930 to 1970

[In cents per gallon. When 2 figures appear in a cell, the first is tax in effect at beginning of year, the other is tax at end of year]

Year	State average	Federal tax ¹	Year	State average	Federal tax ¹	Year	State average	Federal tax ¹
	233	234		233	234		233	234
1970	7.01	4	1955	5.35	2	1940	3.96	1-1.5
1969	6.84	4	1954	5.19	2	1939	3.96	1
1968	6.62	4	1953	5.10	2	1938	3.96	1
1967	6.45	4	1952	4.83	2	1937	3.91	1
1966	6.42	4	1951	4.74	1.5-2	1936	3.85	1
1965	6.41	4	1950	4.65	1.5	1935	3.80	1
1964	6.31	4	1949	4.52	1.5	1934	3.66	1
1963	6.22	4	1948	4.35	1.5	1933	3.65	1-1.5
1962	6.18	4	1947	4.25	1.5	1932	3.60	0-1
1961	6.09	4	1946	4.16	1.5	1931	3.48	
1960	5.94	4	1945	4.10	1.5	1930	3.35	
1959*	5.86	3-4	1944	4.06	1.5			
1958	5.65	3	1943	4.05	1.5			
1957	5.58	3	1942	3.99	1.5			
1956	5.54	2-3	1941	3.99	1.5			

* Denotes first year for which figures include Alaska and Hawaii.

¹ The 4-cent gasoline tax applies to all gallonage imported or produced. Effective July 1, 1955, the entire tax became refundable for fuel used for farming; thereafter,

the additional two cents (one cent levied July 1, 1956, and one cent levied Oct. 1, 1959) became refundable for nonhighway uses, and for use by local transit systems.

HIGHWAY TRANSPORTATION

Series Q 235-250. Public Transit Mileage, Equipment, Passengers, and Passenger Revenue: 1917 to 1970

Year	Mileage (Dec. 31)			Equipment owned (Dec. 31)			Revenue and nonrevenue passengers (millions)				Revenue passengers (mil.)	Passenger revenue (mil. dol.)	Em- ployees (1,000)	Em- ployee payroll (mil. dol.)	Passengers carried, railway (millions)	
	Railway track	Trolley coach	Motor bus	Railway cars	Trolley coaches	Motor buses	Total	Railway	Trolley coach	Motor bus					Surface	Subway and elevated
1970	2,081	563	112,700	10,600	1,050	49,700	7,332	2,116	182	5,034	5,932	1,639.1	138	1,274	235	1,881
1969	2,081	563	117,300	10,665	1,082	49,600	7,803	2,229	199	5,375	6,310	1,554.7	141	1,184	249	1,980
1968	2,045	616	121,000	10,745	1,185	50,000	8,019	2,181	228	5,610	6,491	1,470.2	144	1,110	253	1,928
1967	2,049	616	123,600	10,645	1,244	50,180	8,172	2,201	248	5,723	6,616	1,457.4	146	1,055	263	1,938
1966	2,153	676	122,100	10,680	1,326	50,180	8,083	2,035	284	5,764	6,671	1,385.4	144	995	282	1,753
1965	2,173	766	120,900	10,664	1,453	49,600	8,253	2,134	305	5,814	6,798	1,340.1	145	964	276	1,858
1964	2,173	986	118,300	10,614	1,865	49,200	8,328	2,166	349	5,818	6,854	1,326.0	145	917	289	1,877
1963	2,236	1,119	117,400	10,634	2,155	49,400	8,400	2,165	413	5,822	6,915	1,316.3	147	892	329	1,836
1962	2,557	1,849	114,300	11,084	3,161	48,800	8,695	2,283	547	5,865	7,122	1,330.2	149	878	284	1,704
1961	2,601	2,017	111,500	11,419	3,593	49,000	8,883	2,289	601	5,993	7,242	1,320.9	152	856	434	1,855
1960	3,143	2,196	108,700	11,866	3,226	49,600	9,357	2,313	657	6,425	7,521	1,334.9	156	857	463	1,850
1959*	3,445	2,491	106,300	11,983	4,297	49,500	9,575	2,349	749	6,459	7,650	1,308.0	159	832	521	1,828
1958	3,844	2,723	104,500	12,201	4,848	50,100	9,732	2,387	843	6,502	7,778	1,282.2	165	831	572	1,815
1957	5,019	3,007	102,400	12,759	5,412	50,800	10,389	2,522	993	6,874	8,338	1,319.8	177	840	679	1,843
1956	5,746	3,298	100,700	13,225	5,748	51,400	10,941	2,756	1,142	7,043	8,766	1,351.1	186	852	876	1,880
1955	6,197	3,428	99,800	14,532	6,157	52,400	11,529	3,077	1,202	7,250	9,189	1,358.9	198	864	1,207	1,870
1954	6,765	3,630	99,000	15,600	6,598	54,000	12,392	3,401	1,367	7,624	9,858	1,410.0	211	895	1,489	1,912
1953	7,352	3,663	100,000	17,234	6,941	54,700	13,902	4,076	1,566	8,260	11,036	1,448.6	220	913	2,036	2,040
1952	8,532	3,736	99,600	19,176	7,180	55,980	15,119	4,601	1,640	8,878	12,022	1,438.1	227	903	2,477	2,124
1951	9,457	3,678	99,700	20,604	7,071	57,660	16,125	5,290	1,683	9,202	12,281	1,411.6	232	872	3,101	2,189
1950	10,813	3,513	98,000	22,986	6,504	56,820	17,246	6,168	1,658	9,420	13,845	1,386.8	240	835	3,904	2,264
1949	11,931	3,337	96,400	24,728	6,366	57,035	19,008	7,185	1,661	10,162	15,251	1,419.7	253	841	4,839	2,346
1948	12,964	2,905	96,500	26,280	5,687	58,540	21,968	9,112	1,528	10,728	17,312	1,416.8	261	829	6,506	2,606
1947	14,976	2,699	95,300	30,158	4,707	56,917	22,540	10,852	1,356	10,332	18,287	1,324.2	266	790	8,096	2,756
1946	16,716	2,354	91,100	33,479	3,916	52,450	23,372	11,862	1,311	10,199	19,119	1,331.5	261	713	9,027	2,835
1945	17,702	2,313	90,400	36,377	3,711	49,670	23,254	12,124	1,244	9,886	18,982	1,313.7	242	632	9,426	2,698
1944	18,082	2,245	87,700	37,199	3,561	48,400	23,017	12,137	1,234	9,646	18,735	1,296.9	242	599	9,516	2,621
1943	18,181	2,248	87,000	37,505	3,501	47,100	22,000	11,806	1,175	9,019	17,918	1,235.6	2.9	554	9,150	2,656
1942	18,171	2,273	85,500	37,508	3,385	46,000	18,000	9,856	899	7,245	14,501	979.1	219	462	7,290	2,566
1941	18,342	2,041	82,100	37,670	3,029	39,300	14,085	8,502	652	4,931	11,302	758.8	205	386	6,074	2,421
1940	19,602	1,925	78,000	37,662	2,802	35,000	13,093	8,325	534	4,239	10,504	701.5	203	360	5,943	2,382
1939	20,600	1,543	74,300	40,372	2,184	32,600	12,837	8,539	445	3,853	10,252	681.5	202	352	6,171	2,368
1938	21,800	1,398	70,400	42,605	2,032	28,500	12,645	8,781	389	3,475	9,985	662.9	202	344	6,545	2,236
1937	23,770	1,166	67,000	45,312	1,655	27,500	13,246	9,468	289	3,489	10,436	689.7	209	348	7,161	2,307
1936	25,300	859	62,200	48,103	1,136	23,900	13,146	9,824	143	3,179	10,512	685.5	206	328	7,501	2,323
1935	26,700	548	58,100	50,466	578	23,800	12,226	9,512	96	2,618	9,782	642.3	204	311	7,276	2,236
1934	28,500	423	54,700	54,118	441	18,700	12,038	9,600	68	2,370			204	303	7,394	2,206
1933				58,124	310	17,200	11,327	9,207	45	2,075			201	287	7,074	2,133
1932							12,025	9,852	37	2,136						
1931							13,924	11,583	28	2,313						
1930							15,567	13,072	16	2,479						
1929							16,985	14,358	5	2,622						
1928							16,989	14,518	3	2,468						
1927							17,201	14,901		2,300						
1926							17,234	15,225		2,009						
1925							16,651	15,167		1,484						
1924							16,301	15,312		989						
1923							16,311	15,650		661						
1922							15,735	15,331		404						
1921								14,574								
1920								15,541								
1919								14,916								
1918								14,243								
1917								14,507								

* Denotes first year for which figures include Alaska and Hawaii.

Series Q 251-263. Oil Pipelines Operated and Oil Originated: 1921 to 1970

Year	Miles of line operated	Oil originated		Oil delivered out of system			Companies reporting	Investment in carrier property	Current assets	Current liabilities	Retained income	Capitalization	Net income
		Crude	Refined	Total	To connecting carriers	Terminated							
		251	252	253	254	255							
	Mil. bbl.	Mil. bbl.	Mil. bbl.	Mil. bbl.	Mil. bbl.	Mil. bbl.	Number	Mil. dol.	Mil. dol.	Mil. dol.	Mil. dol.	Mil. dol.	Mil. dol.
1970	175,785	3,568	2,449	8,147	2,320	5,827	101	5,786	628	480	1,124	2,518	812
1969	170,824	3,405	2,316	7,745	2,243	5,499	99	5,379	644	441	1,037	2,267	273
1968	169,307	3,203	2,203	7,269	2,048	5,221	97	5,139	562	431	950	2,130	262
1967	165,478	3,017	2,035	6,800	1,890	4,910	90	4,745	519	354	873	1,943	261
1966	163,155	2,826	1,774	6,238	1,770	4,468	87	4,433	572	333	858	1,790	236
1965	161,412	2,618	1,629	5,864	1,757	4,107	89	4,178	555	301	835	1,635	218
1964	159,583	2,567	1,381	5,565	1,684	3,881	90	4,040	530	293	812	1,620	210
1963	156,812	2,467	1,182	5,322	1,648	3,673	94	3,915	535	254	843	1,685	201
1962	155,053	2,379	1,078	5,109	1,624	3,485	92	3,518	432	184	798	1,383	204
1961	153,737	2,336	966	4,923	1,646	3,277	89	3,407	432	190	769	1,397	181
1960*	151,968	2,239	909	4,783	1,639	3,144	87	3,300	393	187	701	1,439	169
1959	149,159	2,182	849	4,659	1,624	3,035	85	3,197	384	175	673	1,385	183
1958	144,354	2,018	757	4,317	1,509	2,807	82	2,949	347	154	633	1,383	162
1957	145,236	2,183	668	4,472	1,590	2,883	82	2,843	364	161	600	1,357	159
1956	142,686	2,195	663	4,458	1,613	2,845	83	2,716	368	217	467	1,304	178
1955	140,374	2,038	586	4,039	1,444	2,595	84	2,586	353	185	432	1,282	153
1954	138,962	1,829	502	3,705	1,355	2,349	81	2,501	316	155	403	1,266	124
1953	133,900	1,861	435	3,627	1,279	2,349	78	2,312	301	173	372	1,177	109
1952	132,715	1,810	385	3,359	1,198	2,161	75	2,064	323	182	328	1,024	97
1951	131,457	1,774	345	3,201	1,126	2,075	76	1,822	233	166	279	759	82
1950	128,589	1,525	297	2,740	937	1,803	76	1,656	192	126	219	660	81
1949	124,884	1,415	241	2,448	792	1,656	73	1,498	175	97	202	549	58
1948	124,092	1,586	227	2,697	880	1,817	73	1,381	168	110	180	439	57
1947	119,298	1,431	187	2,474	851	1,623	71	1,225	127	105	148	339	53
1946	116,544	1,319	154	2,260	766	1,494	70	1,106	104	83	129	298	56
1945	113,851	1,292	150	2,365	964	1,401	74	1,043	115	78	120	301	66
1944	111,615	1,277	147	2,389	1,043	1,347	75	1,001	104	91	93	283	66
1943	108,783	1,123	144	2,077	866	1,211	74	965	108	82	71	297	61
1942	106,485	981	92	1,764	692	1,072	69	919	81	75	62	301	57
1941	105,435	971	82	1,642	563	1,079	71	885	56	91	30	293	79
1940	100,156	886	72	1,407	451	956	66	842	47	52	51	295	80
1939	98,681	803	70			907	63	830	32	48	40	310	81
1938	95,938	793	65			868	59	808	35	45	40	295	93
1937	96,612	885	63			910	58	803	44	51	42	323	103
1936	93,926	755	52			788	52	774	42	43	38	309	92
1935	92,037	723	44			709	53	763	47	40	59	346	78
1934	93,070	557	35				51	758	72	11	101	348	84
1933	93,724	538	29				48	766	66	20	92	360	106
1932	92,782	508	25				46	764	77	21	89	363	112
1931	93,090	489	16				49	845	132	37	171	474	121
1930	88,728						40	773	133	36	167	458	124
1929	85,796						37	741	129	25	186	428	142
1928	81,676						33	659	130	30	186	388	117
1927	76,070						32	609	125	27	150	388	93
1926	72,846						33	539	93	22	130	342	80
1925	70,009						35	511	88	13	102	346	88
1924	68,185						36	496	159	54	107	496	72
1923	64,760						34	432	144	77	78	497	63
1922	57,349						36	382	130	36	152	472	59
1921	55,260						33	365	127	61	148	337	34

* Denotes first year for which figures include Alaska and Hawaii.
¹ After extraordinary and prior period items.

Rail Transportation (Series Q 264-412)

Q 264-412. General note.

The principal sources of these series are various issues of two annual publications of the Interstate Commerce Commission: For 1954-1970, *Transport Statistics in the United States*, part I; and for all years prior to 1954, *Statistics of Railways in the United States*.

No attempt has been made to adjust the figures for the effect of changes in methods of accounting and reporting; hence, the data for the various years are often only approximately comparable.

Although railroads regulated by the ICC are still described legally as "steam railways," most train and switching operations, since 1957, are performed by diesel locomotives, and some divisions of the railways included are electrified. The Commission has also regulated a small and diminishing number of railways of the interurban electric type which are not included in the figures shown here.

Railway operating companies are those whose officers direct the actual transportation service and whose books contain operating as well as financial accounts. Lessor companies maintain a separate legal existence, but their properties are operated by the lessees. Proprietary companies are also nonoperating companies. Their outstanding capitalization is owned by other railway companies. The term "circular" refers to roads (operating or nonoperating) for which brief circulars showing date of incorporation, mileage, and a few other facts were filed with the Interstate Commerce Commission. They include intrastate roads and roads under construction. The term "unofficial" is used to indicate roads for which official returns were not received by the ICC—the figures having been taken from the returns by roads in prior years, and items contained in railway and engineering periodicals and newspapers, corrected in accordance with the best information available.

Switching and terminal companies are those operating separately for joint account or for revenue. Services such as those of switching and terminal companies are mostly performed directly by the line-haul carriers as an ordinary part of their business. Line haul denotes train movements between terminals and stations on main and branch lines of the road, exclusive of switching.

Beginning in 1911, the ICC classified operating companies on the basis of operating revenues. Those of class I had annual revenues above \$1,000,000; class II, above \$100,000; and class III, below \$100,000. Beginning in 1956, the minimum for class I was raised to \$3,000,000 and the other two classes were consolidated. Effective January 1965, the classification was changed to the following: Class I, \$5,000,000 or more; and class II, under \$5,000,000. If the revenues of a company fall below the limit, the company is not reclassified until the decline appears to be permanent. The relative importance of class I railroads has increased since 1911 because of the growth of traffic and the absorption of small roads in larger systems. The ratio of operating revenues of class I line-haul companies to the total revenues of classes I, II, and III was 96.48 percent in 1911, 97.45 in 1916, 98.07 in 1926, 98.76 in 1941, 99.06 in 1945, and 98.21 in 1969.

A collection of definitions of words or phrases frequently used in discussions of railway statistics has been issued by the ICC, entitled *Railway Statistical Terms*, Statement No. 4119, June 1941. For financial terms, see ICC, *Uniform System of Accounts for Steam Railroads*.

Statistics of mileage in existence and stocks of equipment, and balance sheet items, pertain to the end of the year indicated.

There are no class I railroads in Alaska or Hawaii.

Q 264-273. Electric railways—summary, 1890-1937.

Source: U.S. Bureau of the Census, *Census of Electrical Industries, Report on Street Railways and Trolley-Bus and Motorbus Operations*.

The census of street railways, which was first taken in 1890, and which was taken at quinquennial intervals from 1902 through 1937, covers all street railways, without regard to kind of motive power, and all interurban railways using other than steam as motive power. The nonelectric railroads included are those operated principally by cable and gasoline engines. Operations of electrified divisions of steam-railway companies are not included. Figures in these series do not include data for motorbus and trolley-bus operations of electric street railways. For motorbus and trolley-bus statistics from census reports, see source.

Q 274-282. Railroad passenger and freight service, 1865-1890.

Source: U.S. Interstate Commerce Commission, *Railway Statistics Before 1890*, Statement No. 32151 (mimeographed), 1932.

Before 1890, the principal source of continuous information on railroads is the annual *Poor's Manual of Railroads*. The figures in the *Manual* were revised in successive issues. The Interstate Commerce Commission consulted the issues from 1869 to 1900 and evidently took account of the revisions. Earnings and traffic figures are understatements of actual level; mileage covered is shown in the table below. Similar but not identical figures, with the degree of coverage similarly indicated in terms of mileage, appear in Bureau of the Census, *Report on Transportation Business in the United States at the Eleventh Census*, 1890, part I.

Table I. Miles of Road Operated by Railroads

Year	Roads reporting earnings †	Roads reporting earnings and traffic statistics	Year	Roads reporting earnings †
1890	158,097	157,976	1879	79,009
1889	153,945	153,689	1878	78,960
1888	145,387	145,341	1877	74,112
1887	137,028	136,986	1876	73,508
1886	125,185	125,146		
			1875	71,759
1885	123,320	122,110	1874	69,273
1884	115,704	113,172	1873	66,237
1883	110,414	106,938	1872	57,823
1882	104,971	95,752	1871	44,614
1881	92,971			
1880	82,146		1851	8,836

† Includes elevated railways.

All figures are based on reports of individual railroads for fiscal years ending in the calendar year indicated. The period of time covered is, therefore, not the same for all carriers included. Balance sheet data pertain to the ends of such fiscal years.

Data for 1890 shown in these series do not agree with 1890 data shown for series Q 284-312 because of different sources.

Q 283. Freight service, ton-miles carried, 13 railroads, 1865-1885.

Source: H. V. and H. W. Poor, *Manual of Railroads*, New York City, 1888, p. XXVIII (reprinted with permission, Standard & Poor Corporation).

The roads represented are 7 eastern roads (Pennsylvania; Pittsburgh, Fort Wayne, and Chicago; New York Central; Lake Shore; Michigan Central; Boston and Albany; New York, Lake Erie and Western) and 6 western roads (Illinois Central; Chicago and Alton; Chicago and Rock Island; Chicago, Burlington and Quincy; Chicago and Northwestern; Chicago, Milwaukee, and St. Paul).

Q 284-312. Railroad mileage, equipment, and passenger traffic and revenue, 1890-1970.

Source: All series, except series Q 293-294, see general note for series Q 264-412. Series Q 293, 1913-1970, and series Q 294, 1911-1956, American Railway Car Institute, New York, *Railroad Car Facts*, annual issues (copyright); series Q 294, 1957-1970, U.S. Interstate Commerce Commission, *Transport Statistics in the United States*, part 1, annual issues.

Q 285, mileage constructed. Miles on which operations were begun during the year. Figures exclude relocated road or road constructed to shorten distance without serving new territory.

Q 286, mileage abandoned. Miles on which operation was permanently abandoned during the year, the cost of which was written out of the investment accounts or was scheduled to be written out at the end of the year.

Q 289, track operated, first main track. Equivalent to miles of road operated. Figures exceed those for series Q 287, road owned, in most years because of two or more roads operating on same line under trackage agreements.

Q 300, average tractive effort. Figures represent the force in pounds exerted by locomotives, measured at the rim of the driving wheels.

Q 301-303, passenger-train cars. Includes coaches and parlor, sleeping, dining, club, lounge, observation, postal, baggage, express, and other cars, as well as cars serving a combination of purposes.

Q 311, passenger revenue. Excludes revenue from services such as handling of excess baggage or mail; sleeping and parlor or chair car reservations; dining and buffet service on trains; station, train, and boat privileges; parcel rooms; storage of baggage; or other miscellaneous services and facilities connected with the transportation of passengers. Passenger revenue depends upon the established tariffs (the published schedules of rates and fares) and includes extra fares on limited trains, additional railway fares for the exclusive use of space, mileage and scrip coupons honored, or revenue from the transportation of corpses.

Q 312, revenue per passenger mile. Represents figures for series Q 311 divided by those for series Q 307.

Q 313-314. Railroad revenue passenger-miles per car-mile and per train-mile, 1890-1970.

Source: U.S. Interstate Commerce Commission, 1890-1965, *Revenue Traffic Statistics*, December issues; 1966-1970, *Transport Economics*, June 1970, and unpublished data.

