## 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 Monufactures 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, 1999-1959, 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, 19171970.

Source: Series Q 64, U.S. Federal Highway Administration, 19231965, 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 $60-55$.
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, motorvehicle 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; 19651970, 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; 19651970, 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 motorvehicle 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, Aceident 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 3, 1938.

Figures are estimates based on reports for more than 85 percent of the industry, which includes local motorbuses, electric street railways, elevated and subway lines, interurban electric railways, and transit coach lines.

Mileage estimates for trolley coaches, series Q 236, are miles of negative overhead wire. Mileage estimates for motorbuses, series Q 237, are miles of route, round trip. Equipment owned, railway cars, series Q 238, includes surface, subway, and elevated cars. The estimates for 1933 and 1934 for motorbuses owned, series Q 240 , are probably understated. Revenue and nonrevenue passenger figures, series Q 241-244, exceed revenue passenger figures, series Q 245 , chiefiy because of free transfers.
Q 251-263. Oil pipelines operated and oil originated, 1921-1970.
Source: U.S. Interstate Commerce Commission, 1921-1953, Sta-
tistics of Railways in the United States, various annual issues; 19541970, Transport Statistics in the United States, part 6, Oil Pipe Lines.

Figures refer to pipelines operating in interstate commerce and regulated by ICC. Crude oil originated, series Q 252, includes both gathering and trunk lines.
For a discussion of statistics of oil pipelines, see ICC, A Review of Statistics of Oil Pipe Lines, 1921-1941, Statement 4280, mimeographed, 1942. The figure for mileage in 1938, which appears to have been revised, is from this Statement.

Figures for barrels of oil carried are as follows, in millions: 1925, 831; 1926,$836 ; 1927,989 ; 1928,1,053 ; 1929,1,156 ; 1930,1,172 ; 1931,987$. In these figures, a barrel handled by two or more pipelines in succession is counted each time it is handled. In the figures for barrels originated, this duplication is avoided.


Series Q 1-11. Volume of Domestic Intercity Passenger Traffic, by Type of Transport: 1950 to 1970
 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 | $\begin{gathered} \text { Percent } \\ \text { of } \\ \text { totai } \end{gathered}$ | Volume | Percent of total | Volume | $\begin{gathered} \text { Percent } \\ \text { of } \\ \text { total } \end{gathered}$ | Volume | $\begin{gathered} \text { Percent } \\ \text { of } \\ \text { total } \end{gathered}$ | Volume | $\begin{gathered} \text { Percent } \\ \text { of } \\ \text { total } \end{gathered}$ |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 1970 | 1,185 | 1,026 | 86.6 | 119 | 10.0 | 25 | 2.1 | 11 | 0.9 | 4.0 8.8 | 0.3 .3 |
| 1969 | 1,138 | 977 | 85.9 | 120 | 10.5 | 25 | $\frac{2.2}{2}$ | 13 | 1.1 | 3.4 | .$_{3}$ |
| 1968 | 1,079 | 936 | 86.8 | 101 | 9.4 8.6 | 25 | 2.4 | 15 | 1.5 | 3.4 | . 3 |
| 1967 | 1,021 | 890 | 87.2 | 87 69 | 8.6 | 25 | 2.5 | 17 | 1.8 | 3.4 | . 4 |
| 1966 | 971 920 | 856 818 | 888.7 | 58 | 6.3 | 24 | 2.6 | 18 | 1.9 | 3.1 | . 3 |
| 1964 | 896 | 802 | 89.5 | 49 | 5.5 | 23 | 2.6 | 18 | 2.1 | 2.8 | .3 |
| 1963 | 853 | 766 | 89.8 | 43 | ${ }_{4}^{5.0}$ | 23 | 2.6 | 20 | 2.5 | 2.7 | . 3 |
| 1962 | 818 | 736 714 | 90.0 90.2 | 37 35 | 4.4 | 20 | 2.6 | 21 | 2.6 | 2.3 | . 3 |
| 1961. | 791 | 714 | 90.2 |  |  |  |  |  |  | 2.7 |  |
| 1960 . | 784 | 706 | 80.1 | 34 | 4.3 | 19 20 | 2.5 | 22 | 2.9 | 2.0 | . 3 |
| 1959.- | 765 | 687 | 89.9 | 33 <br> 29 | 4.3 <br> 3.8 | 21 | 2.7 | 24 | 3.1 | 2.1 | . 3 |
| 1958 | 760 | 685 670 | 90.1 89.6 | 28 | 3.8 3.8 | 21 | 2.9 | 26 | 3.5 | 1.9 | .3 |
| 1957 | 748 751 | 670 670 | 89.6 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 <br> 3.8 | 29 | 4.0 | 1.7 | . 3 |
| 1954 | 673 | 597 | 88.7 | 20 | 2.9 | 28 | 4.3 | 32 | 4.9 | 1.5 | . 2 |
| 1953 | 655 | 576 | 87.9 86.1 | 17 | 2.6 | 29 | 4.0 5.0 | 35 | 6.0 | 1.4 | . 2 |
| 1952 | 575 535 | 496 458 | 86.1 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 $\quad \begin{aligned} & 3 \\ & 4 \text { Includes electric railways. }\end{aligned}$
flying.
2 Excludes schoolbuses.
Series Q 12-22. Volume of Domestic Intercity Freight Traffic, by Type of Transport: 1939 to 1970
 A ton-mile is the movement of 1 ton ( 2,000 pounds) of freight for the distance of 1 mile. Comprises public and private trafic, both revenue and nonrevenue)

A ton-mil is the movement

| Year | Total traffic, volume | Railroads I |  | Motor vehicles |  | Inland waterways ${ }^{2}$ |  | Oil pipelines |  | Airways ${ }^{3}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Volume | Percent of total | Volume | Percent of total | Volume | $\begin{gathered} \text { Percent } \\ \text { of } \\ \text { total } \end{gathered}$ | Volume | $\begin{gathered} \text { Percent } \\ \text { of } \\ \text { total } \end{gathered}$ | Volume | $\begin{gathered} \text { Percent } \\ \text { of } \\ \text { total } \end{gathered}$ |
|  | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
|  |  |  | 39.8 | 412 | 21.3 | 319 | 16.5 | 431 | 22.3 | 3.3 | 0.2 |
| 1970.....-- | 1,986 | 771 774 | 39.8 40.8 | 404 | 21.3 | 303 | 16.0 | 411 | 21.7 | 2.9 | . 2 |
| 1968 .....-- | 1,839 | 757 | 41.2 | 396 389 | 21.621.9 | 281 | $\begin{aligned} & 15.9 \\ & 16.0 \end{aligned}$ | 361 | 20.3 | 2.6 | . 1 |
| 1967. | 1,776 | 742762 | 41.8 | 381 |  |  |  | 361 333 |  | 2.3 | . 1 |
| 1966 | 1,759 |  | 43.3 |  | 21.7 | 281. | $16.0$ | 333 | 18.9 |  | . 1 |
| 1965... | 1,651 | 721 | 43.7 | 359 | 21.8 | 262 | 15.9 | 306 269 | 18.6 17.3 | 1.9 1.5 | .1 |
| 1964. | 1,556 | 679 | 43.7 | 356 | 22.9 | 250 234 | 16.19 | 253 | 17.3 | 1.3 | . 1 |
| 1963....-- | 1,469 | 644 | 43.8 | 336 | 22.9 | 223 | 16.1 | 238 | 17.1 | 1.3 | . 1 |
| 1962 | 1,387 | 616586 | 44.2 | 296 | 22.4 | 210 | 15.8 | 233 | 17.6 | . 9 | . 1 |
| 1961 | 1,326 |  | 44.2 | 285 |  |  |  |  | 17.2 |  |  |
| 1960.- | 1,330 | 595 | 44.7 |  | 21.5 | 220 | 16.6 | 229 | 17.4 | . 8 | .1 .1 |
| 1959-------- | 1,303 | $\begin{aligned} & 599 \\ & 575 \end{aligned}$ | 46.0 | 279 | 21.4 | 197 | 15.4 | 211 | 17.2 | .6 | (Z) |
| 1958 | 1,231 |  | 46.7 | 256 | 20.8 | 189 | 17.1 | 223230 | 16.5 | . 6 | (Z) |
| 1957 | 1,354 | 645 | 49.2 |  | 18.8 | 232 |  |  |  | . 6 | (Z) |
| 1956 | 1,376 | 677 |  | $\begin{aligned} & 254 \\ & 249 \end{aligned}$ | 18.1 |  | 16.0 | 2 |  | . | (Z) |
| 1955. | 1,298 | 655578 | 50.4 | 223 | 17.2 | 217 | 16.7 | 179 | 15.7 | .4 | (Z) |
| 1954 | 1,144 |  | 50.5 | 213 | 17.6 | +202 | 16.4 | 170 | 13.8 | . 4 |  |
| 1953 | 1,232 | 643 | 52.1 | 217 |  |  |  | 158 | 13.4 | . 4 | (Z) |
| 1952 | 1,172 |  | 55.6 | 188 | 15.6 | 4182 | 15.1 |  | 12.6 |  |  |
| 1951... | 1,209 | 686 | 56.8 |  |  | 4182 | 15.1 | 152 |  |  | (Z)(Z)(Z)(Z)(Z) |
| 1950 | 1.094 | 628 | 57.4 | 173 | 15.8 | 163 | 14.9 | 129 | 11.8 | . 2 |  |
| 1949 | 1,947 | 567 | 59.9 | 125 | 13.2 | 139 4162 | 14.7 | 1120 | 11.0 | . 2 |  |
| 1948 | 1,086 | 689 | 63.4 | 115 | 10.6 | -162 | 14.8 | 105 | 9.9 | . 2 |  |
| 1947.- | 1,060 | 643 | 68.1 | 82 | 8.7 | 124 | 13.1 | 96 | 10.1 | . 1 |  |
| 1946--------------------- | 944 |  |  |  |  |  |  |  |  |  | (Z) |
| 1945 | 1.072 | 736795 | 68.6 | 67 | 6.2 | 143 | 13.3 | 127 | 11.8 | $.1$ |  |
| 1944.----- | 1,136 |  | 70.0 | 57 | 5.3 | 150 | 13.2 | 133 98 | 19.1 | .1 | (Z) |
| 1943.-.... | 1,076 | 780689 | 72.5 |  |  | 142 |  | 787568 | 7.78.4 | (Z) | (Z) |
| 1942 | . 973 |  | 70.9 | 81 | 10.0 | 140 | 17.3 |  |  |  |  |
| 1941...-- | 811 | 521 | 64.2 | 81 | 9.59.2 |  |  |  | $\begin{aligned} & 9.1 \\ & 9.7 \end{aligned}$ | $\begin{aligned} & (\mathbb{Z}) \\ & (\mathbf{Z}) \end{aligned}$ | $(Z)$ |
| 1940 | 651 | $\begin{aligned} & 412 \\ & 370 \end{aligned}$ | $\begin{aligned} & 63.2 \\ & 64.4 \end{aligned}$ | 6253 |  | 118 | $\begin{aligned} & 18.1 \\ & 16.7 \end{aligned}$ | 5956 |  |  |  |
| 1939.-.---- | 575 |  |  |  |  |  |  |  |  | (2) |  |

[^0]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 (oii) | Domestic scheduled air carriers ${ }^{50}$ | Motor carriers of property | Motor carriers of passengers | Railroads 2 | $\underset{(\text { oil })}{\text { Pipelines }}$ | Domestic scheduled air carriers ${ }^{50}$ | 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 | 10,738 | 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 | ${ }^{7} 770$ | 2,129 | * 7,214 | 667 | * 92 | 777 | 44 | * 64 | 71 |
| 1959 | 25 | 247 | 10,207 | 430 | 765 | 1,955 | 7,145 | 631 | 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 |  | 235 |  |  | 617 | 1,043 |  | 561 | 89 | 62 | 21 | 42 |  |
| 1953 | 78 | 242 | 11,063 | 391 | 591 | ,937 | 4,926 | 614 | 102 | 59 | 19 | 44 | 65 |
| 1952 | 82 | 248 | 10,966 | 340 | 562 | 818 | 4,417 | 602 | 101 | 56 | 17 | 39 | 64 |
| 1951. | 81 | 223 | 10,773 | 336 | 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 | ${ }_{2} 275$ | 376 | 486 | 2,911 | 554 | 82 | 38 | 10 | 26 | 59 |
| 1948 | 77 | 295 | 10,002 | 237 | 377 | 434 | 2,698 | 565 | 92 | 39 | 9 | 24 | 60 |
| 1947 | 80 79 | 313 326 | 8,973 7,852 | 225 148 | 325 294 | 365 316 | 2,214 1,699 | 534 554 | 83 72 | 33 30 | 7 6 | 20 | 57 |
| 1945 | 87 | 284 | 9,136 | 173 | 304 | 215 | 1,840 | 652 | 84 | 31 |  |  |  |
| 1944 | 100 | 255 | 9,676 | 188 | 310 | 161 | 1,756 | 624 | 89 | 31 | $\stackrel{4}{3}$ | 16 | 69 |
| 1943 | 99 | 208 | 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 | 237 | 51 | 25 | 2 | 10 | 25 |
| 1940 | 53. | 120 | 4,559 | 212 | 226 | 77 | 922 | 182 | 42 | 23 |  |  |  |
| 1939 | 50 | 112 | 4,140 | 111 | 212 | 56 | 796 | 168 | 38 | 21 | 1 | 7 | 18 |
| 1938. | 49 | 110 110 | 3,687 | 104 | 228 | 43 | 700 | 151 | 34 | 23 | 1 | 6 | 16 |
| 1937--- | 51 | 110 103 | 4,321 4,197 | 108 | 249 219 |  |  |  | 40 39 | 25 | ---- |  |  |
|  |  |  | 4,197 |  |  |  |  |  |  |  |  |  |  |
| * Denotes frst year for which figures include Alaska and Hawaii. <br> ${ }^{1}$ The electric railway decrease is overstated through the years because of noncomparability of reporting. <br> ${ }^{2}$ Through 1969, excludes payments to others for express privileges. <br> ${ }^{3}$ Includes pullman (prior to 1965), line-haul, and switching and terminal companies. <br> ${ }^{4}$ Includes only revenues from domestic traffic of carriers under jurisdiction of Interstate Commerce Commission. <br> ${ }^{5}$ Revenues for scheduled passenger cargo operations. <br> ${ }^{6}$ Includes Hawaii for all years and Alaska beginning 1955. <br> ${ }^{7}$ Beginning 1960, includes operations in Alaska. |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Series Q 36-46. Employment in Selected Types of Transportation: 1947 to 1970
[In thousands, except percent. Annual averages]

| Year | Total | Trucking and warehousing ${ }^{\text {a }}$ |  | Railroad ${ }^{\text {2 }}$ |  | Air ${ }^{3}$ |  | Local and suburban ${ }^{4}$ |  | Intercity highway ${ }^{\text {s }}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number | - Percent of total | Number | Percent of total | Number | Percent of total | Number | Percent of total | Number | Percent of total |
|  | 36 | 37 | 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 | 755 | 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 Hawait

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 termmal facilities for handling freight Incluces companis slan 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. tion confined principally to a municipality, contiguous municipalities, or a municipality and its suburban areas, including transportation by railway but excluding taxicab and ius suburoan areas, incuding transportion by ${ }_{5}$ Covers int charter service.
vehicle passenger transportation, and incerstate bus lines, and inciudes intercity motor vehicle passenger transportation not operated on regular schedules.

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

| Year | All traffic ${ }^{\text {: }}$ | Year | $\frac{\text { All }}{\text { traffic }^{1}}$ | Passenger | Freight | Year | $\underset{\text { All }}{\text { traffic }}{ }^{1}$ | 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------ | 119.9 114.0 | 1950. | 206 |  |  | 1932 1931. | 66 82 | 79 | 62 79 |
| 1961...--------- | 107.7 | 1949.-- | 182 |  |  |  |  |  |  |
|  |  | 1948--- | 205 |  |  | 1930.. | 97 | 108 | 95 |
| 1960. | 108.1 | 1947--- | 203 |  |  | 1929 | 110 | 118 | 108 |
| 1959 | 106.4 | 1946--- | 1.92 | 248 | 176 | 1928.-- | 106 | 117 | 103 |
| 1958. | 100.0 |  |  |  |  | 1927---- | 106 | 119 | 102 |
| 1957....- | 103.4 | 1945.-. | 213 | (NA) | (NA) | 1926. | 108 | 121 | 104 |
| 1956.-.----------- | 108.5 | 1944--- | 222 | (NA) | (NA) |  |  |  |  |
|  |  | 1943-... | 216 | (NA) | (NA) | 1925--- | 102 | 120 | 97 |
| 1955... | 103.2 | 1942---- | 183 | (NA) | (NA) | 1924---- | 98 | 121 | 91 |
| 1954 | 93.9 | 1941..... | 137 | (NA) | (NA) | 1923 | 102 | 122 | 96 |
| 1953 | 98.4 |  |  |  |  | 1922 | 88 | 116 | 81 |
| 1951-..---------- | 98.0 | 1940---- | 110 | 108 | 114 | 1921...- | 81 | 115 | 72 |
|  | 100.1 | 1939.-... | 100 | 100 | 100 | 1920...- | 103 | 127 | 96 |
| 1950. | 89.6 | 1938. | 89 101 | 97 103 | 87 101 | 1889 | 18.5 | 25.5 | 16.5 |
| 1949 | 86.5 | 1936 | 191 | 103 99 | 192 | 1889---- | 18.5 | 25.5 | 16.5 |
| 1948.-.... | 92.1 |  |  |  |  |  |  |  |  |

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

Series Q 50-63. Mileage of Rural Roads and Municipal Streets: 1904 to 1970

| Year | Total mileage |  |  |  |  |  | Surfaced mileage |  |  | Mileage built by State highway departments |  |  |  |  | Year | Surfaced mileage, total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Total | Rural roads |  |  |  | Munic- <br> ipal <br> and <br> other <br> mileage ${ }^{2}$ | Total ${ }^{3}$ | Under State control ${ }^{4}$ |  | Total ${ }^{5}$ | Roads under State control |  |  |  |  |  |
|  |  | Total | State administered |  | County <br> roads <br> under <br> local <br> control ${ }^{1}$ |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | $\begin{gathered} \text { Prima } \\ \text { ry } \end{gathered}$ | Secondary and county roads |  |  |  | type <br> roads | type roads |  |  | roads | surface | surface |  |  |
|  | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 |  | 56 |
|  | $\begin{aligned} & 1,000 \\ & \text { miles } \end{aligned}$ | 1,000 miles | 1,000 miles | 1,000 miles | 1,000 | 1,000 miles | $1,000$ <br> miles | 1,000 miles | $\begin{aligned} & 1,000 \\ & \text { miles } \end{aligned}$ | Miles | Miles | Miles | Miles | Miles |  | 1,000 |
| 1970 | 3,730 | 3,169 | 408 | 273 | 2,488 | 561 | 2,946 | 410 | 322 | 40,438 | 33,834 | 68 | 24,637 | 9,129 |  |  |
| 1969 | 3,710 | 3,162 | 406 | 273 | 2,483 | 548 | 2,914 | 403 | 324 | 37,123 | 30,034 | 212 | 20,394 | 9,428 | 1919 | 369 350 |
| 1968 | 3,684 3,705 | 3,152 3,184 | 425 | 252 | 2, 2,515 | 532 | 2,870 | 392 | 330 | 47, 425 | 37, 279 | 403 | 23,617 | 13,259 | 1918 | 332 |
| 1966 | 3,608 | 3,184 3,188 | 424 418 | 250 252 | 2,510 2,518 | 521 510 | 2,827 2,800 | 386 376 | 331 333 | 46,257 50,872 | 36,768 38,968 | 209 | 24,915 | 11,639 | 1917 | 313 |
| 1965 | 3,690 | 3,009 | 414 | 249 | 2,346 | 681 | 2,776 | 367 | 333 |  |  |  |  |  |  |  |
| 1964 | 3,644 | 3,003 | 411 | 248 | 2,344 | 641 | ${ }^{2}$, 730 | 359 | 38 | 47, 573 | 36,442 | 278 | 24,194 | 11,970 | 1915 | 276 |
| 1963 | 3,620 | 3,002 | 409 | 247 | 2,346 | 618 | 2,693 | 350 | 334 335 | 45,452 49,974 | 36,203 | 275 | 22,664 | 13,264 | 1914. | 257 |
| 1962 | 3,600 | 3,005 | 407 | 247 | 2.351 | 595 | 2,647 | 341 | 337 | 52,560 | 46,980 | 210 | 23,623 26,305 | 13,147 14,314 | 1913 | 244 |
| 1961 | 3,573 | 2,995 | 406 | 243 | 2,346 | 578 | 2,588 | 331 | 338 | 44,279 | 33,449 | 372 | 20,554 | 14,314 | 19111 | 231 |
| 1960 | 3,546 | 2,989 | 403 | 241 | 2,345 | 557 | 2,557 | 322 | 338 | 49,428 | 36,944 | 328 | 22,013 | 14,603 | 1910 |  |
| 1959* | 3,511 | 2,974 | 403 | 237 | 2,334 | 537 | 2,503 | 314 | 338 | 50,232 | 36,282 | 185 | 21,892 | 14,205 | 1909 | 204 |
| 1958 | 3,479 | 2,959 | 395 | 234 | 2,330 | 520 | 2,448 | 301 | 338 | 54,753 | 39,824 | 313 | 23,644 | 15,867 | 1908 | 190 |
| 1957 | 3,453 | 2,952 | 391 | 232 | 2,329 | 501 | 2,371 | 290 | 338 | 50,235 | 39,675 | 374 | 19,476 | 19,825 | 1907. | 183 |
| 1956 | 3,430 | 2,945 | 389 | 226 | 2,330 | 485 | 2,323 | 281 | 335 | 57,454 | 44,016 | 486 | 20,726 | 22,804 | 1906 | 176 168 |
| 1955 | 3,418 | 2,954 | 387 | 222 | 2,345 | 464 | 2,273 | 270 | 340 |  |  |  |  |  |  |  |
| 1954 | 3,395 | 2,941 | 379 | 218 | 2,344 | 454 | 2,228 | 262 | 333 | 55, 588 | 41,120 | 694 866 | 17,672 19,730 | 22,754 | 1905 | 161 |
| 1953 | 3,366 | 2,925 | 377 | 214 | 2,334 | 441 | 2,150 | 252 | 332 | 55,488 | 42,744 | 1,2664 | 19,730 | 21, 2273 | 1904. | 154 |
| 1952 | 3,343 | 2,925 | 371 | 219 | 2,335 | 418 | 2,070 | 245 | 328 | 57,847 | 41,744 46,354 | 1,264 | 17,807 | 22,673 27,305 |  |  |
| 1951 | 3,326 | 2,925 | 367 | 217 | 2,341 | 401 | 1,998 | 236 | 323 | 51,471 | 41,864 | 1, 1,603 | 15,122 | 25,139 |  |  |
| 1950 | 3,313 | 2,922 | 363 | 210 | 2,349 | 391 | 1,939 | 227 | 316 |  |  |  |  |  |  |  |
| 1949 | 3,322 | 2,934 | 358 | 206 | 2,370 | 388 | 1,865 | 174 | 316 | 55, 45,171 | 44,265 | 1,784 | 13,379 7,482 | 29,102 |  |  |
| 1948 | 3,323 3,326 | 2,929 2,933 | 350 | 206 | 2,373 | 394 | 1,815 | 172 | 338 | 41,968 | 35,085 | 1,403 | 7,753 | 25,929 |  |  |
| 1946 | 3,326 | 2,933 | 337 342 | 212 | 2,384 | 393 | 1,780 | 170 | 332 | 32,865 | 29,574 | 1,013 | 6,219 | 22,342 |  |  |
| 1946 | 3,316 | 2,934 | 342 | 205 | 2,387 | 382 | 1,730 | 170 | 317 | 21,711 | 20,856 | 417 | 4,898 | 15,541 |  |  |
| 1945 | 3,319 | 2,939 | 339 | 202 | 2,398 | 380 |  |  |  |  |  |  |  |  |  |  |
| 1944 | 3,311 | 2,982 | 335 | 200 | 2,398 | 380 <br> 379 <br> 88 | 1, 1,655 | 168 | 312 309 | 15,278 15,080 | 14,827 | 250 289 | 3,971 | 10,606 9,710 |  |  |
| 1943 | 3,311 3,309 | 2,930 2,925 | 333 334 | 200 | 2,397 | 381 | 1, 1,646 | 166 | 306 | 15,971 | 14,692 | 458 | 4,446 | -9,788 |  |  |
| 1941 | 8,309 | 2,925 | 334 382 | 199 | 2,392 2,398 | 384 385 | 1,630 | 165 | 302 | 19,670 | 18,078 | 1,038 | 4,167 | 12,873 |  |  |
| 1940 |  |  |  |  |  |  |  |  |  | 3,629 | 30,549 | 1,343 | 6,299 | 22,907 |  |  |
| 1959 | 3,274 | 2,920 | 329 | 195 | 2,396 | 367 | 1,367 | 153 | 296 | 32,588 | 29,689 | 1,423 | 5,217 | 23, 049 |  |  |
| 1988 | 3,257 | 2,913 | 328 327 | 194 | 2,391 2,377 | 361 | 1,318 | 151 | 286 | 32, 990 | 30,665 | 1,720 | 5,015 | 23,930 |  |  |
| 1937 | 3,245 | 2,894 | 327 | 189 | 2,378 | 359 | 1, 1,276 | 149 | 277 | 36,322 | 34,598 | 1,187 | 5,751 | 27,660 |  |  |
| 1986 | 3,267 | 2,920 | 340 | 177 | 2,403 | 347 | 1,175 | 131 | 262 | 35,627 | 28,945 | 1,828 3,361 | 6,532 4,706 | 20,585 24,207 |  |  |
| 1935 | 3,310 | 3,032 | 332 | 173 | 2,527 |  |  |  |  |  |  |  |  |  |  |  |
| 1934 | 3,309 | 3,034 | 325 | 170 | 2,539 | 275 | $\begin{array}{r}1,080 \\ \hline 992\end{array}$ | 124 | 246 | 26,814 41,730 | 26,814 | 3,284 5,917 | 3,806 6,386 | 19,724 |  |  |
| 1933 | 3,286 | 3,029 | 346 | 135 | 2,548 | 257 | 9914 | 116 | 195 | 41,730 | 41,730 33,471 | 5,917 6,258 | 6,386 7,412 | 29,427 19,801 |  |  |
| 1932 | 3,296 3,291 | 3,040 3,036 | 358 329 | 84 | 2,598 | 256 | 879 | 110 | 156 |  | 35,971 | 6,258 6,394 | 7,412 10,009 | 19,801 19,568 |  |  |
| 1931. | 3,291 | 3,036 | 329 | 45 | 2,662 | 255 | 830 | 96 | 146 |  | 44,634 | 6,394 0,095 | 12,513 | 19,568 |  |  |
| 1930.. | 3,259 | 3,009 | 324 |  | 2,685 | 250 | 694 | 84 | 142 |  | 35,277 |  |  |  |  |  |
| 1929 | 3,272 | 3,024 | 314 |  | 2,710 | 248 | 662 | 75 | 133 |  | 32, 322 | 7,813 | 10,787 8,847 | 16,677 16,224 |  |  |
| 1927 | 3,262 3,257 | 3,016 3,013 | 306 293 |  | 2,710 | 246 | 626 | 68 | 125 |  | 29,252 | 8,675 | 8,748 | 11,829 |  |  |
| 1926 | 3,257 3,242 | 3,013 3,000 | 298 |  | 2,720 2,712 | 244 242 | 589 550 | 60 54 | 117 109 | --------- | 26,723 26,552 | 7,151 | 6,733 6,132 | 12,839 |  |  |
| 1925. | 3,246 | 3,006 | 275 |  | 2,731 |  |  |  |  |  |  |  |  |  |  |  |
| 1924. | 3,243 | 3,004 | 261 |  |  | 239 | 472 | 48 | 97 |  | 23,152 | 5,316 | 6,686 | 11,150 |  |  |
| 1923 | 3,233 | 2,996 | 252 |  | 2,744 | 237 | 439 | 34 | 78 |  | 23,164 | 5,957 | 6,697 | 10,510 |  |  |
| 1922 | 3,196 | 2,960 | 227 |  | 2,733 | 236 | 412 | 34 | 78 |  | 20,311 | 5,814 | 5,628 | 8,869 |  |  |
| 1921...-.- | 3,160 | 2,925 | 203 |  | 2,722 | 235 | 387 |  |  |  |  |  |  |  |  |  |
| * Denotes first year for which figures include Alaska and Hawaii. <br> NA Not available. <br> ${ }^{1}$ Includes municipal extensions of county, town, and township roads prior to 1962, and mileage in National and State parks, forests, reservations, etc. prior to 1936 that were not parts of State or local systems. <br> ${ }^{2}$ Includes mileage in National and State parks, forests, reservations, etc. that did not form parts of State or local road system. Prior to 1936 these roads were included with county, town, and township roads. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

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

| Year | Miles of highway |  | Cost (mil. dol.) ${ }^{3}$ |  |  | $\begin{aligned} & \text { Year } \\ & \text { or } \\ & \text { period } \end{aligned}$ | Miles of highway |  | Cost (mil. dol.) ${ }^{3}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Total designated as part of $\underset{\text { systems }{ }^{1}}{ }$ | Completed during year ${ }^{2}$ | Total | Federal funds | State funds |  | Tatal 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 7,753 | ${ }_{273}^{131}$ | 109 219 | 54 |
| 1968. | 886,181 | 11,871 | 4,132 | 3,167 | 1965 1.139 | ${ }_{1942} 194$ | 338,705 330.051 | 6,898 | 226 | 143 | 83 |
| 1967 | 887.465 | 14,150 | 5,178 | 4,039 4.151 | 1,139 | 1941 | 316.432 | 9,734 | 274 | 148 | 126 |
| 1966 | 885,050 908,722 | 16,281 | -5,569 | 3,430 | 1,139 | 1940 | 235,482 | 11,549 | 269 | 150 | 119 |
| 1964 | 901,120 | 19,487 | 4,560 | 3,385 | 1,175 | 1939--- | 232,834 | 11,776 | 306 309 | 176 | 125 |
| 1963. | 891,927 | 19,561 | 3,790 | 2,767 | 1,023 | 1938. | 229,909 | 21,330 | 521 | 348 | 173 |
| 1962. | 886,678 | 21, 051 | 3,423 3,265 | 2,437 2,339 | 985 | 1936 | 226, 250 | 12,258 | 238 | 225 | 13 |
| 1961. | 879,539 | 21,313 | 3,265 | 2,339 | 925 |  |  |  |  |  |  |
| 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 | -364 | ${ }_{223}$ | 41 |
| 1958. | 830,569 | 28,137 | 2,744 | 1,669 | 1,075 | 1933 | 205,025 | 10,855 | 205 | 95 | 110 |
| 1957. | 810.466 | 22,424 | 1,714 | 969 | 746 687 | 1931 | 208,965 | 15,902 | 325 | 228 | 97 |
| 1956 | 777,514 | -23,609 | 1,444 | 666 | 621 | 1930 | 193.652 | 10,339 | 237 | 100 | 137 |
| 1955. | 749,166 | 20,548 | 1,146 | 591 | 555 | 1929. | 189,853 | 8,581 | 197 | 80 | 117 |
| 1953 | 704, 150 | 21,136 | 1,078 | 559 | 519 | 1928 | 188,017 | 9,756 10 | 196 | 83 84 | 113 |
| 1952 | 675,121 | 22.147 | 978 | 505 | 472 382 | 1927 | 187,035 184,162 | 10.723 | 215 | $\stackrel{84}{93}$ | 122 |
| 1951 | 664,464 | 17,060 | 772 | 390 | 382 | 1926. | 184,162 | 10,23 |  |  |  |
| 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 | 130 | 57 | 73 |
| 1948 | 611, 332 | 21,725 | 763 | 397 224 | 366 198 |  | 169,007 | 11,188 | 186 | 80 | 106 |
| 1947. | 599,338 556,787 | $15,4.73$ 5,057 | 424 | 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 calondar year.

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 ${ }^{2}$ | Vehiclemiles, passenger ${ }^{3}$ | A verage fare per passenger, per carrier (intercity) | Carriers reporting | Operating revenue | Expenses | Net income after income taxes | Owned revenue vehicles | Intercity vehiclemiles |
|  | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 |
|  |  | Mil. dol. | Mil. dol. | Mil. dol. |  | Millions | Dollars |  | Mil. dol. | Mil. dol. | Mil. dol. | 1,000 | Millions |
|  |  | 722 | 639 | 52 | 13,282 | 871 | ${ }^{3} .81$ | 1,376 | 11,137 | 10,763 | 150 200 | 483 466 | 11,498 11,699 |
| 1969 | 70 | 677 | 594 | 56 | 12.992 | 869 977 | 3.55 2.91 | 1,311 | 11,770 9,593 | 10,337 9,129 | 235 | 428 | 10,902 |
| 1968 | 173 | 695 | 613 | 61 52 | 15, 15.406 | 977 997 | $\stackrel{2.91}{2}$ | 1, 1,198 | 8,091 | 7,796 | 144 | 394 | 9, 815 |
| 1967 | 177 | 670 644 | 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 | ${ }_{5}^{6,760}$ | $\begin{array}{r}209 \\ 152 \\ \hline\end{array}$ | 355 318 | 9,154 |
| 1964 | 161 | 655 | 570 | 52 | 16,157 | 1,056 | 2.43 | 1,025 | 6,199 | 5.918 | 1 | 318 309 | 7,882 |
| 1963 | 148 | 610 | 529 | 48 | 413,608 413,873 | 1,009 | $\stackrel{2}{2.38}$ | 1,004 | 5,428 | 5,204 | 112 | 298 | 7,567 |
| 1962 | 151 | 589 485 | 423 | 43 | 411,036 4 | 865 | 2.20 | ,972 | 4,908 | 4,718 | 84 | 285 | 7,023 |
| 1961- |  |  |  |  |  | 843 | 2.12 | 935 | 4,763 | 4,645 | 37 | 279 | 7,203 |
| 1960* | 143 | 463 | 405 | 28 |  |  | 2.00 | 890 | 4,590 | 4,392 | 92 | 265 | 7,085 |
| 1959 | 143 | 439 | 380 366 3 | 29 20 | 410,763 410,791 | 816 | 1.91 | 866 | 3,851 | 3,723 | 54 | 243 | 6.101 |
| 1958 | 136 144 | 4 | ${ }_{371}^{366}$ | 20 | 411.301 | 867 | 1.70 | 837 | 3,836 | 3,702 | 62 | 238 <br> 304 | 6,399 |
| 1956 | 145 | 377 | 343 | 17 | ${ }^{411,062}$ | 859 859 | 1.61 | 2,293 | 4,290 | ${ }_{3}^{4}, 870$ | 82 | 289 | 7,559 |
| 1955 | 146 | 362 | 331 | 16 | 13,127 | 859 887 | 1.37 1.29 | 2,244 | - ${ }_{3}^{4}, 431$ | 3,323 | 54 | 260 | 6,538 |
| 1954 | 155 | 363 | 331 | 15 | 412,314 412.940 | 887 972 | 1.24 | 2,027 | 3,493 | 3,360 | 60 | 251 | 6, 802 |
| 1953 | 161 160 | 395 395 | $\begin{array}{r}354 \\ 348 \\ \hline\end{array}$ | 22 | 413,106 | 975 | 1.20 | 1,868 | 3,059 | 2,924 | ${ }^{67}$ | 229 | 6,137 |
| 1951-- | 166 | 393 | 345 | 25 | 413,431 | 1,011 | 1.12 | 1,737 | 2,728 | 2,603 | 58 | 213 | 5,848 |
|  |  |  |  |  | 14,566 | 959 | 1.01 | 1,621 | 2,380 | 2,215 | 98 | 191 | 5,532 |
| 1949 | 262 | 380 | 346 | 20 | 414,863 | 1,066 | . 91 | 2,012 | 1,895 | 1,794 | 64 | 169 | 4,338 3,810 |
| 1948 | 260 | 401 | 351 | 31 | ${ }^{4} 15,290$ | 1,130 | . 85 | 1,825 | 1.663 | 1,174 | 37 | 128 | 3,059 |
| 1947 | 253 | 367 | 313 | 33 | ${ }^{4} 14,149$ | 1,056 | . 80 | 1,516 | 1,884 | 1,852 | 21 | 112 | 2,407 |
| 1946 | 254 | 381 | 299 | 50 <br> 32 | ${ }^{4} 13.168$ | 1,043 | . 79 | 1,445 | 746 | 745 | -2 | 100 | 2,165 |
| 1945 | 231 | 378 | 245 | 36 | 412,019 | 905 | 80 | 1,337 | 711 | 696 | 8 | 98 | 2,132 |
| 1944 | 194 | ${ }_{344}$ | 214 | ${ }_{37}$ | 411,000 | 832 | 81 | 1,165 | 646 | 626 | 9 | 89 | 2,006 |
| 1943 | $\begin{array}{r}157 \\ 136 \\ \hline\end{array}$ | 344 251 | 164 | 24 | - 4 9,677 | 702 | 80 | 1,083 | 588 560 | 556 533 | 17 18 | 884 | 2,040 |
| 1941 --- | 132 | 149 | 120 | 20 | ${ }^{4} 7,891$ | 556 | . 83 | 1,076 | 560 | 533 | 18 |  |  |
| 1940 | 135 | 115 | 98 95 | 15 20 | $\begin{aligned} & 46,678 \\ & 46,408 \end{aligned}$ | 482 466 | . 88 | 991 | 431 378 | 412 360 | 13 | 69 62 | 1,761 |
| 1939 | 149 | 113 | 95 | 20 | 46,408 |  |  |  |  |  |  |  |  |

[^2]Series Q 82-96. State Highway Finances: 1890 to 1970
[In millions of dollars]

|  | Revemes |  |  |  |  |  |  |  | Pisoresenet |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Its tome arenen state in |  |  |  | $\xrightarrow{\text { Redeat }}$ |  | diter |  | For Stafeidiministeed |  |  |  | ${ }_{\text {ater }}^{\text {ather }}$, |  |
|  |  |  |  |  |  |  |  |  |  |  |  | ster . |  |  |  |
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|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  | $\mathrm{Y}_{\text {ear }}$ |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $8$ |  |  |  |  | and |  |  |  |  |  |  |  |  |  |  |  |

* Denotes first year for which figures include Alaska and Hawaii.
$z$ Less than 50,000 .
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 high-
${ }^{3}$ ways. ${ }^{3}$ 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.
terest on obligations for State highways; and retirement of obligations for State high${ }^{7}$ Includes expenditures and funds transferred for nonhighway purposes and expense of collecting and administering highway-user revenue.

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 |  |  | $\begin{gathered} \text { Total } \\ \text { dis- } \\ \text { burse- } \\ \text { ments }{ }^{5} \end{gathered}$ | Capital outiays ${ }^{3}$ | Maintenance and operation | Administration and other | Interest ${ }^{\text {a }}$ | Debt retirement ${ }^{6}$ | Transfers to other govern-ments |
|  |  | Total | $\underset{\text { Lighway }}{\text { Local }}$ user imposts | Tolls | ${\underset{\text { ing }}{ } 1}_{\text {Borrow- }}^{\text {in }}$ | Property tax, general fund, mise. | Total ${ }^{2}$ | Federal ${ }^{3}$ | State |  |  |  |  |  |  |  |
|  | 97 | 98 | 99 | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 |
| 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 | 846 806 | 1,392 | $\stackrel{218}{201}$ | 62 55 | 197 | 1109 |
| 1968 | 2,693 | 1,372 | 18 | 21 | 272 | 1,061 | 1,321 | 44 | 1, 1.202 | $\stackrel{2}{2}$ | 806 761 | 1,272 | 163 | 53 | 220 | 175 |
| 1967. | 2,609 | 1,321 | 20 | 20 | 2 | 1,009 | 1,288 1.194 | 45 | 1,202 | 2,577 | 714 | 1,138 | 146 | 46 | 162 | 139 |
| 1966 | 2,410 | 1,216 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1965 | 2,247 | 1,114 | 12 | 19 | 216 | 867 | 1,133 1,082 | 43 33 | 1,087 1,044 | 2,203 2,068 | 681 | 1,080 1,008 | 133 | 48 45 | 166 <br> 148 <br> 1 | 95 95 |
| 1964 | 2,135 |  | 110 | 18 | 203 159 | 8821 | $\begin{array}{r}1,082 \\ \\ \hline 997\end{array}$ | 33 | $\begin{array}{r}1,044 \\ \hline\end{array}$ | -1,996 | 618 | 1.959 | 108 | 45 | 158 | 108 |
| 1963 | 2,012 | 1,015 | 10 9 | 17 | 159 220 | 829 790 | 995 | 30 | 922 | 1,934 | 605 | 939 | 99 | 41 | 144 | 106 |
| 1962 | 1,990 1,926 | 1,035 979 | 9 <br> 8 | 16 | 186 | 769 | 947 | ${ }_{29}$ | 916 | 1,896 | 579 | 922 | 99 | 40 | 149 | 107 |
| 1960 | 1.753 | 878 |  | 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 | 884 | ${ }_{76} 81$ | 32 | 112 | 72 |
| 1957 | 1,619 | 810 | 4 | 16 | 141 | 649 622 | 809 750 | 28 | 779 | 1,603 1,509 |  | 7864 | 65 | 31 | 109 | 58 |
| 1956. | 1,518 | 768 | 3 | 15 | 128 | 622 | 750 |  |  |  |  |  |  |  |  |  |
| 1955. | 1,531 | 835 | 4 | 15 | 229 | 587 | 696 | 17 | 678 | 1,429 | 450 | 701 | $\stackrel{64}{59}$ | 29 29 | 109 | 48 |
| 1954 | 1,371 | 697 | $\frac{4}{3}$ | 14 | 113 | 566 549 | 674 638 | 18 | 655 619 | 1,369 1,297 | 4386 | 677 649 | 55 | $\stackrel{29}{28}$ | 102 | 51 |
| 1953 | 1,329 1,253 | 691 650 | $\stackrel{3}{3}$ | 13 | ${ }_{121}^{126}$ | 549 | 638 603 | 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 | 498 478 | 39 <br> 33 | ${ }_{32}$ | 9 | 37 |
| 1948 | 936 | 489 | 1 | 10 | 98 | 380 349 | ${ }_{371}^{447}$ | $\stackrel{4}{2}$ |  | 8826 | 208 | 432 | 27 | 33 | 96 | 27 |
| 1947 | 856 | 485 | 1 | 8 | 127 64 | 349 303 | 371 327 | $\stackrel{2}{3}$ | ${ }_{323}^{369}$ | 826 685 | 147 | ${ }_{373}$ | 24 | 35 | 85 | 17 |
| 1946 | 702 | 375 | 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1945. | 575 | 310 |  | 5 | 39 | 265 | 265 | 4 | 261 | 556 | 74 | 308 | 20 | 38 | 103 | 9 |
| 1944 | 519 | 276 | 1 | 5 | 28 | 242 | 243 | $\stackrel{2}{2}$ | 241 | 506 470 | ${ }^{58}$ | 271 237 | 18 | 45 | 107 | 7 |
| 1943 | 516 | 266 | 1 | 5 | 18 | ${ }_{257}^{242}$ | 250 349 | $\stackrel{2}{79}$ | $\stackrel{248}{270}$ | 470 643 | 173 | 246 | 18 | 49 | 142 | 8 |
| 1942 | 669 | 320 | 1 | 4 | 57 94 | 2265 | 349 483 | $\begin{array}{r}79 \\ 191 \\ \hline\end{array}$ | 292 |  | 311 | 254 | 22 | 55 | 175 | 13 |
| 1941 | 847 | 364 | 1 | 4 | 94 | 265 | 483 | 191 |  |  |  |  |  |  |  |  |
| 1940. | 931 | 348 |  | 3 | 68 | 277 | 583 | 299 | 283 | 925 | 432 | 249 | 19 | 58 | 149 | 12 |
| 1939. | 987 | 354 | - | 3 | 69 | 282 | 633 653 | 362 | 271 | 989 1.031 | ${ }_{533}$ | 240 239 | 18 | 68 | 150 | 17 |
| 1938 | 1,023 | 370 389 | - | 3 | 86 108 | 281 | 653 480 | 394 <br> 223 | 259 | 1,031 | ${ }_{353}$ | 234 | 19 | 72 | 168 | 26 |
| 1937 | 869 | 389 | $\overline{1}$ | 1 | 108 | 269 | 475 | 341 | 234 | 909 | 449 | 222 | 24 | 73 | 116 | 23 |
| 1936 | 901 | 326 | 1 |  | 56 | 269 |  |  |  |  |  |  |  |  |  |  |
| 1935 | 624 |  |  | - | 50 | 263 | 310 | 95 | 215 | 629 | 194 | 202 | 23 | 80 81 | 120 | 9 |
| 1934 | 660 | 282 | 1 | - | 31 | $\stackrel{250}{295}$ | 378 247 | $\begin{array}{r}154 \\ \hline 25\end{array}$ | ${ }_{222}^{224}$ | 662 576 | 1338 | 191 | 27 | 81 | 124 | 12 |
| 1933 | 567 | 320 456 | 1 | - | $\stackrel{24}{67}$ | 295 | 208 | 25 | 208 | ${ }_{686}$ | 168 | 235 | 28 | 87 | 133 | 24 |
| 1932. | 664 812 | 456 602 | 1 | - | 67 109 | 492 | 210 | - | 209 | 847 | 248 | 262 | 38 | 91 | 165 | 41 |
|  |  |  |  |  |  |  |  | - | 196 | 852 | 297 | 284 | 36 |  |  |  |
| 1930-- | 818 | 622 | - | - | 1115 | 525 | 154 | - | 154 | 808 | 257 | 260 | 50 | 78 | 106 | 57 |
| 1929 | 790 835 | 636 700 | - | - | 150 | 550 | 135 | - | 135 | 832 | 282 | 260 | 37 | 80 | 103 | 80 |
| 1927 | 841 | 716 | - | - | 181 | 535 | 125 | - | 125 | 829 | 289 | 238 213 | ${ }_{42}^{41}$ | 75 67 | ${ }_{91}$ | 73 |
| 1926. | 775 | 667 | - | - | 169 | 498 | 108 | - | 108 | 752 | 266 | 213 | 42 |  |  |  |
|  | 683 | 581 | - | - | 144 | 437 | 102 | - | 102 | 689 | 265 | 197 |  | 52 | 74 | 72 |
| 1924 | 690 | 646 | - | - | 158 | 488 | 44 | - | 44 | 688 | $\stackrel{256}{25}$ | 181 | 46 | 50 | $\stackrel{67}{56}$ | 67 |
| 1923. | 638 | 598 | - | - | 129 150 | 469 495 | 80 | - | 86 | ${ }_{733}^{645}$ | 330 | 185 | 40 | 35 | 48 | 95 |
| 1921. | 731 657 | 645 635 | - | - | 202 | 433 | 22 | - | 22 | 670 | 337 | 186 | 40 | 34 | 40 | 33 |

- Represents zero.
${ }_{2}$ Includes long and short-term notes. The latter are for two years or less.
${ }_{3}^{2}$ Beginning 1940, includes small amount from municipalities, not shown separately. ${ }^{3}$ Includes Federal work-relief funds (mainly works Progress Administration) ${ }^{2} 52$, 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.
${ }_{5}^{5}$ For $1931-1959$, includes small amount for nonhighway purposes, not shown separately. years or less.

