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FOREWORD

The following report on the census of Electric Railways and Affiliated Motor Bus Lines for 1927 is one of the series which also includes reports on Central Electric Light and Power Stations, Telephones, and Telegraphs.

The census of electrical industries has been taken quinquennially, beginning with the inquiry for the year 1902, under provisions of the acts of Congress approved March 6, 1902, and July 7, 1906.

The collection of the data and the compilation of the statistics were carried on under the supervision of LeVerne Beales, chief statistician for manufactures, assisted by Owen L. Briggs and William G. Copley.

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ELECTRIC RAILWAYS AND AFFILIATED MOTOR BUS LINES

INTRODUCTION AND GENERAL EXPLANATIONS

Classes of railways covered.—The census of electric railways, which was first taken in 1890 and has been taken at quinquennial intervals beginning with 1902, has covered (1) all street railways, including those operated by other than electric power, and (2) all interurban railways not using steam as motive power, including electrically operated divisions of steam railroads.

Areas covered.—Statistics are presented in this report for all nonsteam railways in the United States proper and in Porto Rico, Hawaii, and the Philippine Islands. No electric railways were operated in 1927 in any of the other outlying possessions. Hawaii and Porto Rico were covered by the censuses for 1922, 1917, 1907, and 1902, but not by that for 1912. Statistics for Porto Rico, Hawaii, and the Philippine Islands are presented separately in many of the tables, but are not included in the totals for the United States.

Period covered.—The statistics for income, expenses, and traffic relate, as a rule, to the calendar year,[1] but in a few instances it was necessary to accept returns covering the fiscal or financial year most nearly conforming to the calendar year, or, in the case of part-time operations, those parts of the year during which the roads were operated. The statistics in regard to equipment and the balance sheet relate to December 31 or to the last day of the business year covered by the report of each company. The number of employees was reported for 1927 and 1922 as of June 30, for 1917 as of September 29, for 1912 as of September 16, and for 1907, 1902, and 1890 as an average for the year.

Bus lines operated by electric railways.—At the census for 1922 data were collected, for the first time, in regard to bus lines operated by electric railways; and for 1927 data covering bus lines operated either by electric railways or by companies subsidiary thereto were collected. (See footnote 1, Table 71.) The statistics for the two years are not, therefore, wholly comparable. In making use of these statistics it must be remembered that they do not cover independent bus lines.

[1] The statistics for 1902 and 1890 covered the fiscal year ended June 30.

Roads operated by power other than electric.—The number and mileage of the nonelectric railroads covered by the report for 1927, classified according to type of motive power, are shown in the following statement, with comparative figures for 1922:

POWER	Year	Number of companies reporting	Mileage operated by specified motive power
Total	1927	21	126.41
	1922	25	134.72
Cable, total	1927	16	42.95
	1922	19	45.90
Surface	1927	[1] 5	36.05
	1922	4	35.52
Inclined-plane	1927	[2] 11	6.90
	1922	15	10.38
Animal	1927	([3])	----------
	1922	3	4.02
Gasoline engine	1927	[4] 5	83.46
	1922	4	84.80

[1] Surface cable and overhead trolley in combination: California, 2; Washington, 2. Surface cable only: California, 1.
[2] Pennsylvania, 4; California, Colorado, Minnesota, New York, Ohio, Tennessee, and Virginia, 1 each.
[3] All animal-traction track discontinued prior to 1927.
[4] New York, 3 (including 1 gasoline engine and overhead trolley); Georgia, 1; Tennessee, 1.

Electrically operated divisions and tunnels of steam roads (not covered by general statistics).—It was impracticable to collect complete separate data for electrified divisions and tunnels of steam railroads because of the fact that many such divisions and tunnels are operated as integral parts of the roads to which they belong and therefore no separate accounts are carried for them.

Statistics for electric haulage in tunnels are presented under two headings in Tables 12 and 24, namely, "Electric-tunnel haulage" and "Other." The first group comprises data for electric tunnels operated by steam railroads, four in number in 1927 and five in 1922, whereas the other group comprises data for haulage by the Chicago Tunnel Co. and the Chicago Warehouse & Terminal Co. The figures for 1922 for "Electric-tunnel haulage" include data for electric haulage by the Great Northern Railway, but as the tunnel trackage of this company in 1927 was much less than the electrified surface trackage, the data for that year are included under "Electrified divisions." At the census for 1922, combined returns were received for the Chicago Tunnel Co. and the Chicago Warehouse & Terminal Co., and they were consequently treated as one company, the other shown for that year being the Ohio Copper Co. of Utah, which has since discontinued operations. Separate returns for the Chicago Tunnel Co. and the Chicago Warehouse & Terminal Co. were received at the census for 1927. These two companies in 1927 operated 59.63 miles of main track, 24-inch gage, overhead trolley, and 150 electric locomotives. The consumption of current in 1927 amounted to 4,487,964 kilowatt-hours, an increase of 20.1 per cent as compared with 3,736,353 kilowatt-hours consumed in 1922.

The electrically operated tunnels of steam-railroad systems, 4 in number, for which data are included in this presentation are the following:

	Tunnel
Baltimore & Ohio Railroad	Baltimore, Md.
Boston & Maine Railroad	Hoosac, Mass.
Michigan Central Railroad	Detroit River
St. Clair Tunnel Co	St. Clair River

The statistics do not, in general, include data for these electrically operated divisions and tunnels of steam railroads, but such compilations as could be made from the data available are presented in Tables 12, 24, and 29.

Auxiliary operations of railway companies.—The only auxiliary activities reported for electric-railway companies for 1927 were the operation of bus lines and the operation of electric light and power departments. For 1922 the manufacture and distribution of gas and ice, steam heating, ferry operations, and the rental of office space were reported in addition to the operation of bus lines and light and power departments. It is impossible to calculate, from the census statistics, the increase or decrease in revenue from the operation of light and power departments, since most of the companies failed to make separate reports for 1922 for their light and power departments but did make such reports for 1927. (See footnote 1, Table 71.) As a result, the data for the operation of light and power departments are included in many cases in the statistics for 1922, but are not shown separately; whereas the report for 1927 does not include such data except in the cases of a few companies which were unable to separate the labor, expense, and capital accounts for the electric railway and the electric light and power departments. In all cases where separate reports were made for light and power departments, such departments have been treated, for census purposes, in the same manner as independent light and power plants, and the statistics therefor are included in the report for Central Electric Light and Power Stations and are not included in that for Electric Railways.

Classification of companies as operating and lessor.—The companies are classified as (1) operating companies and (2) nonoperating or lessor companies. The first group comprises electric railways operating track of any kind, whether owned or leased. The second group is made up chiefly of companies owning railway property leased to and operated by companies in the first group, either on a specified rental basis or under agreement providing for the payment of interest on funded debt, taxes, and fixed dividends on the stock of the lessor company. This group also includes certain companies which do not own track but maintain separate organizations although controlled through stock ownership by other companies. These companies, 20 in 1927, 22 in 1922, and 20 in 1917, reported a total investment in road and equipment of $54,520,040 for 1927, $58,073,681 for 1922, and $54,937,808 for 1917. In the main they were companies with leased track which they had formerly operated but were subleasing to operating companies during the year to which the statistics relate. At the censuses for 1912 and 1907 companies of this character were treated as merged and were not included with the lessor companies. Following is a list of these companies, as reported for 1927:

Alleghany Traction Co	Pittsburgh, Pa.
Central Traction Co	Do.
Chester Traction Co	Chester, Pa.
Citizens North End Street Railway Co	Philadelphia, Pa.
Citizens Traction Co	Pittsburgh, Pa.
Duquesne Traction Co	Do.
Electric Traction Co	Philadelphia, Pa.
Harrisburg Traction Co	Harrisburg, Pa.
People's Traction Co	Philadelphia, Pa.
Philadelphia Traction Co	Do.
Pittsburgh, Allegheny & Manchester Traction Co	Pittsburgh, Pa.
Pittsburgh & Birmingham Passenger Railroad Co	Do.
Pittsburgh Traction Co	Do.
Reading Traction Co	Reading, Pa.
Schuylkill Valley Traction Co	Norristown, Pa.
Second Avenue Traction Co	Pittsburgh, Pa.
The Second Avenue Traction Co	Do.
Union Traction Co. of Philadelphia	Philadelphia, Pa.
West End Traction Co	Youngstown, Ohio.
Wilkes-Barre and Wyoming Valley Traction Co	Wilkes-Barre, Pa.

Holding companies.—No effort was made to collect data relating to income, expenses, and investments of holding companies organized for the purpose of acquiring the stock and bonds of electric railways and other public utilities. Companies of this character are not considered as coming within the scope of the census, since they do not confine their holdings to railway properties alone.

Classification according to income from railway operations.—This classification, which conforms to that adopted by the Interstate Commerce Commission, is as follows:

Class A.—Companies whose income from railway operations amounted to more than $1,000,000.

Class B.—Companies whose income from railway operations was more than $250,000 but not more than $1,000,000.

Class C.—Companies whose income from railway operations was $250,000 or less.

Classification according to character of business.—Under this head three classes are distinguished:

Class X.[1]—(1) Companies which were engaged in railway operations only and which operated throughout the year.
(2) Electric-railway departments of companies which operated throughout the year and which maintained light and power departments for which complete separate reports were made.

Class Y.—Companies which operated throughout the year and which maintained separate transmission lines for commercial light and power, but which did not make separate returns (except in regard to operating expenses and revenues) for their light and power business.

Class Z.—All other, comprising (1) roads which were in operation a part of the year only—for example, during the summer season—and those which began or discontinued operations within the year; (2) roads operated solely for the purpose of holding franchises.

Classification according to character of roadway.—A company which operates both surface track and elevated or subway track is classified according to which type constitutes the greater proportion of the total operated by the company. The companies having elevated or subway trackage in excess of surface trackage, four in number—one in Chicago (the Chicago Rapid Transit Co.) and three in New York (Hudson & Manhattan Railroad Co., Interborough Rapid Transit Co., and New York Rapid Transit Co.)—operated, in 1927, 828.23 miles of elevated and subway track and 111.52 miles of surface track, a total of 939.75 miles. The corresponding mileages for 1922 were: Elevated and subway, 791.03; surface, 66.9; total, 857.93.

Municipal and State railways.—Twenty municipally operated electric railways were reported for 1927, as compared with 16 for 1922, 8 for 1917, and 2 for 1912. Only one State-operated railway (Capital Car Line, Bismarck, N. Dak.) was reported. Data for this are included in the statistics for 1927 and 1922, and data for the municipal roads are included in all tables.

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[1] A company which maintains a light and power department and which made a complete separate report therefor is treated as two companies, the electric-railway department being assigned to Class X and the light and power department being classified as a separate light and power plant. No statistics for the light and power departments of companies making separate returns are included in this report, except that figures on power equipment and output are shown in Tables 29 and 30 for all central stations (p. 66). (For electric light and power statistics, see the report for Central Electric Light and Power Stations.)

CHAPTER I.—DEVELOPMENT OF THE INDUSTRY

The statistics here presented show the development of the electric-railway industry since the census for 1902. Data on motor-bus operations of electric-railway companies were first collected at the census for 1922, and for 1927 all companies operating motor-bus lines in connection with electric railways, directly or by subsidiary companies, supplied separate reports on the motor-bus schedule. The census did not, however, extend to the independent motor-bus lines. (See "Introduction and General Explanations," p. 1.)

Growth and decline of the electric-railway industry.—During the 27-year period from 1890, the earliest year for which data were collected, until 1917, the industry recorded an increase of 65.7 per cent in number of companies, 452 per cent in miles of single track operated, and 455.5 per cent in number of passengers; but each census subsequent to 1917 has shown, in the main, a decrease. For the 10 years from 1917 to 1927, taken as a single period, the number of companies decreased 26.3 per cent and the mileage of single track 9.2 per cent, while the number of revenue passengers increased 7.7 per cent. The last-mentioned item showed an increase of 12 per cent between 1917 and 1922, followed by a decrease of 3.9 per cent during the following 5-year period.

About one-half of the small electric-railway companies that have gone out of business since 1922 have been succeeded by motor-bus lines.

The average *annual* increases and decreases in mileage of single track, due to the building and extension or the abondonment of electric-railway lines during the period from 1890 to 1927, are brought out more clearly by the following statement:

PERIOD	Average *annual* increase or decrease (−) in single-track operated
	Miles
1922–1927	−641.9
1917–1922	−180.7
1912–1917	754.1
1907–1912	1,336.7
1902–1907	2,360.9
1890–1902	1,204.5

The decrease of 3,209.56 miles during the period 1922–1927 is due in part to an increase of 514.01 miles in idle track (from 330.32 miles in 1922 to 844.33 miles in 1927).

Increase in size of companies (Tables 3–5).—Table 3 shows an increase from census to census in the average size of the operating companies and the average amount of traffic; and from Table 4 it will be seen that the smaller companies have formed with successive censuses a decreasing proportion of the whole.

Relation of traffic to population (Table 6).—In the preparation of this table the average number of fare trips or of revenue passengers per inhabitant has been based on the estimated total population and "urban population" of the United States and of the several geographic divisions, as it is impracticable to

make trustworthy estimates of the population actually served by the railways. The term "urban" has been employed to designate the population of cities with 10,000 inhabitants or more. The effect of the advent of the automobile and the motor bus is registered in the pronounced decline from census to census in the rate of increase in number of revenue passengers.

Hawaii, Philippine Islands, and Porto Rico (Table 7).—The general statistics for these outlying possessions, here presented as a group for 1927, 1922, 1917, and 1907, are given separately in certain of the tables. These possessions were not covered at the census for 1912. Moreover, the figures for 1922, 1917, and 1907 refer to Hawaii and Porto Rico only, and therefore are not comparable with those for 1927. In 1922 one company, data for which were not included in the report for that year, operated 54.79 miles of electric track in Philippine Islands.

TABLE 1.—SUMMARY: 1902 TO 1927

	1927	1922	1917	1912	1907	1902	PER CENT OF INCREASE [1] 1922–1927	1917–1922	1912–1917	1907–1912	1902–1907
Number of companies, total	[2] 963	[2] 1,200	[2] 1,307	1,260	1,236	987	−19.8	−8.2	(3)	1.9	25.2
Operating	682	858	943	975	945	817	−20.5	−9.0	−3.3	3.2	15.7
Lessor	[2] 281	[2] 342	[2] 364	285	291	170	−17.8	−6.0	(3)	−2.1	71.2
Miles of line operated [4]	27,947.63	31,264.26	32,547.58	30,437.86	25,547.19	16,645.34	−10.6	−3.9	6.9	19.1	53.5
Miles of single track operated, total [4]	40,722.30	43,931.86	44,835.37	41,064.82	34,381.51	22,576.99	−7.3	−2.0	9.2	19.4	52.3
Operated by—											
Electricity	40,585.45	43,789.08	44,676.51	40,808.39	34,037.64	21,901.53	−7.3	−2.0	9.5	19.9	55.4
Cable	42.95	45.90	45.32	56.41	61.71	240.69					−74.4
Animal traction		4.02	11.16	57.52	136.11	259.10				−57.7	−47.5
Steam	16.90	1.06	41.03	76.34	105.06	169.61				−27.3	−38.1
Gasoline-engine cars	[5] 77.00	[5] 86.06	55.61	66.16	40.99	[6] 6.06					
Gravity		5.74	5.74								
Number of employees [7]	267,115	300,523	294,826	282,461	221,429	140,769	−11.1	1.9	4.4	27.6	57.3
Number of passenger cars	70,309	77,301	79,914	76,162	70,016	60,290	−9.0	−3.3	4.9	8.8	16.1
Number of revenue passengers (including pay-transfer) [8]	12,174,592,333	12,666,557,734	11,304,660,462	9,545,554,667	7,441,114,508	4,774,211,904	−3.9	12.0	18.4	28.3	55.9
Number of revenue passengers per mile of track (all tracks) [9]	[10] 299,733	[10] 288,600	[10] 252,323	232,556	216,522	212,217					
Operating revenues	$927,773,887	$1,016,719,092	$709,825,092	$567,511,704	$418,187,858	$247,553,999	−8.7	43.2	25.1	35.7	68.9
Operating expenses	$694,460,422	$727,795,168	$452,594,654	$332,896,356	$251,309,252	$142,312,597	−4.6	60.8	36.0	32.5	76.6
Ratio of operating expenses to operating revenues (per cent)	74.9	71.6	63.8	58.7	60.1	57.5					

[1] A minus sign (−) denotes decrease; per cent not computed where base is an average or is less than 100.
[2] Includes certain companies in Pennsylvania which maintained separate organizations, though controlled through stock and ownership by other companies. For 1912 and 1907 these companies were treated as merged and not included in the number reported.
[3] Figures for 1917 not strictly comparable with those for 1912. See footnote 2.
[4] Includes track lying outside the United States (1927, 26.76 miles; 1922 and 1917, 27.06 miles; 1912, 31.91 miles; 1907, 27.52 miles; 1902, 4.20 miles).
[5] Mileage for 1927 includes 1.20 miles of nonelectric track and that for 1922 includes 1.26 miles operated by tractor.
[6] Compressed air.
[7] Reported for 1927 and 1922 as of June 30; for 1917, Sept. 29; for 1912, Sept. 16; for 1907 and 1902.
[8] Not including motor-bus passengers.
[9] Based on total track mileage operated by roads which carried revenue passengers.
[10] Number based on running track: 1927, 311,479; 1922, 298,681; 1917, 260,868.

TABLE 2.—PRINCIPAL STATISTICS: 1927, 1922, AND 1917

	1927	1922	1917	PER CENT OF INCREASE[1]		
				1917-1927	1922-1927	1917-1922
Number of companies, total	963	1,200	1,307	−26.3	−19.8	−8.2
Operating	682	858	943	−27.7	−20.5	−9.0
Lessor	281	342	364	−22.8	−17.8	−6.0
Miles of single track operated, all tracks, total[2]	40,722.30	43,931.86	44,835.37	−9.2	−7.3	−2.0
Running track, total	39,186.16	42,450.09	43,364.83	−9.6	−7.7	−2.1
Main track, total	37,027.51	40,364.33	41,446.67	−10.7	−8.3	−2.6
Road or first track	27,947.63	31,264.26	32,547.58	−14.1	−10.6	−3.9
Second track	8,772.65	8,796.33	8,656.08	1.3	−0.3	1.6
Other main track (third, fourth, etc.)	307.23	303.74	243.01	26.4	1.1	25.0
Sidings and turnouts	2,158.65	2,085.76	1,918.16	12.5	3.5	8.7
Track in car houses, storage yards, etc.	1,536.14	1,481.77	1,470.54	4.5	3.7	0.8
Miles of motor-bus lines (one-way)	3,312.76	685.36	(3)	------	383.4	------
Rolling stock:						
Cars, number, total	93,246	99,255	102,603	−9.1	−6.1	−3.3
Revenue cars, total	83,646	88,707	91,448	−8.5	−5.7	−3.0
Passenger	70,309	77,301	79,914	−12.0	−9.0	−3.3
Express, freight, baggage, and mail	13,337	11,406	11,534	15.6	16.9	−1.1
Service cars	9,600	10,548	11,155	−13.9	−9.0	−5.4
Electric locomotives	462	404	357	29.4	14.4	13.2
Motor busses, number	2,064	370	(3)	------	457.8	------
Persons employed by operating companies:						
Number, total[4]	267,115	300,523	294,826	−9.4	−11.1	1.9
Salaries and wages, total	$441,951,958	$445,680,135	$267,240,362	65.4	−0.8	66.8
Salaried employees—						
Number	27,845	30,239	27,151	2.6	−7.9	11.4
Salaries	$56,647,314	$57,489,091	$33,909,674	67.1	−1.5	69.5
Wage earners—						
Number	239,270	270,284	267,675	−10.6	−11.5	1.0
Conductors, motormen, and one-man car and bus operators	115,720	130,628	136,184	−15.0	−11.4	−4.1
Other wage earners	123,550	139,656	131,491	−6.0	−11.5	6.2
Wages, total	$385,304,644	$388,191,044	$233,330,688	65.1	−0.7	66.4
Conductors, motormen, and one-man car and bus operators	$200,963,146	$205,238,478	$127,222,144	58.0	−2.1	61.3
Other wage earners	$184,341,498	$182,952,566	$106,108,544	73.7	0.8	72.4
Power-plant equipment:						
Rated capacity, total horsepower	2,025,821	(5)	(5)	------	------	------
Steam, horsepower, total	1,982,346	(5)	(5)	------	------	------
Turbines—						
Number	144	(5)	(5)	------	------	------
Horsepower	1,561,457	(5)	(5)	------	------	------
Engines (reciprocating)—						
Number	222	(5)	(5)	------	------	------
Horsepower	420,889	(5)	(5)	------	------	------
Internal-combustion engines—						
Number	11	(5)	(5)	------	------	------
Horsepower	7,700	(5)	(5)	------	------	------
Hydroturbines—						
Number	45	(5)	(5)	------	------	------
Horsepower	35,775	(5)	(5)	------	------	------
Generators, kilowatt capacity, total	1,470,904	(5)	(5)	------	------	------
Alternating-current	1,300,274	(5)	(5)	------	------	------
Direct-current	170,630	(5)	(5)	------	------	------

See footnotes at end of ta

TABLE 2.—PRINCIPAL STATISTICS: 1927, 1922, AND 1917—Continued

	1927	1922	1917	PER CENT OF INCREASE [1] 1917–1927	1922–1927	1917–1922
Electric current, kilowatt-hours, total	9,389,597,006	(3)	(3)			
Generated	2,975,863,293	(3)	(3)			
Purchased	6,413,733,713	(3)	(3)			
Traffic:						
Passengers carried, aggregate	15,116,129,730	15,347,519,966	14,506,914,573	4.2	−1.5	5.8
Car lines	14,901,435,276	15,331,399,851	14,506,914,573	2.7	−2.8	5.7
Motor-bus lines	214,694,454	16,120,115	(3)			
Revenue passengers, total	12,342,373,528	12,679,349,042	11,304,660,462	9.2	−2.7	12.2
Car lines	12,174,592,333	12,666,557,734	11,304,660,462	7.7	−3.9	12.0
Motor-bus lines	167,781,195	12,791,308	(3)			
Regular-fare passengers, total	12,008,302,649	12,217,523,995	11,304,660,462	6.2	−1.7	8.1
Car lines	11,845,104,036	12,205,118,008	11,304,660,462	4.8	−2.9	8.0
Motor-bus line	163,198,613	12,405,987	(3)			
Pay-transfer passengers, total	334,070,879	461,825,047	(6)		−27.7	
Car lines	329,488,297	461,439,726	(3)		−28.6	
Motor-bus lines	4,582,582	385,321	(3)			
Free-transfer passengers, total	2,616,915,792	2,499,822,382	3,021,137,935	−13.4	4.7	−17.3
Car lines	2,571,248,727	2,496,570,207	3,021,137,935	−14.9	3.0	−17.4
Motor-bus lines	45,667,065	3,252,175	(3)			
Free passengers, total	156,840,410	168,348,542	181,116,176	−13.4	−6.8	−7.0
Car lines	155,594,216	168,271,910	181,116,176	−14.1	−7.5	−7.1
Motor-bus lines	1,246,194	76,632	(3)			
Car and bus mileage, total	2,246,191,887	2,145,398,078			4.7	
Revenue-car mileage, total	2,163,772,982	2,124,523,362	2,139,801,530	1.1	1.8	−0.7
Passenger	2,084,565,874	2,068,293,833	2,087,818,534	−0.2	0.8	−0.9
Express, freight, and mail	79,207,108	56,229,529	51,982,996	52.4	40.9	8.2
Nonrevenue-car mileage	16,513,798	13,758,312	(3)		20.0	
Bus mileage	65,905,107	7,116,404	(3)		826.1	
Car and bus hours, total	210,927,629	203,785,888			3.5	
Revenue-car hours, total [7]	202,513,648	201,838,263	203,056,931	−0.3	0.3	−0.6
Passenger	196,464,340	197,146,335	199,052,633	−1.3	−0.3	−1.0
Express, freight, and mail	6,049,308	4,691,928	4,004,298	51.1	28.9	17.2
Nonrevenue-car hours	2,697,636	1,325,573	(3)		103.5	
Bus hours	5,716,345	622,052	(3)		818.9	
Operating income:						
Railway-operating revenues, total	$918,869,056	$925,477,485	$650,149,806	41.3	−0.7	42.3
Railway-operating expenses	686,638,415	678,563,107	421,250,838	63.0	1.2	61.1
Net revenue-railway operations	232,230,641	246,914,378	228,898,968	1.5	−5.9	7.9
Auxiliary operations—						
Revenues, total	8,904,831	91,241,607	59,675,286	−85.1	−90.2	52.9
Expenses	7,822,007	49,232,061	31,343,816	−75.0	−84.1	57.1
Net revenue-auxiliary operations	1,082,824	42,009,546	28,331,470	−96.2	−97.4	48.3
Net operating revenue, total	233,313,465	288,923,924	257,230,438	−9.3	−19.2	12.3
Taxes	57,808,597	64,788,315	45,756,695	26.3	−10.8	41.6
Operating income	175,504,868	224,135,609	211,473,743	−17.0	−21.7	6.0

[1] A minus sign (−) denotes decrease; per cent not shown where more than 1,000.
[2] Includes track lying outside the United States (1927, 26.76 miles; 1922 and 1917, 27.06 miles).
[3] No data.
[4] Number employed June 30, 1927 and 1922, and September 29, 1917.
[5] No figures for 1922 or 1917, comparable with those for 1927, can be given. The reports for 1922 and 1917 include power plant data for certain companies engaged in the operation of both electric light and power plants and electric railways, whereas for 1927 separate reports for electric light and power plants and electric railways were made by many of these companies.
[6] Not reported separately; included in total of regular-fare passengers.
[7] Represents 662 companies for 1927, 770 for 1922, and 836 for 1917.

TABLE 3.—AVERAGES OF PRINCIPAL ITEMS FOR OPERATING COMPANIES: 1890 TO 1927

CENSUS YEAR	AVERAGE PER OPERATING COMPANY				
	Miles of single track operated	Passenger cars [1]	Employees	Passenger-car miles [1]	Revenue passengers [1]
1927	59.71	104	392	3,088,246	18,036,433
1922	51.20	90	350	2,416,231	14,797,381
1917	47.55	85	313	2,218,723	12,013,454
1912	42.12	78	290	1,938,202	9,810,436
1907	36.38	74	236	1,677,787	7,882,537
1902	27.63	74	177	1,382,842	5,886,821
1890	10.56	42	92	(2)	2,630,702

[1] Seven companies in 1927, 2 in 1922, 1917, and 1912, and 1 in 1907 were engaged in freight business only. The average numbers of passenger cars, passenger-car miles, and revenue passengers have accordingly been based on data for 675 operating companies for 1927, 856 for 1922, 941 for 1917, 943 for 1912, and 944 for 1907.
[2] No data.

TABLE 4.—NUMBER OF COMPANIES AND LINE MILEAGE CLASSIFIED ACCORDING TO MILES OF LINE PER COMPANY: 1907 TO 1927

	Total	MILES OF LINE PER COMPANY			
		Less than 10	10 to 49	50 to 99	100 and over
Number of operating companies:					
1927	682	218	306	93	65
1922	858	303	382	101	72
1917	943	363	417	91	72
1912	975	406	421	89	59
1907	945	399	424	75	47
Per cent of total—					
1927	100.0	32.0	44.9	13.6	9.5
1922	100.0	35.3	44.5	11.8	8.4
1917	100.0	38.5	44.2	9.7	7.6
1912	100.0	41.6	43.2	7.1	6.1
1907	100.0	42.2	44.9	7.9	5.0
Miles of line:					
1927	27,947.63	1,102.46	7,146.99	6,459.61	13,238.57
1922	31,264.26	1,508.88	8,714.60	6,879.51	14,161.27
1917	32,547.58	1,768.20	9,304.70	6,221.37	15,253.31
1912	30,437.86	1,992.51	9,337.41	5,985.93	13,122.01
1907	25,547.19	2,012.37	9,337.33	5,135.33	9,062.16
Per cent of total—					
1927	100.0	3.9	25.6	23.1	47.4
1922	100.0	4.8	27.9	22.0	45.3
1917	100.0	5.4	28.6	19.1	46.9
1912	100.0	6.5	30.7	19.7	43.1
1907	100.0	7.9	36.5	20.1	35.5

TABLE 5.—NAMES OF COMPANIES OPERATING OVER 500 MILES OF SINGLE TRACK, MILES OF LINE AND OF SINGLE TRACK OPERATED: 1927 AND 1922

NAME OF COMPANY	MILES OF LINE OPERATED		MILES OF SINGLE TRACK OPERATED	
	1927	1922	1927	1922
Pacific Electric Co., California	577.96	631.23	1,152.28	1,114.86
Chicago Surface Lines, Illinois	519.28	510.76	1,092.01	1,070.33
The Connecticut Co., Connecticut	508.00	601.14	751.20	860.59
Public Service Coordinated Transport, New Jersey [1]	412.07	496.67	731.22	846.62
Eastern Massachusetts Street Rys. Co., Massachusetts	485.39	532.05	654.80	707.44
Illinois Traction, Inc., Illinois [2]	535.26	----------	652.04	----------
Philadelphia Rapid Transit Co., Pennsylvania	447.44	449.57	703.30	695.11
New York States Rys. Co., New York	346.80	337.33	626.84	594.79
Pittsburgh Rys. Co., Pennsylvania	327.25	329.42	585.99	592.26
Boston Elevated Ry. Co., Massachusetts	211.20	237.46	[3] 468.99	509.51
Total	4,370.65	4,125.63	7,418.67	6,991.51
Per cent of all companies	15.7	13.2	18.2	15.9

[1] Reported as Public Service Railway Co. of New Jersey prior to 1927.
[2] Incorporated in May, 1923. Formerly several separate companies, each of which reported less than 500 miles of track in 1922.
[3] A part of the trackage operated in 1922 had been abandoned or was idle in 1927.

TABLE 6.—RELATION OF TRAFFIC TO POPULATION, BY GEOGRAPHIC DIVISIONS: 1917 TO 1927

GEOGRAPHIC DIVISION	Census year	POPULATION (ESTIMATED FOR JUNE 30)		Revenue passengers	PER CENT OF INCREASE [1] SINCE PRIOR CENSUS			AVERAGE NUMBER OF FARE TRIPS (REVENUE PASSENGER) PER INHABITANT			
		Total [2]	Urban (cities with 10,000 inhabitants or more) [3]		Population		Revenue passengers	Total population	Urban population	Increase [1] since prior census in average for—	
					Total	Urban				Total population	Urban population
United States	1927	118,628,000	52,475,100	12,174,592,333	7.9	11.7	−3.9	103	232	−12	−38
	1922	109,893,000	46,993,300	12,666,557,734	7.6	11.1	12.0	115	270	4	3
	1917	102,172,800	42,286,000	11,304,660,462	7.4	12.9	18.4	111	267	11	12
New England	1927	8,183,000	5,737,200	910,454,582	6.7	8.3	−19.7	111	159	−37	−55
	1922	7,668,000	5,295,400	1,133,706,285	6.8	7.6	−8.7	148	214	−25	−38
	1917	7,182,500	4,919,800	1,242,076,786	6.5	8.6	18.2	173	252	17	20
Middle Atlantic	1927	24,902,000	16,064,500	5,172,379,065	7.7	6.3	3.9	208	322	−7	−7
	1922	23,131,000	15,110,800	4,978,141,571	7.6	8.0	17.8	215	329	19	27
	1917	21,502,700	13,992,800	4,225,287,044	7.6	9.1	20.3	196	302	20	28
E. North Central	1927	24,564,000	13,348,700	2,886,083,627	9.4	15.0	−3.1	117	216	−16	−41
	1922	22,459,000	11,607,700	2,977,483,536	8.8	13.4	9.8	133	257	2	−8
	1917	20,645,100	10,240,200	2,712,624,699	8.7	18.0	25.6	131	265	17	16
W. North Central	1927	13,182,000	4,054,800	758,333,401	3.4	8.9	−19.5	58	187	−16	−66
	1922	12,752,000	3,724,200	941,841,331	3.6	9.1	4.4	74	253	1	−8
	1917	12,310,800	3,414,500	902,368,927	3.9	10.5	14.6	73	264	7	6
South Atlantic	1927	15,898,000	4,356,400	743,305,907	8.8	20.0	−10.5	47	171	−10	−58
	1922	14,616,000	3,631,500	830,216,274	8.0	18.1	11.1	57	229	2	−14
	1917	13,527,900	3,074,300	747,561,816	7.3	15.1	21.2	55	243	6	12
E. South Central	1927	9,363,000	1,685,300	311,351,385	3.5	13.9	1.1	33	185	−1	−23
	1922	9,043,000	1,479,000	308,021,473	3.1	10.6	5.5	34	208	1	−10
	1917	8,768,800	1,337,800	292,004,689	2.9	10.7	8.6	33	218	1	−5

See footnotes on p. 12.

TABLE 6.—RELATION OF TRAFFIC TO POPULATION, BY GEOGRAPHIC DIVISIONS: 1917 TO 1927—Continued

GEOGRAPHIC DIVISION	Census year	POPULATION (ESTIMATED FOR JUNE 30)		Revenue passengers	PER CENT OF INCREASE [1] SINCE PRIOR CENSUS			AVERAGE NUMBER OF FARE TRIPS (REVENUE PASSENGER) PER INHABITANT			
		Total [2]	Urban (cities with 10,000 inhabitants or more) [3]		Population		Revenue passengers	Total population	Urban population	Increase [1] since prior census (in average for—	
					Total	Urban				Total population	Urban population
W. South Central	1927	11,638,000	2,681,700	352,540,720	8.9	19.9	−7.4	30	131	−6	−39
	1922	10,687,000	2,237,500	380,579,648	8.3	19.4	21.5	36	170	4	3
	1917	9,866,900	1,873,500	313,203,554	8.2	22.0	15.7	32	167	2	−9
Mountain	1927	4,013,000	905,100	118,003,706	13.0	10.5	−20.6	29	130	−13	−52
	1922	3,551,000	818,800	148,706,036	12.5	10.7	−8.3	42	182	−9	−37
	1917	3,155,200	739,900	162,222,128	13.0	12.0	5.2	51	219	−4	−14
Pacific	1927	6,885,000	3,641,400	922,139,940	15.0	17.9	−4.7	134	253	−29	−60
	1922	5,986,000	3,088,400	967,861,580	14.8	14.7	36.8	162	313	27	50
	1917	5,212,900	2,693,200	707,310,819	15.7	18.7	−2.2	136	263	−25	−56

[1] A minus sign (−) denotes decrease.
[2] The population figures for 1922, as given in this table, differ from those appearing in the report for that year, because of a change in the method of estimating the population of the United States. Until 1925 the estimates were made on the assumption that the annual numerical increase since the last preceding census was equal to the average annual numerical increase between the last two censuses. Beginning with 1926 however, the estimates have been based on the birth, death, immigration, and emigration records. The 1922 estimates as given in the Electric Railway report for that year were made by the old method, but the corresponding estimates given in this report were made by the new method. The 1917 estimates have not, however, been revised.
[3] Figures for 1922 and 1917 have been revised because of the change from 8,000 to 10,000 in the minimum size limit for urban places.

TABLE 7.—SUMMARY FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO, 1927 AND FOR HAWAII AND PORTO RICO, 1922, 1917, AND 1907

[No data in regard to electric railways in outlying possessions were collected at the census for 1912]

	1927	1922	1917	1907
Number of operating companies [1]	4	4	4	4
Miles of track	112.63	57.29	53.62	43.83
Road and equipment	$22,772,752	$4,659,196	$4,198,136	$3,946,062
Number of employees	1,506	829	582	397
Number of cars	291	136	127	108
Number of revenue passengers [2]	55,457,511	27,466,768	21,102,143	12,614,076
Number of revenue passengers per mile of track [3]	515,884	501,036	412,554	287,795
Operating revenues	$5,729,960	$1,600,280	$1,167,714	$745,338
Operating expenses	$3,411,462	$1,133,721	$684,054	$418,432
Ratio of operating expenses to operating revenues (per cent)	59.5	70.8	58.6	56.1

[1] For 1927, Hawaii 1, Philippine Islands 1, Porto Rico 2; for 1922, 1917, and 1907, Hawaii 1, Porto Rico 3.
[2] Not including motor-bus passengers.
[3] On basis of running track: 1927, 107.50 miles; 1922, 54.82 miles; 1917, 51.15 miles.

CHAPTER II.—TRACK AND ROLLING STOCK

TRACK

The track reported by electric-railway companies includes not only main tracks—first, second, and other—but also sidings and turnouts and track in car houses, storage yards, etc. The terms "road or first track" and "miles of line" are synonymous and refer to the length of road or line, regardless of the number and mileage of tracks operated. In the reports of the censuses for 1912 and 1917, third and fourth tracks were included with second track, and tracks in car houses, storage yards, etc., were combined with sidings and turnouts.

Classification by motive power (Table 8).—The classification of track according to character of power applies to all trackage, including that in car-houses, storage yards, etc. The figures for overhead-trolley and conduit systems include data for a small amount of car-house and other track without provision for power transmission.

Power other than electric.—Cable trackage was reported for 1927 by 16 companies, of which 5 (2 in San Francisco, 1 in Los Angeles, 1 in Seattle, and 1 in Tacoma) operated 36.05 miles of surface-cable trackage and 11 operated 6.90 miles of cable-incline trackage. The latter group comprises the following companies:

Angel's Flight Railway Co., California.
Mount Manitou Park and Incline Railway Co., Colorado.
Duluth Street Railway Co., Minnesota.
Mount Beacon-on-Hudson Association, New York.
Price Hill Inclined Plane Railway Co., Ohio.
Cambria Inclined Plane Co., Pennsylvania.
Duquesne Inclined Plane Co., Pennsylvania.
Monongahela Inclined Plane Co., Pennsylvania.
St. Clair Incline Plane Co., Pennsylvania.
Lookout Incline Railway Co., Tennessee.
Mill Mountain Incline (Inc.), Virginia.

Some of these roads also employed other kinds of motive power. (See "Roads operated by power other than electric," p. 2.)

For 1922, 19 companies reported a total of 45.90 miles of cable track (comprising 35.52 miles of surface track and 10.38 miles of inclined-plane), and for 1917, 17 companies reported a total of 45.32 miles of cable track (35.75 miles of surface, and 9.57 of inclined-plane). Cable track amounting to 56.41 miles was reported for 1912 by 21 companies.

Gasoline-engine cars were operated in 1927 by 5 companies, 2 in New York and 1 each in Georgia, Pennsylvania, and Tennessee.

Steam trackage is track operated by electric-railway companies but not equipped for the transmission of electric power. Such track was reported by 4 companies, 1 each in California, Indiana, Oklahoma, and Pennsylvania, for 1927; and by 1 company for 1922, 8 for 1917, and 9 for 1912.

Electric systems other than overhead trolley (Table 9).—The *third-rail* system was reported by 21 companies, with 1,926.74 miles of single track, for 1927, as compared with 24 companies, with 1,893.11 miles of track, for 1922, and 23 companies, with 1,689.37 track miles, for 1917. This represents an increase of 1.8 per cent in track mileage for the 5-year period 1922–1927, as compared with an increase of 12.1 per cent for the preceding census period. The *conduit* system, with 13 companies in 1927 and 1922 and 12 in 1917, is confined to New York and the District of Columbia. The track operated by this system aggregated 343.54 miles in 1927, 421.30 miles in 1922, and 361.54 miles in 1917.

Storage batteries, operated by 18 companies with 112.64 miles of track in 10 States in 1917, were reported by only 5 companies (1 in Massachusetts and 4 in New York), with 17.84 miles of track, for 1927.

Gas-electric motors, although reported by only 3 companies for 1927 and 2 for 1922 and 1917, were operated over 77.05 miles of single track in 1927, nearly double the corresponding mileage reported for 1922 and more than treble that for 1917.

Interstate trackage (Tables 10 and 11).—As a rule, the State statistics in this report represent the total equipment and operations of the companies allocated to a State, not the equipment and operations within the State. This is necessary for the reason that the physical and financial data are reported by each company as a whole and can not be distributed by States in the case of companies operating in more than one State. The allocation is based on major trackage, each company being allocated to the State in which it operates the greatest amount of track.

As a result, the trackage is slightly overstated for certain States and understated for others. For example, 135.16 miles of track located in Wisconsin is allocated to Illinois, Minnesota, and Michigan because operated by companies having their major trackage in those States; and 14.67 miles of track located in Michigan and Illinois is, in like manner, allocated to Wisconsin, the net result being that the trackage in Wisconsin is understated to the extent of 120.49 miles.

Tables 10 and 11 show, however, (1) the total amount of track operated by the companies allocated to each division and State and (2) the actual amount of track located therein. In addition, Table 11 presents interstate-mileage statistics in detail.

Track ownership (Table 14).—The reports made by operating companies show the mileage of track owned, track leased, and track operated under trackage rights.

The leased track comprises that leased (1) from nonoperating electric-railway companies, referred to herein as lessor companies, and (2) from steam roads, municipalities, bridge companies, etc. No reports were made by the second group, but returns showing trackage, income, and assets and liabilities were obtained from the lessor companies constituting the first group. Operations under trackage rights are chiefly over (1) track owned or leased by other electric-railway companies and used jointly with the owners or lessees, but in a few cases they include operations over (2) steam-railroad tracks. Trackage of the first class is, of course, reported by the lessor electric-railway companies as owned or as leased. Trackage of the second class is not so reported, since it is not owned nor leased by electric-railway companies, but in all tables track operated under steam-trackage rights is included in the total amount of track operated.

City and suburban and interurban lines (Tables 16 and 17).—This classification is necessarily based largely on the judgment of the officials making the reports and on their interpretation of the terms "suburban" and "interurban." Many roads are engaged in traffic which might be considered either as suburban or as interurban, and no satisfactory rule has been devised by which uniformity in reporting can be attained. As reported at the several censuses, city and surburban trackage constituted 59.8 per cent of the total in 1927, 59.5 per cent in 1922, 59.6 per cent in 1917, and 60.1 per cent in 1912.

ROLLING STOCK

The schedule used at the canvass for 1927 called for more detailed data in regard to rolling stock than were called for on the schedules for 1922 and earlier years. For this reason the statistics in Table 28 have been restricted to 1927 only.

Decline in open cars.—The number of open passenger cars declined from 24,259, or 40.4 per cent of the total number of passenger cars, in 1902 to 4,255, or only

6.1 per cent of the total, in 1927. On the other hand, the number of closed passenger cars increased from 32,658, or 54.4 per cent of the total, in 1902 to 59,022, or 83.9 per cent of the total, in 1927. The open cars show decreases and the closed cars show increases in both number and per cent for every 5-year period between 1902 and 1927. The number of convertible or semiconvertible cars, however, increased during each 5-year period from 1902 to 1917, but decreased during each period from 1917 to 1927, the figures being as follows: 1902, 3,134, or 5.2 per cent of the total number of passenger cars; 1917, 12,601, or 15.8 per cent of the total; 1927, 7,032, or 10 per cent of the total. It will be noted that the convertible or semiconvertible cars outnumbered the open cars in both 1922 and 1927.

TABLE 8.—TRACK MILEAGE, BY CLASS OF TRACK, MOTIVE POWER, OWNERSHIP, AND LOCATION: 1927, 1922, 1917, AND 1912

	1927	1922	1917	1912	PER CENT OF INCREASE [1]		
					1922–1927	1917–1922	1912–1917
Total miles of track	40,722.30	43,931.86	44,835.37	41,064.82	−7.3	−2.0	9.2
Running track, total	39,186.16	42,450.09	43,364.83		−7.7	−2.1	
Main track, total	37,027.51	40,364.33	41,446.67	38,333.62	−8.3	−2.6	8.1
Road or first track (miles of line)	27,947.63	31,264.26	32,547.58	30,437.86	−10.6	−3.9	6.9
Second track	8,772.65	8,796.33	8,656.08	7,895.76	−0.3	1.6	12.7
Other main track	307.23	303.74	243.01		1.1	25.0	
Sidings and turnouts	2,158.65	2,085.76	1,918.16	2,731.20	3.5	8.7	24.1
Track in car houses, storage yards, etc.	1,536.14	1,481.77	1,470.54		3.7	0.8	
CLASSIFICATION OF TOTAL MILEAGE							
By character of motive power:							
Electric, total	40,585.45	43,789.08	44,676.51	40,808.39	−7.3	−2.0	9.5
Electric line transmission, total	40,515.25	43,711.36	44,539.44	40,704.91	−7.3	−1.9	9.4
Overhead trolley [2]	38,245.57	41,417.91	42,490.71	38,958.06	7.7	−2.5	9.1
Third rail [2]	1,926.74	1,893.11	1,689.37	1,395.13	1.8	12.1	21.1
Conduit	343.54	421.30	361.54	351.72	−18.5	16.5	2.8
Gas-electric motors	[3] 77.05	40.11	24.43	38.81			
Storage batteries	17.88	37.61	112.64	64.67		−66.6	
Gasoline engines	[4] 84.66	84.80	55.61	66.16			
Cable	42.95	45.90	45.32	56.41			
Steam	[5] 124.35	1.06	41.03	76.34			
Animal traction		4.02	11.16	57.52			
Gravity		5.74	5.74				
Tractor		1.26					
By ownership:							
Owned	35,217.48	37,927.38	36,804.76	33,416.86	−7.1	3.1	10.1
Leased [6]	5,504.82	6,004.48	8,030.61	7,647.96	−8.3	−25.2	5.0
Operated under trackage rights, total	1,534.08	1,506.82	1,589.31	1,284.82	1.8	−5.2	23.7
From electric-railway companies	1,114.91	1,232.64	1,210.07	1,051.19	−9.6	1.9	15.1
From steam roads [7]	419.17	274.18	379.24	233.63	52.9	−27.7	62.3
By location:							
Surface, total	39,745.69	43,004.61	44,119.29	40,534.32	−7.6	−2.5	8.8
Public thoroughfares	23,113.43	25,856.95	26,284.53	25,921.90	−10.6	−1.6	1.4
Private right of way	16,632.26	17,147.66	17,834.76	14,612.42	−3.0	−3.9	22.1
Elevated	634.23	601.69	497.29	417.80	5.4	21.0	19.0
Subways and tunnels	342.38	325.56	218.79	112.70	5.2	48.8	94.1
City and suburban	24,355.90	26,123.93	26,737.75	24,699.02	−6.8	−2.3	8.3
Interurban	16,366.40	17,807.93	18,097.62	16,365.80	−8.1	−1.6	10.6

[1] A minus sign (—) denotes decrease; per cent not computed where base is less than 100.
[2] Includes 0.60 mile for 1927, 20.96 miles for 1922, and 2.18 miles for 1917, used for both overhead trolley and third rail.
[3] Includes 24.73 miles used for both overhead trolley and gas-electric motor.
[4] Includes 1.20 miles of nonelectric track and 7.66 miles used for both overhead trolley and gasoline engine.
[5] Includes 107.45 miles used for both overhead trolley and steam.
[6] Includes trackage rights from steam roads.
[7] Included above under "Leased."