Figures for revenue passenger-miles per car-mile for 1908-1919, and for passenger-miles per train-mile for 1890-1932, were computed by the National Bureau of Economic Research from figures for passenger-miles, car-miles, and train-miles presented in *Statistics of Railways in the United States*.

Q 315. Passenger train-miles per train-hour, 1936-1970.

Source: U.S. Interstate Commerce Commission, 1936-1957, *Passenger Train Performance*, December issues; 1958-1968, *Annual Report*, 1968 and 1969; 1969 and 1970, *Transport Economics*, June 1970, and unpublished data.

The train-hour figures upon which these figures are based are reckoned from the time a train leaves its original terminal to the time it arrives at its final terminal. Time spent in stopping to take on and discharge traffic and other delays on the road is included.

Q 316-318. Railroad freight revenue ton-miles per loaded car-mile, train-mile, and mile of road, 1890-1970.

Source: See general note for series Q 264-412.

Q 319. Freight train-miles per train-hour, 1920-1970.

Source: U.S. Interstate Commerce Commission, 1920-1955, *Freight Train Performance*, December issues; 1956-1965, *Annual Report*, 1967 and 1969; 1966-1970, *Transport Economics*, June 1970, and unpublished data.

For explanation of train-hour figures, see text for series Q 315.

Q 320. Freight car-miles per car-day, 1921-1970.

Source: U.S. Interstate Commerce Commission. See general note for series Q 264-412; 1956-1962, *Annual Report*, various issues; 1963-1965, *Transport Statistics in the United States*, 1967; 1966-1970, *Transport Economics*, June 1970, and unpublished data.

Q 321-328. Railroad mileage and equipment, 1830-1890.

Source: See source for series Q 274-282.

Equipment data pertain to the ends of fiscal years. See also text for series Q 274-282.

Q 329. Miles of railroad built, 1830-1925.

Source: 1830-1879, U.S. Bureau of the Census, Tenth Census Reports, vol. IV, *Report on the Agencies of Transportation in the United States*, p. 289. 1893-1925, *Railway Age*, vol. 104, No. 1, Simmons-Boardman Publishing Corp., New York, January 1, 1938, p. 66 (copyright).

For a more detailed discussion of the problems of estimating miles of railroad built, see E. R. Wicker, "Railroad Investment Before the Civil War," and the "Comment" by George R. Taylor and by Charles J. Kennedy, in *Studies in Income and Wealth*, vol. 24, National Bureau of Economic Research, New York.

The Tenth Census report (pp. 289-293, 300-375) contains materials on history of construction which includes figures on mileage built and existent, by groups of States, for individual companies, annually from 1830 to 1880. Somewhat similar data appear in Bureau of the Census, *Report on Transportation Business in the United States at the Eleventh Census: 1890*, part 1, pp. 3-5, 54-107.

According to the Bureau of the Census, information was received from every railroad known to exist in 1880. The letter of instructions from the Superintendent of the Census to the railroads said: "In cases . . . in which the records have been lost, the officers of such companies and roads are requested to obtain . . . this information in the best form possible. The recollection of officers and employees long in the service of a road may be used . . . if more reliable data be not accessible."

The *Railway Age* obtained its figures at annual intervals from individual railroads and from State railroad commissions.

It is not clear just when a mile of road would be reported as built. Construction of some lines extended over several years. Each annual segment may have been reported when finished, or nothing may have been reported until the whole line was completed. The year of physical completion may have differed from the year in which traffic was first carried. In such cases, the mileage may have been assigned to either year.

The Census Bureau figures pertain only to miles in operation in the census year. The figures for any year are, therefore, understated to the extent that mileage constructed in that year may have been abandoned by June 1, 1880 (the date of the 1880 Census).

The change from year to year in miles operated, series Q 321, or miles owned, series Q 322, is sometimes used as a measure of miles constructed. The annual change in miles operated, however, is also affected by acquisitions of trackage rights, as a result of which the same line may be counted in the operation of two or more railroads. The changes in miles operated and in miles owned are affected by abandonments during the year (regardless of when constructed).

Q 330. Miles of railroad operated by receivers or trustees, 1894-1970.

Source: See general note for series Q 264-412.

Q 331-345. Railroad freight traffic and revenue, 1890-1970.

Source: See general note for series Q 264-412 except series Q 331, 332, and 338, 1964-1970, from U.S. Interstate Commerce Commission, *Freight Commodity Statistics of Class I Railroads in the United States*, annual issues.

Revenue-tons and ton-miles exclude the movement of a railroad company's materials and supplies on its own lines. A carload is a shipment of 10,000 pounds or more of one commodity from one shipper to one consignee.

Tons originated are tons identified as not having had previous line-haul transportation by other rail carriers; such shipments include import traffic and traffic from outlying possessions of the United States received from water carriers at the port of entry, and finished products from transit points. Ton-miles are computed by multiplying the weight of each shipment by the distance it moves and summing the products.

For definitions of class I, II, and III roads, see general note for series Q 264-412.

Q 333, products of agriculture. Includes not only raw farm products but simple manufactures such as flour, corn meal, cottonseed meal, cake, and linters. On the other hand, such products as vegetable oils, sugar and molasses, canned fruits and vegetables, and manufactured tobacco are included in series Q 337, manufactures and miscellaneous.

Q 335, products of mines. Includes coke as well as coal and other raw minerals.

Q 336, products of forests. Includes not only raw forest products but lumber, shingles, lath; box, crate, and cooperage materials; veneer and built-up wood.

Q 343, freight revenue. Includes revenue from the transportation of freight and from transit, stop, diversion, and reconsignment arrangements upon the basis of tariffs. Excludes revenue from such activities as switching of freight-train cars; water transfers of freight, vehicles, and livestock; movement of freight trains at a rate per train-mile or for a lump sum; storage of freight; demurrage; grain elevators; stockyards; or other miscellaneous services and facilities connected with the transportation of freight.

Q 346-355. Railroad property investment, capital, income, and expenses, 1850-1890.

Source: See source for series Q 274-282.

See also text for same series.

Q 356-363. Railroad property investment and capital, 1890-1970.

Source: See general note for series Q 264-412.

Q 356, investment, book value. Figures represent recorded value, in the accounts of carriers, of land, fixed improvements such as roadbed and track, rolling stock, maintenance machinery, etc., owned by them. Figures include property held under contract for purchase.

Q 357, depreciation reserve. Figures represent the accumulated accounting allowance for loss in service value not restored by current maintenance. The loss in value is incurred in connection with the consumption or prospective retirement of physical property in the course of service from causes against which carriers are not protected by insurance, which are known to be in current operation, and the effect of which can be forecast with a reasonable approach to accuracy.

Q 361, funded debt unmaturing. Funded debt is debt maturing more than one year from date of issue.

Q 362, net capitalization. Figures represent railway capital outstanding, series Q 358, minus stocks and debt of railroad companies held by other railroad companies.

Q 364-366. Railroad capital expenditures for additions and betterments, 1921-1970.

Source: Association of American Railroads, 1921-1950, *Railroad Transportation*; 1951-1970, *Yearbook of Railroad Facts*, 1971.

Additions comprise: Additional facilities such as equipment (rolling stock), tracks, buildings and other structures; additions to such facilities, such as extensions to tracks, buildings and other structures; additional ties laid in existing tracks; and additional devices applied to facilities such as airbrakes applied to cars not previously thus equipped.

Betterments comprise improvements of existing facilities through the substitution of superior parts for inferior parts retired, such as the substitution of steel-tired wheels for cast wheels under equipment, the application of heavier rail in tracks, the strengthening of bridges by the substitution of heavier members, and the application of superior floors or roofs in buildings.

Q 367-377. Railroad income and expenses, and interest and dividends, 1890-1970.

Source: See general note for series Q 264-412.

Q 367, operating revenue. Includes revenue from freight, passenger, and other transportation and incidental services.

Q 368-370, operating expenses. Includes current depreciation.

Q 371, tax accruals. Taxes imposed by any form of government whether based on an assessed value of the property, on amounts of stocks and bonds, on earnings, income, dividends declared, payroll, number of passengers, quantity of freight, length of road, rolling stock, or other basis. Tax accruals do not include special assessments for street and other improvements, nor special benefit taxes such as water assessments.

Q 372, operating income. Figures represent net revenue from railway operations, series Q 367 minus series Q 368, less tax accruals, series Q 371.

Q 373, net operating income. Figures represent operating income, series Q 372, minus net payable balance of equipment and joint facility rents. The equipment rents deducted at this point are those for equipment leased for less than one year, or interchanged. They are usually on a per day or per mile basis.

Q 374, net income. Figures represent net operating income, series Q 373, plus other income, minus miscellaneous deductions and fixed and contingent charges. Fixed charges are mainly rent for leased roads and equipment (i.e., equipment leased for one year or more), and interest (except contingent interest).

Q 377, interest accrued on funded debt. Figures include interest not paid during year on debt in default of interest; they exclude interest on debt owed by the issuing company, or on debt incurred for new lines, extensions, additions or betterments, accrued before such property is completed or comes into service.

Q 378-384. Railroad tax accruals, 1921-1970.

Source: See general note for series Q 264-412.

Other taxes, series Q 384, are largely property taxes levied by State or local governments.

Q 385-387. Railroad highway grade crossings, 1925-1970.

Source: See general note for series Q 264-412.

Specially protected highway grade crossings, series Q 386, include crossings with operated gates, watchmen, or both, during at least part of the day, and those with audible signals, visible signals, or both; they exclude those with fixed signs only.

Q 388-397. Fuel received, ties and rails laid, and purchases by railroads, 1917-1970.

Source: Series Q 388-393, see general note for series Q 264-412. Series Q 394-397, Association of American Railroads, 1923-1964,

RAIL TRANSPORTATION

Q 301-312

Series Q 284-312. Railroad Mileage, Equipment, and Passenger Traffic and Revenue: 1890 to 1970—Con.

Year ending—	Equipment ¹ —Con.					Passenger traffic and revenue						
	Passenger-train cars in service			Freight-train cars in service ¹²		Passengers	Passenger-miles				Revenue	
	Railroad only	Class I railroads and Pullman Co. ¹¹		Number	Average capacity ⁸		Total	Commu-tation ⁴	Coach ⁴	Parlor and sleeping car ⁴	Total	Per passenger-mile
		Total	Air conditioned									
301	302	303	304	305	306	307	308	309	310	311	312	
DEC. 31				Tons	1,000	Mil.	Mil.	Mil.	Mil.	\$1,000	Cents	
1970	11,378	11,177		1,453,708	67.1	289,469	10,786	4,592	5,414	765	423,191	3.924
1969	12,630	14,619		1,464,194	65.8	301,673	12,214	4,546	6,601	1,021	441,503	3.615
1968	14,816	15,384		1,484,571	64.3	301,372	13,164	4,383	7,559	1,178	446,704	3.393
1967	17,822	18,610	7,159	1,510,963	63.4	304,028	15,264	4,281	9,329	1,592	488,549	3.201
1966	18,974	20,016	7,589	1,523,741	61.4	307,530	17,162	4,193	10,799	2,104	547,139	3.188
1965	20,022	21,327	8,079	1,515,169	59.8	305,822	17,454	4,128	11,069	2,191	555,986	3.185
1964	21,510	23,057	8,980	1,517,564	58.2	314,386	18,271	4,199	11,632	2,416	579,287	3.170
1963	22,616	23,568	9,950	1,542,456	56.8	310,999	18,519	4,101	11,785	2,611	589,521	3.183
1962	23,430	24,634	10,423	1,581,213	56.3	313,084	19,926	4,046	12,757	3,102	620,290	3.113
1961	24,433	25,899	11,259	1,635,342	55.7	318,359	20,308	4,132	12,893	3,262	625,874	3.082
1960	*25,746	*27,414	*11,787	*1,690,396	*55.4	*327,172	*21,284	4,197	13,422	3,643	*641,496	*3.014
1959	27,419	29,160	12,993	1,708,116	55.0	353,647	22,075	4,549	13,704	3,798	652,316	2.955
1958	28,999	(NA)	13,675	1,755,775	54.8	381,623	23,295	4,776	14,225	4,249	676,316	2.903
1957	29,564	32,231	14,323	1,777,557	54.5	412,625	25,914	4,901	15,303	5,185	736,408	2.842
1956	30,817	(NA)	14,551	1,738,631	54.0	429,994	28,216	4,841	17,074	6,275	757,135	2.685
1955	32,118	35,455	14,784	1,723,747	53.7	433,308	28,548	4,776	17,314	6,441	743,638	2.605
1954	33,085	37,768	15,733	1,761,386	53.7	440,770	29,310	4,753	17,687	6,850	767,987	2.620
1953	34,106	39,532	16,231	1,801,874	53.5	458,252	31,679	4,757	18,955	7,950	842,630	2.660
1952	34,942	41,011	16,320	1,783,352	53.2	470,979	34,033	4,755	19,758	9,504	906,838	2.665
1951	36,326	42,406	16,502	1,777,878	52.9	485,468	34,640	4,866	19,524	10,226	901,019	2.601
1950	37,359	43,372	16,747	1,745,778	52.6	488,019	31,790	4,990	17,443	9,338	814,741	2.563
1949	38,006	43,578	16,008	1,778,811	52.4	556,741	35,133	5,478	20,273	9,349	862,139	2.454
1948	39,406	44,447	15,249	1,785,057	51.9	645,535	41,224	5,855	24,315	11,015	965,830	2.342
1947	39,057	44,841	14,628	1,759,758	51.5	706,551	45,972	6,011	27,660	12,261	965,005	2.099
1946	38,697	45,637	13,967	1,768,400	51.3	794,824	64,754	5,857	39,039	19,801	1,261,416	1.948
1945	38,633	46,863	12,685	1,787,073	51.1	897,384	91,826	5,418	59,415	26,912	1,719,316	1.872
1944	38,217	46,588	13,175	1,797,012	50.8	915,817	95,663	5,344	63,288	26,944	1,793,322	1.875
1943	38,331	45,764	13,165	1,784,472	50.7	887,674	87,925	5,261	57,909	24,675	1,655,814	1.883
1942	38,446			1,773,735	50.5	672,420	53,747	4,761	30,910	17,853	1,030,486	1.917
1941	38,334			1,732,678	50.3	488,668	29,406	4,088	16,106	9,166	515,851	1.754
1940	38,308			1,684,171	50.0	456,088	28,816	3,997	12,485	7,238	417,955	1.755
1939	38,977			1,680,519	49.7	454,032	22,713	4,012	11,118	7,527	417,716	1.839
1938	39,931			1,731,096	49.4	454,508	21,657	4,032	10,247	7,354	406,406	1.877
1937	40,949			1,776,428	49.2	499,688	24,695	4,116	12,417	8,126	443,532	1.796
1936	41,390			1,790,043	48.8	492,493	22,460	4,188			413,189	1.840
1935	42,426			1,867,381	48.3	448,059	18,509	4,118			353,423	1.936
1934	44,884			1,973,247	48.0	452,176	18,069	4,163			346,370	1.920
1933	47,677			2,072,632	47.5	434,848	16,368	4,308			329,316	2.015
1932	50,598			2,184,690	47.0	480,718	16,997	4,986			377,511	2.221
1931	52,086			2,245,904	47.0	599,227	21,933	6,013			551,726	2.515
1930	53,584			2,322,267	46.9	707,987	26,876	6,669			730,766	2.719
1929	53,838			2,328,683	46.3	786,432	31,165	6,898			875,929	2.811
1928	54,800			2,346,751	45.8	798,476	31,718	6,626			905,271	2.854
1927	55,729			2,378,800	45.5	840,030	33,798	6,650			980,528	2.901
1926	56,855			2,408,967	45.1	874,589	35,673	6,605			1,049,210	2.941
1925	56,814			2,414,083	44.8	901,963	36,167	6,592			1,064,806	2.944
1924	57,451			2,411,627	44.3	950,459	36,368	6,407			1,085,672	2.985
1923	57,159			2,379,131	43.8	1,008,538	38,294	6,401			1,158,925	3.026
1922	56,827			2,352,483	43.1	989,509	35,811	6,132			1,087,516	3.037
1921	56,950			2,378,510	42.5	1,061,131	37,706				1,166,252	3.093
1920	56,102			2,388,424	42.4	1,269,913	47,370				1,304,815	2.755
1919	56,290			2,426,889	41.9	1,211,022	46,838				1,193,431	2.548
1918	56,611			2,397,943	41.6	1,122,963	43,212				1,046,166	2.421
1917	55,939			2,379,472	41.5	1,109,943	40,100				840,910	2.097
1916	55,193			2,329,475	40.9	1,048,987	35,220				722,359	2.051

See footnotes at end of table.

Series Q 284-312. Railroad Mileage, Equipment, and Passenger Traffic and Revenue: 1890 to 1970—Con.

Table with columns for Year ending, Equipment (Passenger-train cars, Freight-train cars), Passenger traffic and revenue (Passengers, Total passenger-miles, Revenue Total and Per passenger-mile), and Revenue (Total, Per passenger-mile). Rows include years from 1916 to 1903.

* Denotes first year for which figures include Alaska and Hawaii.
1 Includes circular and unofficial.
2 First track. Includes lessors, proprietary, unofficial and, through 1963, circular companies.
3 For railroads reporting track by class. Excludes circular and unofficial, figures for which cover road, first track only.
4 Class I railroads.
5 Includes switching and terminal companies.
6 For 1890-1927, number of locomotives; for 1928-1970, number of units, except for steam locomotives. (A unit is the least number of wheel bases together with super-

structure capable of independent propulsion, but not necessarily equipped with an independent control.)
7 For 1915-1922, identified as "other than steam," but all or almost all of the locomotives must be electric.
8 For 1916-1956, represents steam locomotives and freight cars of class I railroads excluding switching and terminal companies; for 1957-1967, includes all class I locomotives excluding switching and terminal companies.
9 Included with "Other."
10 Calendar-year data.
11 Beginning 1969, excludes Pullman Co.
12 Excludes caboose cars. 13 Class I and II railroads.

Series Q 313-320. Railroad Passenger and Freight Operations: 1890 to 1970

[Tons are of 2,000 pounds. Class I, II, and III railroads except as follows: Series Q 313, class I beginning 1911; series Q 314, class I beginning 1933; and series Q 315, Q 319, Q 320, class I for all years.]

Table with columns for Year ending, Passenger service (Revenue passenger-miles per Car-mile, Train-mile, Train-miles per train-hour), Freight service (Revenue ton-miles per Loaded car-mile, Train-mile, Mile of road, Train-miles per train-hour, Car-miles per car-day), and Freight service (Revenue ton-miles per Loaded car-mile, Train-mile, Mile of road, Train-miles per train-hour, Car-miles per car-day). Rows include years from 1970 to 1941.

See footnotes at end of table.

RAIL TRANSPORTATION

Q 313-328

Series Q 313-320. Railroad Passenger and Freight Operations: 1890 to 1970—Con.

[Tons are of 2,000 pounds]

Year ending—	Passenger service, revenue passenger-miles per—		Freight service, revenue ton-miles per—			Year ending—	Passenger service, revenue passenger-miles per train-mile	Freight service, revenue ton-miles per—	
	Car-mile	Train-mile	Loaded car-mile ¹	Train-mile	Mile of road			Train-mile	Mile of road
	313	314	316	317	318			314	317
JUNE 30						JUNE 30 —Con.			
1916	15.3	58.2	22.39	536.67	1,325.089	1900	44.2	270.86	735.352
1915	15.0	56.0	21.14	476.13	1,075.962	1899	41.2	243.52	659.565
1914	15.4	58.4	21.09	446.96	1,125.084	1898	39.1	226.45	617.810
1913	15.4	58.5	² 21.12	² 445.43	1,190.397	1897	36.6	204.62	519.079
1912	15.1	56.5	20.18	406.76	1,078.580	1896	39.2	198.81	523.832
1911	15.6	57.9	19.74	383.10	1,053,566	1895	38.3	189.69	479.490
1910	15.7	58.9	19.84	380.38	1,071,086	1894	43.7	179.80	457.252
1909	15.4	57.5	19.26	382.57	953,986	1893	42.4	183.97	551.232
1908	15.5	57.5	19.62	351.80	974,654	1892	42.0	181.89	543.365
1907		54.5	19.68	357.35	1,052,119	1891	41.7	181.67	502,705
1906		52.5	18.92	344.39	982,401	1890	41.4	175.12	487,245
1905		51.7	18.14	322.26	861,396				
1904		49.8	17.72	307.76	829,476				
1903		49.2	17.60	310.54	855,442				
1902		48.5	16.92	296.47	793,351				
1901		45.1	16.55	281.26	760,414				

* Denotes first year for which figures include Alaska and Hawaii.
¹This average was obtained by dividing the revenue ton-miles by the total loaded car-miles, the latter item including some cars loaded with nonrevenue freight. The method is necessary to preserve comparability with figures for the earlier years; they differ slightly from the average "net tons per loaded car" shown in the regular monthly statements, *Freight and Passenger Service Operating Statistics*, based on revenue and nonrevenue ton-miles and car-miles.
² Class I and II railroads.