Series Q 113-128. Receipts and Disbursements of Highway Funds by Municipalities: 1921 to 1970
[In millions of dollars]


## - 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 ${ }^{\text {are included. }}$ For $1937-1958$, includes small amount for nonhighway purposes, not shown separately. 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 | Federaliy 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, 5885 | 96 92 | 3,996 | 3,489 2,390 | 2,504 1,614 | 507 921 | 44 343 |
| 1969 | 6,625 | 38 | 6,587 | 5,048 | 3,784 | 1,539 | 78 | 1957. | 13,917 13,303 | 92 | 3,318 | 1,737 | 1,963 | 981 | 337 |
| 1968 | 5,305 | 84 | 5,220 | 3,711 | 2,766 | 1, 510 | 63 213 | 1956 | ${ }^{1} 3,303$ | 92 | 2,718 | 1,731 | 903 |  |  |
| 1967 | 5,522 | 78 | 5,444 | 4,112 | 3,077 | 1,332 1,159 | 213 99 | 1955 | 2,619 | 59 | 2,560 | 1,256 | 667 | 1,304 | 695 |
| 1966 | 5,459 | 127 | 5,332 | 4,173 | 3,131 | 1,159 | 99 | 1954 | :2,619 | 52 | 2,300 | 1,218 | 630 | 1,082 | 459 |
| 1965 | 4,935 | 185 | 4,800 | 3,896 | 2,976 | 904 | 49 | 1953 | 12,713 | 53 | 2,287 | 998 | 519 | 1,289 | 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 | ${ }^{1} 1,743$ | 71 | 1,362 | 780 | 409 | 582 | 68 |
| 1962 | 4,386 | 95 | 4,241 | 3,253 | 2,506 | 988 | 326 |  |  |  |  |  |  |  |  |
| 1961 | 14,482 | 92 | 3,808 | 3,168 | 2,289 | 634 | 92 | 1950 | 1,528 | 36 | 1,492 | 798 | 415 | 594 | 228 |
|  |  |  |  |  |  |  |  | 1949 | 11, 4488 | 48 | 1,145 | 740 | 386 | 405 | 46 |
| 1960*. | 4,030 | 129 | 3,901 | 3,097 | 2,218 | 804 575 | 165 59 | 1948 | 11,436 917 | 25 | 1,892 | 635 | 329 | 257 | (NA) |
| 1959. | 13,805 | 86 | 3,213 | 2,638 | 1,877 | 575 | 59 | 1947 | 917 | 25 | 892 | 635 |  |  |  |

* Denotes first year for which figures include Alaska and Hawaii.
${ }^{1}$ Includes locally owned; therefore, details do not add to total.
NA Not available.

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 | $\begin{aligned} & \text { County } \\ & \text { and } \\ & \text { local } \\ & \text { rural } \end{aligned}$ | Municipal | Total | State | $\begin{aligned} & \text { County } \\ & \text { and } \\ & \text { local } \\ & \text { rural } \end{aligned}$ | 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 3,534 |
| 1969 | 2,022 | 1,351 | 241 | 430 | 1,122 | 705 | 137 | 280 278 | 18,572 17,672 | 12,734 | 1,554 | 3,384 |
| 1968. | 1,991 | 1,377 | 241 | 373 427 | 1,071 | 540 | 136 | 289 | 16,749 | 12,014 | 1,450 | 3,285 |
| 1967 | 1,633 | 1,012 | 194 | 427 366 | 965 915 | 549 | 126 | 270 | 16,080 | 11,542 | 1,394 | 3,144 |
| 1966 | 1,680 | 1,156 | 158 | 366 | 915 |  |  |  |  |  |  |  |
| 1965. | 1,070 | 586 | 169 | 315 | 855 | 459 | 123 | 273 | 15,316 | 10,905 | 1,363 | 3,048 3,019 |
| 1964 | 1,097 | 634 | 156 | 307 | 752 | 381 | 116 | 236 | 15,314 14 | 10,525 | 1,281 | 2,967 |
| 1963. | , 981 | 458 | 114 | 409 3 | 732 679 | $\begin{array}{r}382 \\ 340 \\ \hline\end{array}$ | 1110 | 229 | 14,537 | 10,449 | 1,285 | 2,803 |
| 1962. | 1,535 | 1,017 | 184 | ${ }_{401}^{334}$ | 665 | 330 | 117 | 218 | 13,718 | 9,772 | 1,252 | 2,694 |
| 1961. | 1,272 | 718 | 153 |  |  |  |  |  |  |  |  |  |
| 1960 | 1,206 | 680 | 190 | 336 | 616 | 300 | 96 | 220 | 13,166 | 9,384 9,004 | 1,280 1,186 | 2,502 2,386 |
| 1959* | 1,158 | 669 | 153 | 336 | 610 | 308 | 94 | 197 | 12,278 | 8,641 | 1,130 | 2,507 |
| 1958. | 1,352 | 913 | 140 | 299 | 543 | $\stackrel{252}{253}$ | 94 92 | 190 | 11,422 | 7,945 | 1,084 | 2,393 |
| 1957 | 1,200 | 702 | 123 | 375 267 | 438 | 190 | 97 | 151 | 10,659 | 7,496 | 1,035 | 2,128 |
| 1956.. | 1,439 | 1,067 | 105 | 267 |  |  |  |  |  |  |  |  |
| 1955 | 1,174 | 646 | 205 | 323 | 421 | 191 | 89 | 141 | 9,658 8.905 | 6,619 6,164 | 1,027 | 2,012 |
| 1954 | 2,684 | 2,317 | 94 | 273 | 433 <br> 344 | 168 139 | 109 86 | 119 | 8,954 | 4,015 | 926 | 1,713 |
| 1953 | 1,353 | 1,038 | 119 | 196 205 | $\begin{array}{r}344 \\ 339 \\ \hline\end{array}$ | 139 | 78 | 104 | 5,645 | 3,116 | 893 | 1,636 |
| 1952 | 1,102 | 797 | 100 | 176 | 349 | 156 | 82 | 111 | 4,883 | 2,476 | 868 | 1,539 |
| 1951.-.-. | 790 | 535 | 79 | 176 |  |  |  |  |  |  |  |  |
| 1950 | 652 | 400 | 90 | 162 | 322 3261 | 143 | 83 81 | 88 | $\begin{array}{r}\text { 4,436 } \\ 3 \\ \hline, 077\end{array}$ | 2,096 | 888 | 1,402 |
| 1949 | 533 | 254 | 98 83 | 1818 | ${ }^{3} 261$ | 117 | 79 | 78 | -3,797 | 1,690 | 870 | 1,298 |
| 1948 | 476 | 270 80 | -83 | 122 | - 258 | 115 | 78 | 75 | :3,589 | 1,537 |  | 1,254 |
| 1947 | 308 3161 | 80 55 | 197 49 | +62 | 8261 | 124 | 78 | 72 | ${ }^{2} 3,538$ | 1,571 | 837 | 1,207 |
| 1945 | ${ }^{3} 49$ | 11 | 22 | 20 | ${ }^{8} 258$ | 115 | 87 | 78 | 33,640 | 1,638 | 869 | 1,218 |

[^3]${ }^{2}$ Excludes redemptions by refunding.
${ }^{3}$ Duplicated and interunit obligations have been excluded from totals only.

Series Q 148-162. Motor-Vehicle Factory Sales and Registrations, and Motor-Fuel Usage: 1900 to 1970
[Number sold includes sales of military vehicles. Value of sales does not include Federal excise taxes. Beginning 1937, standard equipment is included in the value estimate]


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

A Less thantial portion of the number of trucks and buses (series Q 150) consists of
chassis only, without bodies; hence the value of bodies for these chassis (series Q 151) is not included.
in not included.
2

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; 970, premiums earned basis

| Year | Total insurance |  |  | Automobile liability |  |  |  |  |  | Physical damage ${ }^{3}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Premiums written | Losses paid ${ }^{1}$ |  | Bodily injury |  |  | Property damage ${ }^{\text {2 }}$ |  |  | Premiums written | Losses paid ${ }^{1}$ |  |
|  |  |  |  |  | Losse | paid ${ }^{1}$ |  | Losse | paid ${ }^{1}$ |  |  |  |
|  |  |  | written | written | Total | Percent of premiums written | written | Total | Percent of premiums written |  | Total | written |
|  | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 |
| 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 | 4,030 | 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, 237 | 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 | 1,994 | 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 |

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 automabile | Owning 2 or more automobiles | All passenger cars ${ }^{1}$ |  |  | New passenger cars ${ }^{1}$ |  |  | Used passenger cars ${ }^{1}$ |  |  |
|  |  |  |  | Total | $\begin{aligned} & \text { Full } \\ & \text { cash } 2 \end{aligned}$ | Installment credit and other borrowing | Total | $\begin{gathered} \text { Full } \\ \text { cash }^{2} \end{gathered}$ | Installment credit and other borrowing | Total | $\begin{aligned} & \text { Full } \\ & \text { cash } \end{aligned}$ | Installment credit and other borrowing |
|  | 175 | 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 | 185 | 186 |
| 1970.... | 82 |  | 28 | 100 | 47 |  | 100 | 34 |  | 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 79 | 53 | 25 25 | 100 100 | 48 | 52 | 100 100 | 38 37 | 62. | 100 100 | 53 | 47 |
| 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 48 | 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 | ${ }_{56}^{61}$ | 100 | 33 | 66 | 100 | 41 | 57 |
| 1957 | 75 | 66 | 13 | 100 | ${ }_{38}^{43}$ | ${ }_{60} 6$ | 100 100 | 36 <br> 36 | 63 | 100 100 | 45 39 | 54 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 60 |
| 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 | ${ }^{3} 48$ | ${ }^{3} 3$ | 100 | 50 | 49 | 100 | 56 | 43 | 100 | 47 | 52 |
| 1948-........ | 54 |  |  | 100 100 | 59 65 | 39 35 | 100 100 | 66 71 | 33 29 | 100 100 | 55 63 | 42 <br> 37 |
|  |  |  |  |  |  |  |  |  | 29 | 100 | 6 |  |

[^4]Series Q 187-198. Speed of Motor Vehicles on Highways: 1945 to 1970
[Exciudes Alaska and Hawaii. Based on actual speed of each vehicle recorded on tangent sections of main rural highways during off-peak hours]

| Year | $\begin{gathered} \text { Vehicies } \\ \text { recorded } \\ (1,000) \end{gathered}$ | Average speed (m.p.h.) |  |  |  | Percent of vehicles exceeding- |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\underset{\text { vehicles }}{\text { Al }}$ | $\begin{gathered} \text { Passenger } \\ \text { cars } \end{gathered}$ | Trucks | Buses | $\stackrel{40}{\text { m.p.h. }}$ | $\stackrel{45}{\text { m.p.h. }}$ | $\underset{\text { m.p.h. }}{50}$ | ${ }_{\mathrm{m} . \mathrm{p} \cdot \mathrm{~h} .}^{55}$ | ${ }_{\text {m.p.h. }}^{60}$ | $\stackrel{\text { m.p.h. }}{65}$ | $\begin{gathered} 70 \\ \text { m.p.h. } \end{gathered}$ |
|  | 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 |
| 1970-..... <br> 1968 <br> 1967 <br> 1965 <br> 1964 <br> 1963 <br> 1961 |  | $\begin{aligned} & 59.2 \\ & 60.0 \\ & 59.0 \\ & 58.0 \\ & 57.0 \\ & 56.4 \\ & 55.9 \\ & 55.8 \\ & 53.8 \\ & 52.6 \end{aligned}$ | $\begin{aligned} & 60.6 \\ & 61.8 \\ & 60.4 \\ & 60.4 \\ & 59.5 \\ & 58.8 \\ & 57.8 \\ & 57.2 \\ & 57.1 \\ & 55.1 \\ & 53.7 \end{aligned}$ | $\begin{aligned} & 54.7 \\ & 54.9 \\ & 54.0 \\ & 53.1 \\ & 52.6 \\ & 51.6 \\ & 51.8 \\ & 51.0 \\ & 51.0 \\ & 49.4 \\ & 48.2 \end{aligned}$ | $\begin{aligned} & 58.8 \\ & 59.4 \\ & 60.5 \\ & 59.4 \\ & 58.4 \\ & 57.4 \\ & 57.8 \\ & 57.8 \\ & 58.1 \\ & 56.0 \\ & 55.3 \end{aligned}$ | 97 98 97 96 96 95 95 95 95 93 92 | $\begin{aligned} & 93 \\ & 93 \\ & 92 \\ & 91 \\ & 89 \\ & 88 \\ & 87 \\ & 88 \\ & 84 \\ & 80 \end{aligned}$ | $\begin{aligned} & 83 \\ & 82 \\ & 81 \\ & 79 \\ & 76 \\ & 73 \\ & 71 \\ & 72 \\ & 72 \\ & 64 \\ & 60 \end{aligned}$ | $\begin{aligned} & 68 \\ & 67 \\ & 66 \\ & 64 \\ & 59 \\ & 56 \\ & 53 \\ & 52 \\ & 43 \\ & 38 \end{aligned}$ |  | $\begin{aligned} & 27 \\ & 27 \\ & 26 \\ & 24 \end{aligned}$ | $\begin{aligned} & 12 \\ & 13 \\ & 12 \\ & 12 \end{aligned}$ |
|  |  | 52.6 52.0 51.7 51.7 51.4 50.5 50.5 49.7 49.7 49.5 48.5 | $\begin{aligned} & 53.8 \\ & 53.3 \\ & 52.8 \\ & 52.8 \\ & 51.6 \\ & 52.8 \\ & 52.0 \\ & 51.1 \\ & 51.1 \\ & 50.8 \\ & 50.8 \end{aligned}$ | $\begin{aligned} & 48.2 \\ & 47.3 \\ & 47.3 \\ & 47.3 \\ & 46.0 \\ & 45.2 \\ & 45.6 \\ & 44.2 \\ & 44.9 \\ & 45.0 \\ & 44.4 \end{aligned}$ | $\begin{aligned} & 55.5 \\ & 53.5 \\ & 53.6 \\ & 52.6 \\ & 52.3 \\ & 52.3 \\ & 51.8 \\ & 51.5 \\ & 52.5 \\ & 51.2 \end{aligned}$ | 92 90 90 89 87 87 86 85 84 82 82 | $\begin{aligned} & 80 \\ & 77 \\ & 77 \\ & 75 \\ & 75 \\ & 72 \\ & 72 \\ & 69 \\ & 69 \\ & 68 \\ & 63 \end{aligned}$ |  | $\begin{aligned} & 37 \\ & 36 \\ & 33 \\ & 33 \\ & 30 \\ & 29 \\ & 26 \\ & 27 \\ & 26 \\ & 24 \end{aligned}$ | 16 16 15 15 15 14 14 12 13 12 11 |  |  |
| $\begin{aligned} & 1950 \\ & 1949 . \\ & 1948 \\ & 1947 \\ & 1946 \\ & 1945 . \\ & 1.0 . \end{aligned}$ |  | $\begin{aligned} & \begin{array}{l} 47.6 \\ 47.6 \\ 47.7 \\ 46.9 \\ 46.2 \\ 45.2 \\ 44.0 \end{array} \end{aligned}$ | 48.7 48.7 48.8 48.1 46.1 45.0 | $\begin{aligned} & 43.0 \\ & 43.5 \\ & 43.1 \\ & 42.5 \\ & 40.2 \\ & 39.8 \end{aligned}$ | $\begin{aligned} & 49.8 \\ & 50.3 \\ & 50.0 \\ & 48.0 \\ & 47.8 \\ & 45.5 \end{aligned}$ | 77 78 77 75 68 64 | 58 60 59 56 48 42 42 | $\begin{aligned} & 37 \\ & 38 \\ & 36 \\ & 34 \\ & 29 \\ & 24 \end{aligned}$ | 20 21 21 20 18 18 11 | 8 9 9 8 7 7 |  |  |

${ }^{1}$ 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 <br> travel | Passenger <br> vehicles ${ }^{1}$ | Trucks and combinations |  | Total travel | Urban travel | Rural travel |
|  | 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 |  | 485,493 | 476,060 | 417,209 | 361,888 | 68,284 | 114,172 | 9,420 | 11,268 | 1932 | 200,517 | 106,366 | 94, 151 |
| 1966 | 930,497 887,640 | 469,777 423,853 | 460,720 | 402,573 | 354,019 | 67,204 | 106,701 | ${ }_{9}^{9,407}$ | 11,207 | 1931 | 216,151 | 115,580 | 100,571 |
| 1964 | 846,'500 | 405,086 | 441,414 | 342,755 | ${ }^{359} \times 174$ | 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 | 376,688 | 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 |  |  |
| 1954 | 561, 664 | 247, 551 | $\stackrel{314,412}{ }$ | 235,384 | 261, ${ }_{24}$ | 39,721 36,880 | 69,096 | ${ }_{9}^{9}, 454$ | 10.689 |  |  |  |  |
| 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. | 491,093 | 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 |  |  |  |  |
|  | 340,880 250,173 | 170,049 130,161 | 170,831 120,012 | 148,497 | $\begin{array}{r}136,153 \\ 92 \\ \hline 181\end{array}$ | 21,552 18,760 | 34,678 <br> 27 <br> 181 | 10,033 7,870 | 9,630 |  |  |  |  |
| 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 | 17,048 | 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. | 285,402 271,177 | 142,253 | 143, 149 | 122, 805 | 115,378 | 19,448 | 27,771 | 9,025 | 10,504 |  |  |  |  |
| 1937 | 270, 210 | 138,072 | 132, ${ }^{134}$, 918 | 117,537 | 109,145 107,743 | 18,727 19,856 | 25,768 24,295 | 8,923 | 10,383 10,264 |  |  |  |  |
| 1936 | 252,128 | 129,450 | 122,678 | 110,419 | 100,602 | 19,031 | 22,076 | 8,675 | 10,093 |  |  |  |  |

* 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 | 21.5 | 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 |  |  |  | 41.5 |
| 1968 | 55,200 | 28.8 | 2,100 | 11.0 | 4,200 | 10.2 | 16,600 | 51.6 | 13,600 | 28.5 27 | 11, 300 | ${ }_{26}^{27.8}$ | 4,100 4,285 | 34.5 | 3,300 3,192 | ${ }_{45}^{46.7}$ |
| 1967 | 52,924 | 27.8 | 2, 067 | 10.7 1.0 | 3,845 3,869 | 9.4 | 15,646 | 49.2 | 12,282 | 28.6 | 11,051 | $\stackrel{27}{26}$ | 4,217 | 36.4 | 3,142 | 45.7 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 | 25.6 | 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 <br> 38 <br> 8 | 2,739 | 439 |
| 1962 | 40,804 | 23.1 | 1,903 1,891 | 9.2 | 3,028 2,802 | 8.1 | 10,157 9,088 | 38.4 36.5 | 10,701 10,212 | 22.9 21.8 | 8,812 8,267 | 23.5 | 3,696 3,467 | 32.8 31.0 | 2,364 |  |
| 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 | $\stackrel{2}{2} 2721$ | 41.8 42.3 |
| 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 |  | $\stackrel{2}{2,321}$ |  |
| 1957 | 38,702 | 24.1 | 1,785 | 9.2 | 2,604 | 8.0 | $\stackrel{8,667}{ }$ | 39.7 42.9 | 11, ${ }^{11}$, 531 | 23.9 24.6 | 8,545 8,573 | 24.8 25.3 | 3,560 3,657 | 34.4 36.2 | 2,311 2,268 | 45.5 46.4 |
| 195 | 39,628 | 25.1 | 1,770 | 9.4 | 2,640 | 8.4 | 9,169 | 42.9 | 11,551 | 24.6 | 8,573 | 25.3 |  |  |  |  |
| 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 |  |  | 8,318 |  | - $\begin{aligned} & 3,508 \\ & 3,472\end{aligned}$ | 37.7 38.5 | $\stackrel{2}{2,118}$ |  |
| 1952 | 37,794 | 25.0 | 1,951 | 11.3 | ${ }_{2}^{2,295}$ | 8.7 | 8,115 7,713 | 38.6 36.0 | 11, ${ }^{11}$ 250 | 24.7 24.7 | 8,463 8,276 | 26.7 26.5 | 3,472 <br> 3,444 | 38.5 39.5 | $\stackrel{2}{2,1185}$ | 50.8 53.0 |
| 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 |  |  |  |  |
| 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 37 | 2,038 | 52.4 58.9 |
| 1949 | 31,701 | 21.5 | 1,667 | 10.7 | 2,158 | 9.0 | 6,772 | 30.7 32 | 8,892 | 19.9 19.8 | 7.073 7.190 | 23.4 24.3 | 3,116 | 37.8 39.6 | 2,001 | 53.9 55.4 |
| 1948 | 32,259 32,697 |  | 1.635 1,502 1,658 | 11.5 | 2,387 | 9.8 | 7,251 | 32.8 32.8 | 8,775 | 20.3 | 7.468 | 25.7 |  |  | 5,426 | 48.2 |
| 1947 | 32,697 | 23.0 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 |
| 1946 | 33,411 | 24.0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1945 | 28,076 | 21.4 | 1,290 | 10.0 | 2,386 | 10.3 | 5,358 | ${ }_{22}^{27.8}$ | 7,578 |  |  |  |  |  | 4,670 3,929 | 44.1 38.2 |
| 1944 | 24.282 | 18.3 | 1,203 1,132 | 9.6 9.4 | 2,093 1,959 |  | 4,561 4,522 | 22.6 20.6 | 6,514 6,454 | 16.7 16.1 | 5,982 5.996 | 21.6 22.0 |  |  | 3,760 3,769 | 38.2 37.6 |
| 1943-1942 avg | 23,823 | 17.7 25.5 | 1,132 1,187 | 9.4 11.1 | 1,959 2,453 | 8.6 10.8 | 4,705 6,702 | 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 3,100 | 15.8 | 3,500 1,650 | 16.8 8.8 | 5,400 2,900 | 15.9 9.4 | 4,800 2,500 | 24.7 14.5 |  |  | 2,900 1,400 | 48.6 27.9 |
| 1918-1922 avg | 12,500 | 12.3 | 450 | ${ }_{3.8}^{8.8}$ | 3,600 | 77.7 | 1,650 | 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 $\quad{ }^{2}$ Includes "age unknown." In 1967, those deaths numbered about 23. in age distribution that occurred between 1913 and 1969.

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

| Year | $\underset{\substack{\text { Total } \\ \text { Mohor- } \\ \text { cehide } \\ \text { cacidente } \\(1,000)}}{(1,00)}$ | Traffic deaths ${ }^{\text {a }}$ |  |  |  |  | Traffic death rates |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Total | $\begin{gathered} \text { Non- } \\ \text { collision } \\ \text { accidents } \end{gathered}$ | Collision accidents |  |  | $\begin{gathered} \text { Per } \\ \text { 100,000 } \\ \text { population } \end{gathered}$ | $\begin{gathered} \text { Per } \\ \text { 10,000 } \\ \text { motoror } \\ \text { vehicles } \end{gathered}$ | $\begin{gathered} \text { Per } \\ 100 \text { milion } \\ \text { vehille } \\ \text { miles } \end{gathered}$ |
|  |  |  |  | With other motor vehicles | $\begin{gathered} \text { With } \\ \text { pedestrians } \end{gathered}$ | With fixed objects |  |  |  |
|  | 224 | 225 | 226 | 227 | 228 | 229 | 230 | 231 | 232 |
|  | 16,000 | 54,633 | ${ }^{2} 15,400$ | 23,200 | 9,900 | 23,800 | ${ }^{26.8}$ | 4.9 | ${ }_{5}^{4.9}$ |
| 1969--- | 15,500 14,600 | 55,791 <br> 54,862 | 15,700 17,400 | 23,200 22,400 | 10,100 9,900 | $\begin{array}{r}3,900 \\ 2,700 \\ \hline\end{array}$ | ${ }_{27.5}^{27.7}$ | 5.3 | 5.4 |
| 11967 | 13;700 |  | 16,700 16,300 | 22,000 22,200 | 9,400 9,400 | 2,350 <br> 2,500 | 26.8 27.1 | 5.4 5.5 | 5.5 5.7 |
| 1966-- | 13,600 | 53,041 | 16,300 | 22,200 | 9,400 | 2,500 |  |  |  |
|  | 13,200 | 49,163 47 | 14,900 | 20,800 19 | 8,900 9,000 | $\xrightarrow[2]{2,200}$ | 25.4 25.0 28.0 | 5.4 | 5.5 |
| 1964.-1 | 12,300 11,500 | 47,700 43,564 | 14,600 13,800 | 19,600 17,600 | 8,200 | 1, ${ }^{2}, 900$ | 23.1 | 5.2 | 5.4 |
| 1962 | 11, ${ }_{11}$ | 年 40,804 | 12,900 12,200 | 116,400 14,700 | 7,900 7,650 |  | 22.0 20.8 | 5.1 5.0 |  |
| 1961 | 10,400 | 38,091 | 12,200 | 14,700 |  | 1,700 |  |  |  |
|  | 10,400 | 38,137 | ${ }^{11,900}$ | 14,800 | 7,850 | 1,700 <br> 1,600 | 21.2 21.5 | 5.1 |  |
| 1959.-. | 10,200 10,200 | 37,910 86,981 | 11,800 11,600 | 14,900 14,200 | 77,650 | +1,650 | ${ }_{21}^{21.5}$ | 5.1 5.4 | 5.6 |
| 1957 | 10,200 | 38,702 | 11, 800 | 15,400 | 7,850 | 1,700 <br> 1,600 | 22.7 23.7 | 5.7 6.1 | 6.0 |
| 1956 | 10,300 | 39,628 | 13,000 | 15,200 | 7,900 | 1,600 |  |  |  |
| 1955.----- | 9,900 | 38,426 | 12,100 | ${ }^{14,500}$ | 88.000 | 1,600 1,500 | 23.4 22.1 | 6.1 6.1 | 6.3 |
| ${ }_{1954} 19 .-$-- | 9,900 | -37,955 | 12,200 | 13,400 | 8,750 | 1,500 | 24.0 | 6.7 | 7.0 |
| 1952------- | 9,500 | 37,794 | 11,900 | 13,500 13,100 | 8,900 9,150 | 1,450 1,400 | 24.3 24.1 | 7.1 | 7.4 |
| 1951 | 9,400 | 36,996 | 11,200 | 13,100 | 9,150 | 1,400 |  |  |  |

See footnotes at end of table.

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

| Year | Total motorvehicle accidents ( 1,000 ) | Traffie deaths ${ }^{1}$ |  |  |  |  | Traffic death rates |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Total | Noncollision accidents | Collision accidents |  |  | $\begin{aligned} & \text { Per } \\ & \text { 100,000 } \\ & \text { population } \end{aligned}$ | $\begin{gathered} \text { Per } \\ 10,000 \\ \text { motor } \\ \text { vehicles } \end{gathered}$ | $\begin{aligned} & \text { Per } \\ & 100 \text { million } \\ & \text { vehicle } \\ & \text { miles } \end{aligned}$ |
|  |  |  |  | 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 21.3 | 7.1 7.1 | 7.6 |
| 1949 | 7,600 | 31,701 | 9,100 8,950 | 10,500 10,200 | 8,800 9,950 | 1,100 1,000 | 21.3 22.1 | 7.19 | 8.1 |
| 1948 | 8,200 | 32,259 32,697 | 8,950 | -10,900 | 10,450 | 1,000 | 22.8 | 8.6 | 8.8 |
| 1947 | 8,400 | 33,411 | 8,900 | 9,400 | 11,600 | 1,950 | 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 | 17.3 | 7.7 | 11.4 11.4 |
| 1943 | 4,400 | 23,823 | 5,690 6,740 | 7,300 | 10,650 | 850 | 21.1 | 8.6 | 10.6 |
| 1942 | 5,200 | 28,309 39,969 | 6,740 9,450 | 12,500 | 13,550 | 1,350 | 30.0 | 11.5 | 12.0 |
| 1941 | 7,000 | 39,969 |  | 12,500 |  |  |  |  |  |
| 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 | $2{ }_{25}^{24.1}$ | 10.9 | 12.0 |
| 1938 | 5,800 | 32,582 | 7,350 9,690 | 8,900 10,320 | 12,850 15 | 940 1,160 | ${ }_{30}^{25.8}$ | 13.2 | 14.7 |
| 1937 | 7,000 | 39,643 38,089 | 9,690 9,410 | 10,320 9,500 | 15,500 15,250 | 1,060 | 29.7 | 13.4 | 15.1 |
|  |  | 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 12 | $\begin{array}{r}1,040 \\ \\ \hline 900\end{array}$ | 28.6 25.0 | 14.3 13.0 | 16.8 15.6 |
| 1933 |  | 31,363 29500 | 8,680 7,000 | 6,470 | 12,840 | 900 800 | 23.6 | 12.2 | 16.1 |
| 1932 |  | 29,500 33,700 | 7,000 7,850 | 6,820 | 13,370 | 870 | 27.2 | 13.0 | 17.0 |
|  |  |  |  |  |  |  |  |  | 17.4 |
| 1930-- | --------- | 32,900 31,200 | 8,730 8,430 | 5,880 5,400 |  | 620 | 25.7 | 11.8 | 17.3 |
| 1929 |  | 31,200 28,000 | 8,730 7,360 | 5,410 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 |  |  |  |  |  |  |  |
| 1925 |  | 21,900 |  |  |  | --------- | 19.1 | 11.0 | 17.9 |
| 1924 |  | 19,400 18,400 |  |  |  |  | 17.1 | 12.2 |  |
| ${ }_{1922}^{1923}$ |  | 15,300 |  |  |  |  |  |  |  |
| 1921 |  | 13,900 |  |  |  |  |  |  |  |
| 1920 |  | 12,500 |  |  |  |  |  |  |  |
| 1919 |  | 11,200 10 | ---------- |  |  |  |  |  |  |
| 1917 |  | 10,200 |  |  |  |  |  |  |  |
| 1916 |  | 8,200 |  |  |  |  |  |  |  |
| 1915 |  | 6,600 |  |  |  |  |  |  |  |
| 1914.-. |  | 4,700 4,200 |  |  |  |  |  |  |  |
| 1913... |  | 4,200 |  |  |  |  |  |  |  |

${ }^{1}$ Totals may not quite equal sums of various types because totals for most types are $\quad{ }^{2}$ Data based on improved reporting procedure; therefore, not entirely comparable estimated, and these have been rounded.

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 3.85 | 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 |
| 1984 | 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. <br> ${ }^{1}$ The 4 -cent gasoline tax applies to all gallonage imported or produced. Effective <br> 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. |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |

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.) | $\begin{gathered} \text { Em- } \\ \begin{array}{c} \text { ployees } \\ (1,000) \end{array} \end{gathered}$ | Employee payrol (mil. dol.) | Passengers carried, railway (millions) |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \text { Railway } \\ & \text { track } \end{aligned}$ | Trolley coach | $\begin{aligned} & \text { Motor } \\ & \text { bus } \end{aligned}$ | Railway cars | Trolley coaches | Motor buses | Total | Railway | Trolley coach | $\begin{aligned} & \text { Motor } \\ & \text { bus } \end{aligned}$ |  |  |  |  | Surface | $\begin{aligned} & \text { Subway } \\ & \text { and } \\ & \text { elevated } \end{aligned}$ |
|  | 235 | 236 | 237 | 238 | 239 | 240 | 241 | 242 | 243 | 244 | 245 | 246 | 247 | 248 | 249 | 250 |
| 1370 | 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 | 616 616 | 123,600 | 10,745 <br> 10.645 | 1,185 | 50,000 50 | 8,019 | $\stackrel{2}{2}, 181$ | 2288 | 5 5,610 | 6,491 6.616 | 1,470.2 | 146 | 1, 1,055 | 263 | 1,928 |
| 1966 | 2,153 | 676 | 122,100 | 10,680 | 1,326 | 50,130 | 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 | 5,813 | 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 | 418 | 5,822 | 6,915 | 1,316.3 | 147 | 882 | 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 | 3,826 | 49,600 | 9,395 | 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 | 9,557 | 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 <br> 7 | 8,338 8,756 | 1,319.8 | 177 | 840 852 | 679 876 | 1,843 1,880 |
| 1956 | 5,746 | 3,293 | 100,700 | 13,225 | 5,748 | 51,400 | 10,941 | 2,756 | 1,142 | 7,043 | 8,756 | 1,351.1 | 186 |  |  |  |
| 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 <br> 3,736 | 100,000 99 | 17,234 19.176 | 6,941 | 54,700 55,980 | 13, 15.119 | 4,076 4,601 | 1,566 1,640 | 8,260 8.878 | 11, 12.026 | $1,448.6$ | ${ }_{227}^{220}$ | 919 | $\stackrel{\text { 2, }}{2} \mathbf{4 7 7}$ | $\stackrel{2}{2,124}$ |
| 1951 | 8,457 | 3,678 | 99,700 | 20,604 | 7,071 | 57,660 | 16, 125 | 5,290 | 1,633 | 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 | 21,368 | 9,112 | 1,528 | 10.728 | 17,312 | 1,416.8 | 261 |  |  | 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 | 261 | 713 | 9,027 | 2,755 2,835 |
| 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 | ${ }_{29}^{242}$ | 599 | 9,516 | 2,621 |
| 1943 | 18,181 | ${ }_{2}^{2,248}$ | 87,000 | 37,505 | 3,501 | 47,100 | 22,000 | 11, 806 | 1,175 |  |  | 1,235.6 |  | ${ }_{462}$ |  |  |
| 1942 | 18,171 18,342 | 2,273 2,041 | 85,500 82,100 | 37,508 37,670 | 3,385 3,029 | 46,000 39,300 | 18,000 14.085 | 9,856 8,502 | 889 | 7,245 4,931 | 14,501, | 979.1 | 219 205 | 462 <br> 386 | 7,290 | 2,566 2,421 |
| 1940 | 19,602 | 1,925 | 78,000 | 37,662 | 2,802 | 35,000 | 13, 098 | 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 | 288 | 3,489 3,179 | 10,436 <br> 10 <br> 12 | 689.7 |  |  |  | 2,323 |
| 193 | 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, 58124 | ${ }_{4}^{441}$ | 18,700 17 | 12,038 | 9.600 9.207 | 68 45 | $\stackrel{2}{2} \mathbf{3 7 0}$ |  |  | 201 | 387 287 |  | 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 |  |  |  |  |  |  |  |  |  |
| 1922 |  |  |  |  |  |  | 15,735 | $\begin{aligned} & \begin{array}{l} 5,31 \\ 14,574 \end{array} \end{aligned}$ |  | 404 |  |  |  |  |  |  |
| 1921 |  |  |  |  |  |  |  | 14,574 |  |  |  |  |  |  |  |  |
| 1920 |  |  |  |  |  |  |  | 15,541 |  |  |  |  |  |  |  |  |
| 1919 |  |  |  |  |  |  |  | 14,916 |  |  |  |  |  |  |  |  |
| 1918 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 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


* 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 19541970, Transport Statistics in the United States, part 1; 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 steamrailway 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 | $\underset{\substack{\text { reporting } \\ \text { earnings }}}{\text { Rod }}$ |  $\underset{\substack{\text { and } \\ \text { traffic }}}{\operatorname{arc}}$ $\qquad$ | Year | $\begin{gathered} \text { Roadis } \\ \text { reporing } \\ \text { earnings } \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | $\begin{gathered} 79,009 \\ 78,960 \\ 78,120 \\ 73,508 \end{gathered}$ |
| 18898-1 |  |  |  |  |
| 1887 1886 180 |  |  |  |  |
| ${ }^{1885}$ |  |  |  |  |
| ${ }_{1888} 18$ |  | 106; ${ }^{188}$ | 1872- | ${ }_{\text {coit }}$ |
|  |  |  |  | ,684 |
| 1880-.------ |  |  | 1851 | 8,8 |

${ }^{1}$ Includes elevated rail ways.
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 Staitistics 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 pas-senger-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, SimmonsBoardman 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, understatements 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 trainmile 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 unmatured. 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 roois 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 in come, 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,

Railroad Transportation; 1965-1969, Yearbook of Railroad Facts, annual issues.

Q 388-390, fuel received. Figures include not only fuel for operation of trains but fuel for station, shop, or other use, except that figures for 1964-1970 include only the operation of locomotives and motorcars.

Q 391, new rails laid. Figures include both rails laid in replacement and rails laid in additional tracks, new lines, and extensions, except that figures for 1917-1926 include only rails laid in replacement.

Q 392-393, cross-ties laid. Figures for 1917-1926 include only ties laid in replacement. Of the total ties laid in 1927, $78,340,000$ were in replacement. Treated ties are those which have been subjected to some preservative process, e.g., creosoting, before being placed in the track.

Q 398-399. Railroad employees and compensation, 1890-1970.
Source: See general note for series Q 264-412.
An employee is defined as a person in the service of a railroad, subject to its continuing authority to supervise and direct the manner of rendition of his service. Persons such as lawyers engaged to render only specifically defined service for specific cases and not under general or continuing retainer are not classed as employees. For 1890-1914, the number of employees represents the number on the payroll June 30. Thereafter, the nature of the figures included for the smaller (class II and III) roads is not clear in the source. For class I roads they appear to be averages of 4 quarterly counts, 1915-1920; and of 2 quarterly and 6 monthly counts, 1921 ; beginning 1922, they are averages of 12 monthly counts.

Q 400-409. Railroad accidents and fatalities, 1890-1970.
Source: U.S. Federal Railroad Administration, Accident Bulletin,
annual issues (formerly issued by U.S. Interstate Commerce Commission), and related monthly reports.

Reportable railroad accidents are divided into three groups: (1) Train accidents, (2) train-service accidents, and (3) nontrain accidents. Train accidents are those arising from the operation or movement of trains, locomotives, or cars which result in a reportable death or injury and more than $\$ 750$ damage to equipment, track, or roadbed; or a collision, derailment, or other train accident, with more than $\$ 750$ damage to equipment, track, or roadbed. Train-service accidents are those arising from the operation or movement of trains, locomotives, or cars which result in a reportable death or injury but not more than $\$ 750$ damage to equipment, track, or roadbed. Nontrain accidents are those which do not result from the operation or movement of trains, locomotives, or cars.

Q 410-412. Pullman company operations, 1915-1968.
Source: U.S. Interstate Commerce Commission, Statistics of Rail ways in the United States and Transport Statistics in the United States, part 2, and, beginning 1963, part 1, The Pullman Company (Sleeping Car Companies), various annual issues; except series Q 411, 19151921, U.S. Office of Business Economics, Survey of Current Business, January 1939, p. 18.

Figures for series Q 411 exceed those in series Q 310 , parlor and sleeping car passenger-miles, mainly because travel of railroad employees etc. (for which railroad companies receive no revenue) is not included in series Q 310; but if Pullman accommodations are paid for, the travel is included in series $Q 411$.

The number of Pullman employees, series $Q 412$, is the number on the payroll at the end of the year. The Pullman Company ceased operation in 1969.


Series Q 264-273. Electric Railways-Summary: 1890 to 1937


NA Not available.
1 Excludes data for 22 companies, operating on a part-year basis.
${ }^{2}$ Includes certain companies in Pennsylvania which maintained separate organizations, though controlled through stock ownership by other companies. For 1912, these companies were treated as merged and not included in the number reported.
${ }^{4}$ Number reported as of June 30 for 1890, 1922, 1927, and 1932; for 1902, average for
the year; for 1912, as of Sept. 16. Figures for 1937 represent an average of numbers reported on June 30 and Dec. 31.

Includes 334 trolley-bus operators.

- Includes $29,721,000$ trolley-bus passengers.
${ }^{2}$ Includes auxiliary operating revenues of $\$ 91,242,000$ for 1922 and $\$ 8,905,000$ for 1927; auxiliary expenses, $\$ 49,232,000$ for 1922 and $\$ 7,822,000$ for 1927 . Data for operating revenues and operating expenses of auxiliary operations exclucied so far as possible for earlier years.

Series Q 274-283. Railroad Passenger and Freight Service: 1865 to 1890

| Year | Passenger service |  |  |  | Freight service |  |  |  |  |  | Yзаг | $\left\lvert\, \begin{aligned} & \text { Passen- } \\ & \text { ger } \\ & \text { revenue } \\ & \text { service } \end{aligned}\right.$ | Freight service |  | Year | Freight service |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \text { Passen- } \\ & \text { ger } \\ & \text { revenue } \end{aligned}$ | $\begin{aligned} & \text { Passen- } \\ & \text { gers } \\ & \text { carried } \end{aligned}$ | $\begin{gathered} \text { Passen- } \\ \text { ger } \\ \text { miles } \end{gathered}$ | Revenue per passen-germile | Freight revenue | Total revenue- tons carried | Tonmiles carried, all roads | Revenue per tonmie | Revenue ton-miles per trainmile | Tonmiles carried, 13 railroads |  |  | Freight revenue | Tonmiles carried, 13 railroads |  | Freight revenue | Tonmiles carried, 13 rail- roads |
|  | 274 | 275 | 276 | 277 | 278 | 279 | 280 | 281 | 282 | 283 |  | 274 | 278 | 283 |  | 278 | 283 |
|  | Mil. dol. | Mil. | Mil. | Cents | Mil. dol. | Mil. | Mil. | Cents |  | Bil. |  | Mil. dol. | Mil. dol. | Bil. |  | Mil. dol. | Bil. |
| 1890. | 272 | 520 | 12,522 | 2.174 | 734 | 691 | 79,193 | 0.927 | 163.99 |  | 1880 | 147 | 467 | 14.48 | 1870--- | (NA) | 4.92 |
| 1889 | 259 | 494 | 11,965 | 2.169 | 665 | 619 | 68,677 | . 979 | 159.91 |  | 1879--- | 142 | 386 <br> 365 | 13.07 10.68 | 18698--- | 300 | 4.22 3.44 |
| 1888 | 251 | 451 | 11,191 | 2.246 | 639 | 590 | 65,423 | .977 1.034 | 159.36 156.16 |  | 1878..- | 124 | 365 347 | 10.68 | 1867--- |  | ${ }_{3.03}$ |
| 1887 | 240 211 | 428 382 | 10,570 9,660 | ${ }_{2}^{2.276}$ | 636 550 | 552 482 | 61,561 | 1.034 | 156.16 150.99 |  | 1876.-. | 136 | 361 | 8.74 | 1866--- |  | 2.62 |
|  |  |  |  |  |  |  |  | 1.057 | 143.59 | 17.83 | 1875 | 139 | 363 |  | 1865..- |  | 2.16 |
| 1884 | 206 | 334 | 8,779 | 2.356 | 502 | 399 | 44,725 | 1.124 | 133.58 | 16.81 | 1874--- | 140 | 379 | 7.73 |  |  |  |
| 1883 | 206 | 312 | 8,541 | 2.422 | 539 | 400 | 44,065 | 1.224 | 125.86 | 17.09 | 1873... | 137 | 389 | 7.48 |  |  |  |
| 1882 | 188 | 289 | 7,688 | 2.447 | 485 | 360 | 39,302 | 1.236 | 128.81 | ${ }_{16.23}$ | 1872.-. | 132 108 | 340 294 | 6.42 5.57 |  |  |  |
| 1881. | 173 |  |  |  | 551 |  |  |  |  | 16.06 | 1871-.- |  |  |  |  |  |  |

NA Not available.
${ }^{1} 72.5$ million revenue tons were carried in 1870; 55.1 million in 1861.

