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Appendix D

Electric Railways: Basic Series

Table D-1

**ELECTRIC RAILWAYS, URBAN AND INTERURBAN:
PASSENGERS CARRIED AND EMPLOYEES, 1890-1946***

	REVENUE PASSENGERS CARRIED (bil.) ^c		EMPLOYEES (th.) ^d	
	<i>Electric railways</i>	<i>Trolley buses</i>	<i>Electric railways</i>	<i>Trolley buses</i>
1890 ^b	2.02	....	71	....
1902	4.77	....	143	....
1907	7.44	....	221	....
1908	7.51	....	....	....
1909	8.00	....	....	....
1910	8.55	....	....	....
1911	9.03	....	....	....
1912	9.55	....	282	....
1913	9.98	....	....	....
1914	10.01	....	....	....
1915	9.90	....	....	....
1916	10.63	....	....	....
1917	11.30	....	295	....
1918	11.18	....	288	....
1919	11.72	....	298	....
1920	12.27	....	309	....
1921	11.52	....	287	....
1922	12.21	....	300	....
1923	12.48	....	301	....
1924	12.25	....	290	....
1925	12.09	....	280	....
1926	12.11	....	276	....
1927	11.85	....	265	....
1928	11.46	0.002	255	....
1929	11.30	0.004	252	....
1930	10.35	0.013	234	....
1931	9.17	0.022	209	....
1932	7.76	0.030	182	....
1933	7.25	0.035	167	....
1934	7.54	0.054	170	....
1935	7.41	0.076	164.4	1.3
1936	7.62	0.123	158.8	2.6
1937	7.21	0.231	152.5	3.8
1938	6.70	0.312	141.8	4.6
1939	6.60	0.358	130.4	5.0
1940	6.46	0.419	122.5	6.4
1941	6.57	0.52	115.2	7.0
1942	7.59	0.72	114.7	7.7
1943	9.41	0.94	132.1	8.0
1944	9.65	0.99	132.3	8.1
1945	9.64	1.00	129.2	8.5
1946	9.45	1.05	125.3	9.8

Notes to Table D-1

^a Data from *Census of Electrical Industries*, and American Transit Association, *Transit Fact Book* (annual). See also *Moody's Public Utilities* (annual). Breakdown of employees between electric railways and trolley buses supplied by American Transit Association. Table excludes motorbus lines affiliated with electric railway companies, data for which are included in Appendix E.

^b Year ending June 30.

^c Includes pay transfer, but not free transfer passengers.

^d For 1928-34 trolley bus employees are included with electric railway employees.

Table D-2

INTERURBAN ELECTRIC RAILWAYS: PASSENGER AND FREIGHT TRAFFIC AND EMPLOYEES, 1902-1946^a

	<i>Revenue Passengers Carried (mil.)</i>	<i>Revenue per Passenger</i>	<i>Freight Car-miles (mil.)</i>	<i>Revenue per Freight Car-mile (cents)</i>	<i>Coverage^b %</i>	<i>Employees^c (thous.)</i>
1902	582	n.a.	3.86	n.a.	....	21.2
1922	2,009	7.72	n.a.	n.a.	....	91.5
1926	1,214	9.57	74.8	52.6	90.8	64.7
1927	1,049	9.94	78.8	50.8	89.8	58.2
1928	900	10.49	75.0	50.2	89.2	52.9
1929	739	10.99	76.8	49.0	88.1	47.4
1930	602	10.93	64.7	47.5	86.7	39.5
1931	407	12.25	53.5	43.7	84.6	32.0
1932	338	10.31	36.8	45.8	86.7	25.9
1933	219	10.47	32.3	46.7	84.6	20.9
1934	208	10.74	36.6	43.4	83.5	19.0
1935	188	12.17	40.2	43.7	87.5	18.5
1936	167	13.06	47.0	45.0	87.1	17.8
1937	159	12.72	45.3	46.2	86.4	17.6
1938	127	12.78	34.3	51.2	84.6	16.4
1939	114	13.26	37.0	51.4	84.3	14.2
1940	109	12.77	39.2	52.7	82.8	14.1
1941	110	13.04	44.2	55.8	83.0	14.1
1942	141	14.99	45.9	69.0	82.6	14.6
1943	192	16.05	49.3	71.2	81.5	16.4
1944	210	16.06	52.2	69.8	81.0	16.6
1945	202	16.86	49.3	68.2	81.9	16.8
1946	174	17.39	41.9	71.1	80.8	16.2

n.a.: not available.

^a Data for 1902 are from *Census of Electric Railways* and cover 239 companies classified as interurban. Data for other years from ICC reports on *Electric Railways* (annual); also ICC Statement No. 35101, 'Electric Railway Statistics 1890-1934' (Sept. 1935). An effort has been made to exclude companies that sell appreciable amounts of power: in 1902 the census figures exclude

Notes to Table D-2 (concluded)

data for 52 interurban lines whose railroad operations were ancillary to the production of power for sale; and the ICC figures for 1922-46 exclude Potomac Edison, Iowa Electric, and Northern States Power on the ground that these companies were not primarily engaged in railroad operation. Although the ICC collects data from the Chicago Tunnel and the Hudson and Manhattan, these are not considered interurban roads, and data for them are not included. Data for passenger and freight are for rail line operations only; employees cover motorbus and motor-truck operations as well. To allow the output index to be adjusted for comparability with employment, an estimate of coverage is given.

^b Ratio of rail-line passenger and freight revenue to total transportation revenue. The difference consists of mail, express and switching revenue; and revenue from motorbus and motor-truck operations. The decline in coverage is due to the gradually increasing importance of highway operations. These operations are excluded from the traffic statistics shown here, but are reflected in the number of employees. Coverage was computed in order that the index of output might be adjusted for comparability with employment. Coverage in 1902 and 1922 was assumed to be the same as in 1926.

^c For 1922 and for 1939 and later years, the average number employed during the year (presumably in most cases average of 12 monthly counts). For other years the average number employed at beginning and end of year.