TABLE 9.—ELECTRIC-RAILWAY SYSTEMS OTHER THAN OVERHEAD-TROLLEY—NUMBER OF COMPANIES AND TRACK MILEAGE, BY STATES: 1927, 1922, AND 1917

KIND AND STATE	NUMBER OF COMPANIES			MILES OF SINGLE TRACK		
	1927	1922	1917	1927	1922	1917
Third rail, United States	21	24	23	1,926.74	1,893.11	1,689.37
California	2	2	2	202.74	228.57	219.99
Illinois	3	5	5	295.08	258.72	254.48
Massachusetts	1	1	1	53.92	43.77	38.42
Michigan	3	3	2	267.42	258.55	274.98
New Jersey	1	1	1	9.40	9.40	9.80
New York	5	6	6	838.11	825.99	644.32
Ohio	1	1	1	68.13	68.30	69.62
Pennsylvania	4	4	4	153.09	155.57	136.43
Washington	1	1	1	38.85	44.24	41.33
Conduit, United States	13	13	12	343.54	421.30	361.54
District of Columbia [1]	3	3	4	112.83	110.67	116.16
New York	10	10	8	230.71	310.63	245.38
Storage batteries, United States	5	6	18	17.84	37.61	112.64
California			1			1.75
Delaware						
District of Columbia						
Florida			2			9.51
Maryland		1	1		3.16	3.16
Massachusetts	1	1	1	1.28	1.28	1.24
Minnesota			1			6.25
Montana			1			6.40
New York	4	4	8	16.56	33.17	68.33
Pennsylvania			1			11.00
South Carolina			1			3.00
Tennessee			1			2.00
Gas-electric motors,[2] United States	3	2	2	77.05	40.11	24.43
California	2	1	1	56.76	19.86	4.18
Minnesota	1	1	1	20.29	20.25	20.25

[1] Includes 1 company for 1927, 1 for 1922, and 2 for 1917, allocated to Virginia, with track in the District of Columbia.
[2] Power equipment comprises internal-combustion engine, electric generator, storage battery, and motors.

TABLE 10.—MILEAGE OF TRACK OPERATED BY COMPANIES ALLOCATED TO EACH STATE AND OF TRACK IN EACH STATE, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, AND FOR PHILIPPINE ISLANDS, 1927

[The allocation of companies to divisions and States is made on the basis of major trackage]

DIVISION AND STATE	Census year	Number of operating companies	MILES OF TRACK OPERATED BY COMPANIES ALLOCATED TO SPECIFIED DIVISION OR STATE			Miles of track actually in specified division or State
			Total	Electric	All other	
UNITED STATES	1927	682	[1] 40,722.30	40,585.45	136.85	40,695.54
	1922	858	[1] 43,931.86	43,789.08	142.78	43,904.80
	1917	943	[1] 44,835.37	44,676.51	158.86	44,808.31
GEOGRAPHIC DIVISIONS:						
New England	1927	59	[2] 3,922.42	3,922.42		3,930.86
	1922	78	[2] 5,052.06	5,051.56	0.50	5,048.72
	1917	86	[2] 5,558.19	5,547.98	10.21	5,555.62
Middle Atlantic	1927	184	[2] 9,486.16	9,464.48	21.68	9,473.14
	1922	234	[2] 10,509.73	10,485.00	24.73	10,519.24
	1917	241	[2] 10,572.25	10,543.41	28.84	10,603.53
East North Central	1927	164	11,712.06	11,706.13	5.93	11,802.15
	1922	206	12,357.58	12,356.97	0.61	12,431.45
	1917	223	12,670.86	12,624.76	46.10	12,702.77

See footnotes at end of table.

TABLE 10.—MILEAGE OF TRACK OPERATED BY COMPANIES ALLOCATED TO EACH STATE AND OF TRACK IN EACH STATE, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, AND FOR PHILIPPINE ISLANDS, 1927—Continued

[See note at head of this table]

DIVISION AND STATE	Census year	Number of operating companies	MILES OF TRACK OPERATED BY COMPANIES ALLOCATED TO SPECIFIED DIVISION OR STATE			Miles of track actually in specified division or State
			Total	Electric	All other	
GEOGRAPHIC DIVISIONS—Continued						
West North Central	1927	69	3,606.18	3,605.06	1.12	3,555.59
	1922	76	3,669.12	3,668.00	1.12	3,603.56
	1917	83	3,665.42	3,650.34	15.08	3,606.54
South Atlantic	1927	62	3,139.90	3,128.42	11.48	3,062.40
	1922	78	3,269.18	3,255.01	14.17	3,191.48
	1917	94	3,277.86	3,262.69	15.17	3,221.18
East South Central	1927	26	1,368.64	1,320.73	47.91	1,378.34
	1922	41	1,465.59	1,417.92	47.67	1,477.31
	1917	49	1,450.20	1,447.87	2.33	1,456.58
West South Central	1927	44	1,766.29	1,765.49	0.80	1,772.41
	1922	53	1,699.26	1,698.51	0.75	1,723.70
	1917	68	1,682.37	1,680.37	2.00	1,703.87
Mountain	1927	28	1,094.44	1,093.41	1.03	1,137.25
	1922	35	1,249.42	1,248.39	1.03	1,290.69
	1917	39	1,268.58	1,267.55	1.03	1,311.32
Pacific	1927	46	4,626.21	4,579.31	46.90	4,583.40
	1922	57	4,659.92	4,607.72	52.20	4,618.65
	1917	60	4,689.64	4,651.54	38.10	4,646.90
NEW ENGLAND:						
Maine	1927	13	[2] 503.20	503.20	----------	500.61
	1922	15	[2] 571.56	571.56	----------	566.08
	1917	16	[2] 577.00	577.00	----------	571.52
New Hampshire	1927	8	130.94	130.94	----------	156.37
	1922	14	216.03	215.53	0.50	263.46
	1917	13	203.37	203.37	----------	269.34
Vermont	1927	5	66.13	66.13	----------	63.26
	1922	8	99.20	99.20	----------	117.40
	1917	9	107.95	107.95	----------	125.55
Massachusetts	1927	27	2,093.22	2,093.22	----------	2,070.66
	1922	31	2,758.66	2,758.66	----------	2,688.37
	1917	39	3,166.81	3,166.81	----------	3,055.88
Rhode Island	1927	1	303.65	303.65	----------	303.65
	1922	3	387.08	387.08	----------	402.55
	1917	2	414.35	404.14	10.21	453.61
Connecticut	1927	5	825.28	825.28	----------	836.31
	1922	7	1,019.53	1,019.53	----------	1,010.86
	1917	7	1,088.71	1,088.71	----------	1,079.72
MIDDLE ATLANTIC:						
New York	1927	80	[3] 4,414.07	4,404.81	9.26	4,347.72
	1922	98	[3] 4,853.77	4,852.29	1.48	4,737.02
	1917	100	[3] 4,893.49	4,892.22	1.27	4,773.36
New Jersey	1927	14	1,078.81	1,078.81	----------	1,093.01
	1922	19	1,329.22	1,329.22	----------	1,342.16
	1917	22	1,354.35	1,354.35	----------	1,368.06
Pennsylvania	1927	90	3,993.28	3,980.86	12.42	4,032.41
	1922	117	4,326.74	4,303.49	23.25	4,440.06
	1917	119	4,324.41	4,296.84	27.57	4,462.11
EAST NORTH CENTRAL:						
Ohio	1927	55	3,498.11	3,497.50	0.61	3,486.51
	1922	71	4,008.50	4,007.89	0.61	3,973.82
	1917	74	4,299.18	4,297.12	2.06	4,236.11
Indiana	1927	21	2,350.44	2,345.12	5.32	2,330.03
	1922	27	2,297.00	2,297.00	----------	2,304.67
	1917	32	2,353.18	2,350.18	3.00	2,355.58
Illinois	1927	52	3,322.92	3,322.92	----------	3,298.17
	1922	70	3,458.50	3,458.50	----------	3,416.13
	1917	75	3,478.47	3,437.43	41.04	3,441.43
Michigan	1927	20	1,752.19	1,752.19	----------	1,778.55
	1922	20	1,793.10	1,793.10	----------	1,817.39
	1917	21	1,749.90	1,749.90	----------	1,768.37
Wisconsin	1927	16	788.40	788.40	----------	908.89
	1922	18	800.48	800.48	----------	919.44
	1917	21	790.13	790.13	----------	901.28
WEST NORTH CENTRAL:						
Minnesota	1927	10	744.28	743.16	1.12	722.54
	1922	10	697.14	696.02	1.12	680.89
	1917	10	668.94	667.82	1.12	655.90
Iowa	1927	19	959.70	959.70	----------	982.41
	1922	22	975.73	975.73	----------	999.33
	1917	22	990.69	985.34	5.35	1,015.45

See footnotes at end of table.

TABLE 10.—MILEAGE OF TRACK OPERATED BY COMPANIES ALLOCATED TO EACH STATE AND OF TRACK IN EACH STATE, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, AND FOR PHILIPPINE ISLANDS, 1927—Continued

[See note at head of this table]

DIVISION AND STATE	Census year	Number of operating companies	MILES OF TRACK OPERATED BY COMPANIES ALLOCATED TO SPECIFIED DIVISION OR STATE			Miles of track actually in specified division or State
			Total	Electric	All other	
WEST NORTH CENTRAL—Continued.						
Missouri	1927	15	1,137.20	1,137.20		1,054.25
	1922	19	1,170.58	1,170.58		1,098.23
	1917	20	1,144.28	1,142.47	1.81	1,093.65
North Dakota	1927	4	25.89	25.89		18.94
	1922	4	26.53	26.53		20.66
	1917	4	31.18	25.88	5.30	24.42
South Dakota	1927	1	16.20	16.20		16.20
	1922	1	17.20	17.20		17.20
	1917	2	24.44	24.44		24.44
Nebraska	1927	4	221.05	221.05		191.49
	1922	5	238.79	238.79		206.05
	1917	6	244.89	244.89		210.99
Kansas	1927	16	501.86	501.86		569.76
	1922	15	543.15	543.15		581.20
	1917	19	561.00	559.50	1.50	581.69
SOUTH ATLANTIC:						
Delaware	1927	1	82.99	82.99		82.99
	1922	1	85.10	85.10		95.50
	1917	1	91.55	91.55		101.95
Maryland	1927	4	686.30	686.30		731.07
	1922	11	710.66	709.40	1.26	758.38
	1917	14	727.35	727.35		774.62
District of Columbia	1927	2	225.62	225.62		185.05
	1922	3	245.52	245.52		198.57
	1917	4	240.65	240.65		194.87
Virginia	1927	17	542.90	542.02	0.88	541.20
	1922	14	555.02	552.96	2.06	553.64
	1917	16	581.35	579.55	1.80	580.68
West Virginia	1927	10	466.87	466.87		380.92
	1922	16	515.33	515.33		422.08
	1917	19	471.17	471.17		395.15
North Carolina	1927	8	145.80	145.80		205.27
	1922	9	159.73	159.73		215.55
	1927	12	173.72	173.72		227.63
South Carolina	1927	6	320.12	320.12		285.75
	1922	6	332.12	332.12		301.40
	1917	7	335.73	335.73		313.56
Georgia	1927	7	443.57	432.97	10.60	424.42
	1922	11	468.66	457.81	10.85	449.34
	1917	13	473.31	459.94	13.37	449.69
Florida	1927	7	225.73	225.73		225.73
	1922	7	197.04	197.04		197.04
	1917	8	183.03	183.03		183.03
EAST SOUTH CENTRAL:						
Kentucky	1927	7	473.34	473.34		488.99
	1922	9	499.52	499.52		517.02
	1917	11	498.23	497.40	0.83	515.70
Tennessee	1927	13	514.08	466.17	47.91	507.03
	1922	13	503.89	456.22	47.67	494.53
	1917	14	462.00	462.00		447.36
Alabama	1927	3	335.24	335.24		335.24
	1922	12	365.63	365.63		367.85
	1917	13	367.18	365.68	1.50	369.35
Mississippi	1927	3	45.98	45.98		47.08
	1922	7	96.55	96.55		97.91
	1917	11	122.79	122.79		124.17
WEST SOUTH CENTRAL:						
Arkansas	1927	7	130.76	130.76		122.35
	1922	9	128.94	128.19	0.75	120.32
	1917	10	131.36	130.61	0.75	121.83
Louisiana	1927	7	283.57	283.57		283.57
	1922	9	304.80	304.80		304.80
	1917	11	330.59	330.59		330.59
Oklahoma	1927	10	327.48	326.68	0.80	333.60
	1922	11	299.51	299.51		323.95
	1917	15	280.01	280.01		301.51
Texas	1927	20	1,024.48	1,024.48		1,032.89
	1922	24	966.01	966.01		974.63
	1917	32	940.41	939.16	1.25	949.94

See footnotes at end of table.

TABLE 10.—MILEAGE OF TRACK OPERATED BY COMPANIES ALLOCATED TO EACH STATE AND OF TRACK IN EACH STATE, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, AND FOR PHILIPPINE ISLANDS, 1927—Continued.

[See note at head of this table]

DIVISION AND STATE	Census year	Number of operating companies	MILES OF TRACK OPERATED BY COMPANIES ALLOCATED TO SPECIFIED DIVISION OR STATE			Miles of track actually in specified division or State
			Total	Electric	All other	
MOUNTAIN:						
Montana	1927	5	108.91	108.91	----------	108.91
	1922	5	111.27	111.27	----------	111.27
	1917	6	120.92	120.92	----------	120.92
Idaho	1927	1	70.67	70.67	----------	121.19
	1922	3	101.38	101.38	----------	149.46
	1917	4	104.65	104.65	----------	155.40
Wyoming [4]	1922	2	22.84	22.84	----------	22.84
	1917	2	23.05	23.05	----------	23.05
Colorado	1927	10	356.31	355.28	1.03	356.31
	1922	13	430.81	429.78	1.03	430.81
	1917	15	467.15	466.12	1.03	467.15
New Mexico	1927	2	11.00	11.00	----------	11.00
	1922	2	11.00	11.00	----------	11.00
	1917	2	10.95	10.95	----------	10.95
Arizona	1927	3	37.28	37.28	----------	37.28
	1922	3	44.12	44.12	----------	44.12
	1917	4	52.89	52.89	----------	52.89
Utah	1927	6	505.75	505.75	----------	498.04
	1922	6	523.48	523.48	----------	516.67
	1917	4	477.41	477.41	----------	469.40
Nevada	1927	1	4.52	4.52	----------	4.52
	1922	1	4.52	4.52	----------	4.52
	1917	2	11.56	11.56	----------	11.56
PACIFIC:						
Washington	1927	18	961.05	951.08	9.97	904.10
	1922	19	1,001.69	991.72	9.97	953.57
	1917	20	1,071.33	1,061.13	10.20	1,021.69
Oregon	1927	4	534.15	534.15	----------	548.29
	1922	9	605.16	588.81	16.35	612.01
	1917	8	596.23	595.43	0.80	603.13
California	1927	24	3,131.01	3,094.08	36.93	3,131.01
	1922	29	3,053.07	3,027.19	25.88	3,053.07
	1917	32	3,022.08	2,994.98	27.10	3,022.08
Hawaii	1927	1	37.68	37.68	----------	37.68
	1922	1	35.29	35.29	----------	35.29
	1917	1	31.55	31.55	----------	31.55
Philippine Islands	1927	1	54.58	54.58	----------	54.58
Porto Rico	1927	2	20.37	20.37	----------	20.37
	1922	3	22.00	22.00	----------	22.00
	1917	3	22.07	22.07	----------	22.07

[1] Includes track in Canada as follows: 1927, 26.76 miles; 1922 and 1917, 27.06 miles.
[2] Includes 2.59 miles of track in Canada.
[3] Includes track in Canada: 1927, 24.17 miles; 1922 and 1917, 24.47 miles.
[4] No electric railways operated in Wyoming in 1927.

TABLE 11.—TOTAL TRACKAGE AND TRACKAGE OPERATED INSIDE AND OUTSIDE

	STATE	MILES OF TRACK IN STATE			MILES OF TRACK OPERATED BY COMPANIES IN STATE		
		Total	Running track	Track in car houses, storage yards, etc.	Total	Running track	Track in car houses, storage yards, etc.
1	UNITED STATES	40,695.54	39,159.77	1,535.77	40,722.30	39,186.16	1,536.14
	NEW ENGLAND:						
2	Maine	500.61	491.80	8.81	503.20	494.39	8.81
3	New Hampshire	156.37	152.69	3.68	130.94	127.69	3.25
4	Vermont	63.26	62.46	0.80	66.13	65.33	0.80
5	Massachusetts	2,070.66	1,964.86	105.80	2,093.22	1,986.99	106.23
6	Rhode Island	303.65	290.61	13.04	303.65	290.61	13.04
7	Connecticut	836.31	801.49	34.82	825.28	790.46	34.82
	MIDDLE ATLANTIC:						
8	New York	4,347.72	4,119.52	228.20	4,414.07	4,183.43	230.64
9	New Jersey	1,093.01	1,026.64	66.37	1,078.81	1,014.36	64.45
10	Pennsylvania	4,032.41	3,883.62	148.79	3,993.28	3,844.64	148.64
	EAST NORTH CENTRAL:						
11	Ohio	3,486.51	3,359.52	126.99	3,498.11	3,372.46	125.65
12	Indiana	2,330.03	2,271.38	58.65	2,350.44	2,292.16	58.28
13	Illinois	3,298.17	3,138.50	159.67	3,322.92	3,161.47	161.45
14	Michigan	1,778.55	1,721.87	56.68	1,752.19	1,694.96	57.23
15	Wisconsin	908.89	872.01	36.88	788.40	754.07	34.33
	WEST NORTH CENTRAL:						
16	Minnesota	722.54	686.25	36.29	744.28	707.40	36.88
17	Iowa	982.41	964.15	18.26	959.70	942.72	16.98
18	Missouri	1,054.25	1,003.18	51.07	1,137.20	1,084.49	52.71
19	North Dakota	18.94	18.22	0.72	25.89	25.17	0.72
20	South Dakota	16.20	16.00	0.20	16.20	16.00	0.20
21	Nebraska	191.49	183.28	8.21	221.05	211.56	9.49
22	Kansas	569.76	559.19	10.57	501.86	493.59	8.27
	SOUTH ATLANTIC:						
23	Delaware	82.99	80.96	2.03	82.99	80.96	2.03
24	Maryland	731.07	698.94	32.13	686.30	653.40	32.90
25	District of Columbia	185.05	171.08	13.97	225.62	212.42	13.20
26	Virginia	541.20	524.80	16.40	542.90	526.70	16.20
27	West Virginia	380.92	374.17	6.75	466.87	458.52	8.35
28	North Carolina	205.27	201.12	4.15	145.80	141.87	3.93
29	South Carolina	285.75	282.98	2.77	320.12	317.59	2.53
30	Georgia	424.42	409.49	14.93	443.57	428.18	15.39
31	Florida	225.73	220.21	5.52	225.73	220.21	5.52
	EAST SOUTH CENTRAL:						
32	Kentucky	488.99	475.85	13.14	473.34	460.26	13.08
33	Tennessee	507.08	494.40	12.63	514.08	501.45	12.63
34	Alabama	335.24	325.14	10.10	335.24	325.14	10.10
35	Mississippi	47.08	46.18	0.90	45.98	45.08	0.90
	WEST SOUTH CENTRAL:						
36	Arkansas	122.35	119.80	2.55	130.76	128.21	2.55
37	Louisiana	283.57	272.25	11.32	283.57	272.25	11.32
38	Oklahoma	333.60	325.27	8.33	327.48	318.49	8.99
39	Texas	1,032.89	1,008.47	24.42	1,024.48	1,000.06	24.42
	MOUNTAIN:						
40	Montana	108.91	106.02	2.89	108.91	106.02	2.89
41	Idaho	121.19	117.08	4.11	70.67	67.50	3.17
42	Colorado	356.31	343.64	12.67	356.31	343.64	12.67
43	New Mexico	11.00	10.70	0.30	11.00	10.70	0.30
44	Arizona	37.28	36.80	0.48	37.28	36.80	0.48
45	Utah	498.04	487.55	10.49	505.75	494.36	11.39
46	Nevada	4.52	4.21	0.31	4.52	4.21	0.31
	PACIFIC:						
47	Washington	904.10	879.83	24.27	961.05	936.74	24.31
48	Oregon	548.29	531.15	17.14	534.15	517.01	17.14
49	California	3,131.01	3,024.44	106.57	3,131.01	3,024.44	106.57

[1] No electric railways operated in Wyoming in 1927.

EACH STATE, BY COMPANIES OPERATING IN MORE THAN ONE STATE: 1927

LOCATED OUTSIDE STATE, OPERATED BY COMPANIES IN STATE		LOCATED WITHIN STATE, OPERATED BY COMPANIES OUTSIDE STATE		
Total miles of track	Miles of track, by States (or country) in which located	Total miles of track	Miles of track by States to which outside operating companies are allocated	
26.76	Canada, 26.76			1
2.59	Canada, 2.59			2
		25.43	Mass., 22.56; Vt., 2.87.	3
2.87	N. H., 2.87			4
22.56	N. H., 22.56			5
				6
		11.03	N. Y., 11.03.	7
80.09	Conn., 11.03; N. J., 12.94; Pa., 31.95; Canada, 24.17.	13.74	Pa., 13.74.	8
		14.20	N. Y., 12.94; Pa., 1.26.	9
15.00	N. J., 1.26; N. Y., 13.74	54.13	N. Y., 31.95; Ohio, 22.18.	10
95.32	Ind., 32.80; Mich., 36.16, Pa., 22.18; W. Va., 4.18.	83.72	Ky., 1.07; Mich., 5.16; W. Va., 77.49.	11
58.26	Ill., 51.68; Ky., 6.58	37.85	Mich., 5.05; Ohio, 32.80.	12
99.62	Mo., 93; Wis., 98.69	74.87	Ind., 51.68; Iowa, 6.85; Mo., 9.86; Wis., 6.48.	13
17.99	Ind., 5.05; Ohio, 5.16; Wis., 7.78	44.35	Ohio, 36.16; Wis., 8.19.	14
14.67	Ill., 6.48; Mich., 8.19	135.16	Ill., 98.69; Mich., 7.78; Minn., 28.69.	15
28.69	Wis., 28.69	6.95	N. Dak., 6.95.	16
8.36	Ill., 6.85; Nebr., 1.51	31.07	Nebr., 31.07.	17
101.18	Ill., 9.86; Kans., 84.15; Okla., 7.17	18.23	Ill., 93; Kans., 17.30.	18
6.95	Minn., 6.95			19
				20
31.07	Iowa, 31.07	1.51	Iowa, 1.51.	21
38.30	Mo., 17.30; Okla., 21	106.20	Mo., 84.15; Okla., 22.05.	22
				23
1.15	District of Columbia, 1.15	45.92	District of Columbia, 45.92.	24
45.92	Md., 45.92	5.35	Va., 5.35.	25
4.20	District of Columbia, 4.20	2.50	W. Va., 2.50.	26
90.13	Ky., 10.14; Ohio, 77.49; W. Va., 2.50	4.18	Ohio, 4.18.	27
		59.47	S. Car., 59.47.	28
59.47	N. Car., 59.47	25.10	Ga., 25.10.	29
25.10	S. Car., 25.10	5.95	Tenn., 5.95.	30
				31
1.07	Ohio, 1.07	16.72	Ind., 6.58; W. Va., 10.14.	32
7.05	Ga., 5.95; Miss., 1.10			33
				34
		1.10	Tenn., 1.10.	35
8.41	Tex., 8.41			36
				37
22.05	Kans., 22.05	28.17	Kans., 21.00; Mo., 7.17.	38
		8.41	Ark., 8.41.	39
				40
		50.52	Utah, 7.71; Wash., 42.81.	41
				42
				43
				44
7.71	Idaho, 7.71			45
				46
57.58	Idaho, 42.81; Oreg., 14.77	0.63	Oreg., 0.63.	47
0.63	Wash., 0.63	14.77	Wash., 14.77.	48
				49

TABLE 12.—MILES OF ELECTRIC TRACK, INCLUDING TRACK OF ELECTRIFIED DIVISIONS OF STEAM RAILROADS AND ELECTRIFIED TUNNELS, BY TYPE OF MOTIVE POWER, 1927, 1922, AND 1917, AND BY CLASS AND SYSTEM, 1927, BY STATES

MOTIVE POWER AND STATE	TOTAL			CLASS AND SYSTEM: 1927			
					Steam railroads		
	1927	1922	1917	Electric railways	Electrified divisions	Electric-tunnel haulage	Other [1]
Number of operating companies	717	891	978	682	29	4	2
Miles of single track, total	45,193.47	47,441.50	48,219.35	40,722.30	4,353.57	57.97	59.63
Electric, total	44,988.73	47,179.46	47,900.52	40,585.45	4,285.68	57.97	59.63
Overhead trolley	41,529.71	44,014.12	44,886.83	38,245.57	3,189.34	35.17	59.63
Third rail	[2] 3,045.88	[2] 2,687.28	[2] 2,469.26	[2] 1,926.74	1,096.34	22.80	
Conduit trolley	343.54	421.30	361.54	343.54			
Storage battery	17.88	37.61	122.64	17.88			
Gas-electric motor	[3] 77.05	40.11	62.43	[3] 77.05			
Steam-operated sections of electrified divisions of steam railroads	[4] 454.46	[5] 166.48	[6] 331.77	[7] 124.35	[8] 330.11		
Other	[9] 127.61	141.72	117.83	[9] 127.61			
ELECTRIC—TOTAL							
California, total	3,316.76	3,234.19	3,215.30	3,094.08	222.68		
Overhead trolley	3,042.96	2,947.00	2,947.24	2,859.31	183.65		
Third rail	241.77	267.33	268.06	202.74	39.03		
Other	[3] 56.76	19.86		[3] 56.76			
New Jersey, total	1,253.54	1,479.52	1,504.65	1,078.81	174.73		
Overhead trolley	1,089.32	1,328.47	1,353.20	1,069.41	19.91		
Third rail	164.22	151.05	151.45	9.40	154.82		
New York, total	5,811.43	6,160.61	6,049.73	4,404.81	1,406.62		
Overhead trolley	3,823.52	4,426.39	4,533.53	3,319.39	504.13		
Third rail	1,740.60	[10] 1,410.78	1,202.49	838.11	902.49		
Other	[9] 247.31	343.80	313.71	[9] 247.31			
All other States, total	34,607.00	36,305.14	[11] 37,130.84	32,007.75	2,481.65	57.97	59.63
Overhead trolley	33,573.91	35,312.26	36,052.86	30,997.46	2,481.65	35.17	59.63
Third rail	[12] 899.29	[13] 858.12	[7] 847.26	[12] 876.49		22.80	
Other	134.40	135.36	232.90	134.40			
ELECTRIC—OVERHEAD TROLLEY							
California	3,042.96	2,947.00	2,947.24	2,859.31	185.65		
Illinois	3,205.34	3,286.46	3,356.70	3,027.84	117.87		59.63
Massachusetts	2,084.19	2,736.69	3,164.87	2,038.02	23.09	23.08	
Michigan	1,497.46	1,537.74	1,480.21	1,485.37		12.09	
Missouri	1,147.18	1,180.56	1,156.07	1,137.20	9.98		
Montana	798.69	1,128.71	849.32	108.91	689.78		
New Jersey	1,089.32	1,328.47	1,353.20	1,069.41	19.91		
New York	3,823.52	4,426.39	4,533.53	3,319.39	504.13		
Oklahoma	361.08	335.69	310.78	326.68	34.40		
Oregon	746.92	795.45	832.13	534.15	212.77		
Pennsylvania	3,953.24	4,275.14	4,242.72	3,827.77	125.47		
South Dakota	16.20	21.37	28.61	16.20			
Utah	505.75	527.48	481.41	505.75			
Virginia	732.64	611.68	638.41	538.82	193.82		
Washington	1,244.99	955.88	1,030.38	912.23	332.76		
West Virginia	773.86	623.62	578.98	466.87	306.99		
All other States	16,506.37	17,295.79	[11] 17,902.27	16,071.65	434.72		

See footnotes at end of table.

ABLE 12.—MILES OF ELECTRIC TRACK, INCLUDING TRACK OF ELECTRIFIED DIVISIONS OF STEAM RAILROADS AND ELECTRIFIED TUNNELS, BY TYPE OF MOTIVE POWER, 1927, 1922, AND 1917, AND BY CLASS AND SYSTEM, 1927, BY STATES—Continued

MOTIVE POWER AND STATE	TOTAL			CLASS AND SYSTEM: 1927			
					Steam railroads		
	1927	1922	1917	Electric railways	Electrified divisions	Electric-tunnel haulage	Other [1]
ELECTRIC—THIRD RAIL							
California	241.77	267.33	268.06	202.74	39.03		
Maryland	7.96	7.96	8.60			7.96	
Michigan	282.26	279.56	298.38	267.42		14.84	14.84
New Jersey	164.22	151.05	151.45	9.40	154.82		
New York	1,740.60	1,410.78	1,202.49	838.11	902.49		
All other States	609.07	570.60	[5]540.28	609.07			

[1] Chicago Tunnel Co. and Chicago Warehouse & Terminal Co.
[2] Includes 0.60 mile for 1927, 20.96 miles for 1922, and 2.18 miles for 1917 used also for other motive power—overhead trolley.
[3] Includes 24.73 miles operated by both overhead trolley and gas-electric motor.
[4] Includes 369.67 miles used also for other motive power—overhead trolley, 267.32 miles; third rail, 102.35 miles.
[5] Includes 46.16 miles used also for other motive power—overhead trolley.
[6] Includes 130.77 miles used also for other motive power—overhead trolley, 92.77 miles; gas-electric motor, 38 miles.
[7] Includes 107.45 miles used also for other motive power—overhead trolley.
[8] Includes 262.22 miles used also for other motive power—overhead trolley, 159.87 miles; third rail, 102.35 miles.
[9] Includes 7.66 miles used for both overhead trolley and gasoline engines.
[10] Includes 20.36 miles used also for other motive power—overhead trolley.
[11] Includes 5.28 miles in Alaska not electrically operated in 1922 and 1927.
[12] Includes 0.60 mile used for both overhead trolley and third rail.

TABLE 13.—ELEVATED AND SUBWAY AND TUNNEL TRACKAGE—MILES OF SINGLE TRACK, BY STATES: 1927, 1922, 1917, AND 1912

CLASS OF TRACKAGE AND STATE	1927	1922	1917	1912
Elevated, United States	634.23	601.69	497.29	417.80
New York	373.04	362.80	296.99	230.80
Illinois	178.66	163.88	146.89	141.90
Pennsylvania	32.19	32.40	16.71	9.87
Massachusetts	35.63	30.08	26.23	26.58
New Jersey	4.36	4.36	4.41	4.37
Missouri		2.88	2.96	2.88
Washington	7.77	2.69		
Maryland	1.40	1.40	1.40	1.40
California	1.18	1.20	1.20	
Kansas			0.50	
Subways and tunnels, United States	342.38	325.56	218.79	112.70
New York[1]	281.72	269.14	162.37	70.54
Massachusetts	29.38	26.98	25.24	18.45
New Jersey[2]	12.62	12.62	12.62	11.68
Pennsylvania	9.20	7.95	8.95	8.42
California	5.90	5.35	5.43	0.30
Illinois	1.80	1.80	1.93	1.87
All other States[3]	1.76	1.72	2.25	1.44

[1] Figures for all years exclude data for 11.68 miles operated in New Jersey.
[2] Figures for all years include data for 11.68 miles owned by a New York company.
[3] Minnesota, Missouri, Rhode Island, and Washington, 1927; Minnesota, Missouri, and Rhode Island, 1922; Connecticut, Minnesota, Missouri, Rhode Island, West Virginia, and Wisconsin, 1917; Kansas Missouri, Oregon, and Tennessee, 1912.

TABLE 14.—MILES OF TRACK OWNED AND LEASED BY OPERATING COMPANIES,[1] BY GEOGRAPHIC DIVISIONS AND STATES: 1927, 1922, AND 1917

DIVISION AND STATE	Census year	Total	Owned	Leased [2]	PER CENT OF TOTAL	
					Owned	Leased
UNITED STATES	1927	40,722.30	35,217.48	5,504.82	86.5	13.5
	1922	43,931.86	37,927.38	6,004.48	86.3	13.7
	1917	44,835.37	36,804.76	8,030.61	82.1	17.9
GEOGRAPHIC DIVISIONS:						
New England	1927	3,922.42	3,474.25	448.17	88.6	11.4
	1922	5,052.06	4,503.28	548.78	89.1	10.9
	1917	5,558.19	4,141.06	1,417.13	74.5	25.5
Middle Atlantic	1927	9,486.16	6,079.74	3,406.42	64.1	35.9
	1922	10,509.73	6,859.27	3,650.46	65.3	34.7
	1917	10,572.25	6,879.57	3,692.68	65.1	34.9
East North Central	1927	11,712.06	10,992.78	719.28	93.9	6.1
	1922	12,357.58	11,624.41	733.17	94.1	5.9
	1917	12,670.86	10,682.60	1,988.26	84.3	15.7
West North Central	1927	3,606.18	3,445.27	160.91	95.5	4.5
	1922	3,669.12	3,580.62	88.50	97.6	2.4
	1917	3,665.42	3,560.29	105.13	97.1	2.9
South Atlantic	1927	3,139.90	2,804.74	335.16	89.3	10.7
	1922	3,269.18	2,612.42	656.76	79.9	20.1
	1917	3,277.86	2,747.31	530.55	83.8	16.2
East South Central	1927	1,368.64	1,312.09	56.55	95.9	4.1
	1922	1,465.59	1,416.13	49.46	96.6	3.4
	1917	1,450.20	1,442.79	7.41	99.5	0.5
West South Central	1927	1,766.29	1,718.48	47.81	97.3	2.7
	1922	1,699.26	1,684.22	15.04	99.1	0.9
	1917	1,682.37	1,675.42	6.95	99.6	0.4
Mountain	1927	1,094.44	1,083.59	10.85	99.0	1.0
	1922	1,249.42	1,200.86	48.56	96.1	3.9
	1917	1,268.58	1,223.55	45.03	96.5	3.5
Pacific	1927	4,626.21	4,306.54	319.67	93.1	6.9
	1922	4,659.92	4,446.17	213.75	95.4	4.6
	1917	4,689.64	4,452.17	237.47	94.9	5.1
NEW ENGLAND:						
Maine	1927	503.20	402.12	101.08	79.9	20.1
	1922	571.56	467.04	104.52	81.7	18.3
	1917	577.00	470.39	106.61	81.5	18.5
New Hampshire	1927	130.94	130.94	----------	100.0	----------
	1922	216.03	216.03	----------	100.0	----------
	1917	203.37	172.86	30.51	85.0	15.0
Vermont	1927	66.13	63.26	2.87	95.7	4.3
	1922	99.20	96.95	2.25	97.7	2.3
	1917	107.95	107.95	----------	100.0	----------
Massachusetts	1927	2,093.22	2,020.85	72.37	96.5	3.5
	1922	2,758.66	2,656.43	102.23	96.3	3.7
	1917	3,166.81	2,577.96	588.85	81.4	18.6
Rhode Island	1927	303.65	303.65	----------	100.0	----------
	1922	387.08	387.08	----------	100.0	----------
	1917	414.35	56.56	357.79	13.7	86.3
Connecticut	1927	825.28	553.43	271.85	67.1	32.9
	1922	1,019.53	679.75	339.78	66.7	33.3
	1917	1,088.71	755.34	333.37	69.4	30.6
MIDDLE ATLANTIC:						
New York	1927	4,414.07	3,593.10	820.97	81.4	18.6
	1922	4,853.77	3,888.13	965.64	80.1	19.9
	1917	4,893.49	3,783.85	1,109.64	77.3	22.7
New Jersey	1927	[3] 1,078.81	[3] 462.87	615.94	42.9	57.1
	1922	[3] 1,330.43	[3] 706.22	624.21	53.1	46.9
	1917	[3] 1,355.56	[3] 756.24	599.32	55.8	44.2
Pennsylvania	1927	[4] 3,993.28	2,023.77	[4] 1,969.51	50.7	49.3
	1922	[4] 4,325.53	2,264.92	[4] 2,060.61	52.4	47.6
	1917	[4] 4,323.20	2,339.48	[4] 1,983.72	54.1	45.9

See footnotes at end of table.

TABLE 14.—MILES OF TRACK OWNED AND LEASED BY OPERATING COMPANIES,[1] BY GEOGRAPHIC DIVISIONS AND STATES: 1927, 1922, AND 1917—Continued.

DIVISION AND STATE	Census year	Total	Owned	Leased [2]	PER CENT OF TOTAL	
					Owned	Leased
EAST NORTH CENTRAL:						
Ohio	1927	3,498.11	3,408.42	89.69	97.4	2.6
	1922	4,008.50	3,957.91	50.59	98.7	1.3
	1917	4,299.18	3,400.24	898.94	79.1	20.9
Indiana	1927	2,350.44	1,825.14	525.30	77.7	22.3
	1922	2,297.00	1,784.80	512.20	77.7	22.3
	1917	2,353.18	1,711.89	641.29	72.7	27.3
Illinois	1927	3,322.92	3,265.25	57.67	98.3	1.7
	1922	3,458.50	3,419.06	39.44	98.9	1.1
	1917	3,478.47	3,395.11	83.36	97.6	2.4
Michigan	1927	1,752.19	1,708.97	43.22	97.5	2.5
	1922	1,793.10	1,666.09	127.01	92.9	7.1
	1917	1,749.90	1,385.23	364.67	79.2	20.8
Wisconsin	1927	788.40	785.00	3.40	99.6	0.4
	1922	800.48	796.55	3.93	99.5	0.5
	1917	790.13	790.13	----------	100.0	----------
WEST NORTH CENTRAL:						
Minnesota	1927	744.28	709.90	34.38	95.4	4.6
	1922	697.14	663.46	33.68	95.2	4.8
	1917	668.94	636.82	32.12	95.2	4.8
Iowa	1927	959.70	936.39	23.31	97.6	2.4
	1922	975.73	964.57	11.16	98.9	1.1
	1917	990.69	962.35	28.34	97.1	2.9
Missouri	1927	[3] 1,137.20	1,065.16	[3] 72.04	93.7	6.3
	1922	1,170.58	1,163.83	6.75	99.4	0.6
	1917	1,144.28	1,138.09	6.19	99.5	0.5
North Dakota and South Dakota	1927	42.09	42.09	----------	100.0	----------
	1922	43.73	43.73	----------	100.0	----------
	1917	55.62	55.62	----------	100.0	----------
Nebraska	1927	221.05	188.40	32.65	85.2	14.8
	1922	238.79	207.15	31.64	86.7	13.3
	1917	244.89	206.41	38.48	84.3	15.7
Kansas	1927	[6] 503.33	[6] 503.33	----------	100.0	----------
	1922	543.15	537.88	5.27	99.0	1.0
	1917	561.00	561.00	----------	100.0	----------
SOUTH ATLANTIC:						
Delaware	1927	82.99	----------	82.99	----------	100.0
	1922	85.10	----------	85.10	----------	100.0
	1917	91.55	----------	91.55	----------	100.0
Maryland	1927	686.30	614.39	71.91	89.5	10.5
	1922	710.66	650.25	60.41	91.5	8.5
	1917	727.35	685.56	41.79	94.3	5.7
District of Columbia	1927	225.62	218.47	7.15	96.8	3.2
	1922	245.52	242.15	3.37	98.6	1.4
	1917	240.65	240.65	----------	100.0	----------
Virginia	1927	542.90	476.18	66.72	87.7	12.3
	1922	555.02	439.73	115.29	79.2	20.8
	1917	581.35	463.31	118.04	79.7	20.3
West Virginia	1927	466.87	400.32	66.55	85.7	14.3
	1922	515.33	394.65	120.68	76.6	23.4
	1917	471.17	452.67	18.50	96.1	3.9
North Carolina	1927	145.80	145.80	----------	100.0	----------
	1922	159.73	159.73	----------	100.0	----------
	1917	173.72	173.66	0.06	100.0	(7)
South Carolina	1927	320.12	305.53	14.59	95.4	4.6
	1922	332.12	281.99	50.13	84.9	15.1
	1917	335.73	287.54	48.19	85.6	14.4
Georgia	1927	443.57	443.57	----------	100.0	----------
	1922	468.66	254.38	214.28	54.3	45.7
	1917	473.31	261.49	211.82	55.2	44.8
Florida	1927	225.73	200.48	25.25	88.8	11.2
	1922	197.04	189.54	7.50	96.2	3.8
	1917	183.03	182.43	0.60	99.7	0.3

See footnotes at end of table.

TABLE 14.—MILES OF TRACK OWNED AND LEASED BY OPERATING COMPANIES,[1] BY GEOGRAPHIC DIVISIONS AND STATES: 1927, 1922, AND 1917—Continued

DIVISION AND STATE	Census year	Total	Owned	Leased [2]	PER CENT OF TOTAL	
					Owned	Leased
EAST SOUTH CENTRAL:						
Kentucky	1927	473.34	471.58	1.76	99.6	0.4
	1922	499.52	497.66	1.86	99.6	0.4
	1917	498.23	495.04	3.19	99.4	0.6
Tennessee	1927	514.08	466.48	47.60	90.7	9.3
	1922	503.89	457.19	46.70	90.7	9.3
	1917	462.00	462.00	----------	100.0	----------
Alabama	1927	335.24	328.05	7.19	97.9	2.1
	1922	365.63	364.73	0.90	99.8	0.2
	1917	367.18	362.96	4.22	98.9	1.1
Mississippi	1927	45.98	45.98	----------	100.0	----------
	1922	96.55	96.55	----------	100.0	----------
	1917	122.79	122.79	----------	100.0	----------
WEST SOUTH CENTRAL:						
Arkansas	1927	130.76	130.76	----------	100.0	----------
	1922	128.94	128.94	----------	100.0	----------
	1917	131.36	130.69	0.67	99.5	0.5
Louisiana	1927	283.57	283.57	----------	100.0	----------
	1922	304.80	304.80	----------	100.0	----------
	1917	330.59	330.59	----------	100.0	----------
Oklahoma	1927	327.48	327.48	----------	100.0	----------
	1922	299.51	298.89	0.62	99.8	0.2
	1917	280.01	279.89	0.12	99.9	(7)
Texas	1927	1,024.48	976.67	47.81	95.3	4.7
	1922	966.01	951.59	14.42	98.5	1.5
	1917	940.41	934.25	6.16	99.3	0.7
MOUNTAIN:						
Idaho	1927	70.67	70.67	----------	100.0	----------
	1922	101.38	101.38	----------	100.0	----------
	1917	104.65	104.65	----------	100.0	----------
Colorado	1927	356.31	356.31	----------	100.0	----------
	1922	430.81	393.10	37.71	91.2	8.8
	1917	467.15	433.81	33.34	92.9	7.1
Utah	1927	505.75	501.30	4.45	99.1	0.9
	1922	523.48	519.03	4.45	99.1	0.9
	1917	477.41	471.37	6.04	98.7	1.3
All other Mountain States	1927	161.71	155.31	6.40	96.0	4.0
	1922	193.75	187.35	6.40	96.7	3.3
	1917	219.37	213.72	5.65	97.4	2.6
PACIFIC:						
Washington	1927	961.05	946.45	14.60	98.5	1.5
	1922	1,001.69	1,000.35	1.34	99.9	0.1
	1917	1,071.33	1,065.67	5.66	99.5	0.5
Oregon	1927	534.15	511.31	22.84	95.7	4.3
	1922	605.16	590.79	14.37	97.6	2.4
	1917	596.23	581.29	14.94	97.5	2.5
California	1927	3,131.01	2,848.78	282.23	91.0	9.0
	1922	3,053.07	2,855.03	198.04	93.5	6.5
	1917	3,022.08	2,805.21	216.87	92.8	7.2
Hawaii	1927	37.68	37.68	----------	100.0	----------
	1922	35.29	35.29	----------	100.0	----------
	1917	31.55	31.55	----------	100.0	----------
Philippine Islands	1927	54.58	54.58	----------	100.0	----------
Porto Rico	1927	20.37	19.54	0.83	95.9	4.1
	1922	22.00	21.46	0.54	97.5	2.5
	1917	22.07	21.53	0.54	97.6	2.4

[1] Exclusive of idle trackage and of trackage owned by electric-railway companies but leased to and operated by steam-railroad companies.
[2] Includes trackage owned by steam-railroad companies but operated under trackage-rights agreements by electric-railway companies.
[3] Includes 0.97 mile in 1927, and 1.21 miles in 1922 and 1917, owned by a New Jersey company and leased to and operated by a Pennsylvania company.
[4] Not including 0.97 mile in 1927, and 1.21 miles in 1922 and 1917, owned by a New Jersey company and leased to and operated by a Pennsylvania company.
[5] Not including 1.47 miles owned by a Kansas company and leased to and operated by a Missouri company.
[6] Includes 1.47 miles owned by a Kansas company and leased to and operated by a Missouri company.
[7] Less than one-tenth of 1 per cent.