Series Q 284-312. Railroad Mileage, Equipment, and Passenger Traffic and Revenue: 1890 to 1970
[Includes intercorporate duplications. Unless otherwise noted, covers class I, II, and III railroads, except that prior to 1908 includes returns for switching and terminal companies where applicable]

| $\begin{gathered} \text { Year } \\ \text { ending- } \end{gathered}$ | $\begin{gathered} \text { Number } \\ \text { of } \\ \text { operat- } \\ \text { ing } \\ \text { rail- } \\ \text { roads } 1 \end{gathered}$ | Mileage |  |  |  |  |  |  |  | Equipment ${ }^{\text {s }}$ |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Constructed | Abandoned | $\mathrm{Road}^{2}$ | Track operated |  |  |  | Road operated, ger service ${ }^{4}$ | New cars delivered. for domestic use |  | Locomotives in service |  |  |  |  |  |
|  |  |  |  |  | Total ${ }^{3}$ | First main track | Other main tracks | Yard tracks and sidings $\qquad$ |  | Freight train | $\begin{aligned} & \text { Passen- } \\ & \text { ger } \\ & \text { train } 4 \end{aligned}$ | Total 6 | Steam | Electric ${ }^{7}$ | Diesel | Other | Average tractive effort ${ }^{8}$ (lb.) |
|  | 284 | 285 | 286 | 287 | 288 | 289 | 290 | 291 | 292 | 293 | 294 | 295 | 296 | 297 | 298 | 299 | 300 |
| Dec. 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1970. | 351 | 80 | 1,283 | 205,782 | 360,330 | 220,107 | 28,682 | 111,541 | 49,533 | 66,185 | 302 | 29,122 | ${ }^{9}$ | 270 | 28,773 | 79 |  |
| 1969 | 361 | 49 | 1,166 | 207,005 | 364,915 | 222,164 | 29,564 | 113,187 | 56,484 | 69,028 | 240 | 29,090 | (9) | 278 | 28,711 | 101 |  |
| 1968 | 360 | 63 | 747 | 208,111 | 366, 238 | 222,924 | 30, 022 | 113,312 | 59,259 | ${ }^{56,232}$ | 65 | 29,448 <br> 29 <br> 874 |  | 307 <br> 324 | 29,031 | 110 | 65,267 |
| 1967 | 370 | 169 | 1,039 | 209,292 | 368,030 | 224,039 | 30, 387 | 113,604 | 67,827 <br> 7 | 83, 095 | 146 | 29,874 30,124 | 67 <br> 8 | 324 347 | 29,428 | 5 | 70,900 |
| 1966. | 375 | 89 | 786 | 210,573 | 370,104 | 225,528 | 30,906 | 113,670 | 73,173 | 90,104 | 113 | 30,124 | 76 | 347 |  | 57 |  |
| 1965 | 372 | 59 | 963 | 211,384 | 370,636 | 226,015 | 31,113 | 113,508 | 76,993 | 77,822 | 666 | 30,061 | 89 | 365 | 29,552 | 55 | 63,096 |
| 1964 | 380 | 24 | 882 | 212,059 | 372,300 | 226,753 | 31, 535 | 114,012 | 81,795 | 69,330 | 399 | 30,296 | 93 | 402 | 29,745 | 58 | 62,311 |
| 1963 | 395 | 23 | 777 | 214,387 | 374, 522 | 227,282 | 32, 153 | 115,087 | 84.928 | 44,960 | 156 | 30.506 | 112 | 438 | 29.898 | 58 68 | 61,533 |
| 1962.-.-- | 395 | 41 | 1,353 | 215,090 | 376,290 | 227.851 | 32,719 | 115, 720 |  | 36, 324 |  | 30,889 | 110 210 | 484 | 30,123 | 72 | 61,969 |
| 1961----- | 397 | 34 | 930 | 216,445 | 379,415 | 229,369 | 33,853 | 116,193 | 88,854 | 31,720 | 214 | 30,889 | 210 |  |  | 2 | 61, |
| 1960....- | *407 | *21 | *693 | *217,552 | *381,745 | *230,169 | *34,800 | *116,776 | 93,816 | 57,047 | 251 | *31,178 | *374 | *498 | *30,240 | 66 | *61,314 |
| 1959 | 411 | 14 | 1,034 | 217, 565 | 383,912 | 230,930 | 35, 746 | 117, 236 | 100,243 | 37, 819 | 66 | 31,539 | +871 | 517 | 30,097 | 54 | 61,408 |
| 1958 | 412 | 50 | 941 | 218,399 | 385.264 | 231,494 | 36,448 | 117,322 | 107.131 | ${ }^{42} \times 760$ | 143 | 31,616 <br> 32 <br> 391 | 1,488 |  | 29, 2187 | 49 | 61,312 |
| 1957---- | 415 | 49 | 1,194 | 219,067 | 386,978 | 232,177 | 37,123 | 1178,678 | 112,724 | 97,080 | 396 | 32,593 | 3,918 | 616 | 28,001 | 58 | 68,745 |
| 1956 | 422 | 74 | 613 | 220,221 | 389,668 | 233,509 | 37,908 |  |  |  |  |  |  |  |  |  |  |

See footnotes at end of table.

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


See footnotes at end of table.

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

| $\begin{gathered} \text { Year } \\ \text { ending } \end{gathered}$ | Equipment s-Con. |  |  |  |  | Passenger traffic and revenue |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Passenger-train cars in service |  |  | Freight-train cars in service ${ }^{12}$ |  | Passengers | Passenger-miles |  |  |  | Revenue |  |
|  | $\underset{\substack{\text { Railroad } \\ \text { only }}}{ }$ | Class $I$ railroads and Pullman Co. ${ }^{11}$ |  | Number | ${ }_{\text {Average }^{\text {A.apacity }}}^{8}$ |  | Total | Commutation 4 | Coach * | $\begin{gathered} \text { Parior } \\ \text { and } \\ \text { sleeping } \\ \text { cari } \end{gathered}$ | Total | $\underset{\substack{\text { Passerger- } \\ \text { mile }}}{\substack{\text { Pa }}}$ |
|  |  | Total | $\underset{\substack{\text { Air } \\ \text { tiondi-d }}}{\text { ciond }}$ |  |  |  |  |  |  |  |  |  |
|  | 301 | 302 | 303 | 304 | 305 | 306 | 307 | 308 | 309 | 310 | 311 | 312 |
|  |  |  |  |  | Tons | 1,000 | Mil. | Mil. | Mil. | Mil. | \$1,000 | Cents |
|  |  |  |  | 1,453,708 |  |  |  |  |  | 765 | 423.191 | 3.924 |
| 1969 | 12.63014.8161717820 | 114,61915,38418 |  | (1,464, 194 | 65.864.863.46.4 | 301,673301,372 | $\begin{aligned} & 12.216 \\ & 13,164 \\ & 15.264 \end{aligned}$ |  |  | - | 441,704488,54948, | - |
| 1968. |  |  | 7,589 |  |  |  |  |  |  |  |  |  |
| 1967. | 17,822 18,974 | 18,610 20,016 |  | (1,510, ${ }^{1,563}$ | 63.4 61.4 | $\begin{aligned} & 304,028 \\ & 307,530 \end{aligned}$ | 15,264 17,162 |  |  |  |  |  |
| 1965 | 20.022 | 21327 | 8.079 | 1,515,169 | $\begin{aligned} & 59.8 \\ & 58.2 \\ & 56.8 \\ & 56.3 \\ & 55.7 \end{aligned}$ | $\begin{aligned} & 305,822 \\ & 314,386 \\ & 310,999 \\ & 313,084 \\ & 318,359 \end{aligned}$ | $\begin{aligned} & 17,454 \\ & 18,271 \\ & 18,579 \\ & 19,592 \\ & 190,926 \end{aligned}$ | $\begin{aligned} & 4,128 \\ & 4,199 \\ & 4,101 \\ & 4,046 \\ & 4,132 \end{aligned}$ | 11,069 | 2,191 | 555,986 | 3.185 |
| 1964 | ${ }_{2}^{21.510}$ | ${ }^{23.057}$ |  | 1,517.564 |  |  |  |  | ${ }^{11}, 632$ |  | 579,287 |  |
| ${ }^{1963}$ | ${ }^{22.616}$ | 23,568 | 9,950 | 1,542,456 |  |  |  |  | - | ${ }_{3}^{2,611}$ | - 589,521 | ${ }^{3} .183$ |
| 1961. | ${ }_{24,433}^{23,480}$ | 25, 2999 | 11,259 | 1,655',342 |  |  |  |  | 12,893 | 3,262 | 625,874 | 3.082 |
| 1960 | $\begin{array}{r}* 25,746 \\ \begin{array}{c}27.419 \\ 289.999 \\ 29.664 \\ 30.817\end{array} \\ \hline\end{array}$ | $\begin{aligned} & * 27,414 \\ & 29.160 \\ & (\mathrm{AA}) \\ & 32,231 \\ & (\mathrm{NA}) \end{aligned}$ | $\begin{aligned} & { }^{111,787} \\ & 12,993 \\ & 13,675 \\ & 14,673 \\ & 14,551 \end{aligned}$ | $\begin{gathered} *_{1}, 690,396 \\ 1,708,116 \\ 1 \\ 1,7557775 \\ 1,777,757 \\ 1,738,631 \end{gathered}$ | $\begin{gathered} * 55.4 \\ 55 \\ 54.0 \\ 54.8 \\ 54.5 \end{gathered}$ | $\begin{aligned} & * 327,172 \\ & \mathbf{* 3 3}, 647 \\ & 381,647 \\ & \hline 312,623 \\ & 412,625 \\ & 429,994 \end{aligned}$ | $\begin{array}{r} * 21,284 \\ 22.075 \\ 23 \\ 23,295 \\ 25.914 \\ 28,216 \end{array}$ | $\begin{aligned} & 4,197 \\ & 4,59 \\ & 4,776 \\ & 4,781 \\ & 4,841 \end{aligned}$ | $\begin{aligned} & 13,422 \\ & 13,74 \\ & 14,225 \\ & 15,280 \\ & 17,074 \end{aligned}$ | $\begin{aligned} & 3,643 \\ & 3,788 \\ & 4,729 \\ & 4 ., 215 \\ & 5,275 \\ & \hline, 275 \end{aligned}$ |  | $\begin{array}{r}* 3.014 \\ 2.955 \\ 2.903 \\ 2.842 \\ 2.685 \\ \hline\end{array}$ |
| 1959 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1957 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1956 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1955. | $\begin{aligned} & 32,118 \\ & 33,185 \\ & 34,106 \\ & 34,942 \\ & 36,326 \end{aligned}$ | $\begin{aligned} & 35,455 \\ & 37,768 \\ & 39,538 \\ & 41,511 \\ & 42,406 \end{aligned}$ | $\begin{aligned} & 14,784 \\ & 15,733 \\ & 16,731 \\ & 16 ; 320 \\ & 16,502 \end{aligned}$ | $\begin{aligned} & 1,723,747 \\ & 1,761,786 \\ & 1,781,884 \\ & 1,80,878,872 \\ & 1,777,878 \\ & 1,778 \end{aligned}$ | $\begin{aligned} & 53.7 \\ & 53.7 \\ & 53.5 \\ & 53.5 \\ & 52.9 \end{aligned}$ | $\begin{aligned} & 433,308 \\ & 440,770 \\ & 458,752 \\ & 470,979 \\ & 485,468 \end{aligned}$ | $\begin{aligned} & 28,548 \\ & 29.310 \\ & 31.679 \\ & 34,633 \\ & 34,640 \\ & 34,640 \end{aligned}$ | $\begin{aligned} & 4,776 \\ & 4,773 \\ & 4,757 \\ & 4,755 \\ & 4,756 \\ & 4,866 \end{aligned}$ | $\begin{aligned} & 17,314 \\ & 17,687 \\ & 18,957 \\ & 197958 \\ & 19,525 \end{aligned}$ | $\begin{array}{r} 6,441 \\ 6,850 \\ 7,950 \\ 9,904 \\ 10,526 \\ 10,226 \end{array}$ | $\begin{aligned} & 743,688 \\ & 767,987 \\ & 842,663 \\ & 806 \\ & 906838 \\ & 901,019 \end{aligned}$ | 2.605 <br> 2.620 <br> 2.660 <br> 2 <br> 2.665 <br> 2.661 <br> 2.601 |
| 1954 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1952 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1951 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1950 | $\begin{gathered} 37,359 \\ 38,506 \\ 39,406 \\ 39 ; 057 \\ 38,697 \end{gathered}$ | $\begin{aligned} & 43,372 \\ & 44,578 \\ & 44,447 \\ & 44,441 \\ & 45,637 \end{aligned}$ | $\begin{aligned} & 16,747 \\ & 16.008 \\ & 15 ; 249 \\ & 14,668 \\ & 13,967 \end{aligned}$ | $\begin{aligned} & 1,745,778 \\ & 1,778,711 \\ & 1,785.8678 \\ & 1,759.758 \\ & 1,768,400 \\ & 1,768 \end{aligned}$ | $\begin{aligned} & 52.6 \\ & 52.4 \\ & 51.9 \\ & 551.5 \\ & 51.3 \end{aligned}$ | $\begin{aligned} & 488,019 \\ & 556,741 \\ & 5045,7515 \\ & 7064,5515 \\ & 794,824 \end{aligned}$ | 31,7903535,13341,224$45 ; 92$64,754 | $\begin{aligned} & 4,990 \\ & 5,478 \\ & 5,485 \\ & 6.051 \\ & 5,11 \\ & 5,857 \end{aligned}$ | $\begin{aligned} & 17,443 \\ & 20473 \\ & 24,375 \\ & 27,660 \\ & 39,639 \end{aligned}$ | $\begin{gathered} 9,338 \\ 9,349 \\ 11,{ }^{3}, 15 \\ 12,261 \\ 19,801 \end{gathered}$ | $\begin{array}{r} 814,741 \\ 866,739 \\ 965.630 \\ 965 ., 605 \\ 1,261,416 \end{array}$ | 2.5632.4542.4542.3422.0991.948 |
| 1949 |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1946 |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{1945}^{1944}$ | $\begin{aligned} & 38,633 \\ & 38,212 \\ & 388,312 \\ & 388.4846 \end{aligned}$ | $\begin{gathered} 46,863 \\ 46,588 \\ 45,764 \end{gathered}$ | $\begin{aligned} & 12,685 \\ & 13,175 \\ & 13,165 \end{aligned}$ |  | $\begin{aligned} & 51.1 \\ & 50.8 \\ & 50.7 \\ & 50.7 \\ & 50.3 \end{aligned}$ | 897,384915,817887.674672.420488,6684 | $\begin{aligned} & 91,826 \\ & 95,{ }^{2} 668 \\ & 87,925 \\ & 53,747 \end{aligned}$ |  | $\begin{aligned} & 59,415 \\ & 66,288 \\ & 57,989 \\ & 30,909 \\ & 16,106 \end{aligned}$ |  |  | $\begin{aligned} & 1.872 \\ & 1.875 \\ & 1.883 \\ & 1.917 \end{aligned}$ |
| 1944- |  |  |  |  |  |  |  |  |  |  |  |  |
| 1942 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1940 | 38,30838,97739,93140,99941,390 |  | ....- |  | $\begin{aligned} & 50.0 \\ & 49.7 \\ & 49.4 \\ & 49.2 \\ & 48.8 \end{aligned}$ |  | $\begin{aligned} & 23,816 \\ & 22,713 \\ & 22,767 \\ & 24,659 \\ & 22,460 \end{aligned}$ | $\begin{aligned} & 3,997 \\ & 4,012 \\ & 4,032 \\ & 4,116 \\ & 4,188 \end{aligned}$ | $\begin{aligned} & 1,485 \\ & 11,118 \\ & 10,247 \\ & 12,417 \end{aligned}$ | $\begin{aligned} & 7,288 \\ & 7,527 \\ & 7,354 \\ & 8,126 \end{aligned}$ | $\begin{aligned} & 417,955 \\ & 417,716 \\ & 406,706 \\ & 444,532 \\ & 413,189 \end{aligned}$ | 1.755 |
|  |  |  |  |  |  |  |  |  |  |  |  | 1.839 1.877 |
| 1937 |  |  |  |  |  |  |  |  |  |  |  | 1.796 |
| 193 |  |  |  |  |  |  |  |  |  |  |  | 1.840 |
| 1985 | 42,42644,48444,677$57, \% 798$52,096 |  |  |  | $\begin{aligned} & 48.3 \\ & 48.0 \\ & 47.5 \\ & 47.0 \\ & 47.0 \end{aligned}$ | 448,059 <br> 452,176 <br> 434,848 <br> 480,718 <br> 4890,718 <br> 599,227 | $\begin{aligned} & 18,509 \\ & 18,069 \\ & 16,6687 \\ & 16,967 \\ & 21,939 \end{aligned}$ | $\begin{aligned} & 4,118 \\ & 4,163 \\ & 4,308 \\ & 4,986 \\ & 4,018 \end{aligned}$ | - |  | $\begin{aligned} & 358,423 \\ & 346,870 \\ & 3297816 \\ & 377.811 \\ & 351,726 \end{aligned}$ | $\begin{aligned} & 1.936 \\ & 1.920 \\ & 2.90 \\ & 2.015 \\ & 2.21 \\ & 2.515 \\ & \hline \end{aligned}$ |
| 1933 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1932 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1931 |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{gathered} 53,584 \\ 53,888 \\ 53,880 \\ 54,80 \\ 55 ; 729 \\ 56 ; 855 \end{gathered}$ |  |  | 2,322, 267$\substack{2,346,781 \\ 2,303 \\ 2,403,967 \\ \hline \\ 2,41,08}$ | $\begin{aligned} & 46.9 \\ & 46.3 \\ & 45.8 \\ & 45.5 \\ & 45.5 \end{aligned}$ | $\begin{aligned} & 707,987 \\ & 786,432 \\ & 798,476 \\ & 840,470 \\ & 874,589 \\ & 874,58 \end{aligned}$ | $\begin{aligned} & 26,876 \\ & 31,165 \\ & 31,718 \\ & 33,798 \\ & 35,673 \end{aligned}$ | $\begin{aligned} & 6,669 \\ & 6,898 \\ & 6,626 \\ & 6,650 \\ & 6,605 \end{aligned}$ |  |  | 730,766 875,929 | ${ }^{2} .719$ |
| 1929 |  |  |  |  |  |  |  |  |  |  | - | 2.854 |
| 1927 |  |  |  |  |  |  |  |  |  |  | 980,528 | 2.901 |
| 1926 |  |  |  |  |  |  |  |  |  |  | 1,049,210 |  |
|  | 56,81457,4557,15956,82756,95050 |  |  |  | $\begin{aligned} & 44.8 \\ & 44.8 \\ & 43.8 \\ & 43.8 \\ & 42.1 \end{aligned}$ | 901,963950,459$1,008,538$$1,08951,59$1,061 | 36,1673638,36838,244$35 ; 81$37,706 | $\begin{aligned} & 6,592 \\ & 6,407 \\ & 6,407 \\ & 6,430 \\ & \hline 6,132 \end{aligned}$ |  |  | $1,064,806$$1,085,672$$1,158,625$$1,087,516$$1,166,252$ | 2.9442.9853.0263.0373.093 |
| 1924 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1922 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1921 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1920 | 56,10256,29056,61155,93955,193 |  |  | $\begin{aligned} & 2,388,424 \\ & 2,426,889 \\ & 2,427,843 \\ & 2,3979,472 \\ & 2,329,475 \end{aligned}$ | $\begin{aligned} & 42.4 \\ & 41.9 \\ & 41.6 \\ & 41.5 \\ & 40.9 \end{aligned}$ | $1,269,913$$1,211,922$$1,12,963$$1,120,943$$1,048,987$ | 47,370 46,838 |  |  |  | 1, $1,04,815$ | 2.755 2.548 |
| 1918 |  |  |  |  |  |  | ${ }_{43,212}^{46,838}$ |  |  |  | 1,046,166 | 2.421 |
| 1917 |  |  |  |  |  |  |  |  |  |  | 840,910 722,859 | ${ }_{2}^{2.097}$ |
| 1916. |  |  |  |  |  |  | 35,220 |  |  |  | 722,359 | 2.051 |

[^5]Series Q 284-312. Railroad Mileage, Equipment, and Passenger Traffic and Revenue: 1890 to 1970-Con.

| $\begin{gathered} \text { Year } \\ \text { ending } \end{gathered}$ | Equipment ${ }^{\text {- }}$-Con. |  |  | Passenger traffic and revenue-Con. |  |  |  | $\begin{aligned} & \text { Year } \\ & \text { Yending } \end{aligned}$ | Equipment ${ }^{\text {- }}$ Con. |  | Passenger traffic and revenue-Con. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Passen-ger-train cars in service, railroads only | Freight-train cars in service ${ }^{\text {l2 }}$ |  | $\begin{gathered} \text { Passen- } \\ \text { gers } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { pas- } \\ \text { semger- } \\ \text { miles } \end{gathered}$ | Revenue |  |  | Passenger-traincarsinservice,railroadsonly | $\begin{aligned} & \text { Freight- } \\ & \text { train } \\ & \text { cars in } \\ & \text { service } \end{aligned}$ | $\begin{aligned} & \text { Passen- } \\ & \text { gers } \end{aligned}$ | Total pas-senger-miles | Revenue |  |
|  |  |  |  |  |  | Per |  |  |  |  |  |  | P |
|  |  | Number | Average capacity ${ }^{8}$ |  |  | Total | passen-ger-mile |  |  |  |  |  | Total | passen-ger-mile |
|  | 301 | 304 | 305 |  | 306 | 307 | 311 |  | 312 | 301 | 304 | 306 | 307 | 311 | 312 |
|  |  |  | Tons | 1,000 | Mil. | \$1,000 | Cents |  |  |  | 1,000 | Mil. | \$1,000 | Cents |
| June 30 |  |  |  |  |  |  |  | june 30 |  |  |  |  |  |  |
| 1916 | 54,774 | [2,343,378 | 40.5 | 1, 015, 338 | 34, 309 |  | 2.010 |  |  |  |  |  |  |  |
| 1915 | 55,810 54,492 | 2, 241,567 | 39.7 | 1, 985,676 | 32,475 <br> 35 | 646,475 703,484 | 1.991 | 1902 | 36,987 <br> 35,969 | 1,546,101 | 649,879 607,278 | 19,690 | 392,963 351,356 | ${ }_{2}^{1.088}$ |
| 1913-- | 52,717 | 2, 2 298, 478 | 38.3 | $12,043,603$ | 34,67311 | ${ }^{13} 695,9888$ | ${ }^{13} 2.008$ |  |  |  |  |  |  |  |
| 1912 | 51,583 49,906 | 2, 229, 163 | 37.4 36.9 | $1,004,081$ <br> 997,410 | 33,132 33,202 | 660,373 657,638 | 1.987 1.974 | 1800 | 34,713 33,850 | 1,365,531 | 576,831 523,177 | 16,038 14,591 | 2291,113 | 1.978 |
| 1911 | 49,906 | 2,208,997 | 36.9 | 987,410 | 33,202 | 657,638 | 1.974 | 1898 | 33,850 33 | 1, $1,248,826$ | 523,177 | 13,380 | 266.970 | 1.973 |
| 1910. | 47,179 | 2,148,478 | 35.9 | 971,683 | 32,338 | 628,992 | 1.938 | 1897 | 33,626 | 1,221,730 | 489.445 | 12,257 | ${ }_{266}^{251,136}$ | 2.019 |
| 1909 | 45,664 | 2,086,835 | 35.3 | 891.472 | 29,109 | 563,609 | 1.928 | 1896 | 33,003 | 1,221,887 | 511,773 | 13,049 | 266,563 |  |
| 1907 | 43,973 | 1,991,557 | 33.8 | 873 '905 | 27,719 | 564, 606 | 2.014 | 1895. | 33,112 | 1,196,119 | 507,421 | 12,188 | 252,246 | 2.040 |
| 1906. | 42,262 | 1,837,914 | 32.2 | 797,946 | 25,167, | 510,033 | 2.003 | 1894 | 33,018 | $1,205,169$ | 540,688 | 14,289 | 285,350 | 1.986 |
|  |  |  |  |  |  |  |  | 1893 | 31,384 | 1,013,307 | 593,561 | 14,229 | 3801.492 | 2.108 |
| 1905. | 40,713 | 1,731,409 | 30.8 | 738,835 | $23,800$ |  |  |  | 28,876 27949 | 947, 300 | 531, 184 | 12,844 | 281,179 | 2.14 |
| 1904...-- | 39,752 38,140 | 1,653,782 | 30.1 29.4 | 715,420 694,892 | 21,923 20,916 | 444, ${ }^{421,705}$ | ${ }_{2}^{2.006}$ | 1891. | 27,949 26,820 | 947,300 918,491 | 531,184 492,431 | 11,848 | 260,786 | 2.167 |
|  | 38,14 | 1,63,782 |  | 6,302 |  | 12,7 |  |  |  |  |  |  |  |  |

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

Includes circular and unofficial.
First track. Includes lessors, proprietary, unofficial and, through 1963, circular companies.
railroads reporting track by class. Excludes circular and unofficial, figures for which cover road, first track only.
${ }^{5}$ 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-

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.

| $\begin{gathered} \text { Year } \\ \text { ending- } \end{gathered}$ | Passenger service |  |  | Freight service |  |  |  |  |  | Passenger service |  |  | Freight service |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Revenue passen-ger-miles per- |  | Trainmiles per trainhour | Revenue ton-miles per- |  |  | Trainmiles pain hour | Carmiles per day |  | Revenue passen-ger-miles per- |  | Trainmiles per train-hour | Revenue ton-miles per- |  |  | Trainmiles per trainhour | Carmiles per day |
|  | Car- | $\begin{aligned} & \text { Train- } \\ & \text { mile } \end{aligned}$ |  | Loaded car- raile: | $\begin{aligned} & \text { Train- } \\ & \text { milie } \end{aligned}$ | $\begin{gathered} \text { Mile } \\ \text { of } \\ \text { road } \end{gathered}$ |  |  |  | Car- mile | $\begin{aligned} & \text { Train- } \\ & \text { mile } \end{aligned}$ |  | Loaded carmile | $\begin{aligned} & \text { Train- } \\ & \text { mile } \end{aligned}$ | $\begin{gathered} \text { Mile } \\ \text { of } \\ \text { road } \end{gathered}$ |  |  |
|  | 313 | 314 | 315 | 316 | 317 | 318 | 319 | 320 |  | 313 | 314 | 315 | 316 | 317 | 318 | 319 | 320 |
| DEC. 31 |  |  |  |  |  |  |  |  | $\begin{gathered} \mathrm{DEC} . \\ \mathrm{CE} \end{gathered}$ |  |  |  |  |  |  |  |  |
| 1970 | 25.8 | 116.2 | 40.1 | 44.32 | 1,774.14: | 3,468,168 | 20.1 | 51.8 |  |  |  |  |  |  |  |  |  |
| 1969.-...- | 24.7 | 113.6 | 41.0 | 42.75 | 1,754.54 | 3,456,667 | 20.1 | 52.6 | 1940. | 14.0 | 60.3 | 35.8 | 25.40 | 764.30 | 1,525,579 | ${ }_{16}^{16.7}$ | 35.6 32.3 |
| 1967- | 20.7 | 101.5 | 41.7 | 41.24 | 1,693.38 | $3,237,648$ | 20.3 | 49.1 | 1938. | 13.1 | 54.5 | 35.7 | 23.80 | 676.57 | 1,171,637 | 16.6 | 28.5 |
| 1966 | 20.2 | 104.1 | 41.3 | 40.34 | 1,669.77 | 3,312,186 | 20.3 | 50.6 | 1937-.-- | 14.0 | 59.0 | 34.5 | 24.68 | 708.35 | 1,446,921 | 16.1 | 32.9 30.7 |
| 1965. | 19.5 | 100.9 | 41.3 | 39.02 | 1,638.44 | 3,120,778 |  |  | 193 | 13.6 | 55.4 | 34.0 | 24.32 | 687.49 | 1,353,406 |  |  |
| 1964. | 20.3 | 99.4 | 41.4 | 37.63 | 1,572.60 | 2,917,502 | 20.2 | 47.2 | 1935- | 11.2 | 47.5 |  | 23.49 | 646.17 | 1,119,290 | 16.0 | 25.8 |
| 1963 | 19.6 | 97.3 | 40.9 | 36.27 | 1,537.72 | 2,750,078 | 20.1 | 44.6 | 1934.. | 10.9 | 46.7 |  | 23.19 | 623.62 | 1,058,609 | 15.9 | 24.2 |
| 1962 | 20.0 | 102.6 | 40.9 | 34.87 | 1,490.70 | 2,612,129 | 20.0 | 42.8 | 1933 | 10.2 | 42.5 |  | 23.26 | 619.13 | 972,262 | 15.7 | 21.3 |
| 1961 | 19.8 | 101.5 | 40.9 | 33.80 | 1,441.87 | 2,460,997 | 19.9 | 40.6 | 1932--- | 9.8 | 39.9 |  | 22.56 | 585.49 | 908,296 | 15.5 14.8 | 19.8 |
| 1960. | 19.3 | 100.9 | 40.7 | *33.11 | *1,399.31 | *2,496,638 | 19.5 | 40.9 | 1931 | 10.5 | 44.7 |  | 23.44 | 652.87 | 1,196,960 | 14.8 |  |
| 1959-...- | 18.9 | 97.6 | 40.3 | 32.32 | 1,374.99 | 2,505,800 | 19.5 | 41.2 | 1930..- | 11.3 | 48.9 |  | 24.28 | 699.27 | 1,481,199 | 13.8 | 28.7 |
| 1958--..- | 18.6 | 94.0 | 40.2 | 32.10 | 1,362.05 | 2,394,040 | 19.2 | 39.6 | 1929 | 12.5 | 54.4 |  | 24.52 |  |  | 13.2 | 32.3 |
| 1957--.-- | 18.1 | 93.9 | 40.2 | 32.42 | 1,369.56 | 2,676,573 | 18.8 | 43.7 | 1928--- | 12.9 | 55.1 |  | 24.31 24.60 | 705.86 689 | $1,677,089$ $1,668,800$ | 12.9 12.3 | 31.2 30.3 |
| 1956....- | 18.1 | 96.9 | 40.0 | 31.98 | 1,347.21 | 2,789,340 | 18.6 | 45.0 | 1927...- | 13.5 14.2 | 57.9 60.4 |  | 24.60 24.96 | 689.68 688.56 | 1,668,800 | 12.3 11.9 | 30.3 30.4 |
| 1955 | 17.8 | 95.2 | 39.8 | 30.94 | 1,296.86 | 2,679,482 | 18.6 | 45.7 |  |  |  |  |  |  |  |  |  |
| 1954-..- | 17.4 | 92.0 | 39.5 | 30.27 | 1,216.54 | 2,356,646 | 18.7 | 41.2 | 1925-.- | 14.8 | 61.5 |  | 24.55 |  | 1,613,862 | 11.8 |  |
| 1953-.. | 17.7 | 94.8 | 39.1 | 30.66 | 1,219.03 | 2,592,188 | 18.2 | 44.3 | 1924-.- | 15.3 | 62.1 |  | 24.47 | 634.43 | 1,518,556 | 11.5 | ${ }_{27}^{26.8}$ |
| 1952--.--- | 18.1 | 98.4 97.2 | 38.3 <br> 37 | 31.02 31.38 | 1,210.90 | $2,622,463$ $2,748,700$ | 17.6 | 44.0 | 1923..- | 16.3 15.9 | 65.9 64.6 |  | ${ }_{24}^{25.18}$ | 632.32 599 | 1,615,741 | 10.9 11.1 | 27.8 23.5 |
| 1951---- | 18.1 |  | 87. | 31.38 | 1,211.06 | 2,748,700 | 17.0 | 45.0 | 1921--- | 16.4 | 66.4 |  | 24.60 | 566.74 | 1,199,328 | 11.5 | 23.5 |
| 1950---- | 17.0 | 88.5 | 37.4 | 29.97 | 1,131.47 | 2,496,927 | 16.8 | 43.6 |  |  |  |  |  |  |  |  |  |
| 1949 1948 | 18.0 19.4 | 190.0 | 37.0 <br> 36.7 | 29.48 30 | 1,044.83 | 2,229,430 | 16.9 | 40.3 | 1920..- | 19.8 | 82.4 |  | 26.71 25.44 | 639.03 | 1,597,133 | 10.3 |  |
| 1947 | 21.1 | 110.2 | 36.1 | 30.61 | 1,052.43 | 2,752,915 | 16.0 | 46.9 | 1918---- | 19.9 | 84.7 79.4 |  | 26.96 | 620.68 | 1,582,796 |  |  |
| 1946-..-- | 24.7 | 143.7 | 35.1 | 29.25 | 992.95 | 2,488,499 | 16.0 | 43.5 | 1917--- | 17.2 | 67.6 |  | 24.75 | 588.29 | 1,538,211 |  |  |
| 1945-...- | 30.4 | 189.7 | 34.7 | 30.18 | 1,034.49 | 2,852,615 |  | 47.7 | 1916--- | 15.5 | 69.2 |  | 22.83 | 552.26 | 1,409,957 |  |  |
| 1944-..- | 32.2 | 199.8 | 34.8 | 30.62 | 1,045.67 | 3,084,195 | 15.7 | 50.6 |  |  |  |  |  |  |  |  |  |
| 1943---- | 31.7 23.7 | 188.6 124.9 | 34.7 35.7 | 31.36 29.76 | 1,027.64 | $3,032,199$ $2,638,067$ | 15.4 | 49.7 |  |  |  |  |  |  |  |  |  |
| 1941-..- | 16.0 | ${ }_{72.7}$ | 36.1 | 26.28 | 827.48 | 1,950,166 | 16.5 | 41.6 |  |  |  |  |  |  |  |  |  |

Series Q 313-320. Railroad Passenger and Freight Operations: 1890 to 1970-Con.
[Tons are of 2,000 pounds]


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

| Year | Mileage |  |  | Equipment ${ }^{\text {2 }}$ |  |  |  |  | Year | $\begin{aligned} & \text { Miles of } \\ & \text { road } \\ & \text { operated } \\ & \text { (Dec. 31) } \end{aligned}$ | Year | Miles of road operated (Dec. 31) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road operated (Dec. 31) | $\begin{gathered} \text { Road } \\ \text { owned } \end{gathered}$ | $\underset{\substack{\text { All } \\ \text { (Dec. } 31 \text { ) }}}{\text { and }}$ | Locomotives | Revenue cars |  |  |  |  |  |  |  |
|  |  |  |  |  | Total | Passenger | Freight | Baggage, mail, express |  |  |  |  |
|  | 321 | 322 | 323 | 324 | 325 | 326 | 327 | 328 |  | 321 |  | 321 |
|  |  |  |  | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |  |  |  |  |
| 1890. | 166,703 | 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 |  |  |  | 7,365 |
| 1888 | 156,114 149,214 | 154,222 147 1 | 191, 376 184,935 | ${ }_{27}^{29.1}$ | 1,032 | 20.2 19.3 | 1,005 951 | 6.8 6.6 | 1868 | 42,229 39,050 | 1848 | 5,996 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 |  | 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 | 80,832 | 103,649 | 16.4 | 439 | 11.7 | 423 | 4.4 | 1858 | 25,968 | 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 1882, includes elevated railways.
${ }^{3}$ Includes baggage, mail, and express.
2 Prior to 1881, includes elevated railways.

Series Q 329. Miles of Railroad Built: 1830 to 1925

| Year | Miles | Year | Miles | Year | Miles | Year | Miles | Year | Miles | Year | Miles | Year | Miles | Year | Miles |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 329 |  | 329 |  | 329 |  | 329 |  | 329 |  | 329 |  | 329 |  | 329 |
|  | 644 | 1915. | 933 | 1905. | 4,388 | 1894 | 1,760 | 1871 | 6,660 | 1860 | 1,500 | 1850 | 1,261 | 1840 | 491 |
| 1924 | 579 | 1914 | 1,532 | 1904. | 3,832 | 1893 |  | 1869 | 4,658 | 1858. | 1,966 | 1848 | 1,056 | 1838. | ${ }_{453}$ |
| 1923 | 427 | 1913. | 3,071 | 1903. | 5,652 6,026 |  |  | 1868 | 2,468 | 1857 | 2,077 | 1847 | 263 | 1837. | ${ }_{348}$ |
| 1922 | 324 | 1912 | 2,997 | 1902 | 6, 5 5 | 1878. | 2,428 | 1867 | 2,541 | 1856 | 1,471 | 1846 | 333 | 1836 | 280 |
| 1921 | 475 | 1911. | 3,066 |  |  | 1877 | 2,280 | 1866 | 1,404 |  |  |  |  |  |  |
| 1920 | 314 | 1910 | 4,122 | 1900. | 4,894 | 1876 | 2,575 |  |  | 1855 1854 | - ${ }^{2,454}$ | 1845 | 277 | 18354 | 138 |
| 1919 | 686 | 1909 | 3.748 | 1899 | 4,569 <br> 3 |  |  | 1864 | 819 | 1855 | 2,170 | 1843 | 188 | 1833. | 214 116 |
| 1918 | 721 | 1908. | ${ }_{5}^{3,214}$ |  | 1,265 <br> 21 <br> 109 | 1874. | 1,584 |  | 574 | 1852 | 2,288 | 1842 | 505 | 1832 | 191 |
| 1917 |  | 1907. | ${ }_{5}^{5,623}$ | 1896 | 1,692 |  | 5,217 | 1862 | 720 | 1851 | 1,274 | 1841 | 606 | 1831 | 99 |
| 1916 | 1,098 |  | 5,623 | 1895 | 1,420 | 1872 | 7.439 | 1861... | 1,016 |  |  |  |  | 1830 | 40 |

Series Q 330. Miles of Railroad Operated by Receivers or Trustees: 1894 to 1970

| $\begin{aligned} & \text { Year } \\ & \text { ending- } \end{aligned}$ | Miles | $\begin{aligned} & \text { Year } \\ & \text { ending- } \end{aligned}$ | Miles | $\xrightarrow[\text { Year }]{\text { ending- }}$ | Miles | $\underset{\text { Year }}{\stackrel{\text { Year }}{ }}$ | Miles | $\begin{aligned} & \text { Year } \\ & \text { ending- } \end{aligned}$ | Miles | $\begin{aligned} & \text { Year } \\ & \text { ending } \end{aligned}$ | Miles |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 330 |  | 330 |  | 330 |  | 330 |  | 330 |  | 330 |
| DEC. 31 |  | $\begin{aligned} & \text { DEC. 31- } \\ & \text { Con. } \end{aligned}$ |  | $\begin{aligned} & \text { DEC. 31- } \\ & \text { Con. } \end{aligned}$ |  | Dec. 31- Con. |  | june 30 |  | $\begin{aligned} & \text { JUNE 30- } \\ & \text { Con. } \end{aligned}$ |  |
| 1970 | 23,190 | 1955. | 11,685 | 1940 | 75,270 | 1927 | 16,752 | 1916 | 37.353 | 1905 | 796 |
| 1969 | 645 | 1954 | 11,608 | 1939 | 77,013 76,938 | 1926.-- | 17,632 | 1914. | 30,223 18,608 | 1904 | 1, 1.185 |
| 1968 | 2,476 | 1953---- | 12,054 | 1938-- | 70,884 | 1924--- | 18,681 | 1913 - | 16,286 | 1902-- | 1,475 |
| 1966 | 1,612 | 1951 | 12,212 | 1936 | 69,712 | 1923.- | 12,623 | 1912 | 9,786 | 1901 | 2,497 |
|  |  |  |  |  |  | 1921 | 13, 512 | 191 | 4,593 |  | 4.178 |
| 1965------ | 1,690 1,732 | $\begin{aligned} & 1950 \\ & 1949 \end{aligned}$ | 12,223 12,679 | 1934-------- | 42,168 | 1921 |  | 1910. | 5,257 | 1899. | 9,853 |
| 1964----- | 1,732 1,748 | 1948--- | 13,283 | 1933------ | 41,698 | 1920. | 16,290 | 1909-..- | 10,530 | 1898-..- | 12,745 |
| 1962 --.-. | 2,113 | 1947 | 22,750 | 1932 | 22,545 | 1919... | 16,590 | 1908 | 9,529 | 1897. | 18,862 |
| 1961.-.-. | 2,365 | 1946 | 34,389 | 1981 | 12,970 | 1918 - | 19,208 | 1907. | 3,926 3,971 | 1896 | 30,475 |
| 1960* | 1,259 | 1945.... | 39,714 | 1930 | 9,486 | 1916.- | 34,804 |  |  | 1895 | 37.856 |
| 1959 | 1,097 | 1944--..... | 50,497 | 1929-..--- | 5.703 |  |  |  |  | 1894 | 40.819 |
| 1958.... | 1,040 | 1943-...- | 64,758 | 1928.-.- | 5,256 |  |  |  |  |  |  |
| 1957------ | 1,022 1,594 | 1941-.----- | 66,904 69.859 |  |  |  |  |  |  |  |  |

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

Series Q 331-345. Railroad Freight Traffic and Revenue: 1890 to 1970
[In tons of 2,000 pounds]

| $\xrightarrow[\text { Year }]{\text { ending- }}$ | Revenue freight originated (class I railroads) |  |  |  |  |  |  |  | Freight and revenue (class I, II, and III railroads) |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\underset{\text { tonnage }}{\text { All }}$ | In carloads |  |  |  |  |  | Less than carload | $\begin{gathered} \text { Revenue } \\ \text { tons } \\ \text { orig- } \\ \text { inated } \end{gathered}$ | Tonmiles | Haul per ton ${ }^{2}$ | Deprecia-tionandretire-ments | Revenue |  |  |
|  |  | Total | $\begin{aligned} & \text { Products } \\ & \text { of } \\ & \text { agricul- } \\ & \text { ture } \end{aligned}$ | $\begin{aligned} & \text { Animals } \\ & \text { and } \\ & \text { products } \end{aligned}$ | Products of mines | Products of forests | $\xrightarrow[\text { Manu- }]{\text { Mares }}$ and misc. ${ }^{1}$ |  |  |  |  |  | Total | Per ton ${ }^{2}$ | $\begin{aligned} & \text { Per } \\ & \text { ton- } \\ & \text { mile } \end{aligned}$ |
|  | 331 | 332 | 333 | 334 | 335 | 336 | 337 | 338 | 339 | 340 | 341 | 342 | 343 | 344 | 345 |
|  | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | Mil. | Mil. | Miles | \$1,000 | Mil. dol. | Dol. | Cents |
| 1970 | 1,484,919 | 1,484,110 |  |  |  |  |  | 809 | 1,572 | 771, 012 | 490.41 | 812,684 | 11,124 | 7.08 | 1.443 |
| 1969 | 1. 473,457 | I, 472, 620 |  |  |  |  |  | 837 | 1,558 | 773,830 | 496.82 | 788,837 | 10,538 9 9 | 6.77 6.56 | ${ }_{1}^{1.362}$ |
| 1968 | 1,431,308 | $1,430,441$ |  |  |  |  |  | 867 960 | 1,515 | 727,075 | 485.21 | 775,356 | 9,329 | ${ }_{6.23}^{6.56}$ | 1.283 |
|  | 1, 4074, 6201 | 1,406,668 |  |  |  |  |  | 1,049 | 1,544 | 746,699 | 483.70 | 744,800 | 9,487 | 6.15 | 1.271 |
| 1965 | 1,387,423 | 1,386,090 |  |  |  |  |  | 1,334 | 1,479 | 705,705 | 477.15 | 714,052 | 9,037 | 6.11 | 1.281 |
| 1964 | 1,351,612 | $1,353,117$ |  |  |  |  |  | 1,496 | 1,420 | 662,089 | 466.17 | 685,785 | 8,575 | 6.04 |  |
| 1963 | 1,285,061 | I, 283, 382 | 160,589 | 9,378 | 662,461 | 78,319 | 372, 635 | 1,679 | 1,347 | 625,170 | 463.97 | 676,584 | 8,271 | 6.14 | 1.323 |
| 1962 | 1, 233,597 | 1,231,415 | 155,301 | 9,452 | 634,747 | 78,105 | 353, 809 | ${ }_{2}^{2}, 183$ | 1,294 | 595,774 | 460.57 | 660,586 | 8, 115 | 6.27 6.27 | ${ }_{1}^{1.362}$ |
| 196 | 1,193,740 | 1,191,154 | 153,819 | 9,341 | 615,646 | 74,924 | 337,424 | 2,586 | 1,253 | 566,295 | 452.00 | 652,271 | 7,859 | 6.27 |  |
| 1960. | 1,240,789 | 1,237,575 | 150,350 | 9,463 | 649,228 | 79,211 | 349, 323 | 3,213 | *1,301 | *575,360 | *442.14 | 634,778 | *8,152 | *6. 26 | *1.417 |
| 1959 | 1,232,201 | I, 228, 278 | 145,531 | 9,994 | 632,870 | 80,397 | 359,485 | 3,923 | 1,293 | 578,637 | 447.66 | 625,888 | 8,442 | 6.53 6.57 |  |
| $\begin{aligned} & 1958 \\ & 1957 \end{aligned}$ | $\begin{aligned} & 1,199,353 \\ & 1,380,327 \end{aligned}$ | I, $1,185,951$ | 146,746 137,618 | 9,895 11 11 | 628,911 | 73,287 77 | 327,112 379,020 | 4,402 5,443 | 1, 1,449 | 654, ${ }_{6}^{51,907}$ | 444.55 429.20 | 618,062 59655 | -9,064 | 6.85 6.26 | 1.457 |
| 1956 | 1,447, 422 | 1, 4 40, 937 | 138,093 | 13,198 | 796,480 | 87,799 | 405,367 | 6,485 | 1,521 | 651,188 | 428.08 | 569,605 | 9,089 | 5.97 | 1.396 |
| 1955 | 1,396,339 | 1,389,346 | 133,789 | 13,161 | 761,993 | 82,584 | 397,819 | 6,993 | 1,459 | 626,893 | 429.75 | 554,597 | 8,665 | 5.94 | 1.382 |
| 1954 | 1,223,969 | 1,217,005 | 131,733 | 13,128 | 650,074 | 75,650 | 346,420 | 6,964 | 1,279 | 552,197 | 431.65 | 547,267 | 7,915 | 6.19 | 1.438 |
| 1953 | 1, 384,301 | 1; 376,046 | 131,137 | 13,768 | 754,292 | 82,107 | 394,742 | 8,255 | 1,448 | 608,954 | 420.66 | 534, 457 | 9,078 | 6.27 | 1.491 |
| 1952 | 1,382,604 | 1,373,294 | 138,415 | 14,601 | 752,699 | 83,480 | 384,097 | -9,310 | 1,447 | 617,942 | 426.93 419.99 | 413,059 |  | ${ }_{5}^{6.66}$ | ${ }_{1}^{1.448}$ |
| 1951 | 1,477,402 | 1,467,023 | 140,811 | 14,362 | 819,373 | 86,522 | 405,955 | 10,379 | 1,547 | 649,831 | 419.99 | 485,160 | 8,758 | 5.66 | 1.348 |