Series Q 321-328. Railroad Mileage and Equipment: 1830 to 1890

Year	Mileage			Equipment ²					Year	Miles of road operated (Dec. 31)	Year	Miles of road operated (Dec. 31)
	Road operated (Dec. 31)	Road owned ¹	All track (Dec. 31)	Loco-motives	Revenue cars							
					Total	Passenger	Freight	Baggage, mail, express				
321	322	323	324	325	326	327	328	321	321			
1890	166,708	163,359	208,152	31.8	1,091	21.7	1,062	7.3	1870	52,922	1850	9,021
1889	161,276	159,934	202,088	30.6	1,081	21.5	1,051	7.1	1869	46,844	1849	7,365
1888	156,114	154,222	191,376	29.1	1,032	20.2	1,005	6.8	1868	42,229	1848	5,996
1887	149,214	147,953	184,935	27.3	977	19.3	951	6.6	1867	39,050	1847	5,598
1886	136,338	133,565	167,952	26.1	871	18.4	846	6.3	1866	36,801	1846	4,930
1885	128,320	127,689	160,506	25.7	828	16.5	806	6.0	1865	35,085	1845	4,633
1884	125,345	125,119	156,414	24.4	821	16.6	798	5.9	1864	33,908	1844	4,377
1883	121,422	120,519	149,101	23.4	801	16.2	779	5.8	1863	33,170	1843	4,185
1882	114,677	114,428	140,878	21.9	751	14.9	730	5.6	1862	32,120	1842	4,026
1881	103,108	103,530	130,455	19.9	667	13.9	648	5.0	1861	31,286	1841	3,535
1880	93,262	92,147	115,647	17.9	557	12.8	539	4.8	1860	30,626	1840	2,818
1879	86,556	84,393	104,756	17.1	497	12.0	480	4.5	1859	28,789	1839	2,302
1878	81,747	80,332	103,649	16.4	439	11.7	423	4.4	1858	26,968	1838	1,913
1877	79,082	79,208	97,308	15.9	408	12.1	392	3.9	1857	24,503	1837	1,497
1876	76,808	76,305	94,665	15.6	340	³ 14.6	385		1856	22,076	1836	1,273
1875	74,096	74,096							1855	18,374	1835	1,098
1874	72,385	72,623							1854	16,720	1834	633
1873	70,268	70,651							1853	15,360	1833	380
1872	66,171	57,323							1852	12,908	1832	229
1871	60,301	51,455							1851	10,982	1831	95
											1830	23

¹ Prior to 1832, includes elevated railways.
² Prior to 1881, includes elevated railways.
³ Includes baggage, mail, and express.

TRANSPORTATION

Series Q 346-355. Railroad Property Investment, Capital, Income, and Expenses: 1850 to 1890

[In millions of dollars]

Year	Property investment and capital				Income and expenses			Interest and dividends		
	Investment in railroad and equipment	Stock, mortgage bonds, equipment, obligations, etc.			Stock paying dividends	Total traffic earnings	Operating expenses	Net earnings	Dividends paid	Interest paid on funded debt
		Total	Capital stock	Bonded debt						
	346	347	348	349	350	351	352	353	354	355
EXCLUDING ELEVATED RAILWAYS										
1890		10,020	4,590	5,055		1,086		342	83	224
1889		9,576	4,447	4,784		991		317	79	216
1888		9,281	4,392	4,585		950		297	78	205
1887		8,595	4,146	4,155		931		331	90	202
1886		8,089	3,956	3,853		822	524	297	80	182
1885		7,775	3,778	3,740		765	498	266	77	179
1884		7,617	3,726	3,647		763		266	93	167
1883		7,423	3,675	3,479		807		291	101	171
1882		6,960	3,478	3,214						
INCLUDING ELEVATED RAILWAYS										
1890	8,789	10,122	4,640	5,105	1,721	1,097		346	85	226
1889	8,598	9,680	4,495	4,828	1,790	1,002		322	81	218
1888	8,344	9,369	4,438	4,624	1,769	960		301	80	207
1887	7,799	8,673	4,191	4,186	1,805	940		334	91	203
1886	7,254	8,163	3,999	3,882	1,675	829		300	81	189
1885	7,037	7,842	3,817	3,765	1,804	772		269	77	187
1884	6,924	7,676	3,762	3,669	1,658	777		270	94	178
1883	6,684	7,477	3,708	3,500	1,713	823		298	102	173
1882	6,035	7,016	3,511	3,235	1,673	770		280	102	150
1881	5,577	6,278	3,177	2,878	(NA)	701		272	93	128
1880	4,653	5,402	2,708	2,590	(NA)	613		255	77	107
1879	4,416	4,872	2,395	2,319	(NA)	525		216	61	112
1878	4,166	4,772	2,252	2,297	(NA)	490	302	187	53	103
1877	4,180	4,806	2,313	2,255	(NA)	472	301	170	58	98
1876	4,086	4,468	2,248	2,165	937	497	310	186	68	93
1875		4,658	2,198	2,459		503	(NA)	185	74	
1874		4,221	1,990	2,230		520	330	189	67	
1873		3,784	1,947	1,836		526	342	183	67	
1872		3,159	1,647	1,511		465	(NA)	165	64	
1871		2,664	1,481	(NA)		403	(NA)	141	56	
1870		2,476	(NA)	(NA)		(NA)	(NA)	(NA)	(NA)	
1869		2,041	(NA)	(NA)		(NA)	(NA)	(NA)	(NA)	
1868		1,869	(NA)	(NA)		(NA)	(NA)	(NA)	(NA)	
1867		1,172	756	416		334	228	105	32	
1866		(NA)	(NA)	(NA)		190	(NA)			
1861		(NA)	(NA)	(NA)		130	(NA)			
1860		1,149	(NA)	(NA)		(NA)	(NA)			
1855		763	424	299		84	42			
1851		(NA)				39				
1850		318								

NA Not available.
¹ Includes other interest.

² Sum of capital stock, bonded debt, and \$55 million Pacific R.R., U.S. subsidiary bonds.
³ Includes other debt.

Series Q 356-366. Railroad Property Investment, Capital, and Capital Expenditures: 1890 to 1970

[In millions of dollars. Includes intercorporate duplications. Figures subject to general exception that, prior to 1903, the returns for switching and terminal companies were included where applicable. Capital expenditure represents total money outlay without deductions for property retired]

Year ending—	Property investment and capital (class I, II, III railroads and their lessors)						Capital expenditures for additions and betterments (class I railroads)				
	Road and equipment		Railroad capital outstanding ³			Net capital-ization	Stock paying dividends	Total	Equipment	Roadway and structures	
	Investment, book value ¹	Depreciation reserve ²	Total	Common stock	Preferred stock						Funded debt unmatured
	356	357	358	359	360	361	362	363	364	365	366
DECEMBER 31											
1970	37,918	9,929	14,339	5,605	718	8,016		3,594	1,350	993	357
1969	37,383	9,688	14,701	5,758	814	8,129		4,347	1,509	1,088	420
1968	36,720	9,450	14,577	5,754	821	8,002		4,629	1,186	818	368
1967	37,250	9,664	14,690	5,828	889	7,973		4,727	1,522	1,148	374
1966	36,618	9,479	14,800	5,639	1,091	8,070		4,709	1,952	1,554	398
1965	35,489	9,341	14,857	5,580	1,116	8,161		4,845	1,630	1,303	327
1964	34,568	9,265	14,876	5,537	1,164	8,175		4,926	1,417	1,139	277
1963	34,519	9,143	15,011	5,592	1,189	8,230	12,840	4,462	1,043	784	258
1962	34,361	8,982	15,013	5,537	1,201	8,275	12,968	4,285	832	593	239
1961	35,541	8,792	15,179	5,526	1,212	8,441	13,184	4,361	646	427	219

See footnotes at end of table.

Series Q 385-387. Railroad Highway Grade Crossings: 1925 to 1970

[Class I railroads. Includes switching and terminal companies]

Year	Total	Specially protected	Eliminated during year by separation of grades	Year	Total	Specially protected	Eliminated during year by separation of grades
	385	386	387		385	386	387
1970	210,954	46,674	95	1945	226,153	33,321	7
1969	211,740	45,961	49	1944	226,357	33,211	14
1968	211,998	45,502	207	1943	226,938	33,124	37
1967	213,723	45,213	132	1942	227,496	33,075	149
1966	214,417	44,432	173	1941	229,722	32,859	182
1965	215,961	44,333	59	1940	230,285	32,421	209
1964	218,723	43,990	159	1939	231,104	31,775	204
1963	220,165	43,484	72	1938	231,400	31,448	235
1962	221,653	43,127	132	1937	232,322	31,119	400
1961	223,735	42,256	100	1936	232,902	30,466	521
1960	224,513	42,267	102	1935	234,231	30,200	164
1959	225,394	41,720	130	1934	234,820	30,226	231
1958	225,938	41,155	78	1933	235,827	30,628	221
1957	223,381	39,884	113	1932	237,035	30,809	189
1956	224,519	39,324	72	1931	238,017	31,052	361
1955	226,318	39,060	84	1930	240,673	30,287	403
1954	226,522	38,528	80	1929	242,809	30,190	275
1953	227,110	37,990	53	1928	240,089	29,215	270
1952	227,291	37,242	95	1927	236,283	28,724	245
1951	227,415	36,682	50	1926	235,158	27,927	195
1950	227,364	35,968	61	1925	233,633	27,241	
1949	226,791	35,243	53				
1948	226,844	34,507	26				
1947	226,501	33,789	24				
1946	226,143	33,320	23				

Series Q 388-397. Fuel Received, Ties and Rails Laid, and Purchases by Railroads: 1917 to 1970

[Class I line-haul railroads]

Year	Fuel received ¹			New rails laid	Cross-ties laid		Purchases			
	Bituminous coal	Fuel oil	Diesel oil		Total	Treated	Total, incl. miscellaneous	Fuel	Forest products	Iron and steel products
	388	389	390		391	392	393	394	395	396
	<i>1,000 short tons</i>	<i>Mil. gal.</i>	<i>Mil. gal.</i>	<i>1,000 short tons</i>	<i>1,000</i>	<i>1,000</i>	<i>Mil. dol.</i>	<i>Mil. dol.</i>	<i>Mil. dol.</i>	<i>Mil. dol.</i>
1970	1	-	3,812	549	19,611	19,473				
1969	1	33	3,924	575	20,088	19,895	1,654	446	123	454
1968	2	42	3,922	547	19,006	18,811	1,534	439	104	425
1967	2	47	3,889	474	17,453	17,319	1,591	415	126	462
1966	3	65	3,925	605	17,699	17,399	1,605	401	125	483
1965	4	77	3,742	446	16,982	16,731	1,498	374	104	447
1964	7	85	3,630	383	16,546	16,488	1,476	365	97	457
1963	1,566	221	3,636	370	15,120	15,027	1,401	376	85	396
1962	1,834	229	3,578	312	15,206	15,138	1,311	364	81	374
1961	1,870	224	3,507	293	13,427	13,357	1,262	366	70	354
1960	2,229	233	3,560	322	16,417	16,290	1,463	365	97	446
1959	2,717	237	3,620	481	18,267	18,077	1,430	392	93	419
1958	3,658	239	3,453	413	17,722	17,426	1,231	376	76	320
1957	8,160	279	3,633	782	25,123	24,497	1,816	460	128	609
1956	12,280	443	3,639	883	27,323	26,848	1,884	477	155	613
1955	15,188	613	3,453	963	27,173	26,490	1,637	454	119	510
1954	15,964	656	3,160	993	25,728	24,531	1,425	433	114	406
1953	23,005	1,153	3,067	1,302	33,462	32,144	1,920	510	176	613
1952	37,829	1,668	2,759	1,036	34,281	32,910	1,818	539	177	513
1951	54,226	2,335	2,323	1,282	32,457	30,304	2,176	621	188	704
1950	63,906	2,519	1,923	1,368	33,091	31,553	1,740	609	121	510
1949	64,671	2,638	1,486	1,448	32,926	31,198	1,641	564	142	454
1948	98,826	3,759	1,170	1,548	40,472	38,231	2,183	833	166	590
1947	109,884	4,052	785	1,639	40,206	37,920	1,909	692	172	504
1946	108,148	4,144	544	1,388	40,150	37,671	1,571	553	149	416
1945	123,007	4,706	441	1,823	46,624	43,657	1,572	555	137	418
1944	135,579	4,744	316	1,773	51,259	47,695	1,611	586	159	432
1943	129,738	4,802	219	1,448	49,344	44,822	1,394	527	150	340
1942	120,910	4,185	174	1,353	58,241	47,382	1,260	426	115	354
1941	104,100	3,368	114	1,355	50,077	43,872	1,161	350	104	380

See footnotes at end of table.

Series Q 388-397. Fuel Received, Ties and Rails Laid, and Purchases by Railroads: 1917 to 1970—Con.

Year	Fuel received ¹			New rails laid	Cross-ties laid		Purchases			
	Bituminous coal	Fuel oil	Diesel oil		Total	Treated	Total, incl. miscellaneous	Fuel	Forest products	Iron and steel products
	388	389	390		391	392	393	394	395	396
	1,000 short tons	Mil. gal.	Mil. gal.	1,000 short tons	1,000	1,000	Mil. dol.	Mil. dol.	Mil. dol.	Mil. dol.
1940	88,595	2,752	73	1,134	45,326	38,698	854	274	82	264
1939	81,813	2,573	44	992	46,410	39,654	769	257	70	236
1938	74,784	2,426		679	42,508	34,589	583	244	57	127
1937	91,718	2,875		1,163	49,738	39,674	966	294	105	311
1936	91,707	2,569		1,043	49,117	38,206	803	272	77	239
1935	81,286	2,282		658	45,260	33,939	593	233	57	135
1934	79,494	2,108		715	44,131	32,367	600	217	64	151
1933	75,487	1,943		457	38,007	26,818	466	181	42	104
1932	74,670	1,984		456	40,137	30,107	445	178	52	95
1931	91,136	2,380		1,154	54,449	41,851	695	245	76	189
1930	108,651	2,870		1,733	69,325	54,529	1,039	307	135	305
1929	124,152	3,208		2,281	81,964	64,724	1,330	364	158	407
1928	119,820	2,847		2,404	84,585	64,331	1,271	385	161	375
1927	130,606	2,921		2,477	86,243	62,963	1,396	439	176	407
1926	139,602	3,173		2,475	² 80,746	² 55,558	1,559	473	186	507
1925	131,452	3,114		2,184	82,717	50,090	1,392	459	170	419
1924	126,340	3,095		2,006	83,073	44,490	1,343	472	181	366
1923	157,900	3,017		1,937	84,435	41,656	1,739	618	233	465
1922	120,654			1,557	86,642	40,630				
1921	127,630			1,640	86,522	36,072				
1920				1,581	86,829	37,792				
1919				2,615	80,903					
1918				2,109	76,139					
1917				2,293	79,070					

— Represents zero.

¹ Beginning 1964, represents fuel consumed by locomotives and rail motor cars.² Figures for this and earlier years less inclusive than for later years.

Series Q 398-409. Railroad Employment and Wages, and Accidents and Fatalities: 1890 to 1970

[Statistics on accidents and fatalities not strictly comparable because of changing definition of a reportable accident]

Year ending—	Employees ¹		Railroad accidents and fatalities (all steam railroads)									
	Number	Compensation	Total		Passengers ^{2,3}		Employees ⁴		Other persons ³		Trespassers ^{3,5}	
			Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
	398	399	400	401	402	403	404	405	406	407	408	409
	1,000	Mil. dol.										
DECEMBER 31												
1970	577	5,646	2,225	21,327	8	489	172	16,285	1,452	3,907	593	646
1969	590	5,451	2,299	23,356	6	862	190	17,255	1,476	4,565	627	674
1968	602	5,197	2,359	24,608	11	1,329	150	18,116	1,570	4,500	628	663
1967	624	5,026	2,483	24,523	12	1,054	176	18,055	1,649	4,718	646	696
1966	645	4,975	2,684	25,562	23	1,244	168	18,651	1,815	4,955	678	702
1965	655	4,887	2,399	25,789	11	1,189	184	19,133	1,570	4,799	634	668
1964	675	4,758	2,423	27,614	8	1,489	188	20,499	1,608	4,915	619	711
1963	691	4,690	2,141	27,456	13	2,135	173	19,992	1,384	4,671	571	658
1962	711	4,722	2,106	26,880	27	2,109	190	19,733	1,272	4,360	617	678
1961	727	4,684	2,127	27,118	17	1,887	145	20,194	1,341	4,359	624	673
1960*	793	4,957	2,248	19,577	32	1,463	198	13,710	1,401	3,840	617	564
1959	828	5,049	2,094	19,909	10	1,352	178	14,198	1,265	3,740	641	619
1958	853	4,991	2,311	19,343	61	1,628	187	13,805	1,352	3,750	711	660
1957	999	5,422	2,393	18,688	15	1,566	195	12,246	1,441	4,259	742	617
1956	1,058	5,338	2,578	28,676	57	2,756	288	19,608	1,415	5,588	818	724
1955	1,071	5,045	2,761	27,840	24	2,253	282	19,011	1,588	5,896	867	680
1954	1,078	4,907	2,575	25,547	30	2,247	335	17,219	1,440	5,354	870	727
1953	1,221	5,381	3,039	29,214	49	2,508	343	20,170	1,603	5,745	1,044	796
1952	1,242	5,382	3,011	30,001	24	2,049	386	21,339	1,558	5,806	1,043	807
1951	1,292	5,328	3,459	34,454	150	3,184	432	24,266	1,735	5,176	1,142	826
1950	1,237	4,645	3,486	33,267	180	3,419	392	22,586	1,699	6,320	1,215	942
1949	1,209	4,469	3,426	32,123	37	2,345	450	22,993	1,652	5,664	1,287	921
1948	1,345	4,821	3,883	43,107	59	3,507	622	31,961	1,757	6,575	1,445	964
1947	1,371	4,399	4,285	48,819	79	4,246	791	36,880	1,935	6,675	1,480	1,018
1946	1,378	4,214	4,508	52,026	128	4,714	738	39,472	2,007	6,853	1,635	987
1945	1,439	3,901	4,812	61,515	156	4,840	972	48,632	2,092	7,031	1,592	1,012
1944	1,434	3,898	4,908	61,251	267	4,354	1,087	48,613	2,004	6,820	1,550	964
1943	1,375	3,556	5,051	60,348	278	5,166	1,072	46,971	1,946	7,076	1,735	1,135
1942	1,291	2,966	5,337	48,123	122	3,501	1,005	36,032	2,197	7,237	2,013	1,353
1941	1,159	2,360	5,191	37,829	48	3,009	807	25,866	2,141	7,378	2,195	1,576

See footnotes at end of table.

TRANSPORTATION

Series Q 398-409. Railroad Employment and Wages, and Accidents and Fatalities: 1890 to 1970—Con.