TABLE 15.—MILES OF SINGLE TRACK LOCATED ON PUBLIC THOROUGHFARES AND ON PRIVATE RIGHTS OF WAY, BY GEOGRAPHIC DIVISIONS: 1927 AND 1922

DIVISION	TOTAL		ON PUBLIC THOROUGHFARES		ON PRIVATE RIGHTS OF WAY, INCLUDING ELEVATED STRUCTURES, SUBWAYS, AND TUNNELS		PER CENT OF TOTAL			
							Public thoroughfares		Private rights of way	
	1927	1922	1927	1922	1927	1922	1927	1922	1927	1922
United States	40,722.30	43,931.86	23,113.43	25,856.95	17,608.87	18,074.91	56.8	58.9	43.2	41.1
New England	3,922.42	5,052.06	3,063.60	3,978.93	858.82	1,073.13	78.1	78.8	21.9	21.2
Middle Atlantic	9,486.15	10,509.73	5,434.38	6,232.01	4,051.78	4,277.72	57.3	59.3	42.7	40.7
E. N. Central	11,712.06	12,357.58	5,727.62	6,378.46	5,984.44	5,979.12	48.9	51.6	51.1	48.4
W. N. Central	3,606.18	3,669.12	2,077.00	2,160.80	1,529.18	1,508.32	57.6	58.9	42.4	41.1
South Atlantic	3,139.90	3,269.18	1,893.74	2,026.68	1,246.16	1,242.50	60.3	62.0	39.7	38.0
E. S. Central	1,368.64	1,465.59	953.34	1,007.88	415.30	457.71	69.7	68.8	30.3	31.2
W. S. Central	1,766.29	1,699.26	1,075.74	1,101.96	690.55	597.30	60.9	64.8	39.1	35.2
Mountain	1,094.44	1,249.42	571.91	673.76	522.53	575.66	52.3	53.9	47.7	46.1
Pacific	4,626.21	4,659.92	2,316.10	2,296.47	2,310.11	2,363.45	50.1	49.3	49.9	50.7

TABLE 16.—MILES OF TRACK, CLASSIFIED AS CITY AND SUBURBAN AND INTERURBAN, BY GEOGRAPHIC DIVISIONS: 1927, 1922, AND 1917

DIVISION	Census year	Total miles of single track	City and suburban	Interurban
United States	1927	40,722.30	24,355.90	16,366.40
	1922	43,931.86	26,123.93	17,807.93
	1917	44,835.37	26,737.75	18,097.62
New England	1927	3,922.42	3,351.40	571.02
	1922	5,052.06	3,867.15	1,184.91
	1917	5,558.19	4,181.42	1,376.77
Middle Atlantic	1927	9,486.16	6,485.46	3,000.70
	1922	10,509.73	6,938.88	3,570.85
	1917	10,572.25	7,251.96	3,320.29
East North Central	1927	11,712.06	5,023.87	6,688.19
	1922	12,357.58	5,245.81	7,111.77
	1917	12,670.86	5,130.52	7,540.34
West North Central	1927	3,606.18	2,304.87	1,301.31
	1922	3,669.12	2,383.88	1,285.24
	1917	3,665.42	2,429.02	1,236.40
South Atlantic	1927	3,139.90	2,166.94	972.96
	1922	3,269.18	2,397.29	871.89
	1917	3,277.86	2,347.05	930.81
East South Central	1927	1,368.64	1,070.50	298.14
	1922	1,465.59	1,126.87	338.72
	1917	1,450.20	1,160.92	289.28
West South Central	1927	1,766.29	1,086.61	679.68
	1922	1,699.26	1,141.45	557.81
	1917	1,682.37	1,154.85	527.52
Mountain	1927	1,094.44	597.17	497.27
	1922	1,249.42	679.28	570.14
	1917	1,268.58	722.27	546.31
Pacific	1927	4,626.21	2,269.08	2,357.13
	1922	4,659.92	2,343.32	2,316.60
	1917	4,689.64	2,359.74	2,329.90

TABLE 17.—PER CENT DISTRIBUTION OF CITY AND SUBURBAN AND OF INTE URBAN TRACKAGE, BY GEOGRAPHIC DIVISIONS AND STATES: 1927

[Based on Table 18]

DIVISION AND STATE	City and suburban	Inter-urban
UNITED STATES	59.8	40.2
GEOGRAPHIC DIVISIONS:		
New England	85.4	14.6
Middle Atlantic	68.4	31.6
East North Central	42.9	57.1
West North Central	63.9	36.1
South Atlantic	69.0	31.0
East South Central	78.2	21.8
West South Central	61.5	38.5
Mountain	54.6	45.4
Pacific	49.0	51.0
NEW ENGLAND:		
Maine	53.5	46.5
New Hampshire	71.8	28.2
Vermont	86.6	13.4
Massachusetts	89.5	10.5
Rhode Island	95.1	4.9
Connecticut	93.1	6.9
MIDDLE ATLANTIC:		
New York	70.1	29.9
New Jersey	88.8	11.2
Pennsylvania	60.9	39.1
EAST NORTH CENTRAL:		
Ohio	39.8	60.2
Indiana	24.9	75.1
Illinois	55.4	44.6
Michigan	42.4	57.6
Wisconsin	58.9	41.1
WEST NORTH CENTRAL:		
Minnesota	75.4	24.6
Iowa	37.3	62.7
Missouri	86.6	13.4
North Dakota	100.0	----------
South Dakota	100.0	----------
Nebraska	96.4	3.6
Kansas	29.1	70.9
SOUTH ATLANTIC:		
Delaware	100.0	----------
Maryland	67.0	3
District of Columbia	100.0	----------
Virginia	66.1	3
West Virginia	34.8	6
North Carolina	100.0	----------
South Carolina	33.3	6
Georgia	90.7	1
Florida	98.7	
EAST SOUTH CENTRAL:		
Kentucky	63.9	3
Tennessee	76.4	2
Alabama	100.0	----------
Mississippi	87.0	1
WEST SOUTH CENTRAL:		
Arkansas	95.4	
Louisiana	95.7	
Oklahoma	40.5	5
Texas	54.5	4
MOUNTAIN:[1]		
Montana	88.7	1
Idaho	5.8	9
Colorado	80.0	2
New Mexico	100.0	----------
Arizona	87.6	1
Utah	33.2	6
Nevada	----------	10
PACIFIC:		
Washington	57.4	4
Oregon	38.2	6
California	48.3	5

[1] No electric railways operated in Wyoming in 1927.

TABLE 18.—TRACK MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES, 192 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, A FOR PHILIPPINE ISLANDS, 1927

DIVISION, STATE, AND CENSUS YEAR	Total track operated	RUNNING TRACK						Tra in c hous stors yard etc
		Total	Main track				Sidings and turn-outs	
			Total	Road or first track (miles of line)	Second track	Other main track (third, fourth, etc.)		
UNITED STATES:								
1927	[1] 40,722.30	39,186.16	37,027.51	27,947.63	8,772.65	307.23	2,158.65	1,536
1922	[1] 43,931.86	42,450.09	40,364.33	31,264.26	8,796.33	303.74	2,085.76	1,481
1917	[1] 44,835.37	43,364.83	41,446.67	32,547.58	8,656.08	243.01	1,918.16	1,470
GEOGRAPHIC DIVISIONS:								
New England—								
1927	[2] 3,922.42	3,755.47	3,609.74	2,847.10	761.75	0.89	145.73	166
1922	[2] 50,52.06	4,882.06	4,684.80	3,871.23	813.57	-------	197.20	170
1917	[2] 5,558.19	5,377.54	5,174.11	4,345.91	828.20	-------	203.43	180
Middle Atlantic—								
1927	[2] 9,486.16	9,042.43	8,748.05	6,121.96	2,409.68	216.41	294.38	443
1922	[2] 10,509.73	10,077.38	9,733.24	7,057.08	2,474.44	201.72	344.14	432
1917	[2] 10,572.25	10,157.96	9,811.06	7,216.63	2,451.41	143.02	346.90	414

For footnotes see p. 32.

TABLE 18.—TRACK MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, AND, FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION, STATE, AND CENSUS YEAR	Total track operated	RUNNING TRACK						Track in car houses, storage yards, etc.
		Total	Main track				Sidings and turn-outs	
			Total	Road or first track (miles of line)	Second track	Other main track (third, fourth, etc.)		
GEOGRAPHIC DIVISIONS—Continued.								
East North Central.	11,712.06	11,275.12	10,753.15	8,477.61	2,222.02	53.52	521.97	436.94
1927	12,357.58	11,957.75	11,420.45	9,198.26	2,155.43	66.76	537.30	399.83
1922	12,670.86	12,281.18	11,766.65	9,650.17	2,083.86	32.62	514.53	389.68
1917								
West North Central—	3,606.18	3,480.93	3,242.62	2,398.07	844.55	-------	238.31	125.25
1927	3,669.12	3,542.41	3,333.89	2,523.27	810.62	-------	208.52	126.71
1922	3,665.42	3,515.03	3,339.58	2,527.11	812.47	-------	175.45	150.39
1917								
South Atlantic—	3,139.90	3,039.85	2,875.38	2,208.95	666.43	-------	164.47	100.05
1927	3,269.18	3,169.77	3,028.63	2,350.45	678.18	-------	141.14	99.41
1922	3,277.86	3,186.63	3,049.83	2,397.39	652.44	-------	136.80	91.23
1917								
East South Central—	1,368.64	1,331.93	1,291.00	984.93	306.07	-------	40.93	36.71
1927	1,465.59	1,424.90	1,379.57	1,072.83	306.74	-------	45.33	40.69
1922	1,450.20	1,409.23	1,377.46	1,073.47	303.99	-------	31.77	40.97
1917								
West South Central—	1,766.29	1,719.01	1,611.00	1,324.33	280.17	6.50	108.01	47.28
1927	1,699.26	1,649.12	1,561.20	1,286.49	268.51	6.20	87.92	50.14
1922	1,682.37	1,639.82	1,582.01	1,338.23	243.78	-------	57.81	42.55
1917								
Mountain—	1,094.44	1,063.23	966.34	773.12	188.07	5.15	96.89	31.21
1927	1,249.42	1,225.95	1,128.40	911.95	212.15	4.30	97.55	23.47
1922	1,268.58	1,236.58	1,147.96	940.33	207.30	0.33	88.62	32.00
1917								
Pacific—	4,626.21	4,478.19	3,930.23	2,811.56	1,093.91	24.76	547.96	148.02
1927	4,659.92	4,520.81	4,094.15	2,992.70	1,076.69	24.76	426.66	139.11
1922	4,689.64	4,560.86	4,198.01	3,058.34	1,072.63	67.04	362.85	128.78
1917								
NEW ENGLAND:								
Maine—								
1927	[2] 503.20	494.39	465.97	445.44	20.53	-------	28.42	8.81
1922	[2] 571.56	562.39	529.96	509.19	20.77	-------	32.43	9.17
1917	[2] 577.00	564.71	533.19	511.51	21.68	-------	31.52	12.29
New Hampshire—								
1927	130.94	127.69	121.58	108.04	13.54	-------	6.11	3.25
1922	216.03	211.69	202.08	188.54	13.54	-------	9.61	4.34
1917	203.37	199.18	188.80	176.41	12.39	-------	10.38	4.19
Vermont—								
1927	66.13	65.33	61.63	60.96	.67	-------	3.70	0.80
1922	99.20	97.79	91.12	91.12	-------	-------	6.67	1.41
1917	107.95	106.56	98.56	92.60	5.96	-------	8.00	1.39
Massachusetts—								
1927	2,093.22	1,986.99	1,923.26	1,440.28	482.98	-------	63.73	106.23
1922	2,758.66	2,650.18	2,557.89	2,039.59	518.30	-------	92.29	108.48
1917	3,166.81	30,45.97	2,956.86	2,424.00	532.86	-------	89.11	120.84
Rhode Island—								
1927	303.65	290.61	273.76	215.69	58.07	-------	16.85	13.04
1922	387.08	371.30	352.05	294.74	57.28	-------	19.28	15.78
1917	414.35	398.76	374.73	320.26	54.47	-------	24.03	15.59
Connecticut—								
1927	825.28	790.46	763.54	576.69	185.96	0.89	26.92	34.82
1922	1,019.53	988.65	951.73	748.05	203.68	-------	36.92	30.88
1917	1,088.71	1,062.36	1,021.97	821.13	200.84	-------	40.39	26.35
MIDDLE ATLANTIC:								
New York—								
1927	[3] 4,414.07	4,183.43	4,033.40	2,415.19	1,402.92	215.29	150.03	230.64
1922	[3] 4,853.77	4,634.26	4,445.22	2,785.84	1,459.29	200.09	189.04	219.51
1917	[3] 4,893.49	4,677.73	4,492.34	2,895.04	1,456.78	140.52	185.39	215.76
New Jersey—								
1927	1,078.81	1,014.36	1,004.47	666.10	338.37	-------	9.89	64.45
1922	1,329.22	1,257.89	1,241.14	874.69	366.45	-------	16.75	71.33
1917	1,354.35	1,285.88	1,260.16	902.09	358.07	-------	25.72	68.47
Pennsylvania—								
1927	3,993.28	3,844.64	3,710.18	2,040.67	668.39	1.12	134.46	148.64
1922	4,326.74	4,185.23	4,046.88	2,398.55	648.70	1.63	138.35	141.51
1917	4,324.41	4,194.35	4,058.56	2,419.30	636.56	2.30	135.79	130.06

For footnotes see p. 32.

TABLE 18.—TRACK MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES, 1927 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, ANI FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION, STATE, AND CENSUS YEAR	Total track operated	RUNNING TRACK						Track in car houses storage yards, etc.
		Total	Main track				Sidings and turn-outs	
			Total	Road or first track (miles of line)	Second track	Other main track (third, fourth, etc.)		
EAST NORTH CENTRAL:								
Ohio—								
1927	3,498.11	3,372.46	3,254.32	2,613.15	640.66	0.51	118.14	125.6
1922	4,008.50	3,873.41	3,757.66	3,066.62	660.56	30.48	115.75	135.0
1917	4,299.18	4,171.80	4,042.76	3,371.48	663.10	8.18	129.04	127.3
Indiana—								
1927	2,350.44	2,292.16	2,174.00	1,966.21	204.82	2.97	118.16	58.2
1922	2,297.00	2,255.14	2,128.78	1,957.22	168.54	3.02	126.36	41.8
1917	2,353.18	2,312.56	2,202.52	2,037.58	162.06	2.88	110.04	40.6
Illinois—								
1927	3,322.92	3,161.47	2,988.44	2,095.40	858.48	34.56	173.03	161.4
1922	3,458.50	3,314.17	3,143.14	2,299.66	824.00	19.48	171.03	144.3
1917	3,478.47	3,342.71	3,186.22	2,345.28	819.51	21.43	156.49	135.7
Michigan—								
1927	1,752.19	1,694.96	1,601.58	1,245.59	340.51	15.48	93.38	57.2
1922	1,793.10	1,738.70	1,641.66	1,294.38	333.50	13.78	97.04	54.4
1917	1,749.90	1,693.21	1,600.00	1,319.33	280.54	0.13	93.21	56.6
Wisconsin—								
1927	788.40	754.07	734.81	557.26	177.55	-------	19.26	34.3
1922	800.48	776.33	749.21	580.38	168.83	-------	27.12	24.1
1917	790.13	760.90	735.15	576.50	158.65	-------	25.75	29.2
WEST NORTH CENTRAL:								
Minnesota—								
1927	744.28	707.40	697.41	443.53	253.88	-------	9.99	36.8
1922	697.14	660.41	649.49	419.09	230.40	-------	10.92	36.7
1917	668.94	633.10	623.93	405.66	218.27	-------	9.17	35.8
Iowa—								
1927	959.70	942.72	809.06	725.61	83.45	-------	133.66	16.9
1922	975.73	957.73	836.92	755.05	81.87	-------	120.81	18.0
1917	990.69	943.74	845.06	757.81	87.25	-------	98.68	46.9
Missouri—								
1927	1,137.20	1,084.49	1,036.82	634.87	401.95	-------	47.67	52.7
1922	1,170.58	1,115.57	1,076.20	690.05	386.15	-------	39.37	55.0
1917	1,144.28	1,092.95	1,056.27	671.38	384.89	-------	36.68	51.3
North Dakota—								
1927	25.89	25.17	22.57	22.57	-------	-------	2.60	0.7
1922	26.53	26.28	23.56	23.56	-------	-------	2.72	0.2
1917	31.18	30.58	28.61	28.61	-------	-------	1.97	0.6
South Dakota—								
1927	16.20	16.00	15.00	15.00	-------	-------	1.00	0.2
1922	17.20	17.00	16.00	16.00	-------	-------	1.00	0.2
1917	24.44	24.06	23.36	16.20	7.16	-------	0.70	0.3
Nebraska—								
1927	221.05	211.56	204.65	125.00	79.65	-------	6.91	9.4
1922	238.79	227.77	220.71	141.68	79.03	-------	7.06	11.0
1917	244.89	235.52	230.29	148.19	82.10	-------	5.23	9.3
Kansas—								
1927	501.86	493.59	457.11	431.49	25.62	-------	36.48	8.2
1922	543.15	537.65	511.01	477.84	33.17	-------	26.64	5.5
1917	561.00	555.08	532.06	499.26	32.80	-------	23.02	5.9
SOUTH ATLANTIC:								
Delaware—								
1927	82.99	80.96	77.76	66.30	11.46	-------	3.20	2.0
1922	85.10	83.11	79.59	68.26	11.33	-------	3.52	1.9
1917	91.55	89.27	85.83	74.47	11.36	-------	3.44	2.2
Maryland—								
1927	686.30	653.40	617.72	381.63	236.09	-------	35.68	32.9
1922	710.66	675.25	653.82	414.04	239.78	-------	21.43	35.4
1917	727.35	691.92	667.77	432.26	235.51	-------	24.15	35.4
District of Columbia—								
1927	225.62	212.42	206.19	120.08	86.11	-------	6.23	13.2
1922	245.52	232.93	225.12	137.31	87.81	-------	7.81	12.5
1917	240.65	229.06	221.98	135.14	86.84	-------	7.08	11.5
Virginia—								
1927	542.90	526.70	502.83	379.56	123.27	-------	23.87	16.2
1922	555.02	538.81	515.22	400.18	115.04	-------	23.59	16.2
1917	581.35	572.30	539.19	433.90	105.29	-------	33.11	9.0

For footnotes see p. 32.

TABLE 18.—TRACK MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION, STATE, AND CENSUS YEAR	Total track operated	RUNNING TRACK						Track in car houses, storage yards, etc.
		Total	Main track				Sidings and turn-outs	
			Total	Road or first track (miles of line)	Second track	Other main track (third, fourth, etc.)		
SOUTH ATLANTIC—Contd.								
West Virginia—								
1927	466.87	458.52	439.39	404.63	34.76	-------	19.13	8.35
1922	515.33	506.17	486.31	451.40	34.91	-------	19.86	9.16
1917	471.17	463.61	451.04	421.19	29.85	-------	12.57	7.56
North Carolina—								
1927	145.80	141.87	137.91	115.51	22.40	-------	3.96	3.93
1922	159.73	156.78	147.51	128.78	18.73	-------	9.27	2.95
1917	173.72	170.09	162.50	140.16	22.34	-------	7.59	3.63
South Carolina—								
1927	320.12	317.59	266.76	257.56	9.20	-------	50.83	2.53
1922	332.12	329.19	293.23	263.46	29.77	-------	35.96	2.93
1917	335.73	330.95	298.28	268.81	29.47	-------	32.67	4.78
Georgia—								
1927	443.57	428.18	423.04	299.41	123.63	-------	5.14	15.39
1922	468.66	454.19	447.32	325.20	122.12	-------	6.87	14.47
1917	473.31	459.66	454.47	339.73	114.74	-------	5.19	13.65
Florida—								
1927	225.73	220.21	203.78	184.27	19.51	-------	16.43	5.52
1922	197.04	193.34	180.51	161.82	18.69	-------	12.83	3.70
1917	183.03	179.77	168.77	151.73	17.04	-------	11.00	3.26
EAST SOUTH CENTRAL:								
Kentucky—								
1927	473.34	460.26	449.22	328.16	121.06	-------	11.04	13.08
1922	499.52	485.95	475.88	353.05	122.83	-------	10.07	13.57
1917	498.23	483.71	473.83	355.64	118.19	-------	9.88	14.52
Tennessee—								
1927	514.08	501.45	478.52	364.74	113.78	-------	22.93	12.63
1922	503.89	492.58	470.72	363.44	107.28	-------	21.86	11.31
1917	462.00	449.39	441.33	332.26	109.07	-------	8.06	12.61
Alabama—								
1927	335.24	325.14	318.98	247.75	71.23	-------	6.16	10.10
1922	365.63	351.92	340.76	266.34	74.42	-------	11.16	13.71
1917	367.18	355.89	345.73	273.21	72.52	-------	10.16	11.29
Mississippi—								
1927	45.98	45.08	44.28	44.28	-------	-------	0.80	0.90
1922	96.55	94.45	92.21	90.00	2.21	-------	2.24	2.10
1917	122.79	120.24	116.57	112.36	4.21	-------	3.67	2.55
WEST SOUTH CENTRAL:								
Arkansas—								
1927	130.76	128.21	125.38	93.98	31.40	-------	2.83	2.55
1922	128.94	124.55	121.01	92.79	28.22	-------	3.54	4.39
1917	131.36	126.57	123.38	94.81	28.57	-------	3.19	4.79
Louisiana—								
1927	283.57	272.25	264.50	188.47	69.53	6.50	7.75	11.33
1922	304.80	294.05	282.36	193.81	82.35	6.20	11.69	10.75
1917	330.59	320.65	311.26	229.99	81.27	-------	9.39	9.94
Oklahoma—								
1927	327.48	318.49	274.61	244.17	30.44	-------	43.88	8.99
1922	299.51	290.25	264.80	241.88	22.92	-------	25.45	9.26
1917	280.01	273.60	263.05	237.75	25.30	-------	10.55	6.41
Texas—								
1927	1,024.48	1,000.06	946.51	797.71	148.80	-------	53.55	24.42
1922	966.01	940.27	893.03	758.01	135.02	-------	47.24	25.74
1917	940.41	919.00	884.32	775.68	108.64	-------	34.68	21.41
MOUNTAIN:								
Montana—								
1927	108.91	106.02	101.08	86.65	14.43	-------	4.94	2.89
1922	111.27	108.39	103.63	89.05	14.58	-------	4.76	2.88
1917	120.92	118.58	113.75	100.86	12.89	-------	4.83	2.34
Idaho—								
1927	70.67	67.50	62.23	62.23	-------	-------	5.27	3.17
1922	101.38	99.46	93.30	93.30	-------	-------	6.16	1.92
1917	104.65	103.76	98.74	98.24	0.50	-------	5.02	0.89
Wyoming [1]—								
1922	22.84	22.49	22.22	21.72	0.50	-------	0.27	0.35
1917	23.05	22.75	22.27	21.77	0.50	-------	0.48	0.30

For footnotes see p. 32.

TABLE 18.—TRACK MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION, STATE, AND CENSUS YEAR	Total track operated	RUNNING TRACK						Track in car houses, storage yards, etc.
		Total	Main track				Sidings and turn-outs	
			Total	Road or first track (miles of line)	Second track	Other main track (third, fourth, etc.)		
MOUNTAIN—Continued.								
Colorado—								
1927	356.31	343.64	319.14	230.28	85.80	3.06	24.50	12.67
1922	430.81	418.25	392.39	285.45	104.11	2.83	25.86	12.56
1917	467.15	453.42	420.47	314.22	105.92	0.33	32.95	13.73
New Mexico—								
1927	11.00	10.70	10.70	10.70	-------	-------	-------	0.30
1922	11.00	10.60	10.60	10.60	-------	-------	-------	0.40
1917	10.95	10.67	10.60	10.60	-------	-------	0.07	0.28
Arizona—								
1927	37.28	36.80	35.78	31.78	4.00	-------	1.02	0.48
1922	44.12	43.63	42.51	38.51	4.00	-------	1.12	0.49
1917	52.89	52.13	50.87	46.87	4.00	-------	1.26	0.76
Utah—								
1927	505.75	494.36	433.20	347.27	83.84	2.09	61.16	11.39
1922	523.48	518.92	459.54	369.11	88.96	1.47	59.38	4.56
1917	477.41	464.05	420.55	337.06	83.49	-------	43.50	13.36
Nevada								
1927	4.52	4.21	4.21	4.21	-------	-------	-------	0.31
1922	4.52	4.21	4.21	4.21	-------	-------	-------	0.31
1917	11.56	11.22	10.71	10.71	-------	-------	0.51	0.34
PACIFIC:								
Washington—								
1927	961.05	936.74	842.09	655.76	186.33	-------	94.65	24.31
1922	1,001.69	976.80	892.75	688.16	204.59	-------	84.05	24.89
1917	1,071.33	1,048.82	950.28	756.94	193.34	-------	98.54	22.51
Oregon—								
1927	534.15	517.01	439.09	353.15	85.94	-------	77.92	17.14
1922	605.16	587.88	509.36	425.63	83.73	-------	78.52	17.28
1917	596.23	577.67	500.39	416.28	83.41	0.70	77.28	18.56
California—								
1927	3,131.01	3,024.44	2,649.05	1,802.65	821.64	24.76	375.39	106.57
1922	3,053.67	2,956.13	2,692.04	1,878.91	788.37	24.76	264.09	96.94
1917	3,022.08	2,934.37	2,747.34	1,885.12	795.88	66.34	187.03	87.71
Hawaii:								
1927	37.68	36.41	34.10	25.45	8.12	0.53	2.31	1.27
1922	35.29	34.13	30.12	25.47	4.65	-------	4.01	1.16
1917	31.55	30.39	27.55	26.60	0.95	-------	2.84	1.16
Porto Rico:								
1927	20.37	19.13	17.41	14.61	2.80	-------	1.72	1.24
1922	22.00	20.69	19.08	16.28	2.80	-------	1.61	1.31
1917	22.07	20.76	19.08	16.28	2.80	-------	1.68	1.31
Philippine Islands, 1927	54.58	51.96	49.47	33.93	15.54	-------	2.49	2.62

[1] Includes data for track lying outside the United States as follows: Operated in Canada, 26.76 miles in 1927; 27.06 miles in 1922 and 1917.
[2] Includes 2.59 miles for 1927, 1922, and 1917, operated in Canada.
[3] Includes 24.17 miles for 1927, and 24.47 miles for 1922 and 1917, operated in Canada.
[4] No electric railways operated in Wyoming in 1927.

TABLE 18.—TRACK MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION, STATE, AND CENSUS YEAR	Total track owned by operating companies	Leased [1]	Operated under trackage rights	Owned but not operated [2]	Surface	Elevated	Subways and tunnels	City and suburban lines	Interurban lines
UNITED STATES:									
1927	36,100.67	5,085.65	1,534.08	883.19	39,745.69	634.23	342.38	24,355.90	16,366.40
1922	38,298.10	5,730.30	1,506.82	370.72	43,004.61	601.69	325.56	26,123.93	17,807.93
1917	36,866.09	[3] 7,656.60	1,589.31	61.33	44,119.29	497.29	218.79	26,737.75	18,097.62
GEOGRAPHIC DIVS.:									
New England—									
1927	3,980.01	439.27	63.57	505.76	3,856.55	35.63	30.24	3,351.40	571.02
1922	4,723.37	513.03	110.94	220.09	4,994.14	30.08	27.84	3,867.15	1,184.91
1917	4,144.04	1,392.34	113.62	2.98	5,505.82	26.23	26.14	4,181.42	1,376.77
Middle Atlantic—									
1927	6,273.10	3,228.34	443.42	193.36	8,773.03	409.59	303.54	6,485.46	3,000.70
1922	6,903.88	3,563.69	384.90	44.61	9,820.46	399.56	289.71	6,938.88	3,570.85
1917	6,897.27	3,501.11	567.39	17.70	10,070.20	318.11	183.94	7,251.96	3,320.29
E. N. Central—									
1927	11,026.04	674.76	516.86	33.26	11,531.60	178.66	1.80	5,023.87	6,688.19
1922	11,655.76	715.17	437.75	31.35	12,191.90	163.88	1.80	5,245.81	7,111.77
1917	10,682.60	1,966.53	364.17	-------	12,521.38	146.89	2.59	5,130.52	7,540.34
W. N. Central—									
1927	3,460.39	[4] 138.55	102.78	[4] 15.12	3,605.31	-------	0.87	2,304.87	1,301.31
1922	3,585.36	74.80	101.97	4.74	3,665.38	2.88	0.86	2,383.88	1,285.24
1917	3,562.29	82.35	138.63	2.00	3,661.37	3.46	0.59	2,429.02	1,236.40
South Atlantic—									
1927	2,866.62	305.40	67.11	61.88	3,138.50	1.40	-------	2,166.94	972.96
1922	2,618.18	627.44	64.85	5.76	3,267.78	1.40	-------	2,397.29	871.89
1917	2,752.31	508.43	67.12	5.00	3,276.36	1.40	0.10	2,347.05	930.81
E. S. Central—									
1927	1,313.86	55.44	41.85	1.77	1,368.64	-------	-------	1,070.50	298.14
1922	1,416.13	48.56	85.86	-------	1,465.59	-------	-------	1,126.87	338.72
1917	1,446.79	6.49	88.98	4.00	1,450.2[illegible]	-------	-------	1,160.92	289.28
W. S. Central—									
1927	1,721.90	14.33	83.54	3.42	1,766.29	-------	-------	1,086.61	679.68
1922	1,699.84	14.42	58.99	15.62	1,699.26	-------	-------	1,141.45	557.81
1917	1,677.15	5.36	57.15	1.73	1,682.37	-------	-------	1,154.85	527.52
Mountain—									
1927	1,087.85	3.45	39.17	4.26	1,094.44	-------	-------	597.17	497.27
1922	1,201.53	14.71	67.20	0.67	1,249.42	-------	-------	679.28	570.14
1917	1,223.55	11.94	66.62	-------	1,268.58	-------	-------	722.27	546.31
Pacific—									
1927	4,370.90	226.11	175.78	64.36	4,611.33	8.95	5.93	2,269.08	2,357.13
1922	4,494.05	158.48	194.36	47.88	4,650.68	3.89	5.35	2,343.32	2,316.60
1917	4,480.09	182.05	125.63	27.92	4,683.01	1.20	5.43	2,359.74	2,329.99
NEW ENGLAND:									
Maine—									
1927	402.12	101.08	11.62	-------	503.20	-------	-------	269.30	233.90
1922	467.04	104.52	9.52	-------	571.56	-------	-------	232.37	339.19
1917	470.39	106.61	5.60	-------	577.00	-------	-------	218.52	358.48
New Hampshire—									
1927	130.94	-------	-------	-------	130.94	-------	-------	93.99	36.95
1922	216.03	-------	-------	-------	216.03	-------	-------	148.59	67.44
1917	172.86	30.51	10.82	-------	203.37	-------	-------	125.20	78.17
Vermont—									
1927	63.26	2.87	-------	-------	66.13	-------	-------	57.28	8.85
1922	96.95	2.25	-------	-------	99.20	-------	-------	49.52	49.68
1917	107.95	-------	-------	-------	107.95	-------	-------	61.00	46.95
Massachusetts—									
1927	2,508.54	72.37	35.52	487.69	2,028.21	35.63	29.38	1,873.31	219.91
1922	2,875.12	101.88	45.45	218.69	2,701.60	30.08	26.98	2,204.62	554.04
1917	2,580.94	593.73	54.80	2.98	3,115.34	26.23	25.24	2,498.75	668.06
Rhode Island—									
1927	321.72	-------	-------	18.07	302.79	-------	0.86	288.82	14.83
1922	387.08	-------	-------	-------	386.22	-------	0.86	343.97	43.11
1917	56.56	357.79	-------	-------	413.49	-------	0.86	401.93	12.42
Connecticut—									
1927	553.43	262.95	16.43	-------	825.28	-------	-------	768.70	56.58
1922	681.15	304.38	55.97	1.40	1,019.53	-------	-------	888.08	131.45
1917	755.34	303.70	42.40	-------	1,088.67	-------	0.04	876.02	212.69
MIDDLE ATLANTIC:									
New York—									
1927	3,701.61	686.49	365.66	108.51	3,747.63	373.04	293.40	3,095.23	1,318.84
1922	3,927.80	919.56	274.34	39.67	4,210.15	362.80	280.82	3,331.01	1,522.76
1917	3,801.55	957.37	455.84	17.70	4,422.45	296.99	174.05	3,201.68	1,591.81

For footnotes see p. 36.

TABLE 18.—TRACK MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION, STATE, AND CENSUS YEAR	Total track owned by operating companies	Leased [1]	Operated under trackage rights	Owned but not operated [2]	Surface	Elevated	Subways and tunnels	City and suburban lines	Interurban lines
MIDDLE ATLANTIC—Continued.									
New Jersey—									
1927	543.88	593.33	22.99	81.01	1,073.51	4.36	0.94	958.16	120.65
1922	710.74	601.83	26.98	4.52	1,323.92	4.36	0.94	1,082.66	246.56
1917	756.24	576.71	32.61	.....	1,349.00	4.41	0.94	1,090.99	263.36
Pennsylvania—									
1927	2,027.61	1,948.52	54.77	3.84	3,951.89	32.19	9.20	2,432.07	1,561.21
1922	2,265.34	2,042.30	83.58	0.42	4,286.39	32.40	7.95	2,525.21	1,801.53
1917	2,339.48	1,967.03	78.94	.....	4,928.75	16.71	8.95	2,859.29	1,465.12
EAST NORTH CENTRAL:									
Ohio—									
1927	3,431.12	89.41	143.48	22.70	3,498.11	.....	.....	1,391.25	2,106.86
1922	3,988.02	45.70	174.97	30.11	4,008.50	.....	.....	1,436.93	2,571.57
1917	3,400.24	893.56	159.87	.....	4,299.18	.....	.....	1,518.47	2,780.71
Indiana—									
1927	1,825.14	[3] 494.74	106.35	.....	2,350.44	.....	.....	584.31	1,766.13
1922	1,784.80	510.06	77.21	.....	2,297.00	.....	.....	526.80	1,770.20
1917	1,711.89	637.87	85.75	.....	2,353.18	.....	.....	555.09	1,798.09
Illinois—									
1927	3,274.22	43.99	197.83	8.97	3,142.46	178.66	1.80	1,840.96	1,481.96
1922	3,419.06	30.35	143.97	.....	3,292.82	163.88	1.80	1,966.11	1,492.39
1917	3,395.11	70.43	106.47	.....	3,329.65	146.89	1.93	1,887.74	1,590.73
Michigan—									
1927	1,710.56	43.22	62.42	1.59	1,752.19	.....	.....	742.67	1,009.52
1922	1,667.33	125.13	37.54	1.24	1,793.10	.....	.....	867.39	925.71
1917	1,385.23	364.67	9.06	.....	1,749.90	.....	.....	722.42	1,027.48
Wisconsin—									
1927	785.00	3.40	6.78	.....	788.40	.....	.....	464.68	323.72
1922	796.55	3.93	4.06	.....	800.48	.....	.....	448.58	351.90
1917	790.13	.....	3.02	.....	789.47	.....	0.66	446.80	343.33
WEST NORTH CENTRAL:									
Minnesota—									
1927	709.90	33.34	16.65	.....	743.94	.....	0.34	561.25	183.03
1922	663.46	32.64	15.89	.....	696.80	.....	0.34	519.43	177.71
1917	636.82	31.08	12.12	.....	668.60	.....	0.34	495.67	173.27
Iowa—									
1927	936.89	6.32	39.74	0.50	959.70	.....	.....	357.67	602.03
1922	964.98	4.62	40.50	0.41	975.73	.....	.....	461.06	514.67
1917	962.35	12.79	70.06	.....	990.69	.....	.....	488.82	501.87
Missouri—									
1927	1,079.78	[4] 67.71	17.67	14.62	1,136.67	.....	0.53	984.53	152.67
1922	1,165.35	0.63	20.61	1.52	1,167.18	2.88	0.52	972.76	197.82
1917	1,140.09	.....	21.62	2.00	1,141.07	2.96	0.25	971.56	172.72
North Dakota—									
1927	25.89	.....	.....	.....	25.89	.....	.....	25.89	.....
1922	26.53	.....	.....	.....	26.53	.....	.....	24.51	2.02
1917	31.18	.....	.....	.....	31.18	.....	.....	26.16	5.02
South Dakota—									
1927	16.20	.....	.....	.....	16.20	.....	.....	16.20	.....
1922	17.20	.....	.....	.....	17.20	.....	.....	17.20	.....
1917	24.44	.....	.....	.....	24.44	.....	.....	24.44	.....
Nebraska—									
1927	188.40	32.65	3.00	.....	221.05	.....	.....	213.09	7.96
1922	209.96	31.64	10.23	2.81	238.79	.....	.....	210.38	28.41
1917	206.41	38.48	8.89	.....	244.89	.....	.....	230.01	14.88
Kansas—									
1927	503.33	.....	25.72	1.47	501.86	.....	.....	146.24	355.62
1922	537.88	5.27	14.74	.....	543.15	.....	.....	178.54	364.61
1917	561.00	.....	25.94	.....	560.50	0.50	.....	192.36	368.64
SOUTH ATLANTIC:									
Delaware—									
1927	.....	82.99	.....	.....	82.99	.....	.....	82.99	.....
1922	.....	85.10	.....	.....	85.10	.....	.....	85.10	.....
1917	.....	91.55	.....	.....	91.55	.....	.....	91.55	.....
Maryland—									
1927	614.82	71.91	16.03	0.43	684.90	1.40	.....	459.57	226.73
1922	650.25	60.41	15.83	.....	709.26	1.40	.....	471.15	239.51
1917	685.56	40.09	18.96	.....	725.95	1.40	.....	481.63	245.72
Dist. of Columbia—									
1927	226.39	7.15	3.93	7.92	225.62	.....	.....	225.62	.....
1922	242.15	3.37	2.11	.....	245.52	.....	.....	245.52	.....
1917	240.65	.....	4.12	.....	240.65	.....	.....	240.65	.....

For footnotes see p. 36.

ABLE 18.—TRACK MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, AND FOR PHILIPPINE ISLANDS, 1927—Continued

ISION, STATE, AND CENSUS YEAR	Total track owned by operating companies	Leased [1]	Operated under trackage rights	Owned but not operated [2]	Surface	Elevated	Subways and tunnels	City and suburban lines	Interurban lines
UTH ATLANTIC—Con.									
Virginia—									
1927	497.20	65.66	7.70	21.02	542.90			358.96	183.94
1922	439.73	111.36	4.60		555.02			509.93	45.09
1917	463.31	114.11	6.40		581.35			461.96	119.39
West Virginia—									
1927	404.44	52.85	14.21	4.12	466.87			162.41	304.46
1922	394.65	105.98	15.21		515.33			206.63	308.70
1917	452.67	12.11	9.25		471.07		0.10	204.41	266.76
North Carolina—									
1927	153.62		3.60	7.82	145.80			145.80	
1922	159.73		7.80		159.73			159.73	
1917	173.66	0.06	10.30		173.72			143.79	29.93
South Carolina—									
1927	316.89		14.59	11.36	320.12			106.48	213.64
1922	281.99	30.44	12.04		332.12			114.04	218.08
1917	287.54	38.69	10.85		335.73			118.65	217.08
Georgia—									
1927	449.78		6.64	6.21	443.57			402.28	41.29
1922	260.14	214.28	6.64	5.76	468.60			408.15	60.51
1917	266.40	211.82	6.64	5.00	473.31			421.38	51.93
Florida—									
1927	203.48	24.84	.41	3.00	225.73			222.83	2.90
1922	189.54	7.50	0.62		197.04			197.04	
1917	182.43		0.60		183.03			183.03	
AST SOUTH CENTRAL:									
Kentucky—									
1927	472.88	[7] 1.76	28.24	1.30	473.34			302.56	170.78
1922	497.66	1.86	31.87		499.52			326.70	172.82
1917	495.04	3.19	35.60		498.23			335.42	162.81
Tennessee—									
1927	466.95	47.60	12.50	0.47	514.08			392.72	121.36
1922	457.19	46.70	49.97		503.89			382.72	121.17
1917	462.00		52.46		462.00			392.65	69.35
Alabama—									
1927	328.05	6.08	1.11		335.24			335.24	
1922	364.73		4.02		365.63			335.63	30.00
1917	362.96	3.30	0.92		367.18			334.09	33.09
Mississippi—									
1927	45.98				45.98			39.98	6.00
1922	96.55				96.55			81.82	14.73
1917	126.79			4.00	122.79			98.76	24.03
EST SOUTH CENTRAL:									
Arkansas—									
1927	132.26			1.40	130.76			124.76	6.00
1922	128.94				128.94			125.54	3.40
1917	130.69		0.67		131.36			131.36	
Louisiana—									
1927	283.57		4.38		283.57			271.45	12.12
1922	312.80		4.38	8.00	304.80			292.73	12.07
1917	331.84		3.50	1.25	330.59			290.77	39.82
Oklahoma—									
1927	327.98			0.50	327.48			132.50	194.98
1922	299.39		2.03	0.50	299.51			134.76	164.75
1917	279.89		1.44		280.01			153.92	126.09
Texas—									
1927	978.10	14.33	79.16	1.43	1,024.48			557.90	466.58
1922	958.71	14.42	52.58	7.12	966.01			588.42	377.59
1917	934.73	5.36	51.54	0.48	940.41			578.80	361.61
OUNTAIN:									
Montana—									
1927	102.51		6.40		108.91			96.65	12.26
1922	105.26		6.40	0.39	111.27			99.01	12.26
1917	115.27		5.65		120.92			116.17	4.75
Idaho—									
1927	70.67				70.67			4.08	66.59
1922	101.38				101.38			28.04	73.34
1917	104.65				104.65			27.82	76.83
Wyoming [8]—									
1922	22.84				22.84			11.84	11.00
1917	23.05				23.05			10.15	12.90

For footnotes see p. 36.

TABLE 18.—TRACK MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION, STATE, AND CENSUS YEAR	Total track owned by operating companies	Leased [1]	Operated under trackage rights	Owned but not operated [2]	Surface	Elevated	Subways and tunnels	City and suburban lines	Interurban lines
MOUNTAIN—Contd.									
Colorado—									
1927	359.79		31.77	3.48	356.31			285.07	71.24
1922	393.38	11.26	59.40	0.28	430.81			313.08	117.73
1917	433.81	8.72	57.34		467.15			344.20	122.95
New Mexico—									
1927	11.00				11.00			11.00	
1922	11.00				11.00			11.00	
1917	10.95				10.95			10.95	
Arizona—									
1927	38.06			0.78	37.28			32.66	4.62
1922	44.12				44.12			27.36	16.76
1917	52.89				52.89			36.13	16.76
Utah—									
1927	501.30	3.45	1.00		505.75			167.71	338.04
1922	519.03	3.45	1.40		523.48			188.95	334.53
1917	471.37	3.22	3.13		477.41			168.54	308.87
Nevada—									
1927	4.52				4.52				4.52
1922	4.52				4.52				4.52
1917	11.56		0.50		11.56			8.31	3.25
PACIFIC:									
Washington—									
1927	953.04	1.64	66.66	6.59	953.25	7.77	0.03	551.42	409.63
1922	1,015.68		60.32	15.33	999.00	2.69		613.02	388.67
1917	1,068.21		38.56	2.54	1,071.33			609.35	461.98
Oregon—									
1927	523.65	11.12	11.82	12.34	534.15			204.30	329.85
1922	590.79	11.79	30.09		605.16			244.33	360.83
1917	581.29	14.15	17.68		596.23			237.42	358.81
California—									
1927	2,894.21	213.35	97.30	45.43	3,123.93	1.18	5.90	1,513.36	1,617.65
1922	2,887.58	146.69	103.95	32.55	3,046.52	1.20	5.35	1,485.97	1,567.19
1917	2,830.59	167.90	69.39	25.38	3,015.45	1.20	5.43	1,512.97	1,509.11
Hawaii:									
1927	37.68				37.68			37.68	
1922	35.29				35.29			35.29	
1917	31.55				31.55			31.55	
Porto Rico:									
1927	19.54	0.83			20.37			16.87	3.50
1922	21.46	0.54			22.00			22.00	
1917	21.43	0.54			22.07			22.07	
Philippine Islands:									
1927	54.58				54.58			54.58	

[1] Includes track leased from nonoperating electric companies and from steam companies and other classes of owners, but excludes track leased by operating companies from other electric-operating companies, the latter being included in "Total track owned by operating companies." (See Table 19.)

[2] Comprises idle trackage and track leased to steam-railroad companies, as follows: 1927, 844.33 not operated, and 38.86 leased to steam companies; 1922, 330.32 miles not operated and 40.40 miles leased to steam companies; 1917, 30.95 miles not operated and 30.38 miles leased to steam companies; Included in "Total track owned by operating companies."

[3] Includes 5.23 miles for 1917, not operated.

[4] Excludes 1.47 miles reported by an electric-railway compay in Kansas as leased to a company in Missouri.

[5] Includes 0.88 mile leased from an electric-railway company in Kentucky.

Includes 1.47 miles leased from an electric-railway company in Kansas.

[7] Excludes 0.88 mile reported by an electric-railway company in Kentucky as leased to a company in Indiana.

[8] No electric railways operated in Wyoming in 1927.