[^6]Series Q 331-345. Railroad Freight Traffic and Revenue: 1890 to 1970—Con.
[In tons of $\mathbf{2 , 0 0 0}$ pounds]

| $\xrightarrow[\text { Year }]{\text { Yeng- }}$ | Revenue freight originated (class I railroads) |  |  |  |  |  |  |  | Freight and revenue (class I, II, and III railroads) |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \text { All } \\ \text { tonnage } \end{gathered}$ | In carloads |  |  |  |  |  | Lessthancar-load | $\begin{gathered} \text { Revenue- } \\ \text { tons } \\ \text { orig- } \\ \text { inated } \end{gathered}$ | Tonmiles | Haul <br> per <br> ton ${ }^{2}$ | $\begin{array}{\|l\|} \text { Deprecia- } \\ \text { tion } \\ \text { and } \\ \text { retire- } \\ \text { ments } \end{array}$ | Revenue |  |  |
|  |  | Total | Products of agriculture | $\begin{aligned} & \text { Animals } \\ & \text { and } \\ & \text { products } \end{aligned}$ | Products of mines | Products of forests | Manufactures and misc. |  |  |  |  |  | Total | Per ton ${ }^{2}$ | $\begin{aligned} & \text { Per } \\ & \text { ton- } \\ & \text { mile } \end{aligned}$ |
|  | 331 | 332 | 333 | 334 | 335 | 336 | 337 | 338 | 339 | 340 | 341 | 342 | 343 | 344 | 345 |
|  | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | Mil. | Mil. | Miles | \$1,000 | Mil. dol. | Dol. | Cents |
| DEC.Con. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1950 | 1,354,196 | 1,343,308 | 129,175 | 14,321 | 746, 808 | 78,860 | 374,144 | 10,888 | 1,421 | 591,550 | 416.32 | 466,589 | 7,934 | 5.58 | 1.341 |
| 1949 | 1,226,503 | 1,213,911 | 140,383 | 15,284 | 653,759 | 69,257 | 335,228 | 12,592 | 1,284 | 529,111 | 412.02 | 441,658 | 7,151 | 5. 57 | 1.352 |
| 1948 | 1,506,878 | 1,488,612 | 145,176 | 16,865 | 845,640 | 86,104 | 394, 827 | 18,266 22 561 | 1,580 | 641,104 | ${ }_{407}^{405.64}$ | 409, 310 | $\stackrel{8}{7}, 141$ | 5.12 4.43 |  |
| 1947 | 1,537,546 | $1,514,985$ $1,342,230$ | 158,168 | 19,716 21,587 | 847,807 717,806 | 87,027 84,817 | 402,267 368,079 | 22,561 24,387 | 1,613 | 657,878 594,943 | 407.82 415.48 | -385,902 | 5,866 | 4.43 4.10 | 1.088 |
| 1945 | 1,424,913 | 1,404,080 | 159,571 | 23,748 | 732,942 | 75,604 | 412,215 | 20,833 | 1,493 | 684,148 | 458.14 | 1,186,844 | 6,617 | 4.48 | . 967 |
| 1944 | 1,491,491 | 1,471,366 | 145,685 | 25,413 | 785,265 | 83,731 | 431,272 | 20,125 | 1,565 | 740,586 | 473.28 | 540,461 | 7,087 | 4.53 | . 957 |
| 1943 | 1,481,225 | 1,462, 314 | 148, 971 | 22,936 | 797,163 | 80,899 | 412,345 | 18,911 | 1,557 | 730,132 | 469.07 | 465,525 | 6,866 | 4.41 | . 940 |
| 1942 | 1,421,187 | 1,403,612 | 117,318 | 20,620 | 804,577 | 84,570 | 376,527 | 17,575 | 1,498 | 640,992 | 427.76 | 338, 181 | 6,026 | 4.02 | . 940 |
| 1941. | 1,227,650 | 1,209,559 | 100,173 | 16,810 | 684,433 | 71,540 | 336,603 | 18,091 | 1,296 | 477,576 | 368.54 | 233,340 | 4,510 | 3.48 | . 944 |
| 1940 | 1,009,421 | 994,728 | 88, 821 | 15,456 | 570,220 | 58,221 | 262,010 | 14,693 | 1,069 | 375,369 | 351.13 | 205,860 | 3,584 | 3.35 | . 955 |
| 1939 | 901,669 | 886,794 | 91,564 | 15,049 | 496,939 | 50,156 | 233,086 | 14,875 | 955 | ${ }^{335,375}$ | ${ }_{351.21}$ | 201,852 | - ${ }_{2}^{2,297}$ | 3.45 | . 9884 |
| 1938 | 771,862 | 757,470 | 95,390 | 14,760 | - 408,835 | 43,973 | 194,512 | 14, 17.188 | 1,075 | ${ }_{362}{ }^{291,815}$ | 3351.43 | 197,035 | 3,428 | 3.19 | . 945 |
| $1937-$ | $1,015,586$ 958.830 | 998, 9398 | 89,460 86,648 | 15,233 16,209 | 569,745 541,488 | -58,658 | 245,037 | 17,292 | 1,012 | 341,182 | 337.29 | 193,502 | 3,357 | 3.32 | . 984 |
|  | 789,627 | 775,588 | 76,338 | 15,125 | 445,136 | 42,483 | 196,506 | 14,039 | 832 | 283,637 | 341.05 | 194,625 | 2,831 | 3.40 | . 998 |
| 1934 | 765,296 | 750,951 | 79,305 | 20,363 | 436,380 | 35,650 | 179,253 | 14,345 | 802 | 270,292 | 336.91 | 192,387 | ${ }_{2}^{2}, 672$ | 3.38 | . 989 |
| 1933 | 698,943 | 684, 592 | 81,702 | 17,651 | 395,065 | 33,165 | 157,009 | 14,351 | 733 | 250,651 | 341.77 | 199,917 | $\stackrel{2}{2}, 585$ | 3.45 | 1.009 |
| 1932 | 646,223 | 630,989 | 80,917 | 18,055 | 362,226 | 26,109 | 143,682 |  | 675 945 |  | 346.63 329 | 221,611 | 3,302 | 3.50 | 1.062 |
| 1931. | 894,186 | 871,412 | 97,487 | 21,632 | 501,903 | 43,024 | 207,366 | 22,774 | 945 | 311,073 | 329.23 | 221,611 | 3,302 | 3. |  |
| 1930. | 1,153,197 | 1,123,530 | 110,728 | 23,129 | 642,537 | 69,371 | 277,765 | 29,667 | 1,220 | 385,815 | 316.21 | 248,253 | 4,145 | 3.40 | 1.074 |
| 1929 | 1,339,091 | 1, 303,048 | 115,343 | 24,907 | 737,879 | 94,855 | 331,064 | 36,043 | 1,419 | 450,189 | 317.17 | 259,375 | 4,899 | 3.45 | 1.088 |
| 1928 | 1,285,943 | 1,248,989 | 118,022 | 25,634 | 696,583 | 96,737 | 312,013 | 36,954 | 1,371 | 436,087 | 318.00 <br> 314 | ${ }_{239}{ }^{241} 184$ | 4,729 | 3.48 3.45 | 1.095 |
| 1927 | 1,281,611 | 1,243, 171 | 113,342 | 26,003 | 713,402 |  |  | 39,491 | 1,440 | 447,444 | 310.81 | 231,497 | 4,906 | 3.41 | 1.096 |
| 1926.---- | 1,336,142 | 1,296,651 | 111,787 | 26,244 | 757,703 | 104,851 | 296,066 | 39,491 | 1,440 | 44,444 |  |  |  |  |  |
| 1925. | 1,247,242 | 1,206,655 | 109,313 | 26,324 | 678,336 | 107,391 | 285,291 | 40,587 | 1,351 | 417,418 | 308.93 | 223,925 | 4,648 | 3.44 | 1.114 |
| 1924 | 1,187,296 | 1,146,747 | 116,587 | 27,747 | 637, 582 | 108,094 | 256,737 | 40,549 44 438 | 1,287 | -391,945 | 304.44 299 | 208,064 | $4,4,712$ | 3.40 | 1.132 |
| 1923 | 1,279,030 | 1,234,692 | 109,318 | 28,254 | 713,735 | 115,618 89 | ${ }^{267,767}$ | $\begin{array}{r}44,338 \\ 43 \\ \hline 29\end{array}$ | 1,388 | 416,256 | 299.94 307 | 205,0708 | 4,086 | 3.67 | 1.194 |
| 1922 | 1,023,745 | 980,516 | 111,787 |  |  | 89,059 76,419 |  | 41,992 | 1,018 | 309,533 | 304.11 | 155,968 | 4,004 | 3.93 | 1.294 |
| 1921 | 940,183 | 898,191 | 114,069 | 24,263 | 511,271 | 76,419 | 122,169 | 41,92 | 1,018 |  |  |  |  |  |  |
| 1920 | ${ }^{3} 1,255,421$ | 1,202,219 | 110,840 | 26,595 | 712,155 | 100,765 | 251, 864 | 53,202 | 1,363 | 413,699 367,161 | $\begin{aligned} & 303.52 \\ & 308.60 \end{aligned}$ |  | 4,421 3,625 | 3.24 | 1.069 .987 |
| 1919 | ${ }^{3} 1,096,449$ | 3 $1,045,148$ | 115,033 | 35,494 | 589,951 | 94,076 | ${ }_{226}^{210,077}$ | 51,301 | 1,377 | 408,778 | 296.89 |  | 3,522 | 2.56 | . 862 |
| 1918 | 1,263,344 | 1,209,957 | 116,051 | 35,777 31,858 | 734,796 732,653 | 100,838 | 240,269 | 53,769 | 1,382 | 398,263 | 288.18 |  | 2, 897 | 2.10 | . 728 |
| $\begin{aligned} & 1917 \\ & 1916 . \end{aligned}$ | 31, ${ }^{1}$ 264, 3616 | 31, 1 1, 210,2456 | 113,635 | 31,858 30,473 | 680,123 | 193,819 | 231,039 | 52,911 | 1,317 | 366,173 | 277.98 |  | 2,631 | 2.00 | . 719 |
| June 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  | 1,263 | 343,477 | 271.98 |  | 2,469 | 1.96 | . 719 |
| 1915 | 2925,697 | -878-761 | 109,483 | 2 $\overline{6}, 0 \overline{0} \overline{1}$ | 507, 250 | 76-7, 74 | 157,085 | 46,936 | 1, 024 | 277,135 | 270.69 |  | 2, ${ }_{2}, 127$ | 1.99 1.88 | . 7335 |
| 1914. | ${ }^{3} 1,023,131$ | 2 982,892 | 98,825 | 26,352 | 574,000 | 91,094 | 177,950 | 40, 239 | 1,180 | 288,637 301730 | 255.43 |  | - ${ }_{2}^{2,127}$ | ${ }^{1.88} 1.92$ | $\begin{array}{r}. \\ +.737 \\ \hline\end{array}$ |
| 1913. | ${ }^{3} 1,067,978$ | ${ }^{2} 1,026,817$ | 102,658 | 25,669 | 592,164 | 93,762 | 196,947 | 41,161 | 1,183 | ${ }^{364}$, 081 | 256.87 |  | -1,969 | 1.91 | . 744 |
| 1912 | ${ }^{3} 926.990$ | ${ }^{3} 889,999$ | 86,433 | -24,064 | 506,306 483,861 | 74, 745 | 163, ${ }^{1680}$ | 36,175 | 1,003 | 253,784 | 254.10 |  | 1,926 | 1.92 | . 757 |
| 1911. | : 901,573 | ${ }^{3} 866,398$ | 81,780 | 22,838 | 483,861 |  |  |  |  |  |  |  |  |  |  |
| 1910. |  |  |  |  |  |  |  |  | , 026 | 255,017 | 249.68 |  | 1,678 | 1.88 | . 763 |
| 1909 |  |  |  |  |  |  |  |  | 870 | 218,382 | 253.94 |  | 1,655 | 1.90 | . 754 |
| 1908 |  |  |  |  |  |  |  |  | 977 | 236,601. | 242.05 |  | 1,824 | 1.87 | . 759 |
| 1907-- |  |  |  |  |  |  |  |  | 896 | 215,878 | 240.89 |  | 1,640 | 1.83 | . 748 |
| 1906..--- |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1905 |  |  |  |  |  |  |  |  | 785 | 186,463 | 237.56 |  | 1,451 | 1.85 | . 766 |
| 1904 |  |  |  |  |  |  |  |  | 714 | 174,522 173,221 | 244.30 242.35 |  | 1,379 | 1.87 | . 763 |
| 1903 |  |  |  |  |  |  |  |  | 658 | 157,289 | 239.10 |  | 1,207 | 1.84 | . 757 |
| 1902 |  |  |  |  |  |  |  |  | 584 | 147,077 | 251.98 |  | 1,119 | 1.92 | . 750 |
| 1901.--.-- |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1900. |  |  |  |  |  |  |  |  | 583 502 | 141,597 | 242.73 246 |  | 1,049 | 1.80 1.82 | . 729 |
| 1899 |  |  |  |  |  |  |  |  |  | 114,078 |  |  | 877 |  | . 753 |
| 1898 |  |  |  |  |  |  |  |  |  | 95, 139 |  |  | 773 |  | . 798 |
| 1897 |  |  |  |  |  |  |  |  |  | 95,328 |  |  | 787 |  | . 806 |
| 1896. |  |  |  |  |  |  |  |  |  |  |  |  | 730 |  | . 839 |
| 1895 |  |  |  |  |  |  |  |  |  | 80, 335 |  |  | 699 |  | . 860 |
| 1894 |  |  |  |  |  |  |  |  |  | 93,588 |  |  | 829 |  | . 878 |
| 1893 |  |  |  |  |  |  |  |  |  | 88,241 |  |  | 799 |  | . 898 |
| 1892 |  |  |  |  |  |  |  |  |  | 81,074 |  |  | 737 |  | . 895 |
| 1891 |  |  |  |  |  |  |  |  |  | 76,207 |  |  | 714 |  | . 941 |
| 1890 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

* Denotes first year for which figures include Alaska and Hawaii.
${ }_{2}^{2}$ Includes forwarder traffic beginning 1939 .
in the numerator, but only tonnage originated in the denominator.
${ }^{3}$ Includes the following amounts of unassigned carload tonnage (thousands):
35,1911,
338 , $1912,32,266 ; 1913,15,617 ; 1914,14,671 ; 1915,2,268 ; 1916,1,367 ;$ and 1919,

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. |  |  | Stack paying dividends | Total traffic earnings | Operating expenses | $\begin{aligned} & \text { Net } \\ & \text { earnings } \end{aligned}$ | Dividends paid | Interest <br> paid on funded debt |
|  |  | Total | Capital stock | Bonded debt |  |  |  |  |  |  |
|  | 346 | 347 | 348 | 349 | 350 | 351 | 352 | 353 | 354 | 355 |
| excluding elevated railways |  |  |  |  |  |  |  |  |  |  |
|  |  | 10, 020 | 4,590 | 5.055 |  | 1,086 | --------- | 342 317 | 83 | 224 |
| 1889 |  | 9,576 | 4,447 | 4,784 4.585 |  | 995 |  | 297 | 78 | 205 |
|  |  | 8,595 | 4,146 | 4,155 |  | 931 |  | 331 | 90 | 202 |
| 1886 |  | 8 8,089 | 3,956 | 3,853 |  | 822 | 524 | 297 | 80 | 182 |
| 1885--------------------------- |  | 7,775 | 3,778 3,726 | 3,740 3,647 |  | 765 | 498 | 266 266 | 77 93 | 179 167 |
|  |  | 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 4.438 | 4,828 4.624 | 1,790 1 | 1,002 |  | 322 301 | 81 80 | 218 |
| 1888 | 8,344 7,799 | 8, ${ }^{\mathbf{3}, 673}$ | 4,191 | 4,624 4,186 | 1,805 | 940 |  | 334 | 91 | 203 |
|  | 7,254 | 8 8,163 | 3,999 | 3,882 | 1,675 | 829 |  | 300 | 81 | 189 |
| 1885 | 7,037 | 7,842 | 3,817 | 3,765 | 1,304 | 772 |  | 269 | 77 | 187 |
| 1884 | 6,924 | 7,676 | 3,762 | 3,669 | 1,658 | 777 |  | 270 298 |  |  |
| 1883 | 6,684 | 7,477 | 3,708 | 3,500 | 1,713 1,673 | 823 |  | 298 280 | 1102 | 173 150 |
|  | 6,035 5,577 | 7,016 | 3,511 | 3,235 $\mathbf{2 , 8 7 8}$ | ${ }_{(N A)}^{1,673}$ | 770 |  | 272 | 102 | 128 |
|  |  |  |  |  |  |  |  |  |  |  |
| 1880 | 4.653 | 5,402 | $\stackrel{2,708}{2,395}$ | 2,530 2,319 |  | 613 525 |  | 216 25 | 67 | 1107 |
|  | 4,416 4,166 | 4,872 4,772 | 2,395 | 2,397 | (NA) | 5190 490 | 302 | 187 | 53 | 103 |
| 1876---------------------------------------- | 4,180 4,180 | 4,806 | 2,313 | 2,255 | (NA) | 472 | 301 | 170 | 58 | 98 |
|  | 4,086 | 24,468 | 2,248 | 2,165 | ${ }^{937}$ | 497 | 310 | 186 | 68 | 93 |
|  |  | 4,658 | 2,198 | 82,459 |  | 503 | (NA) | 185 | 74 | ------------ |
|  |  | 4,221 | 1.990 | 32,230 |  | 520 526 | 330 342 | 189 | ${ }_{6}^{67}$ | --.----------- |
|  |  | 3,784 3,159 | 1,947 | 31,836 31,511 |  | 526 465 | (NA) ${ }^{342}$ | 185 | 64 |  |
|  |  | 2,664 | 1,481 | (NA) |  | 403 | (NA) | 141 | 56 |  |
|  |  | 2,476 | (NA) | (NA) |  | (NA) | (NA) | (NA) |  | ------------ |
|  |  | 2,041 | (NA) | (NA) |  | (NA) | (NA) | (NA) | (NA) | -.-n------- |
|  |  | 1,869 1,172 | ${ }^{(N A)} 756$ | (NA) 416 |  | (NA) 334 | (NA) 228 | (NA) 105 | (NA) 32 |  |
|  |  | ( NA$)^{\prime}$ | (NA) | (NA) |  | 190 | (NA) |  |  |  |
|  |  | (NA) | (NA) | (NA) |  | $(\mathrm{NA})^{130}$ | (NA) |  |  |  |
|  |  | $\begin{array}{r}1,149 \\ \hline 163\end{array}$ | (NA) 424 | (NA) ${ }_{299}$ |  | (NA) 84 | (NA) 42 |  |  |  |
|  |  | ${ }^{(\mathrm{NA})}{ }_{318}$ |  |  |  | 39 |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| NA Not available. <br> Includes other interest. |  |  |  |  | Sum of cap nds. <br> Includes ot | stock, bon debt. | ed debt, and | $\$ 55$ million | acific R.R., U | S. subsidiary |

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 1908, the returns for switching and terminal companies were included where applicable. Capital expenditure represents total money outlay without deductions for property retired]

| $\begin{aligned} & \text { Year } \\ & \text { ending- } \end{aligned}$ | 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 capitalization | Stock paying dividends | Total | Equipment | $\begin{aligned} & \text { Roadway } \\ & \text { and } \\ & \text { struetures } \end{aligned}$ |
|  | 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...----- |  |  | 14,339 |  | 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 | 1,818 | 368 |
| 1967-.......-. | 37,250 36,618 | 9,664 9,479 | 14,690 14,800 | 5,828 5,639 | 889 1,091 | 7,973 8,070 |  | 4,727 4,709 | 1,522 | 1,148 | 374 398 |
| 1966--.------- | 36,618 | 9,479 | 14,800 | 5,639 | 1,091 | 8,070 |  | 4,709 | 1,952 | 1,554 |  |
| 1965-- | 35,489 | 9,341 | 14,857 | 5,580 | 1,116 | 8,161 | --------- | 4,845 | 1,630 | 1,303 1,139 | 327 277 |
| 1964 | 34,868 34,519 | 9,265 9,143 | 14,876 15 | 5,537 | 1,164 | 8,175 8,280 |  | 4,926 4,462 | 1,417 | 1,139 | 277 258 |
| 1962 | 34,361 | 8,982 | 15,013 | 5:537 | 1,201 | 8,275 | 12,968 | 4,285 | 1,832 | 593 | 239 |
| 1961 | 35,541 | 8,792 | 15,179 | 5,526 | 1,212 | 8,441 | 13,184 | 4,361 | 646 | 427 | 219 |

[^7]Series Q 356-366. Railroad Property Investment, Capital, and Capital Expenditures: 1890 to 1970—Con. [In millions of dollars]

| $\begin{aligned} & \text { Year } \\ & \text { ending } \end{aligned}$ | 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 capitalization | $\begin{gathered} \text { Stock } \\ \text { paying } \\ \text { dividends } \end{gathered}$ | Total | Equipment | Roadway structures |
|  | Investment, | Depreciation reserve | Total | $\underset{\substack{\text { Common } \\ \text { stock }}}{ }$ | Preferred stock | Funded debt unmatured |  |  |  |  |  |
|  | 356 | 357 | 358 | 359 | 360 | 361 | 362 | 363 | 364 | 365 | 366 |
| dec. 31-Con. |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 853 |  |  | 1,218 | 8,731 <br> 8886 <br> 8,084 <br> 094 | 14,150 <br> 14,287 <br> 1.208 | 5,6175,7505,290 | 919818738 | 633 | 285250258288 |
| 19598--- |  | 88 | 16, ${ }_{16}^{165}$ |  | 1,266 |  |  |  |  | $\begin{array}{r}563 \\ 567 \\ 479 \\ \hline\end{array}$ |  |
| 1958 |  |  | 16, 603 | $\underset{6,291}{6,243}$ |  |  | 14,529 |  | 1, 1,224 |  |  |
| 1956 |  | ${ }_{7}^{7,542}$ | 17, 399 | 6,911 6,911 | 1,395 | 9,09388,771 | 115,285 | 6,785 <br> 7,300 |  | 1,821 | 386 406 341 |
| 1955 |  | 7, 7 7,175 | 17,422 17,590 | 7,316 | 1, 1,530 |  | ${ }^{15,17}$ |  | $\begin{array}{r}1,929 \\ 820 \\ \\ \hline\end{array}$ | 568 498 498 | ${ }_{321}^{341}$ |
| 1953 |  | 7,009 | 17,658 | 7,023 | 1,868 | 88.767 | ${ }^{15,365}$ | ${ }^{7}, 252$ | 1,259 | 857 | 401 |
| 1951 |  | 6,837 | 18,220 | 7,235 | 1,977 | 9,008 | 15,489 | 6,700 | 1,413 | 1,050 | ${ }_{363}^{405}$ |
| 1950 |  |  | 18,274 | 7,207 | 1.977 | 9,090 | 15,618 | 6,768 | $\begin{aligned} & 1,065 \\ & 1,312 \\ & 1,273 \end{aligned}$ | 779 | 286330356 |
| 1949. | ${ }_{28,664}^{29,519}$ | -6,438 | 18,243 | 7,254 | 1,992 | 9,007 | 15, 467 | $\begin{aligned} & 0,2446 \\ & 6,184 \\ & 6,18 \end{aligned}$ |  | ${ }_{517}^{965}$ |  |
| 1947 | 27,686 | 6,037 | 18,249 | $\begin{aligned} & 7,250 \\ & 7,448 \\ & 7,45 \end{aligned}$ | 1,975 | 8,825 9,040 | 15,301 15,309 109 |  |  |  |  |
| 1946 | ${ }_{27}{ }^{1,277}$ | 5,549 | 18,449 | $\begin{aligned} & 7,448 \\ & 7,442 \end{aligned}$ | ${ }^{1} 1,981$ |  | - 15,369 | $\begin{aligned} & 5,184 \\ & 5,221 \\ & 5,28 \end{aligned}$ | 561 562 | 319 | ${ }_{248}^{242}$ |
| 1944. | 26,667 <br> 26,631 <br> 26,145 |  | 19,403 |  | 1,984 |  | 16,276 | 5,383 5,523 5 | 565 | $\begin{array}{r}328 \\ 325 \\ \hline 25\end{array}$ |  |
| 1943 |  | 3,939 | 19,914 |  | 1,912 | 10,485 | 17, 315 | 5,466 | 454 |  | 231 <br> 198 <br> 185 |
| 1942 | 25,838 25,668 | $\begin{array}{r}3,561 \\ 3,240 \\ \hline\end{array}$ | 20,471 20,708 | $\begin{aligned} & 7,565 \\ & 7,546 \end{aligned}$ | 1,953 | 11,209 11 | 17,568 17,568 | 3,861 | ${ }_{543}^{534}$ | ${ }_{367}$ | 185 175 |
| 1940 | 25,646 | 3.095 | 21, 047 | 7734 | 2,036 | 11,277 | 17,630 | 3,741 | 429 | 271 | 128111 |
| ${ }_{1}^{1939}$ | 25,59525,636 | ${ }_{3}^{3,044}$ | 23,609 23,855 | 8,025 <br> 8,040 | 2,049 <br> 2,050 |  | $\begin{aligned} & 17,698 \\ & 17,988 \\ & 18,319 \end{aligned}$ | 3,1393,8903 | $\begin{array}{r}226 \\ 509 \\ \hline\end{array}$ | 115 <br> 322 |  |
| 1937 |  | $\begin{array}{r}2,950 \\ 2 \\ 2,809 \\ 2 \\ \hline 871\end{array}$ | 24,123 | 8 |  |  |  |  |  |  | 139 |
| 1936. | ${ }_{25}^{25,500}$ |  | 24,003 22 2080 | 7,993 | 退, 2,050 | 14,009 13 13,974 | $\begin{aligned} & 18,319 \\ & 18,336 \\ & 18,346 \end{aligned}$ | 3,594 3,412 3 | 298 188 | 159 79 |  |
| 1934 | ${ }_{25,681}^{25,50}$ | ${ }_{2}^{2}, 764$ | 24,570 | 7,994 | 2,044 | 14,532 | ${ }_{18,653}$ | 3,411 | 212 | 92 | 120 |
| 1933 | 25,901 | $\stackrel{2}{2} 707$ | 24,723 | 8,057 | 2,042 | ${ }^{14.624}$ | 18,831 | 3,119 | 103 | ${ }_{36}^{15}$ |  |
| ${ }_{1931}^{193}$ | $\xrightarrow{26,086}$ | $\begin{array}{r}2,632 \\ 2,520 \\ \hline\end{array}$ | 24,834 24, | 8,067 | 2,049 | +14, $\begin{aligned} & 14,723 \\ & 14\end{aligned}$ | 18,941 18,894 | 7,325 | ${ }_{361}^{167}$ | ${ }_{73}^{36}$ | ${ }_{288}^{138}$ |
| 1930 |  | 2,360 | 22,783 | 7.953 | 2.059 | 12,771 | 19,066 | 7,7027,5067,1596,7016,4736,2786,0425,6465,6215,0595,021 | $\begin{array}{r} 872 \\ 853 \\ 676 \\ 771 \\ 785 \\ 748 \\ 787 \\ 1,059 \\ 429 \\ 429 \\ 557 \end{array}$ | 3283223212242883713388493481245319 | 544 <br> 532 <br> 452 <br> 482 <br> 818 <br> 418 <br> 381 <br> 387 <br> 378 <br> 183 <br> 237 |
| 1929 |  | 2, ${ }_{2}^{2,169}$ | 23,983 <br> 23 <br> 147 | 7,853 <br> 7889 <br> 8.8 | $\xrightarrow{2,065}$ | 14,065 13 13 | 18,680 18,511 |  |  |  |  |
| 1927 | 24,453 | 1,946 | 23,614 | 7,683 | 1,980 | 13,951 | 18,137 |  |  |  |  |
| 1926 | 23,800 | 1,811 | 23, 677 | 7,560 | 1,925 | ${ }^{14,192}$ | 18,234 |  |  |  |  |
| ${ }_{1924}^{1925}$ | - 23,217 | 1,681 <br> 1,549 | 21,734 23,636 | 7,492 7,539 | 1,921 <br> 1,935 | 退14,162 | 18,191 18,202 |  |  |  |  |
| 1923 | 21, 772 | 1,408 | 22, 839 | 7,398 | 1,852 | 13,589 | 17, 170 |  |  |  |  |
| 1921------ | 20,329 | 1,237 | 22,292 | 7,275 | 1,801 | 13,216 | 17,083 |  |  |  |  |
| 1920 | $\begin{aligned} & 19,849 \\ & 19,300 \\ & 18,984 \\ & 18,784 \\ & 17,842 \end{aligned}$ | $\begin{array}{r} 1,081 \\ 1,009 \\ 936 \\ 796 \\ 628 \end{array}$ | $\begin{aligned} & 20,098 \\ & 20,950 \\ & 20,785 \\ & 201789 \\ & 21,249 \end{aligned}$ | $\begin{aligned} & 6,958 \\ & 7,193 \\ & 7,249 \\ & 7,454 \\ & 7,594 \end{aligned}$ | 1,8851,89811,80611,8481,455 | $\begin{aligned} & 11,255 \\ & 11,85 \\ & 11,730 \\ & 11,730 \\ & 112,6007 \end{aligned}$ | $\begin{aligned} & 16,994 \\ & 16,500 \\ & 16,454 \\ & 16,402 \\ & 16 ; 320 \end{aligned}$ | $\begin{aligned} & 5,075 \\ & 5,298 \\ & 5,138 \\ & 5,610 \\ & 5,430 \end{aligned}$ | --.. |  | ------ |
| 1919 |  |  |  |  |  |  |  |  |  |  |  |
| 1917 |  |  |  |  |  |  |  |  |  |  | ------.-.-.-. |
| 1916 <br> June 30 |  |  |  | 7,594 |  |  |  |  |  |  |  |
| 1916 | 17,689 <br> 17,441 <br> 16,588 <br> 16,004 <br> 15,612 | 571511543553275259522905210 | 21,092 <br> 19 <br> 490,720 <br> 4 <br> 49 <br> 19 <br> 19 <br> 19 <br> 19,753 <br> 19 | $\begin{array}{r} 7,603 \\ 7,287 \\ 47,304 \\ 47,232 \\ 4,249 \\ 7,075 \end{array}$ | 1,456 | 12,033 | 16.336 | ${ }_{5}^{5,279}$ |  |  |  |
| 1915-- |  |  |  |  | 41,376 | ¢11,567 | -16,308 | 5 5,667 |  |  |  |
| 1913 |  |  |  |  | ${ }^{1} 1,379$ | ${ }^{4} 11,185$ | ${ }^{4} 15,366$ | 5,780 |  |  |  |
| 1911 |  |  |  |  | 1,396 | (10,788 | 15,044 | 5,730 |  |  |  |
| 1910. | ${ }^{6} 14,557$ |  |  |  | 1,403 | 10,304 |  | 5,412 |  |  |  |
| 1909 | 13,609 |  | 17,488 | 6,218 | 1,468 | 9,802 | 13,914 | ${ }_{4}^{4,920}$ |  |  |  |
| ${ }_{1907}^{1908}$ | 13,213 <br> 13 <br> 1 |  | 16,768 | 5,933 | 1,424 | 8,725 | (NA) | 4,948 |  |  |  |
| 1906 | 12,420 |  | 14,570 | 5,403 | 1, 401 | 7,766 | 11, 672 | ${ }_{4}^{4,526}$ |  |  |  |
| 1905 | 11,951 |  | 13,805 | 5,181 | 1,373 | ${ }_{6}, 873$ | ${ }_{10} 17.712$ | ${ }_{3}^{4,643}$ |  |  |  |
| 1903 | 10,973 |  | 12,600 <br> 1 | 4,877 | 1,279 | ${ }_{6}^{6,444}$ | 10, 282 | 3,450 |  |  |  |
| 1902 | 10,658 |  | 12,134 11,688 | 4,722 | 1,302 1,331 | 5,882 | -9,926 | 3,937 2,98 |  |  |  |
| 1900 | 10,263 |  | 11,491 | 4,522 | 1,323 |  |  |  |  |  |  |
| 1899 | 9,961 |  | 11, ${ }^{11}$ | ${ }_{4}^{4,323}$ | 1,119 | 5,431 | ${ }_{9}^{9}, 298$ | - |  |  |  |
| 11897 | 9,709 |  | 10,635 | ${ }_{4,367}$ | , 998 | 5,270 | 9,168 | 1,603 |  |  |  |
| 1896 | 9 9,500 |  | 10,567 | 4,257 | 970 | 5 5,340 | 9,066 | 1,559 |  |  |  |
| ${ }_{1894}^{1895}$ | ${ }_{9}^{9}, 2073$ |  | 10,34 10,191 | ${ }_{4}^{4}, 104$ | ${ }_{730} 7$ | ${ }_{5}^{5}$ | 8 8,647 | 1,767 |  |  |  |
| 1893 | 8,937 |  | 9,895 | 3,982 | ${ }_{6}^{684}$ | ${ }_{5}^{5,226}$ | 8,332 | 1,809 |  |  |  |
| 1891 | 78,690 |  | ${ }_{9}^{9,686}$ | 3,796 <br> 3 | 655 | 4, 4 4,840 | 8,008 | 1,796 |  |  |  |
| 1890 | ${ }^{7} 8,133$ |  | 8,984 | 3,803 | 606 | 4,575 | 7,577 | 1,598 |  |  |  |

[^8]${ }^{3}$ Prior to 1958, includes securities nominally issued and nominally outstanding as well as those outstanding. Funded debt unmatured (series Q 361) does not include equipment obligations
ability of figures.
ability of tigures.
4
Class
and II railroads and their lessor subsidiaries. ${ }^{5}$ Class I railroads.
${ }^{3}$ Includes $\$ 170$ million estimated reserve for accrued depreciation to place figure on comparable basis
7 Represents
1893 investments less increases each year on account of change in classification in 1893.

Series Q 367-377. Railroad Income and Expenses, and Interest and Dividends: 1890 to 1970
 that, prior to 1908 , the returns for switching and terminal companies were included where applicable]

| $\begin{gathered} \text { Year } \\ \text { ending- } \end{gathered}$ | Income and expenses |  |  |  |  |  |  |  |  | Interest and dividends 1 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Operating revenue | Operating expenses |  |  | Tax accruals | Operating income | Net operating income | Net income ${ }^{1}$ | Ratio of operating expenses to operating revenues (percent) | Dividends declared | Interest accrued on funded debt |
|  |  | Total | Maintenance of way and structures | Maintenance of equipment |  |  |  |  |  |  |  |
|  | 367 | 368 | 369 | 370 | 371 | 372 | 373 | 374 | 375 | 376 | 377 |
| cember 31 |  |  |  |  |  |  |  |  |  |  |  |
| 1970 | 12,209,237 | 9,805,555 | 1,650,302 | 2,188,863 | 1,103,988 | 1,299,694 | 505,669 | ${ }^{2}$ 126,429 | 80.31 | 486,132 | 553,763 |
| 1969 | 11,658,525 | 9,209,137 | 1,540, 481 | 2,025,511 | 1,065,134 | 1,384,254 | 667,157 | ${ }^{2}$ 217,066 | 78.99 | 584,849 | 501,858 |
| 1968 | 11,061,902 | 8,723,664 | 1,441,112 | 1,938,988 | 979,700 | 1,358,538 | 694,143 | ${ }^{2} 623,440$ | 78.86 | 560,048 | 473,213 |
| 1967 | 10,581,560 | 8,359,369 | 1,326, 630 | 1, 8959,376 | 941,272 | 1,280,919 | 689,548 | ${ }^{2} 367,689$ | 79.00 | 582, 088 | 455,059 |
| 1966 | 10,880,467 | 8,277,294 | 1,342,632 | 1,872,661 | 1,001,510 | 1,601,663 | 1,065,232 | 957,359 |  | 547,567 | 423,486 |
| 1965 | 10,425,052 | 8,002,685 | 1,273,099 | 1,802,103 | 949,215 | 1,473,152 | 980,066 | 865,899 | 76.76 | 532,649 | 402,889 |
| 1964 | 9,985,187 | 7,830, 168 | 1,250,697 | 1,779,807 | 891,248 | 1, 263,771 | 828,433 815,952 | 733,220 681,325 | 78.42 77.88 | 492,443 | 384,413 377,556 |
| 1963 | $9,684,636$ 9 962,991 | $7,542,306$ $7,507,757$ | 1,207,801 | 1, 17478,967 | 906,456 | 1, $1,235,863$ | 715, 266 | ${ }_{600}, 393$ | 78.51 | 394,116 | 376,149 |
| 1961 | 9,309,696 | 7,361,751 | 1,141,223 | 1,698,617 | 1,011,814 | 956,131 | 547,045 | 410,140 | 79.08 | 385,017 | 383,313 |
| 1960* | 9,641,593 | 7,657,329 | 1,217,241 | 1,775,528 | 1,020,471 | 963,793 | 594,618 | 473,175 | 79.42 | 411,650 | 386,774 |
| 1959 | 9,954,828 | 7,796,855 | 1,262,683 | 1,813,550 | 1,070,093 | 1,087,900 | 760,140 | 607,924 | 78.32 | 431,860 | 390,467 |
| 1958 | $9,686,289$ $10,625,452$ | $7,631,341$ $8,321,577$ | $1,248,596$ $1,458,888$ | $1,735,067$ $1,928,912$ | r $1,097,2778$ | 1,077,671 | 772,898 | ${ }_{765,227}^{630}$ | 78.78 | 466,415 | 382, 175 |
| 1956 | $10,625,452$ $10,686,492$ | $8,321,577$ $8,199,792$ | 1,458,888 | 1,907,606 | 1,144,446 | 1,342,254 | 1,083,708 | 908,416 | 76.73 | 466,083 | 373,207 |
| 1955 | 10,229,600 | 7,724,496 | 1,412,877 | 1,798,579 | 1,100,920 | 1,404,185 | 1,144,347 | 958,849 | 75.51 | 476,207 | 373,502 |
| 1954 | 9,484,015 | 7,460,507 | 1,376,478 | 1,704,985 | 877,304 | 1,146,203 | 887,817 | 712,252 | 78.66 | 405,403 | 376,020 |
| 1953 | 10,787,891 | 8,218,223 | 1,612,390 | 1,993,602 | 1,205,366 | 1,364,302 | 1,122,512 | 939, 887 | 76.18 | 445,145 | 378,218 |
| 1952 | 10,702,877 | 8,134,811 | 1,546,613 | $1,965,327$ $1,956,438$ | 1, $1,282,144$ | $1,285,922$ $1,165,447$ | $\begin{array}{r}1,091,657 \\ \hline 956,699\end{array}$ | 757,934 | 76.01 |  |  |
| 1951 | 10,511,612 | 8,122,521 | 1,505,488 | 1,956,438 | 1,223,644 | 1,165,447 | 956,699 | 757,934 | 77.27 | 373,574 | 367, 244 |
| 1950 | 9,587,000 | 7,135,055 | 1,311,775 | 1,718,660 | 1,212,084 | 1,239, 861 | 1,055,309 |  | 74.42 |  |  |
| 1949 | $8,680,791$ | 6,968,296 | 1,309,857 | 1,617,800 |  |  | -693,957 | 496,103 | 80.27 | 306,995 | 365,393 |
|  | $9,784,332$ $8,784,214$ | $7,552,630$ $6,869,806$ | 1,374,058 | 1, $1,568,967$ | $\begin{array}{r}1,043,036 \\ 949 \\ \hline\end{array}$ | 1, ${ }_{965,186}$ | $1,014,815$ 790,534 | 767,949 537,405 | 77.19 | 335,313 280,397 | 361,879 374,150 |
| 1946 | 7,709,171 | 6,422,494 | 1,169,887 | 1,478,302 | 506,480 | 780,197 | 624,868 | 334,966 | 83.31 | 283,171 | 406,147 |
| 1945 | 8,986,954 | 7,115,391 | 1,431,221 | 2,157,678 | 835,434 | 1,036,130 | 858,864 | 502,250 | 79.17 | 295,294 | 449,917 |
| 1944 | 9,524,628 | 6,345,035 | 1,283,208 | 1,597,155 | 1,961,652 | 1,317,941 | 1,113,153 | 733,461 | 66.62 | 292,248 | 488,877 |
| 1943 | 9,138,419 | 5,714,804 | 1,125,873 | 1,449,356 | 1,862,940 | 1,560,675 | 1,370,568 | 946,150 | 62.54 | 263,919 | 515,617 |
| 1942 | 7,547,826 | 4,653,705 | -811,206 | 1,219,460 | 1,211,775 | 1,682,347 | $1,499,364$ $1,009,592$ | 992,843 557,672 | 61.66 68.52 | 254,088 259 | 564,174 543 |
| 19 | 5,413,972 | 3,709,921 | 615,533 | 1,000,375 | 555,970 | 1,148,081 | 1,009,592 | 557,672 | 68.52 | 239,438 | 543,954 |
| 1940 | 4,354,712 | 3,131,598 | 508,328 | 826,242 | 402,953 | 820,161 | 690,554 | 243,148 | 71.91 | 216,522 | 547,333 |
| 1959 | 4,050,047 | 2,959,438 | 477,697 | 773,080 | 361,617 | 728,992 | 595,961 | 141,134 | 73.07 | 179,412 | 512,283 |
| 1938 | 3,616,072 | 2,762,681 | 431,021 | 683,529 | 346,236 | 507,155 | 376,865 | - 87,468 | 76.40 | 136.270 |  |
| 1937 | $4,226,325$ $4,108,658$ | $3,165,154$ $2,973,566$ | 508,319 466,284 | 834,820 790,240 | 351,013 324,858 | 730,158 810,434 | 597,841 675,600 | 146,351 221,591 | 74.89 72.37 | 227,596 231,733 | 548,237 |
| 1935. | 3,499,126 | 2,630,177 | 404,105 | 688,678 | 240,760 | 626,973 | 505,415 | 52,177 | 75.17 | 202,568 | 559,187 |
| 1934 | 3,316,861 | 2,479,997 | 375,410 | 644,989 | 243,646 | 592,034 | 465,896 | 23,282 | 74.77 | 211,767 | 569,760 |
| 1933 | 3,138,186 | 2,285,218 | 331,653 | 605,409 | 253,522 | 598,222 | 477,326 | 26,543 | 72.82 | 158,790 | 590,230 |
| 1932 | 3,168,537 | 2,441,814 | 361,337 | 625,606 | 279,263 | 446,417 | 325,332 | -121,630 | 77.06 | 150,774 | 591,340 |
| 1931 | 4,246,385 | 3,273,906 | 544,300 | 825,923 | 308,492 | 663,084 | 528,204 | 169,287 | 77.10 | 401,463 | 592,866 |
| 1930 | 5,356,484 | 3,993,621 | 723,525 | 1,030,482 | 353,881 | 1,007,907 | 874,154 | 577,923 | 74.56 | 603,150 | 588,742 |
| 1929 | 6,373,004 | 4,579,162 | 877,067 | 1,216,045 | 402,698 | 1,389,955 | 1,262,656 | 977,230 | 71.85 | 560,902 | 580, 770 |
| 1928 | 6,212,464 | 4,508,606 | 861,846 | 1,181,251 | 395, 631 | 1,306,620 | 1,182,467 | 855,018 | 72.57 | 510,018 | 578,831 |
| 1927 | 6,245,716 | 4,662,521 | 895,063 | 1,234,655 | 383,112 | 1,198,547 | 1,077,842 | 741,924 883 | 74.65 73.23 | 4 467,281 473,683 | 5883,752 |
| 192 | 6,508,679 | 4,766,235 | 894,886 | 1,300,680 | 396,538 | 1,344,010 | 1,229,020 | 883,422 | 73.23 | 473,683 | 581,709 |
| 1925. | 6,246,884 | 4,633,497 | 844,186 | 1,278,227 | 365,790 | 1,245,622 | 1,136,728 | 771,053 | 74.17 | 409,645 | 583,875 |
| 1924. | ${ }^{6,245,252}$ | 4,608,807 | 821,793 | 1,279,680 | 347,437 | 1,086 ,578 | - 984,463 | 623,399 | 76.28 | 385,130 | 588,301 |
| 1923. | 6,419,210 | 4,999,383 | 843,224 | 1,485,555 | 339,577 | 1,078,226 | 974,918 | 632,118 | 77.88 | 411, 882 | 551,705 |
| 1922 | $5,674,483$ $5,632,665$ | $4,509,991$ $4,668,998$ | 755,050 787,537 | 1, $1,2691,971$ | 308,145 283,163 | 854,779 678,551 | 769,411 601,139 | 434,459 350,540 | 79.48 82.89 | 338,806 456,482 | 538,594 5298 |
| 1920. | 6,310,151 | 5,954,394 | 1,069,436 | 1,613,950 | 289,272 | 75,402 | 12,101 | 481,951 | 94.36 | 331,103 | 500,354 |
| 1919 | 5,250,420 | 4,498,817 | 800,912 | 1,245,264 | 239,136 | 511,546 | 454,132 | 496,609 | 85.68 | 335,242 | 476,075 |
| 1918 | 4,985,290 | 4,071,522 | 673,084 | 1,120,611 | 229,533 | 684,004 | 646,223 | 442,336 | 81.67 | 339,186 | 468,286 |
| 1917 | $4,115,413$ $3,691,065$ | $2,906,283$ $2,426,251$ | 460,447 439,195 | 100,073 609,105 | 218,632 161,825 | 988,776 $1,102,171$ | 950,557 $\mathbf{1 , 0 5 8 , 5 0 6}$ | 658,225 735,341 | 70.62 65.73 | 381,852 366,561 | 474,123 481,426 |
| 1916 | 3,691,065 | 2,426,251 | 439,195 | 603,105 | 161,825 | 1,102,171 | 1,058,506 | 735,341 | 65.73 | 366,501 | 481,426 |

See footnotes at end of table.