Year ending—	Employees ¹		Railroad accidents and fatalities (all steam railroads)									
	Number	Compen- sation	Total		Passengers ^{2 3}		Employees ⁴		Other persons ³		Trespassers ^{3 5}	
			Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
	398	399	400	401	402	403	404	405	406	407	408	409
	<i>1,000</i>	<i>Mil. dol.</i>										
DECEMBER 31— Con.												
1940	1,046	1,991	4,740	29,606	83	2,597	588	18,350	1,979	6,886	2,095	1,773
1939	1,007	1,889	4,492	28,144	40	2,580	536	17,388	1,564	6,225	2,352	1,956
1938	958	1,771	4,649	27,275	81	2,345	513	16,569	1,695	6,253	2,360	2,108
1937	1,137	2,014	5,502	36,713	34	2,594	712	24,114	2,102	7,703	2,654	2,302
1936	1,086	1,874	5,550	34,723	41	2,548	720	22,409	1,988	7,348	2,801	2,418
1935	1,014	1,666	5,258	28,108	30	1,949	600	16,742	1,842	6,711	2,786	2,706
1934	1,027	1,541	5,020	28,641	38	1,945	556	17,338	1,729	6,573	2,697	2,785
1933	991	1,424	5,180	27,516	57	2,067	533	15,932	1,704	5,915	2,892	3,602
1932	1,052	1,535	4,905	23,232	27	1,912	579	17,742	1,722	6,214	2,577	3,364
1931	1,283	2,125	5,271	35,671	46	2,104	677	23,358	2,059	7,232	2,489	2,977
1930	1,517	2,589	5,665	49,443	61	2,666	977	35,872	2,218	8,230	2,409	2,675
1929	1,694	2,940	6,890	77,013	114	3,846	1,428	60,739	2,724	10,082	2,424	2,946
1928	1,692	2,874	6,880	86,205	91	3,468	1,329	70,873	2,773	9,497	2,487	2,367
1927	1,776	2,963	6,992	104,817	88	3,893	1,570	88,223	2,608	9,976	2,726	2,725
1926	1,822	3,002	7,090	180,235	152	4,461	1,672	111,903	2,705	11,326	2,561	2,545
1925	1,786	2,916	6,766	137,435	171	4,952	1,599	119,224	2,412	10,571	2,584	2,688
1924	1,795	2,893	6,617	143,739	149	5,354	1,543	125,319	2,369	10,213	2,556	2,853
1923	1,902	3,082	7,385	171,712	138	5,847	2,026	152,678	2,442	10,140	2,779	3,047
1922	1,670	2,693	6,325	184,871	200	6,153	1,657	117,197	2,038	8,677	2,430	2,844
1921	1,705	2,824	5,996	120,685	205	5,584	1,446	104,530	4,345	10,571	-----	-----
1920	2,076	3,764	6,958	168,309	229	7,591	2,578	149,414	4,151	11,304	-----	-----
1919	1,960	2,898	6,978	149,053	273	7,456	2,138	131,018	4,567	10,579	-----	-----
1918	1,892	2,665	9,286	174,575	471	7,316	3,419	156,013	5,396	11,246	-----	-----
1917	1,786	1,783	10,087	194,805	301	7,582	3,199	174,247	6,587	12,976	-----	-----
1916	1,701	1,507	10,001	196,722	246	7,152	2,941	176,923	6,814	12,647	-----	-----
JUNE 30												
1916	1,654	1,404	9,364	180,375	239	7,488	2,687	160,663	6,438	12,224	-----	-----
1915	1,548	1,278	8,621	162,040	199	10,914	2,152	138,092	6,270	13,034	-----	-----
1914	1,710	1,381	10,302	192,662	232	13,887	3,259	165,212	6,811	13,563	-----	-----
1913	1,815	1,374	10,964	200,308	350	15,130	3,715	171,417	6,899	13,761	-----	-----
1912	1,716	1,252	10,585	169,538	283	14,938	3,635	142,442	6,667	12,158	-----	-----
1911	1,670	1,208	10,396	150,159	299	12,042	3,602	126,039	6,495	12,078	-----	-----
1910	1,699	1,144	9,682	119,507	324	12,451	3,382	95,671	5,976	11,385	-----	-----
1909	1,503	988	8,722	95,626	253	10,311	2,610	75,006	5,859	10,309	-----	-----
1908	1,436	1,035	10,188	104,230	381	11,556	3,405	82,487	6,402	10,187	-----	-----
1907	1,672	1,072	11,839	111,016	610	13,041	4,534	87,644	6,695	10,331	-----	-----
1906	1,521	901	10,618	97,706	359	10,764	3,929	76,701	6,330	10,241	-----	-----
1905	1,382	840	9,708	86,008	537	10,457	3,361	66,833	5,805	8,718	-----	-----
1904	1,296	818	10,046	84,155	441	9,111	3,632	67,067	5,973	7,977	-----	-----
1903	1,313	757	9,840	76,553	355	8,231	3,606	60,481	5,879	7,841	-----	-----
1902	1,189	676	8,588	64,662	345	6,683	2,969	50,524	5,274	7,455	-----	-----
1901	1,071	611	8,455	53,339	282	4,988	2,675	41,142	5,498	7,209	-----	-----
1900	1,018	577	7,865	50,320	249	4,128	2,550	39,643	5,066	6,549	-----	-----
1899	929	523	7,123	44,620	239	3,442	2,210	34,923	4,674	6,255	-----	-----
1898	875	495	6,859	40,882	221	2,945	1,958	31,761	4,680	6,176	-----	-----
1897	823	466	6,437	36,731	222	2,795	1,693	27,667	4,522	6,269	-----	-----
1896	827	469	6,448	38,687	181	2,873	1,861	29,969	4,406	5,845	-----	-----
1895	785	446	6,136	33,748	170	2,375	1,811	25,696	4,155	5,677	-----	-----
1894	780	-----	6,447	31,889	324	3,034	1,823	23,422	4,300	5,433	-----	-----
1893	874	-----	7,346	40,393	299	3,229	2,727	31,729	4,320	5,435	-----	-----
1892	821	-----	7,147	36,652	376	3,227	2,554	28,267	4,217	5,158	-----	-----
1891	784	-----	7,029	33,881	293	2,972	2,660	26,140	4,076	4,769	-----	-----
1890	749	-----	6,335	29,027	286	2,425	2,451	22,396	3,598	4,206	-----	-----

* Denotes first year for which figures include Alaska and Hawaii.

¹ See headnote for series Q 367-377.

² Passengers on trains and travelers not on trains.

³ Casualties sustained in nontrain accidents included with "Other persons." Nontrain accidents are those not caused directly by operation or movement of trains, locomotives, or cars, but attributable to shop machinery or use of tools and apparatus that result in reportable casualties.

⁴ Prior to 1921 casualties sustained by employees not on duty in nontrain accidents included with "Other persons."

⁵ Trespassers included with "Other persons" prior to 1922.

⁶ Class I and II railroads.

RAIL TRANSPORTATION

Q 410-412

Series Q 410-412. Pullman Company Operations: 1915 to 1968

Year	Average miles of road over which operations conducted	Revenue passenger-miles ¹ (millions)	Employees	Year	Average miles of road over which operations conducted	Revenue passenger-miles ¹ (millions)	Employees
	410	411	412		410	411	412
1968	33,464	1,002	2,945	1940	109,595	8,214	20,877
1967	42,713	1,434	4,179	1939	109,886	8,485	21,335
1966	45,807	1,969	4,905	1938	110,728	8,270	20,750
1965	51,057	2,014	5,347	1937	111,507	9,170	23,406
1964	52,994	2,218	5,544	1936	111,522	8,355	21,711
1963	59,798	2,516	5,902	1935	112,117	7,146	20,436
1962	61,278	2,905	6,392	1934	112,420	6,891	19,066
1961	63,035	3,046	6,688	1933	112,298	6,142	15,887
1960	67,467	3,358	7,320	1932	118,061	6,757	17,132
1959	71,448	3,462	8,020	1931	125,703	9,891	22,546
1958	79,555	4,300	10,234	1930	129,578	12,516	26,165
1957	85,068	5,388	14,890	1929	130,019	14,059	29,250
1956	87,472	6,630	16,793	1928	128,753	13,938	26,815
1955	89,124	6,882	18,061	1927	123,334	14,099	27,359
1954	91,920	7,271	19,866	1926	126,907	14,409	26,185
1953	94,518	8,200	21,529	1925	126,840	14,016	26,919
1952	96,390	9,336	22,588	1924	124,795	13,082	25,091
1951	99,592	9,893	23,862	1923	124,794	12,982	23,579
1950	102,722	10,558	22,820	1922	123,547	11,759	19,066
1949	104,287	10,544	22,286	1921		11,295	
1948	104,940	12,172	23,724	1920		14,834	
1947	105,950	13,516	29,046	1919		13,720	
1946	100,653	20,672	36,982	1918		10,679	
1945	95,765	27,276	41,601	1917		11,072	
1944	103,766	28,267	39,708	1916		9,285	
1943	104,128	25,891	33,182	1915		8,925	
1942	106,408	19,072	26,591				
1941	108,034	10,070	22,704				

¹ 1939-1967 includes Pullman operations on Canadian and Mexican railroads; excludes chartered car operations.

Water Transportation (Series Q 413-564)

Q 413-564. General note.

Basic governmental sources of historical merchant-marine and water-traffic statistics include *American State Papers: Class IV, Commerce and Navigation*, vols. 1 and 2, for 1789-1823; the various annual issues of *Foreign Commerce and Navigation of the United States*, for 1821-1946, originally issued by the Register of the Treasury and then by the Treasury Department, later by the Department of Commerce and Labor, and finally by the Department of Commerce; the *Annual Report of the Commissioner of Navigation*, 1884-1923, the issuance of which followed a similar succession beginning with the Treasury Department; annual issues of *Merchant Marine Statistics*, 1924-1965, originally prepared by the Department of Commerce as successor to the statistical section of the *Annual Report of the Commissioner of Navigation*, and issued annually by the Bureau of Customs until 1965, supplemented by records of the U.S. Coast Guard, and the various annual issues of the *Annual Report of the Office of the Chief of Engineers*, Corps of Engineers. The *Statistical Abstract of the United States*, a secondary source, also contains historical merchant-marine and water-traffic statistics. The *Statistical Abstract* has been issued by the following agencies: 1878-1902, Bureau of Statistics, Treasury Department; 1903-1911, Bureau of Statistics, Department of Commerce and Labor; 1912, Bureau of Foreign and Domestic Commerce, Department of Commerce and Labor; 1913-1937, Bureau of Foreign and Domestic Commerce, Department of Commerce; 1938 and thereafter, Bureau of the Census, Department of Commerce.

Congressional documents also contain historical series on the merchant marine, foreign commerce, and related fields. For 1789-1882, a particularly valuable collection of documents was found in the library of the Department of Commerce, bound together under the title *Decadence of American Shipping and Compulsory Pilotage*. The documents included are as follows: *Foreign Commerce and Decadence of American Shipping*, H. R. Ex. Doc. No. 111, 41st Congress, 2d session; *Causes of the Reduction of American Tonnage and the Decline of Navigation Interest . . .*, H. R. Report No. 28, 41st Congress, 2d session; *Foreign Commerce and the Practical Workings of Maritime Reciprocity*, H. R. Ex. Doc. No. 76, 41st Congress, 3d session; *Causes of the Decadence of Our Merchant Marine; Means for Its Restoration and the Extension of Our Foreign Commerce*, H. R. Report No. 342, 46th Congress, 3d session; *American Shipping*, H. R. Report No. 1827, 47th Congress, 2d session; *American Merchant Marine*, H. R. Report No. 363, 48th Congress, 1st session; *Ship-Building and Ship-Owning Interests*, H. R. Report No. 750, 48th Congress, 1st session; and reports of lesser interest, H. R. Misc. Doc. No. 37 and Report No. 1848, both of the 48th Congress, 1st session.

Since 1921, publications of the Maritime Commission and its predecessor agencies should also be consulted, particularly the reports entitled, *Ocean-Going Merchant Fleets of Principal Maritime Nations, Iron and Steel, Steam and Motor, Vessels of 2,000 Gross Tons and Over*, issued quarterly or semiannually, 1921-1941, and *Employment of American Flag Steam and Motor Merchant Vessels of 1,000 Gross Tons and Over*, issued quarterly, 1923-1941. Finally, the Bureau of the Census (and its predecessor Census Office) published the results of five censuses of water transportation, for the years 1880, 1889, 1906, 1916, and 1926 (see general note for series Q 414-505, below).

Q 413. Persons entering the United States by ship, 1933-1970.

Source: U.S. Department of the Treasury, *Annual Report of the Secretary of the Treasury on the State of the Finances*, various issues.

Data include persons entering by documented vessels, excluding ferryboats.

Q 414-505. General note.

Statistics on documented merchant vessels and shipbuilding are from *Merchant Marine Statistics*, various annual issues, supplemented by records of the U.S. Coast Guard. Many are from the 1936 issue. Some of the estimates from the 1936 report have been modified, however, as explained below in table II. The text statements, and the correction of errors found in the published tables are based on reference to the primary sources, as follows: For 1789-1823, see *American State Papers: Class IV, Commerce and Navigation*, vols. 1 and 2 (published in 1834); for 1821-1892, see annual issues of *Commerce and Navigation of the United States*; for 1884-1923, see issues of *Annual Report of the Commissioner of Navigation*; for 1924-1945, see annual issues of *Merchant Marine Statistics*.

Of the Maritime Commission reports cited in the general note for series Q 413-564, above, the first, *Ocean-Going Merchant Fleets . . .*, provides data for each leading maritime nation on ocean-going merchant vessels of 2,000 gross tons and over, showing number and tonnage of such fleets classified by age, speed, size, boilers, engines, draft, etc., by major vessel type. The second, *Employment of American Flag Steam and Motor Merchant Vessels . . .*, shows for seagoing merchant vessels of 1,000 gross tons and over the number and tonnage of such vessels employed in U.S. foreign and domestic trade, arranged by major vessel type, ownership (government and private), and area of operation.

Census statistics on water transportation are not presented here. For reports of these censuses, see *Tenth Census Reports*, vol. IV, *Report on Agencies of Transportation*, 1880; *Eleventh Census Reports*, *Report on Transportation Business*, part 1, "Transportation by Water"; *Transportation by Water, 1906*; *Water Transportation, 1916*; and *Water Transportation, 1926*.

The first census, for 1880, was limited to steam vessels. The report of this census includes a detailed history of steam navigation in the United States with separate discussion and single-year construction statistics by geographic region, from the beginning to 1880. (See T. C. Purdy, "Report on Steam Navigation in the United States," *Tenth Census Reports*, 1880, vol. IV.) The report of the shipbuilding census, also taken the same year, includes a detailed technical history of shipbuilding in all aspects, with particular reference to sailing craft. Single-year figures are shown for New England shipbuilding, 1674-1714, classified by type of vessel and place where built. (See Henry Hall, "Report on the Ship-Building Industry of the United States," *Tenth Census Reports*, 1880, vol. VIII.)

The censuses of 1889 and 1906 included all classes of vessels. However, the 1889 census included fishing vessels for the Pacific Division only and the 1906 census excluded fishing vessels. The censuses of 1916 and 1926 provided data for all U.S. vessels and craft of 5 tons net register and over, documented and undocumented, whether propelled by machinery or sails, or unrigged, except that certain specified types of vessels were excluded. (See Bureau of the Census, *Water Transportation, 1926*, p. 5.) While the census reports of 1850 and 1860 contain some statistics relating to water transportation, these statistics apparently were collected by other agencies.

Data shown here are for documented merchant vessels only, ex-

clusive of yachts. The following definitions are those currently applicable:

Documented vessels include all vessels granted registers, enrollments and licenses, or licenses, as "vessels of the United States," and as such have certain benefits and privileges. Vessels of 5 net tons and over owned by citizens of the United States and otherwise complying with the requirements for documentation may be documented to engage in the foreign or coasting trades or the fisheries.

Registers are ordinarily issued to vessels engaged in the foreign trade or the whale fisheries. Historically, this group has included the major portion of the whaling fleet.

Enrollments and licenses are issued to vessels of 20 net tons and over engaged in the coasting trade or fisheries.

Licenses may be issued to vessels of less than 20 net tons engaged in the coasting trade or fisheries.

Undocumented craft are those not registered, enrolled, or licensed—Barges, scows, lighters, and canal boats, without any propelling power of their own, operated exclusively in a harbor, on the canals or other internal waters of a State, or on the rivers or lakes of the United States, not in any case carrying passengers, and vessels under 5 net tons are exempt from the requirements of the laws governing documentation.

Gross tonnage refers to *space* measurement, 100 cubic feet equaling 1 ton; it is not a measure of weight. Gross tonnage is the capacity of the entire space within the frames and the ceiling of the hull, together with those closed-in spaces above deck available for cargo, stores, passengers, or crew, with certain minor exemptions. Before 1865, 95 cubic feet equaled 1 ton, and the admeasurement method differed in other respects.

Changes in maritime law: Admeasurement method. "Admeasurement" refers to the method of calculating gross tonnage of ships or vessels. The first law of the United States on the subject appears to have been enacted September 1, 1789 (1 Stat. 55). The enactment then made was reenacted with certain minor amendments in the Acts of August 4, 1790 (1 Stat. 169), and of March 2, 1799 (1 Stat. 675), and as so enacted was in force until January 1, 1865.

A basic change in admeasurement method was provided in the act of May 6, 1864, effective January 1, 1865 (13 Stat. 70-72, R. S. 4153, 46 U. S. C. 77). The method described in the act of May 6, 1864, appears to have been substantially the same as that in force in 1945.

For the transition period, 1865-1868, the total tonnage figures for the fleet are "mixed." During those years, the total fleet tonnage was obtained by combining the "old admeasurement" tonnage of vessels not yet readmeasured and the "new admeasurement" tonnage of vessels which had been readmeasured or newly built. For a recapitulation of the "old" and "new" components of the fleet tonnage (not the same vessels) for each year, 1865-1868, see *Commerce and Navigation, 1870*, p. 798.

No table has been located comparing the tonnage of a substantial number of vessels under "new" and "old" admeasurement; hence, neither the magnitude nor the direction of the change can be stated here. Apparently it varied for different types of vessels. "Brigs, schooners, and sloops measure less under the 'new' admeasurement . . . while ships, barks, steamboats, and vessels having closed-in spaces above their hulls have their tonnage largely increased." Further, the difference between "old" and "new" was not believed to affect a comparison of New England shipbuilding for the years 1855 and 1868. (See *Treasury Annual Report, 1868*, p. 496.)

Another type of change in maritime law affecting the statistics is illustrated by the act of April 18, 1874 (18 Stat. 31), which exempted the greater amount of canalboat and other unrigged tonnage from documentation. (See U.S. Code, title 46, sec. 336.) For 1874-1876,

the "balance sheets of tonnage," published annually in the source volumes, record the removal of 879,000 tons of vessels for this reason alone. However, *Merchant Marine Statistics, 1936*, lists 843,000 tons exempted in 1876, whereas the 1876 balance sheet of tonnage specified 601,000 tons exempted. The reason for this discrepancy is not clear. The tonnage exempted annually, 1874-1936, is shown on pp. 54-55 of *Merchant Marine Statistics, 1936*.

At irregular intervals, steps were taken to remove from the tonnage accounts those vessels lost, abandoned, captured, sold to aliens, etc., which had not been officially reported for removal purposes. From the outset, the failure to remove such vessels annually resulted in a cumulative error which inflated the statistics of tonnage. When general clearances of this cumulative error were made, the effect was concentrated in a single year or a small group of years.

For a basic statement on this subject, see *American State Papers*, cited above, vol. 1, p. 494, where Albert Gallatin, Secretary of the Treasury, outlines the problem and discusses the first attempt (1800) to deal with it. Recurrently, in the annual tonnage reports found in the source volumes, the problem is discussed, the announcement is made that the rolls have been finally cleared, and assurance is given that the problem has been solved for the future. However, as late as 1867, in spite of repeated clearances in earlier years, the "First Annual Report of the Director of the Bureau of Statistics" stated, "The tonnage returns were swelled with thousands of ghostly ships—ships that had gone to the bottom years ago." (See *Annual Report of the Secretary of Treasury, 1867*, p. 244.)

In 1869, the Register of the Treasury attributed the entire decline of tonnage reported for 1869 to this factor. (See *Treasury Report, 1869*, p. 300.) In the same year, Francis A. Walker, Deputy Special Commissioner of Revenue in Charge of the Bureau of Statistics, stated that the process of assigning a number to each vessel and the institution of an annual list of vessels, as required by the Act of July 28, 1866, "has succeeded in clearing from the lists of vessels . . . a vast amount of purely fictitious tonnage, which have been carried forward from year to year although thousands of vessels which this tonnage originally represented had been meanwhile lost at sea, broken up, or sold abroad." (See *Treasury Report, 1869*, p. 342.)

In the "balance sheets of tonnage" published annually in the source volumes, clearances of cumulative error are generally identified as "not heretofore credited" to distinguish them from listings of removals of the various types routinely reported as having occurred during the given year.

Some of the more important clearances of this cumulative error, and the tons of shipping thereby removed, were: 1800-1901, 197,000; 1811, amount not stated but the effect is evident in series Q 418; 1818, 182,000; 1829-1830, 604,000; 1837, 96,000; 1841-1842, 267,000; and 1855-1858, 945,000.

In later years, the terms "obsolete," "obsolete, not heretofore reported," and "correction of balance" found in annual balance sheets of tonnage, frequently reflect removal of cumulative errors. Examples are (in tons): 1864, 188,000; 1866, 1,063,000; 1867, 260,000; 1868, 128,000; 1869, 338,000; 1870, 58,000; 1871, 103,000; 1881, 157,000.

Other factors which require that early merchant-vessel statistics should be used with some caution are the following: (1) In some instances, systematic differences in identically described statistical series appear in the source volumes (see text for series Q 433-437) which reflect conflicting series of figures, possibly originating from different primary sources of data (see table II below); (2) transcription and typographical errors have crept into historical tables in the source volumes in the process of repeated recopying and retype-setting; (3) statistically significant footnotes which appeared in early reports frequently were dropped in later years; and (4) caution is suggested in referring back to the earlier volumes in the search for explanations of discrepancies or major changes, since the earlier data may reflect the same or similar errors.

In this volume (see table II below), a number of the copying and typesetting errors have been corrected where the exact nature of the discrepancy could be determined beyond reasonable doubt; several broad differences in figures have been pointed out; and a few detailed tabular notes have been added based on information in various annual issues selected largely at random.

Table II. Merchant Marine Tonnage—Changes in Figures From Those Shown in Source

[Source is *Merchant Marine Statistics, 1936*]

Series No.	Year	In source volume	In this volume
Q 417-----	1868	128,118	128,167
	1886	² 4,131,116	² 4,131,136
	1868	4,318,309	4,351,758
	1817	⁴ 1,339,912	² 1,399,912
	1815	1,368,182	1,368,128
Q 419-----	1928	14,343,679	14,346,679
	1913	5,335,541	5,333,247
	1851	582,607	583,607
Q 425-----	1868	2,475,067	2,508,516
	1863	4,357,537	4,579,537
	1824	1,367,453	1,367,553
	1817	1,330,986	1,390,986
Q 426-----	1921	1,232,728	1,242,728
	1913	1,043,347	1,045,641
Q 427-----	1928	14,064,139	14,064,119
Q 429-----	1858	2,301,408	2,301,148
	1818	589,944	589,954
Q 436-----	1927	9,432,869	9,532,869
	1856	2,447,663	2,247,663
Q 431-----	1833	101,666	101,636
Q 432-----	1879	79,855	79,885
	1878	86,447	86,547
	1841	77,783	77,873
	1831	170,189	107,189
Q 435-----	1893	134,308	134,368
Q 436-----	1894	37,824	37,827
Q 437-----	1901	83,743	83,783
	1895	6,978	6,948
Q 459-----	1895	87,127	67,127
	1894	90,099	80,099
	1885	12,010	121,010
Q 460-----	1917	52,536	52,526
	1881	54,888	54,488
Q 461-----	1881	59,801	59,861
Q 463-----	1914	64,523	64,550
	1910	184,239	174,239
	1892	60,710	60,770
Q 481-----	1936	12,511,777	12,511,523
	1868	3,141,540	3,174,935
Q 482-----	1876	1,447,844	1,147,844
	1873	1,051,991	1,055,019
	1868	1,012,749	1,046,198
Q 483-----	1873	2,242,890	2,242,862
	1868	1,962,279	1,962,225
Q 485-----	1932	1,856,563	1,856,553
	1887	683,721	783,721
Q 486-----	1868	481,271	481,218

¹ Number of vessels. ² As shown in table 10, p. 16, of source.