TABLE 18.—TRACK MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, AND FOR THE PHILIPPINE ISLANDS, 1927—Continued

DIVISION, STATE, AND CENSUS YEAR	CLASSIFIED ACCORDING TO MOTIVE POWER								
	Electric								
	Total	Line transmission			Other	Cable	Animal traction	Steam	Other[2]
		Overhead trolley	Third rail	Conduit					
UNITED STATES:									
1927	40,585.45	[3] 38,245.57	[3] 1,926.74	343.54	[4] 94.93	42.95		[5] 124.35	[6] 84.66
1922	43,789.08	[3] 41,417.91	[3] 1,893.11	421.30	77.72	45.90	4.02	1.06	91.80
1917	44,676.51	[3] 42,490.71	[3] 1,689.37	361.54	137.07	45.32	11.16	41.03	61.35
GEOGRAPHIC DIVISIONS:									
New England—									
1927	3,922.42	3,867.22	53.92		1.28				
1922	5,051.56	5,006.51	43.77		1.28	0.50			
1917	5,547.98	5,508.32	38.42		1.24			10.21	
Middle Atlantic—									
1927	9,464.48	[7] 8,216.57	1,000.60	230.71	16.60	1.98		[7] 1.23	[8] 27.36
1922	10,485.60	[7] 9,170.60	[7] 990.96	316.63	33.17	4.82	3.27		16.64
1917	10,543.41	9,428.15	790.55	245.38	79.33	5.14	1.05	5.41	17.24
East North Central—									
1927	11,706.13	[9] 11,076.10	[9] 630.63			0.61		[9] 29.99	
1922	12,356.97	[9] 11,772.00	[9] 585.57			0.61			
1917	12,624.76	12,025.68	599.08			0.61	1.45	17.58	28.46
West North Central—									
1927	3,605.06	3,584.77			20.29	1.12			
1922	3,668.00	3,647.75			20.25	1.12			
1917	3,650.34	3,623.84			26.50	1.12	3.31	5.35	5.20
South Atlantic—									
1927	3,128.42	3,015.59		112.83		0.88			10.60
1922	3,255.01	3,141.18		110.67	3.16	1.00		1.06	12.11
1917	3,262.69	3,130.86		116.16	15.67	0.74	2.52	1.06	10.85
East South Central—									
1927	1,320.73	1,320.73				1.21			46.70
1922	1,417.92	1,417.92				0.97			46.70
1917	1,447.87	1,445.87			2.00		0.83		1.50
West South Central—									
1927	1,765.49	1,765.49						0.80	
1922	1,698.51	1,698.51					0.75		
1917	1,680.37	1,680.37					2.00		
Mountain—									
1927	1,093.41	1,093.41				1.03			
1922	1,248.39	1,248.39				1.03			
1917	1,267.55	1,261.15			6.40	1.03			
Pacific—									
1927	4,579.31	[10] 4,305.69	241.59		[4] 56.76	36.12		[11] 92.33	
1922	4,607.72	4,315.05	272.81		19.86	35.85			16.35
1917	4,651.54	[10] 4,386.47	[10] 261.32		5.93	36.68		1.42	
NEW ENGLAND:									
Maine—									
1927	503.20	503.20							
1922	571.56	571.56							
1917	577.00	577.00							
New Hampshire—									
1927	130.94	130.94							
1922	215.53	215.53				0.50			
1917	203.37	203.37							
Vermont—									
1927	66.13	66.13							
1922	99.20	99.20							
1917	107.95	107.95							
Massachusetts—									
1927	2,093.22	2,038.02	53.92		1.28				
1922	2,758.66	2,713.61	43.77		1.28				
1917	3,166.81	3,127.15	38.42		1.24				
Rhode Island—									
1927	303.65	303.65							
1922	387.08	387.08						16.22	
1917	404.14	404.14							
Connecticut—									
1927	825.28	825.28							
1922	1,019.53	1,019.53							
1917	1,088.71	1,088.71							

For footnotes see p. 40.

TABLE 18.—TRACK MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION, STATE, AND CENSUS YEAR	CLASSIFIED ACCORDING TO MOTIVE POWER								
	Electric					Cable	Animal traction	Steam	Other[2]
	Total	Line transmission			Other				
		Overhead trolley	Third rail	Conduit					
MIDDLE ATLANTIC:									
New York—									
1927	4,404.81	[6] 3,319.30	838.11	230.71	16.60	0.46			[6] 16.46
1922	4,852.29	[7] 3,702.86	[7] 825.99	310.63	33.17	0.46	1.02		
1917	4,892.22	3,934.19	644.32	245.38	68.33	0.22	1.05		
New Jersey—									
1927	1,078.81	1,069.41	9.40						
1922	1,329.22	1,319.82	9.40						
1917	1,354.35	1,344.55	9.80						
Pennsylvania—									
1927	3,980.86	[7] 3,827.77	153.09			1.52		[7] 1.23	10.90
1922	4,303.49	4,147.92	155.57			4.36	2.25		16.64
1917	4,296.84	4,149.41	136.43		11.00	4.92		5.41	17.24
EAST NORTH CENTRAL:									
Ohio—									
1927	3,497.50	3,429.37	68.13			0.61			
1922	4,007.89	3,939.59	68.30			0.61			
1917	4,297.12	4,227.50	69.62			0.61	1.45		
Indiana—									
1927	2,345.12	[9] 2,345.12						[9] 29.99	
1922	2,297.00	2,297.00							
1917	2,350.18	2,350.18						3.00	
Illinois—									
1927	3,322.92	3,027.84	295.08						
1922	3,458.50	3,199.78	258.72						
1917	3,437.43	3,182.95	254.48					14.58	26.46
Michigan—									
1927	1,752.19	[5] 1,485.37	[8] 267.42						
1922	[8] 1,793.10	[5] 1,535.15	258.55						
1917	1,749.90	1,474.92	274.98						
Wisconsin—									
1927	788.40	788.40							
1922	800.48	800.48							
1917	790.13	790.13							
WEST NORTH CENTRAL:									
Minnesota—									
1927	743.16	722.87			20.29	1.12			
1922	696.02	675.77			20.25	1.12			
1917	667.82	641.32			26.50	1.12			
Iowa—									
1927	959.70	959.70							
1922	975.73	975.73							
1917	985.34	985.34						5.35	
Missouri—									
1927	1,137.20	1,137.20							
1922	1,170.58	1,170.58							
1917	1,142.47	1,142.47					1.81		
North Dakota—									
1927	25.89	25.89							
1922	26.53	26.53							
1917	25.88	25.88							5.30
South Dakota—									
1927	16.20	16.20							
1922	17.20	17.20							
1917	24.44	24.44							
Nebraska—									
1927	221.05	221.05							
1922	238.79	238.79							
1917	244.89	244.89							
Kansas—									
1927	501.86	501.86							
1922	543.15	543.15							
1917	559.50	559.50					1.50		
SOUTH ATLANTIC:									
Delaware—									
1927	82.99	82.99							
1922	85.10	85.10							
1917	91.55	91.55							

For footnotes see p. 40

TABLE 18.—TRACK MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION, STATE, AND CENSUS YEAR	CLASSIFIED ACCORDING TO MOTIVE POWER								
	Electric					Cable	Animal traction	Steam	Other[2]
	Total	Line transmission			Other[1]				
		Overhead trolley	Third rail	Conduit					
SOUTH ATLANTIC—Contd.									
Maryland—									
1927	686.30	686.30							
1922	709.40	706.24			3.16				1.26
1917	727.35	724.19			3.16				
District of Columbia—									
1927	225.62	115.99		109.63					
1922	245.52	137.25		108.27					
1917	240.65	127.80		112.85					
Virginia—									
1927	542.02	538.82		3.20		0.88			
1922	552.96	550.56		2.40		1.00		1.06	
1917	579.55	576.24		3.31		0.74		1.06	
West Virginia—									
1927	466.87	466.87							
1922	515.33	515.33							
1917	471.17	471.17							
North Carolina—									
1927	145.80	145.80							
1922	159.73	159.73							
1917	173.72	173.72							
South Carolina—									
1927	320.12	320.12							
1922	332.12	332.12							
1917	335.73	332.73			3.00				
Georgia—									
1927	432.97	432.97							10.60
1922	457.81	457.81							10.85
1917	459.94	459.94					2.52		10.85
Florida—									
1927	225.73	225.73							
1922	197.04	197.04							
1917	183.03	173.52			9.51				
EAST SOUTH CENTRAL:									
Kentucky—									
1927	473.34	473.34							
1922	499.52	499.52							
1917	497.40	497.40					0.83		
Tennessee—									
1927	466.17	466.17				1.21			46.70
1922	456.22	456.22				0.97			46.70
1917	462.00	460.00			2.00				
Alabama—									
1927	335.24	335.24							
1922	365.63	365.63							
1917	365.68	365.68							1.50
Mississippi—									
1927	45.98	45.98							
1922	96.55	96.55							
1917	122.79	122.79							
WEST SOUTH CENTRAL:									
Arkansas—									
1927	130.76	130.76							
1922	128.19	128.19					0.75		
1917	130.61	130.61					0.75		
Louisiana—									
1927	283.57	283.57							
1922	304.80	304.80							
1917	330.59	330.59							
Oklahoma—									
1927	326.68	326.68						0.80	
1922	299.51	299.51							
1917	280.01	280.01							
Texas—									
1927	1,024.48	1,024.48							
1922	966.01	966.01							
1917	939.16	939.16					1.25		
MOUNTAIN:									
Montana—									
1927	108.91	108.91							
1922	111.27	111.27							
1917	120.92	114.52			6.40				

For footnotes see p. 40.

TABLE 18.—TRACK MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917, AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION, STATE, AND CENSUS YEAR	CLASSIFIED ACCORDING TO MOTIVE POWER								
	Electric					Cable	Animal traction	Steam	Other[2]
	Total	Line transmission			Other[1]				
		Overhead trolley	Third rail	Conduit					
MOUNTAIN—Continued.									
Idaho—									
1927	70.67	70.67							
1922	101.38	101.38							
1917	104.65	104.65							
Wyoming [12]—									
1922	22.84	22.84							
1917	23.05	23.05							
Colorado—									
1927	355.28	355.28				1.03			
1922	429.78	429.78				1.03			
1917	466.12	466.12				1.03			
New Mexico—									
1927	11.00	11.00							
1922	11.00	11.00							
1917	10.95	10.95							
Arizona—									
1927	37.28	37.28							
1922	44.12	44.12							
1917	52.89	52.89							
Utah—									
1927	505.75	505.75							
1922	523.48	523.48							
1917	477.41	477.41							
Nevada—									
1927	4.52	4.52							
1922	4.52	4.52							
1917	11.56	11.56							
PACIFIC:									
Washington—									
1927	951.08	912.23	38.85			9.97			
1922	991.72	947.48	44.24			9.97			
1917	1,061.13	[10]1,021.98	[10]41.33			10.20			
Oregon—									
1927	534.15	534.15							
1922	588.81	588.81							16.35
1917	595.43	595.43						0.80	
California—									
1927	3,094.08	[3]2,859.31	202.74		[4]56.76	26.15		[11]92.33	
1922	3,027.19	2,778.76	228.57		19.86	25.88			
1917	2,994.98	2,769.06	219.99		5.93	26.48		0.62	
Hawaii:									
1927	37.68	37.68							
1922	35.29	35.29							
1917	31.55	31.55							
Philippine Islands:									
1927	54.58	54.58							
Porto Rico:									
1927	20.37	20.37							
1922	22.00	20.53			1.47				
1917	22.07	20.60			1.47				

[1] Trackage operated by gas-electric-motor cars and storage-battery cars. (See Table 8.)
[2] Nonelectric track and trackage operated by gasoline-engine cars in 1927; trackage operated by gasoline-engine cars, by gravity, and by tractor in 1922; and by gasoline-engine cars and gravity in 1917. (See Table 8.)
[3] Includes 0.60 mile for 1927, 20.96 miles for 1922, and 2.18 miles for 1917, operated by both overhead trolley and third rail.
[4] Includes 24.73 miles operated by both overhead trolley and gas-electric-motor cars.
[5] Includes 107.45 miles operated by both overhead trolley and steam.
[6] Includes 7.66 miles operated by both overhead trolley and gasoline-engine cars.
[7] Includes 1.23 miles operated by both overhead trolley and steam in 1927 and 20.36 miles operated by overhead trolley and third rail in 1922.
[8] Includes 0.60 mile operated by both overhead trolley and third rail in 1927 and in 1922.
[9] Includes 24.67 miles operated by both overhead trolley and steam.
[10] Includes 24.73 miles operated by both overhead trolley and gas-electric cars, and 81.55 miles operated by overhead trolley and steam in California in 1927, and 2.18 miles operated by both overhead trolley and third rail, in the State of Washington in 1917.
[11] Includes 81.55 miles operated by both overhead trolley and steam.
[12] No electric railways operated in Wyoming in 1927.

TABLE 19.—TRACK LEASED AND TRACK OPERATED UNDER TRACKAGE RIGHTS OR CONTRACT, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR PORTO RICO: 1927

DIVISION AND STATE	MILES OF TRACK LEASED					MILES OF TRACK OPERATED UNDER TRACKAGE RIGHTS OR CONTRACT		
	Total	From electric companies		From steam companies	From other classes of owners [1]	Total	From electric companies	From steam companies and other classes of owners
		From non-operating or lessor companies	From operating companies					
UNITED STATES	5,186.07	4,150.94	100.42	426.11	508.60	1,534.08	1,114.91	419.17
GEOGRAPHIC DIVISIONS:								
New England	472.81	428.19	33.54	.33	10.75	63.57	54.67	8.90
Middle Atlantic	3,239.55	2,710.54	11.21	120.75	397.05	443.42	265.34	178.08
East North Central	692.43	576.04	18.55	72.87	24.97	516.86	472.34	44.52
West North Central	145.37	100.53	6.82	34.67	3.35	102.78	80.42	22.36
South Atlantic	308.40	206.82	3.00	60.62	37.96	67.11	37.35	29.76
East South Central	61.17	4.36	4.85	46.70	5.26	41.85	40.74	1.11
West South Central	28.08	13.97	13.75		0.36	83.54	50.06	33.48
Mountain	3.45	3.45				39.17	31.77	7.40
Pacific	234.81	107.04	8.70	90.17	28.90	175.78	82.22	93.56
NEW ENGLAND:								
Maine	101.08	101.08				11.62	11.62	
New Hampshire								
Vermont	2.87	2.87						
Massachusetts	105.91	61.29	33.54	0.33	10.75	35.52	35.52	
Rhode Island								
Connecticut	262.95	262.95				16.43	7.53	8.90
MIDDLE ATLANTIC:								
New York	694.73	227.37	8.24	91.30	367.82	365.66	231.18	134.48
New Jersey	594.30	566.09	0.97	25.01	2.23	22.99	0.38	22.61
Pennsylvania	1,950.52	1,917.08	2.00	4.44	27.00	54.77	33.78	20.99
EAST NORTH CENTRAL:								
Ohio	97.16	63.95	7.75	13.34	12.12	143.48	143.20	0.28
Indiana	494.74	463.66	0.88	24.70	5.50	196.35	75.79	120.56
Illinois	53.91	2.86	9.92	34.83	6.30	197.83	184.15	13.68
Michigan	43.22	43.22				62.42	62.42	
Wisconsin	3.40	2.35			1.05	6.78	6.78	
WEST NORTH CENTRAL:								
Minnesota	33.34			30.62	2.72	16.65	15.61	1.04
Iowa	6.32	2.27		4.05		39.74	22.75	16.99
Missouri	73.06	65.61	6.82		0.63	17.67	13.34	4.33
North Dakota								
South Dakota								
Nebraska	32.65	32.65				3.00	3.00	
Kansas						25.72	25.72	
SOUTH ATLANTIC:								
Delaware	82.99	82.99						
Maryland	71.91	66.10			5.81	16.03	16.03	
District of Columbia	7.15	7.15				3.93	3.93	
Virginia	65.66			60.62	5.04	7.70	6.64	1.06
West Virginia	52.85	50.58			2.27	14.21	0.51	13.70
North Carolina						3.60	3.60	
South Carolina						14.59		14.59
Georgia						6.64	6.64	
Florida	27.84		3.00		24.84	0.41		0.41
EAST SOUTH CENTRAL:								
Kentucky	7.49		4.85		2.64	28.24	28.24	
Tennessee	47.60			46.70	0.90	12.50	12.50	
Alabama	6.08	4.36			1.72	1.11		1.11
Mississippi								
WEST SOUTH CENTRAL:								
Arkansas						4.38	4.38	
Louisiana								
Oklahoma	1.17		1.17			79.16	45.68	33.48
Texas	26.91	13.97	12.58		0.36			
MOUNTAIN: [2]								
Montana						6.40		6.40
Idaho								
Colorado						31.77	31.77	
New Mexico								
Arizona								
Utah	3.45	3.45				1.00		1.00
Nevada								

See footnotes at end of table.

TABLE 19.—TRACK LEASED AND TRACK OPERATED UNDER TRACKAGE RIGHTS OR CONTRACT, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR PORTO RICO: 1927—Continued

DIVISION AND STATE	MILES OF TRACK LEASED					MILES OF TRACK OPERATED UNDER TRACKAGE RIGHTS OR CONTRACT		
	Total	From electric companies		From steam companies	From other classes of owners [1]	Total	From electric companies	From steam companies and other classes of owners
		From non-operating or lessor companies	From operating companies					
PACIFIC:								
Washington	3.81	0.45	2.17	1.19	----------	66.60	53.70	12.96
Oregon	11.12	----------	----------	0.69	10.43	11.82	0.10	11.72
California	219.88	106.59	6.53	88.29	18.47	97.30	28.42	68.88
Porto Rico	0.83	----------	----------	----------	0.83	----------	----------	----------

[1] Individuals; bridge companies; Federal, State, and local governments; institutions; real-estate companies; manufacturing companies; etc.
[2] No electric railways operated in Wyoming in 1927.

TABLE 20.—NUMBER OF CARS, BY KIND, AND NUMBER OF ELECTRIC LOCOMOTIVES: 1927, 1922, 1917, AND 1912

KIND	NUMBER				PER CENT DISTRIBUTION				PER CENT OF INCREASE [1]		
	1927	1922	1917	1912	1927	1922	1917	1912	1922-1927	1917-1922	1912-1917
CARS—Total	93,246	99,255	102,603	94,016	100.0	100.0	100.0	100.0	−6.1	−3.3	9.1
Revenue cars, total	83,646	88,707	91,448	83,956	89.7	89.4	89.1	89.3	−5.7	−3.0	8.9
Passenger, total	70,309	77,301	79,914	76,162	75.4	77.9	77.9	81.0	−9.0	−3.3	4.9
Closed	[2] 59,022	56,840	50,487	48,123	------	------	------	------	[2] 3.8	12.6	4.9
Open	4,255	8,789	15,893	18,993	------	------	------	------	−51.6	−44.7	−16.3
Convertible or semiconvertible	7,032	10,224	12,601	[3] 7,985	------	------	------	------	−31.2	−18.9	57.8
Combination passenger and baggage, express, freight or mail	([4])	1,448	933	1,061	------	------	------	------	------	55.2	−12.1
Special cars (included in passenger cars)—											
Parlor	57	51	73	149	------	------	------	------	2.0	−27.3	−6.7
Sleeping	9	7	7								
Private	20	20	36								
Other special [5]	17	23	23								
Express, freight, and baggage	13,298	11,352	11,442	7,794	14.3	11.5	11.2	8.3	16.9	−1.1	48.0
Mail	39	54	92								
Service cars:											
Snowplows	1,323	1,477	1,642	10,060	10.3	10.6	10.9	10.7	−9.0	−5.4	10.9
Sweepers	1,522	1,442	1,275								
Sprinklers	170	207	278								
Work and other service cars	6,585	7,422	7,960								
Cars equipped with electric motors [6]	73,295	75,335	76,429	73,758	78.6	75.9	74.5	78.5	2.7	−1.4	3.6
Cars equipped with gasoline engines	10	8	19	21	------	------	------	------	------	------	------
ELECTRIC LOCOMOTIVES	462	404	357	277	------	------	------	------	14.4	13.2	28.9

[1] A minus sign (−) denotes decrease; per cent not computed where base is less than 100.
[2] Figures for earlier years not strictly comparable with figures for 1927. See Note 4.
[3] Reported as "Combination—closed and open."
[4] Not reported separately for 1927. Data included in figures for closed, open, and convertible or semiconvertible cars.
[5] For 1927, 3 buffet cars, 12 dining cars, and 2 funeral cars; for 1922, 1 ambulance car, 6 dining cars, 10 funeral cars, and 6 cars of a character not stated; for 1917, 8 funeral cars, 6 excursion cars, and 9 cars of a character not stated.
[6] Reported for 1927 as motor cars; for prior years reported as cars equipped with electric motors.

TABLE 21.—PASSENGER CARS, PER CENT DISTRIBUTION BY TYPE: 1927, 1922, 1917, AND 1912

	1927	1922	1917	1912
Total passenger cars	100.0	100.0	100.0	100.0
Closed	83.9	73.5	63.2	63.2
Open	6.1	11.4	19.9	24.9
Convertible and semiconvertible	10.0	13.2	15.8	10.5
Combination passenger and baggage	(1)	1.9	1.1	1.4

[1] Combination passenger and baggage cars were not reported separately as to *type* for 1927, for which reason the figures for that year are not strictly comparable with those for prior years.

TABLE 22.—EXPRESS, FREIGHT, BAGGAGE, AND MAIL CARS—COMBINED NUMBER, BY GEOGRAPHIC DIVISIONS AND STATES: 1927, 1922, 1917, AND 1912

DIVISION AND STATE [1]	1927	1922	1917	1912	PER CENT OF INCREASE [2]		
					1922–1927	1917–1922	1912–1917
UNITED STATES	13,337	11,406	11,534	7,794	16.9	−1.1	48.0
NEW ENGLAND	260	341	474	340	−23.8	−28.1	39.4
Maine	109	114	146	80	−4.4	−21.9	----------
Massachusetts	46	89	161	120	----------	−44.7	34.2
Rhode Island	37	64	104	84	----------	−38.5	----------
MIDDLE ATLANTIC	600	659	713	635	−9.0	−7.6	12.3
New York	351	357	458	428	−1.7	−22.1	7.0
Pennsylvania	246	293	248	200	−16.0	18.1	24.0
EAST NORTH CENTRAL	4,438	3,401	3,551	2,756	30.5	−4.2	28.8
Illinois	2,407	1,776	2,289	1,917	35.5	−22.4	19.4
Indiana	870	498	433	328	74.7	15.0	32.0
Michigan	381	502	267	138	−24.1	88.0	93.5
Ohio	727	564	536	366	28.9	5.2	46.4
WEST NORTH CENTRAL	2,452	2,953	2,958	513	−17.0	−0.2	476.6
Iowa	2,265	2,771	2,785	398	−18.3	−0.5	599.7
Kansas	148	140	123	51	5.7	13.8	----------
SOUTH ATLANTIC	508	426	377	349	19.2	13.0	8.0
Maryland	103	99	83	163	----------	----------	−49.1
South Carolina	323	159	159	45	103.1	----------	----------
SOUTH CENTRAL—EAST AND WEST	163	96	167	144	----------	−42.5	16.0
MOUNTAIN	581	595	318	240	−2.4	87.1	32.5
Colorado	183	195	149	163	−6.2	30.9	−8.6
Utah	376	386	149	73	−2.6	159.1	----------
PACIFIC	4,335	2,935	2,976	2,817	47.7	−1.4	5.6
California	3,363	1,726	1,660	1,507	94.8	4.0	10.2
Oregon	509	505	510	494	0.8	−1.0	3.2
Washington	463	704	806	816	−34.2	−12.7	−1.2

[1] Only those States for which 100 cars or more were reported for at least 1 census year are shown.
[2] A minus sign (−) denotes decrease; per cent not computed where base is less than 100.

TABLE 23.—BRAKE EQUIPMENT FOR PASSENGER CARS, BY GEOGRAPHIC DIVISIONS: 1927, 1922, 1917, AND 1912

DIVISION	Census year	Total number of cars [1]	CARS EQUIPPED WITH—			PER CENT OF TOTAL		
			Air brakes	Other power brakes	Hand brakes exclusively	Air brakes	Other power brakes	Hand brakes exclusively
United States	1927	70,289	67,095	399	2,795	95.5	0.6	4.0
	1922	98,042	80,936	1,190	15,916	82.6	1.2	16.2
	1917	101,712	72,499	1,796	27,417	71.3	1.7	27.0
	1912	93,664	53,360	(2)	40,304	57.0	--------	43.0
New England	1927	7,076	6,875	--------	201	97.2	--------	2.8
	1922	10,544	8,277	--------	2,267	78.5	--------	21.5
	1917	14,220	7,578	--------	6,642	53.3	--------	46.7
	1912	13,838	5,758	(2)	8,080	41.6	--------	58.4
Middle Atlantic	1927	24,520	23,698	237	585	96.6	1.0	2.4
	1922	30,566	24,765	390	5,411	81.0	1.3	17.7
	1917	30,743	21,815	902	8,026	71.0	2.9	26.1
	1912	30,412	17,085	(2)	13,327	56.2	--------	43.8
East North Central	1927	16,690	16,333	14	343	97.9	0.1	2.1
	1922	23,459	20,903	51	2,505	89.1	0.2	10.7
	1917	23,908	19,654	28	4,226	82.2	0.1	17.7
	1912	21,552	14,445	(2)	7,107	67.0	--------	33.0
West North Central	1927	5,364	5,119	--------	245	95.4	--------	4.6
	1922	9,332	8,260	--------	1,072	88.5	--------	11.5
	1917	9,351	7,816	16	1,519	83.6	0.2	16.2
	1912	6,368	4,437	(2)	1,931	69.8	--------	30.2
South Atlantic	1927	5,249	4,696	50	504	89.4	1.0	9.6
	1922	7,230	4,748	685	1,797	65.7	9.5	24.9
	1917	7,339	3,673	561	3,105	50.0	7.7	42.3
	1912	6,863	2,031	(2)	4,832	29.6	--------	70.4
East South Central	1927	2,013	1,610	--------	403	80.0	--------	20.0
	1922	2,645	1,341	--------	1,304	50.7	--------	49.3
	1917	2,710	1,072	2	1,636	39.5	0.1	60.4
	1912	2,651	998	(2)	1,653	37.6	--------	62.4
West South Central	1927	2,499	2,205	8	286	88.2	0.4	11.4
	1922	3,038	2,119	8	911	69.7	0.3	30.0
	1917	2,837	1,479	8	1,350	52.1	0.3	47.6
	1912	2,489	814	(2)	1,675	32.7	--------	67.3
Mountain	1927	1,018	932	--------	86	91.6	--------	8.4
	1922	1,929	1,660	12	257	86.1	0.6	13.3
	1917	1,668	1,292	1	375	77.4	0.1	22.5
	1912	1,519	1,045	(2)	474	68.8	--------	31.2
Pacific	1927	5,869	5,637	90	142	96.0	1.5	2.4
	1922	9,290	8,863	44	392	95.3	0.5	4.2
	1917	8,986	8,129	278	538	90.9	3.1	6.0
	1912	7,952	6,727	(2)	1,225	84.6	--------	15.4

[1] Does not include 20 cars (16 cable and 4 trail) reported as having no brake equipment.
[2] Included with "Air brakes."

BLE 24.—ELECTRIC LOCOMOTIVES, BY GEOGRAPHIC DIVISIONS: 1927, 1922, AND 1917

DIVISION	Census year	Total	Electric railways	STEAM ROADS		Other
				Electrified divisions	Electric-tunnel haulage [1]	
United States	1927	1,103	462	454	37	150
	1922	906	404	335	36	131
	1917	[2] 874	357	345	36	[2] 136
England	1927	175	25	143	7	----------
	1922	31	24	----------	7	----------
	1917	28	21	----------	7	----------
dle Atlantic	1927	204	36	168	----------	----------
	1922	256	39	217	----------	----------
	1917	279	38	241	----------	----------
North Central	1927	[3] 278	107	----------	21	[3] 150
	1922	226	83	1	16	[3] 126
	1917	207	61	4	16	[3] 126
t North Central	1927	53	53	----------	----------	----------
	1922	56	56	----------	----------	----------
	1917	51	51	----------	----------	----------
h Atlantic	1927	80	36	35	9	----------
	1922	58	32	17	9	----------
	1917	45	22	14	9	----------
t South Central	1927	4	4	----------	----------	----------
	1922	8	8	----------	----------	----------
	1917	6	6	----------	----------	----------
t South Central	1927	17	11	6	----------	----------
	1922	10	7	3	----------	----------
	1917	8	6	2	----------	----------
ntain	1927	129	38	91	----------	----------
	1922	125	29	91	----------	[4] 5
	1917	101	22	74	----------	[4] 5
ific	1927	163	152	11	----------	----------
	1922	136	126	6	4	----------
	1917	[2] 149	130	10	4	[5] 5

Electric-tunnel haulage locomotives are used in the Hoosac Tunnel (Mass.), the Detroit River and Clair River Tunnels (Michigan-Ontario), the Baltimore Tunnel (Md.), and the Cascade Tunnel (Great thern, Wash.).
Includes 5 reported from Alaska.
Reported by Chicago Tunnel Co. and Chicago Warehouse and Terminal Co. for 1927, and by Chicago nnel Co. for 1922 and 1917. (See "Electric-tunnel roads.")
Reported by Ohio Copper Co. of Utah. (See "Electric-tunnel roads.")
Reported from Alaska.

TABLE 25.—TRACK AND ROLLING STOCK—COMPANIES CLASSIFIED BY SIZE GROUPS (ACCORDING TO INCOME FROM RAILWAY OPERATIONS): 1927, 1922, 1917, AND 1912

	1927	1922	1917	1912	PER CENT OF TOTAL			
					1927	1922	1917	1912
Number of operating companies, total	682	858	943	975	100.0	100.0	100.0	100.0
Track								
Miles, total	40,722.30	43,931.86	44,835.37	41,064.82	100.0	100.0	100.0	100.0
Electric, total	40,585.45	43,789.08	44,676.51	40,808.39	100.0	100.0	100.0	100.0
Overhead trolly	[1] 38,245.57	[1] 41,417.91	[1] 42,490.71	38,958.06	100.0	100.0	100.0	100.0
Other electric	[1] 2,365.21	[1] 2,392.13	[1] 2,187.98	1,850.33	100.0	100.0	100.0	100.0
All other	[2] 251.96	142.78	158.86	256.43	100.0	100.0	100.0	100.0
By ownership:								
Owned	35,217.48	37,927.38	36,804.76	33,416.86	100.0	100.0	100.0	100.0
Leased (including trackage rights from steam-railroad companies)	5,504.82	6,004.48	8,030.61	7,647.96	100.0	100.0	100.0	100.0
Operated under electric-trackage rights	1,114.91	1,232.64	1,210.07	1,051.19	100.0	100.0	100.0	100.0
By location:								
City and suburban	24,355.90	26,123.93	26,737.75	24,699.02	100.0	100.0	100.0	100.0
Interurban	16,366.40	17,807.93	18,097.62	16,365.80	100.0	100.0	100.0	100.0
On public thoroughfares	23,113.43	25,856.95	26,284.53	25,921.90	100.0	100.0	100.0	------
On private right of way (including elevated structures, subways, and tunnels)	17,608.87	18,074.91	18,550.84	15,142.92	100.0	100.0	100.0	------
Rolling stock								
Cars	93,246	99,255	102,603	94,016	100.0	100.0	100.0	100.0
Passenger	70,309	77,301	79,914	76,162	100.0	100.0	100.0	100.0
All other	22,937	21,954	22,689	17,854	100.0	100.0	100.0	100.0
Electric locomotives	462	404	357	277	100.0	100.0	100.0	100.0
CLASS A.—OVER $1,000,000								
Number of operating companies	128	146	114	91	18.8	17.0	12.1	9.3
Track								
Miles, total	25,858.63	27,518.06	26,064.85	21,305.99	63.5	62.6	58.1	51.9
Electric, total	25,821.68	27,487.03	26,019.31	21,212.84	63.6	62.8	58.2	52.0
Overhead trolley	[3] 23,979.56	[4] 25,545.87	24,394.01	20,074.35	62.7	61.7	57.4	51.5
Other electric	[3] 1,866.85	[4] 1,961.52	1,625.30	1,138.49	78.9	82.0	74.3	61.5
All other	[5] 118.50	31.03	45.54	93.15	47.0	21.7	28.6	36.3
By ownership:								
Owned	20,950.58	22,193.27	19,079.86	15,170.72	59.5	58.5	51.8	45.4
Leased (including trackage rights from steam-railroad companies)	4,908.05	5,324.79	6,984.99	6,135.27	89.2	88.7	87.0	89.2
Operated under electric-trackage rights	500.08	512.82	407.60	370.33	44.9	41.6	33.7	35.2
By location:								
City and suburban	18,121.94	19,181.60	18,282.43	15,629.37	74.4	73.4	68.4	63.3
Interurban	7,736.69	8,337.06	7,782.42	5,676.62	47.3	46.8	43.0	34.7
On public thoroughfares	16,271.04	17,827.65	16,778.61	(6)	70.4	68.9	63.8	------
On private right of way (including elevated structures, subways, and tunnels)	9,587.59	9,690.41	9,286.24	(6)	54.4	53.6	50.1	------
Rolling stock								
Cars, total	75,403	78,022	77,748	67,168	80.9	78.6	75.8	71.4
Passenger	58,536	62,484	62,186	56,704	83.3	80.8	77.8	74.5
All other	16,867	15,538	15,562	10,464	73.5	70.8	68.6	58.6
Electric locomotives	234	182	187	110	50.6	45.0	52.4	43.0
CLASS B.—OVER $250,000 BUT NOT MORE THAN $1,000,000								
Number of operating companies	180	204	179	155	26.4	23.8	19.0	15.9

See footnotes p. 47.

TABLE 25.—TRACK AND ROLLING STOCK—COMPANIES CLASSIFIED BY SIZE GROUPS (ACCORDING TO INCOME FROM RAILWAY OPERATIONS): 1927, 1922, 1917, AND 1912—Continued

	1927	1922	1917	1912	PER CENT OF TOTAL			
					1927	1922	1917	1912
CLASS B.—OVER $250,000 BUT NOT MORE THAN $1,000,000—continued								
Track								
Miles, total	9,515.12	10,206.62	10,258.75	9,652.09	23.4	23.2	22.9	23.5
Electric, total	9,502.12	10,194.56	10,241.34	9,613.74	23.4	23.3	22.9	23.6
Overhead trolley	9,091.60	[7] 9,809.35	[7] 9,777.02	9,080.52	23.8	23.7	23.0	23.3
Other electric	410.52	[7] 385.81	[7] 466.50	533.22	17.4	16.1	21.3	28.8
All other	13.00	12.06	17.41	38.35	5.2	8.4	11.0	15.0
By ownership:								
Owned	9,160.06	9,780.84	9,498.62	8,545.22	26.0	25.8	25.8	25.6
Leased (including trackage rights from steam-railroad companies)	355.06	425.78	760.13	1,106.87	6.4	7.1	9.5	14.5
Operated under electric-trackage rights	388.08	455.54	395.19	305.08	34.8	37.0	32.7	29.0
By location:								
City and suburban	3,716.73	3,998.19	4,371.86	4,400.03	15.3	15.3	16.3	17.8
Interurban	5,798.39	6,208.43	5,886.89	5,252.06	35.4	34.9	32.5	32.1
On public thoroughfares	4,278.39	4,579.25	4,854.57	(6)	18.5	17.7	18.5	.....
On private right of way (including elevated structures, subways, and tunnels)	5,236.73	5,627.37	5,404.18	(6)	29.7	31.1	29.1	.....
Rolling stock								
Cars, total	12,428	14,045	14,569	14,442	13.3	14.2	14.2	15.4
Passenger	7,715	9,051	10,163	10,497	11.0	11.7	12.7	13.8
All other	4,713	4,994	4,406	3,945	20.5	22.7	19.4	22.1
Electric locomotives	152	146	101	75	32.9	36.1	28.3	27.0
CLASS C.—$250,000 AND LESS								
Number of operating companies	374	508	650	729	54.8	59.2	68.9	74.8
Track								
Miles, total	5,348.55	6,207.18	8,511.77	10,106.74	13.1	14.1	19.0	24.6
Electric, total	5,261.65	6,107.49	8,415.86	9,981.81	13.0	13.9	18.9	24.4
Overhead trolley	[7] 5,174.41	6,062.69	8,319.68	9,803.19	13.5	14.6	19.6	25.2
Other electric	[7] 87.84	44.80	96.18	178.62	3.7	1.9	4.4	9.7
All other	[8] 120.46	99.69	95.91	124.93	47.8	69.8	60.4	48.7
By ownership:								
Owned	5,106.84	5,953.27	8,226.28	9,700.92	14.5	15.7	22.4	29.0
Leased (including trackage rights from steam-railroad companies)	241.71	253.91	285.49	405.82	4.4	4.2	3.5	5.3
Operated under trackage rights from electric-railway companies	226.75	264.28	407.28	375.78	20.3	21.4	33.6	35.8
By location:								
City and suburban	2,517.23	2,944.74	4,083.46	4,669.62	10.3	11.3	15.3	18.9
Interurban	2,831.32	3,262.44	4,428.31	5,437.12	17.3	18.3	24.5	33.2
On public thoroughfares	2,564.00	3,450.05	4,651.35	(6)	11.1	13.3	17.7	.....
On private right of way (including elevated structures, subways, and tunnels)	2,784.55	2,757.13	3,860.42	(6)	15.8	15.3	20.8	.....
Rolling stock								
Cars, total	5,415	7,188	10,286	12,406	5.8	7.2	10.0	13.2
Passenger	4,058	5,766	7,565	8,961	5.8	7.5	9.5	11.7
All other	1,357	1,422	2,721	3,445	5.9	6.5	12.0	19.3
Electric locomotives	76	76	69	83	16.5	18.8	19.3	30.0

[1] Includes 0.6 mile of track for 1927, 20.96 miles for 1922, and 2.18 miles for 1917, used also for both overhead trolley and third rail, and 24.73 miles used also for both overhead trolley and gas-electric motor cars in 1927.
[2] Includes 115.11 miles used also for other motive power—107.45 miles overhead trolley and steam, and 7.66 miles overhead trolley and gasoline-engine cars.
[3] Includes 24.73 miles of track used also for both overhead trolley and gas-electric motor cars.
[4] Includes 20.36 miles used also for both overhead trolley and third rail.
[5] Includes 81.55 miles used also for both overhead trolley and steam.
[6] No data.
[7] Includes 0.6 mile of track for 1927 and 1922, and 2.18 miles for 1917, used for both overhead trolley and third rail.
[8] Includes 25.90 miles of track used also for both overhead trolley and steam and 7.66 miles used also for both overhead trolley and gasoline-engine cars.

TABLE 26.—TRACK AND ROLLING STOCK—"ELEVATED AND SUBWAY" AND "SURFACE" GROUPS OF COMPANIES: [1] 1927, 1922, 1917, AND 1912

	TOTAL				ELEVATED AND SUBWAY [2]			
	1927	1922	1917	1912	1927	1922	1917	1912
Number of operating companies	682	858	943	975	4	7	7	7
Miles of track, total	40,722.30	43,931.86	44,835.37	41,064.82	870.92	857.93	666.11	517.81
Electric, total	40,585.45	43,789.08	44,676.51	40,808.39	870.92	857.93	666.11	517.81
Overhead trolley	[3] 38,245.57	[4] 41,417.91	[5] 42,490.71	38,958.06	20.07	[6] 50.73	31.48	44.58
Other electric	[3] 2,365.21	[4] 2,392.13	[5] 2,187.98	1,850.33	850.85	[6] 827.56	[7] 634.63	[7] 473.23
All other	[8] 251.96	142.78	158.86	256.43	------	------	------	------
Rolling stock:								
Cars, total	93,246	99,255	102,603	94,016	86.54	8,096	6,801	5,706
Passenger	70,309	77,301	79,914	76,162	8,428	7,904	6,613	5,524
All other	22,937	21,954	22,689	17,854	226	192	188	182
Electric locomotives	462	404	357	277	6	------	------	------

	SURFACE				PER CENT OF INCREASE [9]					
					Elevated and subway			Surface		
	1927	1922	1917	1912	1922–1927	1917–1922	1912–1917	1922–1927	1917–1922	1912–1917
Number of operating companies	678	851	936	968	------	------	------	−20.3	−9.1	−3.3
Miles of track, total	39,851.38	43,073.93	44,169.26	40,547.01	1.5	28.8	28.6	−7.5	−2.5	8.9
Electric, total	39,714.53	42,931.15	44,010.40	40,290.58	1.5	28.8	28.6	−7.5	−2.5	9.2
Overhead trolley	[3] 38,225.50	[10] 41,367.18	[5] 42,459.23	38,913.48	------	------	------	−7.6	−2.6	9.1
Other electric	[3] 1,514.36	[10] 1,564.57	[5] 1,553.35	1,377.10	2.8	30.4	34.1	−3.2	0.7	12.8
All other	[8] 251.96	142.78	158.86	256.43	------	------	------	76.5	−10.1	−38.0
Rolling stock:										
Cars, total	84,592	91,159	95,802	88,310	6.9	19.0	19.2	−7.2	−4.8	8.5
Passenger	61,881	69,397	73,301	70,638	6.6	19.5	19.7	−10.8	−5.3	3.8
All other	22,711	21,762	22,501	17,672	17.7	2.1	3.3	4.4	−3.3	27.3
Electric locomotives	456	404	357	277	------	------	------	12.9	13.2	28.9

[1] The group classification covers all tracks of the companies allocated according to the principal class of track, the "Elevated and subway" group including a minor amount of surface trackage and the "Surface" group including some elevated and subway trackage.

[2] Exclusive of the mixed elevated, subway, and surface systems of Boston and Philadelphia, which are included in the "Surface" group.

[3] Includes 8.6 miles of track operated by both overhead trolley and third rail, and 24.73 miles operated by both overhead trolley and gas-electric motor cars.

[4] Includes 26.90 miles operated by both overhead trolley and third rail.

[5] Includes 2.13 miles operated by both overhead trolley and third rail.

[6] Includes 20.56 miles operated by both overhead trolley and third rail.

[7] Third rail.

[8] Includes 115.11 miles of track operated also with other motive power—107.45 miles overhead trolley and steam and 7.66 miles overhead trolley and gasoline-engine cars.

[9] A minus sign (−) denotes decrease; per cent not computed where base is less than 100.

[10] Includes 6.6 miles operated by both overhead trolley and third rail.