Series Q 367-377. Railroad Income and Expenses, and Interest and Dividends: 1890 to 1970-Con.
[In thousands of dollars, except as indicated]

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline \multirow{4}{*}{$\underset{\text { Year }}{\text { Yending- }}$} \& \multicolumn{9}{|c|}{Income and expenses} \& \multicolumn{2}{|l|}{Interest and dividends ${ }^{1}$} <br>
\hline \& \multirow[b]{2}{*}{Operating revenue} \& \multicolumn{3}{|c|}{Operating expenses} \& \multirow[b]{2}{*}{Tax accruals} \& \multirow[b]{2}{*}{Operating income} \& \multirow[b]{2}{*}{Net operating income} \& \multirow[b]{2}{*}{Net income ${ }^{1}$} \& \multirow[t]{2}{*}{Ratio of operating expenses to operating revenues (percent)} \& \multirow[b]{2}{*}{Dividends declared} \& \multirow[b]{2}{*}{$$
\begin{gathered}
\text { Interest } \\
\text { accrued on } \\
\text { funded debt }
\end{gathered}
$$} <br>
\hline \& \& Total \& Maintenance of way and structures \& Maintenance of equipment \& \& \& \& \& \& \& <br>
\hline \& 367 \& 368 \& 369 \& 370 \& 371 \& 372 \& 373 \& 374 \& 375 \& 376 \& 377 <br>
\hline june 30 \& \& \& \& \& \& \& \& \& \& \& <br>
\hline 1916 \& 3,472,642 \& 2,277,202 \& 421,501 \& 570,326 \& 150,015 \& 1,044,603 \& 1,002,935 \& 671,398 \& 65.58 \& 342,109 \& 474,535 <br>
\hline 1915 \& 2,956,193 \& 2,088,683 \& 381,532 \& 509,819 \& 137,775 \& '729,069 \& 1,694,276 \& 354,787 \& 70.65 \& 328,478 \& 464,186 <br>
\hline 1914 \& 3,127,730 \& 2,280,416 \& ${ }_{5}^{5} 419,278$ \& ${ }^{5} 532,139$ \& 140,470 \& 706,844 \& 674,190 \& 395,492 \& 72.91 \& 451,653 \& 442,595 <br>
\hline 1913. \& ${ }^{5} 3,193,118$ \& $52,235,923$ \& $\begin{array}{r}5421,232 \\ 3 \\ 36748 \\ \hline\end{array}$ \& $\begin{array}{r}5 \\ 511,561 \\ 450 \\ \hline\end{array}$ \& ${ }^{6} 122,005$ \& 5835,190
757 \& ${ }^{6} 805.266$ \& 6546,761 \& 570.02 \& 369,078 \& 6434,753 <br>
\hline 1911 \& 2,852,855 \& 1,976,332 \& 366,025 \& 428,367 \& 102,657 \& 757,540
773,866 \& 727,458
744,669 \& 453,125
547,281 \& 70.02
69.28 \& 400,315
460,195 \& $$
\begin{aligned}
& 429,027 \\
& 410,327
\end{aligned}
$$ <br>
\hline 1910 \& 2,812,142 \& 1,881,879 \& 368,507 \& 413,110 \& 98,085 \& 832,228 \& 805,097 \& 583,191 \& 66.92 \& 405,771 \& 399,582 <br>
\hline 1909 \& 2,473,205 \& 1,650,034 \& 308,450 \& 363,913 \& 85,140 \& 738,032 \& 710,474 \& 441,063 \& 66.72 \& 321,072 \& 382,675 <br>
\hline 1908 \& 2,440,639 \& 1,710,402 \& 329,373 \& 368,354 \& 78,674 \& 651,562 \& ${ }_{7}^{634,794}$ \& 443,987 \& 70.08 \& 390,695 \& 368,296 <br>
\hline 1907 \& 2, 589, 106 \& 1,748,516 \& 343,545 \& 368,062 \& 73,743 \& \& 766,846 \& 488,014 \& 67.53 \& 308,089 \& 344, 243 <br>
\hline 1905 \& 2,082, 482 \& 1,390,602 \& 311,721
275,046 \& 288,441 \& 58,712 \& \& 719,824 \& 434, ${ }^{4329}$, 811 \& 66.08
66.78 \& 272,796 \& 322, 5536 <br>
\hline 1904 \& 1,975,174 \& 1,338,896 \& 261,280 \& 267,185 \& 56,802 \& \& 579,476 \& 317,308 \& 67.79 \& 221,941 \& 297, 675 <br>
\hline 1903 \& 1,900,847 \& 1,257,539 \& 266,422 \& 240,430 \& 53,522 \& \& 590,056 \& 338,324 \& 66.16 \& 196,728 \& 283,953 <br>
\hline 1902 \& 1,726,380 \& 1,116,249 \& 248,382 \& 213,381 \& 50, 054 \& \& 660,077 \& 314,989 \& 64.66 \& 185,392 \& 274,422 <br>
\hline 1901 \& 1,588,526 \& 1,080,397 \& 231,057 \& 190,300 \& 46,708 \& \& 511,421 \& 273,450 \& 64.86 \& 156,736 \& 262,095 <br>
\hline 1900 \& 1,487,045 \& 961,429 \& 211,221 \& 181,174 \& 44,445 \& \& 481,171 \& 252,760 \& 64.65 \& 139,598 \& 252,950 <br>
\hline 1899 \& 1,313,610 \& 856,969 \& 180,411 \& 150,919 \& 44,397 \& \& 412,244 \& 177,225 \& 65.24 \& 111,010 \& 251,158 <br>
\hline 1897 \& 1,122, 1290 \& 817,973 \& 109, 134 \& 122, 762 \& 41, 4129 \& \& 388,424 \& 147,167
85,802

a \& ${ }_{67.06}^{65}$ \& -96,153 \& 246, 1278 <br>
\hline 1896 \& 1,150,169 \& 772,989 \& 160,345 \& 133, 382 \& 37, ${ }^{2} 62$ \& \& 339,219 \& 94,794 \& 67.20 \& 87,603 \& 249, 624 <br>
\hline 1895 \& 1,075,371 \& 725,720 \& 143,976 \& 113,789 \& 38,146 \& \& 311,505 \& 60,133 \& 67.48 \& 85,288 \& 252,513 <br>
\hline 1894 \& 1,073,362 \& 731,414 \& 143,669 \& 112,895 \& 36,556 \& \& 305,391 \& 60,174 \& 68.14 \& 95,515 \& 252,780 <br>
\hline 1893 \& 1,220,752 \& 827,921 \& 169,258 \& 136,876 \& 35,071 \& \& 357,760 \& 114,015 \& 67.82 \& 100,930 \& 250,177 <br>
\hline 1892 \& 1,171,407 \& 780,998 \& 164,189 \& 128,712 \& 32,751 \& \& 357,658 \& 120,091 \& 66.67 \& 97,615 \& 240,075 <br>
\hline 1890. \& 1,051,878 \& 692,094 \& 152,719 \& 114,039 \& 29,806 \& \& 329,978 \& 106,270 \& 66.70 \& 87,072 \& 219,521 <br>
\hline
\end{tabular}

* Denotes first year for which figures include Alaska and Hawaii.
${ }^{1}$ Includes lessors.
2 After extraordinary and prior period items.
${ }^{3}$ Includes $\$ 10,000$ dividend declared from "capital surplus."
${ }^{4}$ Includes unusual items, amounting to $\$ 76,300,000$, not representing cash.
${ }^{5}$ Class I and II railroads.
${ }^{6}$ Class I and II railroads and their lessor subsidiaries.

Series Q 378-384. Railroad Tax Accruals: 1921 to 1970
[In millions of dollars. Class I railroads]

| Year | Total | U.S. Government taxes |  |  |  |  | Other taxes | Year | Total | U.S. Government taxes |  |  |  |  | Other taxes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Total | Old-age retirement | ```Un- employ- ment insurance``` | Income and excess profits | All other |  |  |  | Total | Old-age retirement | Un-employment insurance | Income and excess profits | All other |  |
|  | 378 | 379 | 380 | 381 | 382 | 383 | 384 |  | 378 | 379 | 380 | 381 | 382 | 383 | 384 |
| 1970 | 1,068.5 | 665.3 | 468.3 | 107.6 | 88.4 | 1.0 | 403.2 | 1945. | 823.5 | 548.0 | 119.8 | 110.8 | 305.7 | 11.9 | 275.5 |
| 1969 | 1,029.1 | 640.0 | 422.3 | 110.6 | 106.2 | . 9 | 389.1 | 1944 | 1,846.0 | 1,560.4 | 120.2 | 110.8 | 1, 304.4 | 25.0 | 285.6 |
| 1968 | 946.6 | 579.6 | 598.9 | 113.8 | 66.1 | . 8 | 366.7 | 1943 | 1,849.2 | 1,578.5 | 110.0 | 101.6 | 1,335.1 | 31.8 | 270.7 |
| 1967 | 910.2 | 544.3 | 359.3 | 117.5 | 66.3 | . 9 | 965.8 | 1942 | 1,198.8 | 950.6 | 85.5 | 85.5 | 755.1 | 24.5 | 248.2 |
| 1966 | 968.4 | 626.4 | 318.1 | 121.0 | 186.3 | 1.0 | 342.0 | 1941 | 547.2 | 323.3 | 69.1 | 69.0 | 173.8 | 11.4 | 223.9 |
| 1965 | 916.5 | 560.4 | 271.2 | 124.0 | 163.7 | 1.5 | 356.1 | 1940 | 396.4 | 181.5 | 58.2 | 58.2 | 59.9 | 5.2 | 214.9 |
| 1964 | 870.6 | 524.0 | 256.3 | 128.3 | 137.9 | 1.6 | 346.6 | 1939. | 355.7 | 118.7 | 50.3 | 28.7 | 32.8 | 6.9 | 237.0 |
| 1963 | 886.4 | 539.5 | 242.3 | 131.6 | 164.1 | 1.5 | 346.9 | 1938 | 340.8 | 75.4 | 47.1 | 5.9 | 18.9 | 3.5 | 265.4 |
| 1962 | 905.0 | 540.0 | 246.0 | 135.8 | 156.8 | 1.5 | 365.0 | 1937 | 325.7 | 66.7 | 25.1 | 4.5 | 32.0 | 5.1 | 259.0 |
| 1961 | 991.1 | 608.2 | 233.8 | 180.1 | 242.5 | 1.9 | 382.9 | 1936 | 319.8 | 91.8 | 47.3 | 8.8 | 30.7 | 5.0 | 228.0 |
| 1960 | 998.8 | 598.6 | 253.2 | 141.0 | 202.9 | 1.6 | 400.2 | 1935 | 236.9 | 24.7 |  |  | 18.9 | 5.8 | 212.2 |
| 1959 | 1,047.6 | 643.4 | 244.7 | 129.2 | 267.6 | 1.9 | 404.2 | 1934 | 239.6 | 19.8 |  |  | 14.3 | 5.5 | 219.8 |
| 1958 | 1,957.2 | 559.0 | 225.5 | 90.3 | 240.9 | 2.2 | 398.2 | 1933 | 249.6 | 19.3 |  |  | 12.7 | 6.6 | 230.3 |
| 1957 | 1,068.4 | 664.2 | 258.7 | 82.9 | 320.3 | 2.4 | 404.2 | 1932 | 275.1 | 11.9 |  |  |  |  | 263.2 |
| 1956 | 1,121.3 | 728.5 | 269.3 | 64.9 | 392.0 | 2.3 | 392.8 | 1981 | 303.5 | 10.2 |  |  |  |  | 293.3 |
| 1955 | 1,080.4 | 700.9 | 262.5 | 21.3 | 414.3 | 2.7 | 379.5 | 1930. | 348.6 | 39.9 |  |  |  |  | 308.6 |
| 1954 | 1861.3 | 499.6 | 250.6 | 20.0 | 226.4 | 2.6 | 361.7 | 1929 | 396.7 | 89.4 |  |  |  |  | 307.2 |
| 1953 | 1,185.0 | 822.4 | 266.8 | 21.2 | 533.1 | 1.3 | 362.6 | 1928. | 389.4 | 88.0 |  |  |  |  | 301.4 |
| 1952 | 1,261.8 | 906.4 | 269.8 | 21.6 | 612.6 | 2.4 | 355.4 | 1927. | 376.1 | 84.6 |  |  |  |  | 291.5 |
| 1951 | 1,203.3 | 855.8 | 264.1 | 22.0 | 567.1 | 2.6 | 347.5 | 1926. | 388.9 | 108.3 |  |  |  |  | 280.6 |
| 1950 | 1,194.6 | 866.5 | 242.1 | 20.2 | 601.2 | 8.0 | 328.1 | 1925 | 358.5 | 86.5 |  |  |  |  | 272.0 |
| 1949 | 1,832.5 | 517.8 | 233.8 | 19.4 | 261.6 | 3.0 | 314.7 | 1924. | 340.3 | 73.4 |  |  |  |  | 266.9 |
| 1948 | 1,028.5 | 721.2 | 243.9 | 21.1 | 448.4 | 7.9 | 307.3 | 1923. | 331.9 | 77.1 |  |  |  |  | 254.8 |
| 1947 | 936.4 | 654.0 | 232.2 | 121.2 | 297.6 | 3.0 | 282.4 | 1922 | 301.0 | 51.9 |  |  |  |  | 249.1 |
| 1946... | 498.1 | 242.1 | 136.9 | 117.4 | $-15.7$ | 3.4 | 256.0 | 1921. | 275.9 | 37.3 |  |  |  |  | 238.6 |

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 | $\begin{aligned} & \text { Eliminated } \\ & \text { durng } \\ & \text { year by } \\ & \text { separation } \\ & \text { of grades } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 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 | 211,993 | 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 |  | 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 | 1981 | 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 | 235,158 238,633 | -27,241 | 195 |
| 1950 | 227,364 | 35,968 | 61 |  |  |  |  |
| 1949 | 226,791 | 35,243 | 53 |  |  |  |  |
| 1947 | -226,501 | -34,789 | 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 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\underset{\text { coal }}{\substack{\text { Bituminous }}}$ | 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 | 397 |
|  | $\begin{aligned} & 1,000 \\ & \text { short tons } \end{aligned}$ | $\underset{\underset{\text { gal. }}{M i l} .}{\substack{\text { al. }}}$ | $\begin{gathered} \text { Mil. } \\ \text { gal. } \end{gathered}$ | $\begin{gathered} 1,000 \\ \text { short tons } \end{gathered}$ | 1,000 | 1,000 | $\begin{aligned} & \text { Mil. } \\ & \text { dol. } \end{aligned}$ | $\begin{aligned} & \text { Mil. } \\ & \text { dol. } \end{aligned}$ | $\begin{gathered} \text { Mil. } \\ \text { dol. } \end{gathered}$ | $\begin{aligned} & \text { Mil. } \\ & \text { dol. } \end{aligned}$ |
| 1970... | 1 | 33 | 3,812 | 549 | 19,611 | 19,473 |  |  |  |  |
| 1968 | $\frac{1}{2}$ | 33 42 | 3,924 | 575 | 20,088 19,006 | 19,895 | 1,654 | 446 | 123 | 454 |
| 1967 | 2 | 47 | 3,889 | 474 | 17,458 | 17, 1819 | 1,534 | 415 | 1204 | 425 |
| 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 | 437 |
|  | 1,566 1,834 | ${ }_{229}^{221}$ | 3,636 3,578 | 370 312 | 15,120 | 15,027 | 1,401 | 376 | 85 | 396 |
| 1961.-- | 1,870 | 224 | 3,507 | ${ }_{293}$ | 13,427 | 15,138 | 1,311 1,262 | 364 366 | 81 70 | 374 384 |
| 1960 | 2,229 | 233 | 3,560 | 382 | 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 | 418 | 17,722 | 17,426 | 1,231 | 376 | 76 | 320 |
| 1957. | 8,160 | 279 | 3,633 | 782 | 25, 123 | 24,497 | 1, 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 | 51.0 |
| 1954. | 15,964 | 656 | 3,160 | 993 | 25,728 | 24,531 | 1,425 | 433 | 114 | 406 |
| 1952- | 37,829 | 1, 1,668 | - 2,067 | 1,302 | 33,462 34,231 | 32,144 | 1,920 | 510 | 176 | 613 |
| 1951...... | 54,226 | 2,335 | 2,323 | 1,282 | 32,457 | 32,910 30,804 | 1,818 | 539 621 | 177 | 513 704 |
| 1950 | 63,906 | 2,519 | 1,923 | 1,368 | 33,091 | 31,553 | 1,740 | 609 | 121 |  |
| 1949 | 64,671 98,826 | 2,638 3,759 | 1,486 | 1,448 | 32,926 | 31,198 | 1,641 | 564 | 142 | 454 |
| 1947 | 109,884 | 4,052 | 1,785 | 1,548 | 40,472 40,206 | 38,281 37,920 | 2,183 | 833 | 166 | 590 |
| 1946... | 108,148 | 4,144 | 544 | 1,388 | 40,150 | 37,671 | 1,571 | ${ }_{5}^{693}$ | 172 149 | 504 416 |
| 1945.- | 123,007 | 4,706 | 441 | 1,823 | 46,624 | 43,657 | 1,572 | 555 | 137 |  |
| 1944 | 135,579 129,738 | 4,744 4,802 | 316 219 | 1,773 | 51, 259 | 47,695 | 1,611 | 586 | 159 | 432 |
| 1942 | 120,910 | 4,135 | 174 | 1,353 | 49,344 53,241 | 44,822 47,932 | 1,394 1,260 | 527 | 150 | 340 |
| 1941 | 104,100 | 3,368 | 114 | 1,355 | 50,077 | 43,872 | 1,161 | 350 | 104 | 354 380 |

[^9]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 |  | Total | Treated | Total, incl. miscellaneous | Fuel | Forest products | Iron and steel products |
|  | 388 | 389 | 390 | 391 | 392 | 393 | 394 | 395 | 396 | 397 |
|  | $\begin{aligned} & 1,000 \\ & \text { short tons } \end{aligned}$ | $\underset{\text { gal. }}{\substack{\text { Mil. }}}$ | $\underset{\text { Mil. }}{\substack{\text { Mil. }}}$ | $\begin{gathered} 1,000 \\ \text { short tons } \end{gathered}$ | 1,000 | 1,000 | $\begin{aligned} & \text { Mil. } \\ & \text { dol. } \end{aligned}$ | $\begin{aligned} & \text { Mil. } \\ & \text { dol. } \end{aligned}$ | $\begin{gathered} \text { Mil. } \\ \text { dol. } \end{gathered}$ | $\underset{\text { Mol. }}{\substack{\text { Mil. }}}$ |
|  | 88,595 | 2,752 |  | 1,134 | 45,326 | 38,698 | 854 | 274 | 82 | 264 |
| 1939 | 81,813 | 2,573 | 44 | 9979 | 46,410 | 39,654 | $\begin{array}{r}769 \\ 583 \\ \hline\end{array}$ | 244 | 57 | 127 |
| 1938. | 74,784 | 2,426 |  | 679 1.163 | $\begin{array}{r}42,508 \\ 49 \\ \hline 788\end{array}$ | 34,589 39,674 | ${ }_{966} 98$ | 294 | 105 | 311 |
| 1987. | 91,718 91 | 2,875 |  | 1,1,043 | 49,117 | 38,206 | 803 | 272 | 77 | 239 |
|  |  |  |  |  |  |  | 593 | 233 | 57 | 135 |
| 1935 | 81,286 79,494 | 2,282 |  | 715 | 45,260 44,131 | 32,367 | 600 | 217 | 64 42 | 151 104 |
| 1933. | 75,487 | 1,943 |  | 457 456 | 38,007 40,137 | 26,818 30.107 | 466 445 | 181 178 | $\stackrel{42}{52}$ | 104 |
| 1932 | 74,670 91,136 | 1,984 2,380 |  | $\begin{array}{r}456 \\ \hline 1,154\end{array}$ | 40,137 54,449 | 30,107 41,851 | 445 695 | 245 | 76 | 189 |
| 1931 | 91,136 |  |  |  |  |  |  | 307 | 135 | 305 |
| 1930 | 108,651 | 2,870 3,208 |  | 1,783 | 69,325 81,964 | 54,529 64,724 | 1,330 | 364 | 158 | 407 |
| 1929 | 124,152 119,820 | $\begin{array}{r}3,208 \\ 2,847 \\ \hline\end{array}$ |  | 2, 2,404 | 84,585 | 64,331 | 1,271 | 385 439 | 1161 | 375 407 |
| 1927. | 130,606 | 2,921 |  | 2,477 | 86,243 280,746 | 62,963 255,558 | 1,396 1,559 | 473 | 186 | 507 |
| 1926...- | 139,602 | 3,173 |  |  |  |  |  |  |  |  |
| 1925 | 131,452 | 3,114 |  | 2,184 2,006 |  |  |  | 459 472 |  | 366 |
| 1924. | 126,340 | 3,095 |  | 2,006 1,937 | 83,773 84,435 | 44,490 41,656 | 1,739 | 618 | $\stackrel{1}{233}$ | 465 |
| 1922-- | 120,654 |  |  | 1,557 | 86,642 | 40,630 36.072 | --- |  |  |  |
| 1921..- | 127,630 |  |  | 1,640 | 86,522 |  |  |  |  |  |
| 1920 |  |  |  | 1,581 | 86,829 | 37,792 |  |  |  |  |
| 1919 |  |  |  | 2,615 2,109 | 80,903 |  |  |  |  |  |
| 1918.- |  |  |  | 2,293 | 79,070 |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |

Represents zero.
1 Beginning 1964, represents fuel consumed by locomotives and rail motor cars.
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 : |  | Railroad accidents and fatalities (all steam railroads) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number | Compensation | Total |  | Passengers ${ }^{\text {2 }}$ |  | Employees 4 |  | Other persons ${ }^{3}$ |  | Trespassers ${ }^{5}$ |  |
|  |  |  | 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 |  |  |  |  |  |  |  | 16,285 | 1,452 | 3,907 | 593 | 646 |
| 1970--- | 577 | 5.646 | 2,225 | 21,327 23,356 | 8 6 | ${ }_{862}$ | 190 | 17,255 | 1,476 | 4,565 | 627 | 674 663 |
| 1968. | 590 602 | 5,451 5,197 | 2,359 | 24,608 | 11 | 1,329 | 150 | 18,116 | 1,570 1,649 | 4,500 4,718 | ${ }_{646}^{628}$ | 663 696 |
| 1967 | 624 | 5,026 | 2,483 | -24,523 | ${ }_{23}^{12}$ | 1,054 | 168 | 18,651 | 1,649 | 4,955 | 678 | 702 |
| 1966 | 645 | 4,975 | 2,684 | 25,552 |  |  |  |  |  |  | 634 | 668 |
| 1965 | 655 | 4,887 | 2,399 | 25,789 | 11 8 | 1,189 | 184 | 19,133 20,499 | 1,570 | 4,915 | 619 | 711 |
| 1964. | 675 | 4.758 | 2,423 | 27,614 27,456 |  | 1,489 | 173 | 19,992 | 1,384 | 4,671 | 571 | 658 |
| 1963 | ${ }_{711} 691$ | 4,690 4,722 | 2,141 | 27,880 26,880 | $\stackrel{1}{27}$ | 2,109 | 190 | 19,733 | 1, ${ }^{1,272}$ | 4,360 4,359 | 617 | 678 678 |
| 1961 | 727 | 4,684 | 2,127 | 27,118 | 17 | 1,887 | 145 | 20,194 | 1,341 |  | 624 |  |
|  |  |  | 2,248 | 19,577 | 32 | 1,463 | 198 | 13,710 | 1,401 | 3,840 | 617 | 564 619 |
| 1960*- | 828 | 5,049 | 2,094 | 19,909 | 10 | 1,352 | 178 | 14,198 | 1, 265 | 3,740 | 711 | 660 |
| 1958 | 853 | 4,991 | 2,311 | 19,343 | 61 | 1,628 | 187 | 13,346 | 1,441 | 4,259 | 742 | 617 |
| 1957 | 999 | 5,422 | 2,393 | 18,688 28,676 | 15 57 | 1,566 2,756 | 288 | 19,608 | 1,415 | 5,588 | 818 | 724 |
| 1956... | 1,058 | 5,388 | 2,578 | 28,676 | 57 |  |  |  |  |  | 867 | 680 |
| 1955 | 1,071 | 5,045 | 2,761 | 27,840 | 24 | ${ }_{2}^{2,247}$ | 282 | 19,011 | 1,588 1,440 | 5,8964 | 870 | 727 |
| 1954 | 1,078 | 4,907 | $\stackrel{2,575}{3,039}$ | 25,547 29,214 | 49 | 2, 208 | 343 | 20,170 | 1,603 | 5,745 | 1,044 | 796 807 |
| 1952 | 1,242 | 5,382 | 3,011 | 30,001 | 24 | 2,049 | 386 432 | 21,339 24,266 | 1,558 1,735 | 5,806 | 1,142 | 826 |
| 1951 | 1,292 | 5,328 | 3,459 | 34,454 | 150 | 3,184 | 432 | 24,266 | 1,735 |  |  |  |
| 1950 | 1.237 | 4,645 | 3,486 | 33,267 | 180 | 3,419 | 392 | 22,586 | 1,699 | 6,320 | 1,215 | 942 921 |
| 1949 | 1,209 | 4,469 | 3,426 | 32,123 | 37 | 2,545 | 450 622 | 22,993 31,961 | 1,652 | 6,575 | 1,445 | 964 |
| 1948-.........-. | 1,345 | 4,821 | 3,883 | 43,107 | ${ }_{79} 59$ | 3,607 4,246 | ${ }_{791}^{622}$ | 31,961 36,880 | 1,985 | 6,675 | 1,480 | 1,018 |
| 1947 | 1,371 | 4,399 | 4,285 | 48,819 | 128 | 4,246 4,714 | 738 | 39,472 | 2,007 | 6,853 | 1,635 | 987 |
| 1946--..------ | 1,378 | 4,214 | 4,508 | 52,026 |  |  |  |  |  |  | 1,592 | 1.012 |
| 1945 |  | 3,901 | 4.812 | 61,515 | ${ }^{156}$ | 4,840 4,854 | 972 1,087 | 48,632 48,613 | 2,004 | 6.820 | 1,550 | 964 |
| 1944 | 1,434 | 3,898 | 4,908 | 61,251 | 267 <br> 278 <br> 1 | 4,854 5,166 | 1,087 | 46,971 | 1,946 | 7,076 | 1,755 | 1,135 |
| 1943 | 1,375 | 3,556 | 5,051 | 60,348 48,123 | 122 | 3,501 | 1,005 | 36,032 | 2,197 | 7,237 | ${ }_{2}^{2,013}$ | 1.353 |
| 1942 | 1,291 1.159 | 2,966 2,360 | 5,191 5,181 | 47,829 | 48 | 3,009 | 1807 | 25,866 | 2,141 | 7,378 | 2,195 | 1,576 |

[^10]Series Q 398-409. Railroad Employment and Wages, and Accidents and Fatalities: 1890 to 1970—Con.


[^11]Series Q 410-412. Pullman Company Operations: 1915 to 1968

| Year | Average miles of road over which operations conducted | Revenue passengermiles ${ }^{\text {1 }}$ (millions) | Employees | Year | Average <br> miles of road <br> over which <br> operations <br> conducted <br> 410 | Revenue <br> passenger <br> miles <br> (milions) <br> 411 | Employees <br> 412 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 410 | 411 | 412 |  |  |  |  |
|  | 33, 464 | 1,002 | 2,945 | 1940 | 109,595 | 8,214 | 20,877 |
| 1967 | 42,713 | 1,434 | 4,179 | 1939 | 110,728 | 8,270 | 21,335 20,750 |
| 1966 | 45,807 | 1,969 | 4,905 | 1937 | 111,507 | 9,170 | 23,406 |
| 1965 | 51,057 | 2,014 | 5,347 | 1936. | 111,522 | 8,355 | 21,711 |
| 1964 | 52, 994 | 2,218 | 5,544 |  |  |  | 20,436 |
| 1963 | 59,798 | ${ }_{2}^{2}, 516$ | 6,992 | 1934 | 112,420 | 6,891 | 19,066 |
| 1962 | 61,278 63,035 | 2,905 3,046 | 6,688 | 1933. | 112,298 | 6,142 | 15,887 |
| 1961 | 63,035 | 3,046 | 6,688 | 1932 | 118,061 | 6,757 | 17,132 |
| 1960 | 67,467 | 3,358 | 7,320 | 1931 | 125,703 | 9,891 | 22,546 |
| 1959 | 71,448 | ${ }^{3}, 462$ | 8,020 10,234 | 1930 | 129,578 | 12,516 | 26,165 |
| 1958 | 79, 85.068 | 4,300 | 14,890 | 1929. | 130,019 | 14,059 | 29,250 |
| 1957 | 85,068 87,472 | 5,388 6,630 | 16,793 | 1928 | 128,753 | 13,938 | 26,815 |
| 1956 |  | 6,680 | 16,703 | 1927 | 123,334 | 14,099 | 27,359 |
| 1955-- | 89,124 | 6,882 | 18,061 | 1926 | 126,907 |  |  |
| 1954 | 91,920 | ${ }_{8}^{7,271}$ | 19,866 21,529 | 1925 | 126,840 | 14,016 | 26,919 |
| 1953 | 94,518 | ${ }_{9}^{8}, 200$ | 22,588 | 1924 | 124,795 | 13,082 | 25,091 |
| 1952.- | 96,390 99,592 | 9,396 9,893 | 23,862 | 1923. | 124,794 | 12,982 | 23,579 |
|  |  |  |  | 1922 | 123,547 | 11,759 | 19,066 |
| 1950 | 102,722 | 10,558 | 22,820 | 1921 |  | 11,295 |  |
| 1949 1948 | 104, 10470 | -12,544 | -23,724 | 1920. |  | 14,334 |  |
| 1947 | 105',950 | 13,516 | 29,046 | 1919 |  | 13,720 10 |  |
| 1946.- | 100,653 | 20,672 | 36,982 | 1918. |  | 11,072 |  |
| 1945. | 95,765 | 27,276 | 41,601 | 1916 |  | 9,285 |  |
| 1944 | 103,766 | 28,267 <br> 25 <br> 891 | 39,703 <br> 33,182 | 1915. |  | 8,925 |  |
| 1943 | 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 merchantmarine and water-traffic statistics. The Statistical Abstract has been issued by the following agencies: 1878-1902, Bureau of Statisties, 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 17891882, 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 Merchont 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 ShipOwning 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 licensedBarges, 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 shipsships 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 refiect 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 retypesetting; (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.

## TRANSPORTATION

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, 1996]

${ }^{1}$ 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.
${ }^{\square}$ 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 tomnage 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. | 1983 |
| 1813 | 1,032 | 1803. | 917 |
| 1812 | 1,127 | 1802 | 865 |
| 1811. | 1,131 | 1801 | 850 |
| 1810. | 1,329 | $1800 \ldots$ | 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, 17971964.

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 (Haites), 1811-1868.
Source E. F. Haites, J. Mak, and G. M. Walton, Western River Transportation During the Era of Early Internal Improvements, 18101860, 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 difers 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 487-502. U.S. fag merchant vessels, steam and motor, 1934-1970.
Source: U.S. Maritime Administration, Employment Report of United States Flag Merchant Fleet Oceangoing 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, 19341970.

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 of ten 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, 1996, 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.

Q 509. Total vessels entered at seaports, 1840-1970.
Source: Statistical Abstract of the United States. 1840, 1.946 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 reexports) 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 UTnited 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, 19241970.

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, Ist 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 | Personss entering |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 413 |  | 413 |  | 413 |  | 413 |
| 1970 | 723 | 1960 | 773 | 1950. | 762 | 1940 . | 783 |
| 1969 | 728 | 1959 ${ }^{\text {²- }}$ | 762 | 1949-- | 676 | 1939-- |  |
| 1968 | 715 | 1958--- | 781 | 1948 | 641 | 1938.- | 1,012 |
| 1967--- | 719 | 1957 | 848 | $1947 \ldots$ | + 548 | 1937.- | 1. St 8 |
| 1966.-- | 767 | 1956.- | 842 | 1946. | 1,660 | 1936. | $8 \times 2$ |
| 1965 | 782 | 1955. | 843 | 1945 | 1,286 | 1935 | 812 |
| 1964 | ${ }^{1} 847$ | 1954 | 845 | 1944. | - 676 | 1934. | 78 |
| 1963 | 743 | 1953 | 865 | 1943 | 389 | 1933--.--- | 759 |
| 1962 | 677 | 1952 | 900 | 1942. | 305 |  |  |
| 1961 | 805 | 1951.. | 723 | 1941..... | 443 |  |  |

* Denotes first year for which figures include Alaska and Hawaii.
${ }^{1}$ 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 ${ }^{1}$ $(1,000)$ | Date | Employment 1 $(1,000)$ | Date | East coast monthly wage rate ${ }^{4}$ | Date | West coast morxtinly wage rate 4 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 414 |  | 414 |  | 415 |  | 416 |
| 1970 | 37.6 | 1949. | 67.2 | 1970-Jan | \$470 | 1970-Jan |  |
| 1969 | 47.5 | 1948. | 82.1 | 1969-Jan | 444 | 1969-Jan | \%00 |
| 1968 | 54.2 | 1947 -Dec. 20 | 110.8 | 1968 | 444 | 1968. | 660 |
| 1967 | 54.6 | 1946-June 20 | 120.1 | 1967 | 423 | 1967.- | 578 |
| 1966.. | 51.9 |  |  | 1966. | 393 | $1966{ }^{-}$ |  |
| 1965 | 239.1 | 1945-June 20 | 158.9 125.3 | 1965 | 393 | 1965 | 5:3 |
| 1964 | 48.0 | 1943 -June 20 | 125.0 75.0 | 1964 | 393 | 1964. |  |
| 1963 | 48.0 | 1942....--- | 47.4 | 1963. | 393 | 1963. | $5 \%$ |
| 1962 | 47.3 | 1941.- | 51.3 | 1962 | 393 | 1962 | $5: 5$ |
| 1961.-. | 230.9 |  |  | 1961 | 384 | 1961-Oct. | 5x $2 \times$ |
| 1960. | 49.2 | 1940 | 49.8 52.0 | 1960-Jan. | 369 | 1960-Oct | $51+8$ |
| 1959. | 50.2 | 1938.. | 49.8 | 1959-Jan. | 369 353 | 1960 -Oct. | 6\% |
| 1958 | 51.5 | 1937. | 59.2 | 1958 | 353 | 1959----2ct | $47 \%$ |
| 1957 | 61.1 | 1936. | 57.2 | 1957 | 353 | 1957-Oct | 48 H |
| 1956.-. | 57.2 |  |  | 1956 | 333 | 1956 -Oct. | 46.21 |
| 1955. |  | 1935 | 56.2 356.3 |  |  |  |  |
| 1954 | 55.8 | 1933. | 356.3 <br> 354.8 | 1955 | 314 | 1955-Nov. | 4tisw |
| 1953 | 69.1 | 1932. | - 52.6 | 1953 | 314 314 | 1954-Oct. | 310: |
| 1952 | 70.7 | 1931 | 357.2 | 1952 | 302 | 1952--- | 31020 |
| 1951. | 69.5 | 1930. | ${ }^{3} 62.4$ | 1951. | 257 | $1951$ | 2, |
| 1950. | 56.6 | 1929 | $\begin{array}{r}63.8 \\ \hline\end{array}$ | 1950 -0ct. 15 | 248 | $1950-\mathrm{Oct} 15$ | $2 \times 15$ |
| ${ }^{1}$ 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. $\quad{ }^{3}$ Average monthly employment. <br> 4 Seamen on both coasts receive extra pay for Saturdays and Sundays at sea. I We ginning 1955, West Coast incorporated this extra pay into base wages but East C30ant 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 |  | Gross tonnage ( 1,000 ) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Total | Major classes |  |  |  |  |  |  |  | Material of which built |  | Trade in which engaged |  |  |  |
|  |  |  | $\begin{gathered} \text { Steam } \\ \text { and } \\ \text { motor, } \\ \text { total } \end{gathered}$ | Steam |  |  | Motor |  | Sailing ${ }^{3}$ | Canal- <br> boats and <br> barges | Metal ${ }^{4}$ | Wood | For-eign | Coast. wise and internal | Whale fisheries | Cod anal mackeret fishericts |
|  |  |  |  | Total ${ }^{1}$ | Coal | $\underset{\text { burning }}{ }$ | Total ${ }^{2}$ | Diesel and semiDiesel engines ${ }^{1}$ |  |  |  |  |  |  |  |  |
|  | 417 | 418 | 419 | 420 | 421 | 422 | 423 | 424 | 425 | 426 | 427 | 428 | 429 | 430 | 431 | 432 |
| 1970 | 49,993 | 28.613 | 19,074 | 16,447 |  |  | 2,627 |  |  | 9,533 |  |  |  |  |  |  |
| 1968 | 49,991 | 28,455 |  | 16,868 16.871 |  |  | 2,565 2 |  | ${ }_{6}^{6}$ | ${ }_{8}^{9,016}$ |  |  |  |  |  | -- |
| 1967 | 48, 700 | 27,251 | (NA) | (NA) |  |  | (NA) |  |  |  |  |  |  |  |  |  |
| 1966 | 47,223 | 26,522 | (NA) | (NA) |  |  | (NA) |  | (NA) | (NA) |  |  |  |  |  |  |
| 1965 | 45,579 | 26,516 | 19,730 | 17,560 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1964 | 44,669 | 26.160 | 20,018 | 17,896 | 1,664 | 15,232 | 2,122 | 1,988 | 17 | 6,125 | 24,900 | 1,260 | 12,628 | 13,276 | 1 | 1 |
| 1962 | 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 |  | 1 | 1 |
| 1961 | 43,,367 | 26,403 | 21.175 | 17,990 | 1,903 | 16,088 | 2,085 | 1,942 | 18 | 5,362 | 24,107 | 1,349 | 12,393 | 12,775 | 1 | 1 |
|  | of tabl |  |  |  |  | 17,076 | 2,050 | 1,902 | 18 | 5,210 | 25,028 | 1,375 | 13,126 | 13,260 | 1 | $\frac{1}{2}$ |

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


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


Series Q 433-437. Merchant Vessels Built and Documented, by Type: 1797 to 1964
[Gross tonnage of documented vessels of 5 tons or more. As of December 31, 1797-1834; September 30, 1835-1842; June 30, 1843-1940; January 1 thereafter. Includes Alaska,


[^12]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]


- 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 |
| 1009 Tons | 1,388 | 11.609 | 580 | 322 | 370 | 621 | 588 | 132 | 117 | 166 |
| 1969: Number | 1,63 | - 49 | 8 | 13 | 22 | 133 | 108 | 6 | 28 | 31 |
| Tons | 1,495 | 1,388 | 309 | 271 | 416 | 701 | 621 | 80 | 142 | 159 |
| 1968: Number. | 1,64 | 1. 63 | 23 | 27 | 24 | 134 | 183 | 15 | 26 | 16 |
| Tons..- | 1,211 | 1,495 | 613 | 454 | 329 | 686 | 701 | 153 | 138 | 138 |
| 1967: Number- | 1, 48 | 1,64 | 29 | 15 | 13 | 147 | 134 | 8 | 15 | 21 |
| Tons | 596 | 11.211 | 740 | 182 | 162 | 745 | 686 | 50 | 137 | 109 |
| 1966: Number- | 45 | - 48 | 16 | 11 | 13 | 106 | 147 | 54 | 25 | 18 |
| 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]


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 | MidAtlantic and Gulf coasts | Pacific coast |  |  | Total | New England coast | MidAtlantic and Gulf coasts | Pacific coast |  |
|  | 459 | 460 | 461 | 462 | 463 |  | 459 | 460 | 461 | 462 | 463 |
| 1936 | 175,398 | 711 | 166,671 | 8,016 | 48,686 | 1910. | 167,829 | 23,442 | 127,517 | 16,870 | 174,239 |
|  |  |  |  |  |  | 1909 | 131,748 | 27,237 | 81,752 | 22,759 | 106,342 |
| 1985 | 49,054 | 1,910 | 38,452 | 8,692 | 13,865 | 1908 | 266,937 | 70,903 | 138,984 | 57,050 | 347,279 |
| 1934 | 49,946 | 1,862 | 37,390 | 11,694 | 16,703 | 1907 | 219,753 | 44,428 | 140,134 | 35,191 | 251,579 |
| 1933 | 181,593 | 25,851 | 151,823 | 3,919 | 9,210 | 1906 | 146,883 | 32,311 | 94,311 | 20,261 | 271,862 |
| 1932 | 195,529 | 52,163 | 133,625 | 9,741 | 17,363 |  |  |  |  |  |  |
| 1981 | 355,771 | 26,639 | 287,884 | 41,248 | 31,135 | 1905. | 230,716 | 119,377 | 91,224 | 20,115 | 99,600 |
|  |  |  |  |  |  | 1904 | 208,288 | 51,417 | 135,263 | 21,608 | 170,254 |
| 1930 | 193,116 | 18,601 | 143,656 | 30,859 | 61,180 | 1903 | 288,196 | 66,973 | 177,887 | 43,336 | 147,956 |
| 1929 | 104,769 | 12,766 | 71,750 | 20,253 | 24,207 | 1902 | 290,122 | 75,852 | 161,211 | 53,059 | 178,709 |
| 1928 | 181,681 | 11,434 | 146,532 | 23,715 | 75,499 | 1901 | 291,516 | 82,971 | 153,977 | 54, 568 | 191,973 |
| 1927 | 176,207 | 6,574 | 124,068 | 45,565 | 68,937 |  |  |  |  |  |  |
| 1926. | 159,658 | 4,995 | 131,994 | 22,669 | 65,015 | 1900 | 249,006 196.120 | 72,179 | 135,473 85,825 | 41,354 | 144,784 103,918 |
| 1925 | 123,933 | 5,615 | 76,784 | 41,534 | 75,913 | 1898 | 112,879 | 23,944 | 39,146 | 49,789 | 67,579 |
| 1924 | 145,837 | 3,174 | 106,414 | 36,249 | 78,131 | 1897. | 103,504 | 21,942 | 74,067 | 7,495 | 128,729 |
| 1923 | 262,769 | 13,057 | 199,026 | 50,686 | 73,022 | 1896 | 102,544 | 39,582 | 52,143 | 10,819 | 124,553 |
| 1922 | 637,708 | 56,973 | 448,197 | 132,538 | 23,524 |  |  |  |  |  |  |
| 1921 | 2,147,555 | 150,745 | 1,383,185 | 613,625 | 117,560 | 1895. | 67,127 80,099 | 26,783 28,665 | 33,200 | 7,144 5,392 | 44,475 51,096 |
| 1920 | 3,475,872 | 208,023 | 1,931,514 | 1,336,335 | 404,767 | 1894 | 80,099 102,880 | 28,665 37,091 | 46,042 | 13,721 | 51,096 108,809 |
| 1919 | 2,815,733 | 177,758 | 1,274,472 | 1,363,503 | 510,888 | 1892 | 138,863 | 60,624 | 57,469 | 20,770 | 60,770 |
| 1918 | 1,080,437 | 88,302 | 1,473,698 | 518,437 | 220,431 | 1891. | 237,462 | 105,491 | 112,901 | 19,070 | 131,840 |
| 1917 | 1,518,958 | 52,526 | 298,958 | 167,474 | 145,521 |  |  |  |  |  |  |
| 1916 | 275,749 | 37,568 | 188,550 | 49,631 | 49,664 | 1890 1889 | 169,091 111,852 | 78,577 39,983 | 78,179 53,930 | 12,335 17,939 | 125,032 |
| 1915 | 203,156 | 18,551 | 152,906 | 31,699 | 21,966 | 1888 | 105,125 | 33,813 | 49,356 | 21,956 | 112,962 |
| 1914 | 251, 700 | 14,985 | 200,220 | 36,495 | 64,550 | 1887 | 83,061 | 24,035 | 49,886 | 9,140 | 67,389 |
| 1913 | 247,318 | 27,131 | 175,523 | 44,664. | 98,837 | 1886... | 64,458 | 30,624 | 27,920 | 5,914 | 30,995 |
| 1912 | 136,485 | 23,052 | 81,329 | 32,104 | 96,184 |  |  |  |  |  |  |
| 1911 | 190,612 | 23,653 | 139,725 | 27,234 | 100,550 |  |  |  |  |  |  |

[^13]Series Q 459-466. Gross Tonnage of Merchant Vessels Built and Documented, by Region: 1817 to 1936-Con.