³ As shown in table 16, p. 30, of source. ⁴ As shown in table 10, p. 14, of source.

⁵ As shown in table 16, p. 28, of source.

Q 414-416. Employment on U.S. flag merchant vessels—basic wage scale for able-bodied seamen, 1929-1970.

Source: U.S. Maritime Administration, *Seafaring Wage Rates*, and unpublished data.

Seamen on both coasts receive extra pay for Saturdays and Sundays at sea. Beginning November 1955, West Coast incorporated this extra pay into base wages but East Coast did not. Monthly wage rate represents basic wage, over and above subsistence (board and room), paid to seamen having qualifying experience and employed on U.S. flag merchant vessels.

See also general note for series Q 414-505.

Q 417-432. Documented merchant vessels, by major classes, material of which built, and trade, 1789-1970.

Source: U.S. Bureau of Marine Inspection and Navigation, *Merchant Marine Statistics, 1936* and 1965 (annual report now published

by the U.S. Coast Guard), and U.S. Bureau of Customs, unpublished data. (Series Q 427-428, 1884, U.S. Department of the Treasury, *Annual Report of Commission of Navigation, 1884*, p. 161.)

See also general notes for series Q 413-564 and Q 414-505.

For 1789-1793, tonnage figures are the "duty tonnage," i.e., the tonnage of vessels on which duties were collected during the year. (See *American State Papers*, cited above in general note for series Q 414-505, vol. 1, p. 895.) The "duty tonnage" appears to have been the tonnage on which duties were collected on registered vessels, including "the repeated voyages of the same vessel," plus tonnage of the enrolled and licensed vessels which paid tonnage duties once each year. (See *American State Papers*, vol. 1, pp. 494, 498, 528.) Beginning in 1794, "district tonnage returns" were used, derived from reports of District Collectors of Customs, which gave the tonnage of vessels in each district based on registers, enrollments, and licenses outstanding, as of December 31.

For 1794-1801, figures are district tonnage returns, with no attempt to correct for the cumulative error caused by failure to remove vessels lost, abandoned, sold to aliens, etc. (See *American State Papers*, vol. 1, pp. 494, 499.) The figures for 1800-1801 ignore the first clearing of tonnage accounts which took place during these years. (See *American State Papers*, vol. 1, pp. 494-499, 527-531.) The correction for the cumulative error for registered vessels only would reduce the 1800 total to 819,571 tons and the 1801 total to 903,235 tons. The sharp drop attributable to the clearing of tonnage accounts would thereby be shifted back to 1800 instead of appearing in 1802.

For 1802-1818, the figures in series Q 418 consist of the "corrected registered" tonnage plus the uncorrected enrolled or licensed tonnage (see 1813 tonnage report in *American State Papers*, vol. 1, p. 1017). The figures for 1811 and 1818 reflect two additional attempts to clear out the cumulative error of registered vessels improperly retained on the registers. (See *American State Papers*, vol. 1, pp. 876, 958, and vol. 2, p. 406.)

The figures shown below in table III are those which were derived by a method authorized by Secretary of the Treasury Gallatin. They were reported to Congress in the annual tonnage reports in *American State Papers* as being the "actual" or "more nearly correct" tonnage.

Table III. "Actual Tonnage" of Documented Vessels: 1800 to 1818

[In thousands of gross tons]

Year	Tons	Year	Tons
1818	1,150	1808	1,173
1817	1,341	1807	1,208
1816	1,264	1806	1,166
1815	1,262	1805	1,085
1814	1,029	1804	983
1813	1,032	1803	917
1812	1,127	1802	865
1811	1,131	1801	850
1810	1,329	1800	768
1809	1,266		

These were obtained by taking the "corrected registered tonnage" and adding to it the "duty tonnage" for enrolled and licensed vessels. Since duties were paid only once each year on enrolled and licensed vessels, and owners were not likely to pay duties on nonexistent vessels, it was reasoned that the lower "duty tonnage" figure more accurately reflected the true total for the enrolled or licensed craft than did the district returns of tonnage based on outstanding marine documents. This correction for enrolled and licensed craft was dropped after 1818, probably because, beginning 1819, the "duty tonnage" for this group exceeded the district tonnage returns for the group.

In *American State Papers*, vol. 1, p. 499, the tonnage described as "actual tonnage" in the comparative table for 1794-1799 is, in fact, the district returns of tonnage without correction of any kind. Elsewhere in the tonnage report for 1800 (pp. 494-499), and in tonnage

reports for later years, the term "actual tonnage" normally means the district returns based on outstanding marine documents (registers, enrollments, and licenses) corrected for cumulative error. In table III, the term "actual tonnage" is used in the latter sense; the figures are from annual tonnage reports, 1800-1818, in *American State Papers*, vols. 1 and 2.

Q 427-428. vessels, by material of which built. The source publication also classifies tonnage of each material by type of propulsion (steam, motor, sail, canalboat, and barge).

Q 429-432. vessels, by trade in which engaged. The source publication also presents the number of vessels engaged in each type of trade as well as tonnage. The statutes do not recognize for documenting purposes any fisheries except the cod, mackerel, and whale. Vessels engaged in catching any other fish, such as salmon or menhaden, are documented for the mackerel fishery.

Figures in early reports identified as "registered," or as "registered in foreign trade," commonly include the registered vessels engaged in the whale fishery. Accordingly, figures on "whale fishery" found in early reports should be examined carefully to determine whether they represent the entire whaling fleet or only the "enrolled or licensed" portion. The term "fisheries" as used in early volumes refers to cod and, later, to cod and mackerel fisheries. It rarely includes the whale fishery.

In terms of documentation as "registered," "enrolled," "licensed," series Q 429-432 are composed broadly as follows:

Series Q 429 (foreign trade) represents the total "registered" minus "registered whale fishery." The "registered" whaling tonnage is, however, included for 1794-1798.

Series Q 430 (coastwise and internal) represents the portion of the enrolled or licensed group engaged in this trade. The rest of the enrolled or licensed group is in series Q 432 (cod and mackerel fisheries).

Series Q 431 (whale fishery) is the "registered whale fishery" portion of the registered fleet plus the "whale fishery" portion of the enrolled or licensed fleet. For 1794-1798, however, the registered whaling tonnage is not included here, but in series Q 429.

Series Q 432 (cod and mackerel fishery) is the cod and mackerel fishery portion of the enrolled or licensed fleet. The rest of the enrolled or licensed group is in series Q 430 (coastwise and internal).

Q 433-437. Merchant vessels built and documented, by type, 1797-1964.

Source: See source for series Q 417-432.

The source publication also presents statistics separately for steam, motor, and sailing vessels, canalboats, and barges. Statistics for motor vessels begin in 1893.

Beginning 1938, figures are not comparable with those for earlier years and are probably understated. They represent those vessels built during the 12-month period which were still existent and documented as part of the merchant fleet at the end of the period. Hence, they exclude vessels completed during the period which were lost, sold to U.S. Government, sold to aliens, or otherwise removed from merchant vessel documentation before the end of the period.

See also general notes for series Q 413-564 and Q 414-505.

Q 438-448. Merchant vessels completed by U.S. shipyards, 1914-1970.

Source: 1914-1960, American Bureau of Shipping, New York, *The Bulletin*, annual issues. 1961-1970, U.S. Maritime Administration, *New Ship Construction*, annual issues.

See general notes for series Q 413-564 and Q 414-505.

Q 449-458. Shipbuilding in private shipyards—summary, 1949-1970.

Source: Shipbuilders Council of America, Washington, D.C., *Annual Report*, various issues.

Q 459-463. Gross tonnage of merchant vessels built and documented, by region, 1840-1936.

Source: U.S. Bureau of Marine Inspection and Navigation, *Merchant Marine Statistics, 1936*, pp. 46-48, and table 2.

See general notes for series Q 413-564 and Q 414-505.

Q 464-466. Gross tonnage of merchant vessels built and documented, by region, 1817-1850.

Source: U.S. Department of the Treasury, fold-in table on the history of shipbuilding (1817-1868) at back of the *Annual Report of the Secretary of the Treasury, 1868*.

Source also presents figures separately for "The United States," "The Lakes," and "Western Rivers." For a discussion of these data see the *Annual Report*. The source table, with a more detailed discussion appears as Plate XXII in H.R., Ex. Doc. No. 111, 41st Congress, 2d session, where the period covered is extended to 1869, and as Plate X (extended to 1870) in H.R. Ex. Doc. No. 76, 41st Congress, 3d session. These three series do not add to series Q 434.

See also general notes for series Q 413-564 and Q 414-505.

Q 467-472. Vessels repaired or converted in private shipbuilding and ship repair yards, 1943-1970.

Source: See source for series Q 449-458.

Q 473-480. Merchant vessels launched and owned—world and United States, 1895-1970.

Source: Lloyd's Register of Shipping, London, England, *Statistical Tables*, annual issues; and *Annual Summary of Merchant Ships Launched in the World*, various issues. (copyright.)

Q 481-486. Documented merchant vessels, by geographic region, 1816-1965.

Source: See source for series Q 417-432.

See general notes for series Q 413-564 and Q 414-505.

Q 486a. Documented merchant vessels, western rivers (Haïtes), 1811-1868.

Source E. F. Haïtes, J. Mak, and G. M. Walton, *Western River Transportation During the Era of Early Internal Improvements, 1810-1860*, Johns Hopkins University Press, 1975, Appendix B (copyright).

This series was calculated by the authors from W. M. Lytle, *Merchant Steam Vessels of the United States 1807-1868*, Mystic, Conn., The Steamship Historical Society of America, 1952, and *Supplements 2* (1954) and *3* (1958), edited by F. R. Holdcamper.

The Lytle List is an alphabetical listing of steamboats based on the original records for documented merchant vessels constructed in the United States between 1807 and 1868. The entry for each steamboat includes its gross measured tonnage (by the pre-1865 calculation), year of construction, port of construction, and year of termination of service. Steamboats operating on the western rivers during this era were of a special design. Steamboats not built on the western rivers were not well suited to operate there; steamboats built to operate there generally did not leave the river system. The western river steamboats were, therefore, isolated on the basis of their port of construction. The number and tonnage of the western river steamboats starting and terminating service each year was then calculated and these series were combined to give the tonnage in operation at the end of the calendar year.

Series Q 486a differs from series Q 486 primarily in the treatment of the steamboats that ceased operation. Figures for series Q 486a exclude steamboats in the year during which they ceased to operate. Figures for series Q 486 exclude such steamboats only at irregular intervals.

See also general notes for series Q 413-564 and Q 414-505.

Q 487-529

Q 487-502. U.S. flag merchant vessels, steam and motor, 1934-1970.

Source: U.S. Maritime Administration, *Employment Report of United States Flag Merchant Fleet Ocea-going Vessels 1,000 Gross Tons and Over*, annual issues.

See general notes for series Q 413-564 and Q 414-505.

Q 503-505. Documented merchant vessels, by type of service, 1934-1970.

Source: See source for series Q 417-432.

Series Q 505 includes cable, cod, dredging, elevator, ferry, fireboat, fishing, ice breaker, lightering, oil exploitation, oystering, passenger, pile driving, pilot boat, police boat, patrol boat, refrigerator, towing, waterboat, whaling, welding, wrecking, and miscellaneous. The source presents details for each of these in recent years.

See also general notes for series Q 413-564 and Q 414-505.

Q 506-517. General note.

Net tonnage capacity, as used here, refers to net or registered tonnage of the vessel, not weight of cargo. The net tonnage is what remains after deducting from the gross tonnage (defined in general note for series Q 414-505) the spaces occupied by the propelling machinery, fuel, crew quarters, master's cabin, and navigation spaces. It represents, substantially, space available for cargo and passengers. It is the usual basis for tonnage taxes and port charges. The net tonnage capacity of a ship recorded as "entered with cargo" may bear little relation to actual weight of cargo. Gross tonnage and net tonnage are both measures of cubic capacity, not of weight, 100 cubic feet equaling 1 ton. These terms should not be confused with the cargo ton of 2,000 pounds. Tonnage figures shown in series Q 507 and Q 513 for U.S. vessels entered and cleared, respectively, in foreign trade are greater than the total tonnage of U.S. vessels documented for the foreign trade because the "entered" and "cleared" series include tonnage for each vessel as often as it "enters" or "clears" each year. The documented tonnage, series Q 418, includes the tonnage of each vessel once for each year.

These figures include the tonnage of all types of watercraft engaged in the foreign trade, whether entering or clearing with cargo or in ballast, which are required to make formal entrance and clearance under U.S. customs regulations. Vessels engaged in trade on the Great Lakes with Canada as well as in trade with Mexico are also included. Vessels touching at a U.S. port in distress or for other temporary causes without discharging cargo, and Army and Navy vessels carrying no commercial cargo, are not required by customs regulations to enter or clear and thus are not included in the figures.

Vessels are reported as entered at the first port in the United States at which entry is made, regardless of whether any cargo is unladen at that port; arrivals at subsequent ports are not counted. Vessels are reported as cleared from the last port in the United States where loading of outward cargo is completed or where the vessel cleared in ballast; departures from prior ports are not counted.

Q 506-508. Vessels entered, all ports, 1789-1970.

Source: 1789-1820, Fred J. Guetter and Albert E. McKinley, *Statistical Tables Relating to the Economic Growth of the United States*, McKinley Publishing Co., Philadelphia, 1924, p. 39 (copyright). 1821-1879, U.S. Bureau of Marine Inspection and Navigation, *Merchant Marine Statistics, 1936*, p. 93. 1880-1940, *Statistical Abstract of the United States, 1880-1888, 1908* edition, p. 286; 1889-1916, *1916* edition, p. 338; 1917-1930, *1931* edition, p. 474; 1931-1940, *1947* edition, p. 558. (See general note for series Q 413-564 for the various agencies which have issued the *Statistical Abstract*.) 1941-1946, U.S. Bureau of the Census, *Foreign Commerce and Navigation of the United States*, various issues; 1947-1970, same agency, *Vessel Entrances and Clearances*, Summary Report FT 975, various issues, and unpublished data.

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Q 509. Total vessels entered at seaports, 1840-1970.

Source: *Statistical Abstract of the United States, 1840, 1946* edition, p. 546; 1844-1855, *1878* edition, p. 134; 1856-1879, *1880* edition, p. 138. 1880-1970, see source for series Q 506-508.

Q 510-511. U.S. and foreign vessels entered at seaports, 1856-1970.

Source: 1856-1879, see source for series Q 509; 1880-1970, see source for series Q 506-508.

Q 512-514. Vessels cleared, all ports, 1821-1970.

Source: See sources cited for specific periods for series Q 506-508. The following page numbers apply, respectively, to the sources cited for 1821-1940: 93, 287, 475, 558, and 592.

Q 515. Total vessels cleared at seaports, 1840-1970.

Source: *Statistical Abstract of the United States, 1840* and *1850, 1946* edition, p. 546; 1853-1879, *1881* edition, p. 138. 1880-1970, see source for series Q 506-508.

Q 516-517. U.S. and foreign vessels cleared at seaports, 1857-1970.

Source: 1857-1879, *Statistical Abstract of the United States, 1881*, p. 136; 1880-1970, see source for series Q 506-508.

Q 518-523. Value of waterborne imports and exports (including re-exports) of merchandise, 1790-1970.

Source: 1790-1820, see source for series Q 506-508; 1821-1858, U.S. Bureau of Marine Inspection and Navigation, *Merchant Marine Statistics, 1936*, p. 91; 1859-1935, *Statistical Abstract of the United States, 1859-1866, 1895* edition, pp. 399-400; 1867-1912, *1913* edition, pp. 318-319; 1913-1923, *1924* edition, p. 417; 1924-1935, *1946* edition, p. 552. (See general note for series Q 413-564 for the various agencies which have issued the *Statistical Abstract*.) U.S. Bureau of the Census, 1943-1946, *Foreign Commerce and Navigation of the United States*, annual issues, 1947-1950, *Waterborne Trade by United States Port*, FT 972, annual issues, 1951-1970, *Waterborne Foreign Trade Statistics*, FT 985, annual issues (title changed to *U.S. Waterborne Foreign Trade* in July 1965).

The primary source of figures for 1790-1820 is J. R. Soley, "The Maritime Industries of America," *The United States of America* (N. S. Shaler, Editor), vol. II, 1894, pp. 522-527, 534, 536, 538. The report gives the percent of imports and exports in U.S. vessels. Guetter and McKinley (cited above for series Q 506-508) have derived absolute figures by applying these percentages to total imports and exports of merchandise and specie. The primary source of figures for 1821-1935 is *Foreign Commerce and Navigation of the United States*, annual issues. Starting with 1943, import or export statistics by method of transportation, showing shipping weight as well as dollar value, have been compiled by the Bureau of the Census.

See also general note for series U 187-352.

Q 524-529. Tonnage of waterborne imports and exports, by flag of carrier vessel, 1921-1970.

Source: U.S. Bureau of the Census, 1921-1945, *Foreign Commerce and Navigation of the United States*, annual issues; 1946-1957, releases and unpublished data; 1958-1970, *Statistical Abstract of the United States*, various issues.

Excludes cargoes (small in the aggregate) carried by ships of less than 100 tons gross capacity prior to 1946. Beginning 1946, excludes Army and Navy cargo, and includes Alaska, Hawaii, and Puerto Rico. Beginning July 1950, excludes commodities classified for security reasons as "special category." From July 1953 to December 1955 and July 1956 through December 1962, exports exclude shipments under \$500 in value regardless of shipping weight; for January-

June 1956, exports exclude shipments under \$1,000. For 1963 and later years, exports exclude shipments to Canada individually valued under \$2,000 and to other countries under \$500. Under \$100 shipments are excluded for all years. Beginning 1954, imports exclude shipments under 2,000 pounds shipping weight regardless of value, as well as shipments valued at less than \$100 regardless of shipping weight. For January 1960 through June 1965, imports exclude formal entry shipments valued at less than \$100 and informal entry shipments valued under \$251. For July-December 1965 and later years, imports exclude all shipments under \$251.

Q 530-541. Waterborne cargo tonnage, foreign and domestic, 1924-1970.

Source: U.S. Corps of Engineers, 1924-1946, *Annual Report of the Chief of Engineers*, part 2; 1947-1970, *Waterborne Commerce of the United States*, 1971, part 5, *National Summaries*, pp. 5 and 6.

In 1954, part 2 of the *Annual Report* was superseded by a separate publication entitled *Waterborne Commerce of the United States* (published in several regional parts). Part 5 of this report, *National Summaries*, presents separate figures for series Q 534-535 for "Canadian" and "overseas."

Cargo tonnage refers to the weight of cargo and should not be confused with gross tonnage shown in series Q 417-505 or the net or registered tonnage capacity shown in series Q 506-517, which are measures of cubic capacity, not of weight. See also text for those series.

Domestic commerce includes all commercial movements between points in the United States, Puerto Rico, and the U.S. Virgin Islands. Traffic with the Canal Zone is treated as foreign commerce.

Foreign commerce includes all movements between the United States and foreign countries, and between Puerto Rico and the U.S. Virgin Islands (considered a single unit) and foreign countries. Trade between U.S. outlying areas (Guam, Wake, American Samoa, etc.) and foreign countries is excluded.

"Coastwise" commerce, series Q 537, refers to domestic traffic receiving a carriage over the ocean, or the Gulf of Mexico; and to traffic between Great Lakes ports and seacoast ports, when having a carriage over the ocean.

"Lakewise" commerce, series Q 538, refers to traffic between U.S. ports on the Great Lakes System.

"Local and intraport" commerce, series Q 539, refers to movements of freight within the confines of a port whether the port has only one or several arms or channels, except car-ferry and general ferry. The term is also applied to marine products, sand, and gravel taken directly from the Great Lakes.

"Internal" commerce, series Q 540, covers traffic between ports or landings where the entire movement takes place on inland waterways; movements involving carriage on both inland waterways and waters of the Great Lakes; inland movements that cross short stretches of open waters which link inland systems; marine products, sand, and gravel taken directly from beds of the oceans, the Gulf of Mexico, and important arms thereof; and movements between offshore installations and inland waterways.

"Intraterritory" commerce, series Q 541, refers to traffic between ports in Puerto Rico and the U.S. Virgin Islands, which are considered as a single unit.

Q 542-547. Waterborne bulk freight traffic on the Great Lakes, 1900-1970.

Source: Lake Carriers' Association, *Annual Report*, 1970, pp. 51-52 and 76-77 (copyright).

Includes tonnage moving to or from Canadian or U.S. lake ports, in Canadian or U.S. bulk carriers.

Q 548-552. Freight traffic on the Sault Ste. Marie canals, 1855-1900.

Source: U.S. Corps of Engineers, *Statistical Report of Lake Commerce Passing Through Canals at Sault Ste. Marie*, 1931.