TABLE 27.—ROLLING STOCK—SUMMARY, CARS AND ELECTRIC LOCOMOTIVES, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927

DIVISION AND STATE	Census year	CARS				Electric locomotives
		Total	Revenue		Service: Snow-plows, sweepers, sprinklers, work cars, etc.	
			Passenger	Express, freight, mail, and baggage		
UNITED STATES	1927	93,246	70,309	13,337	9,600	462
	1922	99,255	77,301	11,406	10,548	404
	1917	102,603	79,914	11,534	11,155	357
GEOGRAPHIC DIVISIONS:						
New England	1927	8,777	7,076	260	1,441	25
	1922	10,686	8,576	341	1,769	24
	1917	14,232	11,800	474	1,958	21
Middle Atlantic	1927	27,888	24,524	600	2,764	36
	1922	30,722	26,911	659	3,152	39
	1917	31,196	27,278	713	3,205	38
East North Central	1927	23,760	16,692	4,438	2,630	107
	1922	23,775	17,661	3,401	2,713	83
	1917	24,069	17,452	3,551	3,066	61
West North Central	1927	8,587	5,370	2,452	765	53
	1922	9,569	5,836	2,953	780	56
	1917	9,484	5,793	2,958	733	51
South Atlantic	1927	6,352	5,242	508	602	36
	1922	7,398	6,428	426	544	32
	1917	7,387	6,277	377	733	22
East South Central	1927	2,327	2,015	37	275	4
	1922	2,650	2,285	42	323	8
	1917	2,725	2,317	111	297	6
West South Central	1927	2,889	2,503	126	260	11
	1922	3,078	2,740	54	284	7
	1917	2,895	2,518	56	321	6
Mountain	1927	1,811	1,018	581	212	38
	1922	1,951	1,123	595	233	29
	1917	1,673	1,163	318	192	22
Pacific	1927	10,855	5,869	4,335	651	152
	1922	9,426	5,741	2,935	750	126
	1917	8,942	5,316	2,976	650	130
NEW ENGLAND:						
Maine	1927	574	334	109	131	6
	1922	672	411	114	147	8
	1917	820	530	146	144	7
New Hampshire	1927	220	187	2	31	2
	1922	346	279	2	65	1
	1917	307	250	3	54	2
Vermont	1927	55	40	2	13	4
	1922	87	71	4	12	5
	1917	156	112	20	24	-------
Massachusetts	1927	5,361	4,416	46	899	8
	1922	6,273	5,111	89	1,073	5
	1917	9,515	8,086	161	1,268	6
Rhode Island	1927	875	713	37	125	3
	1922	1,314	1,080	64	170	3
	1917	1,241	1,022	104	115	4
Connecticut	1927	1,692	1,386	64	242	2
	1922	1,994	1,624	68	302	2
	1917	2,193	1,800	40	353	2

TABLE 27.—ROLLING STOCK—SUMMARY, CARS AND ELECTRIC LOCOMOTIVES, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	CARS				Electric locomotives
		Total	Revenue		Service: Snow-plows, sweepers, sprinklers, work cars, etc.	
			Passenger	Express, freight, mail, and baggage		
MIDDLE ATLANTIC:						
New York	1927	16,636	14,869	351	1,416	29
	1922	18,737	16,769	357	1,611	30
	1917	18,565	16,510	458	1,597	31
New Jersey	1927	2,875	2,543	3	329	2
	1922	3,359	2,971	9	379	2
	1917	3,364	2,980	7	377	2
Pennsylvania	1927	8,377	7,112	246	1,019	5
	1922	8,626	7,171	293	1,162	7
	1917	9,267	7,788	248	1,231	5
EAST NORTH CENTRAL:						
Ohio	1927	5,660	4,172	727	761	22
	1922	6,165	4,740	564	861	18
	1917	7,041	5,590	536	915	20
Indiana	1927	3,077	1,746	870	461	12
	1922	2,908	1,949	498	461	14
	1917	2,692	1,735	433	524	9
Illinois	1927	10,048	6,859	2,407	782	62
	1922	9,496	6,927	1,776	793	38
	1917	9,510	6,445	2,289	776	29
Michigan	1927	3,444	2,702	381	361	2
	1922	3,622	2,877	502	243	5
	1917	3,431	2,656	267	508	1
Wisconsin	1927	1,531	1,213	53	265	9
	1922	1,584	1,168	61	355	8
	1917	1,395	1,026	26	343	2
WEST NORTH CENTRAL:						
Minnesota	1927	1,333	1,220	4	109	3
	1922	1,362	1,238	5	119	3
	1917	1,414	1,295	2	117	1
Iowa	1927	3,144	688	2,265	191	37
	1922	3,794	862	2,771	161	40
	1917	3,838	898	2,785	155	36
Missouri	1927	3,104	2,723	34	347	5
	1922	3,154	2,760	32	362	6
	1917	3,004	2,604	36	364	7
North Dakota	1927	51	41	----------	10	--------
	1922	79	71	----------	8	--------
	1917	66	59	1	6	--------
South Dakota	1927	21	18	----------	3	--------
	1922	21	18	----------	3	--------
	1917	29	26	----------	3	--------
Nebraska	1927	476	411	1	64	2
	1922	546	474	5	67	4
	1917	526	479	11	36	2
Kansas	1927	458	269	148	41	6[9]
	1922	613	413	140	60	3
	1917	607	432	123	52	5

TABLE 27.—ROLLING STOCK—SUMMARY, CARS AND ELECTRIC LOCOMOTIVES, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	CARS				Electric locomotives
		Total	Revenue		Service: Snow-plows, sweepers, sprinklers, work cars, etc.	
			Passenger	Express, freight, mail, and baggage		
SOUTH ATLANTIC:						
Delaware	1927	111	96	----------	15	--------
	1922	205	186	3	16	--------
	1917	215	198	2	15	--------
Maryland	1927	1,861	1,604	103	154	3
	1922	2,242	2,011	99	132	3
	1917	2,230	2,007	83	140	5
District of Columbia	1927	898	798	----------	100	2
	1922	1,308	1,209	----------	99	2
	1917	1,372	1,114	1	257	2
Virginia	1927	973	851	12	110	6
	1922	1,141	996	67	78	4
	1917	1,015	875	54	86	1
West Virginia	1927	515	407	43	65	3
	1922	573	440	51	82	4
	1917	633	510	37	86	1
North Carolina	1927	265	231	6	28	1
	1922	295	268	2	25	2
	1917	354	322	8	24	--------
South Carolina	1927	528	176	323	29	17
	1922	395	211	159	25	16
	1917	458	274	159	25	12
Georgia	1927	763	680	19	64	2
	1922	824	738	20	66	1
	1917	777	697	19	61	1
Florida	1927	438	399	2	37	2
	1922	415	369	25	21	--------
	1917	333	280	14	39	--------
EAST SOUTH CENTRAL:						
Kentucky	1927	935	785	20	130	1
	1922	992	831	20	141	--------
	1917	1,059	897	23	139	--------
Tennessee	1927	787	703	10	74	2
	1922	844	768	8	68	3
	1917	840	761	7	72	1
Alabama	1927	550	479	5	66	--------
	1922	684	567	6	111	3
	1917	639	490	78	71	3
Mississippi	1927	55	48	2	5	1
	1922	130	119	8	3	2
	1917	187	169	3	15	2
WEST SOUTH CENTRAL:						
Arkansas	1927	249	230	----------	19	--------
	1922	271	248	1	22	--------
	1917	262	232	2	28	1
Louisiana	1927	712	646	----------	66	--------
	1922	848	763	----------	85	--------
	1917	831	707	5	119	--------
Oklahoma	1927	403	251	112	40	11
	1922	353	301	20	32	6
	1917	309	266	20	23	4

TABLE 27.—ROLLING STOCK—SUMMARY, CARS AND ELECTRIC LOCOMOTIVES, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	CARS				Electric locomotives
		Total	Revenue		Service: Snow-plows, sweepers, sprinklers, work cars, etc.	
			Passenger	Express, freight, mail, and baggage		
WEST SOUTH CENTRAL—Continued.						
Texas	1927	1,525	1,376	14	135	-------
	1922	1,606	1,428	33	145	1
	1917	1,493	1,313	29	151	1
MOUNTAIN:						
Montana	1927	149	120	6	23	1
	1922	173	143	7	23	-------
	1917	184	156	7	21	-------
Colorado	1927	807	511	183	113	10
	1922	875	541	195	139	8
	1917	817	564	149	104	7
New Mexico	1927	17	17	-------	-------	-------
	1922	17	16	-------	1	-------
	1917	17	16	1	-------	-------
Arizona	1927	44	39	-------	5	-------
	1922	53	50	-------	3	-------
	1917	49	46	-------	3	-------
Idaho	1927	40	23	16	1	-------
	1922	43	35	7	1	-------
	1917	63	44	12	7	-------
Wyoming [1]	1922	15	14	-------	1	-------
	1917	25	24	-------	1	-------
Nevada	1927	5	4	-------	1	-------
	1922	5	4	-------	1	-------
	1917	11	10	-------	1	-------
Utah	1927	749	304	376	69	27
	1922	770	320	386	64	21
	1917	507	303	149	55	15
PACIFIC:						
Washington	1927	1,607	1,042	463	102	31
	1922	1,988	1,147	704	137	31
	1917	1,960	1,052	806	111	30
Oregon	1927	1,269	645	509	115	24
	1922	1,422	740	505	177	19
	1917	1,431	744	510	177	22
California	1927	7,079	4,182	3,363	434	97
	1922	6,016	3,854	1,726	436	76
	1917	5,542	3,520	1,660	362	78
Hawaii	1927	85	78	7	-------	-------
	1922	82	63	17	2	-------
	1917	72	53	11	8	-------
Philippine Islands	1927	166	152	1	13	-------
Porto Rico	1927	40	30	7	3	-------
	1922	54	47	5	2	-------
	1917	55	47	6	2	2

[1] No electric railways operated in Wyoming in 1927.

TABLE 28.—ROLLING STOCK—DETAILED STATISTICS, CARS,[1] ELECTRIC LOCOMOTIVES, AND MOTOR BUSSES BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927

DIVISION AND STATE	CARS																	
	Total						Total revenue cars						Revenue cars					
													Total passenger cars					
	Total number		Motor		Trail		Total number		Motor		Trail		Total number		Motor		Trail	
	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck
UNITED STATES	13,812	79,434	12,544	60,758	1,268	18,676	9,444	74,202	9,090	57,182	354	17,020	9,294	61,015	9,045	55,306	249	5,709
GEOGRAPHIC DIVISIONS:																		
New England	1,330	7,447	1,254	7,051	76	396	875	6,461	863	6,140	12	321	868	6,208	858	5,988	10	220
Middle Atlantic	3,614	24,274	3,309	21,670	305	2,604	1,958	23,166	1,833	20,807	125	2,359	1,882	22,642	1,822	20,461	60	2,181
East North Central	3,188	20,572	2,723	14,155	465	6,417	2,037	19,093	1,967	13,423	70	5,670	2,005	14,687	1,953	12,754	52	1,933
West North Central	1,142	7,445	1,053	4,873	89	2,572	889	6,933	833	4,454	56	2,479	880	4,490	833	4,193	47	297
South Atlantic	1,509	4,783	1,493	3,955	76	828	1,196	4,554	1,186	3,816	10	738	1,182	4,060	1,174	3,758	8	302
East South Central	965	1,362	871	1,128	94	234	800	1,252	779	1,064	21	188	798	1,217	778	1,041	20	176
West South Central	1,104	1,785	1,042	1,571	62	214	1,017	1,612	986	1,473	31	139	1,015	1,488	984	1,374	31	114
Mountain	225	1,586	197	855	28	731	135	1,464	117	786	18	678	135	883	117	695	18	188
Pacific	675	10,180	602	5,500	73	4,680	537	9,667	526	5,219	11	4,448	529	5,340	526	5,042	3	298
NEW ENGLAND:																		
Maine	223	351	191	276	32	75	133	310	123	240	10	70	129	205	121	205	8	-------
New Hampshire	77	143	74	143	3	-------	67	122	65	122	2	-------	65	122	63	122	2	-------
Vermont	12	43	11	43	1	-------	3	39	3	39	-------	-------	3	37	3	37	-------	-------
Massachusetts	597	4,764	582	4,471	15	293	412	4,050	412	3,812	-------	238	411	4,035	411	3,785	-------	220
Rhode Island	104	771	104	767	-------	4	25	725	25	721	-------	4	25	688	25	688	-------	-------
Connecticut	317	1,375	292	1,351	25	24	235	1,215	235	1,206	-------	9	235	1,151	235	1,151	-------	-------
MIDDLE ATLANTIC:																		
New York	1,633	15,003	1,545	12,907	88	2,096	858	14,362	831	12,473	27	1,889	848	14,021	824	12,226	24	1,795
New Jersey	534	2,341	531	2,237	3	104	339	2,207	339	2,105	-------	102	339	2,204	339	2,104	-------	100
Pennsylvania	1,447	6,930	1,233	6,526	214	404	761	6,597	663	6,229	98	368	695	6,417	659	6,131	36	286
EAST NORTH CENTRAL:																		
Ohio	688	4,972	591	3,750	97	1,222	342	4,557	321	3,475	21	1,082	324	3,848	320	3,239	4	609
Indiana	771	2,306	623	1,341	148	965	584	2,032	541	1,265	43	767	583	1,163	541	1,030	42	133

See footnotes on p. 55.

TABLE 28.—ROLLING STOCK—DETAILED STATISTICS, CARS,[1] ELECTRIC LOCOMOTIVES, AND MOTOR BUSSES BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927—Continued

DIVISION AND STATE	CARS																	
	Total						Total revenue cars						Revenue cars					
													Total passenger cars					
	Total number		Motor		Trail		Total number		Motor		Trail		Total number		Motor		Trail	
	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck
EAST NORTH CENTRAL—Continued.																		
Illinois	920	9,128	732	5,875	188	3,253	458	8,808	454	5,690	4	3,118	445	6,414	441	5,604	4	810
Michigan	553	2,891	523	2,124	30	767	430	2,653	430	2,022	--------	631	430	2,272	430	1,939	--------	333
Wisconsin	256	1,275	254	1,065	2	210	223	1,043	221	971	2	72	223	990	221	942	2	48
WEST NORTH CENTRAL:																		
Minnesota	49	1,284	49	1,250	--------	34	35	1,189	35	1,156	--------	33	35	1,185	35	1,153	--------	32
Iowa	303	2,841	279	619	24	2,222	253	2,700	237	530	16	2,170	252	436	237	395	15	41
Missouri	440	2,664	397	2,437	43	227	334	2,423	305	2,232	29	191	334	2,389	305	2,198	29	191
North Dakota	50	1	46	1	4	--------	40	1	37	1	3	--------	40	1	37	1	3	--------
South Dakota	20	1	20	1	--------	--------	17	1	17	1	--------	--------	17	1	17	1	--------	--------
Nebraska	98	378	89	365	9	13	49	363	49	352	--------	11	49	362	49	352	--------	10
Kansas	182	276	173	200	9	76	161	256	153	182	8	74	153	116	153	93	--------	23
SOUTH ATLANTIC:																		
Delaware	25	86	25	86	--------	--------	12	84	12	84	--------	--------	12	84	12	84	--------	--------
Maryland	380	1,481	378	1,246	2	235	268	1,439	266	1,215	2	224	256	1,348	254	1,195	2	153
District of Columbia	96	802	87	798	9	4	1	797	1	793	--------	4	1	797	1	793	--------	4
Virginia	343	630	316	509	27	121	284	579	282	481	2	98	284	567	282	477	2	90
West Virginia	57	458	52	411	5	47	40	410	40	386	--------	24	40	367	40	367	--------	--------
North Carolina	160	105	152	97	8	8	147	90	145	83	2	7	147	84	145	80	2	4
South Carolina	51	477	51	113	--------	364	49	450	49	106	--------	344	49	127	49	104	--------	23
Georgia	178	585	165	543	13	42	136	563	132	528	4	35	134	546	132	520	2	26
Florida	279	159	267	152	12	7	259	142	259	140	--------	2	259	140	259	138	--------	2
EAST SOUTH CENTRAL:																		
Kentucky	448	487	390	410	58	77	350	455	341	387	9	68	350	435	341	373	9	62
Tennessee	287	500	271	429	16	71	248	465	240	407	8	58	248	455	240	403	8	52
Alabama	183	367	165	282	18	85	159	325	155	263	4	62	158	321	155	259	3	62
Mississippi	47	8	45	7	2	1	43	7	43	7	--------	--------	42	6	42	6	--------	--------

West South Central:																		
Arkansas	159	90	147	88	12	2	146	84	135	84	11		146	84	135	84	11	
Louisiana	207	505	201	460	6	45	191	455	187	410	4	45	191	455	187	410	4	45
Oklahoma	138	265	130	206	8	59	134	229	126	191	8	38	134	117	126	104	8	13
Texas	600	925	564	817	36	108	546	844	538	788	8	56	544	832	536	776	8	56
Mountain:[3]																		
Montana	25	124	19	103	6	21	8	118	6	100	2	18	8	112	6	100	2	12
Idaho	5	35	5	35			4	35	4	35			4	19	4	19		
Colorado	109	698	97	350	12	348	65	629	59	322	6	307	65	446	59	319	6	127
New Mexico	15	2	15	2			15	2	15	2			15	2	15	2		
Arizona	1	43	1	42		1	1	38	1	38			1	38	1	38		
Utah	70	679	60	318	10	361	42	638	32	285	10	353	42	262	32	213	10	49
Nevada		5		5				4		4				4		4		
Pacific:																		
Washington	217	1,390	207	910	10	480	201	1,304	201	862		442	201	841	201	802		39
Oregon	59	1,210	29	579	30	631	25	1,129	25	567		562	25	620	25	555		65
California	399	7,580	366	4,011	33	3,569	311	7,234	300	3,790	11	3,444	303	3,879	300	3,685	3	194
Hawaii	12	73	12	73			12	73	12	73			10	68	10	68		
Philippine Islands	50	116	50	111		5	46	107	46	107			45	107	45	107		
Porto Rico	12	28	11	25	1	3	11	26	10	23	1	3	8	22	8	22		

[1] Includes 69 storage-battery cars, 67 of which were reported in New York and 2 in Massachusetts; 1 gas-electric motor car reported in Minnesota; 10 gasoline-engine cars, 4 of which were reported in New York, 3 in Georgia, 2 in Tennessee and 1 in Pennsylvania; 172 cable cars, 101 of which were reported in California, 45 in Washington, 10 in Pennsylvania, 4 in Ohio and 2 each in Colorado, Minnesota, New Hampshire, New York, Tennessee, and Virginia.

[2] 20 cars were reported as having no brake equipment; 16 of these were cable cars, 6 in Missouri and 2 each in New York, Ohio, Pennsylvania, Tennessee, and Virginia; 4 were trail cars reported in Texas.

[3] No electric railways operated in Wyoming in 1927.

TABLE 28.—ROLLING STOCK—DETAILED STATISTICS, CARS,[1] ELECTRIC LOCOMOTIVES, AND MOTOR BUSSES, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927—Continued

DIVISION AND STATE	CARS—continued																	
	Revenue cars—Continued																	
	Passenger cars																	
	1-man cars												2-man cars					
	Built for 1-man operation						Converted						Total number		Motor		Trail	
	Total number		Motor		Trail		Total number		Motor		Trail							
	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck
UNITED STATES	6,073	4,093	5,924	2,678	149	1,415	1,375	8,230	1,358	8,166	17	64	1,549	42,238	1,524	38,206	25	4,032
GEOGRAPHIC DIVISIONS:																		
New England	604	452	596	232	8	220	69	740	67	740	2	-------	174	3,354	174	3,354	-------	-------
Middle Atlantic	1,003	872	1,001	693	2	179	313	4,120	313	4,120	-------	-------	393	15,267	391	13,272	2	1,995
East North Central	1,503	1,128	1,460	662	43	466	288	1,138	283	1,136	5	2	186	11,551	182	10,172	4	1,379
West North Central	627	311	588	80	39	231	183	561	183	532	-------	29	47	3,200	39	3,187	8	13
South Atlantic	788	436	784	381	4	55	176	364	176	352	-------	12	201	3,013	197	2,790	4	223
East South Central	310	341	292	227	18	114	155	183	155	183	-------	-------	333	625	331	570	2	55
West South Central	664	155	643	154	21	1	162	326	154	326	8	-------	158	886	156	791	2	95
Mountain	104	173	90	46	14	127	9	310	7	292	2	18	20	297	20	270	-------	27
Pacific	470	225	470	203	-------	22	20	488	20	485	-------	3	37	4,045	34	3,800	3	245
NEW ENGLAND:																		
Maine	106	42	98	42	8	-------	7	93	7	93	-------	-------	16	64	16	64	-------	-------
New Hampshire	17	-------	17	-------	-------	-------	29	57	27	57	2	-------	4	12	4	12	-------	-------
Vermont	2	-------	2	-------	-------	-------	1	20	1	20	-------	-------	-------	13	-------	13	-------	-------
Massachusetts	287	400	287	180	-------	220	8	175	8	175	-------	-------	110	2,068	110	2,068	-------	-------
Rhode Island	25	-------	25	-------	-------	-------	-------	128	-------	128	-------	-------	-------	373	-------	373	-------	-------
Connecticut	167	10	167	10	-------	-------	24	267	24	267	-------	-------	44	824	44	824	-------	-------
MIDDLE ATLANTIC:																		
New York	425	495	423	444	2	51	221	1,414	221	1,414	-------	-------	142	11,093	142	9,354	-------	1,739
New Jersey	296	124	296	24	-------	100	9	1,937	9	1,937	-------	-------	22	137	22	137	-------	-------
Pennsylvania	282	253	282	225	-------	28	83	769	83	769	-------	-------	229	4,037	227	3,731	2	257

EAST NORTH CENTRAL:																		
Ohio	234	166	231	134	3	32	70	527	69	527	1		3	2,761	3	2,252		509
Indiana	409	158	363	92	40	66	49	130	47	130	2		128	603	128	551		52
Illinois	351	219	351	120		99	62	227	62	227			26	5,824	22	5,116	4	708
Michigan	353	365	353	96		269	75	149	75	147		2		1,708		1,646		62
Wisconsin	162	220	162	220			32	105	30	105	2		29	655	29	607		48
WEST NORTH CENTRAL:																		
Minnesota	20	31	20	25		6	15	37	15	11		26		1,112		1,112		
Iowa	169	29	154	13	15	16	57	81	57	81			18	180	18	179		1
Missouri	232	194	209	16	23	178	73	399	73	396		3	14	1,543	8	1,533	6	10
North Dakota	31		30		1		1		1				8		6		2	
South Dakota	9		9				6	1	6	1			2		2			
Nebraska	37	10	37			10	12	18	12	18				321		321		
Kansas	129	47	129	26		21	19	25	19	25			5	44	5	42		2
SOUTH ATLANTIC:																		
Delaware							9	9	9	9			3	75	3	75		
Maryland	51		51				52		52				153	1,268	151	1,115	2	153
District of Columbia		25		25			1	45	1	45				727		723		4
Virginia	242	80	240	36	2	44	14	105	14	97		8	22	309	22	276		33
West Virginia	25	92	25	92			4	60	4	60			8	150	8	150		
North Carolina	101	18	99	18	2		45	23	45	23			1	43	1	39		4
South Carolina	36	21	36	12		9	13	24	13	24				75		68		7
Georgia	84	150	84	150			38	72	38	68		4	12	324	10	302	2	22
Florida	249	50	249	48		2		26		26			2	42	2	42		
EAST SOUTH CENTRAL:																		
Kentucky	100	87	91	32	9	55	80	28	80	28			170	313	170	313		
Tennessee	47	111	41	61	6	50	59	141	59	141			142	158	140	156	2	2
Alabama	124	140	121	131	3	9	13	11	13	11			21	154	21	101		53
Mississippi	39	3	39	3			3	3	3	3								
WEST SOUTH CENTRAL:																		
Arkansas	116	10	105	10	11		15	11	15	11				3		3		
Louisiana	46		44		2		10		10				132	443	130	398	2	45
Oklahoma	94	1	94	1			39	55	31	55	8		1	42	1	29		13
Texas	408	144	400	143	8	1	98	260	98	260			25	398	25	361		37
MOUNTAIN:[1]																		
Montana	2	24	2	24			4	43	4	43				27		27		
Idaho								6		6			4	8	4	8		
Colorado	60	127	56	5	4	122	5	127	3	122	2	5		177		177		
New Mexico	15		15					2		2								
Arizona		7		7									1	24	1	24		
Utah	27	15	17	10	10	5		128		115		13	15	61	15	34		27
Nevada								4		4								
PACIFIC:																		
Washington	179	185	179	176		9	20	284	20	284				342		312		30
Oregon	25	11	25			11		47		47				272		218		54
California	266	29	266	27		2		157		154		3	37	3,431	34	3,270	3	161
Hawaii													10	53	10	53		
Philippine Islands													45	107	45	107		
Porto Rico													8	22	8	22		

See footnotes on p. 55.

TABLE 28.—ROLLING STOCK—DETAILED STATISTICS, CARS,[1] ELECTRIC LOCOMOTIVES, AND MOTOR BUSSES, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927—Continued

DIVISION AND STATE	CARS—continued																	
	Revenue cars—Continued																	
	Passenger cars—Continued												Nonpassenger cars—Continued					
	1-man—2-man cars						Combination cars—passenger with baggage, express, freight, or mail						Freight, express, and baggage cars					
	Total number		Motor		Trail		Total number		Motor		Trail		Total number		Motor		Trail	
	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck
UNITED STATES	287	5,616	231	5,506	56	110	10	838	8	750	2	88	124	13,174	19	1,866	105	11,308
GEOGRAPHIC DIVISIONS:																		
New England	21	1,653	21	1,653				9		9			5	251	3	150	2	101
Middle Atlantic	169	2,307	115	2,302	54	5	4	76	2	74	2	2	76	524	11	346	65	178
East North Central	23	463	23	398		65	5	407	5	386		21	20	4,405	2	668	18	3,737
West North Central	23	350	23	334		16		68		60		8	9	2,443		261	9	2,182
South Atlantic	17	176	17	171		5		71		64		7	2	491		58	2	433
East South Central		64		57		7		4		4			2	35	1	23	1	12
West South Central	30	82	30	82			1	39	1	21		18	2	124	2	99		25
Mountain	2	57		45	2	12		46		42		4		581		91		490
Pacific	2	464	2	464				118		90		28	8	4,320		170	8	4,150
NEW ENGLAND:																		
Maine		4		4				2		2			3	104	1	34	2	70
New Hampshire	15	53	15	53									2		2			
Vermont								4		4				2		2		
Massachusetts	6	1,362	6	1,362										44		26		18
Rhode Island		184		184				3		3				37		33		4
Connecticut		50		50										64		55		9
MIDDLE ATLANTIC:																		
New York	59	1,007	37	1,002	22	5	1	12	1	12			10	341	7	247	3	94
New Jersey	12		12					6		6				3		1		2
Pennsylvania	98	1,300	66	1,300	32		3	58	1	56	2	2	66	180	4	98	62	82

East North Central:																		
Ohio	17	243	17	178		65		151		148		3	18	708	1	235	17	473
Indiana		115		115			3	157	3	142		15	1	869		235	1	634
Illinois	4	61	4	61			2	83	2	80		3	1	2,394	1	86		2,308
Michigan	2	37	2	37				13		13				381		83		298
Wisconsin		7		7				3		3				53		29		24
West North Central:																		
Minnesota								5		5				4		3		1
Iowa	8	95	8	79		16		51		43		8	1	2,264		135	1	2,129
Missouri	15	242	15	242				11		11				34		34		
North Dakota								1		1								
South Dakota																		
Nebraska		13		13										1				1
Kansas													8	140		89	8	51
South Atlantic:																		
Delaware																		
Maryland		28		28				52		52				88		20		68
District of Columbia																		
Virginia	6	65	6	60		5		8		8				12		4		8
West Virginia	3	61	3	61				4		4				43		19		24
North Carolina														6		3		3
South Carolina								7				7		323		2		321
Georgia													2	17		8	2	9
Florida	8	22	8	22										2		2		
East South Central:																		
Kentucky		7				7								20		14		6
Tennessee		41		41				4		4				10		4		6
Alabama		16		16									1	4		4	1	
Mississippi													1	1	1	1		
West South Central:																		
Arkansas	15	60	15	60														
Louisiana	3	5	3	5				7		7								
Oklahoma		16		16				3		3				112		87		25
Texas	12	1	12	1			1	29	1	11		18	2	12	2	12		
Mountain: [3]																		
Montana	2	18		6	2	12								6				6
Idaho								5		5				16		16		
Colorado		15		15										183		3		180
New Mexico																		
Arizona		7		7														
Utah		17		17				41		37		4		376		72		
Nevada																		
Pacific:																		
Washington	2	13	2	13				17		17				461		58	8	403
Oregon		266		266				24		24				509		12		497
California		185		185				77		49		28	8	3,350		100	8	3,250
Hawaii		15		15									2	5	2	5		
Philippine Islands													1		1			
Porto Rico													3	4	2	1	1	3

See footnotes on p. 55.

TABLE 28.—ROLLING STOCK—DETAILED STATISTICS, CARS,[1] ELECTRIC LOCOMOTIVES, AND MOTOR BUSSES, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILLIPPINE ISLANDS, AND PORTO RICO: 1927—Continued

DIVISION AND STATE	CARS—continued																				
	Revenue cars—Continued					Nonrevenue (service) cars															
	Nonpassenger cars—Continued					Total nonrevenue (service) cars						Work cars						Sweepers			
	Mail cars																				
	Total number		Motor		Trail	Total number		Motor		Trail		Total number		Motor		Trail		Total number		Motor		Trail
	Single truck	Double truck	Single truck	Double truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Double truck
UNITED STATES	26	13	26	10	3	4,368	5,232	3,454	3,576	914	1,656	2,518	4,067	1,697	2,460	821	1,607	1,114	408	1,114	396	12
GEOGRAPHIC DIVISIONS:																						
New England	2	2	2	2	------	455	986	391	911	64	75	225	461	163	386	62	75	30	115	30	115	------
Middle Atlantic	------	------	------	------	------	1,656	1,108	1,476	863	180	245	847	793	670	551	177	242	562	166	562	166	------
East North Central	12	1	12	1	------	1,151	1,479	756	732	395	747	674	1,260	338	551	336	709	285	95	285	83	12
West North Central	------	------	------	------	------	253	512	220	419	33	93	127	457	100	366	27	91	106	15	106	15	------
South Atlantic	12	3	12	------	3	373	229	307	139	66	90	255	220	189	130	66	90	90	3	90	3	------
East South Central	------	------	------	------	------	165	110	92	64	73	46	121	105	71	59	50	46	8	1	8	1	------
West South Central	------	------	------	------	------	87	173	56	98	31	75	77	172	46	97	31	75	2	------	2	------	------
Mountain	------	------	------	------	------	90	122	80	69	10	53	60	107	50	58	10	49	26	5	26	5	------
Pacific	------	7	------	7	------	138	513	76	281	62	232	132	492	70	262	62	230	5	8	5	8	------
NEW ENGLAND:																						
Maine	1	1	1	1	------	90	41	68	36	22	5	49	24	29	19	20	5	3	------	3	------	------
New Hampshire	------	------	------	------	------	10	21	9	21	1	------	3	8	2	8	1	------	------	1	------	1	------
Vermont	------	------	------	------	------	9	4	8	4	1	------	3	3	2	3	1	------	4	------	4	------	------
Massachusetts	1	1	1	1	------	185	714	170	659	15	55	88	308	73	253	15	55	8	89	8	89	------
Rhode Island	------	------	------	------	------	79	46	79	46	------	------	34	32	34	32	------	------	1	2	1	2	------
Connecticut	------	------	------	------	------	82	160	57	145	25	15	48	86	23	71	25	15	14	23	14	23	------
MIDDLE ATLANTIC:																						
New York	------	------	------	------	------	775	641	714	434	61	207	405	457	345	251	60	206	235	93	235	93	------
New Jersey	------	------	------	------	------	195	134	192	132	3	2	79	100	76	98	3	2	108	7	108	7	------
Pennsylvania	------	------	------	------	------	686	333	570	297	116	36	363	236	249	202	114	34	219	66	219	66	------

East North Central:																						
Ohio		1		1		346	415	270	275	76	140	221	368	147	236	74	132	90	28	90	28	
Indiana						187	274	82	76	105	198	149	262	47	68	102	194	30	5	30	5	
Illinois	12		12			462	320	278	185	184	135	212	263	82	139	130	124	130	13	130	9	4
Michigan						123	238	93	102	30	136	79	195	49	66	30	129	24	9	24	9	
Wisconsin						33	232	33	94		138	13	172	13	42		130	11	40	11	32	8
West North Central:																						
Minnesota						14	95	14	94		1	11	70	11	69		1	2		2		
Iowa						50	141	42	89	8	52	24	123	16	73	8	50	23	6	23	6	
Missouri						106	241	92	205	14	36	38	233	30	197	8	36	57	7	57	7	
North Dakota						10		9		1		4		3		1		3		3		
South Dakota						3		3				1		1				1		1		
Nebraska						49	15	40	13	9	2	34	13	25	11	9	2	15		15		
Kansas						21	20	20	18	1	2	15	18	14	16	1	2	5	2	5	2	
South Atlantic:																						
Delaware						13	2	13	2			8	2	8	2			5		5		
Maryland	12	3	12		3	112	42	112	31		11	56	38	56	27		11	38	1	38	1	
District of Columbia						95	5	86	5	9		58	5	49	5	9		35		35		
Virginia						59	51	34	28	25	23	45	47	20	24	25	23	8	1	8	1	
West Virginia						17	48	12	25	5	23	12	47	7	24	5	23	4	1	4	1	
North Carolina						13	15	7	14	6	1	13	15	7	14	6	1					
South Carolina						2	27	2	7		20	2	27	2	7		20					
Georgia						42	22	33	15	9	7	41	22	32	15	9	7					
Florida						20	17	8	12	12	5	20	17	8	12	12	5					
East South Central:																						
Kentucky						98	32	49	23	49	9	58	31	32	22	26	9	7	1	7	1	
Tennessee						39	35	31	22	8	13	35	32	27	19	8	13	1		1		
Alabama						24	42	10	19	14	23	24	41	10	18	14	23					
Mississippi						4	1	2		2	1	4	1	2		2	1					
West South Central:																						
Arkansas						13	6	12	4	1	2	9	6	8	4	1	2	2		2		
Louisiana						16	50	14	50	2		11	50	9	50	2						
Oklahoma						4	36	4	15		21	4	36	4	15		21					
Texas						54	81	26	29	28	52	53	80	25	28	28	52					
Mountain:[1]																						
Montana						17	6	13	3	4	3	11	5	7	2	4	3	4		4		
Idaho						1		1				1		1								
Colorado						44	69	38	28	6	41	26	60	20	21	6	39	16	4	16	4	
New Mexico																						
Arizona							5		4		1		5		4		1					
Utah						28	41	28	33		8	22	36	22	30		6	6	1	6	1	
Nevada							1		1				1		1							
Pacific:																						
Washington		2		2		16	86	6	48	10	38	15	70	5	33	10	37	1	8	1	8	
Oregon						34	81	4	12	30	69	30	80		11	30	69	4		4		
California		5		5		88	346	66	221	22	125	87	342	65	218	22	124					
Hawaii																						
Philippine Islands						4	9	4	4		5	4	9	4	4		5					
Porto Rico						1	2	1	2			1	2	1	2							

See footnotes on p. 55.

TABLE 28.—ROLLING STOCK—DETAILED STATISTICS, CARS,[1] ELECTRIC LOCOMOTIVES, AND MOTOR BUSSES, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927—Continued

DIVISION AND STATE	CARS—continued																						
	Nonrevenue (service) cars—Continued												Distribution of passenger cars										
	Sprinklers						Snowplows						Type			Construction			Brake equipment [2]			Electric locomotives	Busses (operated directly by reporting company)
	Total number		Motor		Trail		Total number		Motor		Trail												
	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Closed	Open	Convertible or semi-convertible (closed and open)	All steel	Steel-wood	All wood	Air	Other power	Hand only		
UNITED STATES	103	67	99	64	4	3	633	690	544	656	89	34	59,022	4,255	7,032	13,697	34,222	22,390	67,095	399	2,795	462	2,055
GEOGRAPHIC DIVISIONS:																							
New England	1	------	1	------	------	------	199	410	197	410	2	------	5,588	1,116	372	1,503	3,191	2,382	6,875	------	201	25	602
Middle Atlantic	18	7	17	7	1	------	229	142	227	139	2	3	20,498	1,954	2,072	6,780	10,644	7,100	23,698	237	585	36	3
East North Central	52	46	49	44	3	2	140	78	84	54	56	24	16,145	293	254	2,086	7,957	6,649	16,333	14	343	107	661
West North Central	4	3	4	3	------	------	16	37	10	35	6	2	5,225	144	1	191	3,566	1,613	5,119	------	245	53	59
South Atlantic	14	1	14	1	------	------	14	5	14	5	------	------	3,904	269	1,069	601	2,679	1,962	4,686	50	504	36	154
East South Central	5	4	5	4	------	------	31	------	8	------	23	------	1,525	44	446	254	1,161	600	1,610	------	403	4	------
West South Central	8	1	8	1	------	------	------	------	------	------	------	------	2,235	73	195	761	1,467	275	2,205	8	286	11	143
Mountain	------	1	------	1	------	------	4	9	4	5	------	4	882	101	35	135	629	254	932	------	86	38	20
Pacific	1	4	1	3	------	1	------	9	------	8	------	1	3,020	261	2,588	1,386	2,928	1,555	5,637	90	142	152	413

New England:																							
Maine	1		1				37	17	35	17	2		235	44	55	86	153	95	321		13	6	6
New Hampshire							7	12	7	12			115	72		20	4	163	180		7	2	4
Vermont							2	1	2	1			31	5	4	4	21	15	39		1	4	3
Massachusetts							89	317	89	317			3,846	512	58	961	2,708	747	4,273		143	8	529
Rhode Island							44	12	44	12			613	100		209	11	493	713			3	60
Connecticut							20	51	20	51			748	383	255	223	294	869	1,349		37	2	
Middle Atlantic:																							
New York	10	5	10	5			125	86	124	85	1	1	11,926	1,254	1,689	5,019	3,925	5,925	14,606		261	29	2
New Jersey	1		1				7	27	7	27			1,814	368	361	63	2,424	56	2,494		49	2	1
Pennsylvania	7	2	6	2	1		97	29	96	27	1	2	6,758	332	22	1,698	4,295	1,119	6,598	237	275	5	
East North Central:																							
Ohio	25	4	23	3	2	1	10	15	10	8		7	4,105	11	56	588	2,948	636	4,146		24	22	217
Indiana	1	1			1	1	7	6	5	3	2	3	1,518	228		294	711	741	1,566		180	12	94
Illinois	23	33	23	33			97	11	43	4	54	7	6,817	38	4	811	1,831	4,217	6,775		84	62	113
Michigan	2		2				18	34	18	27		7	2,513	9	180	98	2,015	589	2,676		26	2	52
Wisconsin	1	8	1	8			8	12	8	12			1,192	7	14	295	452	466	1,170	14	29	9	185
West North Central:																							
Minnesota		1		1			1	24	1	24			1,220				1,175	45	1,209		11	3	
Iowa							3	12	3	10		2	643	45		92	434	162	629		59	37	22
Missouri	4		4				7	1	1	1	6		2,658	65		51	1,635	1,037	2,630		87	5	6
North Dakota							3		3				38	2	1	7	17	17	34		7		
South Dakota							1		1				17	1		12	2	4	11		7		18
Nebraska		2		2									403	8		5	101	305	400		11	2	3
Kansas							1		1				246	23		24	202	43	206		63	6	10
South Atlantic:																							
Delaware													96			38		58	93		3		
Maryland	7		7				11	3	11	3			479	93	1,032	37	266	1,301	1,198		406	3	
District of Columbia							2		2				743	55			798		798			2	101
Virginia	5	1	5	1			1	2	1	2			792	54	5	164	360	327	799		50	6	
West Virginia	1		1										384	1	22	126	177	104	396	3	8	3	
North Carolina													213	8	10	65	141	25	210		21	1	
South Carolina													173	3		73	89	14	163		13	17	
Georgia	1		1										637	43		92	465	123	630	47	3	2	5
Florida													387	12		6	383	10	399			2	48
East South Central:																							
Kentucky	3		3				30		7		23		593	14	178	124	223	438	578		207	1	
Tennessee	2	3	2	3			1		1				431	16	256	53	501	149	555		146	2	
Alabama		1		1									453	14	12	77	391	11	455		24		
Mississippi													48				46	2	22		26	1	
West South Central:																							
Arkansas	2		2										220	10		52	178		153		77		2
Louisiana	5		5										593	28	25	244	351	51	504		142		33
Oklahoma													220	22	9	90	143	18	220		31	11	37
Texas	1	1	1	1									1,202	13	161	375	795	206	1,328	8	36		71

See footnotes on p. 55.

TABLE 28.—ROLLING STOCK—DETAILED STATISTICS, CARS,[1] ELECTRIC LOCOMOTIVES, AND MOTOR BUSSES, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927—Continued

DIVISION AND STATE	CARS—continued																						
	Nonrevenue (service) cars—Continued												Distribution of passenger cars										
	Sprinklers						Snowplows						Type			Construction			Brake equipment[2]			Electric locomotives	Busses (operated directly by reporting company)
	Total number		Motor		Trail		Total number		Motor		Trail												
	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Single truck	Double truck	Closed	Open	Convertible or semi-convertible (closed and open)	All steel	Steel-wood	All wood	Air	Other power	Hand only		
MOUNTAIN:[3]																							
Montana							2	1	2	1			89	20	11	16	41	63	109		11	1	
Idaho													23			10	2	11	19		4		
Colorado		1		1			2	4	2	2		2	478	33		9	502		497		14	10	6
New Mexico													17				17		5		12		
Arizona													17	1	21		15	24	19		20		
Utah								4		2		2	254	47	3	100	48	156	279		25	27	14
Nevada													4				4		4				
PACIFIC:																							
Washington								8		7		1	1,039	2	1	131	515	396	972		70	31	93
Oregon								1		1			602	43		25	6	614	607	36	2	24	36
California	1	4	1	3		1							1,379	216	2,587	1,230	2,407	545	4,058	54	70	97	284
Hawaii														78			15	63	68		10		9
Philippine Islands													144	8			152		88		68		2
Porto Rico													22	8			14	16	15		15		4

See footnotes on p. 55.

CHAPTER III.—POWER EQUIPMENT, OUTPUT OF STATIONS, AND FUEL

Electric railways and central electric stations.—Table 29 presents the statistics for power-plant equipment and output of stations for electric railways, electrified divisions of steam roads, and central electric stations, for 1927; and Table 30 shows the distribution of primary power, generator capacity, and output of stations, by geographic divisions. The latter table does not include data for electrified divisions and tunnels of steam roads. The statistics for 1922 are not comparable with those for 1927 because of the fact that for 1922 a number of companies included the data for their light and power departments in their electric-railway reports, whereas for 1927 they supplied separate and complete reports for their light and power departments. These were treated for census purposes as separate and independent light and power plants, and the data for them were included in the Central Electric Light and Power Station report and not in the Electric Railway report.

Current generated by electric-railway power plants.—The current generated in 1927 by electric-railway power plants was equivalent to the output of the entire equipment at rated capacity for an average of 5.54 hours a day throughout the year. This is comparable with averages of 6 hours a day in 1922, 6.8 hours in 1917, and 6.6 hours in 1912.

Purchased current.—The practice of purchasing electric current has been on the increase since 1902, for which year 29.4 per cent of the operating companies reported no power-plant equipment. This proportion increased to 39 per cent for 1907, 49.3 per cent for 1912, 73 per cent for 1922, and 89.7 per cent for 1927. The proportion which such current formed of the total increased from 33.5 per cent for 1912 (no data were collected for 1902 or 1907) to 40.6 per cent for 1917, 47.8 per cent for 1922, and 68.3 per cent for 1927.

The value of purchased current reported for 1927 includes $1,331,634 of interplant transfers, as against $10,428,514 for 1922, the decrease being due, in the main, to the fact that a large number of companies made separate reports for their light and power deparments for 1927. (See "Electric railways and central electric stations," above.)

Fuel (Tables 37 and 38).—The fuel statistics cover not only the coal, oil, etc., used in generating electric current but also that consumed in heating stations and the gasoline or other fuel used in the operation of cars propelled by internal-combustion engines. Freight charges are included in the cost figures. Only a small proportion of the total fuel is used directly for heating, but, since electric cars are heated and lighted by electricity, the amount of fuel used for generating electric current is considerably greater than it would be if the current were used solely for power.

A considerable portion of the total fuel expense is assigned to the account "Auxiliary operations—expenses" by railway companies operating separate light and power departments, and in some cases such companies do not report power expenses in detail for railway operations. As a result, the fuel cost, as reported, is understated to an extent which is not determinable and which varies from census to census. In order to eliminate the several disturbing factors, the presentation of fuel costs per kilowatt-hour of current generated, in Table 37, has been restricted to companies which reported in detail the cost of fuel used, and to those States in which no generating plants using water power were operated by electric-railway companies.

TABLE 29.—POWER-PLANT EQUIPMENT AND OUTPUT OF STATIONS, ELECTRIC RAILWAYS, ELECTRIFIED DIVISIONS OF STEAM RAILROADS, AND CENTRAL ELECTRIC LIGHT AND POWER STATIONS: 1927

	Total	Electric railways	Electrified divisions and tunnels of steam roads	Central stations
Total horsepower	38, 221, 974	2, 025, 821	486, 025	35, 710, 128
Steam power:				
Number of units, total	5, 566	366	69	5, 131
Horsepower, total	27, 785, 783	1, 982, 346	485, 860	25, 317, 577
Turbines—				
Number	3, 049	144	47	2, 858
Horsepower	26, 298, 158	1, 561, 457	475, 896	24, 260, 805
Engines (reciprocating)—				
Number	2, 517	222	22	2, 273
Horsepower	1, 487, 625	420, 889	9, 964	1, 056, 772
Internal-combustion engines:				
Number	3, 191	11	3	3, 177
Horsepower	556, 153	7, 700	165	548, 288
Hydroturbines:				
Number	3, 767	45		3, 722
Horsepower	9, 880, 038	35, 775		9, 844, 263
Kilowatt capacity of generators, total	27, 640, 544	1, 470, 904	358, 335	25, 811, 305
Alternating current	27, 191, 100	1, 300, 274	353, 100	25, 537, 726
Direct current	449, 444	170, 630	5, 235	273, 579
Output of stations, kilowatt-hours	78, 507, 021, 618	2, 975, 863, 293	844, 780, 315	74, 686, 378, 010

TABLE 30.—PRIMARY POWER, GENERATOR CAPACITY, AND OUTPUT OF STATIONS—COMBINED STATISTICS FOR ELECTRIC RAILWAYS AND CENTRAL ELECTRIC LIGHT AND POWER STATIONS, BY GEOGRAPHIC DIVISIONS: 1927

[The totals in this table do not include data for electrified divisions of steam roads, electrified tunnels, etc.]

DIVISION	PRIMARY POWER						
	Total horsepower	Steam turbines		Steam engines		Internal-combustion engines	
		Number	Horsepower	Number	Horsepower	Number	Horsepower
United States	37, 735, 949	3, 002	25, 822, 262	2, 495	1, 477, 661	3, 188	555, 988
New England	3, 473, 733	274	2, 551, 617	151	151, 473	25	4, 845
Middle Atlantic	9, 569, 441	532	7, 387, 578	338	444, 013	116	24, 299
East North Central	8, 778, 056	765	7, 617, 746	561	316, 114	214	42, 287
West North Central	3, 005, 381	413	2, 124, 572	612	251, 250	1, 078	163, 207
South Atlantic	4, 424, 645	367	2, 580, 937	259	78, 945	298	64, 570
East South Central	1, 495, 066	161	731, 985	141	64, 203	269	31, 333
West South Central	1, 606, 894	254	1, 311, 620	274	86, 047	956	177, 715
Mountain	1, 445, 660	117	350, 712	122	36, 701	183	37, 937
Pacific	3, 937, 073	119	1, 165, 495	37	48, 915	49	9, 795

DIVISION	PRIMARY POWER—continued		KILOWATT CAPACITY OF GENERATORS			Output of stations, kilowatt-hours
	Hydroturbines		Total	Alternating current	Direct current	
	Number	Horsepower				
United States	3, 767	9, 880, 038	27, 282, 209	26, 838, 000	444, 209	77, 662, 241, 303
New England	594	765, 798	2, 465, 430	2, 387, 446	77, 984	5, 228, 289, 056
Middle Atlantic	580	1, 713, 551	7, 074, 356	6, 917, 553	156, 803	21, 094, 636, 133
East North Central	776	801, 909	6, 324, 459	6, 241, 185	83, 274	18, 366, 146, 055
West North Central	354	466, 352	2, 183, 721	2, 132, 261	51, 460	4, 868, 765, 906
South Atlantic	483	1, 700, 193	3, 166, 674	3, 142, 787	23, 887	8, 486, 453, 712
East South Central	112	667, 545	1, 082, 015	1, 056, 233	25, 782	2, 832, 442, 342
West South Central	32	31, 512	1, 184, 580	1, 175, 335	9, 245	3, 346, 057, 716
Mountain	383	1, 020, 310	1, 009, 303	1, 002, 914	6, 389	3, 433, 146, 626
Pacific	453	2, 712, 868	2, 791, 671	2, 782, 286	9, 385	10, 006, 323, 747

TABLE 31.—POWER-PLANT EQUIPMENT AND OUTPUT OF STATIONS, PER CENT DISTRIBUTION, AND AVERAGE CAPACITY PER UNIT, FOR ELECTRIC RAILWAYS: 1927

	Total	Per cent distribution	Average capacity per unit
Operating companies:			
Number	682		
With power-plant equipment	70		
			Horsepower
Primary power:[1]			
Total number of units	422	100.0	
Total horsepower	2,025,821	100.0	4,801
Steam power—			
Total number of units	366	86.7	
Total horsepower	1,982,346	97.9	5,416
Turbines—			
Number	144	34.1	
Horsepower	1,561,457	77.1	10,843
Engines—reciprocating—			
Number	222	52.6	
Horsepower	420,889	20.8	1,896
Internal-combustion engines—			
Number	11	2.6	
Horsepower	7,700	0.4	700
Hydroturbines—			
Number	45	10.7	
Horsepower	35,775	1.8	795
			Kilowatts
Generators:[2]			
Total number	419	100.0	
Total kilowatt capacity	1,470,904	100.0	3,511
Alternating current—			
Number	222	53.0	
Kilowatt capacity	1,300,274	88.4	5,857
Direct current—			
Number	197	47.0	
Kilowatt capacity	170,630	11.6	866
Electric energy—kilowatt-hours, total	9,389,597,006	100.0	
Generated	2,975,863,293	31.7	
Purchased	6,413,733,713	68.3	

[1] Includes idle equipment—33 units with 41,100 horsepower—distributed as follows: Steam engines, 26 of 25,375 horsepower; steam turbines, 6 of 15,525 horsepower; and internal-combustion engines, 1 of 200 horsepower.