${ }^{1}$ Figures for these years do not add to series Q 434.
${ }^{3}$ Figures for New England States included in series Q 464 "The Coast."
${ }^{2} 9$-month period.
Series Q 467-472. Vessels Repaired or Converted in Private Shipbuilding and Ship Repair Yards: 1943 to 1970

| Year | All vessels |  | Vessels under <br> 1,000 gross tons |  | Vessels over 1,000 gross tons |  | Year | All vessels |  | Vessels under <br> 1,000 gross tons |  | Vessels over 1,000 gross tons |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number | $\underset{\text { Yeporting }{ }^{1}}{\text { Yards }}$ | Number | $\begin{aligned} & \text { Yards } \\ & \text { reporting } \end{aligned}$ | 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 | 130 | 14,291 | 89 |
| 1969 | 36,000 | 126 | 22,120 | 116 | 13,880 | 78 | 1954 | 39,870 | 154 | 24,458 | 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 75 | 1952 | 42,774 3813 | 131 | 20,878 20,307 | 113 123 | 21,896 18,106 | 82 59 |
| 1966 | 33,100 | 135 | 19,600 | 110 | 13,500 | 75 | 1951 | 38,513 | 138 | 20,307 | 123 | 18,106 |  |
| 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 | 87 |  | 70 |
| 1962 | 42,686 36,816 | 151 | 29,912 26,027 | 137 106 | 12,774 10,789 | 95 73 | ${ }_{1946}^{1947}$ | 30,888 38,091 | 102 | 12,866 19,462 | 84 107 | 18,022 | 67 87 |
| 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 |  |
| 1957 | 42,889 40,827 | 152 | 26,106 | 134 139 | 14,721 | 88 | 1943---- | 22,951 |  |  |  |  |  |
| 1956 | 45,555 | 165 | 29,401 | 144 | 16,154 | 93 |  |  |  |  |  |  |  |

[^14]Series Q 473-480. Merchant Vessels Launched and Owned-World and United States: 1895 to 1970
[Vessels of 100 gross tons and over. Excludes sailing ships, nonpropelled craft, and all ships built of wood. Figures for 1895 to 1935 represent annual average 5 -year span beginning with the year shown; for example, the figure shown for 1895 is the annual average for 1895 to 1899 , that for 1900, the annual average for 1900 to 1904 , etc]

| Year | World |  |  |  | United States |  |  |  | Year | World |  |  |  | United States |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Launched |  | Owned |  | Launched |  | Owned |  |  | Launched |  | Owned |  | Launched |  | Owned |  |
|  | $\underset{\text { ber }}{\text { Num- }}$ | $\begin{gathered} \text { Gross } \\ \text { tons } \\ (1,000) \end{gathered}$ | $\begin{aligned} & \text { Num- } \\ & \text { ber } \end{aligned}$ | $\begin{gathered} \text { Gross } \\ \text { tons } \\ (1,000) \end{gathered}$ | $\underset{\text { ber }}{\text { Num- }}$ | $\begin{gathered} \text { Gross } \\ \text { tons } \\ (1,000) \end{gathered}$ | $\begin{aligned} & \text { Num- } \\ & \text { ber } \end{aligned}$ | $\begin{aligned} & \text { Gross } \\ & \text { tons } \\ & (1,000) \end{aligned}$ |  | $\underset{\text { ber }}{\text { Num- }}$ | $\begin{gathered} \text { Gross } \\ \text { tons } \\ (1,000) \end{gathered}$ | $\underset{\text { ber }}{\text { Num- }}$ | $\begin{gathered} \text { Gross } \\ \text { tons } \\ (1,000) \end{gathered}$ | Number | $\begin{aligned} & \text { Gross } \\ & \text { tons } \\ & (1,000) \end{aligned}$ | $\underset{\text { ber }}{\text { Num- }}$ | $\begin{gathered} \text { Gross } \\ \text { tons } \\ (1,000) \end{gathered}$ |
|  | 473 | 474 | 475 | 476 | 477 | 478 | 479 | 480 |  | 473 | 474 | 475 | 476 | 477 | 478 | 479 | 480 |
| 1970 | 2,700 | 21,690 | 50,472 | 227,138 | 150 | 338 | 2,822 | 18,423 | 1950. | 990 | 3,489 | 27,922 | 83,996 | 51 | 437 | 4,531 | 27.404 |
| 1969-- | 2,819 | 19,315 | 48,246 | 211, 294 | 174 | 400 | 2,972 | 19,507 | 1949 | 899 | 3,126 | 27,194 | 81,954 | 66 | 633 | 4,605 4,807 | 27,707 29.060 |
| 1968 | $\begin{array}{r}\text { 2, } \\ \mathbf{2}, 798 \\ \mathbf{2} \\ \hline\end{array}$ | 16,908 15,780 | 45,343 42,234 | 193,770 181,709 | 199 | 441 242 | 3,049 3,115 | 19,623 20,286 | 1948 | 840 | 2,303 2,093 | ${ }_{\text {26,47 }}(\mathrm{NA})$ | 79,714 (NA) | 49 | 126 | ${ }_{(N A)}$ | $\underset{\text { (NA) }}{ }$ |
| 1966 | 2,561 | 14,307 | 40,822 | 170,730 | 191 | 167 | 3,140 | 20,750 | 1946 | 655 | 2,108 | (NA) | (NA) | 95 | 501 | (NA) | (NA) |
| 1965 | 2,280 | 12,216 | 39,628 | 159,979 | 130 | 270 | 3,224 | 21,478 | 1945. | 1,311 | 7,189 | (NA) | (NA) | 880 | 5,968 | (NA) | (NA) |
| 1964 | 2,147 | 10,264 | 38,602 | 152,584 | 80 | 276 | 3,344 | 22,380 | 1944 | 1,690 | 11,157 | (NA) | (NA) | 1,237 | 9,332 | (NA) | (NA) |
| 1963 | 2,001 1,901 | 8,539 8,375 | 37,310 36,364 | 145,438 139,549 | 78 90 | 294 449 | 3,506 3,542 3,528 | 23,082 23,220 | 1943 | 2,067 1,285 | 13,881 7,812 | (NA) | (NA) | 1,620 861 | 11,577 5,671 | (NA) | (NA) |
| 1961 | 1,990 | 7,940 | 35,465 | 135,477 | 56 | 343 | 3,728 | 24,184 | 1941 | 489 | 2,487 | (NA) | (NA) | 184 | 1,035 | (NA) | (NA) |
| 1960 | 2,020 | 8,356 | 34,056 | 129,339 | 60 | 485 | 3,845 | 24,781 | 1940. | 495 | 1,754 | (NA) | (NA) | 167 | 579 | (NA) | (NA) |
| 1959 | 1,808 | 8,746 | 33, 924 | 124,494 | 47 | 597 | 3,964 | 25,227 | 1939. |  | 2,595 | 31,186 | 69,440 | 117 | 244 | 3,270 | 11.874 |
| 1958... | 1,936 | 9,270 | 32,857 | 117,578 | 64 | 732 | 4,054 | 25,526 | 1935 | 1,040 | 2,595 | 30.979 | 64, 886 | 117 | 244 | 3,585 | 12,773 |
| 1957. | 1,950 | 8,501 | 30,620 | 104, 720 | 50 | 169 | 4,116 | 26,074 | 1930 | 873942 | 2,469 |  |  | 25 |  |  |  |
| 1956. | 1,815 | 6,670 |  |  |  |  | 4,157 |  | 1925 |  |  | 32,905 | 65, 638 | $\begin{aligned} & 74 \\ & 99 \end{aligned}$ | 159 315 | $\begin{aligned} & 4,790 \\ & 5,381 \end{aligned}$ | 15,314 15,997 |
| 1955 | 1,4371,223 | 5,3155,251 | 29,96729,766 | 100,06996,899 | 26 | 73 | 4,2254,404 | 26,343 |  | 1,6371,426 | 4,616 |  | 49,246 | 605 | 2,217 | 3,180 |  |
| 1954 |  |  |  |  | 46 48 68 | 477 |  | 27.252 |  |  |  |  |  |  |  |  | 5,846 5,018 |
| 1953 | 1,134 |  |  | $\begin{aligned} & 89,636 \\ & 86,678 \end{aligned}$ | 68 | 528 | 4,481 4,458 | 27.144 27.139 | 1910...- | 1,426 1,474 | 2,588 2,218 2 | 29,943 | 41,884 35,949 | 140 206 | 222 <br> 352 | 3,380 3,457 | -6,018 |
| 1951...- | 1,002 | $\begin{aligned} & 4,394 \\ & 3,639 \end{aligned}$ | 28,751 |  | 6458 | 164 | 4,484 | 27,226 | 1900 | 1,6111,205 | - 2,354 | 27,84030,288 | 28,957 | 242 | 347 | 3,135 | 2,750 |
|  |  |  |  |  |  |  |  |  |  |  |  |  | 25,086 | 155 | 200 | 3,200 | 2,165 |

NA Not available.
Series Q 481-486a. Documented Merchant Vessels, by Geographic Region: 1816 to 1965
IIn thousands of tons. Gross tonnage of documented vessels of 5 net tons or more. As of December 31, 1789-1834; September 30, 1835-1842; June 30, 1843-1940; January


See footnotes at end of table.

Series Q 481-486a. Documented Merchant Vessels, by Geographic Region: 1816 to 1965-Con. [In thousands of tons]


Series Q 487-502. United States Flag Merchant Vessels, Steam and Motor: 1934 to 1970
[Dead-weight tonnage in thousands. As of June 30, except as indicated. Covers oceangoing vessels of 1,000 gross tons and over engaged in foreign and domestic trade, and inactive vessels. Excludes special types and vessels employed on Great Lakes]

| Year and type of | All vessels |  | Active vessels |  |  |  |  |  |  |  |  |  |  |  | Inactive vessels |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \text { Num- } \\ & \text { ber } \end{aligned}$ | Tons | Total |  | Foreign trade |  | Domestic trade |  |  |  |  |  | Special service |  | $\begin{aligned} & \text { Num- } \\ & \text { ber } \end{aligned}$ | Tons |
|  |  |  | $\begin{aligned} & \text { Num- } \\ & \text { ber } \end{aligned}$ | Tons | $\underset{\text { ber }}{\text { Num- }}$ | Tons | Total |  | Coastwise |  | Intercoastal and noncontiguous |  | $\underset{\text { ber }}{\text { Num- }}$ | Tons |  |  |
|  |  |  |  |  |  |  | $\begin{aligned} & \text { Num- } \\ & \text { ber } \end{aligned}$ | Tons | Number | Tons | $\underset{\text { ber }}{\text { Num- }}$ | Tons |  |  |  |  |
|  | 487 | 488 | 489 | 490 | 491 | 492 | 493 | 494 | 495 | 496 | 497 | 498 | 499 | 500 | 501 | 502 |
| 1970----------- | 1,780 | 23,280 | 819 | 14,073 | 386 | 5,775 | 245 | 5,368 | 142 | 3,599 | 103 | 1,769 | 188 | 2,930 | 961 | 9,208 |
| Combination |  |  |  |  | 10 |  | ${ }^{2}$ | ${ }_{8}^{13}$ |  |  | ${ }_{5}^{2}$ |  |  |  | 164 | 1,031 |
| Cargo.-.-.-.-.--- | 1,302 301 | 14,298 7,835 | 557 249 | 7,173 6,783 | 344 32 | 4,605 1,076 | 68 175 | 837 4,518 | 110 | 1116 3,483 | 58 43 | 121 1,035 | 145 42 | 1,731 1,189 | 745 52 | 7,125 1,052 |
| 1969---------- | 2,013 | 25,079 | 1,013 | 15,180 | 447 | 6,021 | 199 | 4,062 | 105 | 2,619 | 94 | 1,445 | 367 | 5,097 | 1,000 | 9,898 |
| Combination--- | 187 | 1,214 | 1,22 |  | 20 |  | 2 | 111 |  |  | 2 | 1, 11 |  |  | 165 | 1,015 |
| Cargo...... | 1,521 | 16,462 | 780 | 9,412 | 398 | 5,100 | 69 | 823 | 8 | 111 | 61 | 713 | 313 | 3,489 | 741 | 7,050 |
| Tanker----- | ${ }^{3} 305$ | 7,403 | 211 | 5,570 | 29 | ${ }^{5} 734$ | 128 | 3,228 | 97 | 2,508 | 31 | 721 | 54 | 1,608 | 94 | 1,833 |
| 1968 ------- | 2,101 | 25,699 | 1,104 | 16,416 | 481 | 6,332 |  |  | 134 | 3,105 |  |  |  |  | 997 |  |
| Combination. | + 205 | 1,343 16.993 | 811 26 | 9.227 | 22 | - 200 | ${ }_{65}^{1}$ | - 797 | 9 |  | 1 | 1,824 | ${ }^{3}$ | - 23 | 179 770 | ${ }_{7}^{1,116}$ |
| Tanker. | 1,315 | -7,363 | 886 | 9,669 6,620 | 428 | $\begin{array}{r}5,180 \\ \hline 952\end{array}$ | + 176 | 4,133 | 125 | 2,982 | 5 | 674 1,151 | + 325 | 1,535 | +48 | -743 |
| 1967 ------ | 2,209 | 26,560 | 1, 107 | 16,273 | 460 | 6,037 | 233 | 4,654 | 142 | 3,333 | 91 | 1,323 | 414 | 5,582 | 1,102 | 10,286 |
| Combination | ${ }^{2} 22$ | 1,454 | - 27 |  | 24 | , 214 | 1 |  | - |  | 1 | 1, 4 |  | , 13 | 195 |  |
| Cargo......- | 1,670 317 | 17,843 7,263 | 818 262 | 9,547 6,495 | 400 36 | $\begin{array}{r}4,963 \\ \hline 860\end{array}$ | 66 166 | 810 3.840 | 133 | - ${ }^{120} 813$ | 57 33 | 691 628 | 352 60 | 3,774 1,795 | 852 | 8,296 |
|  |  |  |  |  |  |  |  |  |  |  | 33 | 628 |  |  |  |  |

- Represents zero.

Series Q 487-502. United States Flag Merchant Vessels, Steam and Motor: 1934 to 1970-Con.
[Dead-weight tomnage in thousands]

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline \multirow{5}{*}{Year and type of} \& \multicolumn{2}{|l|}{All vessels} \& \multicolumn{12}{|c|}{Active vessels} \& \multicolumn{2}{|l|}{Inactive vessels} \\
\hline \& \multirow{3}{*}{\[
\underset{\text { ber }}{\substack{\text { Num- }}}
\]} \& \multirow{3}{*}{Tons} \& \multicolumn{2}{|c|}{Total} \& \multicolumn{2}{|l|}{Foreign trade} \& \multicolumn{6}{|c|}{Domestic trade} \& \multicolumn{2}{|l|}{Special service} \& \multirow{3}{*}{\[
\begin{aligned}
\& \text { Num- } \\
\& \text { ber- }
\end{aligned}
\]} \& \multirow{3}{*}{Tons} \\
\hline \& \& \& \multirow{2}{*}{\[
\underset{\text { ber }}{\substack{\text { Num- }}}
\]} \& \multirow{2}{*}{Tons} \& \multirow{2}{*}{\[
\underset{\text { Num- }}{\substack{\text { Num }}}
\]} \& \multirow{2}{*}{Tons} \& \multicolumn{2}{|c|}{Total} \& \multicolumn{2}{|l|}{Coastwise} \& \multicolumn{2}{|l|}{Intercoastal and noncontiguous} \& \multirow{2}{*}{\[
\underset{\text { Num- }}{\substack{\text { Num- }}}
\]} \& \multirow{2}{*}{Tons} \& \& \\
\hline \& \& \& \& \& \& \& Num- \& Tons \& \[
\underset{\text { ber }}{\text { Num- }}
\] \& Tons \& \[
\underset{\text { ber }}{\text { Num- }}
\] \& Tons \& \& \& \& \\
\hline \& 487 \& 488 \& 489 \& 490 \& 491 \& 492 \& 493 \& 494 \& 495 \& 496 \& 497 \& 498 \& 499 \& 500 \& 501 \& 502 \\
\hline 1966 Combination Cargo Tanker \(\qquad\) \& \[
\begin{aligned}
\& 2,292 \\
\& 225 \\
\& 1,739 \\
\& 328
\end{aligned}
\] \& \[
\begin{gathered}
27,393 \\
1,476 \\
18,565 \\
\hline, 856
\end{gathered}
\] \& \[
\begin{array}{r}
1,043 \\
29 \\
760 \\
254
\end{array}
\] \& \[
\begin{gathered}
15,388 \\
8,250 \\
8,913 \\
6,225
\end{gathered}
\] \& \[
\begin{gathered}
494 \\
26 \\
420 \\
48
\end{gathered}
\] \& \[
\begin{aligned}
\& 6,576 \\
\& \begin{array}{l}
233 \\
5,993 \\
1,250 \\
1,250
\end{array}
\end{aligned}
\] \& \[
\begin{array}{r}
248 \\
1 \\
8 \\
164
\end{array}
\] \& \[
\begin{aligned}
\& 4,825 \\
\& 4, \\
\& 1,050 \\
\& 3,771
\end{aligned}
\] \& \[
\begin{gathered}
139 \\
-11 \\
128
\end{gathered}
\] \& \[
\begin{array}{r}
3,202 \\
\\
3,042 \\
\hline 100
\end{array}
\] \& \[
\begin{array}{r}
109 \\
1 \\
72 \\
\hline 2
\end{array}
\] \& \[
\begin{array}{r}
1,623 \\
4 \\
890 \\
729
\end{array}
\] \& \[
\begin{array}{r}
301 \\
2 \\
257 \\
42 \\
42
\end{array}
\] \& \[
\begin{aligned}
\& 3,987 \\
\& 13 \\
\& 2,770 \\
\& 1,204
\end{aligned}
\] \& \[
\begin{array}{r}
1,249 \\
\begin{array}{r}
196 \\
979 \\
74
\end{array}
\end{array}
\] \& \[
\begin{gathered}
12,004 \\
1,225 \\
9,652 \\
1,127
\end{gathered}
\] \\
\hline 1965. \(\qquad\) Cargo Tanker \& \[
\begin{aligned}
\& 2,425 \\
\& 1,846 \\
\& 1,849
\end{aligned}
\] \& \[
\begin{aligned}
\& 28,755 \\
\& 1,558 \\
\& 19.561 \\
\& 7.636
\end{aligned}
\] \& \[
\begin{aligned}
\& 779 \\
\& 19 \\
\& 561 \\
\& 199
\end{aligned}
\] \& \[
\begin{array}{r}
11,821 \\
6,158 \\
6,679 \\
4.985
\end{array}
\] \& \[
\begin{gathered}
512 \\
18 \\
440 \\
440
\end{gathered}
\] \& \[
\begin{aligned}
\& 6,877 \\
\& 153 \\
\& 5,249 \\
\& 1475
\end{aligned}
\] \& \[
\begin{array}{r}
217 \\
92 \\
124 \\
124
\end{array}
\] \& \[
\begin{aligned}
\& 3,953 \\
\& 4 \\
\& \frac{1}{2,566} \\
\& 2,892
\end{aligned}
\] \& 118
13
105 \& \[
\begin{aligned}
\& 2,667 \\
\& \\
\& 2,525
\end{aligned}
\] \& \[
\begin{gathered}
99 \\
1 \\
79 \\
\hline 19
\end{gathered}
\] \& \[
\begin{array}{r}
1,286 \\
4 \\
914 \\
368
\end{array}
\] \& \begin{tabular}{l}
50 \\
\hline 29 \\
21 \\
21
\end{tabular} \& \begin{tabular}{l}
993 \\
\hline \\
\hline 75 \\
618
\end{tabular} \& \[
\begin{aligned}
\& 1,646 \\
\& 217 \\
\& 1,279 \\
\& 150
\end{aligned}
\] \&  \\
\hline \(\qquad\) Cargo Tanker \& \[
\begin{aligned}
\& 2,598 \\
\& 271 \\
\& 1,959 \\
\& \hline 368
\end{aligned}
\] \& \[
\begin{array}{r}
30,084 \\
1,787 \\
20,612 \\
7,685
\end{array}
\] \& \[
\begin{gathered}
940 \\
35 \\
645 \\
\hline 263
\end{gathered}
\] \& \[
\begin{array}{r}
13,868 \\
7,497 \\
7,967 \\
6,967
\end{array}
\] \& \[
\begin{gathered}
584 \\
32 \\
509 \\
43
\end{gathered}
\] \& \[
\begin{aligned}
\& 7,271 \\
\& 590 \\
\& 5,971 \\
\& 1,010
\end{aligned}
\] \& \[
\begin{aligned}
\& 295 \\
\& 1 \\
\& 100 \\
\& 194
\end{aligned}
\] \& \[
\begin{aligned}
\& \mathbf{5 , 5 0 4} \\
\& 1,1,137 \\
\& 4,362
\end{aligned}
\] \& 184
19
165 \& 3,964
220
3,744
4, \& \[
\begin{array}{r}
111 \\
1 \\
81 \\
29
\end{array}
\] \& \[
\begin{array}{r}
1,540 \\
4 \\
918 \\
618
\end{array}
\] \& \begin{tabular}{l}
61 \\
\hline 2 \\
3 \\
36 \\
26
\end{tabular} \& \(\begin{array}{r}1,093 \\ 13 \\ 385 \\ 695 \\ \\ \hline\end{array}\) \& \[
\begin{aligned}
\& 1,658 \\
\& .236 \\
\& 1,317 \\
\& 105 \\
\& 105
\end{aligned}
\] \& \[
\begin{gathered}
16,219 \\
1: 840 \\
13 ; 121 \\
1,618 \\
1,618
\end{gathered}
\] \\
\hline \begin{tabular}{l}
1963 \\

\end{tabular} \& \[
\begin{aligned}
\& 2,691 \\
\& 290 \\
\& 2,013 \\
\& 2088
\end{aligned}
\] \&  \& \[
\begin{gathered}
946 \\
33 \\
649 \\
264 \\
264
\end{gathered}
\] \& \[
\begin{gathered}
13,812 \\
7,488 \\
7,028 \\
6,027
\end{gathered}
\] \& \[
\begin{aligned}
\& 587 \\
\& 30 \\
\& 512 \\
\& 512
\end{aligned}
\] \& \[
\begin{aligned}
\& 7,344 \\
\& 271 \\
\& 5,979 \\
\& 1,095
\end{aligned}
\] \& \[
\begin{gathered}
299 \\
109 \\
109 \\
195
\end{gathered}
\] \& \[
\begin{aligned}
\& 5,479 \\
\& 1,457 \\
\& 4,318
\end{aligned}
\] \& 207
26
181 \& \[
\begin{array}{r}
4,349 \\
4,090 \\
4,059
\end{array}
\] \& \[
\begin{aligned}
\& 92 \\
\& 1 \\
\& 77 \\
\& 14
\end{aligned}
\] \& \[
\begin{array}{r}
1,130 \\
4 \\
867 \\
869
\end{array}
\] \& \begin{tabular}{l}
60 \\
2 \\
2 \\
34 \\
24 \\
\hline
\end{tabular} \& \begin{tabular}{r}
989 \\
13 \\
\hline 862 \\
614 \\
614
\end{tabular} \& 1.745
257
1,364
124
1, \& (16,940 \\
\hline \begin{tabular}{l}
1962 \\
Combination Cargo.anker
\(\qquad\)
\(\qquad\)
\end{tabular} \& \[
\begin{aligned}
\& 2,716 \\
\& 289 \\
\& 2,018 \\
\& 409
\end{aligned}
\] \&  \& \[
\begin{aligned}
\& 940 \\
\& 648 \\
\& 628 \\
\& 278
\end{aligned}
\] \& \[
\begin{array}{r}
13,473 \\
7,294 \\
6,096
\end{array}
\] \& \[
\begin{gathered}
543 \\
29 \\
482 \\
32
\end{gathered}
\] \& \[
\begin{aligned}
\& 6,616 \\
\& \mathbf{2 6 0} \\
\& 5,854 \\
\& \hline, 803
\end{aligned}
\] \& \[
\begin{aligned}
\& 340 \\
\& 2 \\
\& 215 \\
\& 222
\end{aligned}
\] \& \[
\begin{aligned}
\& 5,951 \\
\& 1,143 \\
\& 1,703 \\
\& 4,7
\end{aligned}
\] \& \(\begin{array}{r}231 \\ \begin{array}{r}32 \\ 199\end{array} \\ \hline 1\end{array}\) \& \[
\begin{array}{r}
4,640 \\
632 \\
4,278
\end{array}
\] \& \[
\begin{gathered}
109 \\
2 \\
83 \\
24
\end{gathered}
\] \& 1,311
14
872
425
4 \& \begin{tabular}{l}
57 \\
3 \\
3 \\
31 \\
23 \\
\hline
\end{tabular} \& 906
20
296
590 \& 1,776
255
1,390
131 \& 17,481 \\
\hline 1961. Combination Cargo Tanker \& \[
\begin{aligned}
\& 2,810 \\
\& 300 \\
\& 2,086 \\
\& \hline 424
\end{aligned}
\] \& \[
\begin{array}{r}
31,525 \\
2,2012 \\
21,57 \\
21,941
\end{array}
\] \& 644
20
456
168 \& \[
\begin{aligned}
\& 8,837 \\
\& \begin{array}{l}
172 \\
5.025 \\
5
\end{array}
\end{aligned}
\] \& \[
\begin{gathered}
415 \\
17 \\
365 \\
33
\end{gathered}
\] \& \[
\begin{aligned}
\& 5,066 \\
\& 152 \\
\& 4,135 \\
\& 481
\end{aligned}
\] \& \begin{tabular}{r}
182 \\
\hline 64 \\
118
\end{tabular} \& \[
\begin{aligned}
\& 3,107 \\
\& 2,442 \\
\& 2,465
\end{aligned}
\] \& 115
17
98 \& \begin{tabular}{l}
2,325 \\
\\
2,173 \\
\hline 152
\end{tabular} \& \begin{tabular}{l}
67 \\
47 \\
\hline 20
\end{tabular} \& \begin{tabular}{l}
783 \\
\hline \\
\hline 69 \\
\hline 13
\end{tabular} \& \(\begin{array}{r}47 \\ 4 \\ 3 \\ 27 \\ 17 \\ \hline 17\end{array}\) \& 664
20
248
248
395 \& 2,166

280
1,630
256 \&  <br>

\hline 1960. Combination Cargo.. Tanker \& $$
\begin{aligned}
& 2,934 \\
& 3,905 \\
& 2,204 \\
& 425
\end{aligned}
$$ \& \[

$$
\begin{aligned}
& 32,601 \\
& 2,088 \\
& 2,838 \\
& 2,8,750 \\
& 7,750
\end{aligned}
$$
\] \& 168

951
366
633

682 \& $$
\begin{array}{r}
12,922 \\
3,920 \\
6,907 \\
5,695
\end{array}
$$ \& \[

$$
\begin{gathered}
558 \\
34 \\
479 \\
47 \\
45
\end{gathered}
$$

\] \& \[

$$
\begin{array}{r}
781 \\
6,541 \\
305 \\
5,265 \\
972
\end{array}
$$
\] \& 188

372
2
148

222 \& $$
\begin{aligned}
& 2,465 \\
& 5,926 \\
& 14 \\
& 1,889 \\
& 4,323
\end{aligned}
$$ \& 237

23
35

202 \& $$
\begin{array}{r}
2,152 \\
4,284 \\
375 \\
3,910
\end{array}
$$ \& 135

13
2
113

20 \& \[
$$
\begin{array}{r}
313 \\
1,642 \\
1,215 \\
413
\end{array}
$$

\] \& | 21 |
| ---: |
| 6 |
| 15 | \& 455

453
402 \& 1,983
1,269
1,571
143 \& 1,31
19,679
1,77
15,906
2,055 <br>

\hline 1959 Combinat Cargo . Tanker $\qquad$ \& $$
\begin{aligned}
& 3,047 \\
& 2,288 \\
& 2,347 \\
& \hline 412
\end{aligned}
$$ \&  \& 963

39
346
278

278 \& $$
\begin{gathered}
12,636 \\
3,948 \\
6,986 \\
5,306
\end{gathered}
$$ \& \[

$$
\begin{gathered}
533 \\
36 \\
473 \\
47
\end{gathered}
$$

\] \& | 5,935 |
| :--- |
| 323 |
| 5,189 |
| 422 | \& 375

2
2
142
231 \& 5,912
14
115
4,581

4,386 \& | 229 |
| ---: |
|  |
| 195 |
| 195 | \& $\begin{array}{r}4,054 \\ \hline 336 \\ 3,718 \\ \hline\end{array}$ \& 146

2
107
37 \& 1,858
1,176
1768
1,588 \& 55
1
1
31
23 \& 789
285
498
498 \& 2,084
249
1,701
134 \& 20,930
1,607
17.388
1,977 <br>

\hline | 1958. |
| :--- |
| Combinat |
| Cargo |
| Tanker | \& 3,047

2,485
2,485

384 \& $$
\begin{gathered}
33,31616 \\
1,5,688 \\
25,125 \\
6,553
\end{gathered}
$$ \& 970

44
457
669

269 \& $$
\begin{array}{r}
12,358 \\
473 \\
7,051 \\
4,895
\end{array}
$$ \& 551

36
487
48
48 \& 6,208
$\begin{aligned} & \text { 344 } \\ & 5,348 \\ & 516\end{aligned}$
8,46 \& 356
3
3
138
220 \& 5,369
$\mathbf{3 0}$
1,366

3,973 \& \begin{tabular}{r}
229 <br>
\hline <br>
\hline 192 <br>
192

 \& 

3,811 <br>
345 <br>
3,466 <br>
\hline
\end{tabular} \& 127

3
96
28
28 \& 1,558
100
1,021
507
1,53 \& 63
5
5
37
21
21 \& 781
39
337
406 \& 2.077
194
1,768
115 \& ( $\begin{array}{r}20,958 \\ 18.225 \\ 18.076 \\ 1,658\end{array}$ <br>

\hline 1957 Combinati Cargo Tanker \& $$
\begin{aligned}
& 3,032 \\
& 230 \\
& 2,450 \\
& \mathbf{2 5 5 0}
\end{aligned}
$$ \&  \& \[

$$
\begin{array}{r}
1,199 \\
50 \\
822 \\
327
\end{array}
$$

\] \& \[

$$
\begin{array}{r}
14,874 \\
846 \\
8,799 \\
5,628
\end{array}
$$

\] \& \[

$$
\begin{gathered}
721 \\
38 \\
611 \\
72
\end{gathered}
$$

\] \& $\begin{array}{r}8,406 \\ \hline, 363 \\ 6.649 \\ 1,393 \\ \hline\end{array}$ \& | 399 |
| :--- |
|  |
| 161 |
| 235 | \& | 5,595 |
| :--- |
| $\begin{array}{l}1,675 \\ 3,891\end{array}$ | \& | 262 |
| ---: |
| 21 |
| 221 | \& $\begin{array}{r}4,082 \\ \hline 398 \\ 3,684 \\ \hline 18\end{array}$ \& 137

8
120
14
14 \& 1,513
30
1,277
207 \& 79
9
90
50

20 \& | 873 |
| :--- |
| 74 |
| 45 |
| 444 |
| 344 | \& 1,833

180
1,628

25 \& $$
\begin{aligned}
& 18,027 \\
& 1,127 \\
& 16,644 \\
& 1664
\end{aligned}
$$ <br>

\hline Combinati Tanke: \& $$
\begin{array}{r}
3,150 \\
247 \\
2,511 \\
2,392
\end{array}
$$ \&  \& 1,127

48
738

341 \& $$
\begin{array}{r}
13,988 \\
7,943 \\
7,864 \\
5,680
\end{array}
$$ \& 644

38
524
52

82 \& | 7,538 |
| ---: |
| 359 |
| 5.688 |
| 1,489 | \& 402

1
149
252 \& 5,639
10
1,569
4,061 \& 281
42
239 \& 4,269
4,11
3,858 \& 121
10
10
13 \& 1,370
1,10
1,158
202 \& 81
9
9
65

7 \& | 811 |
| :--- |
| 74 |
| 607 |
| 130 | \& 2,023

1,199
1,77
51 \& $\begin{array}{r}20,065 \\ 18,240 \\ 140 \\ \hline 885\end{array}$ <br>

\hline  \& $$
\begin{aligned}
& 3,235 \\
& 2,249 \\
& 2,560 \\
& 426
\end{aligned}
$$ \& \[

$$
\begin{gathered}
35,017 \\
1,687 \\
\left.\begin{array}{c}
1,689 \\
6,79
\end{array}\right) \\
6,790
\end{gathered}
$$
\] \& 1,163

50
772

341 \& $$
\begin{array}{r}
14,232 \\
\hline 453 \\
8,182 \\
5,597
\end{array}
$$ \& 601

39
492
70 \& 6,992
361
5.383
1,248
7 \& 425
1
160
264 \& 5,880
1,60
1,650
4,220 \& $\begin{array}{r}43 \\ 288 \\ \hline\end{array}$ \& 3,999
385
3,614 \& $\begin{array}{r}154 \\ 117 \\ 117 \\ \hline 16\end{array}$ \& 1,881
10
1065
606
1,40 \& 137
10
120
7 \& 1,360
82
1,149
129 \& $\begin{array}{r}2,072 \\ 1,789 \\ \hline 85 \\ \hline 8\end{array}$ \& ( $\begin{gathered}20,786 \\ 1,234 \\ 18,388 \\ 1,193 \\ 1,193\end{gathered}$ <br>

\hline 1954 Combination Cargo. Tanker. \& $$
\begin{aligned}
& 3,333 \\
& 252 \\
& 2.636 \\
& \hline 445
\end{aligned}
$$ \&  \& 1,123

54
730

339 \& $$
\begin{gathered}
18,645 \\
\hline 466 \\
6,876 \\
6,303
\end{gathered}
$$ \& 623

39
489

95 \& | 7,299 |
| ---: |
| 361 |
| 8.226 |
| 1,713 |
| 7 | \& 398

154
159

239 \& $$
\begin{aligned}
& 5,324 \\
& 23 \\
& 1.581 \\
& \hline 3,719
\end{aligned}
$$ \& 265

44
221 \& $\begin{array}{r}3,854 \\ 396 \\ 3,458 \\ \hline, 25\end{array}$ \& 133
5
110
18 \& 1,470
1.185
1.185
261 \& 102
10
10
87
5 \& 1,022
82
69
871 \& 2,210
198
1,906
106 \& ( $\begin{array}{r}22,216 \\ 1,230 \\ 1959 \\ 1,527\end{array}$ <br>

\hline | Combination Cargo |
| :--- |
| Tanker | \& \[

$$
\begin{array}{r}
3,349 \\
257 \\
2.630 \\
\hline 462
\end{array}
$$

\] \& \[

$$
\begin{gathered}
36,255 \\
2,039 \\
2,298 \\
6,288 \\
6,988
\end{gathered}
$$
\] \& 1.415

55
964

396 \& $$
\begin{aligned}
& 16,738 \\
& 10,060 \\
& 6,190 \\
& 6,
\end{aligned}
$$ \& 629

40
461

468 \& $$
\begin{aligned}
& 7,390 \\
& 378 \\
& 4,890 \\
& 2,122
\end{aligned}
$$ \& 437

5
167

265 \& $$
\begin{aligned}
& 5,725 \\
& 1,638 \\
& 4,638
\end{aligned}
$$ \& $\begin{array}{r}303 \\ \hline 59 \\ 244 \\ \hline\end{array}$ \& 4,275

517
$\mathbf{3 , 5 8}$ \& 134
5
108
21
21 \& 1,450
23
1,121
306 \& 349
10
336
3
3 \& $\begin{array}{r}3,623 \\ \hline 78 \\ 3,532 \\ 13 \\ \hline\end{array}$ \& 1,934
206
1,666
66
1,98 \& (19,517 $\begin{array}{r}1,560 \\ 17,668 \\ 790\end{array}$ <br>

\hline  \& $$
\begin{aligned}
& 3,350 \\
& 2,260 \\
& 2,629 \\
& 161
\end{aligned}
$$ \&  \& \[

$$
\begin{array}{r}
1,447 \\
62 \\
967 \\
418
\end{array}
$$

\] \& \[

\left\lvert\, $$
\begin{gathered}
16,976 \\
\hline 525 \\
10,047 \\
6,378
\end{gathered}
$$\right.

\] \& | 782 |
| :--- |
| 44 |
| 882 |
| 156 | \& \[

$$
\begin{aligned}
& 9,052 \\
& 6,393 \\
& 6,177 \\
& 2,481
\end{aligned}
$$

\] \& \[

$$
\begin{array}{r}
395 \\
1 \\
135 \\
259
\end{array}
$$

\] \& \[

$$
\begin{aligned}
& 5,190 \\
& \begin{array}{l}
1,1802 \\
3,884
\end{array}
\end{aligned}
$$
\] \& 291

58
238 \& 4,033 $\begin{gathered}517 \\ \mathbf{5 , 5 1 6}\end{gathered}$ \& $\begin{array}{r}104 \\ 1 \\ 77 \\ \hline 26\end{array}$ \&  \& 270
17
250
3
3 \& ( $\begin{array}{r}2,734 \\ \text { 155 } \\ 2,567 \\ 13 \\ 13\end{array}$ \& 1,903
198
1,662
43
1,48 \& 19,106 <br>

\hline | Combination |
| :--- |
| Cargo. |
| Tanker | \& \[

$$
\begin{array}{r}
3,386 \\
266 \\
2.650 \\
\hline \quad, 670
\end{array}
$$

\] \& \[

$$
\begin{gathered}
36,336 \\
2,067 \\
27,376 \\
6,39 \\
6,893
\end{gathered}
$$

\] \& \[

$$
\begin{array}{r}
1,654 \\
1,144 \\
147
\end{array}
$$

\] \& \[

$$
\begin{gathered}
19,284 \\
1937 \\
1,015 \\
6,731 \\
6,
\end{gathered}
$$

\] \& \[

$$
\begin{gathered}
988 \\
76 \\
743 \\
199
\end{gathered}
$$

\] \& \[

$$
\begin{array}{r}
11,425 \\
77842 \\
7,892 \\
3,129
\end{array}
$$

\] \& \[

$$
\begin{aligned}
& 426 \\
& 5 \\
& 176 \\
& 245
\end{aligned}
$$

\] \& \[

$$
\begin{array}{r}
5,333 \\
24 \\
1,721 \\
3,587
\end{array}
$$
\] \& 287

55
232

23 \& 3,924 \& \[
$$
\begin{gathered}
139 \\
5 \\
121 \\
13
\end{gathered}
$$

\] \& | 1,408 |
| ---: |
| 24 |
| 1,236 |
| 146 | \& $\begin{array}{r}240 \\ 12 \\ 125 \\ 225 \\ \hline\end{array}$ \& 2,523

109
2,401

13 \& $$
\begin{aligned}
& 1,732 \\
& 203 \\
& 1,506 \\
& 23
\end{aligned}
$$ \&  <br>

\hline 1950 CombinationTanker $\qquad$ \& \[
$$
\begin{aligned}
& 3,408 \\
& 83 \\
& 2,846 \\
& 479
\end{aligned}
$$

\] \&  \& \[

$$
\begin{array}{r}
1,145 \\
51 \\
682 \\
412
\end{array}
$$

\] \& \[

$$
\begin{array}{r}
13,828 \\
417 \\
7,77 \\
6,335
\end{array}
$$

\] \& \[

$$
\begin{aligned}
& 711 \\
& 55 \\
& 505 \\
& 161
\end{aligned}
$$

\] \& \[

$$
\begin{aligned}
& 8,353 \\
& 389 \\
& 5,367 \\
& 2,597
\end{aligned}
$$

\] \& \[

$$
\begin{gathered}
434 \\
\hline 6 \\
\hline 77 \\
\hline 251
\end{gathered}
$$

\] \& \[

$$
\begin{aligned}
& 5,474 \\
& 2,48 \\
& 1,708 \\
& 3,737
\end{aligned}
$$

\] \& \[

$$
\begin{gathered}
279 \\
\begin{array}{c}
66 \\
213
\end{array} \\
\hline 2
\end{gathered}
$$

\] \& \[

$$
\begin{aligned}
& 3,716 \\
& 559 \\
& 3,157
\end{aligned}
$$

\] \& \[

$$
\begin{array}{r}
155 \\
6 \\
111 \\
38
\end{array}
$$

\] \& \[

$$
\begin{aligned}
& 1,757 \\
& 1,28 \\
& 1,149 \\
& 580
\end{aligned}
$$

\] \& \& \& \[

$$
\begin{array}{r}
2,263 \\
32 \\
2,164 \\
67
\end{array}
$$

\] \& \[

$$
\begin{array}{r}
22,698 \\
21,828 \\
21,824
\end{array}
$$
\] <br>

\hline
\end{tabular}

[^15]Series Q 487-502. United States Flag Merchant Vessels, Steam and Motor: 1934 to 1970-Con.