These series include traffic moving through the American and Canadian canals. Figures for later years may be obtained from various issues of Corps of Engineers, *Annual Report*, part 2, *Commercial Statistics*. They are not shown here because they pertain only to traffic between Lake Superior and the other lakes; series Q 542-547, therefore, provide more comprehensive totals of Great Lakes traffic.

Q 553-555. Commercial ocean traffic on the Panama Canal, 1915-1970.

Source: 1915-1924, Governor of the Panama Canal, *Annual Report*, 1948, p. 10; 1925-1970, Panama Canal Company, *Annual Report*, various issues (copyright).

Does not include U.S. Government traffic.

Q 556-557. Tonnage moved on New York State canals, 1837-1970.

Source: State of New York, Department of Public Works, *Annual Report of the Superintendent*, annual issues, and unpublished data.

Q 558. Federal expenditures for rivers and harbors, 1822-1970.

Source: 1822-1882, *Statement of Appropriations and Expenditures for Public Buildings, Rivers and Harbors, Forts, Arsenals, Armories, and Other Public Works from March 4, 1789 to June 30, 1882*, U.S. Senate Ex. Doc., vol. 7, No. 196, 47th Congress, 1st session (Treasury Department Doc. No. 373), pp. 521-522; 1883-1919, Federal Works Agency, records (compiled from Treasury Department accounts); 1920-1970, U.S. Corps of Engineers, *Annual Report of the Chief of Engineers on Civil Works Activities*, vol. I, annual issues.

Figures include expenditures for rivers, harbors, and flood control prior to 1928. In 1928, expenditures for flood control amounted to less than \$13,500,000. Figures for 1929-1970 exclude expenditures for flood control. The figures include amounts expended from emergency relief and Public Works Administration funds, 1933-1937, but exclude \$5,500,000 for purchase of Cape Cod Canal, 1928, expended by and accounted for by the Treasury Department.

Q 559-564. Investment in canals, by region and agency of enterprise, 1815-1860.

Source: H. Jerome Cranmer, "Canal Investment, 1815-1860," *Studies in Income and Wealth*, vol. 24, National Bureau of Economic Research, New York, 1960, pp. 555 and 556. (Copyright, Princeton University Press.)

The development of data on annual canal investment was based on an averaging process applied to the experience of a sample of 24 canals for which annual expenditure figures were available. For a list of those canals and description of the estimating operations, see source.

Adjusted estimates of annual expenditures were made for every canal or canal system undertaken between 1815 and 1860. Expenditures for river and harbor improvements were not included, nor for slack water navigation except when the expenditures were part of a canal project. The estimates were then aggregated by region and by agency of enterprise within each region. The regional estimates were then aggregated to provide estimates of annual investment in canals for the entire United States, together with estimates for State and private enterprise.

The Northeast consists of the New England and Middle Atlantic States, including Maryland and the District of Columbia. The South encompasses the area south of the Potomac and Ohio Rivers; and the West, the region north of the Ohio River, except that the Louisville and Portland canal which, though actually located in Kentucky, south of the Ohio River, is included in the West region.

Series Q 413. Persons Entering the United States by Ship: 1933 to 1970

[In thousands. For years ending June 30. Covers persons disembarking, as reported on U.S. Customs Service forms, and differs from series C 315]

Year	Persons entering	Year	Persons entering	Year	Persons entering	Year	Persons entering
	413		413		413		413
1970	723	1960	773	1950	762	1940	733
1969	728	1959*	762	1949	676	1939	1,019
1968	715	1958	781	1948	641	1938	1,072
1967	719	1957	848	1947	548	1937	1,011
1966	767	1956	842	1946	1,660	1936	898
1965	782	1955	843	1945	1,286	1935	812
1964	847	1954	845	1944	676	1934	754
1963	743	1953	865	1943	359	1933	795
1962	677	1952	900	1942	305		
1961	805	1951	723	1941	443		

* Denotes first year for which figures include Alaska and Hawaii.

† Includes Puerto Rico.

Series Q 414-416. Employment on U.S. Flag Merchant Vessels—Basic Wage Scale for Able-Bodied Seamen : 1929 to 1970

[Except as indicated, employment data as of June 30 and wage rate data as of June 16]

Date	Employment ¹	Date	Employment ¹	Date	East coast monthly wage rate ⁴	Date	West coast monthly wage rate ⁴
	414		414		415		416
1970	37.6	1949	67.2	1970—Jan	\$470	1970—Jan	\$652
1969	47.5	1948	82.1	1969—Jan	444	1969—Jan	600
1968	54.2	1947—Dec. 20	110.8	1968	444	1968	600
1967	54.6	1946—June 20	120.1	1967	423	1967	578
1966	51.9			1966	393	1966	558
1965	² 39.1	1945—June 20	158.9				
1964	48.0	1944—June 20	125.3	1965	393	1965	539
1963	48.0	1943—June 20	75.0	1964	393	1964	522
1962	47.3	1942	47.4	1963	393	1963	522
1961	² 30.9	1941	51.3	1962	393	1962	522
		1940	49.8	1961	384	1961—Oct	522
1960	49.2	1939	52.0	1960—Jan	369	1960—Oct	512
1959	50.2	1938	49.8	1959	353	1959	478
1958	51.5	1937	59.2	1958	353	1958—Oct	478
1957	61.1	1936	57.2	1957	353	1957—Oct	478
1956	57.2			1956	333	1956—Oct	453
1955	57.5	1935	56.2				
1954	55.8	1934	² 56.3	1955	314	1955—Nov	432
1953	69.1	1933	² 54.6	1954	314	1954—Oct	302
1952	70.7	1932	² 52.6	1953	314	1953	314
1951	69.5	1931	² 57.2	1952	302	1952	302
1950	66.6	1930	² 62.4	1951	257	1951	249
		1929	² 63.8	1950—Oct. 15	248	1950—Oct. 15	249

¹ Estimates of personnel employed on U.S. merchant ships, 1,000 gross tons and over. Excludes vessels on inland waterways, Great Lakes, and those owned by, or operated for, the U.S. Army and Navy, and special types such as cable ships, tugs, etc.

² Decrease due to seafaring strike.

³ Average monthly employment.

⁴ Seamen on both coasts receive extra pay for Saturdays and Sundays at sea. Beginning 1955, West Coast incorporated this extra pay into base wages but East Coast did not.

Series Q 417-432. Documented Merchant Vessels, by Major Classes, Material of Which Built, and Trade : 1789 to 1970

[Gross tonnage of documented vessels of 5 tons or more. As of December 31, 1789-1834; September 30, 1835-1842; June 30, 1843-1940; January 1 thereafter]

Year	Number of vessels	Gross tonnage (1,000)														
		Total	Major classes						Material of which built		Trade in which engaged					
			Steam and motor, total	Steam		Motor		Sailing ³	Canal-boats and barges	Metal ⁴	Wood	Foreign	Coast-wise and internal	Whale fisheries	Cod and mackerel fisheries ⁵	
				Total ¹	Coal burning ¹	Oil burning ¹	Total ²									Diesel and semi-Diesel engines ¹
417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	
1970	49,993	23,613	19,074	16,447			2,627		6	9,533						
1969	49,991	23,455	19,438	16,868			2,565		6	9,016						
1968	49,545	27,932	19,396	16,871			2,525		6	8,530						
1967	48,700	27,251	(NA)	(NA)			(NA)		(NA)	(NA)						
1966	47,223	26,522	(NA)	(NA)			(NA)		(NA)	(NA)						
1965	45,579	26,516	19,780	17,560	1,497	16,063	2,170	2,040	8	6,778	25,318	1,198	12,628	13,839		
1964	44,669	26,160	20,018	17,896	1,664	16,232	2,122	1,988	17	6,125	24,900	1,260	12,580	13,276	1	1
1963	44,077	25,691	20,079	17,987	1,760	16,226	2,092	1,952	18	5,595	24,377	1,314	12,289	13,089	1	1
1962	43,566	25,456	20,076	17,990	1,903	16,088	2,085	1,942	18	5,362	24,107	1,349	12,393	12,775	1	1
1961	43,367	26,403	21,175	19,125	2,049	17,076	2,050	1,902	18	5,210	25,028	1,375	13,126	13,260	1	1

See footnotes at end of table.

Series Q 438-448. Merchant Vessels Completed by U.S. Shipyards: 1914 to 1970

[Tons in thousands. Represents self-propelled steel vessels of 2,000 gross tons and over for domestic use. Excludes Alaska and Hawaii]

Year	Merchant vessels		Passenger-cargo/transport			Cargo			Tanker		
	Number	Gross tons	Number	Gross tons	Deadweight tons	Number	Gross tons	Deadweight tons	Number	Gross tons	Deadweight tons
	438	439	440	441	442	443	444	445	446	447	448
1970	13	342	-	-	-	6	120	134	7	222	427
1969	22	418	-	-	-	14	217	247	8	201	381
1968	21	319	-	-	-	18	256	291	3	63	113
1967	12	143	-	-	-	12	143	150	-	-	-
1966	13	146	-	-	-	12	125	161	1	21	36
1965	13	173	-	-	-	11	121	154	2	52	92
1964	15	213	1	14	9	10	104	123	4	95	166
1963	35	418	6	51	31	23	250	289	6	117	200
1962	27	392	1	14	10	23	265	303	3	113	186
1961	25	369	-	-	-	18	190	224	7	179	298
1960	26	410	-	-	-	15	184	163	11	276	456
1959	30	714	1	5	1	3	40	73	26	663	1,095
1958	30	572	4	61	35	5	48	67	21	463	759
1957	19	297	-	-	-	3	8	6	16	289	457
1956	8	113	-	-	-	2	7	15	6	106	169
1955	9	119	-	-	-	7	84	95	2	35	55
1954	39	585	1	4	6	11	106	159	27	475	764
1953	45	570	1	4	4	22	212	324	22	354	555
1952	31	399	6	101	57	17	170	289	8	127	202
1951	10	148	2	47	24	4	29	43	4	71	116
1950	26	405	-	-	-	3	27	44	23	378	609
1949	33	541	-	-	-	-	-	-	33	541	863
1948	24	159	1	15	11	17	92	159	6	52	88
1947	39	247	8	74	68	28	154	224	3	19	36
1946	83	646	9	77	85	66	487	729	8	82	121
1945	1,041	7,615	46	509	311	807	5,336	7,206	188	1,770	2,787
1944	1,463	11,403	48	461	330	1,175	8,455	11,858	240	2,486	3,955
1943	1,661	12,486	20	220	180	1,410	10,103	14,921	231	2,163	3,420
1942	724	5,393	11	102	81	652	4,679	6,843	61	612	982
1941	95	749	6	58	57	61	423	598	28	268	434
1940	53	445	6	69	61	31	227	335	16	149	238
1939	28	241	3	30	20	14	92	128	11	119	193
1938	24	181	-	-	-	6	39	56	18	142	228
1937	15	122	-	-	-	-	-	-	15	122	192
1936	8	63	-	-	-	-	-	-	8	63	105
1935	2	19	-	-	-	-	-	-	2	19	30
1934	2	10	-	-	-	2	10	15	-	-	-
1933	4	50	4	50	32	-	-	-	-	-	-
1932	15	145	13	129	83	2	16	22	-	-	-
1931	14	151	9	109	85	-	-	-	5	42	70
1930	18	164	5	50	39	2	16	24	11	97	161
1929	8	65	2	24	20	5	33	49	1	9	15
1928	7	72	3	44	37	-	-	-	4	28	44
1927	19	155	7	51	27	9	73	104	3	30	50
1926	8	54	5	29	16	2	16	26	1	9	15
1925	12	84	3	19	11	9	65	92	-	-	-
1924	12	84	7	44	20	4	34	48	1	7	11
1923	18	117	7	34	26	9	68	110	2	16	23
1922	19	168	3	41	34	10	78	156	6	48	71
1921	183	1,359	22	256	243	57	317	485	104	786	1,158
1920	467	2,396	12	100	111	375	1,758	2,696	80	538	778
1919	723	3,370	2	10	11	679	3,086	4,680	42	273	395
1918	414	1,770	5	30	24	375	1,508	2,283	34	232	339
1917	125	642	1	10	10	92	414	627	32	218	314
1916	74	370	1	6	7	49	201	300	24	163	247
1915	24	128	3	20	13	17	88	131	4	20	30
1914	26	135	1	3	1	17	88	130	8	45	67

- Represents zero.

Series Q 449-458. Shipbuilding in Private Shipyards—Summary: 1949 to 1970

[Tons in thousands; gross tons for commercial vessels, light displacement tons for naval vessels. Covers steel self-propelled vessels of 1,000 tons or over]

Year	Commercial vessels					Naval vessels				
	Under construction		Contracted for	Launched	Delivered	Under construction		Contracted for	Launched	Delivered
	Jan. 1	Dec. 31				Jan. 1	Dec. 31			
	449	450	451	452	453	454	455	456	457	458
1970: Number	49	49	13	11	13	108	82	6	23	32
1970: Tons	1,388	1,609	580	322	370	621	588	132	117	166
1969: Number	63	49	8	13	22	133	108	6	28	31
1969: Tons	1,495	1,388	309	271	416	701	621	80	142	159
1968: Number	64	63	23	27	24	134	133	15	26	16
1968: Tons	1,211	1,495	613	454	329	686	701	153	138	138
1967: Number	48	64	29	15	13	147	134	8	15	21
1967: Tons	596	1,211	740	182	162	745	686	50	137	109
1966: Number	45	48	16	11	13	106	147	54	25	13
1966: Tons	513	596	244	134	161	573	745	246	129	74

See footnotes at end of table.

Series Q 449-458. Shipbuilding in Private Shipyards—Summary: 1949 to 1970—Con.

[Tons in thousands; gross tons for commercial vessels, light displacement tons for naval vessels]

Year	Commercial vessels					Naval vessels				
	Under construction		Contracted for	Launched	Delivered	Under construction		Contracted for	Launched	Delivered
	Jan. 1	Dec. 31				Jan. 1	Dec. 31			
	449	450	451	452	453	454	455	456	457	458
1965: Number.....	47	45	16	17	18	101	106	23	15	18
Tons.....	550	513	166	221	203	537	573	158	102	122
1964: Number.....	45	47	18	20	16	83	101	89	22	21
Tons.....	517	550	244	239	223	450	537	195	133	108
1963: Number.....	54	45	25	18	34	71	83	29	23	17
Tons.....	648	517	291	261	422	383	450	148	125	81
1962: Number.....	66	54	15	37	27	67	71	19	18	15
Tons.....	859	648	174	429	335	362	385	99	79	76
1961: Number.....	57	66	34	20	25	59	67	24	13	16
Tons.....	789	859	438	320	369	403	362	132	69	173
1960: Number.....	60	58	23	31	25	52	59	19	16	12
Tons.....	979	844	270	471	404	334	410	115	170	39
1959: Number.....	75	60	19	28	32	55	52	13	15	16
Tons.....	1,514	954	196	587	717	335	334	63	66	64
1958: Number.....	93	75	22	32	31	46	55	17	15	8
Tons.....	2,156	1,543	176	719	573	281	335	78	56	24
1957: Number.....	84	93	35	26	23	55	46	14	15	23
Tons.....	1,855	2,172	751	389	320	286	273	100	39	114
1956: Number.....	25	84	68	12	9	42	55	22	17	9
Tons.....	312	1,902	1,715	156	126	247	284	87	110	49
1955: Number.....	15	25	18	3	8	44	43	13	13	14
Tons.....	225	315	196	48	105	307	253	93	73	146
1954: Number.....	48	15	7	31	38	31	44	26	14	13
Tons.....	672	210	122	473	564	212	303	138	132	48
1953: Number.....	92	48	4	41	45	45	81	2	16	16
Tons.....	1,298	680	19	516	570	254	219	16	41	51
1952: Number.....	96	92	27	37	31	31	45	18	8	6
Tons.....	1,222	1,303	478	428	397	158	254	107	33	14
1951: Number.....	29	96	77	10	10	11	32	22	7	1
Tons.....	411	1,251	987	146	148	45	214	170	30	765
1950: Number.....	39	29	16	26	26	11	11	-	-	-
Tons.....	636	401	181	422	415	42	42	-	-	-
1949: Number.....	71	40	5	39	34	21	11	-	-	7
Tons.....	1,130	661	72	631	539	194	42	-	-	58

- Represents zero.

¹ Adjusted to account for major changes made during construction.

² Tonnages revised.

Series Q 459-466. Gross Tonnage of Merchant Vessels Built and Documented, by Region: 1817 to 1936

[Documented vessels of 5 tons or more. As of December 31, 1817-1834; September 30, 1835-1842; June 30 thereafter]

Year	Seaboard				Northern lakes and western rivers	Year	Seaboard				Northern lakes and western rivers
	Total	New England coast	Mid-Atlantic and Gulf coasts	Pacific coast			Total	New England coast	Mid-Atlantic and Gulf coasts	Pacific coast	
	459	460	461	462			459	460	461	462	
1936.....	175,398	711	166,671	8,016	48,686	1910.....	167,829	23,442	127,517	16,870	174,239
1935.....	49,054	1,910	38,452	8,692	13,865	1909.....	131,748	27,237	81,752	22,759	106,342
1934.....	49,946	862	37,390	11,694	16,703	1908.....	266,937	70,903	138,984	57,050	347,279
1933.....	181,593	25,851	151,823	3,919	9,210	1907.....	219,753	44,428	140,134	35,191	251,579
1932.....	195,529	52,163	133,625	9,741	17,363	1906.....	146,883	32,311	94,311	20,261	271,862
1931.....	355,771	26,639	287,884	41,248	31,135	1905.....	230,716	119,377	91,224	20,115	99,600
1930.....	193,116	18,601	143,656	30,859	61,180	1904.....	208,288	51,417	135,263	21,608	170,254
1929.....	104,769	12,766	71,750	20,253	24,207	1903.....	238,196	66,973	177,837	43,336	147,956
1928.....	181,631	11,434	146,532	23,715	75,499	1902.....	290,122	75,852	161,211	53,059	178,709
1927.....	176,207	6,574	124,068	45,565	68,937	1901.....	291,516	82,371	153,977	54,563	191,973
1926.....	159,658	4,995	131,994	22,669	65,015	1900.....	249,006	72,179	135,473	41,354	144,784
1925.....	123,933	5,615	76,784	41,534	75,913	1899.....	196,120	63,761	85,325	41,524	108,913
1924.....	145,837	3,174	106,414	36,249	78,131	1898.....	112,879	23,944	39,146	49,739	67,579
1923.....	262,769	13,057	199,026	50,686	73,022	1897.....	103,504	21,942	74,067	7,435	128,729
1922.....	637,708	56,973	448,197	132,533	23,524	1896.....	102,544	39,582	52,143	10,819	124,553
1921.....	2,147,555	150,745	1,383,185	613,625	117,560	1895.....	67,127	26,783	33,200	7,144	44,475
1920.....	3,475,872	208,023	1,931,514	1,336,335	404,767	1894.....	80,099	28,665	46,042	5,392	51,096
1919.....	2,815,733	177,753	1,274,472	1,363,503	510,888	1893.....	102,830	37,091	52,013	13,721	103,809
1918.....	1,080,437	88,302	473,698	513,437	220,431	1892.....	133,863	60,624	57,459	20,770	60,770
1917.....	518,968	52,526	298,958	167,474	145,521	1891.....	237,462	105,491	112,901	19,070	131,840
1916.....	275,749	37,563	188,550	49,631	49,664	1890.....	169,091	78,577	78,179	12,335	125,032
1915.....	203,156	18,551	152,906	31,699	21,966	1889.....	111,852	39,983	53,930	17,939	119,232
1914.....	251,700	14,985	200,220	36,495	64,550	1888.....	105,125	39,313	49,356	21,956	112,962
1913.....	247,318	27,131	175,523	44,664	98,337	1887.....	33,081	24,035	49,836	9,140	67,339
1912.....	136,485	23,052	81,329	32,104	96,184	1886.....	64,458	30,624	27,920	5,914	30,935
1911.....	190,612	23,653	139,725	27,234	100,550						

See footnotes at end of table.

Series Q 459-466. Gross Tonnage of Merchant Vessels Built and Documented, by Region: 1817 to 1936—Con.