[2] Includes idle equipment distributed as follows: 25 direct-current generators of 14,175-kilowatt capacity and 11 alternating current of 16,900-kilowatt capacity.

TABLE 32.—PRIMARY POWER EQUIPMENT, DISTRIBUTION, BY KIND AND BY SIZE GROUPS, FOR ELECTRIC RAILWAYS: 1927

KIND	Total number of units	Total horsepower	POWER UNITS GROUPED ACCORDING TO HORSEPOWER							
			500 horsepower and less		More than 500 but less than 2,000 horsepower		2,000 and more but less than 5,000 horsepower		5,000 horsepower and more	
			Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower
Total	422	2,025,821	93	21,064	145	170,183	92	277,191	92	1,557,383
Per cent of total	100	100	22	1	34.4	8.4	21.8	13.7	21.8	76.9
Steam power	366	1,982,346	66	15,589	123	150,183	85	259,191	92	1,557,383
Turbines	144	1,561,457	6	721	21	24,247	40	117,106	77	1,419,383
Engines (reciprocating)	222	420,889	60	14,868	102	125,936	45	142,085	15	138,000
Internal-combustion engines	11	7,700	4	350	5	3,350	2	4,000		
Hydroturbines	45	35,775	23	5,125	17	16,650	5	14,000		

TABLE 33.—POWER AND OUTPUT OF STATIONS, FOR ELECTRIC-RAILWAY COMPANIES, CLASSIFIED BY SIZE GROUPS: 1927

[A, Income over 1,000,000; B, over 250,000 but not over 1,000,000; C, 250,000 and less]

	Total	Class A	Class B	Class C
Number of operating companies	682	128	180	374
Per cent of total	*100*	*18.8*	*26.4*	*54.8*
Number of companies with power plants	70	35	17	18
Per cent of total	*100*	*50.0*	*24.3*	*25.7*
Primary horsepower, total	2,025,821	1,928,416	80,065	17,340
Per cent of total	*100.0*	*95.2*	*3.9*	*0.9*
Steam turbines	1,561,457	1,509,329	52,128	----------
Steam engines (reciprocating)	420,889	391,587	18,687	10,615
Internal-combustion engines	7,700	----------	7,350	350
Hydroturbines	35,775	27,500	1,900	6,375
Generators, kilowatt capacity, total	1,470,904	1,405,162	54,075	11,667
Per cent of total	*100.0*	*95.5*	*3.7*	*0.8*
Alternating current, total	1,300,274	1,249,800	47,000	3,474
25-cycle	1,164,325	1,134,425	29,900	----------
60-cycle	43,799	25,775	16,500	1,524
Other frequencies	92,150	89,600	600	1,950
Direct current	170,630	155,362	7,075	8,193
Output of stations, kilowatt-hours	2,975,863,293	2,859,591,204	104,711,332	11,560,757
Per cent of total	*100.0*	*96.1*	*3.5*	*0.4*

TABLE 34.—PRIMARY POWER—NUMBER AND CAPACITY OF UNITS BY TYPE AND SIZE GROUPS, FOR ELECTRIC RAILWAYS, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927

DIVISION AND STATE	Number of operating companies	Number of companies with power-plant equipment	Aggregate horsepower	STEAM															
				Total		Turbines										Engines (reciprocating)			
						Total		500 horsepower and less		More than 500 but less than 2,000 horsepower		2,000 and more but less than 5,000 horsepower		5,000 horsepower and more		Total		500 horsepower and less	
				Number of units	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower
UNITED STATES	[1] 682	70	[2] 2,025,821	366	1,982,346	144	1,561,457	6	721	21	24,247	40	117,106	77	1,419,383	222	420,889	60	14,868
GEOGRAPHIC DIVISIONS:																			
New England	59	14	464,643	83	457,228	34	374,247			5	5,240	14	37,710	15	331,297	49	82,981	9	2,956
Middle Atlantic	184	21	954,729	117	949,019	43	751,284	1	112	6	5,015	4	10,890	32	735,267	74	197,735	24	6,535
E. North Central	164	11	109,663	55	105,663	17	64,472			7	10,192	5	14,223	5	40,057	38	41,191	12	[illegible]
W. North Central	69	10	334,145	50	308,795	24	248,500	1	500	1	1,300	6	18,200	16	228,500	26	60,295	3	----
South Atlantic	62	4	30,852	12	29,852	5	24,802					3	8,042	2	16,760	7	5,050	5	----
E. South Central	26	3	48,169	17	48,169	5	27,500			1	1,500	2	9,000	2	17,000	12	20,669	1	48[illegible]
W. South Central	44	6	43,545	28	43,545	13	33,102	4	109	1	1,000	6	19,041	2	12,952	15	10,443	6	870
Mountain	28	1	40,075	4	40,075	3	37,550							3	37,550	1	2,525		
Pacific	46																		
NEW ENGLAND:																			
Maine	13	3	4,775	3	1,300											3	1,300	3	1,300
New Hampshire	8	1	1,800																
Vermont	5	1	500																
Massachusetts	27	7	338,725	68	338,585	22	256,904			4	3,740	9	26,710	9	226,454	46	81,681	6	1,656
Rhode Island	1	1	64,343	3	64,343	3	64,343							3	64,343				
Connecticut	5	1	54,500	9	53,000	9	53,000			1	1,500	5	11,000	3	40,500				
MIDDLE ATLANTIC:																			
New York	80	7	818,150	52	812,450	25	651,900							25	651,900	27	160,550	2	500
New Jersey	14	1	8,200	4	8,200	2	3,300			1	1,100	1	2,200			2	4,900		
Pennsylvania	90	13	128,379	61	128,369	16	96,084	1	112	5	3,915	3	8,690	7	83,367	45	32,285	22	6,035

[1] Includes 130 operating companies located in States that reported no power-plant equipment. Statistics for these companies are not shown by States, although the number of companies is included in the total for the United States and the geographic divisions. They are distributed by States as follows: South Dakota, 1; Delaware, 1; Virginia, 17; West Virginia, 10; North Carolina, 8; South Carolina, 6; Tennessee, 13; Mississippi, 3; Arkansas, 7; Montana, 5; Idaho, 1; New Mexico, 2; Arizona, 3; Utah, 6; Nevada, 1; Washington, 18; Oregon, 4; California, 24.

[2] Includes 41,100 horsepower of idle equipment—26 steam engines, 25,375 horsepower; 6 steam turbines, 15,525 horsepower; 1 internal-combustion engine, 200 horsepower.

TABLE 34.—PRIMARY POWER—NUMBER AND CAPACITY OF UNITS BY TYPE AND SIZE GROUPS, FOR ELECTRIC RAILWAYS, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927—Continued

DIVISION AND STATE	Number of operating companies	Number of companies with power-plant equipment	Aggregate horsepower	STEAM															
				Total		Turbines										Engines (reciprocating)			
						Total		500 horsepower and less		More than 500 but less than 2,000 horsepower		2,000 and more but less than 5,000 horsepower		5,000 horsepower and more		Total		500 horsepower and less	
				Number of units	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower
E. NORTH CENTRAL:																			
Ohio	55	4	34,742	16	34,742	6	32,667			2	2,667			4	30,000	10	2,075	8	[illegible]
Indiana	21	2	25,116	15	25,116	5	10,300			3	5,500	2	4,800			10	14,816		
Illinois	52	2	18,175	13	18,175	4	7,425			2	2,025	2	5,400			9	10,750	2	[illegible]
Michigan	20	1	27,080	9	27,080	2	14,080					1	4,023	1	10,057	7	13,000		
Wisconsin	16	2	4,550	2	550											2	550	2	550
W. NORTH CENTRAL:																			
Minnesota	10	1	122,000	6	100,000	6	100,000							6	100,000				
Iowa	19	3	53,900	12	53,900	11	52,600	1	500	1	1,300	4	10,600	5	40,200	1	1,300		
Missouri	15	3	133,820	24	133,820	4	80,000							4	80,000	20	53,820	2	470
North Dakota	4	1	75	1	75											1	75	1	75
Nebraska	4	1	21,000	7	21,000	3	15,900					2	7,600	1	8,300	4	5,100		
Kansas	16	1	3,350																
SOUTH ATLANTIC:																			
Maryland	4	1	1,450	5	1,450											5	1,450	5	1,450
Dist. of Columbia	2	1	24,802	5	24,802	5	24,802					3	8,042	2	16,760				
Georgia	7	1	1,000																
Florida	7	1	3,600	2	3,600											2	3,600		
E. SOUTH CENTRAL:																			
Kentucky	7	2	43,182	13	43,182	4	26,000					2	9,000	2	17,000	9	17,182		
Alabama	3	1	4,987	4	4,987	1	1,500			1	1,500					3	3,487	1	487
W. SOUTH CENTRAL:																			
Louisiana	7	1	2,600	2	2,600											2	2,600		
Oklahoma	10	1	17,250	4	17,250	4	17,250					3	11,000	1	6,250				
Texas	20	4	23,695	22	23,695	9	15,852	4	109	1	1,000	3	8,041	1	6,702	13	7,843	6	870
MOUNTAIN:																			
Colorado	10	1	40,075	4	40,075	3	37,550							3	37,550	1	2,525		
Hawaii	1	1	1,840	3	1,840											3	1,840		
Philippine Islands	1	1	38,333	6	38,333	6	38,333					3	8,333	3	30,000				
Porto Rico	2	1	4,582	4	4,582	3	4,357			3	4,357					1	225	1	225

Division and state	Steam—continued: Engines (reciprocating)—Continued: More than 500 but less than 2,000 horsepower		2,000 to 5,000 horsepower		5,000 horsepower and more		Internal-combustion engines: Total		500 horsepower and less		More than 500 but less than 2,000 horsepower		2,000 to 5,000 horsepower		Hydroturbines: Total		500 horsepower and less		More than 500 but less than 2,000 horsepower		2,000 to 5,000 horsepower	
	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower
United States	102	125,936	45	142,085	15	138,000	11	7,700	4	350	5	3,350	2	4,000	45	35,775	23	5,125	17	16,650	5	14,000
Geographic divisions:																						
New England	30	42,425	10	37,600			2	140	2	140					16	7,275	12	3,625	4	3,650		
Middle Atlantic	22	19,900	16	51,300	12	120,000	2	210	2	210					14	5,500	11	1,500	2	2,000	1	2,000
E. North Central	21	27,516	5	11,650			2	4,000					2	4,000								
W. North Central	12	16,750	8	25,000	3	18,000	5	3,350			5	3,350			14	22,000			10	10,000	4	12,000
South Atlantic	2	3,600													1	1,000			1	1,000		
E. South Central	6	6,172	5	14,010																		
W. South Central	9	9,573																				
Mountain			1	2,525																		
New England:																						
Maine															8	3,475	5	1,325	3	2,150		
New Hampshire															3	1,800	2	300	1	1,500		
Vermont															2	500	2	500				
Massachusetts	30	42,425	10	37,600			2	140	2	140												
Connecticut															3	1,500	3	1,500				
Middle Atlantic:																						
New York	3	3,750	10	35,300	12	120,000	1	200	1	200					14	5,500	11	1,500	2	2,000	1	2,000
New Jersey	1	1,400	1	3,500																		
Pennsylvania	18	14,750	5	11,500			1	10	1	10												
E. North Central:																						
Ohio	2	1,500																				
Indiana	9	12,316	1	2,500																		
Illinois	6	7,700	1	2,150																		
Michigan	4	6,000	3	7,000																		
Wisconsin							2	4,000					2	4,000								
W. North Central:																						
Minnesota															14	22,000			10	10,000	4	12,000
Iowa	1	1,300																				
Missouri	7	10,350	8	25,000	3	18,000																
Nebraska	4	5,100																				
Kansas							5	3,350			5	3,350										

TABLE 34.—PRIMARY POWER—NUMBER AND CAPACITY OF UNITS BY TYPE AND SIZE GROUPS, FOR ELECTRIC RAILWAYS, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927—Continued

DIVISION AND STATE	STEAM—continued						INTERNAL-COMBUSTION ENGINES								HYDROTURBINES							
	Engines (reciprocating)—Continued						Total		500 horsepower and less		More than 500 but less than 2,000 horsepower		2,000 to 5,000 horsepower		Total		500 horsepower and less		More than 500 but less than 2,000 horsepower		2,000 to 5,000 horsepower	
	More than 500 but less than 2,000 horsepower		2,000 to 5,000 horsepower		5,000 horsepower and more																	
	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower	Number	Horsepower
SOUTH ATLANTIC:																						
Georgia															1	1,000			1	1,000		
Florida	2	3,600																				
E. SOUTH CENTRAL:																						
Kentucky	4	3,172	5	14,010																		
Alabama	2	3,000																				
W. SOUTH CENTRAL:																						
Louisiana	2	2,600																				
Texas	7	6,973																				
MOUNTAIN:																						
Colorado			1	2,525																		
Hawaii	3	1,840																				

TABLE 35.—GENERATING EQUIPMENT—NUMBER AND CAPACITY OF GENERATORS (MAIN AND RESERVE UNITS ONLY) FOR ALTERNATING CURRENT, BY FREQUENCY, AND FOR DIRECT CURRENT ACCORDING TO CLASS OF PRIME MOVER, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927

DIVISION AND STATE	TOTAL GENERATORS						OPERATED BY STEAM TURBINES							
	Total		Alternating current		Direct current		Total		Alternating current					
									Total		25 cycle		60 cycle	
	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity
UNITED STATES	419	[1] 1,470,904	222	1,300,274	197	170,630	151	1,146,675	132	1,130,250	107	1,015,300	19	39,950
GEOGRAPHIC DIVISIONS:														
New England	112	341,115	52	275,875	60	65,240	47	279,800	33	267,450	28	260,750	5	6,700
Middle Atlantic	131	700,902	68	663,399	63	37,503	42	553,375	39	551,050	32	536,550	7	14,500
East North Central	51	79,375	27	57,250	24	22,125	16	46,750	16	46,750	15	44,750	1	2,000
West North Central	69	233,625	49	209,025	20	24,600	24	176,375	24	176,375	18	101,375		
South Atlantic	14	22,655	5	18,500	9	4,155	5	18,500	5	18,500	5	18,500		
East South Central	17	32,250	6	21,800	11	10,450	5	19,500	4	18,500	4	18,500		
West South Central	21	32,507	12	27,550	9	4,957	9	25,500	8	24,750	2	8,000	6	16,750
Mountain	4	28,475	3	26,875	1	1,600	3	26,875	3	26,875	3	26,875		
NEW ENGLAND:														
Maine	10	2,950	8	2,550	2	400								
New Hampshire	3	1,300	2	1,250	1	50								
Vermont	2	400			2	400								
Massachusetts	69	243,615	28	191,575	41	52,040	22	187,700	22	187,700	17	181,000	5	6,700
Rhode Island	3	48,000	3	48,000			3	48,000	3	48,000	3	48,000		
Connecticut	25	44,850	11	32,500	14	12,350	22	44,100	8	31,750	8	31,750		
MIDDLE ATLANTIC:														
New York	67	608,500	47	597,300	20	11,200	25	487,500	25	487,500	25	487,500		
New Jersey	4	4,550			4	4,550	2	2,250						
Pennsylvania	60	87,852	21	66,099	39	21,753	15	63,625	14	63,550	7	49,050	7	14,500
EAST NORTH CENTRAL:														
Ohio	9	25,125	8	25,000	1	125	6	24,000	6	24,000	6	24,000		
Indiana	15	19,650	10	13,500	5	6,150	6	8,250	6	8,250	6	8,250		
Illinois	14	13,150	5	6,250	9	6,900	2	4,000	2	4,000	1	2,000	1	2,000
Michigan	9	19,000	2	10,500	7	8,500	2	10,500	2	10,500	2	10,500		
Wisconsin	4	2,450	2	2,000	2	450								

[1] Includes 30,575 kilowatt capacity of idle equipment—25 direct-current generators of 14,175 kilowatts and 11 alternating-current generators of 16,400 kilowatts.

TABLE 35.—GENERATING EQUIPMENT—NUMBER AND CAPACITY OF GENERATORS (MAIN AND RESERVE UNITS ONLY) FOR ALTERNATING CURRENT, BY FREQUENCY, AND FOR DIRECT CURRENT ACCORDING TO CLASS OF PRIME MOVER, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927—Continued

DIVISION AND STATE	TOTAL GENERATORS						OPERATED BY STEAM TURBINES							
	Total		Alternating current		Direct current		Total		Alternating current					
									Total		25 cycle		60 cycle	
	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity
WEST NORTH CENTRAL:														
Minnesota	20	91,000	18	89,600	2	1,400	6	75,000	6	75,000				
Iowa	12	40,375	11	39,375	1	1,000	11	39,375	11	39,375	11	39,375		
Missouri	24	84,200	12	65,850	12	18,350	4	50,000	4	50,000	4	50,000		
North Dakota	1	50			1	50								
Nebraska	7	15,800	3	12,000	4	3,800	3	12,000	3	12,000	3	12,000		
Kansas	5	2,200	5	2,200										
SOUTH ATLANTIC:														
Maryland	6	1,080			6	1,080								
District of Columbia	5	18,500	5	18,500			5	18,500	5	18,500	5	18,500		
Georgia	1	675			1	675								
Florida	2	2,400			2	2,400								
EAST SOUTH CENTRAL:														
Kentucky	13	28,900	6	21,800	7	7,100	4	18,500	4	18,500	4	18,500		
Alabama	4	3,350			4	3,350	1	1,000						
WEST SOUTH CENTRAL:														
Louisiana	2	1,500			2	1,500								
Oklahoma	4	13,750	4	13,750			4	13,750	4	13,750			4	13,750
Texas	15	17,257	8	13,800	7	3,457	5	11,750	4	11,000	2	8,000	2	3,000
MOUNTAIN:														
Colorado	4	28,475	3	26,875	1	1,600	3	26,875	3	26,875	3	26,875		
Hawaii	3	1,600			3	1,600								
Philippine Islands	6	29,500	6	29,500			6	29,500	6	29,500			6	29,500
Porto Rico	4	3,400	3	3,250	1	150	3	3,250	3	3,250			3	3,250

Division and state	Operated by steam turbines—contd.				Operated by steam engines									
	Alternating current—Con.		Direct current		Total		Alternating current						Direct current	
	Other frequencies						Total		25 cycle		60 cycle			
	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity
United States	6	75,000	19	16,425	212	294,758	56	146,468	52	144,825	4	1,643	156	148,290
Geographic divisions:														
New England			14	12,350	47	56,425	7	4,275	6	4,200	1	75	40	52,150
Middle Atlantic			3	2,325	73	143,821	26	111,743	25	111,675	1	68	47	32,078
East North Central					33	30,625	9	8,500	7	7,000	2	1,500	24	22,125
West North Central	6	75,000			26	39,050	8	15,850	8	15,850			18	23,200
South Atlantic					8	3,480							8	3,480
East South Central			1	1,000	12	12,750	2	3,300	2	3,300			10	9,450
West South Central			1	750	12	7,007	4	2,800	4	2,800			8	4,207
Mountain					1	1,600							1	1,600
New England:														
Maine					2	600	1	400	1	400			1	200
New Hampshire														
Vermont														
Massachusetts					45	55,825	6	3,875	5	3,800	1	75	39	51,950
Rhode Island														
Connecticut			14	12,350										
Middle Atlantic:														
New York					27	117,300	20	109,200	20	109,200			7	8,100
New Jersey			2	2,250	2	2,300							2	2,300
Pennsylvania			1	75	44	24,221	6	2,543	5	2,475	1	68	38	21,678
East North Central:														
Ohio					3	1,125	2	1,000	2	1,000			1	125
Indiana					9	11,400	4	5,250	4	5,250			5	6,150
Illinois					12	9,150	3	2,250	1	750	2	1,500	9	6,900
Michigan					7	8,500							7	8,500
Wisconsin					2	450							2	450

TABLE 35.—GENERATING EQUIPMENT—NUMBER AND CAPACITY OF GENERATORS (MAIN AND RESERVE UNITS ONLY) FOR ALTERNATING CURRENT, BY FREQUENCY, AND FOR DIRECT CURRENT ACCORDING TO CLASS OF PRIME MOVER, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927—Continued

DIVISION AND STATE	OPERATED BY STEAM TURBINES—contd.				OPERATED BY STEAM ENGINES									
	Alternating current—Con.		Direct current		Total		Alternating current						Direct current	
	Other frequencies						Total		25 cycle		60 cycle			
	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity
WEST NORTH CENTRAL:														
Minnesota	6	75,000												
Iowa					1	1,000							1	1,000
Missouri					20	34,200	8	15,850	8	158,50			12	18,350
North Dakota					1	50							1	50
Nebraska					4	3,800							4	3,800
Kansas														
SOUTH ATLANTIC:														
Maryland					6	1,080							6	1,080
District of Columbia														
Georgia														
Florida					2	2,400							2	2,400
EAST SOUTH CENTRAL:														
Kentucky					9	10,400	2	3,300	2	3,300			7	7,100
Alabama			1	1,000	3	2,350							3	2,350
WEST SOUTH CENTRAL:														
Louisiana					2	1,500							2	1,500
Oklahoma														
Texas			1	750	10	5,507	4	2,800	4	2,800			6	2,707
MOUNTAIN:														
Colorado					1	1,600							1	1,600
Hawaii					3	1,600							3	1,600
Philippine Islands														
Porto Rico					1	150							1	150

Division and state	Operated by internal-combustion engines										Operated by hydroturbines									
	Total		Alternating current						Direct current		Total		Alternating current						Direct current	
			Total		25-cycle		60-cycle						Total		60-cycle		Other frequencies			
	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity	Number	Kilowatt capacity
United States	11	4,496	8	4,206	7	4,200	1	6	3	290	45	24,975	26	19,350	7	2,200	19	17,150	19	5,625
Geographic divisions:																				
New England	2	90							2	90	16	4,800	12	4,150	7	2,200	5	1,950	4	650
Middle Atlantic	2	206	1	6			1	6	1	200	14	3,500	2	600			2	600	12	2,900
East North Central	2	2,000	2	2,000	2	2,000														
West North Central	5	2,200	5	2,200	5	2,200					14	16,000	12	14,600			12	14,600	2	1,400
South Atlantic											1	675							1	675
New England:																				
Maine											8	2,350	7	2,150	2	200	5	1,950	1	200
New Hampshire											3	1,300	2	1,250	2	1,250			1	50
Vermont											2	400							2	400
Massachusetts	2	90							2	90										
Connecticut											3	750	3	750	3	750				
Middle Atlantic:																				
New York	1	200							1	200	14	3,500	2	600			2	600	12	2,900
Pennsylvania	1	6	1	6			1	6												
East North Central:																				
Wisconsin	2	2,000	2	2,000	2	2,000														
West North Central:																				
Minnesota											14	16,000	12	14,600			12	14,600	2	1,400
Kansas	5	2,200	5	2,200	5	2,200														
South Atlantic:																				
Georgia											1	675							1	675

TABLE 36.—ELECTRIC ENERGY GENERATED, BY TYPE OF PRIME MOVER, AND ENERGY PURCHASED, ACCORDING TO SOURCE,[1] BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927

DIVISION AND STATE	Total from all sources (generated and purchased)	ELECTRIC ENERGY FOR DISPOSAL (KILOWATT-HOURS)									
		Output of generating stations				Energy received from other sources					
		Total	Generated by—			Total	Purchased from other electric companies		Purchased from other sources		Received from plants of same system located in other States
			Steam	Water power	Internal-combustion engines		In same State	In other States	In same State	In other States	
UNITED STATES	9,389,597,006	2,975,863,293	2,880,130,816	83,560,152	12,172,325	6,413,733,713	6,214,823,557	115,156,790	78,631,026	1,904,140	3,218,200
GEOGRAPHIC DIVISIONS:											
New England	672,877,592	478,075,424	468,403,226	9,642,198	30,000	194,802,168	183,811,423	8,059,259	2,931,486		
Middle Atlantic	3,596,286,168	1,812,991,299	1,806,729,939	6,249,360	12,000	1,783,294,869	1,749,860,531	17,885,671	12,330,467		3,218,200
East North Central	2,354,004,775	154,251,470	147,105,845		7,145,625	2,199,753,305	2,130,348,977	23,278,890	46,125,438		
West North Central	685,134,658	319,501,999	247,181,625	67,335,674	4,984,700	365,632,659	342,051,779	8,933,563	12,743,177	1,904,140	
South Atlantic	598,001,232	41,236,924	40,904,004	332,920		556,764,308	513,795,983	42,585,803	382,522		
East South Central	236,021,853	55,174,298	55,174,298			180,847,555	166,852,784	13,994,771			
West South Central	264,911,341	71,036,599	71,036,599			193,874,742	193,455,909	418,833			
Mountain	128,398,736	43,595,280	43,595,280			84,803,456	80,685,520		4,117,936		
Pacific	853,960,651					853,960,651	853,960,651				
NEW ENGLAND:											
Maine	39,285,284	2,993,320		2,993,320		36,291,964	36,276,914		15,050		
New Hampshire	12,035,215	2,966,100		2,966,100		9,069,115	9,069,115				
Vermont	3,916,235	257,748		257,748		3,658,487	2,851,877	806,610			
Massachusetts	434,300,871	332,340,615	332,310,615		30,000	101,960,256	91,791,171	7,252,649	2,916,436		
Rhode Island	64,544,798	64,544,798	64,544,798								
Connecticut	118,795,189	74,972,843	71,547,813	3,425,030		43,822,346	43,822,346				
MIDDLE ATLANTIC:											
New York	2,399,655,554	1,652,782,923	1,646,533,563	6,249,360		746,872,631	729,109,200	12,367,761	5,395,670		
New Jersey	205,906,028	12,064,800	12,064,800			193,841,228	192,586,528	1,254,700			
Pennsylvania	990,724,586	148,143,576	148,131,576		12,000	842,581,010	828,164,803	4,263,210	6,934,797		3,218,200
EAST NORTH CENTRAL:											
Ohio	581,640,723	49,647,548	49,647,548			531,993,175	531,024,639	968,536			
Indiana	274,634,171	53,356,397	53,356,397			221,277,774	217,361,814	3,915,960			
Illinois	1,078,290,964					1,078,290,964	1,061,976,430	16,314,534			
Michigan	272,063,118	44,101,900	44,101,900			227,961,218	181,835,780		46,125,438		
Wisconsin	147,375,799	7,145,625			7,145,625	140,230,174	138,150,314	2,079,860			

West North Central:											
Minnesota	161,948,125	137,695,684	70,360,010	67,335,674		24,252,441	24,252,441				
Iowa	112,478,383	71,022,130	71,022,130			41,456,253	33,058,217		8,398,036		
Missouri	343,087,376	73,327,214	73,327,214			269,760,162	264,572,856	5,121,076	66,230		
North Dakota	1,490,488	99,000	99,000			1,391,488	1,294,138		97,350		
South Dakota	904,000					904,000	904,000				
Nebraska	36,470,996	32,373,271	32,373,271			4,097,725	4,097,725				
Kansas	28,755,290	4,984,700			4,984,700	23,770,590	13,872,402	3,812,487	4,181,561	1,904,140	
South Atlantic:											
Delaware	15,575,349					15,575,349	15,575,349				
Maryland	153,885,927	1,081,565	1,081,565			152,804,362	133,324,611	19,479,751			
District of Columbia	127,718,080	31,131,120	31,131,120			96,586,960	96,586,960				
Virginia	76,054,901					76,054,901	67,781,301	8,273,600			
West Virginia	74,857,191					74,857,191	74,474,669		382,522		
North Carolina	15,729,344					15,729,344	15,729,344				
South Carolina	20,534,934					20,534,934	5,702,482	14,832,452			
Georgia	87,509,873	332,920		332,920		87,176,953	87,176,953				
Florida	26,135,633	8,691,319	8,691,319			17,444,314	17,444,314				
East South Central:											
Kentucky	87,213,542	50,141,208	50,141,208			37,072,334	23,077,563	13,994,771			
Tennessee	83,942,775					83,942,775	83,942,775				
Alabama	61,417,041	5,033,090	5,033,090			56,383,951	56,383,951				
Mississippi	3,448,495					3,448,495	3,448,495				
West South Central:											
Arkansas	16,767,620					16,767,620	16,767,620				
Louisiana	56,444,414	4,743,160	4,743,160			51,701,254	51,701,254				
Oklahoma	47,266,056	36,678,778	36,678,778			10,587,278	10,168,445	418,833			
Texas	144,433,251	29,614,661	29,614,661			114,818,590	114,818,590				
Mountain: [2]											
Montana	11,823,213					11,823,213	10,717,529		1,105,684		
Idaho	3,561,725					3,561,725	3,561,725				
Colorado	53,478,961	43,595,280	43,595,280			9,883,681	9,883,681				
New Mexico	483,513					483,513	483,513				
Arizona	3,110,870					3,110,870	98,618		3,012,252		
Utah	55,725,244					55,725,244	55,725,244				
Nevada	215,210					215,210	215,210				
Pacific:											
Washington	139,244,669					139,244,669	139,244,669				
Oregon	71,335,642					71,335,642	71,335,642				
California	643,380,340					643,380,340	643,380,340				
Hawaii	7,147,027	4,998,770	4,998,770			2,148,257			2,148,257		
Philippine Islands	75,837,200	75,837,200	75,837,200								
Porto Rico	7,520,199	4,908,276	4,908,276			2,611,923	2,611,923				

[1] For number of operating companies, by divisions and States, see Table 34 (p. 69).
[2] No electric railways operated in Wyoming in 1927.

TABLE 37.—FUEL USED AND OUTPUT OF ENERGY, FOR ELECTRIC RAILWAYS IN STATES WHICH REPORTED NO WATER-POWER GENERATING PLANTS BUT WHICH REPORTED AN OUTPUT OF MORE THAN 10,000,000 KILOWATT-HOURS: 1927

STATE	Cost of fuel for power	AMOUNT OF FUEL USED					Output of energy (kilowatt-hours)	Average cost of fuel per kilowatt-hour
		Bituminous coal (tons, 2,000 lbs.)	Anthracite (tons, 2,240 lbs.)	Coke (tons, 2,000 lbs.)	Fuel oil (barrels)	Gas, natural (1,000 cu. ft.)		
								Cents
Indiana and Michigan [1]	$631,670	164,653					89,977,607	0.70
Iowa	524,465	132,717					71,022,130	0.74
Massachusetts	1,842,531	341,604			5,723		318,673,570	0.58
Missouri and Nebraska [1]	750,658	200,392			1,863		105,649,915	0.71
New Jersey and New York [1]	6,946,908	1,383,548	15,501				1,658,553,483	0.42
Ohio	182,882	50,482					27,186,000	0.67
Pennsylvania	935,311	107,863	147,885				136,966,357	0.68
Texas	151,945				1,717	826,371	26,872,447	0.57

[1] Combined in order to avoid disclosing data for individual companies.

TABLE 38.—FUEL USED BY ELECTRIC RAILWAYS, BY GEOGRAPHIC DIVISIONS AND STATES,[1] AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927

DIVISION AND STATE [1]	COAL		Coke (tons, 2,000 pounds)	Fuel oil, not including gasoline or kerosene (barrels, 42 gals.)	Gas, natural and manufactured (1,000 cubic feet)
	Bituminous (tons, 2,000 pounds)	Anthracite (tons, 2,240 pounds)			
UNITED STATES	3,022,171	169,699	379	62,553	1,258,672
GEOGRAPHIC DIVISIONS:					
New England	525,925	609		10,292	1,128
Middle Atlantic	1,520,242	169,090			795
East North Central	308,178		379		
West North Central	433,765			1,863	104,464
South Atlantic	32,877			45,038	
East South Central	82,187			20	
West South Central	64,247			5,331	1,152,285
Mountain	54,750				
NEW ENGLAND:					
Massachusetts	359,303			10,292	1,128
Rhode Island	55,005	609			
Connecticut	111,617				
MIDDLE ATLANTIC:					
New York	1,364,776	15,501			795
New Jersey	19,332				
Pennsylvania	136,134	153,589			
EAST NORTH CENTRAL:					
Ohio	106,145				
Indiana	117,403				
Michigan	78,274				
Wisconsin	6,356		379		
WEST NORTH CENTRAL:					
Minnesota	99,619				
Iowa	132,717				
Missouri	146,702			1,863	
North Dakota	400				
Nebraska	54,327				
Kansas					104,464
SOUTH ATLANTIC:					
Maryland	3,499				
District of Columbia	29,378				
Florida				45,038	
EAST SOUTH CENTRAL:					
Kentucky	74,862				
Alabama	7,325			20	
WEST SOUTH CENTRAL:					
Louisiana					267,027
Oklahoma	52,719			535	58,887
Texas	11,528			4,796	826,371
MOUNTAIN:					
Colorado	54,750				
Hawaii				29,119	
Philippine Islands	83,530				
Porto Rico				26,520	

[1] Figures given cover all States for which fuel for power was reported on the electric-railway schedule.

CHAPTER IV.—TRAFFIC

State statistics.—In making use of the State statistics pertaining to traffic it should be borne in mind that they relate to the traffic reported by the companies allocated to each State, not to the traffic actually carried on within the State. (See "Interstate trackage," p. 14, and Table 11, p. 20.)

Revenue-car mileage.—This mileage is computed by most companies, but the methods employed are not entirely uniform, it being the practice of some companies to count a motor car and a trailer as one car and of others to count them as two. The significance of the revenue-car mileage figures is also affected by differences in the size of cars.

Traffic ratios.—All traffic ratios refer to revenue passengers. In cases where an extra charge is made for transfers, transfer passengers are classed as revenue passengers. This method of classification was adopted in order to bring the practice of the Census Bureau into conformity with that of the Interstate Commerce Commission. As a rule, electric-railway companies count passengers for each fare zone on lines which cover more than one zone, but on a number of interurban lines the charge is made for the entire trip, and on such lines, as on steam railroads, each passenger is counted but once, regardless of the distance traveled.

Revenue passengers per mile of track and per car-mile.—The numbers of revenue passengers per mile of track and per car-mile are used as measures of density and as indexes of growth in passenger traffic. Averages of this character are, of course, affected slightly from census to census by lack of uniformity in the methods employed by different electric-railway companies in reporting revenue passengers, but it is believed that the comparableness of the statistics for the several census years has not been materially impaired by this lack of uniformity. Running track is the basis used for computing ratios per mile of track.

Density of traffic in large cities (Table 39).—This table presents traffic statistics for New York City, Chicago, Philadelphia, and Boston, for 1927, 1922, and 1917, on substantially the same roads (selected from districts of high traffic density) for each census. For New York and Chicago separate figures are given for surface and for elevated and subway roads, but it is impracticable to make similar presentations for Philadelphia and Boston.

Rates of fare (Table 43).—The cash fare charged in most cities in 1917 and prior years was 5 cents, but since 1917 fare increases have been general throughout the country, although more pronounced in some sections than in others. Many of the companies failed to answer the inquiry in regard to rate of fare, and therefore the presentation in Table 43 is incomplete, but it covers 168 of the 175 cities estimated as having 50,000 inhabitants or more in 1927, and 322 of the 578 cities of the 10,000 to 50,000 class.

The following statement shows the regular fare rates, the rates for tickets or tokens, and school fares or special rates for children, for the 161 cities (all having 50,000 inhabitants or more) for which data covering these items were obtained.

SUMMARY OF FARES—CITIES OF 50,000 INHABITANTS OR MORE: 1927

DIVISION, STATE, AND CITY	Regular fare (cents)	Reduced rate
NEW ENGLAND DIVISION:		
Maine—		
Portland	10	5 tickets for 40 cents.
New Hampshire—		
Manchester	10	10 tickets for 75 cents; school tickets, 6 for 25 cents.
Massachusetts—		
Boston	5 and 10	School fare, 5 cents.
Brockton	10	12 tickets for $1.
Cambridge	10	
Fall River	10	12 tickets for $1.
Holyoke	6	Do.
Lawrence	10	Do.
Lowell	10	Do.
Lynn	10	Do.
Malden	10	
New Bedford	10	4 tickets for 25 cents.
Newton	10	
Quincy	10	12 tickets for $1.
Somerville	10	
Springfield	10	3 tokens for 25 cents.
Worcester	10	
Rhode Island—		
Pawtucket	8	5 tokens for 35 cents.
Providence	8	Do.
Woonsocket	8	Do.
Connecticut—		
Bridgeport	10	3 tokens for 25 cents.
Hartford	10	Do.
New Britain	10	Do.
New Haven	10	Do.
Waterbury	10	12 tickets for $1.
MIDDLE ATLANTIC DIVISION:		
New York—		
Albany	10	13 tokens for $1. School children, 5 cents.
Binghamton	10	4 tokens for 30 cents.
Buffalo	10	3 tokens for 25 cents.
Mount Vernon	7	
New York City [1]	5	
Niagara Falls	5	
Rochester	9	12 tokens for $1.
Schenectady	7	School fare, 10 tokens for 25 cents.
Syracuse	5–6 and 10	
Troy	10	13 tokens for $1.
Utica	10	
Yonkers	5	
New Jersey—		
Atlantic City	7	
Bayonne	5	
Camden	5	
East Orange	5	
Elizabeth	5	
Hoboken	5	
Jersey City	5	
Newark	5	
Passaic	5	
Paterson	5	
Trenton	5 and 8	
Union Town	5	
Pennsylvania—		
Allentown	8	2 tokens for 15 cents.
Altoona	7	
Bethlehem	7	
Chester	8	4 tokens for 30 cents.
Erie	10	7 tickets for 50 cents.
Harrisburg	6	
Johnstown	10	4 tokens for 30 cents.
Lancaster	7	4 tickets for 25 cents.
New Castle	10	8 tokens for 50 cents.
Philadelphia	8	2 tokens for 15 cents.
Pittsburgh	10	3 tokens for 25 cents.
Reading	7	
Scranton	8	4 tickets for 30 cents.
Wilkes-Barre	8	
EAST NORTH CENTRAL DIVISION:		
Ohio—		
Akron	7	4 tokens for 25 cents.
Canton	6	6 tokens for 35 cents.
Cincinnati	10	3 tickets for 25 cents; school fare, 5 cents.
Cleveland	7	8 tickets for 50 cents.
Columbus	6	5 tickets for 25 cents.

[1] 5 companies report 3-cent fare for children under 12 years of age.

SUMMARY OF FARES—CITIES OF 50,000 INHABITANTS OR MORE: 1927—Con.

DIVISION, STATE, AND CITY	Regular fare (cents)	Reduced rate
EAST NORTH CENTRAL DIVISION—Continued.		
Ohio—Continued.		
Dayton	5	School fare, 3 cents.
Springfield	7	8 tokens for 50 cents; children, 3 cents.
Toledo	10	3 tickets for 25 cents.
Youngstown	7-8 and 10	
Indiana—		
Evansville	7	4 tokens for 25 cents.
Fort Wayne	7	Do.
Gary	8	14 tickets for $1.
Hammond	8	Do.
Indianapolis	7	4 tokens for 25 cents.
South Bend	7	Do.
Terre Haute	5	
Illinois—		
Chicago	7 and 10	Surface lines, 7 cents; 3 tickets for 20 cents; elevated, 10 cents; 3 tickets for 25 cents.
Decatur	6	9 tickets for 50 cents.
East St. Louis	10	5 tokens for 40 cents; children, 3 cents.
Oak Park	10	
Peoria	10	7 tokens for 50 cents.
Rockford	10	4 tokens for 25 cents.
Springfield	10	8 tickets for 50 cents; children, 3 cents.
Michigan—		
Detroit	6	9 tickets for 50 cents.
Grand Rapids	10	6 tickets for 50 cents.
Highland Park	7	
Jackson	10	3 tokens for 25 cents.
Kalamazoo	10	Do.
Lansing	10	Do.
Saginaw	10	Do.
Wisconsin—		
Kenosha	7	6 tickets for 35 cents; children, 3 cents.
Milwaukee	7	8 tickets for 50 cents; children, 3 cents.
WEST NORTH CENTRAL DIVISION:		
Minnesota—		
Duluth	8	5 tokens for 35 cents.
Minneapolis	8	6 tokens for 40 cents.
St. Paul	8	Do.
Iowa—		
Cedar Rapids	10	3 tickets for 25 cents.
Davenport	10	Do.
Des Moines	10	School tickets 2.5 cents.
Sioux City	7	4 tickets for 25 cents.
Missouri—		
Kansas City	8	2 tokens for 15 cents.
St. Joseph	8	3 tokens for 20 cents.
St. Louis	8	Children, 3 cents.
Springfield	7	
Nebraska—		
Lincoln	10	4 tokens for 30 cents; school fare, 5 cents.
Omaha	10	6 tickets for 40 cents; children, 5 cents.
Kansas—		
Kansas City	8	
Topeka	8	2 tickets for 15 cents.
Wichita	6	9 tokens for 50 cents.
SOUTH ATLANTIC DIVISION:		
Delaware—		
Wilmington	8	4 tokens for 30 cents.
Maryland—		
Baltimore	8	Children under 12 years, 4 cents.
District of Columbia—		
Washington	8	6 tokens for 40 cents.
Virginia—		
Norfolk	10	3 tokens for 25 cents; school tickets, 5 cents.
Portsmouth	7	4 tokens for 25 cents; school tickets, 3.5 cents.
Richmond	7	School tickets, 3.5 cents.
Roanoke	5	
West Virginia—		
Charleston	7	4 tickets for 25 cents.
Huntington	6	
Wheeling	8	10 tickets for 50 cents; school tickets, 5 cents.
North Carolina—		
Charlotte	7	4 tickets for 25 cents.
Winston-Salem	7	Do.
South Carolina—		
Charleston	7	
Georgia—		
Atlanta	7	
Augusta	7	
Macon	7	15 tokens for $1.
Savannah	7	Do.

SUMMARY OF FARES—CITIES OF 50,000 INHABITANTS OR MORE: 1927—Con.

DIVISION, STATE, AND CITY	Regular fare (cents)	Reduced rate
SOUTH ATLANTIC DIVISION—Con.		
Florida—		
Jacksonville	10	5 tokens for 35 cents; 10 school tickets for 40 cents.
Miami	5	
Tampa	5	School tickets, 2.5 cents.
EAST SOUTH CENTRAL DIVISION:		
Kentucky—		
Covington	5	Children, 2.5 cents.
Louisville	7	School tickets, 3.5 cents.
Tennessee—		
Chattanooga	7	School tickets, 3 cents.
Knoxville	10	5 tokens for 30 cents.
Memphis	7	
Nashville	7	
Alabama—		
Birmingham	7	School tickets, 2.5 cents.
Mobile	8	School tickets, 3.5 cents.
WEST SOUTH CENTRAL DIVISION:		
Arkansas—		
Little Rock	6	School tickets, 2.5 cents.
Louisiana—		
New Orleans	7	
Shreveport	7	School tickets, 3.5 cents.
Oklahoma—		
Oklahoma City	8	2 tokens for 15 cents.
Tulsa	7	4 tickets, for 25 cents; school tickets, 2.5 cents.
Texas—		
Beaumont	6	
Dallas	7	5 tokens for 30 cents; children 3 cents.
El Paso	6	
Fort Worth	10	3 tokens for 25 cents; school tokens, 6 for 25 cents.
Houston	10	4 tokens for 30 cents; school children, 4 cents.
San Antonio	10	3 tokens for 25 cents; school fare, 20 tickets for 80 cents.
Wichita Falls	6	School tickets, 3 cents.
MOUNTAIN DIVISION:		
Colorado—		
Denver	8	2 tickets for 15 cents; children, 4 cents.
Utah—		
Salt Lake City	10	13 tickets for $1; school tickets, 4 cents.
PACIFIC DIVISION:		
Washington—		
Seattle	10	3 tokens for 25 cents; school fare, 10 tokens for 25 cents.
Spokane	10	5 tickets for 35 cents; school fare, 50 tickets for $2.
Tacoma	10	3 tokens for 25 cents; school fare, 2.5 cents.
Oregon—		
Portland	8	6 tickets for 45 cents; school tickets, 20 for $1.
California—		
Fresno	7	3 tokens for 20 cents; school tickets, 20 for 70 cents.
Los Angeles	5	School tickets, 40 for $1.
Oakland	7	
Sacramento	5	School tickets, 2.5 cents.
San Francisco	5	Do.

Income from freight, mail, baggage, express, and milk traffic (Table 44).—In 1927 the aggregate income from freight, mail, baggage, express, and milk transportation constituted 4.8 per cent of the total railway-operating revenues; in 1922, 4.1 per cent; in 1917, 3.7 per cent; in 1912, 2.7 per cent; in 1907, 1.8 per cent; and in 1902, 0.8 per cent. The corresponding percentages for the geographic divisions for 1927 are as follows: Pacific, 13.8; Mountain, 13.2; East North Central, 7.7; West North Central, 6.5; South Atlantic, 6; West South Central, 4.1; New England, 1.8; Middle Atlantic, 1.1; East South Central, 1.