I Represents zero.
${ }^{2}$ 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]

| Year | Freight <br> (dry cargo) | Tanker | All other | Year | Freight (dry cargo) | Tanker | All other | Year | Freight <br> (dry cargo) | Tanker | All other |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 503 | 504 | 505 |  | 503 | 504 | 505 |  | 503 | 504 | 505 |
| 1970 | 18,896 | 6,412 | 3,305 | 1955.- |  |  |  |  |  |  |  |
| 1969 | 19,183 | 6,139 | 3,134 | 1954-- | 22,818 | 5,279 | 2,381 | 1945--- | 18, 2371 | 6,835 4,802 | 2,047 |
| 1968 | 18,823 | 5,976 | 3,134 | 1953 | 22,605 | 5,478 | 2,463 | 1943 | 11,365 | 3,128 | 2, 2,268 |
| 1965-..- | 18,045 | 5,673 | 2,798 | 1952 | 22,556 | 5,451 | 2,409 | 1942 | - 8,226 | 3,261 | 2,373 |
| 1964 | 17,731 | 5,645 | 2,784 | 1951 | 22,598 | 5,354 | 2,389 | 194 | 8,115 | 3,053 | 2,553 |
| 1963 | 17,393 | 5,599 | 2,699 | 1950. |  |  |  |  |  |  |  |
| 1962 | 17,236 | 5,535 | 2,685 | 1949 | 23,766 |  |  |  |  | 3,028 |  |
| 1961 | 18,320 | 5,404 | 2,679 | 1948 | 24,047 | 6,001 | 2,414 | ${ }_{1938 .}$ | 8,615 8,702 | 3,089 2,989 | 2,929 2,960 |
| 1960 |  |  |  | 1947 | 27,407 | 8,196 | 2,230 | 1937 | 8,671 | 2,881 | 3,123 |
| 1959 | 21,342 | 4,908 | 2,645 | 1946 | 28,087 | 8,336 | 2,077 | 1936 | 8,702 | 2,686 | 3,109 |
| 1958 | 21,420 | 4,632 | 2,534 |  |  |  |  |  |  |  |  |
| 1957. | $\stackrel{22,024}{22,280}$ | 4,934 4,945 | 2,464 |  |  |  |  | 1935-...- | $\begin{aligned} & 8,748 \\ & 8,887 \end{aligned}$ | $\begin{aligned} & 2,668 \\ & 2,674 \end{aligned}$ | $\begin{aligned} & 3,238 \\ & 3,301 \end{aligned}$ |

Series Q 506-517. Net Tonnage Capacity of Vessels Entered and Cleared: 1789 to 1970
[In thonsands of net tons. For years ending September 20, 1789-1842; June 30, 1843-1918; December 31 thereafter. Excludes domestic trade. Includes Alaska, Hawaii, Puerto

| Year | Vessels entered |  |  |  |  |  | Vessels cleared |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | All ports |  |  | Seaports ${ }^{1}$ |  |  | All ports |  |  | Seaports ${ }^{1}$ |  |  |
|  | Total | $\underset{\text { vessels }}{\text { U.S. }}$ | Foreign vessels | Total | U.s. vessels | Foreign vessels | Total | U.S. vessels | Foreign vessels | Total | U.S. <br> vessels | Foreign vessels |
|  | 506 | 507 | 508 | 509 | 510 | 511 | 512 | 51 | 514 | 515 | 516 | 517 |
| 1970 | 254,154 <br> 238,085 <br> 229 <br> 20850 <br> 220,681 <br> 217,894 | 26,23926,66230,68930,88031,48731 | $\begin{aligned} & 227,915 \\ & 211,423 \\ & 199,465 \\ & 189,848 \\ & 186,407 \end{aligned}$ | 226,666213,608203,664195,871191,684183 |  |  | $\begin{aligned} & 253,1366 \\ & 230,986 \\ & 230,324 \\ & 220,231 \\ & 219.437 \end{aligned}$ | $\begin{aligned} & 26,953 \\ & 27,235 \\ & 31,198 \\ & 30,187 \\ & 32,738 \end{aligned}$ | $\begin{aligned} & 226,183 \\ & 210,758 \\ & 199,126 \\ & 189,404 \\ & 186,699 \end{aligned}$ |  |  |  |
| 1969 |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{1967} 196$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 1966 |  |  |  |  |  |  |  |  |  | 193,433 |  |  |
| 1965 | $\begin{aligned} & 209,000 \\ & 199,380 \\ & 186,700 \\ & 178,334 \\ & 166,548 \end{aligned}$ |  | $\begin{aligned} & 174,960 \\ & 164,973 \\ & 153,400 \\ & 14,450 \\ & 135,560 \\ & 135,400 \end{aligned}$ | $\begin{aligned} & 183,724 \\ & 174,625 \\ & 165,124 \\ & 150,1606 \\ & 148,655 \\ & 148,95 \end{aligned}$ | $\begin{aligned} & 30,919 \\ & 30,909 \\ & 29,677 \\ & 29,963 \\ & 28,2666 \end{aligned}$ | $\begin{aligned} & 152,806 \\ & 143,715 \\ & 135,447 \\ & 128,644 \\ & 120,688 \end{aligned}$ | $\begin{aligned} & 208,736 \\ & 202,262 \\ & 187,539 \\ & 177,530 \\ & 168,878 \\ & 168,878 \end{aligned}$ | $\begin{aligned} & 34,016 \\ & 35,337 \\ & 34,106 \\ & 341,165 \\ & 31,941 \end{aligned}$ | 174,721166,924 153,433144,788 136,936 | $\begin{aligned} & 183,540 \\ & 177,686 \\ & 166,103 \\ & 159,300 \\ & 151,295 \end{aligned}$ | $\begin{aligned} & 31,048 \\ & 31,40 \\ & 30,40 \\ & 30,40 \\ & 30,437 \\ & 29,606 \end{aligned}$ |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1961 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1960 | 162 765 | 30,189 | 132,575 | 145,828 | $\begin{aligned} & 26,708 \\ & 21,87 \\ & 23,87 \\ & 23,642 \\ & 31,189 \\ & 31,254 \end{aligned}$ | $\begin{gathered} 119,119 \\ 115,947 \\ 112,648 \\ 1149,656 \\ 99,514 \\ 9.654 \end{gathered}$ | $\begin{aligned} & 166,715 \\ & 155,505 \\ & 148,816 \\ & 148,878 \\ & 148,269 \end{aligned}$ |  |  |  |  | $\begin{aligned} & 122,127 \\ & 117,221 \\ & 112,778 \\ & 115,785 \\ & 99 ; 881 \end{aligned}$ |
| 1959 | 154,213 | 26,417 | 127,796 | 187, 818 |  |  |  |  |  |  |  |  |
| 195 | 149,097 | -26,842 | +122,255 | 退 |  |  |  |  |  |  |  |  |
| ${ }_{1}^{1957}$ | 162,925 147,844 | 36,247 | 111,598 | 130,767 |  |  |  |  |  |  |  |  |
| 1955 |  | $\begin{aligned} & 34,321 \\ & 33,860 \\ & 39,319 \\ & 15 \end{aligned}$ |  | $\begin{array}{r} 113,807 \\ 97,198 \\ 97,344 \\ 101,263 \\ 93,674 \end{array}$ | $\begin{aligned} & 30,407 \\ & 30,133 \\ & 34,969 \\ & 40,972 \\ & 40,482 \\ & 00,482 \end{aligned}$ |  | $\begin{aligned} & 129,368 \\ & 109,899 \\ & 112,935 \\ & 114,797 \\ & 110,236 \end{aligned}$ | $\begin{aligned} & 34,407 \\ & 39,579 \\ & 39,188 \\ & 43,78 \\ & 46,763 \end{aligned}$ |  | $\begin{array}{r} 114,806 \\ 97,674 \\ 97,627 \\ 99,703 \\ 96,257 \end{array}$ |  |  |
| 1954 |  |  |  |  |  |  |  |  |  |  |  |  |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1951 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1950 |  |  | $\begin{aligned} & 51,251 \\ & 44,451 \\ & 43,199 \\ & 40,170 \\ & 27,213 \end{aligned}$ | $\begin{aligned} & 7,451 \\ & 74,701 \\ & 76,910 \\ & 78,989 \\ & 69,589 \end{aligned}$ | $\begin{aligned} & 31,757 \\ & 37,626 \\ & 44,270 \\ & 49,704 \\ & 49,143 \end{aligned}$ | $\begin{aligned} & 41,693 \\ & 37,076 \\ & 331640 \\ & 31,644 \\ & 30,844 \\ & 20,378 \end{aligned}$ | $\begin{aligned} & 87,829 \\ & 88,286 \\ & 88,49 \\ & 89,740 \\ & 97, ; 625 \end{aligned}$ | $\begin{aligned} & 36,043 \\ & 39,681 \\ & 45,775 \\ & 54,088 \end{aligned}$ | $\begin{aligned} & 51,778 \\ & 44,7848 \\ & 43,667 \\ & 43,672 \\ & 28,102 \end{aligned}$ |  |  | $\begin{aligned} & 42,269 \\ & 36,927 \\ & 34,358 \\ & 34,949 \\ & 21,263 \end{aligned}$ |
| 1949 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1946 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1945 |  | $\begin{aligned} & 61,375 \\ & 48,071 \\ & 29,292 \\ & \hline 29,691 \\ & 130,691 \end{aligned}$ | $\begin{aligned} & 32,646 \\ & 3,699 \\ & 31,792 \\ & 31,792 \\ & 30,381 \\ & 38,121 \end{aligned}$ | $\begin{aligned} & 81,182 \\ & 664,305 \\ & 44,798 \\ & 288,758 \\ & 42,616 \end{aligned}$ | $\begin{aligned} & 56,499 \\ & 42,159 \\ & 24,508 \\ & 10,3,26 \\ & 16 ; 767 \end{aligned}$ | $\begin{aligned} & 24,682 \\ & 24,109 \\ & 20,1031 \\ & 117,932 \\ & 25,849 \end{aligned}$ | $\begin{aligned} & 94,559 \\ & 87,858 \\ & 64,771 \\ & \hline 67,76 \\ & \hline 72,756 \end{aligned}$ |  |  | $\begin{aligned} & 81,452 \\ & 7,777 \\ & 50,232 \\ & 51,276 \\ & 46,142 \end{aligned}$ |  | $\begin{aligned} & 25,120 \\ & 24,798 \\ & 21,406 \\ & 188,827 \\ & 28,441 \end{aligned}$ |
| 1944 |  |  |  |  |  |  |  |  |  |  |  |  |
| 194 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1941 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1940 | $\begin{aligned} & 58,544 \\ & 68,592 \\ & \hline 80,516 \\ & 71,5660 \\ & 65,972 \end{aligned}$ | 19,22017,76919,62019,522720,682 | 39,3245151,22355,29652,43345,296 | 45,39357,97359,27359,28055,938 | $\begin{aligned} & 15,740 \\ & 14,753 \\ & \hline 15,899 \\ & 16,747 \\ & 17,7510 \end{aligned}$ | 29,652 <br> 43,421 <br> 43,424 <br> 43,234 <br> 37,528 <br> 23 | $\begin{aligned} & 62,171 \\ & 70,306 \\ & 71,286 \\ & 72,880 \\ & 66,866 \\ & 68,06 \end{aligned}$ | $\begin{aligned} & 20,248 \\ & 18,246 \\ & 18989898 \\ & 199,938 \\ & 20,069 \end{aligned}$ | $\begin{aligned} & 41,923 \\ & 52,150 \\ & 52,456 \\ & 52,462 \\ & 55,942 \\ & 45,997 \end{aligned}$ |  |  | $\begin{aligned} & 32,230 \\ & 4,230 \\ & 44,316 \\ & 44,324 \\ & 48 ; 414 \\ & 38 ; 414 \end{aligned}$ |
| 1939 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1937 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1936 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1935 | $\begin{aligned} & 64,612 \\ & 64,787 \\ & 60,986 \\ & 64,937 \\ & 64,782 \end{aligned}$ | 22,37223,19222,18824,28726,90726 | $\begin{aligned} & 42,240 \\ & 40,594 \\ & 38,548 \\ & 40,459 \\ & 45,5759 \end{aligned}$ | 54,28958,28251,56455,262960,427 | 18,89319,88619,18520,64321,499 | 36,39533,94632,5133,51538,52938 | $\begin{aligned} & 64,887 \\ & 6,782 \\ & 61727 \\ & 664,246 \\ & 643,46 \\ & 73,501 \end{aligned}$ |  |  | $\begin{aligned} & 54,722 \\ & 53,762 \\ & 52,168 \\ & 54,080 \\ & 51,200 \\ & 61,200 \end{aligned}$ | $\begin{aligned} & 18,651 \\ & 18,901 \\ & 19 \\ & 20,093 \\ & 20,204 \\ & 21,417 \end{aligned}$ | $\begin{aligned} & 36,071 \\ & 34,261 \\ & 32,990 \\ & 34,695 \\ & 39,787 \\ & 39,78 \end{aligned}$ |
| 1934 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1932 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1931. |  |  |  |  |  |  |  |  |  |  |  |  |
| 1930 | $\begin{aligned} & 81,253 \\ & 8,602 \\ & 80,611 \\ & 78,210 \\ & 76,931 \end{aligned}$ |  |  | $\begin{aligned} & 66,499 \\ & 66,453 \\ & 62,809 \\ & 58,921 \\ & 63,759 \end{aligned}$ | $\begin{aligned} & 24,620 \\ & 24,208 \\ & 22,29 \\ & 22,901 \\ & 22^{\prime}, 091 \end{aligned}$ | $\begin{aligned} & 41,879 \\ & 41,645 \\ & 39,618 \\ & 36,818 \\ & 42,668 \\ & 42 \end{aligned}$ | 81,30788,3488,36780,6779,4079,041 |  |  |  | $\begin{aligned} & 24,154 \\ & 25,045 \\ & 25^{24}, 180 \\ & 22,078 \\ & 22,078,234 \\ & 27 \end{aligned}$ | 42,36641,98540,1513768143,349 |
| ${ }_{1928}^{1929}$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 1927 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1926 |  |  |  |  |  |  |  |  | $\begin{aligned} & 42,421 \\ & 38,818 \\ & 38,692 \\ & 33,680 \\ & 32,484 \end{aligned}$ | $\begin{aligned} & 57,160 \\ & 55,294 \\ & 53,245 \\ & 51,799 \\ & 50,423 \end{aligned}$ | $\begin{aligned} & 21,394 \\ & 2,896 \\ & 2,896 \\ & 22,305 \\ & 23,755 \\ & 23 ; 432 \end{aligned}$ |  |
| 1925 | $\begin{aligned} & 69,398 \\ & 68,292 \\ & 66,319 \\ & 65,519 \\ & 62,285 \end{aligned}$ |  | $\begin{aligned} & 41,431 \\ & 38,664 \\ & 38,694 \\ & 38,553 \\ & 31,100 \end{aligned}$ | $\begin{aligned} & 55,636 \\ & 54,626 \\ & 52,765 \\ & 51 \\ & 51,701 \\ & 49,958 \end{aligned}$ | $\begin{aligned} & 21,148 \\ & 2,4,46 \\ & 20,984 \\ & 23,683 \\ & 24,402 \end{aligned}$ | $\begin{aligned} & 34,487 \\ & 32,264 \\ & 31,791 \\ & 28,768 \\ & 25,566 \end{aligned}$ |  |  |  |  |  | 35,766 <br> $\begin{array}{l}32,397 \\ 31,910 \\ 28,044 \\ 26,991\end{array}$ <br> 2,991 |
| ${ }_{1923}^{1924}$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 1922 |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  | $\begin{gathered} 51,531 \\ 36,381 \\ 31,101 \\ 31,10 \\ 36,521 \\ 37,744 \end{gathered}$ | $\begin{gathered} 26,225 \\ 11,244 \\ 11,256 \\ 10,898 \\ 10,446 \end{gathered}$ | $\begin{aligned} & 25,306 \\ & 20,357 \\ & 19,7575 \\ & 25,623 \\ & 28,298 \end{aligned}$ |  | 34,05324,592219,29619,14617,902 |  |  |  | $\begin{aligned} & 27,106 \\ & 210,617 \\ & 20,517 \\ & 26,585 \\ & 29,752 \\ & 29,182 \end{aligned}$ |
| 192 | $\begin{aligned} & 64,104 \\ & 46,720 \\ & 45,756 \\ & 50,4720 \\ & 51,550 \end{aligned}$ | $\begin{aligned} & 32,119 \\ & 21,93 \\ & \hline 19,284 \\ & 18,284 \\ & 17,925 \\ & 17 \end{aligned}$ |  |  |  |  |  |  |  |  |  |  |
| 19182 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1917 |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | $\begin{aligned} & 35,458 \\ & 39,473 \\ & 37,565 \\ & 34,766 \\ & 32,299 \end{aligned}$ |  |  |
|  | $\begin{aligned} & 46,710 \\ & 53,389 \\ & 50,639 \\ & 40,68 \\ & 42,675 \end{aligned}$ | 13,27513,77013,70751111,2579,693 | 33,43539,65933,56734,50132,98231 | $\begin{aligned} & 35,032 \\ & 40,032 \\ & 37,972 \\ & 34,759 \\ & 34,695 \end{aligned}$ | $\begin{aligned} & 6,830 \\ & 5,836 \\ & 5,241 \\ & 5,242 \\ & 4,572 \\ & 4,302 \end{aligned}$ | $\begin{aligned} & 28,202,262 \\ & 34,616 \\ & 32,732 \\ & 30,087 \\ & 28,155 \end{aligned}$ | $\begin{aligned} & 46,885 \\ & 53,183 \\ & 51,152 \\ & \hline 46,417 \\ & 42,437 \end{aligned}$ | $\begin{aligned} & 13,418 \\ & 13,740 \\ & 13,946 \\ & 11 ; 773 \\ & 9,753 \end{aligned}$ | $\begin{aligned} & 33,467 \\ & 39,467 \\ & 37+246 \\ & 34,713 \\ & 34,784 \\ & 32,684 \end{aligned}$ |  | $\begin{aligned} & 7,110 \\ & 5,185 \\ & 5,1889 \\ & 4,7,94 \\ & 4,427 \\ & 4.427 \end{aligned}$ | 28,24734,55832,27729,91227,871 |
| 1914. |  |  |  |  |  |  |  |  |  |  |  |  |
| 1912 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 |  |  |  |  |  |  |  |  |  |  |  |  |
| 191 | $\begin{aligned} & 40,236 \\ & 39,058 \\ & 38,589 \\ & 386,522 \\ & 34,155 \end{aligned}$ | $\begin{aligned} & 8,888 \\ & 8,771 \\ & 8,773 \\ & 8,716 \\ & 7,613 \end{aligned}$ | 31,34730,24730,26638,06726,50726,543 | 30,917 <br> 30,243 <br> 30,244 <br> 29,248 <br> 27,401 <br>  <br>  | $\begin{aligned} & 4,214 \\ & 4,403 \\ & 4,314 \\ & 3,924 \\ & 4,023 \end{aligned}$ | $\begin{aligned} & 26,703 \\ & 25,740 \\ & 26,840 \\ & 25,324 \\ & 23,379 \\ & 23,379 \end{aligned}$ | $\begin{gathered} 39,706 \\ 38,196 \\ 38,282 \\ 35,99 \\ 33 ; 984 \end{gathered}$ | ${ }_{8}^{8,809}$ | 30,897 29,705 | 30,510 <br> 29,604 | 4,196 4,215 | 26,314 25,389 |
| 190 |  |  |  |  |  |  |  | 8 8,435 | ${ }_{29}^{29}, 846$ | 30,198 | ${ }_{4}^{4}, 288$ | 25,910 |
| ${ }_{1}^{1908}$ |  |  |  |  |  |  |  | ${ }_{7}^{8,581}$ | 27,898 26,204 | 26,970 <br> 28,499 | 3,923 | ${ }_{23,047}^{24}$ |
| 1906 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1905 | 30,983 | 7,081 | 23,903 | 24,793 | 4,120 | 20,673 | 31,158 <br> 30,016 | 7,203 6,641 | ${ }_{23,}^{23,955}$ | 25, 24,192 | 4,259 3,836 | - 20,7566 |
| 1904 | 29,952 | ${ }^{6} 6,679$ | ${ }_{24,}^{23,273}$ | ${ }_{24}^{24,111}$ | 退, | ${ }_{20,817}^{20,35}$ | 31, 316 | 6,975 | 24, 3411 | 24,823 | 3,931 | ${ }_{20}^{20,892}$ |
| 1 | -30,654 | 6,961 | ${ }_{23}{ }^{2}, 693$ | 24, ${ }^{2461}$ | ${ }_{4}^{4} \mathbf{4} \mathbf{4}, 020$ | ${ }^{20}$, 3842 | 30,444 29820 | 6,822 6,417 | - ${ }_{23,403}^{23,623}$ | 24; 2489 | 4, ${ }_{4}^{3,020}$ | 20,870 |
| 1901 | 29,768 | 6,381 | 23,387 | 24,791 | 3,980 | 20,811 | 29,820 |  |  |  |  |  |
| 1900 | 28,163 | 6,136 | 22,027 | ${ }_{21}^{23,534}$ | 3,974 | 19,559 | 28,281 <br> ${ }_{25}{ }^{2} 266$ <br> 18 | $\stackrel{6,209}{5,472}$ | 22,072 20,794 | $\xrightarrow{23,618}$ | 3, 006 <br> 3,463 | 18,614 |
|  | ${ }_{25,579}^{26,111}$ | ${ }_{5}^{5} 5$ | 20, 339 | 21,700 | ${ }_{3,362}$ | 18, 338 | 25, 248 | 5,111 | 20,637 | 21,892 19 1988 | 3,231 <br> 3,637 | 16,24 |
| 1897 | 23,760 20, | 5 5,525 | ${ }_{15}^{18,793}$ | 20,003 17,453 | ${ }_{3}^{3,671}$ | 16,391 13,779 | 23, ${ }_{2115}^{23,799}$ | 5,330 | 16,085 | 17,819 | 3,741 | ,07 |
| 1896 | 20,989 | 5,196 | 15,793 | 17,453 | 3,673 |  |  |  |  |  |  |  |
| 1895 | 19,295 | 4,473 | 14, 822 | ${ }^{16,725}$ | ${ }_{3}^{3,677}$ | 13,049 13,376 | 19,751 20,272 | 4,504 4,740 | - 15,246 | ${ }^{17}$ 17,306 | ${ }_{3}^{3,747}$ | 13,560 |
| ${ }_{1893}^{1894}$ | 19,9980 | + ${ }_{4}^{4,655}$ | ${ }^{15} 15,223$ | 17,025 16,679 | - 3,493 | 13,186 | ${ }^{19,761}$ | 4, 4,403 | 15,357 16,625 | 16,825 | ${ }_{3}^{\mathbf{3}, 751}$ | - |
| 1892 | 21, 013 | 4, 4,370 |  | 18,1800 | - $\begin{gathered}3,747 \\ 3\end{gathered}$ | 14,434 11 | +18, ${ }^{21}$, 2611 | 4, |  | 15,411 | 3,716 | 11,695 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |

Series Q 506-517. Net Tonnage Capacity of Vessels Entered and Cleared: 1789 to 1970-Con.

| Year | Vessels entered |  |  |  |  |  | Vessels cleared |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | All ports |  |  | Seaports ${ }^{1}$ |  |  | All ports |  |  | Seaports : |  |  |
|  | Total | U.S. vessels | Foreign vessels | Total | U.S. vessels | Foreign vessels | Total | U.S. vessels | Foreign vessels | Total | U.s. <br> vessels | $\underset{\text { vesselign }}{\text { voren }}$ |
|  | 506 | 507 | 508 | 509 | 510 | 511 | 512 | 513 | 514 | 5 | 516 | 517 |
| 1890 189 | $\begin{gathered} 18,107 \\ 15,952 \\ 15,993 \\ 15,896 \\ 15,136 \end{gathered}$ | 4,0833,7243,3673,3663,232 | 14,02412,22812,22612,45111,904 |  | 3,4053,1283,1212,8142,7622,762 | 11,96110,18410,04210,6619,4689,58 | 18,14916,34315,66915,75315,328 | 4,067 <br> 3,988 <br> 3,415 <br> 3,259 | $\begin{aligned} & 14,082 \\ & { }^{12}, 535 \\ & 12,254 \\ & 12,494 \end{aligned}$ | $\begin{aligned} & 15,429 \\ & \hline 13,672 \\ & 13,252 \\ & 13,2512 \\ & 12,413 \end{aligned}$ | $\begin{aligned} & 3,3909 \\ & \hline 3,342 \\ & 3,944 \\ & 2,744 \\ & 2,871 \\ & 2,806 \end{aligned}$ | 12,03910,32910,30810,7409,607 |
| 1888 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1888 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1886 |  |  |  |  |  |  |  | 8 3,303 | 12,024 |  |  |  |
| 1885 | $\begin{aligned} & 15,305 \\ & 15,069 \\ & 16,38 \\ & 17,680 \\ & 18,619 \end{aligned}$ | $\begin{aligned} & 3,132 \\ & 3,202 \\ & 3,256 \\ & 3,251 \\ & 3,241 \\ & 3,254 \end{aligned}$ | $\begin{aligned} & 12,173 \\ & 11 ; 867 \\ & 13,126 \\ & 14,260 \\ & 15,066 \end{aligned}$ | $\begin{aligned} & 12,287 \\ & \begin{array}{c} 12,085 \\ 13,68 \\ 14,656 \\ 15,636 \end{array} \end{aligned}$ | $\begin{aligned} & 2,799 \\ & 2,781 \\ & 2,835 \\ & 2,968 \\ & 2,919 \end{aligned}$ | $\begin{array}{r} 9,578 \\ 9 \\ 9,264 \\ 10,526 \\ 12,588 \\ 12,711 \end{array}$ | $\begin{aligned} & 15,515 \\ & 15,205 \\ & 16,541 \\ & 17,757 \\ & 18,470 \end{aligned}$ | $\begin{aligned} & 3,232 \\ & 3,237 \\ & 3,237 \\ & 3,318 \\ & 3,376 \end{aligned}$ |  | $\begin{aligned} & 12,496,496 \\ & 12,2,26 \\ & 13,55 \\ & 14,846 \end{aligned}$ | 2,8092,8452,8952,9963,0403,040 | 9,6889,36110,66011,911 |
| ${ }^{1884} 18$ - |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 15,794 |  | 12,754 |
| 1880 | 18,01116,19314.46414.46513,45512.511 | $\begin{aligned} & 3,437 \\ & 3,415 \\ & 3,464 \\ & 3.646 \\ & 3,661 \\ & 3,611 \end{aligned}$ | $\begin{aligned} & 14,574 \\ & 12,78 \\ & 12,781 \\ & 10,821 \\ & 9,791 \\ & 8,899 \end{aligned}$ | 15.25 | 3.140 | 12,111 | 18,043 | 3,397 | 14,646 | 15,296 | $\begin{aligned} & 3,078 \\ & \begin{array}{l} 3,071 \\ 3,196 \\ 3 \\ 3,1943 \\ 3,037 \end{array} \end{aligned}$ | 12,21810.5458,6477,6456,802 |
| 1879- |  |  |  | - $\begin{aligned} & 13.768 \\ & 11.531 \\ & 1\end{aligned}$ | 3,050 3,009 | $\begin{array}{r}10,718 \\ 8,521 \\ \hline\end{array}$ | 16,075 14.808 |  | 12,611 10 1085 | 13,617 |  |  |
| 1877 |  |  |  | 10,406 | 2,958 | 7,449 | 13.442 |  | 9,677 | 10,389 |  |  |
| 1876 |  |  |  | 9,716 | 2,928 | 6,788 | 12,655 | 3,732 | 8,923 | 9,839 |  |  |
| ${ }_{1875}^{187}$ | 11,69313,69211,69610,86610,009 | $\begin{aligned} & 3,574 \\ & 3,884 \\ & 3,813 \\ & 3,612 \\ & 3,712 \\ & 3,743 \end{aligned}$ | 8,1199,1988,0837,0956,266 | $\begin{array}{r} 9,143 \\ 10,100 \\ 8,395 \\ 7,770 \\ 6,994 \end{array}$ | $\begin{aligned} & 2,887 \\ & 2,815 \\ & 2,443 \\ & 2,485 \\ & 2,604 \\ & 2,685 \end{aligned}$ | 6,2567,0957,9515,1854,3914,391 | $\begin{gathered} 11,897 \\ 11,189 \\ 11,822 \\ 10,784 \\ 9,898 \end{gathered}$ | $\begin{aligned} & 3,737 \\ & 3,982 \\ & 3,987 \\ & 3,757 \\ & 38,782 \\ & 3847 \end{aligned}$ | 8,1609,2078,2657,0657,1526,15 | $\begin{array}{r} 9,341 \\ 10,058 \\ 8,715 \\ 7,739 \\ 6,918 \end{array}$ | $\begin{aligned} & 3,061 \\ & 2,961 \\ & 2,574 \\ & 2,598 \\ & 2,635 \end{aligned}$ | $\begin{aligned} & 6,279 \\ & \substack{6,297 \\ 7,097 \\ 5 \\ 5,141 \\ 4,283 \\ 4,283} \end{aligned}$ |
| 1818 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1872 |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1870 1869 | $\begin{aligned} & 9.156 \\ & 8.750 \\ & 8,756 \\ & 7,774 \\ & 7,782 \end{aligned}$ | $\begin{aligned} & \mathbf{3 , 4 8 6} \\ & 3,403 \\ & 3,651 \\ & 3.565 \\ & 3,455 \\ & 3,372 \end{aligned}$ | 5,6705,3484,4854,4954.3194.410 | $\begin{aligned} & 6,270 \\ & 6,052 \\ & 5,572 \\ & 5,266 \\ & 5,008 \end{aligned}$ | $\begin{aligned} & 2,452 \\ & 2,49 \\ & 2,466 \\ & 2,466 \\ & 2,146 \\ & 1,891 \end{aligned}$ | $\begin{aligned} & 3,818 \\ & 3,573 \\ & 3 ., 106 \\ & 3,121 \\ & 3,1117 \\ & 3,117 \end{aligned}$ | $\begin{aligned} & 9,1699 \\ & 7,754 \\ & 8,79 \\ & 7,785 \\ & 7 ; 822 \end{aligned}$ | $\begin{gathered} 3,507 \\ 3,381 \\ 3,718 \\ 3,420 \\ 3,383 \end{gathered}$ | $\begin{aligned} & 5,662 \\ & 4,373 \\ & 4,5761 \\ & 4,665 \\ & 4,438 \\ & 4,438 \end{aligned}$ | 6,3626.11455,8115,5015,161 | $\begin{aligned} & 2,530 \\ & \begin{array}{l} 2,502 \\ 2 \\ 2 \\ 2,625 \\ 2,275 \\ 2,030 \end{array} \end{aligned}$ | $\begin{aligned} & 3,832 \\ & 3,612 \\ & 3.612 \\ & 3 \\ & 3,286 \\ & 3,131 \end{aligned}$ |
| 1868 - |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{1866}^{1867}$ |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1864 | $\begin{aligned} & 6,161 \\ & 6,538 \\ & 7,255 \\ & 7,265 \\ & 7,241 \end{aligned}$ | $\begin{aligned} & 2,944 \\ & \mathbf{2 , 0 6 6} \\ & 4,0615 \\ & 5,118 \\ & 5,024 \end{aligned}$ | $\begin{aligned} & 3,217 \\ & 3,471 \\ & 2,640 \\ & 2,245 \\ & 2,218 \end{aligned}$ | $\begin{aligned} & 3,827 \\ & 4,167 \\ & 44.205 \\ & 4,191 \\ & 4,559 \end{aligned}$ | $\begin{aligned} & 1,615 \\ & 1,655 \\ & 1,608 \\ & 2,629 \\ & 3,629 \end{aligned}$ | $\begin{aligned} & 2,212 \\ & 2,512 \\ & 1,898 \\ & 1,896 \\ & 1,564 \\ & 1,534 \end{aligned}$ | $\begin{aligned} & 6,620 \\ & 6,832 \\ & 7,511 \\ & 7,339 \\ & 7,151 \end{aligned}$ | $\begin{aligned} & 3,025 \\ & 3,091 \\ & 4,447 \\ & 4,462 \\ & 4,962 \\ & 4,889 \end{aligned}$ | $\begin{aligned} & 3,595 \\ & 3,741 \\ & 3,7464 \\ & 2,377 \\ & 2,262 \end{aligned}$ | $\begin{aligned} & 4,161 \\ & 4,279 \\ & 4,243 \\ & 4,2405 \\ & 4,410 \end{aligned}$ |  |  |
| 1863. |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{1861}^{1862}$ |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1860-. | 8,275 <br> 7,806 <br> 6.605 <br> 7,186 <br> 6.872 | $\qquad$ | $\begin{aligned} & 2,354 \\ & 2,540 \\ & 2,540 \\ & 2,269 \\ & 2,465 \\ & \hline, 487 \\ & \hline \end{aligned}$ | $\begin{aligned} & 5,000 \\ & 4,913 \\ & 4.338 \\ & 4.848 \\ & 4,464 \\ & \hline \end{aligned}$ | 3,3023,3283,35133,4823,1943 | $\begin{aligned} & 1,698 \\ & 1,685 \\ & 1,587 \\ & 1,887 \\ & 1,361 \\ & 1,270 \end{aligned}$ | $\begin{aligned} & 8,790 \\ & 7,916 \\ & 7,803 \\ & 7,071 \\ & 7,000 \end{aligned}$ | 6,1665,2974,2904,5814,5884.538 | $\begin{aligned} & 2,624 \\ & 2,618 \\ & 3,318 \\ & 2,490 \\ & 2,462 \end{aligned}$ | 5,2574.8674.4674.8384.8824.695 | $\begin{aligned} & 3,501 \\ & 3,515 \\ & 3,128 \\ & 3,483 \\ & 3 \end{aligned}$ | 1,756$\begin{aligned} & 1,752 \\ & 1 \\ & 1\end{aligned}, 359$1,398 |
| 1855 |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{r}1857 \\ 1856 \\ \hline\end{array}$ |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Year | Vessels entered |  |  |  | Vessels cleared |  |  |  | Year | Vessels entered, all ports |  |  |
|  | All ports |  |  | Seaports ${ }^{1}$ | All ports |  |  | Seaports ${ }^{1}$ |  | Total | U.S. vessels | Foreign vessels |
|  | Total | U.S. vessels | Foreign vessels |  | Total | U.S. vessels | $\underset{\substack{\text { Foreign } \\ \text { vessels }}}{ }$ |  |  |  |  |  |
|  | 506 | 507 | 508 | 509 | 512 | 513 | 514 | 515 |  | 506 | 507 | 508 |
| 1855.- | $\begin{aligned} & 5,945 \\ & 5,884 \\ & 6,282 \\ & 5,293 \\ & 4,993 \end{aligned}$ | $\begin{aligned} & 3,861 \\ & 3,752 \\ & 4,704 \\ & 3,236 \end{aligned}$ | $\begin{aligned} & \mathbf{2 , 0 8 4} \\ & 2,132 \\ & 2,278 \\ & 2,057 \end{aligned}$ | $\begin{aligned} & 4,178 \\ & 4,343 \\ & 4,157 \\ & 3,926 \\ & 3,966 \\ & 3,466 \end{aligned}$ | 6,1796,0196,0665,0785,1305 | $\begin{aligned} & 4,069 \\ & 3,911 \\ & 3,767 \\ & 3,231 \end{aligned}$ |  |  |  |  | 801 |  |
| 1854-- |  |  |  |  |  |  |  | $\begin{aligned} & 4,435 \\ & 4,524 \\ & 4,289 \\ & (\mathrm{NA}) \\ & (\mathrm{NA}) \end{aligned}$ | 1880.......- |  | 784 | ${ }_{86} 8$ |
| 1852 |  |  |  |  |  |  |  |  |  |  | 755 | 161 |
| 1851 |  | 3,054 | 1,939 |  |  |  | 1,930 |  | 1816 |  | 887 | 259 |
| 1850 | $\begin{aligned} & 3,749 \\ & 4.369 \\ & 3,799 \\ & 3,722 \\ & 3,111 \end{aligned}$ | $\begin{aligned} & 2,573 \\ & 2,658 \\ & 2,393 \\ & 2,101 \\ & \hline 2,101 \end{aligned}$ | $\begin{aligned} & 1,176 \\ & 1,711 \\ & 1,705 \\ & 1,220 \\ & 1,960 \end{aligned}$ | $\begin{aligned} & 3,013 \\ & 2,890 \\ & 2,803 \\ & 2,409 \\ & 2,029 \end{aligned}$ | 4,3614,4293,8653,3793,1893,189 | $\begin{aligned} & 2,633 \\ & 2,754 \\ & 2,761 \\ & 2,2,202 \\ & 2,221 \end{aligned}$ | $\begin{aligned} & 1,728 \\ & 11,676 \\ & 1,404 \\ & 1,177 \\ & \hline 968 \end{aligned}$ | $\begin{aligned} & 3.167 \\ & (\mathrm{NA} A \\ & \mathrm{NA}) \\ & (\mathrm{NA}) \end{aligned}$ | 1815 | $\begin{aligned} & 918 \\ & \hline 108 \\ & \hline 51 \\ & 775 \\ & 981 \end{aligned}$ | 701 <br> 760 <br> 238 <br> 668 <br> 948 <br> 948 |  |
| 1848-7 |  |  |  |  |  |  |  |  | 1814--- |  |  | $\begin{array}{r}217 \\ 18 \\ 114 \\ \hline\end{array}$ |
| 1847 -- |  |  |  |  |  |  |  |  | 1812-. |  |  |  |
| 1846 |  | 2,151 |  |  |  |  |  |  | 1811. |  |  | 33 |
| 1845-- | $\begin{aligned} & 2,946 \\ & 2,894 \\ & \hline, 878 \\ & 2,648 \\ & 2,368 \\ & 2,368 \end{aligned}$ | $\begin{aligned} & 2,035 \\ & 1,977 \\ & 1,144 \\ & 1 \begin{array}{l} 1,510 \\ 1,610 \end{array} \end{aligned}$ | $\begin{aligned} & 911 \\ & 917 \\ & \hline 175 \\ & 773 \\ & 736 \end{aligned}$ | $\begin{aligned} & 2,011 \\ & \text { (NA) } \\ & \left(\begin{array}{l} \text { (NA) } \\ (\mathrm{NA}) \end{array}\right. \end{aligned}$ | $\begin{aligned} & 2,984 \\ & 2,918 \\ & 1,918 \\ & \frac{1}{2}, 797 \\ & 2,371 \end{aligned}$ | $\begin{aligned} & 2,054 \\ & 2,011 \\ & 1 \begin{array}{l} 218 \\ 1 \\ 1,536 \\ 1,634 \end{array} \end{aligned}$ | $\begin{aligned} & 930 \\ & 907 \\ & 924 \\ & 544 \\ & 747 \\ & 737 \end{aligned}$ | $\begin{aligned} & (\mathrm{NA}) \\ & (\mathrm{NA}) \\ & (\mathrm{NA}) \\ & (\mathrm{NA}) \\ & (\mathrm{NA}) \end{aligned}$ | 18101809188818871806 | 9897057861,2831,135 | $\begin{array}{r} 909 \\ 605 \\ 539 \\ 1,116 \\ 1,044 \end{array}$ |  |
| 1844-... |  |  |  |  |  |  |  |  |  |  |  | 99 |
| 1842 1841 |  |  |  |  |  |  |  |  |  |  |  | ${ }_{87}^{48}$ |
| 1841-.------ |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 1840-....------ | 2,2892,116 <br> 1 <br> 1 <br> 2 <br> 2, 8951,965 | $\begin{aligned} & 1,577 \\ & 1 \\ & 1,491 \\ & 1,303 \\ & 1,300 \\ & 1,255 \end{aligned}$ | 712665592766680 | 1,788 | 2,3332,0902,09132,0131,9901 |  | 706 | 1,861 | 1805-... | 1,010 |  |  |
| 1883-------- |  |  |  |  |  | $\begin{aligned} & 1,478 \\ & 1,409 \end{aligned}$ | 612 |  | 1804-.------ | ${ }_{951}^{944}$ | ${ }_{787}^{822}$ | ${ }_{164}^{122}$ |
| 18837--.---- |  |  |  |  |  | 1,267 | 756 |  | 1802--------- | ${ }_{944} 9$ | 799 | ${ }_{146}$ |
|  |  |  |  |  |  | 1,316 | 674 |  | 1801........- | 1.007 | 849 | 157 |
| 1835--..... | $\xrightarrow{1,994}$ | 1,353 | ${ }_{5641} 56$ |  | 2,031 | 1.401 | ${ }_{5}^{631}$ |  | 1800. | 804 | 683 | 121 |
| 1833------ | 1,608 | 1,111 | 497 |  | 1,639 | 1,142 | 497 |  | 1798 | 732 610 610 | 625 <br> 522 | 108 88 |
| 1831-..------ | 1, 1,405 | ${ }_{923}^{950}$ | 393 482 |  | 1.362 |  |  |  | 1797 | 681 | 608 | 73 |
|  |  |  |  |  |  | 8 | 272 |  |  | 722 |  |  |
| 1829 | 1,099 | 967 873 | 132 |  | 1,105 | 972 | 133 |  | 1795-- | ${ }_{6} 37$ | 580 | 57 |
| 1828------- | 1 1,019 | 868 | 150 |  | 1,048 | 989 | 151 |  | 1793-- | 611 | ${ }_{448}^{526}$ | ${ }_{64}^{83}$ |
| 1826---------- | 1,048 | 942 | 1 |  | 1,112 | ${ }_{953}^{981}$ | 131 99 |  | 1792 | 659 | 415 | 244 |
| 1825.......- | 974 |  |  |  |  |  |  |  |  |  |  |  |
| 1824------ | 952 | 850 | 102 |  | 1,022 | ${ }_{919} 9$ | 103 |  | 1789 | ${ }_{234}^{606}$ | 355 127 | ${ }_{107}^{251}$ |
| 1822--------- | ${ }_{889} 8$ | 778 788 | 119 |  | ${ }_{911}^{931}$ | 811 | 120 |  |  |  |  |  |
| 1821........ | 847 | 765 | ${ }_{82}$ | -------1 | 911 888 | 814 <br> 805 | ${ }_{83}^{97}$ | .-.......- |  |  |  |  |
| $\begin{aligned} & \text { NA Not a } \\ & \text { :Comprise } \\ & \text { a As of June } \end{aligned}$ | le. except gures (in th | hern borde sands of to | ports. <br> ) for July- | Dec. are as |  | Series series series | $506,25,029$ <br> 510, <br> 5,747 <br> 514, 14,249; | 9 series $Q$ Q 507 series Q 511 ; series Q 515, | 7, 11,006; serie 16,112; series | 2 508,14, 516, 5,614 | $\begin{aligned} & \text {; series Q } \\ & \text {; series } \\ & \text { ad series Q } \end{aligned}$ |  |
| 760 |  |  |  |  |  |  |  |  |  |  |  |  |

Series Q 518-523. Value of Waterborne Imports and Exports (Including Reexports) of Merchandise: 1790 to 1970 [In millions of dollars. For years ending September 30, 1790-1842; June 30, 1843-1915; December 31 thereafter. Includes gold and silver coin and bullion to 1879, imports

${ }^{1}$ Figures (in millions of dollars) for July-Dec. are as follows: Series Q 518, 817; Q 519, 179; Q 520, 638; Q 521, 1,625; Q 522, 200; Q 523, 1,425.