Year	Seaboard				Northern lakes and western rivers	Year	Seaboard			Northern lakes and western rivers
	Total	New England coast	Mid-Atlantic and Gulf coasts	Pacific coast			Total	New England coast	Mid-Atlantic and Gulf coasts	
	459	460	461	462			459	460	461	
1885	121,010	48,128	61,844	11,038	38,046	1842	109,100	64,237	44,863	19,983
1884	178,419	84,046	88,753	10,620	47,095	1841	104,268	63,771	40,497	14,625
1883	210,349	110,226	83,385	16,738	55,081	1840	110,688	65,189	45,494	7,626
1882	188,084	93,965	78,342	15,777	94,186	ALTERNATIVE SERIES				
1881	125,766	54,488	59,861	11,417	154,693	Year	The Coast ³	Western lakes and rivers	New England States ⁴	
1880	101,720	46,374	46,408	8,943	55,690					464
1879	115,683	55,874	48,602	11,207	77,348	1850	247,847	24,372	142,367	
1878	155,138	90,386	53,419	11,333	80,366	1849	217,264	39,313	120,234	
1877	132,996	90,992	29,286	12,718	49,596	1848	262,581	55,495	146,111	
1876	163,826	95,288	51,716	16,822	39,760	1847	185,493	58,240	104,682	
1875	244,474	151,497	79,549	13,428	53,165	1846	149,332	38,872	82,347	
1874	277,093	136,251	129,903	10,859	155,632	1845	116,156	29,862	63,835	
1873	218,139	76,406	136,258	5,475	141,107	1844	71,732	31,805	36,268	
1872	128,097	46,269	79,552	2,276	80,955	1843	90,017	26,293	46,251	
1871	156,249	64,366	86,559	5,324	116,978	1842	108,302	20,782	56,234	
1870	182,836	110,584	59,532	12,720	94,117	1841	103,576	15,318	63,770	
1869	191,194	103,604	72,058	15,532	84,036	1840	109,706	8,603	65,189	
1868	173,722	98,915	67,956	6,851	111,582	1839	107,232	13,757	59,204	
1867	229,583	135,189	90,070	4,324	73,945	1838	100,074	13,061	53,054	
1866	232,788	121,335	105,329	6,124	103,358	1837	98,997	23,990	51,931	
1865 ¹	230,899	135,253	141,830	3,816	102,910	1836	98,130	15,497	53,330	
1864	328,710	112,615	211,242	4,853	87,030	1835	101,906	14,072	60,054	
1863 ¹	215,410	79,578	133,161	2,671	95,474	1834	105,633	12,647	61,779	
1862	112,486	45,597	64,365	2,524	62,689	1833	153,455	8,171	95,143	
1861	181,586	104,678	72,192	4,716	51,608	1832	130,064	14,475	100,585	
1860	169,836	134,289	33,524	2,023	44,962	1831	80,541	5,222	49,793	
1859 ¹	134,499	79,316	53,127	2,056	23,103	1830	52,686	5,398	24,169	
1858 ¹	177,799	103,864	71,811	2,124	64,487	1829	71,055	6,044	38,117	
1857	285,681	133,686	100,810	1,185	93,123	1828	95,349	3,027	54,282	
1856	369,679	252,974	116,343	362	99,714	1827	99,343	5,000	57,156	
1855	505,450	326,431	176,901	2,118	78,000	1826	121,908	4,530	72,668	
1854	454,933	289,599	164,311	1,023	80,633	1825	112,616	2,381	65,616	
1853	357,233	222,791	134,291	151	68,339	1824	39,166	1,773	52,445	
1852	301,274	179,804	121,470	70	50,218	1823	73,942	1,066	42,725	
1851	265,378	133,351	131,957	70	32,825	1822	75,242	105	44,206	
1850	248,865	142,369	106,374	122	23,353	1821	55,607	249	36,651	
1849	209,189	120,237	88,952	---	47,388	1820	47,696	88	29,353	
1848	264,268	146,113	118,155	---	53,807	1819	79,551	267	50,614	
1847	185,618	104,745	80,873	---	58,114	1818	82,232	189	48,823	
1846	149,571	82,347	67,224	---	38,682	1817	85,144	1,250	46,605	
1845	116,443	63,837	52,606	---	29,575					
1844	71,832	36,268	35,564	---	31,705					
1843 ²	53,220	26,512	26,708	---	10,397					

¹ Figures for these years do not add to series Q 434.
² 9-month period.

³ Figures for New England States included in series Q 464 "The Coast."

Series Q 467-472. Vessels Repaired or Converted in Private Shipbuilding and Ship Repair Yards: 1943 to 1970

Year	All vessels		Vessels under 1,000 gross tons		Vessels over 1,000 gross tons		Year	All vessels		Vessels under 1,000 gross tons		Vessels over 1,000 gross tons	
	Number	Yards reporting ¹	Number	Yards reporting	Number	Yards reporting		Number	Yards reporting ¹	Number	Yards reporting	Number	Yards reporting
	467	468	469	470	471	472		467	468	469	470	471	472
1970	39,200	122	26,800	110	12,400	75	1955	35,413	144	21,122	180	14,291	89
1969	36,000	126	22,120	116	13,880	78	1954	39,870	154	24,453	136	15,412	99
1968	37,200	128	24,300	114	12,900	81	1953	44,663	163	27,006	142	17,657	106
1967	37,400	130	24,500	112	12,900	85	1952	42,774	131	20,878	113	21,896	82
1966	33,100	135	19,600	110	13,500	75	1951	38,513	138	20,307	123	18,106	59
1965	35,600	136	22,900	117	12,700	93	1950	33,287	118	17,993	111	15,294	80
1964	37,500	146	26,777	132	10,723	93	1949	27,441	114	15,135	103	12,306	69
1963	39,990	139	27,804	129	12,186	102	1948	30,937	105	14,651	97	16,286	70
1962	42,686	151	29,912	137	12,774	95	1947	30,888	102	12,866	84	18,022	67
1961	36,816	122	26,027	106	10,789	73	1946	38,091	126	19,462	107	18,629	87
1960	37,774	159	24,991	132	12,783	93	1945	23,558	---	---	---	23,558	---
1959	37,501	149	24,837	130	12,664	87	1944	22,014	---	---	---	22,014	---
1958	42,809	154	28,331	134	14,478	88	1943	22,957	---	---	---	22,957	---
1957	40,827	152	26,106	139	14,721	82							
1956	45,555	165	29,401	144	16,154	93							

¹ Not additive.

Series Q 487-502. United States Flag Merchant Vessels, Steam and Motor: 1934 to 1970-Con.

[Dead-weight tonnage in thousands]

Table with columns: Year and type of vessel, All vessels (Number, Tons), Active vessels (Total, Foreign trade, Domestic trade, Special service), and Inactive vessels (Number, Tons). Rows include years from 1949 to 1934 and vessel types like Combination, Cargo, and Tanker.

- Represents zero.

¹ Data as of December 31.

² Data as of September 30.

Series Q 503-505. Gross Tonnage of Documented Merchant Vessels, by Type of Service: 1934 to 1970

[In thousands of tons. Documented vessels of 5 tons or more. As of June 30, 1934-1940; January 1, thereafter. Includes Puerto Rico and Guam]

Table with columns: Year, Freight (dry cargo), Tanker, All other. It is divided into two sections for the years 1934-1940 and 1941-1970.

Series Q 524-529. Tonnage of Waterborne Imports and Exports, by Flag of Carrier Vessel: 1921 to 1970

[In thousands of short tons]

Table with 13 columns: Year, Imports (Total, U.S. vessels, Foreign vessels), Exports (Total, U.S. vessels, Foreign vessels). Rows list years from 1970 down to 1946, with 1945-1942 grouped together.

1 Excludes U.S. Army and Navy cargo and Great Lakes.

Series Q 530-541. Waterborne Cargo Tonnage, Foreign and Domestic: 1924 to 1970

[In thousands of short tons of 2,000 pounds. For definition of cargo tonnage, see text. Net totals are derived by deducting two types of duplications from unadjusted totals: (1) Traffic between seaports and river points, and (2) "Other duplications," comprising principally coastwise and lake traffic passing through canals and connecting channels other than the St. Marys Falls Canal and the Detroit River]

Table with 13 columns: Year, Foreign and domestic commerce (Total, Through seaports, Great Lakes ports), Net total 1, Domestic commerce (Between ports, Local and intraport 2, Internal, Intra-territory 3). Rows list years from 1970 down to 1941.

See footnotes at end of table.

Series Q 548-552. Freight Traffic on the Sault Ste. Marie Canals: 1855 to 1900

[In thousands of short tons, except grain in thousands of bushels]

Year	Total traffic	Iron ore	Coal	Grain	Stone	Year	Total traffic	Iron ore	Coal	Grain	Stone
	548	549	550	551	552		548	549	550	551	552
1900	25,643	16,444	4,487	56,664	49	1875	833	493	101	1,486	3
1899	25,256	15,328	3,941	88,398	39	1874	655	428	61	1,270	(Z)
1898	21,235	11,707	3,776	88,418	5	1873	888	504	97	2,480	2
1897	18,988	10,684	3,039	80,814	6	1872	746	383	81	1,013	5
1896	16,239	7,909	3,023	90,705	18	1871	586	327	47	1,686	6
1895	15,063	8,062	2,574	54,547	24	1870	540	410	16	354	5
1894	13,196	6,549	2,797	36,414	21	1869	388	239	28	324	
1893	10,797	4,015	3,008	45,887	19	1868	299	192	26	285	
1892	11,214	4,901	2,904	42,661	40	1867	325	223	23	249	
1891	8,889	3,560	2,508	39,849	44	1866	239	152	20	230	
1890	9,041	4,775	2,177	48	1865	182	147				
1889	7,516	4,096	1,629	18,325	34	1864	284	214	11	144	
1888	6,411	2,571	2,105	20,619	34	1863	237	182	8	78	
1887	5,495	2,498	1,353	23,872	13	1862	162	113	11	59	
1886	4,528	2,088	1,010	19,707	9	1861	88	45	12	77	
1885	3,257	1,235	895	15,697	8	1860	154	120		133	
1884	2,875	1,136	706	12,503	6	1859	122	66	9	72	
1883	2,267	792	714	6,677	2	1858	57	31	4	21	
1882	2,030	987	430	4,202	5	1857	52	26	5	41	
1881	1,568	748	296	3,825	1	1856	34	12	4	82	
1880	1,322	677	171	4,659	2	1855	15	1	1		
1879	1,051	540	111	3,578	2						
1878	987	556	92	2,138	3						
1877	913	568	92	1,728	3						
1876	1,074	610	125	2,396	2						

Z Less than 500 short tons.

Series Q 553-555. Commercial Ocean Traffic on the Panama Canal: 1915 to 1970

[For years ending June 30. Includes oceangoing toll-paying vessels and foreign naval vessels of 300 net tons and over (Panama Canal measurement) for vessels rated on net tonnage, or 500 tons displacement and over for vessels rated on displacement tonnage]

Year	Number of transits	Tolls (\$1,000)	Cargo (1,000 long tons)	Year	Number of transits	Tolls (\$1,000)	Cargo (1,000 long tons)	Year	Number of transits	Tolls (\$1,000)	Cargo (1,000 long tons)
	553	554	555		553	554	555		553	554	555
1970	13,658	94,620	114,257	1950	5,448	24,430	28,872	1980	6,027	27,060	30,018
1969	13,146	87,423	101,373	1949	4,793	20,541	25,305	1979	6,239	27,111	30,648
1968	13,199	83,907	96,550	1948	4,678	19,957	24,118	1978	6,253	26,922	29,616
1967	12,412	76,769	86,193	1947	4,260	17,597	21,671	1977	5,293	24,212	27,734
1966	11,925	69,095	81,704	1946	3,747	14,774	14,978	1976	5,087	22,920	26,080
1965	11,834	65,443	76,573	1945	1,939	7,244	8,604	1975	4,592	21,394	23,957
1964	11,808	61,098	70,550	1944	1,362	5,456	7,003	1974	5,158	24,285	26,993
1963	11,017	56,368	62,247	1943	1,822	7,357	10,600	1973	3,908	17,504	19,566
1962	11,149	57,290	67,525	1942	2,688	9,752	13,607	1972	2,665	11,192	10,833
1961	10,866	54,128	63,670	1941	4,727	18,158	24,951	1971	2,791	11,269	11,596
1960	10,795	50,999	59,258	1940	5,370	21,145	27,299	1970	2,393	8,508	9,372
1959	9,718	45,529	51,153	1939	5,903	23,661	27,367	1919	1,943	6,164	6,910
1958	9,187	41,796	48,125	1938	5,524	23,170	27,387	1918	1,939	6,429	7,526
1957	8,579	38,444	49,702	1937	5,387	23,102	28,108	1917	1,738	5,621	7,055
1956	8,209	36,154	45,119	1936	5,382	23,479	26,506	1916	724	2,403	3,093
1955	7,997	33,849	40,646	1935	5,180	23,307	25,310	1915 ¹	1,053	4,367	4,888
1954	7,784	33,248	39,095	1934	5,234	24,047	24,704				
1953	7,410	31,918	36,095	1933	4,162	19,602	18,161				
1952	6,524	26,923	33,611	1932	4,362	20,695	19,799				
1951	5,593	23,906	30,073	1931	5,370	24,625	25,065				

¹ Canal closed about 7 months by slides.

² Canal opened Aug. 15, 1914.

TRANSPORTATION

Series Q 559-564. Investment in Canals, by Region and Agency of Enterprise: 1815 to 1860

[In millions of dollars]

Year	United States			Northeast	South	West	Year	United States			Northeast	South	West
	Total	State	Private					Total	State	Private			
	559	560	561					562	563	564			
1860	1.2	1.0	0.1	1.1	0.1		1837	8.2	3.9	4.3	4.4	1.2	2.7
1859	1.9	1.4	.5	1.7	.2		1836	4.4	1.8	2.6	2.9	.3	1.2
1858	2.8	1.6	1.1	2.3	.4	0.1	1835	3.5	2.0	1.5	2.9	.1	.5
1857	3.5	2.9	.7	3.0	.5		1834	4.4	2.8	1.6	3.9	.1	.4
1856	4.2	3.2	1.0	3.6	.4	.2	1833	5.3	2.7	2.6	4.9	.2	.2
1855	5.8	4.2	1.1	4.6	.3	.4	1832	4.6	2.9	1.7	4.2	.1	.4
1854	4.7	3.8	.9	4.0	.3	.5	1831	3.7	2.2	1.5	3.0	.1	.7
1853	3.8	2.4	1.4	3.3	.2	.3	1830	7.5	5.1	2.4	6.1	.5	1.0
1852	3.4	1.9	1.5	2.8	.5	.1	1829	7.0	3.7	3.2	5.2	.8	.9
1851	4.7	2.0	2.8	3.8	.8	.1	1828	7.8	4.0	3.7	6.0	.7	1.0
1850	4.9	2.3	2.5	4.2	.7	-	1827	5.6	2.3	3.3	4.3	.4	.9
1849	3.4	1.9	1.6	2.9	.4	.1	1826	4.0	1.5	2.5	3.0	.3	.8
1848	4.5	1.5	3.0	3.9	.3	.3	1825	2.7	1.5	1.2	2.2	.4	.1
1847	4.7	1.1	3.6	3.5	.6	.6	1824	2.5	1.8	.7	1.9	.6	
1846	1.8	.8	1.0	.5	.7	.7	1823	2.8	2.2	.7	2.4	.4	
1845	2.0	1.1	.9	.7	.3	1.0	1822	2.7	2.3	.3	2.2	.4	
1844	1.0	.7	.3	.2	-	.8	1821	1.6	1.3	.2	1.3	.3	
1843	1.0	.7	.3	.3	.1	.6	1820	1.1	.8	.2	.8	.3	
1842	3.1	2.6	.6	1.8	.3	1.1	1819	.3	.6	.2	.7	.1	
1841	11.7	9.8	1.9	8.8	.5	2.4	1818	.7	.6	.1	.6		
1840	14.3	11.3	3.0	8.4	1.2	4.7	1817	.2	.1		.2		
1839	13.6	9.5	4.1	7.3	1.9	4.4	1816	(Z)					
1838	12.3	7.2	5.1	6.0	1.9	4.4	1815	(Z)					

- Represents zero. Z Less than \$50,000.

Air Transportation (Series Q 565-637)

Q 565-637. General note.

Only scattered data on air transportation are available for years before 1926. Regular collection of national statistics began with the establishment in that year of an Aeronautics Branch in the Department of Commerce. In 1934 a Bureau of Air Commerce was organized in that department. The Civil Aeronautics Act of 1938 created the Civil Aeronautics Authority, an independent regulatory agency, which was reorganized in 1940 into 2 separate entities, the Civil Aeronautics Board and the Civil Aeronautics Administration. In 1958, the latter's functions were transferred to the Federal Aviation Agency, which in turn was made a part of the Department of Transportation in 1966 and renamed the Federal Aviation Administration (FAA). The FAA's annual *Statistical Handbook of Civil Aviation* is the source for the statistics presented here.

Federal promotion and regulation of civil aviation are carried out by the Civil Aeronautics Board and the Federal Aviation Administration. The Board issues certificates permitting persons to engage in air transportation as a business, fixes air mail rates which they may charge, and may establish maximum and minimum rates for transportation of passengers and goods. The responsibility for investigation of aviation accidents, formerly held by the Civil Aeronautics Board, now (1975) resides with the National Transportation Safety Board of the Department of Transportation.

The principal activities of the Federal Aviation Administration are: Controlling the use of navigable airspace; prescribing regulations dealing with the competence of airmen, airworthiness of aircraft, and aircraft control; operation of air route traffic control centers, airport traffic control towers, and flight service stations; the design, construction, maintenance, and inspection of navigation, traffic control, and communications equipment for the airways; and promotion of air safety.

These agencies publish annual operational data on the use of airway facilities; data related to the location of airmen, aircraft, and airports; the activity volume in the field of non-air carrier (general aviation) flying; and aircraft production and registration.

Statistics of domestic scheduled airline operations cover trunk airlines, local service airlines, helicopter carriers, and territorial airlines except those operating in Alaska. Scheduled intrastate airlines are not included anywhere, nor are those operating locally in Alaska. Statistics of international scheduled airline operations include not only operations to and from foreign countries but overseas operations to American possessions. They also include the service of Northwest Airlines and Pan American World Airways between the United States and Alaska. Some companies operate in both the domestic and the international fields, but the statistics are segregated.

Operations of scheduled carriers of cargo only are generally not included.

Q 565-576. Aircraft production and exports, 1913-1970.

Source: U.S. Federal Aviation Administration, *FAA Statistical Handbook of Aviation*, various annual issues (including, in some cases, subsequent revisions).

There is no aircraft production in Alaska or Hawaii.

Q 577-590. Scheduled air transportation, domestic and international, 1926-1970.

Source: See source for series Q 565-576.

The term *certificated route air carrier* refers to air carriers holding certificates of public convenience and necessity, issued by the Civil Aeronautics Board, authorizing the performance of scheduled air transportation over specified routes and a limited amount of non-scheduled operations. Certificated route air carriers are often referred to as "scheduled airlines," although they also perform non-scheduled service. *Nonscheduled service* comprises revenue flights that are not operated in regular scheduled service, such as charter flights, and all nonrevenue flights incident to such flights. *Scheduled service* is transport service operated over an air carrier's certificated routes, based on published flight schedules, including extra sections and related nonrevenue flights.

For series Q 579, the figures are for "route mileage operated" from the beginning of the series through 1961. Thereafter, they represent the total route miles for passenger/cargo and all-cargo carriers, reported separately in the source.

Series Q 589, average available seats, was derived by dividing passenger seat-miles by revenue miles flown in passenger service.

Q 591-603. Scheduled airline revenues and expenses, 1938-1970.

Source: See source for series Q 565-576.

Q 604-623. Airports, aircraft, pilots, and miles flown, 1926-1970.

Source: See source for series Q 565-576.

Figures for airports and landing fields, series Q 604-605, include civil, military, and FAA (formerly CAA) fields but exclude seaplane facilities prior to 1953. Growth of airports after 1940 was stimulated by Federal defense expenditures during World War II and by the Federal-aid airport program thereafter.

Estimates of the number of certificated pilots, series Q 607-610, refer to persons certificated by FAA in the various classifications. Some may not have been actively engaged in the classification for which they were certificated. The count of certificated pilots after 1941 is not directly comparable with the previous years as the Civil Aeronautics Regulations were amended to permit pilot certificates currently effective on April 1, 1942, to continue in effect indefinitely. This amendment expired on July 1, 1947. The number of commercial pilots, series Q 609, rose sharply after 1944 because the CAA awarded many veterans commercial certificates on the basis of their military flying experience. The number of private pilots, series Q 610, increased sharply after 1939 because of the federally subsidized civilian pilot training program which was initiated in 1939. It gave preliminary training to hundreds of thousands of men who went into the military service. Miles flown, series Q 614-618, includes business flying (by corporate executives or employees or by individuals, including farmers, on personal business), commercial flying (contract, charter, crop-dusting, photographic, etc.), instructional flying, pleasure flying, and other flying (testing, experimental, ferrying, Civil Air Patrol, etc.). Separate data on these five categories are given in the source.

Q 624-637. Air transportation accidents, 1927-1970.

Source: 1927-1962, see source for series Q 565-576; 1963-1970, U.S. Civil Aeronautics Board, *Handbook of Airline Statistics, 1971*.

An aircraft accident is considered to be any occurrence, while the aircraft is operating as such, which results in fatal or serious injury

to persons or appreciable damage to the aircraft. The aircraft is considered to be "operating as such" from the time the engine is started for purposes of flight until the flight is completed; in the case of gliders, while they are under tow or gliding.

Propeller accidents to persons are included. A collision between two or more aircraft is counted as one accident.

Data include military contract operations for 1956-1970 but not for earlier years. Scheduled cargo carriers are included for 1949-1970, but not for earlier years.