Car and motor-bus passengers (Table 46).—At the census for 1922 the schedule used for collecting the data included, for the first time, an inquiry calling for a separate report on the number of pay-transfer passengers carried by electric-railway lines (such passengers having been included with regular-fare passengers at prior censuses), and a similar inquiry was carried on the schedule for 1927. The first inquiry in regard to the motor-bus traffic of electric railways was also made at the census for 1922, when data were collected for motor-bus lines operated *directly* by electric-railway companies. At the census for 1927 the canvass covered motor-bus lines operated either directly by the electric-railway companies or by companies subsidiary thereto. The figures for revenues and

other financial data for motor-bus operations in 1922 and for motor-bus lines operated *directly* by electric-railway companies in 1927 were included with data for the electric-railway companies but were not reported separately. (The corresponding data for motor-bus lines operated by *subsidiary companies* in 1927 were, however, reported separately.) It has been necessary, therefore, in presenting statistics in comparison with those for years prior to 1922 to include pay-transfer passengers with regular-fare passengers and to exclude the data for motor-bus passengers except in the tables showing traffic in comparison with revenues; and of course data for motor-bus passengers have been excluded in all cases in calculating the numbers of passengers per mile of track, per car-mile, and per car-hour. The relative increase in motor-bus passengers is marked, though they still constitute but a small per cent of the total number—1.4 per cent in 1927, as against one-tenth of 1 per cent in 1922.

Nonrevenue-car mileage and hours, bus mileage and hours, and number of cars and busses required for base and peak schedules (Table 47).—These inquiries, made for the first time at the census for 1922, could not be answered by all operating companies because of lack of records. The statistics are, therefore, incomplete, especially in regard to nonrevenue-car miles and nonrevenue-car hours. In making use of the bus statistics, it must be remembered that data were obtained only for bus lines operated directly by electric-railway companies or by companies subsidiary thereto.

Casualties (Table 48).—This inquiry is restricted to traffic casualties. Some of the companies were unable, in reporting, to distinguish between persons permanently crippled or maimed and those less seriously injured. In compiling the statistics, therefore, data for all nonfatal injuries were combined.

TABLE 39.—DENSITY OF TRAFFIC ON ELECTRIC RAILWAYS, NEW YORK CITY, CHICAGO, PHILADELPHIA, AND BOSTON: 1927, 1922, AND 1917

[Statistics represent traffic on substantially the same roads (selected from districts of high traffic density) at each census but do not cover all roads]

	Census year	Miles of main track	Number of revenue passengers [1]	Passenger-car miles	Average number of revenue passengers— Per mile of track	Per car-mile
New York City, total for selected roads.	1927	528.48	1,622,958,852	252,834,262	3,070,994	6.42
	1922	546.61	1,453,972,176	216,513,342	2,659,981	6.71
	1917	449.50	1,161,861,261	194,856,036	2,584,786	5.96
Surface	1927	173.99	284,932,155	24,213,879	1,637,635	11.77
	1922	194.41	351,018,849	27,361,977	1,805,560	12.83
	1917	200.96	326,530,007	40,609,497	1,624,851	8.04
Elevated and subway	1927	354.49	1,338,026,697	228,620,383	3,774,512	5.85
	1922	352.20	1,102,953,327	189,151,365	3,131,611	5.83
	1917	248.54	835,331,254	154,246,539	3,360,953	5.42
Chicago, total for selected roads	1927	1,158.54	1,108,296,529	193,594,036	956,632	5.72
	1922	1,144.65	943,909,965	167,669,378	824,628	5.63
	1917	1,135.82	885,930,292	167,170,554	779,992	5.30
Surface	1927	1,012.77	882,084,357	135,491,794	870,962	6.51
	1922	993.13	762,629,211	116,081,002	767,905	6.57
	1917	982.67	692,815,889	113,715,019	705,034	6.09
Elevated and subway [2]	1927	145.77	226,212,172	58,102,242	1,551,843	3.89
	1922	151.52	181,280,754	51,588,376	1,196,415	3.51
	1917	153.15	193,114,403	53,455,535	1,260,949	3.61
Philadelphia, total for selected roads.[3]	1927	637.85	678,776,256	86,162,590	1,064,163	7.88
	1922	634.68	691,177,642	81,724,853	1,089,018	8.46
	1917	610.83	590,743,555	85,832,131	967,116	6.88
Boston, total for selected roads [1]	1927	394.86	343,490,089	51,265,196	869,903	6.70
	1922	441.31	356,423,418	50,511,151	807,649	7.06
	1917	452.49	381,017,338	59,193,759	842,646	6.44

[1] Includes data for pay-transfer passengers for 1927 and 1922 as follows: New York, 6,224,130 and 13,326,466; Chicago, none; Philadelphia, 27,691,170 and 55,206,600; Boston, none. Data for pay-transfer passengers also included at prior censuses but not reported separately.
[2] Includes a small amount of surface trackage operated as parts of elevated systems.
[3] Surface, elevated, and subway trackage.

TABLE 40.—PASSENGER TRAFFIC AND TRACK AND CAR MILEAGE—COMPANIES CLASSIFIED BY SIZE GROUPS: 1927, 1922, 1917, AND 1912

[Class A, over $1,000,000; Class B, over $250,000 but not more than $1,000,000; Class C, $250,000 and less]

GROUP	1927	1922	1917	1912	PER CENT OF INCREASE [1]		
					1922-1927	1917-1922	1912-1917
Number of operating companies, total	682	858	943	975	−20.5	−9.0	−3.3
Class A	128	146	114	91	−12.3	28.1	------
Class B	180	204	179	155	−11.8	14.0	15.5
Class C	374	508	650	729	−26.4	−21.8	−10.8
Miles of track, total	40,722.30	43,931.86	44,835.37	41,064.82	−7.3	−2.0	9.2
Class A	25,858.03	27,518.00	26,064.85	21,305.99	−6.0	5.6	22.3
Class B	9,515.12	10,206.62	10,258.75	9,652.09	−6.8	−0.5	6.3
Class C	5,348.55	6,207.18	8,511.77	10,106.74	−13.8	−27.1	−15.8
Passengers (car lines only): Revenue (including pay-transfer), total	12,174,592,333	12,666,557,734	11,304,660,462	9,545,554,667	−3.9	12.0	18.4
Class A	10,924,804,741	11,088,133,161	9,353,110,509	7,635,471,119	−1.5	18.6	22.5
Class B	920,442,476	1,101,173,430	1,242,961,523	1,148,582,234	−16.4	−11.4	8.2
Class C	329,345,116	477,251,143	708,588,430	761,501,314	−31.0	−32.6	−6.9
Free-transfer and free, total	2,720,842,943	2,664,842,117	3,202,254,114	2,589,787,049	2.3	−16.8	23.6
Class A	2,589,107,522	2,508,080,761	2,960,374,854	2,315,998,173	3.2	−15.3	27.8
Class B	115,255,074	125,236,341	177,979,058	194,959,266	−8.0	−29.6	−8.7
Class C	22,480,347	31,525,015	63,900,199	78,829,610	−28.7	−50.7	−18.9
Revenue-car mileage: Passenger, total	2,084,565,874	2,068,293,833	2,087,818,534	1,885,870,157	0.8	−0.9	10.7
Class A	1,752,279,709	1,705,331,076	1,632,156,080	1,413,227,800	2.8	4.5	15.5
Class B	231,608,712	240,105,172	278,812,104	271,494,787	−3.5	−13.9	2.7
Class C	100,677,453	122,857,585	176,850,350	201,147,480	−18.1	−30.5	−12.1
Express, freight, and mail, total	79,207,108	56,229,529	51,982,996	35,749,917	40.9	8.2	45.4
Class A	50,840,866	35,858,210	32,063,235	20,372,141	41.8	11.8	57.4
Class B	24,464,677	17,216,717	14,773,637	10,096,974	42.1	16.5	46.3
Class C	3,901,565	3,154,602	5,146,124	5,280,802	23.7	−38.7	−2.6
Average number of revenue passengers: Per mile of track [2]	311,479	298,681	260,868	232,556	------	------	------
Class A	443,695	420,996	374,753	358,372	------	------	------
Class B	99,517	110,519	123,977	118,998	------	------	------
Class C	63,154	78,151	84,851	75,484	------	------	------
Per passenger-car mile	5.84	6.12	5.41	5.06	------	------	------
Class A	6.23	6.50	5.73	5.40	------	------	------
Class B	3.97	4.59	4.46	4.23	------	------	------
Class C	3.27	3.88	4.01	3.79	------	------	------

[1] A minus sign (−) denotes decrease; per cent not computed where base is an average or is less than 100.
[2] Average for 1927, 1922, and 1917 based on running track exclusive of idle track and freight and switching roads; for 1912, on all track exclusive of idle track and freight and switching roads.

TABLE 41.—PASSENGER TRAFFIC AND TRACK AND CAR MILEAGE—"ELEVATED AND SUBWAY" AND "SURFACE" GROUPS OF COMPANIES: 1927, 1922, 1917, AND 1912

GROUP [1]	1927	1922	1917	1912	PER CENT OF INCREASE [2]		
					1922–1927	1917–1922	1912–1917
Number of operating companies, total	682	858	943	975	−20.5	−9.0	−3.3
Elevated and subway group	[3] 4	7	7	7	------	------	------
Surface group	678	851	936	968	−20.3	−9.1	−3.3
Miles of track, total	40,722.30	43,931.86	44,835.37	41,064.82	−7.3	−2.0	9.2
Elevated and subway	870.92	857.93	666.11	517.81	1.5	28.8	28.6
Surface	39,851.38	43,073.93	44,169.26	40,547.01	−7.5	−2.5	8.9
Passengers (car lines only): Revenue (including pay-transfer), total	12,174,592,333	12,666,557,734	11,304,660,462	9,545,554,667	−3.9	12.0	18.4
Elevated and subway	2,220,793,762	1,743,283,689	1,262,508,845	991,062,330	27.4	38.1	27.4
Surface	9,953,798,571	10,923,274,045	10,042,151,617	8,554,492,337	−8.9	8.8	17.4
Free-transfer and free, total	2,726,842,943	2,664,842,117	3,202,254,111	2,589,787,049	2.3	−16.8	23.6
Elevated and subway	1,791,770	1,883,732	12,142,690	13,760,495	−4.9	−84.5	−11.8
Surface	2,725,051,173	2,662,958,385	3,190,111,421	2,576,026,554	2.3	−16.5	23.8
Revenue-car mileage: Passenger, total	2,084,565,874	2,068,293,833	2,087,818,534	1,885,870,157	0.8	−0.9	10.7
Elevated and subway	377,212,826	303,345,661	247,199,281	219,374,647	24.4	22.7	12.7
Surface	1,707,353,048	1,764,948,172	1,840,619,253	1,666,495,510	−3.3	−4.1	10.4
Express, freight, and mail, total	79,207,108	56,229,529	51,982,996	35,749,917	40.9	8.2	45.4
Elevated and subway	------	------	------	92,625	------	------	------
Surface	79,207,108	56,229,529	51,982,996	35,657,292	40.9	8.2	45.8
Average number of revenue passengers: Per mile of track [4]	299,733	298,681	260,868	232,556	------	------	------
Elevated and subway	2,858,422	2,229,719	2,112,349	1,913,950	------	------	------
Surface	259,826	262,412	234,975	211,073	------	------	------
Per passenger-car mile	5.84	6.12	5.41	5.06	------	------	------
Elevated and subway	5.89	5.75	5.11	4.52	------	------	------
Surface	5.83	6.19	5.46	5.13	------	------	------

[1] The group classification covers all tracks of the companies allocated according to the principal class of track, the "Elevated and subway" group including a minor amount of surface trackage and the "Surface" group including some elevated and subway trackage.
[2] A minus sign (−) denotes decrease; per cent not computed where base is an average or is lesss than 100.
[3] Between 1922 and 1927 four companies were consolidated to form the Chicago Rapid Transit Co.
[4] Averages for 1927, 1922, and 1917 based on running track exclusive of idle track and freight and switching ads; for 1912 on all track exclusive of idle track and freight and switching roads.

TABLE 42.—CAR HOURS: 1927, 1922, 1917, AND 1912

	1927	1922	1917	1912
Number of operating companies, total	682	858	943	975
Reporting car hours	662	770	836	899
Not reporting car hours	20	88	107	76
Per cent of total:				
Reporting car hours	97.1	89.7	88.7	92.2
Not reporting car hours	2.9	10.3	11.3	7.8
Revenue-car hours, total	202,513,648	201,838,263	203,056,931	190,478,140
Passenger	196,464,340	197,146,335	199,052,633	187,590,223
Express, freight, and mail	6,049,308	4,691,928	4,004,298	2,887,917
Number of revenue passengers: [1]				
Total	12,174,592,333	12,660,557,734	11,304,660,462	9,545,554,667
Companies—				
Reporting car hours	11,724,861,119	12,054,009,119	10,687,561,878	9,075,785,815
Not reporting car hours	449,731,214	612,548,615	617,098,584	469,768,852
Per cent of total:				
Companies—				
Reporting car hours	96.3	95.2	94.5	95.1
Not reporting car hours	3.7	4.8	5.5	4.9
Average number of revenue passengers per passenger-car hour for companies reporting car hours [1]	59.68	61.14	53.69	48.38

[1] Includes pay-transfer passengers; does not include bus passengers.

TABLE 43.—NUMBER OF CITIES FOR WHICH BASE RATES OF CASH FARE WERE REPORTED, GROUPED AS LARGE AND SMALL AND ACCORDING TO BASE RATES, BY GEOGRAPHIC DIVISIONS: 1927

[See "Rates of fare," p. 81]

DIVISION	IN MUNICIPALITIES HAVING 10,000 TO 50,000 INHABITANTS							IN CITIES HAVING 50,000 OR MORE INHABITANTS						
	Number for which fare rates were reported	Base rate of cash fare (cents)						Number for which fare rates were reported	Base rate of cash fare (cents)					
		5	6	7	8	9	10		5	6	7	8	9	10
United States	322	77	21	70	46	2	106	108	24	13	43	29	1	58
New England	46	4	3	2	6	----	[1] 31	26	1	1	----	3	----	[2] 21
Middle Atlantic	75	23	[3] 2	[3] 15	[3] 18	2	[3] 15	40	14	2	7	[4] 6	1	[4] 10
East North Central	85	27	5	[5] 20	8	----	[5] 25	35	2	4	13	4	----	[6] 2
West North Central	28	7	1	7	4	----	9	16	----	1	2	8	----	5
South Atlantic	27	4	3	13	4	----	3	20	3	1	10	4	----	2
East South Central	16	4	2	5	1	----	4	8	1	----	5	1	----	1
West South Central	17	5	2	5	3	----	2	12	----	4	4	1	----	3
Mountain	14	2	----	2	1	----	[7] 9	2	----	----	----	1	----	1
Pacific	14	1	3	1	1	----	8	9	3	----	2	1	----	3

[1] Includes 1 city in Maine in which both 8 cent and 10 cent fares are charged, and 1 city in Massachusetts in which 7 cent, 8 cent, and 10 cent fares are charged.
[2] Includes 1 city in Massachusetts in which both 5 cent and 10 cent fares are charged.
[3] Includes 3 cities in Pennsylvania in which 5 cent and 6 cent fares, 5 cent and 8 cent fares, and 7 cent and 8 cent fares are charged, respectively; 3 cities in New York, 1 in which both 5 cent and 7 cent fares, 1 in which both 7 cent and 10 cent fares, and 1 in which both 8 cent and 10 cent fares are charged.
[4] Includes 1 city in New Jersey in which both 5 cent and 8 cent fares are charged and 1 in New York in which 5 cent, 6 cent, and 10 cent fares are charged.
[5] Includes 1 city in Ohio in which 5 cent and 7 cent fares and 1 in which 5 cent and 10 cent fares are charged, and 1 in Illinois and 2 in Ohio in which 7 cent and 10 cent fares are charged.
[6] Includes 1 city in Ohio in which 7 cent, 8 cent, and 10 cent fares are charged; and 1 city in Illinois in which both 7 cent and 10 cent fares are charged.
[7] Includes 1 city in Colorado in which both 5 cent and 10 cent fares are charged.

TABLE 44.—INCOME FROM FREIGHT, FROM MAIL, AND FROM BAGGAGE, EXPRESS, AND MILK TRAFFIC ON ELECTRIC-RAILWAY LINES,[1] BY GEOGRAPHIC DIVISIONS: 1927, 1922, AND 1917

DIVISION	Census year	Number of operating companies	FREIGHT		MAIL		BAGGAGE, EXPRESS, AND MILK	
			Number of companies reporting	Income	Number of companies reporting	Income	Number of companies reporting	Income
United States	1927	682	238	$39,124,811	277	$775,008	312	$4,270,662
	1922	858	371	31,560,427	335	648,432	382	5,285,086
	1917	943	404	18,546,504	363	614,678	423	4,965,566
New England	1927	59	19	1,254,358	37	68,486	38	167,821
	1922	78	39	1,874,538	48	68,532	36	200,211
	1917	86	49	2,187,092	51	67,216	40	470,252
Middle Atlantic	1927	184	47	3,045,330	67	118,276	74	613,218
	1922	234	94	3,115,572	83	126,134	97	985,949
	1917	241	102	2,207,093	85	96,979	109	1,016,161
East North Central	1927	164	79	15,349,343	58	166,325	88	1,959,035
	1922	206	114	11,642,866	79	130,388	119	2,218,436
	1917	223	103	5,607,075	90	181,888	126	2,135,732
West North Central	1927	69	23	3,814,503	29	33,310	33	171,507
	1922	76	27	3,009,264	30	33,903	38	284,167
	1917	83	32	1,794,935	32	98,392	44	229,048
South Atlantic	1927	62	18	3,229,504	28	135,028	23	262,164
	1922	78	33	2,488,595	33	89,073	23	328,192
	1917	94	42	1,619,194	38	60,736	32	274,980
East South Central	1927	26	10	88,828	10	17,467	7	112,803
	1922	41	16	171,269	12	15,670	10	148,814
	1917	49	22	273,144	19	19,723	10	44,944
West South Central	1927	44	8	816,413	13	39,041	14	379,174
	1922	53	5	292,048	10	38,129	16	452,549
	1917	68	8	45,465	13	18,383	15	303,085
Mountain	1927	28	10	1,325,784	11	8,568	9	105,919
	1922	35	17	1,199,179	14	10,411	15	143,996
	1917	39	16	605,421	11	5,031	16	128,289
Pacific	1927	46	24	10,200,748	24	188,507	26	499,021
	1922	57	26	7,767,096	26	136,192	28	522,772
	1917	60	30	4,207,085	24	66,330	31	363,075

[1] Not including electrified divisions of steam railroads. (See "Electrically operated divisions and tunnels of steam roads (not covered by general statistics)," p. 2).

TABLE 45.—PASSENGER TRAFFIC, TRACK, AND CAR MILEAGE, AND CAR HOURS, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927

DIVISION AND STATE	Census year	Number of operating companies	Miles of track operated	NUMBER OF PASSENGERS [1]			
				Total	Revenue [2]	Free-transfer	Free
UNITED STATES	1927	[3] 682	40,722.30	14,901,435,276	12,174,592,333	2,571,248,727	155,594,216
	1922	[4] 858	43,931.86	15,331,399,851	12,666,557,734	2,496,579,207	168,271,910
	1917	[5] 943	44,835.37	14,506,914,573	11,304,660,462	3,021,137,935	181,116,176
GEOGRAPHIC DIVISIONS:							
New England	1927	59	3,922.42	1,234,817,808	910,454,582	318,226,742	6,136,484
	1922	78	5,052.06	1,498,015,993	1,133,706,285	356,225,660	8,084,048
	1917	86	5,558.19	1,694,779,084	1,242,076,786	434,239,701	18,462,597
Middle Atlantic	1927	184	9,486.16	5,707,319,536	5,172,379,065	509,864,436	25,076,035
	1922	234	10,509.73	5,466,020,707	4,978,141,571	450,269,653	37,609,483
	1917	241	10,572.25	5,027,469,984	4,225,287,044	761,951,265	40,231,675
East North Central	1927	164	11,712.06	3,787,175,278	2,886,083,627	829,755,380	71,336,271
	1922	206	12,357.58	3,798,331,680	2,977,483,536	756,052,858	64,795,286
	1917	223	12,670.86	3,741,785,407	2,712,624,699	963,766,934	65,393,774
West North Central	1927	69	3,666.18	1,067,891,730	758,333,401	302,519,424	7,038,905
	1922	76	3,669.12	1,302,650,306	941,841,331	352,865,728	7,943,247
	1917	83	3,665.42	1,244,121,243	902,368,927	334,299,693	7,452,623
South Atlantic	1927	62	3,139.90	954,619,446	743,305,967	199,864,475	11,449,064
	1922	78	3,269.18	1,044,854,484	830,216,274	201,907,139	12,731,071
	1917	94	3,277.86	943,592,756	747,561,816	184,691,325	11,339,615
East South Central	1927	26	1,368.64	372,899,591	311,351,385	54,771,946	6,686,260
	1922	41	1,465.59	368,417,102	308,021,473	54,599,949	5,795,680
	1917	49	1,450.20	361,052,306	292,004,689	62,642,847	6,404,770
West South Central	1927	44	1,766.29	449,335,301	352,540,720	92,528,052	4,266,529
	1922	53	1,699.26	470,211,621	380,579,648	82,764,011	6,867,962
	1917	68	1,682.37	385,275,805	313,203,554	65,519,964	6,552,287
Mountain	1927	28	1,094.44	139,347,999	118,003,706	19,363,275	1,981,018
	1922	35	1,249.42	176,476,580	148,706,036	25,309,594	2,460,950
	1917	39	1,268.58	191,917,415	162,222,128	26,734,632	2,960,655
Pacific	1927	46	4,626.21	1,188,118,587	922,139,940	244,354,997	21,623,650
	1922	57	4,659.92	1,206,421,378	967,861,580	216,576,215	21,983,583
	1917	60	4,689.64	916,920,573	707,310,819	187,291,574	22,318,180
NEW ENGLAND:							
Maine	1927	13	503.20	35,265,144	32,498,917	2,234,586	531,641
	1922	15	571.56	55,575,075	50,010,345	3,604,644	1,960,086
	1917	16	577.00	61,789,846	55,463,285	4,679,745	1,646,816
New Hampshire	1927	8	130.94	12,366,771	10,806,844	1,497,641	62,286
	1922	14	216.03	22,270,122	19,650,000	2,492,056	128,066
	1917	13	203.37	26,341,020	23,405,151	2,852,459	83,410
Vermont	1927	5	66.13	3,869,938	3,690,568	178,370	1,000
	1922	8	99.20	7,372,195	6,949,976	416,049	6,170
	1917	9	107.95	9,268,385	8,738,378	483,389	46,618
Massachusetts	1927	27	2,093.22	893,907,448	604,951,518	285,068,665	3,887,265
	1922	31	2,758.66	1,058,708,495	731,999,271	323,859,029	2,850,195
	1917	39	3,166.81	1,219,706,121	834,538,961	373,405,342	11,761,818
Rhode Island	1927	1	303.65	106,673,393	105,209,833	71,927	1,391,633
	1922	3	387.08	144,960,937	142,156,034	58,210	2,746,693
	1917	2	414.35	128,220,984	113,191,055	13,717,456	1,312,473
Connecticut	1927	5	825.23	182,735,114	153,206,902	29,175,553	262,659
	1922	7	1,019.53	209,129,169	182,940,659	25,795,072	393,438
	1917	7	1,088.71	249,452,728	206,739,956	39,101,310	3,611,462

See footnotes p. 93.

TABLE 45.—PASSENGER TRAFFIC, TRACK, AND CAR MILEAGE, AND CAR HOURS, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	Number of operating companies	Miles of track operated	NUMBER OF PASSENGERS [1]			
				Total	Revenue [2]	Free-transfer	Free
MIDDLE ATLANTIC:							
New York	1927	80	4,414.07	3,600,376,214	3,407,410,535	180,667,225	12,298,454
	1922	98	4,853.77	3,314,046,358	3,090,877,949	209,564,057	13,604,352
	1917	100	4,893.49	2,951,805,264	2,492,325,233	444,536,365	14,943,666
New Jersey	1927	14	1,078.81	414,100,545	406,443,869	393,499	7,263,177
	1922	19	1,329.22	484,084,796	466,810,721	3,676,371	13,597,704
	1917	22	1,354.35	555,286,203	432,874,767	109,970,183	12,441,253
Pennsylvania	1927	90	3,993.28	1,692,842,777	1,358,524,661	328,803,712	5,514,404
	1922	117	4,326.74	1,667,889,553	1,420,452,901	237,029,225	10,407,427
	1917	119	4,324.41	1,520,378,517	1,300,087,044	207,444,717	12,846,756
EAST NORTH CENTRAL:							
Ohio	1927	55	3,498.11	805,942.555	726,068,796	71,720,348	8,153,411
	1922	71	4,008.50	966,725,637	870,159,952	87,265,071	9,300,614
	1917	74	4,299.18	1,034,245,928	811,912,634	212,580,231	9,753,063
Indiana	1927	21	2,350.44	222,735,819	201,070,002	15,453,717	6,212,100
	1922	27	2,297.00	262,318,398	241,870,720	14,532,305	5,915,373
	1917	32	2,353.18	231,290,386	191,132,390	35,429,747	4,728,249
Illinois	1927	52	3,322.92	1,983,185,725	1,257,594,433	675,423,656	50,167,636
	1922	70	3,458.50	1,753,500,547	1,127,719,273	581,538,031	44,243,243
	1917	75	3,478.47	1,665,552,944	1,096,803,684	530,132,860	38,616,400
Michigan	1927	20	1,752.19	538,746,747	521,773,542	11,111,102	5,862,103
	1922	20	1,793.10	576,823,922	557,548,764	15,149,555	4,125,603
	1917	21	1,749.90	593,096,656	447,780,173	134,132,176	11,184,307
Wisconsin	1927	16	788.40	236,564,432	179,576,854	56,046,557	941,021
	1922	18	800.48	238,963.176	180,184,827	57,567,896	1,210,453
	1917	21	790.13	217,599,493	164,995,818	51,491,920	1,111,755
WEST NORTH CENTRAL:							
Minnesota	1927	10	744.28	280,508,118	207,476,547	70,489,456	2,542,115
	1922	10	697.14	352,464,915	262,740,536	86,721,403	3,002,976
	1917	10	668.94	316,904,581	235,943,196	78,952,495	2,008,890
Iowa	1927	19	959.70	77,448,513	66,883,116	8,907,558	1,657,839
	1922	22	975.73	110,406,523	95,493,755	13,401,747	1,511,021
	1917	22	990.69	119,348,038	103,898,186	13,140,022	2,309,830
Missouri	1927	15	1,137.20	613,610,030	407,210,058	204,299,844	2,100,128
	1922	19	1,170.58	692,747,054	463,617,794	226,823,107	2,306,153
	1917	20	1,144.28	660,703,957	442,755,505	215,964,852	1,983,600
North Dakota	1927	4	25.89	3,134,962	2,892,554	233,903	8,505
	1922	4	26.53	3,616,069	3,378,686	215,876	21,507
	1917	4	31.18	3,063,647	2,840,840	221,298	1,509
South Dakota	1927	1	16.20	817,263	736,086	77,577	3,600
	1922	1	17.20	2,273,666	2,022,714	247,352	3,600
	1917	2	24.44	2,105,626	1,914,947	172,529	18,150
Nebraska	1927	4	221.05	67,520,001	51,889,838	15,341,527	288,636
	1922	5	238.79	97,566,736	76,845,760	20,249,541	471,435
	1917	6	244.89	95,782,721	74,560,104	20,765,122	457,495
Kansas	1927	16	501.86	24,852,843	21,245,202	3,169,559	438,082
	1922	15	543.15	43,575,343	37,742,086	5,206,702	626,555
	1917	19	561.00	46,212,673	40,456,149	5,083,375	673,149
SOUTH ATLANTIC:							
Delaware	1927	1	82.99	23,363,113	18,961,524	3,795,265	606,324
	1922	1	85.10	25,899,902	20,860,564	4,351,761	687,577
	1917	1	91.55	32,648,315	26,046,911	5,571,795	1,029,609
Maryland	1927	4	686.30	331,936,433	227,917,817	98,699,391	5,319,225
	1922	11	710.66	350,024,448	248,593,711	96,051,768	5,378,969
	1917	14	727.35	315,969,539	228,633,563	83,875,660	3,460,316

See footnotes p. 93.

TABLE 45.—PASSENGER TRAFFIC, TRACK, AND CAR MILEAGE, AND CAR HOURS, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	Number of operating companies	Miles of track operated	NUMBER OF PASSENGERS [1]			
				Total	Revenue [2]	Free-transfer	Free
SOUTH ATLANTIC—Con.							
District of Columbia	1927	2	225.62	172,421,664	136,887,601	34,106,996	1,427,067
	1922	3	245.52	197,406,744	155,951,980	39,588,656	1,866,108
	1917	4	240.65	165,445,889	125,535,527	39,424,170	486,192
Virginia	1927	17	542.90	122,417,490	100,751,039	20,332,835	1,333,616
	1922	14	555.02	139,049,282	116,289,084	21,809,452	950,746
	1917	16	581.35	135,411,909	112,813,983	21,088,284	1,509,642
West Virginia	1927	10	466.87	75,611,461	71,163,362	3,422,472	1,025,627
	1922	16	515.33	95,989,610	91,079,124	3,508,925	1,401,561
	1917	19	471.17	80,920,697	76,162,837	3,261,527	1,496,333
North Carolina	1927	8	145.80	30,437,395	25,443,243	4,323,612	670,540
	1922	9	159.73	34,206,694	29,964,130	3,751,536	491,028
	1917	12	173.72	32,140,967	26,915,221	4,546,776	678,970
South Carolina	1927	6	320.12	11,792,817	10,254,781	1,311,317	226,719
	1922	6	332.12	22,338,616	20,211,444	1,715,771	411,401
	1917	7	335.73	28,408,318	25,042,140	2,874,835	491,343
Georgia	1927	7	443.57	123,784,835	98,564,379	24,788,340	432,116
	1922	11	468.66	130,718,221	105,949,665	23,642,847	1,125,709
	1917	13	473.31	114,021,766	93,640,506	19,000,810	1,380,450
Florida	1927	7	225.73	62,854,238	53,362,161	9,084,247	407,830
	1922	7	197.04	49,220,967	41,316,572	7,486,423	417,972
	1917	8	183.03	38,625,356	32,771,128	5,047,468	806,760
EAST SOUTH CENTRAL:							
Kentucky	1927	7	473.34	151,451,336	117,894,068	32,162,685	1,394,583
	1922	9	499.52	147,490,154	115,593,599	30,550,834	1,345,721
	1917	11	498.23	141,218,932	109,105,583	30,640,594	1,472,755
Tennessee	1927	13	514.08	125,234,884	103,984,538	18,859,174	2,391,172
	1922	13	503.89	130,767,681	110,369,343	18,115,473	2,282,865
	1917	14	462.00	122,655,470	101,824,749	17,772,205	3,058,516
Alabama	1927	3	335.24	91,402,564	85,462,878	3,136,713	2,802,973
	1922	12	365.63	80,717,808	73,646,159	5,090,483	1,981,166
	1917	13	367.18	84,962,155	70,343,556	13,038,793	1,579,806
Mississippi	1927	3	45.98	4,720,807	4,009,901	613,374	97,532
	1922	7	96.55	9,441,459	8,412,372	843,159	185,928
	1917	11	122.79	12,215,749	10,730,801	1,191,255	293,693
WEST SOUTH CENTRAL:							
Arkansas	1927	7	130.76	30,102,304	25,887,438	3,811,922	402,944
	1922	9	128.94	34,131,000	29,304,395	3,923,505	903,100
	1917	10	131.36	30,525,360	26,283,177	3,406,850	835,333
Louisiana	1927	7	283.57	166,141,951	123,490,927	40,876,064	1,774,960
	1922	9	304.80	164,593,374	128,336,883	33,559,774	2,696,717
	1917	11	330.59	134,017,669	105,753,068	25,950,541	2,314,060
Oklahoma	1927	10	327.48	28,061,247	23,807,802	3,974,847	278,598
	1922	11	299.51	42,322,202	35,402,037	6,261,442	658,723
	1917	15	280.01	35,820,508	30,766,522	4,576,315	477,671
Texas	1927	20	1,024.48	225,029,799	179,354,553	43,865,219	1,810,027
	1922	24	966.01	229,165,045	187,536,333	39,019,290	2,609,422
	1917	32	940.41	184,912,268	150,400,787	31,586,258	2,925,223
MOUNTAIN:							
Montana	1927	5	108.91	16,064,405	14,108,396	1,560,883	395,126
	1922	5	111.27	17,522,464	15,254,913	1,782,828	484,723
	1917	6	120.92	25,948,387	22,196,885	3,052,359	699,143
Colorado	1927	10	356.31	79,646,995	64,865,490	13,780,593	1,000,912
	1922	13	430.81	100,764,698	81,613,515	17,630,277	1,520,906
	1917	15	467.15	102,882,744	84,623,896	16,785,922	1,472,926

See footnotes p. 93.

TABLE 45.—PASSENGER TRAFFIC, TRACK, AND CAR MILEAGE, AND CAR HOURS, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	Number of operating companies	Miles of track operated	NUMBER OF PASSENGERS [1]			
				Total	Revenue [2]	Free-transfer	Free
MOUNTAIN—Continued.							
New Mexico	1927	2	11.00	557,027	515,627	39,910	1,490
	1922	2	11.00	1,494,480	1,383,016	106,560	4,904
	1917	2	10.95	1,594,543	1,486,434	102,821	5,288
Arizona	1927	3	37.28	5,788,599	5,432,093	288,715	67,791
	1922	3	44.12	5,776,976	5,473,890	217,376	85,710
	1917	4	52.89	7,893,924	7,482,895	300,307	110,722
Idaho	1927	1	70.67	888,371	836,830	3,701	47,840
	1922	3	101.38	3,497,888	3,255,578	197,096	45,214
	1917	4	104.65	3,560,462	3,278,906	201,412	80,144
Wyoming [6]	1922	2	22.84	690,541	683,964	----------	6,577
	1917	2	23.05	1,475,704	1,457,508	6,347	11,849
Nevada	1927	1	4.52	350,717	350,717	----------	----------
	1922	1	4.52	487,200	480,000	----------	7,200
	1917	2	11.56	890,471	804,863	58,876	26,732
							[redacted]
Utah	1927	6	505.75	36,051,885	31,894,553	3,689,473	467,859
	1922	6	523.48	46,242,333	40,561,160	5,375,457	305,716
	1917	4	477.41	47,671,180	40,890,741	6,226,588	553,851
PACIFIC:							
Washington	1927	18	961.05	147,824,083	118,303,090	26,925,503	2,595,490
	1922	19	1,001.69	173,728,486	142,744,552	28,618,580	2,365,354
	1917	20	1,071.33	186,361,737	145,922,160	34,151,838	6,287,739
Oregon	1927	4	534.15	82,544,252	60,470,738	19,905,757	2,167,757
	1922	9	605.16	97,246,645	71,803,754	22,762,174	2,680,717
	1917	8	596.23	91,926,694	67,222,935	22,229,134	2,474,625
California	1927	24	3,131.01	957,750,252	743,366,112	197,523,737	16,860,403
	1922	29	3,053.07	935,446,247	753,313,274	165,195,461	16,937,512
	1917	32	3,022.08	638,632,142	494,165,724	130,910,602	13,555,816
Hawaii	1927	1	37.68	19,675,121	16,064,834	3,550,694	59,593
	1922	1	35.29	24,458,400	19,767,680	4,550,244	140,476
	1917	1	31.55	17,987,411	14,378,092	3,418,017	191,302
Philippine Islands	1927	1	54.58	36,720,761	36,720,761	----------	----------
Porto Rico	1927	2	20.37	2,754,055	2,671,916	73,000	9,139
	1922	3	22.00	7,828,659	7,699,088	----------	129,571
	1917	3	22.07	6,993,201	6,724,051	147,995	121,155

[1] Not including bus passengers. (See Table 46.)
[2] Includes pay-transfer passengers on car lines for all years. Number reported for 1927, 329,488,297, for 1922, 461,439,726; no comparable data for previous censuses. (See Table 46.)
[3] Includes 8 companies operating 104.16 miles of track which reported freight and switching traffic only.
[4] Includes 2 companies, operating 42.22 miles of track, which reported freight traffic only.
[5] Includes 2 companies, operating 33.04 miles of track, which reported freight and switching traffic only.
[6] No electric railways operated in Wyoming in 1927.

TABLE 45.—PASSENGER TRAFFIC, TRACK, AND CAR MILEAGE, AND CAR HOURS, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	AVERAGE NUMBER OF REVENUE PASSENGERS [1]			REVENUE-CAR MILES		
		Per mile of track [2]	Per revenue-passenger-car mile	Per revenue-passenger-car hour	Total	Passenger cars	Express, freight, and mail cars
UNITED STATES	1927	311,479	5.84	59.68	2,163,772,982	2,084,565,874	79,207,108
	1922	298,681	6.12	61.14	2,124,523,362	2,068,293,833	56,229,529
	1917	260,868	5.41	53.69	2,139,801,530	2,087,818,534	51,982,996
GEOGRAPHIC DIVISIONS:							
New England	1927	243,077	5.97	56.06	154,548,913	152,464,561	2,084,352
	1922	232,222	6.65	64.43	173,083,083	170,413,410	2,669,673
	1917	230,975	6.06	57.70	209,504,233	205,105,570	4,398,663
Middle Atlantic	1927	573,387	6.89	75.25	755,120,151	750,652,305	4,467,846
	1922	494,858	7.05	75.43	710,550,162	705,879,182	4,670,980
	1917	416,566	6.03	60.70	705,861,026	700,165,959	5,695,067
East North Central	1927	256,088	5.39	53.36	571,510,384	535,247,926	36,262,458
	1922	249,503	5.08	52.40	546,337,255	523,803,369	22,533,886
	1917	221,150	5.16	51.51	543,028,741	525,613,387	17,415,354
West North Central	1927	218,743	4.96	47.70	159,096,778	152,825,868	6,270,910
	1926	265,876	5.57	54.19	174,011,556	169,107,531	4,904,025
	1917	256,717	5.33	50.50	173,865,881	169,342,985	4,522,896
South Atlantic	1927	244,521	5.10	46.82	151,262,770	145,615,574	5,647,196
	1922	261,917	5.57	50.27	153,154,154	149,163,173	3,990,981
	1917	234,593	5.39	48.18	142,657,669	138,745,840	3,911,829
East South Central	1927	233,760	5.26	48.51	59,504,108	59,141,542	362,566
	1922	216,171	5.32	48.03	58,388,791	57,930,053	458,738
	1917	207,209	4.58	40.64	64,293,663	63,725,624	568,039
West South Central	1927	205,084	4.39	42.38	82,050,290	80,287,340	1,762,950
	1922	230,777	4.85	45.87	80,090,904	78,507,996	1,582,908
	1917	190,999	4.10	38.41	77,410,852	76,461,384	949,468
Mountain	1927	110,986	4.06	42.15	32,186,698	29,079,987	3,106,711
	1922	121,299	4.93	51.16	32,739,110	30,163,530	2,575,580
	1917	131,186	4.97	48.90	34,120,052	32,653,744	1,466,308
Pacific	1927	205,918	5.14	56.14	198,492,890	179,250,771	19,242,119
	1922	214,090	5.28	57.88	196,168,347	183,325,589	12,842,758
	1917	155,083	4.02	44.19	189,059,413	176,004,041	13,055,372
NEW ENGLAND:							
Maine	1927	65,735	3.67	36.57	9,484,821	8,844,398	640,423
	1922	88,925	4.81	48.80	11,026,566	10,392,940	633,626
	1917	98,216	4.82	49.22	12,255,066	11,517,858	737,208
New Hampshire	1927	84,633	3.93	33.14	2,766,852	2,752,852	14,000
	1922	92,824	4.93	43.83	4,005,831	3,989,131	16,700
	1917	117,507	6.04	54.27	3,890,158	3,873,958	16,200
Vermont	1927	56,491	3.87	38.35	980,172	954,184	25,988
	1922	71,070	5.06	39.90	1,405,742	1,373,786	31,956
	1917	82,004	4.89	39.24	1,865,039	1,788,203	76,836
Massachusetts	1927	307,421	6.30	59.86	96,722,786	95,998,711	724,075
	1922	276,207	7.04	69.91	105,161,956	103,926,090	1,235,866
	1917	273,981	6.16	61.49	137,559,415	135,459,342	2,099,573
Rhode Island	1927	362,031	7.64	65.49	13,931,983	13,778,653	153,330
	1922	382,860	8.84	79.27	16,244,547	16,083,480	161,067
	1917	288,858	6.76	47.87	17,204,159	16,743,454	460,705
Connecticut	1927	193,934	5.09	47.64	30,662,209	30,135,763	526,536
	1922	185,041	5.28	49.37	35,238,441	34,647,983	590,458
	1917	194,604	5.79	54.25	36,730,396	35,722,255	1,008,141

See footnotes on p. 97.

TABLE 45.—PASSENGER TRAFFIC, TRACK, AND CAR MILEAGE, AND CAR HOURS, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	AVERAGE NUMBER OF REVENUE PASSENGERS [1]			REVENUE-CAR MILES		
		Per mile of track [2]	Per revenue-passenger-car mile	Per revenue-passenger-car hour	Total	Passenger cars	Express, freight, and mail cars
MIDDLE ATLANTIC:							
New York	1927	818,745	6.89	82.61	496,909,690	494,514,699	2,394,991
	1922	669,512	7.03	81.27	442,114,002	439,820,170	2,293,832
	1917	534,499	5.80	61.69	432,266,955	429,475,349	2,791,606
New Jersey	1927	400,690	7.79	72.00	52,179,679	52,172,949	6,730
	1922	371,106	6.75	63.96	69,214,150	69,168,131	46,019
	1917	336,037	6.28	59.37	68,966,244	68,914,106	52,138
Pennsylvania	1927	353,355	6.66	62.19	206,030,782	203,964,657	2,066,125
	1922	339,397	7.21	68.72	199,222,010	196,890,881	2,331,129
	1917	309,962	6.44	59.30	204,027,827	201,776,504	2,251,323
EAST NORTH CENTRAL:							
Ohio	1927	215,536	5.87	47.18	136,399,690	123,612,209	12,787,481
	1922	224,650	6.43	52.98	141,247,669	135,309,095	5,938,574
	1917	194,619	5.50	50.01	153,468,636	147,556,054	5,912,582
Indiana	1927	87,721	3.61	34.97	63,782,519	55,645,588	8,136,931
	1922	107,253	4.58	49.48	58,551,813	52,799,631	5,752,182
	1917	82,649	3.87	43.62	52,213,871	49,416,294	2,797,577
Illinois	1927	402,991	5.07	54.32	256,984,870	247,833,055	9,151,815
	1922	342,766	5.06	53.07	230,126,979	222,995,652	7,131,327
	1917	329,618	4.99	52.31	225,444,667	219,738,870	5,705,797
Michigan	1927	307,838	7.12	74.12	78,928,805	73,312,629	5,616,176
	1922	320,670	6.95	51.34	83,570,881	80,236,985	3,333,896
	1917	264,456	5.64	54.57	82,294,051	79,401,488	2,892,563
Wisconsin	1927	238,143	5.15	49.81	35,414,500	34,844,445	570,055
	1922	232,098	5.55	54.54	32,839,913	32,462,006	377,907
	1917	216,843	5.59	52.74	29,607,516	29,500,681	106,835
WEST NORTH CENTRAL:							
Minnesota	1927	293,295	5.85	58.88	35,546,407	35,456,799	89,608
	1922	397,845	7.31	72.23	35,065,996	35,952,564	113,432
	1917	372,679	6.10	58.18	38,793,434	38,698,412	95,022
Iowa	1927	70,947	3.50	34.70	23,891,632	19,110,354	4,781,278
	1922	99,708	3.73	41.43	29,151,762	25,578,506	3,573,256
	1917	110,092	4.65	43.56	25,293,113	22,362,827	2,930,286
Missouri	1927	375,485	5.34	49.42	76,701,495	76,318,575	382,920
	1922	415,588	5.76	54.01	80,737,516	80,441,603	295,913
	1917	401,101	5.53	52.40	80,670,043	80,106,689	563,354
North Dakota	1927	114,921	3.04	23.06	951,320	950,040	1,280
	1922	128,565	3.65	25.62	925,707	924,427	1,280
	1917	92,899	4.01	29.68	709,310	709,310	----------
South Dakota	1927	46,005	2.00	17.71	368,361	368,361	----------
	1922	118,983	3.49	31.03	578,850	578,850	----------
	1917	79,590	3.40	24.50	562,647	562,647	----------
Nebraska	1927	245,272	4.60	46.13	11,290,937	11,285,827	5,110
	1922	337,383	5.50	51.85	13,980,336	13,973,834	6,502
	1917	316,577	5.38	49.54	14,018,246	13,861,624	156,622
Kansas	1927	44,313	2.28	23.16	10,346,626	9,335,912	1,010,714
	1922	70,198	3.24	31.50	12,571,389	11,657,747	913,642
	1917	72,883	3.10	30.88	13,819,088	13,041,476	777,612
SOUTH ATLANTIC:							
Delaware	1927	234,209	5.20	41.45	3,648,826	3,648,826	----------
	1922	250,999	5.41	42.01	3,882,581	3,852,469	30,112
	1917	291,777	6.32	47.33	4,123,064	4,123,064	----------
Maryland	1927	348,818	5.73	55.18	40,386,598	39,777,823	608,775
	1922	368,151	5.94	55.06	42,406,519	41,856,450	564,069
	1917	330,434	5.78	53.58	40,328,214	39,536,022	792,192

See footnotes on p. 97.