Series Q 524-529. Tonnage of Waterborne Imports and Exports, by Flag of Carrier Vessel: 1921 to 1970
[In thousands of short tons]

${ }^{1}$ 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 Iake traffic passing through canals and connecting channels other than the St. Marys Falls Canal and the Detroit River]

| Year | Foreign and domestic commerce | Foreign commerce |  |  |  |  | Domestic commerce |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Total | Through seaports |  | Great Lakes ports |  | Net total 1 | Between ports |  | Local and intraport ${ }^{2}$ | Internal | Intraterritory ${ }^{3}$ |
|  |  |  | Imports | Exports | Imports | Exports |  | Coastwise | Lakewise |  |  |  |
|  | 530 | 531 | 532 | 533 | 534 | 535 | 536 | 537 | 538 | 539 | 540 | 541 |
| 1970 | 1,531,697 | 580,969 | 312,934 | 205,698 | 26,406 | 35,932 | 950.727 | 238,440 | 157,059 | 81,475 | 472,123 | 1,630 |
| 1969 | 1,448, 712 | 521,312 | 295,648 | 168,944 | 24,645 | 32,075 | 927,399 | 216,708 | 160,844 | 87,536 | 460,945 | 1,366 |
| 1968 | 1,395,839 | 507,950 | 278,827 | 166,580 | 32,110 | 30,434 | 887,889 | 214,251 | 151,116 | 90,730 | 430,174 | 1,618 |
| 1967 | 1,336,606 | 465,972 | 248,245 | 162,443 | 27,720 | 27,564 | 870,634 | 214,647 | 153,597 | 102,320 | 398,593 | 1,478 |
| 1966 | 1,334,116 | 471,391 | 257,173 | 155,759 | 26,674 | 31,785 | 862,725 | 208,375 | 164,037 | -99,215 | 389,852 | 1,247 |
| 1965 | 1,272,896 | 443.727 | 244,874 | 142,121 | 24,961 | 31,771 | 829,169 | 201,508 | 153,695 | 102,865 | 369,615 | 1,486 |
| 1964 | 1,238,094 | 421,925 | 224,433 | 142,874 | 24,152 | 30,465 | 816,168 | 205,688 | 151,405 | 199,579 | 357,916 | 1,580 |
| 1963 | 1,173,767 | 385,659 | 209,370 | 129, 782 | 18,006 | 28,502 | 788,108 | 213,853 | 141,741 | 98,981 | 331,902 | 1,630 |
| 1962 | 1,129,404 | 358,599 | 207,041 | 110,492 | 15,649 | 25, 417 | 770,805 | 215,461 | 135,744 | 102,277 | 316,062 | 1,262 |
| 1961 | 1,062,155 | 329.330 | 188,179 | 105,959 | 11,986 | 23,205 | 732,825 | 206,899 | 136,841 | 93,929 | 294,052 | 1.104 |
| 1960 | 1,099,850 | 339,277 | 198,466 | 104,810 | 12,851 | 23,151 | 760,573 | 209,197 | 155,109 | 104,193 | 291,057 | 1,017 |
| 1959 | 1,052,402 | 325,670 | 198,608 | 91,629 | 14,878 | 20,555 | 726,732 | 205,509 | 131,220 | 106,747 | 282,269 | 987 |
| 1958 | 1,004,516 | 308,851 | 181,480 | 101,555 | 8,004 | 17, 811 | 695,665 | 194,050 | 132,289 | 105,425 | 261,069 | 2,882 |
| 1957 | 1.131,401 | 358,540 | 176,236 | 146,890 | 10,116 | 25,298 | 772,862 | 196,419 | 182,150 | 110,824 | 281,066 | 2,403 |
| 1956 | 1,092,913 | 326,690 | 163,349 | 126,448 | 10,865 | 26,027 | 766,223 | 205,910 | 173,991 | 114,364 | 269,734 | 2,225 |
| 1955. | 1,016,136 | 271,103 | 144,276 | 95,404 | 8,681 | 22,742 | 745,033 | 195,718 | 184,809 | 112,868 | 249,693 | 1,951 |
| 1954 | -867,640 | 213,844 | 123,503 | 65,244 | 5,921 | 19,176 | 653,796 | 187,240 | 145,364 | 102,719 | 217.061 | 1,411 |
| 1953 | 923,548 | 217,396 | 120,595 | 63,780 | 7,387 | 25,635 | 706,151 | 188,758 | 188,621 | 102, 562 | 224,957 | 1,253 |
| 1952 | 887,722 | 227,326 | 108,674 | 85,072 | 7,287 | 26,293 | 660,396 | 184,207 | 154,112 | 103,972 | 216,644 | 1,460 |
| 1951 | 924,128 | 232,056 | 101,813 | 97,603 | 6,935 | 25,705 | 692,073 | 186,759 | 178,463 | 112,029 | 213,405 | 1,417 |
| 1950 | 820,584 | 169,225 | 96,299 | 43,640 | 5,683 | 23,603 | 651,359 | 182,544 | 169,881 | 106,906 | 190,789 | 1,239 |
| 1949 | 740,721 | 165,358 | 77,153 | 65,740 | 4,839 | 17,626 | 575,363 | 161,431 | 145,592 | 102,637 | 165,703 |  |
| 1948 | 793,200 | 162,971 | 68,078 | 65,404 | 4,219 | 25,270 | 630,229 | 174,081 | 172,491 | 113,959 | 169,698 |  |
| 1947 | 766,817 | 188,256 | 57,366 | 101,996 | 4,796 | 24,098 | 578, 561 | 153,098 | 163,180 | 112,668 | 149,615 |  |
| 1946 | 617,032 | 148,877 | 47,948 | 76,589 | 4,163 | 20,177 | 468,155 | 137,609 | 138,617 | 91,225 | 81,668 |  |
| 1945 | 618,906 | 172,094 | 44,526 | 100,333 | 6,511 | 20,724 | 446.812 | 90,705 | 157,900 | 97,822 | $87,073$ |  |
| 1944 | 605,928 | 153,736 | 39,441 | 82,613 | 8,055 | 23,627 | 452,192 | 70,806 | 164,971 | 106,194 | 95,821 | ------- |
| 1943 | 580,581 | 127,284 | 33,077 | 63,086 | 7,120 | 24,001 | 453,297 | 60,009 | 159,458 | 106.278 | 93,689 |  |
| 1942 | 589,900 | 99,221 | 25,974 | 46,023 | 4,488 | 22,736 | 490,679 | 74,016 | 172,606 | 104,189 | 92,748 |  |
| 1941 | 653,600 | 120,652 | 54,616 | 40,605 | 4,628 | 20,802 | 532,948 | 155,927 | 163,161 | 98, 728 | 85,368 |  |

[^16]Series Q 530-541. Waterborne Cargo Tonnage, Foreign and Domestic: 1924 to 1970-Con.
[In thousands of short tons of $\mathbf{2 , 0 0 0}$ pounds]

| Year | $\begin{gathered} \text { Foreign } \\ \text { and } \\ \text { domestic } \\ \text { commerce } \end{gathered}$ | Foreign commerce |  |  |  |  | Domestic commerce |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Total | Through seaports |  | Great Lakes ports |  | Net total 1 | Between ports |  | $\begin{gathered} \text { Local } \\ \text { and } \\ \text { intraport }{ }^{2} \end{gathered}$ | Internal |
|  |  |  | Imports | Exports | Imports | Exports |  | Coastwise | Lakewise |  |  |
|  | 530 | 531 | 532 | 533 | 534 | 535 | 536 | 537 | 538 | 539 | 540 |
| 1940 | 607,900 | 111,255 | 40.740 | 49,568 | 4,118 | 16,829 | 496.645 | 157.027 | 141,103 | 97.632 | 70,217 |
| 1939 | 569,400 | 112,667 | 37,854 | 57, 711 | 4,941 | 12,161 | ${ }^{456}, 733$ | 150,983 | 113,309 | 87,710 | 62,014 |
| 1938 | 466,900 | 105,182 | 33,886 | 55,476 | 5,110 | 10.710 | 361,718 | 138,545 | 72,846 | 76,216 | 56,034 |
| 1936. | 525,842 | 90,247 | 37,507 | 37,154 | 5,423 | 10,163 | 435,595 | 132,515 | 115,250 | 88,024 | 44,337 |
| 1935 | 453,331 | 81,639 | 33,942 | 33,922 | 4,716 | 9.059 | 371,692 | 115,561 | 83,628 | 76.583 | 35,720 |
| 1934 | 414,308 | 77, 898 | 30,553 | 33,570 | 4,287 | 9,488 | 336,410 | 113,349 | 71,685 | 60,998 | 34,894 |
| 1932 | 394, 1048 | 69,466 70,429 | 27,670 29843 | 31,197 30.089 | 3,034 3,072 | 7,565 | 324,638 272,060 | 110,675 94.434 | 68,911 39,544 | 55,207 54,845 | 26,030 27 |
| 1931 | 445,648 | 89, 525 | 37,375 | 38,841 | 4,016 | 9,293 | 356, 123 | 113,949 | 71,788 | 67,530 | 37,327 |
| 1930 | 520.280 | 114, 110 | 46,448 | 48,148 | 7,590 | 11,924 | 406,170 | 117.821 | 109,791 | 79,414 | 37,591 |
| 1929 | 583,800 | 127,510 | 51,591 | 55,761 | 6,385 | 13,773 | 456,290 | 124, 999 | 135,838 | 89,528 | 41,995 |
| 1928 | 539,200 | 126,768 | 46,690 | 56,151 | 8,548 | 15,379 | 412,432 | 119,254 | 119,301 | 75.728 | 39,870 |
| 1927 | 532,500 | 120,523 | 43,388 | 56,550 | 8,098 | 12,487 | 411,977 | 121,036 | 112,805 | 78,020 | 40, 559 |
| 1926. | 540,500 | 131,293 | 44,834 | 69,859 | 6,424 | 10,176 | 409, 207 | 108,023 | 115,791 | 88,270 | 36,798 |
| 1925. | 483,400 | 108,548 | 42,793 | 49,251 | 7,317 | 9,187 | 374,852 | 105,090 | 110,626 | 59,981 | 49,787 |
| 1924 | 453,700 | 101,562 | 36,425 | 49,008 | 4,962 | 11,167 | 352,138 | 88, 554 | 92,563 | 77,270 | 34,101 |

${ }^{1}$ Figures for 1924-1945 are approximations; there are some minor duplications in figures for foreign traffic. Domestic commerce, for 1924-1946, includes "rivers, canals, and connecting channels," not shown separately.
${ }^{2}$ Includes figures for harbor traffic of New York, Philadelphia, and San Francisco; local traffic of other seaports, and local traffic of lake ports.
${ }^{3}{ }^{3}$ Besinning 1959, excludes traffic in Alaska and Hawaii; such traffic included in other domestic traffic categories.

Series Q 542-547. Waterborne Bulk Freight Traffic on the Great Lakes: 1900 to 1970
[In thousands of short tons]


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]


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 tolls-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]

${ }^{1}$ Canal closed about 7 months by slides.
n Canal opened Aug. 15, 1914.

Series Q 556-557. Tonnage Moved on New York State Canals: 1837 to 1970
[In short tons of $\mathbf{2 , 0 0 0}$ pounds]


Series Q 558. Federal Expenditures for Rivers and Harbors: 1822 to 1970
[In thousands of dollars. For years ending June 30]

| Year | Total | Year | Total | Year | Total | Year | Total | Year | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 558 |  | 558 |  | 558 |  | 558 |  | 558 |
| 1970 | 1,050,803 | 1940 | 107,082 | 1910---- | 29,273 | 1880 | 8,080 | 1850 | 42 |
| 1969 | 1,124,790 | 1939 | 115,987 | 1909-..- | 34, 579 | 1879 | ${ }^{8}, 267$ | 1849 | 24 |
| 1968 | 1,170,845 | 1938-...- | 135,921 | 1908. | 30,361 | 1878 | 3,791 4,655 | 1847 | 44 |
| 1967 | 1,182,958 | 1937-- | 178,825 106,239 | 1907. | 23,310 25,955 | 1876. | 4,655 5,736 | 1846 | 219 |
| 1966 | 1,208,301 | 1936 | 106,239 |  |  |  |  |  |  |
| 1965 | 1,092,588 | 1935- | 162,375 | 1905... | 22,814 | 1875... | 6,434 | 1845 | 529 |
| 1964 | 993,916 | 1934. | 104,873 | 1904- | -22,546 | 1874 | 5,704 6,312 | 1844 | 313 111 |
| 1963 | 1,004,022 | 1933-- | 76,788 | 1903 | 14,948 | 1872 | 4,962 | 1842 | 82 |
| 19621 | 889,936 863,600 | 19331 | 84,260 80,903 | 1901 | 19,544 | 1871 | 4,421 | 1841 | 79 |
| 1960 | 800,948 | 1930 |  | 1900 | 18,736 | 1870 | 3,528 | 1840 | 145 |
| 1959 | 721,767 | 1929 | 57,299 | 1899 | 16,094 | 1869 | 3,545 | 1839 | 780 |
| 1958 | 624,558 | 1928 | 70,197 | 1898 | 20,792 | 1868 | 3,457 |  | 1,054 |
| 1957 | 545,032 | 1927 | 60,620 | 1897 | 13,686 | 1867 | 1,295 | 1836 | 1,869 |
| 1956 | 489,118 | 1926 | 63,464 | 1896 | 18,119 |  |  |  |  |
| 1955 | 455,612 | 1925 | 69,882 | 1895 | 19,944 | 1865 | 305 | 1835 | 569 |
| 1954 | 475,418 | 1924 | 62,025 | 1894 | 19,888 14.804 | 1864 |  | 1834 | 698 704 |
| 1953 | 272,130 | 1923. | 47,478 43,393 | 1892 | 14,804 13,024 | 1862 | ${ }_{37}^{65}$ | 1832 | 538 |
| 1952 | 214,957 204,699 | 1921 | -47,166 | 1891 | 12,253 | 1861 | 172 | 1831 | 652 |
|  |  | 1920 | 47,188 | 1890 | 11,740 | 1860. | 228 | 1830 | 574 |
| 1949 | 160,431 | 1919 | 33,078 | 1889 | 11,234 | 1859 | 290 | 1829 | 524 |
| 1948 | 115,728 | 1918 | 29,594 | 1888 | 7,786 | 1857 | 268 | 1827 | 136 |
| 1947 | 89,170 | ${ }_{1916} 1917$ | 30,487 32,450 | 1886. | 4,197 | 1856 | 161 | 1826 | 87 |
| 1946 | 79,542 | 1916 |  |  |  |  |  |  |  |
| 1945. | 57,146 | 1915 | 46,834 | 1885 | 10,558 | 1855 | 791 937 |  |  |
| 19444 | 64,366 |  | 50,762 | 1884 1883 | $\begin{array}{r}8,237 \\ 13,839 \\ \hline\end{array}$ |  | 489 |  | 26 |
| $\begin{aligned} & 1943 . \\ & 1942 \end{aligned}$ | 84,368 88,664 | 1912 | -35,861 | 1882 | 11,624 | 1852 | 40 | 1823 |  |
| 1941.-. | 86,530 | 1911 | 33,968 | 1881 | 9,072 | 1851 | 70 |  | 1 |

TRANSPORTATION
Series Q 559-564. Investment in Canals, by Region and Agency of Enterprise: 1815 to 1860 [In millions of dollars]


# 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 nonscheduled operations. Certificated route air carriers are often referred to as "scheduled airlines," although they also perform nonscheduled service. Nonscheduled service comprises revenue flights that are not operated in regular scheduled service, such as charter fiights, and all nonrevenue flights incident to such flights. Scheduled. service is transport service operated over an air carrier's certificated routes, based on published fight 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 fiying 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 19491970, but not for earlier years.

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


- Represents zero. NA Not available.
${ }^{\text {I }}$ Value of aircraft, engines, parts, parachutes, etc. For 1959-1970, represents net sales value of "complete aircraft and parts" plus "aircraft engines and parts."
are included with calendar year 1919, calenar years. Data for the second half of 1918
${ }^{2}$ 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 reagines or whe pars of aircraft. Values for parachutes and their parts bave been included only since 1932.

Series Q 577-590. Scheduled Air Transportation, Domestic and International: 1926 to 1970
[As of December 31 or for years ending December 31. All data reflect scheduled operations exclusively. Domestic data include intra-Alaska carriers beginning 1941 for series


Series Q 577-590. Scheduled Air Transportation, Domestic and International: 1926 to 1970-Con.


NA Not available.
I Figures for 1961-1970 for domestic airlines are for total aircraft in service, domestic and international.
route of an air carrier where (a) the same passengers were carried on more than 1 route of an air carrier; and (b) where the same passengers were carried by more than 1 air carrier.
than 1 route of an air carrier, but still exists where the same passengers were carried than 1 route of an air carrie
by more than 1 air carrier.
${ }^{5}$ Excludes Marine Airlines
${ }^{6}$ Excludes Colonial and Marine Airlines
7 Includes nonrevenue passenger-miles flown.
${ }^{8}$ Includes nonrevenue passengers
${ }^{9}$ Excludes Colonial Airlines, Inc., and Hawaiian Airlines, Ltd.
${ }^{10}$ Excludes 224,236 ton-miles flown by U.S. Army.
1 Excludes Colonial Airlines, Inc.
${ }^{13}$ Includes employees of Pan American Airways.
${ }^{13}$ Included with domestic air transportation.

Series Q 591-603. Scheduled Airline Revenues and Expenses: 1938 to 1970
[In thousands of dollars]

| Year | Operating revenues |  |  |  |  |  | Operating expenses |  |  |  |  |  | Net operating income or loss ${ }^{1}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Total | Passenger | Mail (including subsidy) | Express and freight | Excess baggage | Other | Total | Aircraft |  |  |  | Ground and indirect expense |  |
|  |  |  |  |  |  |  |  | Total | Flying | Direct maintenance flight equipment | Depreciation flight equipment |  |  |
|  | 591 | 592 | 593 | 594 | 595 | 596 | 597 | 598 | 599 | 600 | 601 | 602 | 603 |
| DOMESTIC |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1970. | 7,180,121 | 6,246,416 | 206,679 | 498,322 | 12,134 | 216,570 | 7,180,938 | 4,005,322 | 2,119,362 | 1,135,808 | 750,152 | 3,175,616 | -817 |
| 1969 | 6,935,606 | 5,943,446 | 224,120 | 462,189 | 11,699 | 294,202 | 6,613,425 | 3,702,356 | 1,947,738 | 1, $1,057,917$ | 696,701 | 2,911,069 | 322,181 |
| 1968 | 5,607,054 | 4,911,881 | 185, 654 | 348,392 | 8,943 | 157,184 | 5,297,594 | 2,948,964 | 1,505,477 | -911,297 | 532,190 | 2,348,630 | 309,460 |
| 1967 | 4,886, 572 | 4,260,000 | 170, 180 | 287,254 | 7,236 | 161,902 | 4,475,594 | 2,501,951, | 1, 229,479 | 831,715 | 440,757 | 1,973,643 | 411,152 |
| $1966^{2}$ | 4,070,323, | 3,534,335 | 161,796 | 251,344 | 5,954 | 116, 894 | 3,589,659 | 2,007, 928 | 174,179 | 680,413 | 353,336 | 1,581,731 | 480,664 |
| $1965{ }^{2}$ | 3,608,506 | 3,142,048 | 157, 525 | 219,612 | 12,041 | 77,280 | 3,165,073 | 1,810,851 | 854,650 | 639,942 | 316,259 | 1,354,222 | 443,433 |
| $1964{ }^{2}$ | 3,094,628 | 2,701,111 | 149,122 | 181,396 | 16,674 | 46,325 | 2,777,925 | 1,614,993 | 755,846 | 580,092 | 279,055 | 1,162,932 | 316,703 |
| 19632 | 2,722,464 | 2,374,392 | 142,775 | 152,414 | 17,473 | 35,410 | 2,579,821 | 1,539,303 | 698,696 | 523,111 | 317,496 | 1,040,518 | 142,643 |
| 1962 | 2,497,900 | 2,167,476 | 139,451 | 135,947 | 19,661 | 35,366 | 2,407,935 | 1,448,288, | 659,136 | 496,408 | 292,744 | 959,646 | 89,965 |
| 19612 | 2,245,495. | 1,951,491 | 129,589 | 114,500 | 20,399 | 29,514 | 2,244,237 | 1,362,055 | 683,187 | 445;859 | 283,009 | 882,183 | 1,257 |
| 1960 | 2,129,311 | 1,860, 369 | 113,123 | 102,766 | 21,365 | 31,688 | 2,091,423 | 1,043,016 | 600,840 | 257,788 | 184,388 | 1,048,407 | 37,888 |
| 1959 | 1,955,116 | 1,722,491 | 94,998 | -91,235 | 21,362 | 25,080 | 1,848,332 | 1,932,907 | 551,399 | 230,404 | 151,104 | 915,425 | 106,784 |
| 1958 | 1,636,231. | 1,432,207 | 81,814 | 77,622 | 19,490 | 25,098 | 1,538,700 | 786,406 | 474,654 | 186,690 | 125,062 | 752,294 | 97,531 |
| 1957 | 1,530,228 | 1,347,530 | 74,734 | 68,591 | 18,644 | 20,729 | $1,488,973$ | 780,401 | 469,587 | 176,099 | 134,715 | 708,572 | 41,255 |
| $1956{ }^{3}$ * | 1,359,480 | 1,193,370 | 66,558 | 64,004 | 15,175 | 20,373 | 1,258,423 | 637,082 | 371,623 | 168,490 | 96,969 | 621,341 | 101,057 |
| 1955 | 4, 201,266 | 1,060,590 | 55,536 | 61,102 | 12,168 | 11,856 | 1,077,122 | 551,626 | 323,220 | 135,487 | 92,919 | 525,493 | 124,142 |
| 1954 | -1,042,793 | 1,905,840 | 65, 726 | 49,901 | 10,631 | 10,680 | 4, 941,582 | 487,376 | 279,971 | 110,299 | 97,106 | 454,200 | 101,211 |
| 1953 | 4937,482 | 803,869 | 64,484 | 47,791 | 8,704 | 12,622 | 4850,448 | 438,088 | 253,091 | 102,401 | 82,596 | 412,356 | 87,032 |
| 1952 | 4817, 680 | 695,456 | 58,887 | 42,828 | 7,348 | 13,152 | 4723,409 | 361,464 | 208,665 | 92,696 | 60,103 | 361,939 | -94, 271 |
| 1951 | 4702,365 | 591,187 | 57,422 | 36,914 | 6,069 | 10,733 | ${ }^{4} 595,363$ | 287,942 | 173,023 | 71,687 | 43,232 | 307,421 | 107,001 |

Series Q 591-603. Scheduled Airline Revenues and Expenses: 1938 to 1970-Con.
[In thousands of dollars]

| Year | Operating revenues |  |  |  |  |  | Operating expenses |  |  |  |  |  | Net operating income or loss |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Total | Passenger | $\begin{gathered} \text { Mail } \\ \text { (including } \\ \text { subsidy) } \end{gathered}$ | Express and freight | Excess baggage | Other | Total | Aircraft |  |  |  | $\begin{aligned} & \text { Ground } \\ & \text { and } \\ & \text { andirect } \\ & \text { expense } \end{aligned}$ |  |
|  |  |  |  |  |  |  |  | Total | Flying | Direct maintenance flight equipment | Depreciation flight equipment |  |  |
|  | 591 | 592 | 593 | 594 | 595 | 596 | 597 | 598 | 599 | 600 | 601 | 602 | 603 |
| DOMESTIC-Con. | 557, 803 |  |  |  |  |  |  |  |  |  |  |  |  |
| 1950 |  | 444,506388,931 | $\begin{aligned} & 63,788 \\ & 59,333 \end{aligned}$ | $\begin{aligned} & 35,122 \\ & 27,987 \end{aligned}$ | $\begin{aligned} & 5,077 \\ & 4,452 \end{aligned}$ | $\begin{array}{\|c\|c\|c\|} 9,310 \\ 5,331 \end{array}$ | $\begin{aligned} & 494,645 \\ & 461,733 \end{aligned}$ | $\begin{aligned} & 241,060 \\ & 223,193 \end{aligned}$ | 141,816127,398 | 57,84154,028 | 41,403 41,767 | 253,585 | $\begin{array}{r} 63,108 \\ 24,301 \\ 2,661 \end{array}$ |
| 1949 | 486,034 |  |  |  |  |  |  |  |  |  | 41,320 | 231,643 |  |
| 1948 |  | 343, 290 | 59,309 <br> 29,445 | 24,372 19,378 | $\begin{aligned} & 3,953 \\ & 3,572 \end{aligned}$ | $\left.\begin{aligned} & 3,371 \\ & 3,869 \end{aligned} \right\rvert\,$ | 431,634 <br> 886,199 | $\begin{aligned} & 199,991 \\ & 169,165 \end{aligned}$ | 109,636 88,840 | 42,903 |  | 217,034 | -21,360$-5,986$ |
| 1947 | 364,840 316,233 | 275,594 | 20,982 | 13,620 | 2,993 |  | 322,219 | 129,250 | 70,410 | 33,273 | -35,567 | 192,969 |  |
| 1946.------------ |  |  |  |  |  |  |  |  |  |  |  | 111,403 | 34,117 |
| 1945-.-.-.-.---- | 214,743 | 166,520 | 33,694 | 10,835 | 2, 2981 | $\begin{array}{r}1,397 \\ \hline 833\end{array}$ | 180,626 | 69,223 45,150 | 48,428 28 | 16,393 | 5,019 | 79,372 | 36,406 |
| 1944 | 160,928 | 116,441 | 33,317 24,213 | 8,306 8,382 | 2,031 | 1,833 1,309 | 124, 568 | 34,613 | 20,739 | 9,132 | 4,742 | 60,950 | 27,542 |
| 1943 | 123,105 | 87,481 <br> 74,819 | 24,213 23,470 | 6,978 | 1,260 | 1,722 | 84,366 | 36,392 | 21,866 | 8,664 | 5,862 | 47,974 | 23,882 |
| 1942 | 108,249 ${ }^{\text {97, }} 11$ | 74,819 <br> 69,791 | 22,696 | 2,919 | , 766 | 1,139 | 89,919 | 44,932 | 27,392 | 9,789 | 7,751 | 44,987 | 7,392 |
|  |  |  |  | 2,078 | 551 | 837 | ${ }^{5} 70,897$ | 35,179 | 22,093 | 7,496 | 5,590 | 35,028 | 5,967 |
| 1939 | 55,948 | 34,844 | 18,482 | 1,619 | 346 | 657 | ${ }^{5} 51,392$ | 26, 294 | 15,809 | 5 <br> 5 <br> 5 <br> 645 | 4,834 4,905 | 24,692 18,878 | 4,556 $-1,020$ |
| 1938 | 42,845 | 24,861 | 15,798 | 1,278 | 283 | 625 | ${ }^{6} 43,865$ | 24,987 |  |  |  |  | -1,020 |
| international |  |  |  |  |  |  |  |  |  |  |  | 950,243 | 19,201 |
| 1970 | 1,913,592 | 1,380,388 | 110,197 | 197,081 | 15,109 | 210,867 | 1,894,391 | 944,148 | 515,182 | 241,077 | 187,889 |  |  |
| 1969 | 1,689,387 | 1,176,349 | 99,041 | 185,502 | 14, 232 | ${ }^{214,263}$ | 1, $1.748,2751$ | 832,503 920,029 | $4{ }^{456,431}$ | 214,024 | 157,019 180,970 | 826,802 | 211,496 |
| 1968 | 1,958,327 | 1, 309,173 | 135,904 | 185,856 | 15,823 13,419 | $\stackrel{381,792}{ }$ | $1,746,831$ $1,496,540$ | 792,026 | 424,135 | 211, 874 | 156,017 | 704,514 | 273,142 |
| $1967{ }^{1962}$ | $1,769,682$ $1,474,480$ | 1, ${ }^{1655,185}$ | 145,051 | 149,529 | 14,092 | 183,865 | 1,220,894 | 634,423 | 329,427 | 181,475 | 123,521 | 586,471 | 253,586 |
| $1965{ }^{2}$ | 1,199,403 | 887,335 | 82,158 | 131,119 | 13,481 | 85,310 | 1,001,362 | 508,710 | 262,597 | 146,043 | 100,070 | 492,651 | 198,041 |
| $1964{ }^{\text {2 }}$ | 1,027,916 | 781,649 | 71,321 | 100,296 | 11,149 | 63,501 | 896,187 | 471,764 | 238,427 | 145,186 | 88,151 | 424,423 | 130.841 |
| 19632 | 920,303 | 692,801 | 73,989 | 80, 378 | 11,665 | 61,470 | 799,462 | ${ }^{438} \times 1881$ | 193,422 | 113,602 | 91,357 | 325,472 | 86,593 |
| $1962{ }^{2}$ | 722,390 | 533,159 | 70,36859,527 | 71,25263,265 | $11,3,570$ | 56,869 | 698,685 | 400,537 | 186,561 | 109,493 | 104,483 | 298,148 | 23,706 |
| 1961 2--------------- |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1960 | 684,672 | 527,568 | 47,544 | 58,802 | 10,136 | 40,622 | 639,477 | 303,953 | 179,712 | 58,39257,522 | 65,849 54,075 | 335,524 291,665 | 45,195 18,573 |
| 1959 | 592,226530,881 | 444,618 <br> 395,604 | 40,46937,962 | 51,87745,420 | 8,8458,963 | 42,932 | 519,604 | 259,825 | $\begin{aligned} & 163,516 \\ & 150,763 \end{aligned}$ |  | $\begin{aligned} & 48,450 \\ & 46,229 \end{aligned}$ | $\begin{aligned} & 259,779 \\ & 238,675 \end{aligned}$ | $\begin{aligned} & 11,277 \\ & 28,332 \\ & 34,903 \end{aligned}$ |
| 1958 |  |  |  |  |  |  | 480, 495 | 241,820 |  | $\begin{aligned} & 47,859 \\ & 44,828 \end{aligned}$ |  |  |  |
| 1957 | 471,160 | 349,019 | 39,320 | 38,292 | 8,271 | 36,258 | 436,257 | -211,783 | 132,529 | 47,634 | 31,620 | 224,474 |  |
| $19563^{3}-\ldots$. |  |  |  |  |  |  |  |  |  |  |  |  | 18,597 |
| 1955 | 385,157 | 295,442 | 27, 221 | 32,013 29,784 | 7,385 6,997 | 23,093 18,866 | 366,562 333,387 | 171,427 157,728 | 108,954 99,044 | 34,867 30,856 | 27,828 | 175,610 | 26,155 |
| 1954 | 359.491 433711 | 254,653 232,867 | 49,191 <br> 53,746 | 29,784 27,385 | 6,948 | 18,866 18,454 | 318,489 | 151,308 | 91, 951 | 32,827 | 26,730 | 167,178 |  |
| $\begin{aligned} & 1953 \\ & 1952 \end{aligned}$ | 4337,711 <br> 4315 <br> 141 | 212,581 | 51,532 | 26,910 | 4,822 | 19,290 | 304,423 | 146,965 | 87,442 | 33,043 | 26,480 | 157,456 | 10,718 |
| 1951------------------ | 287,936 | 184,692 | 53,213 | 25,245 | 3,809 | 20,977 | 269,865 | 129,221 | 75,102 | 29,856 | 24,263 | 140,644 | 18,071 |
| 1950 | 260,131 | 160,672 | 55,689 | 21,664 | 3,244 | 18,862 | 248,323 | 122,776 | 70,980 | 26,158 | 25,638 | 125,547 | 11,808 |
| 1949 | 274,155 | 158,480 | 75, 197 | 22,127 | 4,178 | 14, 173 | 252,863 | 122,334 110.993 | 72,347 | 26,311 24,241 | 23,576 19,589 | 124,294 | 13,947 |
| 1948 | 249,234 | 151,338 | 57,331 | 20,809 | 4,135 4,388 | 15,621 14.143 | 2309,294 | 110,993 93 | 53,189 | 21,997 | 18,580 | 115,528 | -284 |
| 1947 | 146,754 | 91,417 | 25,061 | 11,413 | 3,296 | 15,567 |  |  | 32,027 | 11,064 | 8,9542,422 | 87,798 | 6,911 |
| 1946 |  |  |  |  |  |  |  | $\begin{aligned} & 52,042 \\ & 22,918 \\ & 13,353 \\ & 11,992 \end{aligned}$ | $\begin{array}{r} 15,297 \\ 8,471 \\ 8,074 \end{array}$ | $\begin{aligned} & 5,199 \\ & 3,030 \\ & 2,174 \end{aligned}$ |  | 38,847 25,87420,087 |  |
| 1945 |  | $\begin{aligned} & 38,859 \\ & 24,287 \end{aligned}$ | $\begin{array}{r} 12,246 \\ 2,889 \end{array}$ | $\begin{aligned} & 5,405 \\ & 4,401 \end{aligned}$ |  |  |  |  |  |  |  |  | 7,346-3447605,6472,681 |
| 1944. | 38,882 <br> 32 <br> 189 |  |  |  | $\begin{aligned} & 1,066 \\ & 803 \end{aligned}$ | 5,235 | 39,227 32,079 |  |  |  | 1,744 |  |  |
| 1942 | 40,870 | 20,971 | 9,039 | 4,319 | 936 | 5,605 | 35,223 |  |  |  |  |  |  |
| 1941. | $\begin{aligned} & 37,990 \mid \\ & 26,922 \\ & 19,653 \\ & 15,153 \end{aligned}$ | 14,021 | 15,473 | 1,475 | 382 | 6,639 | 35,309 |  |  |  |  |  |  |
| 1940 |  | 8,812 | 13,439 | 893 | 306 | 3,472 | 25,666 |  |  |  |  |  | 1,256 |
| 1939 |  | 6,156 | 11,066 | 613 | 237 | 1,581 | 18,203 |  |  |  |  |  | 850 |
| 1938 |  | 4,435 | 8,599 | 562 | 219 | 1,338 | 14,303 |  |  |  |  |  |  |

[^17]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 ${ }^{\text {a }}$ |  | $\underset{\text { civil }}{\substack{\text { cotal } \\ \text { aircraft } 2}}$ | 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 | ${ }_{2}^{2}, 447$ | 1,198 | 1, 249 |
| 1968 | 10,470 | 3,312 | 179,285 | 691,695 | 28,607 | 164,458 | 281.728 | 2,362 | 1,165 1,090 | 1,197 |
| 1967 | 10,126 9,673 | 3,149 $\mathbf{2 , 9 8 8}$ | 166,598 155,132 | 617,981 548,757 | 25,817 | 150,135 131,539 | 253,312 222,427 | 2,193 | 1,090 1,018 | 1,103 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 | 880,220 | ${ }_{23,220}$ | 275.495 | 531.505 | 1,198 | 578 571 | 613 |
| 1961 | 7,715 | 2,299 | 117,904 | 804,707 | 22,042 | 268,707 | 513,958 | 1,183 | 571 |  |
| 1960 | 6,881 | 2.133 | 111.580 | 783,232 | 20,985 | 262,437 | 499,810 | 1,184 | 573 | 611 |
| 1959 | 6 6,426 | 1,943 | 105,309 | 758,368 | 19,364 | 255,377 | 483,627 | 1,047 | 509 431 | 538 |
| 1958 | 6,018 6,412 | 1,809 1,713 | 98,893 98,189 | 781,078 702,519 | 18,303 16,900 | 245.541 237.149 | 467,234 448.470 | 8882 | 431 <br> 385 | ${ }_{397}$ |
| 1956 | 7,028 | 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 | 46,760 | 41,050 | 91,102 | 585,974 | 12,757 | 195,363 | 377, 854 | 388 | 193 | 195 |
| ${ }_{1951} 195$ | 6,042 | ${ }_{(\mathrm{NA})}^{1.858}$ | 89,313 88,545 | 581,218 580,574 | 11,357 10,813 | 193,575 197,900 | 376,286 371,861 | 388 368 | 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 | ${ }^{5} 491,306$ | ${ }^{5} 7,762$ | 5176,845 | ${ }^{5} 306.699$ | 216 | 103 | 112 |
| 1947 | 5,759 | 1,447 | 94,821 | ${ }^{6433,241}$ | ${ }^{5} 7,059$ | ${ }^{6} 181,912$ | ${ }^{6} 244,270$ | 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 2,769 | ${ }^{964} 8$ | 27,919 | ${ }_{173}^{183,383}$ | 3,046 | 68,449 | 111,888 |  |  |  |
| 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 2,342 | 720 | 10,836 9,229 | 17,681 | 1,064 | 6,411 7,288 | 10,206 |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| 1984 | 2,297 | 694 | 8,822 | 14,849 | 736 676 | 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 |  |  |  |
| 1928 | 1,550 1,364 |  | 9,922 5,104 | 10.430 4,887 |  | 6,165 | 4,265 |  |  |  |
| 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.

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline \multirow{3}{*}{Year} \& \multicolumn{5}{|c|}{Estimated miles flown in civil flying other than scheduled air carrier (millions)} \& \multirow[t]{2}{*}{Fuel consumed (general aviation) (mil. gal.)} \& \multicolumn{4}{|c|}{Domestic air cargo, revenue ton-miles flown \({ }^{10}\) (millions)} \\
\hline \& Total \& Business \({ }^{\text {8 }}\) \& Commercial \({ }^{9}\) \& Instructional \& Personal and other \& \& Total \& Scheduled carriers \& Nonscheduled carriers \({ }^{11}\) \& Supplemental carriers \({ }^{12}\) \\
\hline \& 614 \& 615 \& 616 \& 617 \& 618 \& 619 \& 620 \& 621 \& 622 \& 623 \\
\hline \& \& 1,134 \& 791 \& 450 \& 832 \& 759 \& 2,581 \& 2.216 \& 80
365 \& 285
278 \\
\hline 1970 \& 3,926 \& 1,426 \& 723 \& 910 \& \%867 \& 690 \& 2,769
2,327 \& 2,126 \& 248 \& 305 \\
\hline 1968 \& \({ }^{13} 38,701\) \& 131.406 \& \(\begin{array}{r}13666 \\ 13569 \\ \\ \hline 15\end{array}\) \& 13814
13713
13 \& +13814 \& 541 \& 2,168 \& 1,498 \& 406 \& 264 \\
\hline 1967 \& 13
13
3,430 \& 1311,431
131,536 \& 13569
13516 \& 13713
13646 \& \(\begin{array}{r}13 \\ 13 \\ \hline 188\end{array}\) \& 484 \& 1,944 \& 1,301 \& 389 \& 254 \\
\hline \& \& \& \& \& \& \& \& 1,112 \& 330 \& 220 \\
\hline 1965 \& 132,562 \& 131,204 \& \begin{tabular}{l}
13 \\
13 \\
13 \\
\hline 189
\end{tabular} \& \begin{tabular}{l}
13359 \\
13284 \\
\hline 18
\end{tabular} \& 13538
13458 \& 307 \& 1,288 \& 1, 894 \& 209 \& 185 \\
\hline 1964 \& 132,181
142,049 \& 131,047

14983 \& 13
14369
1439 \& ${ }_{14}^{18} 284$ \& 14430 \& ${ }^{14} 285$ \& 1,095 \& 715 \& ${ }_{351} 210$ \& ${ }_{115}^{17}$ <br>
\hline \& ${ }_{151}^{142,049}$ \& 115935 \& 15367 \& 16256 \& 15407 \& 13264 \& 1.102 \& 637
533 \& ${ }_{182}$ \& 1115 <br>
\hline 1961 - \& 141.858 \& 14888 \& 14333 \& 14203 \& 14434 \& 14257 \& 829 \& 533 \& \& <br>
\hline \& 141,769 \& ${ }^{14} 881$ \& 14299 \& 14194 \& 14395 \& 14246 \& 724 \& 476

450 \& | 135 |
| :--- |
| 138 | \& 112

63 <br>
\hline 1959-- \& 141,716 \& 14858 \& 14292 \& ${ }_{14}^{44232}$ \& 14343
14282 \& ${ }_{14} 2209$ \& 667 \& 387 \& 119 \& 61 <br>
\hline 1958 \& ${ }^{14} 1,660$ \& ${ }^{14} 847$ \& 14299
249 \& 14232

202 \& + 254 \& ${ }^{213}$ \& 554 \& 396 \& 111 \& 47 <br>
\hline 1957 \& 141,426 \& $\begin{array}{r}16721 \\ \\ \hline 672\end{array}$ \& 14247 \& 14158 \& 14238 \& 14201 \& 457 \& 351 \& 47 \& 59 <br>
\hline 1956 \& \& \& \& \& 14222 \& 14193 \& 379 \& 319 \& \& 41 <br>
\hline 1955 \& 141,216
1,119 \& 4628
553 \& ${ }^{14} 246$ \& ${ }^{14124}$ \& +216 \& $\begin{array}{r}180 \\ \\ \hline 172\end{array}$ \& 278 \& 248
254 \& 6
10 \& 18 <br>
\hline 1953 \& 1,045 \& 499 \& 210 \& 121 \& 216
190 \& $1 \begin{aligned} & 172 \\ & 141\end{aligned}$ \& 285 \& 244 \& 5 \& 10 <br>
\hline 1952 \& -972 \& 420
380 \& 218
190 \& 190 \& ${ }_{215}^{190}$ \& 135 \& 261 \& 217 \& 26 \& 18 <br>
\hline 1951 \& 975 \& 380 \& \& \& \& \& \& \& \& <br>
\hline 1950-- \& 141.062 \& 14340
309 \& ${ }^{14} 181$ \& 14287
379 \& $\begin{array}{r}14255 \\ \hline 275 \\ \hline\end{array}$ \& 14134
135 \& 153 \& 134 \& \& 13 <br>
\hline 1949-- \& 1,129
1,470 \& 309
299 \& 166
143 \& 379
755 \& $\stackrel{273}{ }$ \& 183 \& 109 \& 102 \& \& <br>
\hline 1948-- \& 1,470
1,502 \& 298 \& 150 \& 849 \& 275 \& 160 \& \& \& \& <br>
\hline 1946-- \& 875 \& 122 \& 108 \& 479 \& 166 \& \& \& \& \& <br>
\hline 1942-- \& 294 \& 30 \& 47 \& 188
197 \& 29
71 \& 26
30 \& \& \& \& <br>
\hline 1941.- \& 346 \& 27 \& \& \& \& \& \& \& \& <br>
\hline 1940 \& 264 \& 26 \& 32 \& 126 \& 80
52 \& ${ }_{17}^{23}$ \& \& \& \& <br>
\hline 1939 \& 178 \& 25
19 \& 34
25 \& 66
46 \& 52
39 \& 10 \& \& \& \& <br>
\hline 1938 \& 129 \& 19
16 \& ${ }_{23}^{25}$ \& 35 \& 30 \& 11 \& \& \& \& <br>
\hline 1937--- \& 103
93 \& 12 \& 25 \& 30 \& 27 \& 11 \& \& \& \& <br>
\hline 1935 \& 85 \& 13 \& 23 \& 23 \& 26 \& 11 \& \& \& \& <br>
\hline 1934 \& 76 \& 12 \& 21 \& 17 \& ${ }_{23}^{26}$ \& 19 \& \& \& \& <br>
\hline 1933 \& 71 \& 12 \& 20
22
2 \& 18 \& ${ }_{26}$ \& 11 \& \& \& \& <br>
\hline 1932 \& 78
94 \& 12 \& 26 \& 25 \& 29 \& 12 \& \& \& \& <br>
\hline \& \& \& \& \& \& 14 \& \& \& \& <br>
\hline $1930-$ \& 108 \& \& \& \& \& 14 \& \& \& \& <br>
\hline 1928 \& 60 \& \& \& \& \& 8 \& \& \& \& <br>
\hline 1927 \& 30
19 \& \& \& \& \& 2 \& \& \& \& <br>
\hline 1926. \& 19 \& \& \& \& \& \& \& \& \& <br>

\hline \multicolumn{11}{|l|}{\multirow[t]{9}{*}{| NA Notavailable. |
| :--- |
| Includes seaplane bases, heliports, and, beginning 1954, military fields having joint civil-military use. Prior to 1954 , all military fields are included. |
| ${ }_{3}^{2} 1946-1962$ includes gliders. Beginning 1950, active and inactive aircraft. |
| ${ }^{3}$ Beginning 1963, data are for active certified airplane pilots only. Aiso 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. |
| ${ }^{2}$ Airline transport rating became effective May 5, 1932. |
| : 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. |}} <br>

\hline \& \& \& \& \& \& \& \& \& \& <br>
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\hline
\end{tabular}

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



[^0]:    Z Less than 50 million ton-miles, or less than 0.05 percent.
    1 Includes electric railways, express, and mail.
    3 Domestic revenue service only. Includes express, mail, and excess baggage.
    4 Part of this increase resulted from coverage of waterways previously existing but ${ }^{4}$ Part of this increase resulted from coverage of waterways previously existing but
    2 Includes Great Lakes. Includes Alaska for all years and Hawaii beginning 1959. not covered.

[^1]:    NA Not available.

[^2]:    * Denotes first year for which figures include Alaska and Hawaii.

    1 Excludes carriers subject to ICC jurisdiction engaged preponderantly in local or burban service and carriers engaged in transportation of both property and passengers.
    ${ }_{2}$ Regular route intercity and local.

[^3]:    * Denotes first year for which figures include Alaska and Hawaii.
    ${ }^{1}$ Excludes refunding issues.

[^4]:    ${ }^{1}$ Refers to purchases during preceding year. Includes cars received as gifts, whethe ash 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 merriage or adoption) who pooled their income for major items of expense.

[^5]:    See footnotes at end of table.

[^6]:    See footnotes at end of table.

[^7]:    See footnotes at end of table.

[^8]:    * Denotes first year for which figures include Alaska and Hawaii.

    NA Not available.
    2 Increase in investment over a period of years cannot be obtained accurately by subtraction of 1 year's investment from that of another owing to reorganization, sale or
    abandonment, reclassification, etc. For 1921-1924, includes investment of lessor abandonment, reclassification, etc. For 2 Includes depreciation on "Miscellaneous physical property" prior to 1920 and amortization of defense projects accrued in 1941-1950.

[^9]:    See footnotes at end of table.

[^10]:    See footnotes at end of table.

[^11]:    * Denotes first year for which figures include Alaska and Hawaii.

    See headnote for series Q 367-377.
    "Prior to 1921 casualties sustained by employees not on duty in nontrain accidents
    Passengers on trains and travelers not on trains.
    ${ }^{3}$ Cassualties sustained in nontrain accidents trains.
    ${ }^{5}$ Trespassers included with "Other persons" prior to 1922.
    train accidents sure those in nontrain accidents included with "Other persons." Non-
    train uccicents are those not caused directly by operation or movement of trains, loco-
    motives, or cars, but attributable to shop machinery or use of tools and apare
    motives, or cars, but attributable to shop machinery or use of tools and apparatus that
    result in reportable casualties.
    ${ }^{\circ}$ Class I and II railroads.

[^12]:    - Represents zero. NA Not available.
    ${ }_{2}$ Jan. 1-Dec. 31 .

[^13]:    See footnotes at end of table.

[^14]:    ${ }^{1}$ Not additive.

[^15]:    - Represents zero.

[^16]:    See footnotes at end of table.

[^17]:    * Denotes first year for which figures include Intra-Alaskan and Intra-Hawaiian carriers.
    ${ }^{1}$ Minus sign denotes loss.
    2 Items of aircraft operating expense are not comparable with prior years and include items of ground and indirect expenses as follows: (a) direct maintenance fight equipment (series Q600) also includes direct maintenance ground equipment, and indirect maintenance; (b) depreciation flight equipment (series Q 601) also includes other depreciation and amortization expenses; (c) ground and indirect expmse only those expenses chargeable to general services and administration.
    years because of the revision in the Uniform System of Accounts and Reports put into effect on January 1, 1957 . The time period covered and the number of air carries involved precluded a full conversion to the new
    adjustments in data for 1956 were made by CAB.
    ${ }_{4}$ Sum of the items does not agree with total due to rounding procedure.
    ${ }_{5}^{4}$ Sum of the items does not agree with total due to total operating expenses for Colonial Airlines, Inc., for which distribution by type of expense was not availabie.
    ${ }_{7}$ Excludes Midet A viation Corporation due to inadequacies in reporting.