Series Q 565-576. Aircraft Production and Exports: 1913 to 1970

Year	Number of aircraft produced								Exports ²			
	Total	For U.S. Military	Civil					Value of all products ¹ (\$1,000)	Aircraft exported ³		Value of all exports ⁴ (\$1,000)	
			Total	Trans-ports	General aviation		Rotor-craft		Number	Value (\$1,000)		
					Total	Single-engine						Multi-engine
565	566	567	568	569	570	571	572	573	574	575	576	
1970			8,190	313	7,881	6,029	1,852	496	13,466,000	2,383	1,316,041	2,769,345
1969			13,600	509	12,581	10,193	2,388	510	12,764,000	3,322	1,235,336	2,848,745
1968			14,969	702	13,749	11,479	2,270	518	13,850,000	3,632	1,409,930	2,817,654
1967			14,479	500	13,536	11,530	2,006	443	11,894,000	3,881	787,882	1,924,976
1966			16,397	322	15,723	13,226	2,497	352	8,725,000	3,611	553,908	1,393,422
1965			12,646	221	12,053	10,023	2,030	372	7,057,000	3,129	482,236	1,802,098
1964			10,067	158	9,459	7,812	1,647	450	6,431,000	2,577	287,345	1,212,442
1963			8,121	80	7,623	6,317	1,311	413	5,617,000	2,251	244,101	1,241,132
1962			7,249	146	6,797	5,765	1,032	306	5,900,000	2,131	287,882	1,435,477
1961	9,053	1,639	7,414	180	6,943	5,980	963	291	5,842,000	2,459	334,790	1,233,863
1960	10,324	2,143	8,181	238	7,726	6,438	1,288	217	6,429,000	2,936	537,133	1,329,494
1959	11,227	2,985	8,242	262	7,802	6,785	1,017	178	7,134,000	1,628	152,984	769,130
1958	11,117	4,235	6,882	218	6,478	5,609	869	186	(⁵)	1,639	204,051	971,541
1957	12,419	5,614	6,805	322	6,173	5,250	923	310	(⁵)	2,025	248,943	1,028,729
1956	13,307	6,102	7,205	205	6,765	5,715	1,050	235	(⁵)	1,711	171,097	1,064,838
1955	12,852	8,032	4,820	113	4,563	3,755	808	144	(⁵)	1,714	129,924	727,549
1954	12,129	8,740	3,389	191	3,072	2,717	355	126	(⁵)	1,053	102,736	(NA)
1953	14,760	10,626	4,134	213	3,811	3,681	130	110	(⁵)	1,377	91,003	(NA)
1952	12,811	9,302	3,509	194	3,247	3,137	110	68	(⁵)	1,180	26,620	(NA)
1951	7,923	5,446	2,477	74	2,386	2,337	49	17	(⁵)	894	18,606	(NA)
1950	6,293	2,773	3,520	129	3,391				(⁵)	756	44,287	(NA)
1949	6,137	2,592	3,545	166	3,379				(⁵)	881	27,165	(NA)
1948	9,838	2,536	7,302	263	7,039				(⁵)	2,259	66,354	153,629
1947	17,739	2,122	15,617	278	15,339				(⁵)	3,125	74,477	172,190
1946	36,418	1,417	35,001	433	34,568				(⁵)	2,302	65,258	115,320
1945	48,912	46,865	2,047						8,279,000	7,599	663,129	1,148,852
1944	95,272	95,272							16,047,000	16,544	1,589,801	2,825,927
1943	85,433	85,433							12,514,000	13,865	1,215,848	2,142,611
1942	47,675	47,675							5,817,000	10,448	879,985	1,357,345
1941	26,289	19,445	7,644						1,804,000	6,001	422,764	626,929
1940	12,813	6,028	7,785						370,000	3,522	196,261	311,871
1939	5,856	2,195	3,661						247,905	1,220	67,113	117,807
1938	3,623	1,800	1,823						198,293	875	37,977	68,228
1937	3,773	949	2,824						114,093	628	21,076	39,404
1936	3,010	1,141	1,869						78,149	527	11,601	23,143
1935	1,710	459	1,251						42,506	333	6,599	14,291
1934	1,615	437	1,178						43,892	490	8,195	17,663
1933	1,324	466	858						33,857	406	5,391	9,130
1932	1,396	593	803						34,861	280	4,359	7,947
1931	2,800	812	1,988						48,540	140	1,813	4,868
1930	3,437	747	2,690						60,846	321	4,820	8,818
1929	6,193	677	5,516						91,051	348	5,485	9,125
1928	4,346	1,219	3,127						64,662	162	1,760	3,665
1927	1,995	621	1,374						30,897	63	849	1,904
1926	1,186	532	654						17,695	50	303	1,027
1925	789	447	342						12,775	80	511	784
1924	377	317	60						(NA)	59	413	798
1923	743	687	56						13,142	43	309	434
1922	263	226	37						(NA)	37	157	495
1921	437	389	48						7,431	48	315	473
1920	323	256	72						(NA)	65	598	1,153
1919	780	682	98						14,373	85	778	13,167
1918	14,020	13,991	29						(NA)	20	206	9,084
1917	2,143	2,013	135						(NA)	135	1,002	4,135
1916	411	142	269						(NA)	269	2,158	7,002
1915	178	26	152						(NA)	152	958	1,541
1914	49	15	34						790	34	189	226
1913	43	14	29							29	82	108

- Represents zero. NA Not available.

¹ Value of aircraft, engines, parts, parachutes, etc. For 1959-1970, represents net sales value of "complete aircraft and parts" plus "aircraft engines and parts."

² 1913-1918, fiscal years; 1919-1957, calendar years. Data for the second half of 1913 are included with calendar year 1913.

³ Exclusive of gliders and barrage balloons. 1949-1954, civil aircraft only.

⁴ Total value of aircraft, engines, parts, etc. Prior to 1922, engine values were not reported separately but were probably included with either "other" internal combustion engines or with "parts" of aircraft. Values for parachutes and their parts have been included only since 1932.

⁵ Comparable data not available.

⁶ Values are for military aircraft produced in the United States only. These data were computed by the War Production Board in terms of August 1943 unit cost. The values are not meant to measure output at current prices or expenditures. The 1940 figure is only for the second half of that year; the 1945 figure covers only the first 8 months.

⁷ Represents domestic civil only; data on new aircraft produced for export not available.

TRANSPORTATION

Series Q 604-623. Airports, Aircraft, Pilots, and Miles Flown: 1926 to 1970

[As of December 31 or for years ending December 31, except as noted. Includes Alaska, Hawaii, and outlying areas for all years]

Year	Airports and landing fields ¹		Total civil aircraft ²	Certificated airplane pilots ³				Federal aid to airports, cumulative since 1947 (mil. dol.)		
	Total	Lighted		Total	Airline transport	Commercial	Private	Total funds	Federal funds	Sponsor funds
	604	605	606	607	608	609	610	611	612	613
1970	11,261	3,554	154,450	732,729	34,430	186,821	303,779	2,453	1,199	1,254
1969	11,050	3,430	190,749	720,028	31,442	176,585	299,491	2,447	1,198	1,249
1968	10,470	3,312	179,285	691,695	28,607	164,458	281,728	2,362	1,165	1,197
1967	10,126	3,149	166,598	617,931	25,817	150,135	253,312	2,193	1,090	1,103
1966	9,673	2,988	155,132	548,757	23,917	131,539	222,427	2,052	1,018	1,034
1965	9,566	2,878	142,078	479,770	22,440	116,665	196,393	1,887	935	952
1964	9,490	2,773	137,189	431,041	21,572	108,428	175,574	1,754	866	888
1963	8,814	2,672	129,975	378,700	20,269	96,341	152,209	1,624	799	825
1962	8,084	2,481	124,273	330,220	23,220	275,495	531,505	1,198	578	620
1961	7,715	2,299	117,904	304,707	22,042	268,707	513,958	1,183	571	613
1960	6,881	2,133	111,580	733,232	20,985	262,437	499,810	1,184	573	611
1959	6,426	1,943	105,309	758,368	19,364	255,377	483,627	1,047	509	538
1958	6,018	1,809	98,893	731,078	18,303	245,541	467,234	832	431	451
1957	6,412	1,713	93,189	702,519	16,900	237,149	448,470	782	385	397
1956	7,023	1,399	87,531	669,079	15,295	221,096	432,688	660	326	334
1955	6,839	1,247	85,320	643,201	13,700	211,142	418,359	460	224	236
1954	6,977	1,108	92,067	613,695	13,341	201,441	398,913	382	185	197
1953	6,760	1,050	91,102	585,974	12,757	195,363	377,854	388	193	195
1952	6,042	1,858	89,313	581,218	11,357	193,575	376,286	388	194	194
1951	6,237	(NA)	88,545	580,574	10,813	197,900	371,861	368	182	186
1950	6,403	1,670	92,809	(NA)	(NA)	(NA)	(NA)	342	165	177
1949	6,484	1,480	92,622	525,174	9,025	187,769	328,380	277	133	144
1948	6,414	1,521	95,997	549,306	7,762	176,845	306,699	216	103	112
1947	5,759	1,447	94,821	543,241	7,059	181,912	244,270	142	68	74
1946	4,490	1,019	81,002	400,061	7,654	203,251	189,156			
1945	4,026	1,007	37,789	296,895	5,815	162,873	128,207			
1944	3,427	964	27,919	183,383	3,046	68,449	111,888			
1943	2,769	859	27,180	173,206	2,315	63,940	106,951			
1942	2,809	700	27,170	166,626	2,177	55,760	108,689			
1941	2,484	662	26,013	129,947	1,587	34,578	93,782			
1940	2,331	776	17,928	69,829	1,431	18,791	49,607			
1939	2,280	735	13,772	33,706	1,197	11,677	20,832			
1938	2,374	719	11,159	22,983	1,159	7,839	13,985			
1937	2,299	720	10,836	17,681	1,064	6,411	10,206			
1936	2,342	705	9,229	15,952	842	7,288	7,822			
1935	2,368	698	9,072	14,805	736	7,362	6,707			
1934	2,297	664	8,322	13,949	676	7,484	5,789			
1933	2,188	626	9,284	13,960	554	7,635	5,771			
1932	2,117	701	10,324	18,594	7330	7,967	10,297			
1931	2,093	680	10,780	17,739		8,513	9,226			
1930	1,782	640	9,818	15,280		7,847	7,433			
1929	1,550		9,922	10,430		6,165	4,265			
1928	1,364		5,104	4,887						
1927	1,036		2,740	1,572						
1926										

See footnotes at end of table.

Series Q 604-623. Airports, Aircraft, Pilots, and Miles Flown: 1926 to 1970—Con.

Year	Estimated miles flown in civil flying other than scheduled air carrier (millions)					Fuel consumed (general aviation) (mil. gal.)	Domestic air cargo, revenue ton-miles flown ¹⁰ (millions)			
	Total	Business ⁸	Commercial ⁹	Instructional	Personal and other		Total	Scheduled carriers	Nonscheduled carriers ¹¹	Supplemental carriers ¹²
	614	615	616	617	618		619	620	621	622
1970	3,207	1,134	791	450	832	759	2,581	2,216	80	285
1969	3,926	1,426	723	910	867	690	2,769	2,126	365	278
1968	3,701	1,406	666	814	814	610	2,327	1,775	248	305
1967	3,440	1,431	569	713	727	541	2,168	1,498	406	264
1966	3,336	1,536	516	646	638	486	1,944	1,301	389	254
1965	2,562	1,204	461	359	538	378	1,661	1,112	330	220
1964	2,181	1,047	393	284	458	307	1,238	894	209	185
1963	2,049	983	369	266	430	235	1,095	715	210	171
1962	1,965	935	367	256	407	264	1,102	637	351	115
1961	1,858	888	333	203	434	257	829	533	182	114
1960	1,769	881	299	194	395	246	724	476	135	112
1959	1,716	858	292	223	343	221	651	450	138	63
1958	1,660	847	299	232	282	209	567	387	119	61
1957	1,426	721	249	202	254	213	554	396	111	47
1956	1,315	672	247	158	238	201	457	351	47	59
1955	1,216	628	246	121	222	193	379	319	20	41
1954	1,119	553	226	124	216	180	277	248	6	24
1953	1,045	499	210	121	216	172	231	254	10	13
1952	972	420	218	144	190	141	259	244	5	10
1951	975	380	190	190	215	135	261	217	26	13
1950	1,062	340	181	287	255	134	239	211	16	13
1949	1,129	309	166	379	275	135	153	134	5	13
1948	1,470	299	143	755	273	183	109	102	7	-----
1947	1,502	228	150	849	275	160	69	65	4	-----
1946	875	122	108	479	166	101	-----	-----	-----	-----
1942	294	30	47	133	29	26	-----	-----	-----	-----
1941	346	27	51	197	71	30	-----	-----	-----	-----
1940	264	26	32	126	80	23	-----	-----	-----	-----
1939	178	25	34	66	52	17	-----	-----	-----	-----
1938	129	19	25	46	39	10	-----	-----	-----	-----
1937	103	16	23	35	30	11	-----	-----	-----	-----
1936	93	12	25	30	27	11	-----	-----	-----	-----
1935	85	13	23	23	26	11	-----	-----	-----	-----
1934	76	12	21	17	26	10	-----	-----	-----	-----
1933	71	12	20	16	23	9	-----	-----	-----	-----
1932	78	12	22	18	26	11	-----	-----	-----	-----
1931	94	13	26	25	29	12	-----	-----	-----	-----
1930	108	-----	-----	-----	-----	14	-----	-----	-----	-----
1929	110	-----	-----	-----	-----	14	-----	-----	-----	-----
1928	60	-----	-----	-----	-----	8	-----	-----	-----	-----
1927	30	-----	-----	-----	-----	4	-----	-----	-----	-----
1926	19	-----	-----	-----	-----	2	-----	-----	-----	-----

NA Not available.
¹ Includes seaplane bases, heliports, and, beginning 1954, military fields having joint civil-military use. Prior to 1954, all military fields are included.
² 1946-1962 includes gliders. Beginning 1950, active and inactive aircraft.
³ Beginning 1963, data are for active certified airplane pilots only. Also beginning 1963, total includes student, helicopter, glider, and other pilots, not shown separately.
⁴ As of Mar. 1, 1954.
⁵ As of May 1, 1949.
⁶ As of Apr. 1, 1948.
⁷ Airline transport rating became effective May 5, 1932.
⁸ Corporation and individual business transportation, not for hire.

⁹ Passenger and cargo transportation for hire, aerial application (crop dusting, spraying, seeding, etc.), patrol, survey, and other miscellaneous work use.
¹⁰ Comprises express and freight ton-miles.
¹¹ Includes some military ton-miles and may include a small amount of international traffic.
¹² Civil and military.
¹³ Estimated from information received on Aircraft Use and Inspection Reports.
¹⁴ No survey was conducted. Data for 1958-61 have been revised using a correction factor based on the 1962 survey of aircraft use in general aviation. Data for 1963 are based on hours and use reported on aircraft inspection reports adjusted by the same correction factor.
¹⁵ The 1962 general aviation survey excluded gliders, dirigibles, and balloons. These data have been adjusted to include them.

Series Q 624-637. Air Transportation Accidents: 1927 to 1970

Year	Domestic scheduled air carriers ¹					International scheduled air carriers ¹					Non-air-carrier flying operations			
	Total accidents	Number of fatal accidents	Total passenger-fatalities	Plane-miles flown per fatal accident (1,000)	Passenger-fatalities per 100 million passenger-miles flown ²	Total accidents	Number of fatal accidents	Total passenger-fatalities	Plane-miles flown per fatal accident (1,000)	Passenger-fatalities per 100 million passenger-miles flown	Total accidents	Fatal accidents	Fatalities	Miles flown per fatal accident (1,000)
	624	625	626	627	628	629	630	631	632	633	634	635	636	637
1970	31	1	-	³ 2,024,703	-	8	1	2	³ 390,630	(Z)	4,640	622	1,254	5,155
1969	37	7	132	³ 287,246	.1	11	-	-	(X)	(X)	4,767	647	1,495	6,068
1968	44	11	258	³ 157,037	(Z)	10	2	47	³ 209,282	.2	4,968	692	1,399	5,348
1967	43	8	226	³ 184,176	.3	8	-	-	(X)	(X)	6,115	603	1,223	5,972
1966	50	4	59	³ 297,369	.1	3	-	-	(X)	(X)	5,712	573	1,151	5,822
1965	55	6	205	³ 183,152	.4	8	1	21	³ 254,587	.1	5,196	538	1,029	4,762
1964	45	6	106	³ 161,371	.1	8	3	94	³ 73,635	.6	5,070	504	1,056	4,927
1963	39	4	48	³ 224,180	.1	10	1	73	³ 193,337	.6	4,690	482	893	4,250
1962	35	5	158	³ 166,660	.3	8	-	-	(X)	(X)	4,840	430	857	4,568
1961	56	5	124	³ 160,476	.4	2	-	-	(X)	(X)	4,625	426	761	4,361
1960	62	⁵ 10	326	³ 82,948	.9	5	2	10	³ 84,246	.1	4,798	429	787	4,122
1959	61	9	209	³ 94,619	.7	6	1	59	³ 178,667	.8	4,576	450	823	3,813
1958	42	4	114	³ 198,553	.4	12	2	10	³ 89,387	.2	4,584	384	717	4,323
1957	44	4	32	³ 208,014	.1	7	1	36	³ 179,624	.6	4,200	438	840	3,256
1956	55	4	143	³ 178,957	.6	3	-	-	(X)	(X)	3,474	356	669	3,693
1955	⁶ 45	8	156	³ 80,042	.8	5	1	2	³ 144,921	.04	3,343	384	619	3,166
1954	74	4	16	³ 141,123	.1	5	-	-	(X)	(X)	3,381	393	684	2,848
1953	37	5	86	³ 107,331	.6	6	2	2	³ 59,250	.1	3,232	387	635	2,701
1952	44	6	46	³ 79,600	.4	11	3	94	³ 36,275	3.0	3,657	401	691	2,424
1951	45	11	142	³ 39,051	1.3	10	1	31	³ 102,534	1.1	3,824	441	750	2,211
1950	39	4	96	³ 96,123	1.1	6	2	48	³ 47,956	2.1	4,505	499	871	2,127
1949	35	8	96	³ 44,622	1.3	9	-	-	(X)	(X)	5,459	562	896	2,008
1948	56	5	83	³ 67,889	1.3	12	2	44	³ 50,144	1.0	7,850	850	1,384	1,728
1947	44	8	199	³ 40,832	3.2	9	3	20	³ 29,392	1.1	9,253	882	1,352	1,703
1946	33	9	75	³ 34,635	1.2	14	2	40	³ 30,355	3.5	7,618	690	1,009	1,267
1945	40	8	76	³ 26,171	2.2	7	2	17	³ 16,304	3.7	4,652	322	508	(NA)
1944	30	5	48	³ 27,768	2.2	1	1	17	³ 22,272	5.3	3,343	169	257	(NA)
1943	23	2	22	³ 52,716	1.3	2	1	10	³ 18,457	3.9	3,871	167	257	(NA)
1942	23	5	55	³ 22,354	3.7	2	-	-	(X)	(X)	3,324	143	220	2,053
1941	27	4	35	³ 33,729	2.3	5	1	2	³ 14,410	1.2	4,252	217	312	1,595
1940	30	3	35	³ 36,837	3.0	6	-	-	(X)	(X)	3,471	232	359	1,137
1939	28	2	9	³ 41,616	1.2	6	1	10	³ 7,042	12.8	2,222	203	315	876
1938	23	5	25	³ 13,818	4.5	9	3	7	³ 2,347	13.0	1,861	176	274	734
1937	42	5	40	³ 13,358	8.3	8	1	11	³ 7,909	13.9	1,900	184	280	560
1936	65	8	44	³ 8,038	10.0	5	2	2	³ 3,452	4.8	1,674	155	261	602
1935	58	8	15	³ 6,989	4.7	4	-	-	(X)	(X)	1,503	161	253	526
1934	71	8	17	³ 5,190	9.0	2	2	4	³ 3,769	10.9	1,491	184	323	410
1933	100	9	8	³ 5,472	4.6	1	-	-	(X)	(X)	1,539	177	299	402
1932	108	16	19	³ 2,868	14.9	7	1	6	³ 5,278	28.9	1,936	207	313	377
1931	118	13	25	³ 3,316	23.4	8	1	1	³ 4,537	7.1	2,197	251	398	375
1930	83	9	24	³ 3,627	28.2	3	-	-	(X)	(X)	2,029	300	504	360
1929	124	21	14	³ 1,082	-	-	-	-	-	-	1,586	287	457	-
1928	85	11	14	³ 957	-	-	-	-	-	-	1,036	215	362	-
1927	25	4	1	³ 1,464	-	-	-	-	-	-	253	95	146	-

- Represents zero. X Not applicable. Z Less than 1/10 of a person.

¹ Includes scheduled revenue operators only.

² Rates computed on basis of total passengers carried and passenger-miles flown, revenue and nonrevenue. Applies to passenger-carrying service only. Excludes passenger deaths occurring in dynamite/sabotage accidents; July 25, 1957, 1 passenger; Jan. 6, 1960, 29 passengers; May 22, 1962, 37 passengers; May 7, 1964, 41 passengers.

³ Represents aircraft revenue-miles per fatal accident.

⁴ Midair collision, nonfatal to air-carrier occupants.

⁵ Includes 2 midair collisions nonfatal to air-carrier occupants.

⁶ Excludes sabotage disaster at Longmont, Colo., on Nov. 1, 1955 in which 5 crew members and 39 passengers were fatally injured.

⁷ Includes 1 ground collision between 2 air-carrier aircraft, 1 in scheduled passenger service and 1 in other revenue operations.