TABLE 45.—PASSENGER TRAFFIC, TRACK, AND CAR MILEAGE, AND CAR HOURS, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	AVERAGE NUMBER OF REVENUE PASSENGERS [1]			REVENUE-CAR MILES		
		Per mile of track [2]	Per revenue-passenger-car mile	Per revenue-passenger-car hour	Total	Passenger cars	Express, freight, and mail cars
SOUTH ATLANTIC—Con.							
District of Columbia	1927	644,420	6.83	60.10	20,082,371	20,049,897	32,474
	1922	660,523	7.42	63.36	21,037,043	21,005,737	31,306
	1917	548,046	6.79	50.61	18,538,345	18,501,160	37,185
Virginia	1927	191,287	4.17	37.87	24,631,974	24,140,881	491,093
	1922	215,826	4.91	42.01	24,312,340	23,670,003	642,337
	1917	107,024	5.21	42.95	21,968,083	21,664,026	304,057
West Virginia	1927	155,202	4.07	47.13	15,503,698	15,239,490	264,208
	1922	179,038	6.13	58.82	15,238,374	14,851,969	386,405
	1917	164,282	5.43	52.03	14,622,900	14,017,775	605,125
North Carolina	1927	179,342	3.88	29.94	6,595,150	6,561,947	33,203
	1922	191,122	4.36	33.92	6,887,504	6,867,204	20,300
	1917	158,241	4.02	27.24	6,724,772	6,692,833	31,939
South Carolina	1927	32,280	3.11	30.93	7,399,419	3,295,024	4,104,395
	1922	61,308	3.62	34.32	7,718,687	5,586,293	2,132,394
	1917	75,667	3.97	37.36	8,235,764	6,308,377	1,927,387
Georgia	1927	230,194	4.62	44.54	21,429,024	21,329,474	99,550
	1922	233,272	4.71	44.07	22,619,406	22,486,915	132,491
	1917	203,717	4.51	40.83	20,967,644	20,749,796	157,848
Florida	1927	242,324	4.61	37.12	11,585,710	11,572,212	13,498
	1922	213,696	4.59	40.02	9,057,709	9,006,133	51,567
	1927	182,295	4.58	39.06	7,208,883	7,152,787	56,096
EAST SOUTH CENTRAL:							
Kentucky	1927	256,147	5.55	49.91	21,480,167	21,255,846	224,321
	1922	237,871	5.75	51.40	20,371,699	20,117,825	253,874
	1917	225,560	4.83	43.84	22,865,008	22,577,178	287,830
Tennessee	1927	207,308	5.06	47.39	20,634,981	20,564,018	70,963
	1922	224,004	5.79	53.91	19,121,967	19,056,763	65,204
	1917	226,584	4.78	43.04	21,400,684	21,314,283	86,401
Alabama	1927	262,849	5.39	51.50	15,909,904	15,844,286	65,618
	1922	209,270	4.68	42.83	15,819,643	15,736,323	83,320
	1917	197,655	4.43	38.94	16,037,615	15,862,057	175,558
Mississippi	1927	88,951	2.71	19.77	1,479,056	1,477,392	1,664
	1922	89,067	2.79	21.37	3,075,482	3,019,142	56,340
	1917	89,245	2.70	24.72	3,090,356	3,072,106	18,250
WEST SOUTH CENTRAL:							
Arkansas	1927	201,914	4.06	35.27	6,371,190	6,371,190	----------
	1922	235,282	5.11	41.17	5,735,435	5,735,435	----------
	1917	208,762	4.44	38.20	5,917,302	5,915,580	1,716
Louisiana	1927	458,594	6.77	60.57	18,239,442	18,239,442	----------
	1922	436,446	6.28	56.14	20,428,933	20,428,933	----------
	1917	329,808	4.44	39.82	23,832,650	23,832,650	----------
Oklahoma	1927	74,752	2.92	28.99	9,016,905	8,165,296	851,609
	1922	121,971	4.15	40.16	9,355,894	8,531,280	824,614
	1917	112,451	3.92	37.51	7,978,717	7,839,942	138,775
Texas	1927	179,344	3.77	37.96	48,422,753	47,511,412	911,341
	1922	199,449	4.28	42.27	44,570,642	43,812,348	758,294
	1917	163,657	3.87	37.73	39,682,183	38,873,206	808,977
MOUNTAIN:							
Montana	1927	133,073	4.57	41.73	3,090,110	3,090,110	----------
	1922	140,741	5.12	45.56	2,979,323	2,979,323	----------
	1917	187,189	6.18	52.80	3,591,815	3,591,815	----------
Colorado	1927	188,760	4.34	44.84	15,151,875	14,962,685	189,190
	1922	195,131	5.28	54.00	15,745,601	15,461,561	284,040
	1917	186,635	5.05	48.83	17,030,884	16,753,535	277,349

See footnotes on p. 97.

TABLE 45.—PASSENGER TRAFFIC, TRACK, AND CAR MILEAGE, AND CAR HOURS, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	AVERAGE NUMBER OF REVENUE PASSENGERS [1]			REVENUE-CAR MILES		
		Per mile of track [2]	Per revenue-passenger-car mile	Per revenue-passenger-car hour	Total	Passenger cars	Express, freight, and mail cars
MOUNTAIN—Continued.							
New Mexico	1927	48,189	1.54	10.18	333,881	333,881	----------
	1922	130,473	3.37	22.61	409,814	409,814	----------
	1917	139,310	3.28	23.18	453,349	453,349	----------
Arizona	1927	147,611	4.96	40.08	1,095,690	1,095,690	----------
	1922	125,462	5.58	46.32	981,434	981,434	----------
	1917	143,543	5.86	49.24	1,276,577	1,276,577	----------
Idaho	1927	12,397	1.19	18.23	770,032	704,512	65,520
	1922	32,733	2.61	27.31	1,323,381	1,248,363	75,018
	1917	31,601	2.36	26.20	1,488,475	1,390,716	97,759
Wyoming [3]	1922	30,412	2.71	27.72	252,728	252,728	----------
	1917	64,066	4.73	38.04	308,358	308,358	----------
Nevada	1927	83,306	4.40	----------	79,708	79,708	----------
	1922	114,014	4.44	----------	108,000	108,000	----------
	1917	71,735	3.42	22.92	235,644	235,644	----------
Utah	1927	64,517	3.62	41.17	11,665,402	8,813,401	2,852,001
	1922	78,165	4.65	54.03	10,938,829	8,722,307	2,216,522
	1917	88,117	4.74	54.70	9,734,950	8,643,750	1,091,200
PACIFIC:							
Washington	1927	126,292	3.89	38.44	32,273,369	30,377,153	1,896,216
	1922	146,135	4.11	41.52	36,299,115	34,740,490	1,558,625
	1917	139,130	4.32	46.00	36,128,262	33,758,746	2,369,516
Oregon	1927	116,962	3.56	36.18	20,191,536	17,007,055	3,184,481
	1922	122,140	3.76	40.31	21,341,238	19,087,358	2,253,880
	1917	116,369	3.29	35.82	22,528,731	20,411,680	2,117,051
California	1927	245,787	5.64	65.03	146,027,985	131,866,563	14,161,422
	1922	254,831	5.82	66.97	138,527,994	129,497,741	9,030,253
	1917	168,406	4.06	45.30	130,402,420	121,833,615	8,568,805
Hawaii	1927	441,220	7.00	68.62	2,293,841	2,293,841	----------
	1922	560,150	9.02	84.35	2,215,044	2,191,948	23,096
	1917	473,119	7.12	66.33	2,039,235	2,018,815	20,420
Philippine Islands	1927	706,712	7.10	65.67	5,192,379	5,175,354	17,025
Porto Rico	1927	139,671	3.30	31.73	822,247	808,595	13,652
	1922	349,959	5.65	38.92	1,362,533	1,361,864	669
	1917	323,895	4.89	34.93	1,378,322	1,375,276	3,046

[1] Does not include bus passengers; includes pay-transfer passengers.
[2] Exclusive of idle track and freight and switching roads. Averages for 1927, 1922, and 1917 based upon running track.
[3] No electric railways operated in Wyoming in 1927.

TABLE 45.—PASSENGER TRAFFIC, TRACK, AND CAR MILEAGE, AND CAR HOURS, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	COMPANIES REPORTING REVENUE-CAR HOURS				
		Number of companies	Revenue passengers	Revenue-car hours		
				Total number	Passenger cars	Express, freight, and mail cars
UNITED STATES	1927	662	11,724,861,119	202,513,648	196,464,340	6,049,308
	1922	770	12,054,009,119	201,838,263	197,146,335	4,691,928
	1917	836	10,687,561,878	203,056,931	199,052,633	4,004,298
GEOGRAPHIC DIVISIONS:						
New England	1927	59	910,454,582	16,795,482	16,242,149	553,333
	1922	75	1,131,405,002	18,178,559	17,559,547	619,012
	1917	83	1,241,635,297	22,171,209	21,518,064	653,145
Middle Atlantic	1927	183	5,172,123,565	69,547,457	68,735,922	811,535
	1922	225	4,974,474,493	66,700,044	65,944,628	755,416
	1917	233	4,219,454,511	70,336,636	69,516,511	820,125
East North Central	1927	160	2,543,021,402	49,607,958	47,661,763	1,946,195
	1922	171	2,528,947,011	49,574,993	48,258,228	1,316,765
	1917	180	2,317,555,188	46,203,445	44,988,894	1,214,551
West North Central	1927	68	758,282,320	17,362,268	15,897,357	1,464,911
	1922	69	938,659,558	18,271,577	17,320,607	950,970
	1917	79	899,011,326	18,262,788	17,802,608	460,180
South Atlantic	1927	59	739,172,149	15,960,228	15,787,830	172,398
	1922	69	803,951,662	16,242,101	15,992,223	249,878
	1917	82	721,037,208	15,261,768	14,965,416	296,352
East South Central	1927	26	311,351,385	6,466,119	6,418,391	47,728
	1922	39	306,446,893	6,433,839	6,380,264	53,575
	1917	39	211,827,501	5,259,202	5,211,663	47,539
West South Central	1927	44	352,540,720	8,417,588	8,318,079	99,509
	1922	48	373,033,998	8,208,143	8,132,048	76,095
	1917	57	302,096,915	7,933,815	7,864,724	69,091
Mountain	1927	27	117,652,989	3,075,251	2,791,457	283,794
	1922	32	146,559,399	3,332,954	2,864,909	468,045
	1917	35	161,069,447	3,537,224	3,293,801	243,423
Pacific	1927	36	820,262,007	15,281,297	14,611,392	669,905
	1922	42	850,531,103	14,896,053	14,693,881	202,172
	1917	48	613,874,485	14,090,844	13,890,952	199,892
NEW ENGLAND:						
Maine	1927	13	32,498,917	950,898	888,737	62,161
	1922	15	50,010,345	1,102,805	1,024,838	77,967
	1917	15	55,289,185	1,229,343	1,123,372	105,971
New Hampshire	1927	8	10,806,844	329,172	326,113	3,059
	1922	14	19,650,000	451,669	448,336	3,333
	1917	12	23,373,050	432,973	430,697	2,276
Vermont	1927	5	3,690,568	99,134	96,238	2,896
	1922	5	4,648,693	118,919	116,494	2,425
	1917	8	8,503,090	220,863	216,717	4,146
Massachusetts	1927	27	604,951,518	10,497,760	10,106,476	391,284
	1922	31	731,999,271	10,913,115	10,471,282	441,833
	1917	39	834,538,961	13,903,812	13,571,767	332,045
Rhode Island	1927	1	105,209,833	1,625,728	1,606,562	19,166
	1922	3	142,156,034	1,813,527	1,793,394	20,133
	1917	2	113,191,055	2,422,066	2,364,476	57,590
Connecticut	1927	5	153,296,902	3,292,790	3,218,023	74,767
	1922	7	182,940,659	3,778,524	3,705,203	73,321
	1917	7	206,739,956	3,962,152	3,811,035	151,117
MIDDLE ATLANTIC:						
New York	1927	80	3,407,410,535	41,823,233	41,248,129	575,104
	1922	94	3,090,680,269	38,476,182	38,027,531	448,651
	1917	98	2,492,225,233	40,760,132	40,399,018	361,114

TABLE 45.—PASSENGER TRAFFIC, TRACK, AND CAR MILEAGE, AND CAR HOURS, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	COMPANIES REPORTING REVENUE-CAR HOURS				
		Number of companies	Revenue passengers	Revenue-car hours		
				Total number	Passenger cars	Express, freight, and mail cars
MIDDLE ATLANTIC—Contd.						
New Jersey	1927	14	406,443,869	5,647,204	5,645,432	1,772
	1922	19	466,810,721	7,307,991	7,298,911	9,080
	1917	20	431,252,387	7,273,355	7,263,205	10,150
Pennsylvania	1927	89	1,358,269,161	22,077,020	21,842,361	234,659
	1922	112	1,416,983,503	20,915,871	20,618,186	297,685
	1917	115	1,295,976,891	22,303,149	21,854,288	448,861
EAST NORTH CENTRAL:						
Ohio	1927	51	383,006,571	8,761,936	8,117,409	644,527
	1922	46	443,203,974	8,594,423	8,365,458	228,965
	1917	51	455,819,828	9,382,492	9,115,073	267,419
Indiana	1927	21	201,070,002	6,244,007	5,749,762	494,245
	1922	24	240,827,954	5,315,186	4,867,609	447,577
	1917	20	173,572,331	4,181,757	3,979,144	202,613
Illinois	1927	52	1,257,594,433	23,736,907	23,149,520	587,387
	1922	65	1,109,380,170	21,353,335	20,902,781	450,554
	1917	70	1,078,987,325	21,104,796	20,627,731	477,065
Michigan	1927	20	521,773,542	7,200,837	7,039,810	161,027
	1922	19	556,908,880	11,007,893	10,847,515	160,378
	1917	20	444,638,307	8,401,476	8,147,367	254,109
Wisconsin	1927	16	179,576,854	3,664,271	3,605,262	59,009
	1922	17	178,626,033	3,304,156	3,274,865	29,291
	1917	19	164,537,397	3,132,924	3,119,579	13,345
WEST NORTH CENTRAL:						
Minnesota	1927	10	207,476,547	3,531,976	3,523,483	8,493
	1922	9	262,718,997	3,646,659	3,637,421	9,238
	1917	10	235,943,196	4,064,026	4,055,722	8,304
Iowa	1927	19	66,883,116	3,221,077	1,927,433	1,293,644
	1922	20	93,215,354	3,047,821	2,249,749	798,072
	1917	20	100,657,810	2,576,027	2,310,617	265,410
Missouri	1927	15	407,210,058	8,270,938	8,239,541	31,397
	1922	18	463,516,094	8,606,916	8,581,375	25,541
	1917	19	442,689,255	8,507,025	8,448,975	58,050
North Dakota	1927	3	2,841,473	123,935	123,205	730
	1922	3	3,313,886	129,996	129,356	640
	1917	3	2,789,865	94,003		
South Dakota	1927	1	736,086	41,571	41,571	
	1922	1	2,022,714	65,187	65,187	
	1917	2	1,914,947	78,152	78,152	
Nebraska	1927	4	51,889,838	1,125,286	1,124,772	514
	1922	5	76,845,760	1,482,740	1,482,089	651
	1917	6	74,560,104	1,531,578	1,505,052	26,526
Kansas	1927	16	21,245,202	1,047,485	917,352	130,133
	1922	13	37,026,753	1,292,258	1,175,430	116,828
	1917	19	40,456,149	1,411,977	1,310,087	101,890
SOUTH ATLANTIC:						
Delaware	1927	1	18,261,524	457,502	457,502	
	1922	1	20,860,564	501,632	496,604	5,028
	1917	1	26,046,911	550,318	550,318	
Maryland	1927	3	224,148,064	4,121,769	4,061,945	59,824
	1922	10	244,022,715	4,488,883	4,431,693	57,190
	1917	12	225,162,957	4,277,346	4,202,703	74,643
District of Columbia	1927	2	136,887,601	2,280,074	2,277,581	2,493
	1922	3	155,951,980	2,463,696	2,461,292	2,404
	1917	4	125,535,527	2,168,969	2,165,776	3,193

TABLE 45.—PASSENGER TRAFFIC, TRACK, AND CAR MILEAGE, AND CAR HOURS, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	COMPANIES REPORTING REVENUE-CAR HOURS				
		Number of companies	Revenue passengers	Revenue-car hours		
				Total number	Passenger cars	Express, freight, and mail cars
SOUTH ATLANTIC—Contd.						
Virginia	1927	16	100, 745, 039	2, 712, 654	2, 660, 529	52, 125
	1922	13	116, 273, 642	2, 845, 540	2, 767, 726	77, 814
	1917	15	112, 784, 957	2, 728, 856	2, 625, 832	103, 024
West Virginia	1927	10	71, 163, 362	1, 547, 967	1, 510, 009	37, 958
	1922	16	91, 079, 124	1, 628, 745	1, 548, 373	80, 372
	1917	18	75, 867, 281	1, 537, 917	1, 458, 058	79, 859
North Carolina	1927	8	25, 443, 243	851, 084	849, 884	1, 200
	1922	6	16, 032, 537	472, 722	472, 722	----------
	1917	7	10, 819, 776	400, 253	397, 253	3, 000
South Carolina	1927	5	9, 896, 776	325, 181	320, 011	5, 170
	1922	4	14, 632, 621	430, 029	426, 356	3, 673
	1917	5	18, 730, 468	510, 493	501, 558	8, 935
Georgia	1927	7	98, 564, 379	2, 223, 573	2, 212, 829	10, 744
	1922	9	103, 781, 907	2, 372, 321	2, 355, 137	17, 184
	1917	13	93, 640, 506	2, 312, 011	2, 293, 500	18, 511
Florida	1927	7	53, 302, 161	1, 440, 424	1, 437, 540	2, 884
	1922	7	41, 316, 572	1, 038, 533	1, 032, 320	6, 213
	1917	7	32, 439, 825	835, 605	830, 418	5, 187
EAST SOUTH CENTRAL:						
Kentucky	1927	7	117, 894, 068	2, 382, 134	2, 361, 949	20, 185
	1922	9	115, 593, 599	2, 270, 836	2, 249, 056	21, 780
	1917	7	40, 498, 893	931, 748	923, 746	8, 002
Tennessee	1927	13	103, 984, 538	2, 209, 289	2, 194, 196	15, 093
	1922	11	108, 704, 763	2, 023, 775	2, 018, 011	5, 764
	1917	11	99, 906, 834	2, 328, 082	2, 321, 093	6, 989
Alabama	1927	3	85, 462, 878	1, 671, 779	1, 659, 440	12, 339
	1922	12	73, 640, 159	1, 736, 182	1, 719, 541	16, 641
	1917	11	62, 434, 842	1, 632, 239	1, 603, 341	28, 898
Mississippi	1927	3	4, 009, 901	202, 917	202, 806	111
	1922	7	8, 412, 372	403, 046	393, 656	9, 390
	1917	10	8, 986, 932	367, 133	363, 483	3, 650
WEST SOUTH CENTRAL:						
Arkansas	1927	7	25, 887, 438	733, 888	733, 888	----------
	1922	8	28, 767, 117	698, 815	698, 815	----------
	1917	9	26, 036, 415	681, 944	681, 584	360
Louisiana	1927	7	123, 490, 927	2, 038, 812	2, 038, 812	----------
	1922	9	128, 336, 883	2, 285, 887	2, 285, 887	----------
	1917	9	99, 408, 256	2, 496, 593	2, 496, 593	----------
Oklahoma	1927	10	23, 807, 802	871, 289	821, 142	50, 147
	1922	9	31, 742, 098	823, 920	790, 347	33, 573
	1917	13	28, 751, 522	781, 194	766, 528	14, 666
Texas	1927	20	179, 354, 553	4, 773, 599	4, 724, 237	49, 362
	1922	22	184, 187, 900	4, 399, 521	4, 356, 999	42, 522
	1917	26	147, 900, 722	3, 974, 084	3, 920, 019	54, 065
MOUNTAIN:						
Montana	1927	5	14, 108, 396	338, 055	338, 055	----------
	1922	5	15, 254, 913	334, 822	334, 822	----------
	1917	6	22, 196, 885	419, 952	419, 952	----------
Colorado	1927	10	64, 865, 490	1, 471, 811	1, 446, 507	25, 304
	1922	12	81, 160, 293	1, 551, 146	1, 500, 568	50, 578
	1917	13	84, 509, 369	1, 761, 012	1, 730, 830	30, 182
New Mexico	1927	2	515, 627	50, 672	50, 672	----------
	1922	2	1, 383, 016	61, 181	61, 181	----------
	1917	2	1, 480, 434	64, 134	64, 134	----------

TABLE 45.—PASSENGER TRAFFIC, TRACK, AND CAR MILEAGE, AND CAR HOURS, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	COMPANIES REPORTING REVENUE-CAR HOURS				
		Number of companies	Revenue passengers	Revenue-car hours		
				Total number	Passenger cars	Express, freight, and mail cars
MOUNTAIN—Continued.						
Arizona	1927	3	5,432,093	135,525	135,525	----------
	1922	3	5,473,890	118,186	118,186	----------
	1917	4	7,482,895	151,959	151,959	----------
Idaho	1927	1	836,830	49,117	45,908	3,209
	1922	2	2,042,163	78,620	74,776	3,844
	1917	3	3,268,730	132,103	124,759	7,344
Wyoming[1]	1922	2	683,964	24,774	24,674	100
	1917	2	1,457,508	38,312	38,312	----------
Nevada	1927	----------	----------	----------	----------	----------
	1922	----------	----------	----------	----------	----------
	1917	2	804,863	35,130	35,130	----------
Utah	1927	6	31,894,553	1,030,071	774,790	255,281
	1922	6	40,561,160	1,164,225	750,702	413,523
	1917	3	39,862,763	934,622	728,725	205,897
PACIFIC:						
Washington	1927	17	118,037,720	3,131,703	3,070,975	60,728
	1922	17	141,898,052	3,483,833	3,417,183	66,650
	1917	18	134,650,835	3,043,313	2,927,383	115,930
Oregon	1927	4	60,470,738	2,092,651	1,671,610	421,041
	1922	6	70,379,294	1,758,485	1,745,885	12,600
	1917	6	65,723,867	1,853,127	1,834,683	18,444
California	1927	15	641,753,549	10,056,943	9,868,807	188,136
	1922	19	638,253,757	9,653,735	9,530,813	122,922
	1917	24	413,490,783	9,194,404	9,128,886	65,518
Hawaii	1927	1	16,064,834	234,110	234,110	----------
	1922	1	19,767,680	238,738	234,355	4,383
	1917	1	14,378,092	220,145	216,775	3,370
Philippine Islands	1927	1	36,720,761	562,192	559,137	3,055
Porto Rico	1927	2	2,671,916	89,042	84,215	4,827
	1922	2	7,387,688	189,888	189,800	88
	1917	2	6,403,093	183,772	183,334	438

[1] No electric railways operated in Wyoming in 1927.

TABLE 46.—PASSENGERS CARRIED BY CAR LINES AND MOTOR-BUS LINES, BY CLASS OF PASSENGERS, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927

DIVISION AND STATE	TOTAL PASSENGERS		REVENUE PASSENGERS		TRANSFER PASSENGERS				FREE PASSENGERS	
					Pay-transfer		Free-transfer			
	Car lines	Motor-bus lines	Car lines	Motor-bus lines	Car lines	Motor-bus lines	Car lines	Motor-bus lines	Car lines	Motor-bus lines
UNITED STATES: 1927	14,901,435,276	214,694,454	11,845,104,036	163,198,613	329,488,297	4,582,582	2,571,248,727	45,667,065	155,594,216	1,246,194
1922	15,331,399,851	16,120,115	12,205,118,008	12,405,987	461,439,726	385,321	2,496,570,207	3,252,175	168,271,910	76,632
GEOGRAPHIC DIVISIONS:										
New England	1,234,817,808	72,212,596	896,841,015	54,262,241	13,613,567	359,222	318,226,742	17,372,623	6,136,484	218,510
Middle Atlantic	5,707,319,536	193,798	5,121,132,533	174,014	51,246,532	----------	509,864,436	18,584	25,076,035	1,200
East North Central	3,787,175,278	67,616,869	2,644,864,416	53,488,438	241,219,211	2,417,627	829,755,380	11,389,665	71,336,271	321,139
West North Central	1,067,891,730	3,010,928	756,172,753	3,304,215	2,160,648	95,252	302,519,424	177,209	7,038,905	34,252
South Atlantic	954,619,446	10,375,203	736,341,009	7,718,819	6,964,898	1,681,999	199,364,475	853,427	11,449,064	120,958
East South Central	372,809,591	----------	300,840,170	----------	10,511,215	----------	54,771,946	----------	6,686,260	----------
West South Central	449,335,301	18,303,434	351,428,878	14,303,854	1,111,842	897	92,528,052	3,894,931	4,266,529	103,752
Mountain	139,347,999	1,408,978	117,996,795	1,282,743	6,911	----------	19,363,275	101,784	1,981,018	24,451
Pacific	1,188,118,587	40,972,648	919,486,467	28,664,289	2,653,473	27,585	244,354,997	11,858,842	21,623,650	421,932
NEW ENGLAND:										
Maine	35,265,144	76,091	32,487,866	75,091	11,051	----------	2,234,586	----------	531,641	1,000
New Hampshire	12,366,771	118,560	10,806,844	113,000	----------	----------	1,497,641	5,480	62,286	80
Vermont	3,869,938	71,000	3,679,750	50,000	10,818	20,000	178,370	----------	1,000	1,000
Massachusetts	893,907,448	63,396,827	604,939,237	45,914,989	12,281	1,684	285,068,665	17,350,221	3,887,265	129,933
Rhode Island	106,673,393	8,550,118	91,637,597	8,109,161	12,572,236	337,538	71,927	16,922	1,391,633	86,497
Connecticut	182,735,114	----------	153,289,721	----------	7,181	----------	29,175,553	----------	262,659	----------
MIDDLE ATLANTIC:										
New York	3,600,376,214	181,798	3,388,661,259	162,014	18,749,276	----------	180,667,225	18,584	12,298,454	1,200
New Jersey	414,100,545	12,000	402,741,993	12,000	3,701,876	----------	393,499	----------	7,263,177	----------
Pennsylvania	1,692,842,777	----------	1,329,729,281	----------	28,795,380	----------	328,803,712	----------	5,514,404	----------
EAST NORTH CENTRAL:										
Ohio	805,942,555	28,028,256	617,214,180	22,285,192	108,854,616	2,266,629	71,720,348	3,430,317	8,153,411	46,118
Indiana	222,735,819	9,749,245	186,644,980	7,429,411	14,425,022	150,998	15,453,717	2,007,876	6,212,100	160,960
Illinois	1,983,185,725	12,949,606	1,256,875,016	10,282,471	719,417	----------	675,423,656	2,582,516	50,167,636	84,619
Michigan	538,746,747	2,249,349	404,553,386	1,919,602	117,220,156	----------	11,111,102	315,760	5,862,103	13,987
Wisconsin	236,564,432	14,640,413	179,576,854	11,571,762	----------	----------	56,046,557	3,053,196	941,021	15,455

West North Central:										
Minnesota	280, 508, 118		207, 476, 547				70, 489, 456		2, 542, 115	
Iowa	77, 448, 513	1, 841, 584	66, 787, 708	1, 647, 021	95, 408	28, 410	8, 907, 558	150, 336	1, 657, 839	15, 817
Missouri	613, 610, 030	424, 584	405, 144, 818	339, 916	2, 065, 240	66, 842	204, 299, 844		2, 100, 128	17, 826
North Dakota	3, 134, 962		2, 892, 554				233, 903		8, 505	
South Dakota	817, 263	535, 126	736, 086	510, 644			77, 577	24, 373	3, 600	109
Nebraska	67, 520, 001	131, 792	51, 889, 838	131, 792			15, 341, 527		288, 636	
Kansas	24, 852, 843	677, 842	21, 245, 202	674, 842			3, 169, 559	2, 500	438, 082	500
South Atlantic:										
Delaware	23, 363, 113		18, 961, 524				3, 795, 265		606, 324	
Maryland	331, 936, 433		227, 908, 848		8, 969		98, 699, 391		5, 319, 225	
District of Columbia	172, 421, 664	7, 964, 130	130, 041, 810	5, 776, 677	6, 845, 791	1, 681, 999	34, 106, 996	440, 735	1, 427, 067	64, 719
Virginia	122, 417, 490		100, 669, 161		81, 878		20, 332, 835		1, 333, 616	
West Virginia	75, 611, 461		71, 163, 362				3, 422, 472		1, 025, 627	
North Carolina	30, 437, 395		25, 427, 125		16, 118		4, 323, 612		670, 540	
South Carolina	11, 792, 817		10, 242, 639		12, 142		1, 311, 317		226, 719	
Georgia	123, 784, 835	492, 669	98, 564, 379	264, 650			24, 788, 340	223, 646	432, 116	4, 373
Florida	62, 854, 238	1, 918, 404	53, 362, 161	1, 677, 492			9, 084, 247	189, 046	407, 830	51, 866
East South Central:										
Kentucky	151, 451, 336		117, 894, 068				32, 162, 685		1, 394, 583	
Tennessee	125, 234, 884		103, 984, 538				18, 859, 174		2, 391, 172	
Alabama	91, 402, 564		74, 953, 127		10, 509, 751		3, 136, 713		2, 802, 973	
Mississippi	4, 720, 807		4, 008, 437		1, 464		613, 374		97, 532	
West South Central:										
Arkansas	30, 102, 304	27, 594	24, 775, 596	26, 574	1, 111, 842	897	3, 811, 922		402, 944	123
Louisiana	166, 141, 951	5, 789, 959	123, 490, 927	3, 683, 150			40, 876, 064	2, 065, 755	1, 774, 960	41, 054
Oklahoma	28, 061, 247	4, 966, 999	23, 807, 802	4, 178, 389			3, 974, 847	766, 271	278, 598	22, 339
Texas	225, 029, 799	7, 518, 882	179, 354, 553	6, 415, 741			43, 865, 219	1, 062, 905	1, 810, 027	40, 236
Mountain: [1]										
Montana	16, 064, 405		14, 108, 396				1, 560, 883		395, 126	
Idaho	888, 371		829, 919		6, 911		3, 701		47, 840	
Colorado	79, 646, 995	674, 492	64, 865, 490	590, 676			13, 780, 591	70, 996	1, 000, 912	12, 820
New Mexico	557, 027		515, 627				39, 910		1, 490	
Arizona	5, 788, 599		5, 432, 093				288, 715		67, 791	
Utah	36, 051, 885	734, 486	31, 894, 553	692, 967			3, 689, 473	30, 788	467, 859	11, 631
Nevada	350, 717		350, 717							
Pacific:										
Washington	147, 824, 063	8, 446, 955	115, 945, 220	5, 567, 092	2, 357, 870	2, 351	26, 925, 503	2, 803, 398	2, 595, 490	74, 114
Oregon	82, 544, 252	5, 119, 582	60, 470, 738	2, 652, 265			19, 905, 757	2, 365, 087	2, 167, 757	72, 230
California	937, 759, 252	27, 406, 111	743, 070, 509	20, 444, 932	295, 603	25, 234	197, 523, 737	6, 660, 357	16, 860, 403	275, 588
Hawaii	19, 675, 121	922, 255	16, 064, 834	577, 417			3, 550, 694	343, 427	59, 593	1, 411
Philippine Islands	36, 720, 761		36, 720, 761							
Porto Rico	2, 754, 035	274, 446	2, 671, 697	269, 152	219	88	73, 000		9, 139	5, 206

[1] No electric railways operated in Wyoming.

TABLE 47.—NONREVENUE-CAR MILEAGE AND HOURS, BUS MILEAGE AND HOURS, AND NUMBER OF CARS AND BUSSES REQUIRED FOR BASE AND PEAK SCHEDULES, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927

DIVISION AND STATE	NONREVENUE CARS [1]		BUSSES [1 2]		NUMBER OF CARS REQUIRED [3]—		NUMBER OF BUSSES REQUIRED [3]—	
	Mileage	Hours	Mileage	Hours	For base schedule	For peak schedule	For base schedule	For peak schedule
UNITED STATES	16,513,798	2,697,636	65,905,107	5,716,345	28,210	51,865	1,006	1,599
GEOGRAPHIC DIVISIONS:								
New England	1,702,777	264,994	16,563,312	1,599,363	2,154	4,489	228	492
Middle Atlantic	3,879,743	834,946	55,026	7,299	10,458	18,049	2	3
East North Central	5,849,383	994,957	22,723,222	1,847,424	6,370	13,120	362	520
West North Central	1,270,565	138,553	2,318,295	167,830	2,085	4,139	35	46
South Atlantic	905,902	150,975	3,839,316	388,703	2,092	3,661	64	109
East South Central	256,118	24,788			778	1,564		
West South Central	1,145,709	132,118	5,292,666	517,796	1,158	1,757	87	127
Mountain	151,546	14,139	723,504	53,888	439	707	19	20
Pacific	1,352,055	142,166	14,389,766	1,134,042	2,676	4,379	209	282
NEW ENGLAND:								
Maine	61,854	37,692	174,450	15,860	149	214	2	5
New Hampshire	12,081	2,840	70,846	9,058	76	92	2	2
Vermont	5,017	1,756	29,600	3,289	17	29	1	2
Massachusetts	1,206,580	157,972	13,727,265	1,365,666	1,292	2,934	202	446
Rhode Island	164,335		2,561,151	205,490	210	424	21	37
Connecticut	252,910	64,734			410	796		
MIDDLE ATLANTIC:								
New York	2,580,668	416,757	51,426	6,435	7,270	11,641	1	2
New Jersey	345,914	49,547	3,600	864	735	1,428	1	1
Pennsylvania	953,161	368,642			2,453	4,980		
EAST NORTH CENTRAL:								
Ohio	944,958	139,609	7,107,390	380,302	1,635	3,080	87	168
Indiana	1,933,956	94,663	4,042,947	386,186	772	1,086	66	82
Illinois	2,108,832	256,197	4,323,670	426,958	2,640	6,145	76	93
Michigan	235,503	393,107	1,316,228	133,863	891	1,872	34	46
Wisconsin	626,134	111,381	5,932,987	520,115	432	937	99	131
WEST NORTH CENTRAL:								
Minnesota	357,539	5,531			473	935		
Iowa	175,050	89,226	796,329	73,018	282	448	10	16
Missouri	657,122	31,488	180,855	19,992	910	2,248	3	4
North Dakota	6,632	830			19	25		
South Dakota			878,649	30,060	7	7	14	14
Nebraska	44,113	5,400	64,784	5,975	246	281	1	3
Kansas	30,109	6,078	397,678	38,785	148	195	7	9
SOUTH ATLANTIC:								
Delaware	11,820	1,480			52	78		
Maryland	309,280	10,150			494	1,126		
Dist. of Columbia	18,633	2,066	2,775,037	290,720	252	572	46	87
Virginia	123,617	36,447			338	557		
West Virginia	97,056	56,823			254	307		
North Carolina	21,720	3,760			132	160		
South Carolina	50,729	2,900			69	95		
Georgia	112,483	5,832	156,088	18,690	286	498	3	3
Florida	160,564	31,517	908,191	79,293	215	268	15	19
EAST SOUTH CENTRAL:								
Kentucky	78,346	6,628			274	600		
Tennessee	49,153	2,647			264	590		
Alabama	117,869	11,788			207	330		
Mississippi	10,750	3,725			33	44		
WEST SOUTH CENTRAL:								
Arkansas	5,566	1,146	25,778	3,076	102	145	2	2
Louisiana	100,798	13,230	1,126,848	118,617	271	399	18	33
Oklahoma	121,892	2,295	1,420,730	143,689	139	158	25	32
Texas	917,453	115,447	2,719,310	252,414	646	1,055	42	60
MOUNTAIN: [4]								
Montana	7,248	353			62	82		
Idaho					8	10		

[1] Statistics under these heads are incomplete, for the reason that some of the smaller companies were unable to supply data.
[2] Revenue and nonrevenue busses operated directly by railway companies.
[3] Includes revenue and nonrevenue cars and busses.
[4] No electric railways operated in Wyoming in 1927.

TABLE 47.—NONREVENUE-CAR MILEAGE AND HOURS, BUS MILEAGE AND HOURS, AND NUMBER OF CARS AND BUSSES REQUIRED FOR BASE AND PEAK SCHEDULES, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927—Continued

DIVISION AND STATE	NONREVENUE CARS [1]		BUSSES [1, 2]		NUMBER OF CARS REQUIRED [2]—		NUMBER OF BUSSES REQUIRED [2]—	
	Mileage	Hours	Mileage	Hours	For base schedule	For peak schedule	For base schedule	For peak schedule
MOUNTAIN [4]—Contd.								
Colorado	57,177	8,311	259,502	25,072	190	388	6	6
New Mexico					11	11		
Arizona	439	50			24	26		
Utah	86,682	5,425	464,002	28,816	142	186	13	14
Nevada					2	4		
PACIFIC:								
Washington	155,544	38,900	3,991,715	295,053	452	773	55	72
Oregon	147,358	39,219	1,313,428	125,229	226	446	19	32
California	1,049,153	64,047	9,084,623	713,760	1,998	3,160	135	178
Hawaii	316	539	202,312	21,969	35	44	3	7
Philippine Islands	21,645	7,714			67	145		
Porto Rico	10,653	1,421	103,998	17,324	12	20	3	3

See footnotes on p. 104.

TABLE 48.—CASUALTIES, WITH RATIOS TO CAR MILEAGE, FOR THE UNITED STATES, 1927, 1922, 1917, AND 1907,[1] AND BY CLASSIFICATION GROUPS AND GEOGRAPHIC DIVISIONS AND STATES, 1927

CLASSIFICATION GROUP, DIVISION, AND STATE	KILLED OR DIED FROM INJURIES				INJURED BUT NOT KILLED				Revenue-car mileage	NUMBER KILLED OR FATALLY INJURED PER 1,000,000 CAR-MILES			
	Total	Employees	Passengers	All other persons	Total	Employees	Passengers	All other persons		Total	Employees	Passengers	All other persons
UNITED STATES:													
1927	1,606	180	123	1,303	137,613	21,631	69,047	46,935	2,163,772,982	0.7	0.1	(2)	0.6
1922	1,679	174	152	1,353	109,453	17,614	53,465	38,374	2,124,523,362	0.8	0.1	0.1	0.6
1917	2,573	311	(3)	[3] 2,262	141,854	20,561	(3)	[3] 121,293	2,139,801,530	1.2	0.1	(2)	1.1
1907 [1]	2,411	297	547	1,567	118,269	8,937	66,721	42,381	1,617,731,300	1.5	0.2	0.3	1.0
Companies:													
Class A.—Over $1,000,000	1,296	139	100	1,057	125,743	19,708	63,903	42,132	1,803,120,575	0.7	0.1	(2)	0.6
Class B.—Over $250,000 but not more than $1,000,000	230	34	18	178	9,359	1,600	4,217	3,542	256,073,389	0.9	0.1	0.1	0.7
Class C.—$250,000 and less	80	7	5	68	2,511	323	927	1,261	104,579,018	0.8	0.1	(2)	0.7
"Elevated and subway" group	96	35	36	25	8,787	2,061	6,605	121	377,212,826	0.3	0.1	0.1	0.1
GEOGRAPHIC DIVISIONS:													
New England	122	15	9	98	10,062	1,932	5,054	3,076	154,548,913	0.8	0.1	0.1	0.6
Middle Atlantic	382	60	54	268	40,099	6,458	25,517	8,124	755,120,151	0.5	0.1	0.1	0.3
East North Central	612	60	31	521	44,763	5,630	17,006	22,127	571,510,384	1.1	0.1	0.1	0.9
West North Central	102	13	8	81	11,372	1,887	6,059	3,426	159,096,778	0.6	0.1	(2)	0.5
South Atlantic	123	9	4	110	10,206	2,114	3,802	4,290	151,262,770	0.8	0.1	(2)	0.7
East South Central	35	1	1	33	4,348	495	2,082	1,771	59,504,108	0.6	(2)	(2)	0.6
West South Central	43	6	2	35	4,037	731	2,069	1,237	82,050,290	0.5	0.1	(2)	0.4
Mountain	30	3	3	24	892	289	262	341	32,186,698	0.9	0.1	0.1	0.7
Pacific	157	13	11	133	11,834	2,095	7,196	2,543	198,492,890	0.8	0.1	(2)	0.7
NEW ENGLAND:													
Maine	6			6	252	79	124	49	9,484,821	0.6			0.6
New Hampshire	3			3	183	4	164	15	2,766,852	1.1			1.1
Vermont	1			1	12	1	4	7	980,172	1.0			1.0
Massachusetts	73	11	9	53	7,181	1,112	3,652	2,417	96,722,786	0.8	0.1	0.1	0.6
Rhode Island	13	1		12	455	29	280	146	13,931,983	0.9	0.1		0.8
Connecticut	26	3		23	1,979	707	830	442	30,662,299	0.8	0.1		0.7
MIDDLE ATLANTIC:													
New York	203	43	41	119	21,927	5,322	12,919	3,686	496,909,690	0.4	0.1	0.1	0.2

New Jersey	16		1	15	967	91	412	464	52,179,679	0.3		(2)	0.3
Pennsylvania	163	17	12	134	17,205	1,045	12,186	3,974	206,030,782	0.8	0.1	0.1	0.6
East North Central:													
Ohio	137	18	15	104	12,365	2,534	5,778	4,053	136,399,690	1.0	0.1	0.1	0.8
Indiana	119	6	5	108	2,047	567	836	644	63,782,519	1.9	0.1	0.1	1.7
Illinois	203	30	10	163	23,330	2,016	6,856	14,458	256,984,870	0.8	0.1	0.1	0.6
Michigan	119	5		114	2,162	328	531	1,303	78,928,805	1.5	0.1		1.4
Wisconsin	34	1	1	32	4,859	185	3,005	1,669	35,414,500	0.9	(2)	(2)	0.9
West North Central:													
Minnesota	20	2	6	12	2,852	172	1,558	1,122	35,546,407	0.6	0.1	0.2	0.3
Iowa	10	1		9	792	276	245	271	23,891,632	0.4	(2)		0.4
Missouri	60	6	2	52	6,579	1,324	3,929	1,326	76,701,495	0.8	0.1	(2)	0.7
North Dakota					2			2	951,320				
South Dakota									368,361				
Nebraska	8	2		6	993	60	239	694	11,290,937	0.7	0.2		0.5
Kansas	4	2		2	154	55	88	11	10,346,626	0.4	0.2		0.2
South Atlantic:													
Delaware	2			2	120	23	70	27	3,648,826	0.5			0.5
Maryland	45	3		42	5,014	944	1,333	2,737	40,386,598	1.1	0.1		1.0
District of Columbia	10			10	1,581	387	824	370	20,082,371	0.5			0.5
Virginia	14	1	1	12	748	237	234	227	24,631,974	0.5	(2)	(2)	0.5
West Virginia	19	1	2	16	594	125	304	165	15,503,698	1.2	0.1	0.1	1.0
North Carolina	3		1	2	296	12	141	143	6,595,150	0.5		0.2	0.3
South Carolina	4	1		3	116	47	52	17	7,399,419	0.5	0.1		0.4
Georgia	17	1		16	1,342	235	676	431	21,429,024	0.8	(2)		0.8
Florida	9	2		7	395	54	168	173	11,585,710	0.8	0.2		0.6
East South Central:													
Kentucky	3			3	1,282	168	466	648	21,480,167	0.1			0.1
Tennessee	18	1	1	16	943	88	583	272	20,634,981	0.8	(2)	(2)	0.8
Alabama	10			10	1,560	234	977	349	15,909,904	0.6			0.6
Mississippi	4			4	563	5	56	502	1,479,056	2.7			2.7
West South Central:													
Arkansas	4		1	3	72	2	37	33	6,371,190	0.6		0.1	0.5
Louisiana	7			7	149	63	50	36	18,239,442	0.4			0.4
Oklahoma	7	1		6	819	359	297	163	9,016,905	0.8	0.1		0.7
Texas	25	5	1	19	2,997	307	1,685	1,005	48,422,753	0.5	0.1	(2)	0.4
Mountain:[4]													
Montana	2		1	1	20	5	8	7	3,090,110	0.6		0.3	0.3
Idaho	4			4	7	3		4	770,032	5.2			5.2
Colorado	8	3		5	140	35	56	49	15,151,875	0.5	0.2		0.3
New Mexico									333,881				
Arizona	2			2	13	1	7	5	1,095,690	1.8			1.8
Utah	14		2	12	712	245	191	276	11,665,402	1.2	0.2		1.0
Nevada									79,708				
Pacific:													
Washington	22	2		20	452	122	173	157	32,273,369	0.7	0.1		0.6
Oregon	13	1	3	9	1,274	198	780	296	20,191,536	0.6	(2)	0.2	0.4
California	122	10	8	104	10,108	1,775	6,243	2,090	146,027,985	0.8	0.1	(2)	0.7

[1] No data for 1912.
[2] Less than one-tenth of 1 per cent.
[3] "Passengers" included in "All other persons."
[4] No electric railways operated in Wyoming in 1927.

CHAPTER V.—FINANCIAL OPERATIONS

The schedule used in collecting data for electric railways conformed, so far as financial operations were concerned, to the system of accounts adopted by the Interstate Commerce Commission. The statistics in this chapter include data for revenues and expenses incident to nonrailway activities, such as the sale and distribution of electric current, the operation of parks, resorts, and similar places of amusement, the sale and distribution of manufactured and natural gas and ice and of steam heat, and other auxiliary operations. When practicable, separate reports were obtained for the light and power departments of electric-railway companies, and these were treated, for census purposes, as separate light and power plants, for which statistics are given in the Central Electric Light and Power Stations report. In the case of 17 electric-railway companies, however, separate reports for their light and power departments could not be obtained, and it was necessary, therefore, to accept combined reports covering both railway and electric light and power operations. Data for the revenues and expenses of the light and power departments of these companies are included in the accounts "Auxiliary operations—Revenues" and "Auxiliary operations—Expenses," together with data for motor busses operated directly by electric-railway companies.

When an electric-railway company reported nonrailway business other than the commercial generation of current for light and power, such as the sale of gas, steam heat, etc., the net income derived therefrom has been treated as nonoperating income and the corresponding investment has been included in the balance-sheet account "Other physical property."

Interstate business.—The financial statistics for each State represent the total operations of the companies allocated thereto. No attempt has been made to distribute, by States, the financial data for those companies which do an interstate business, each company having been allocated as a whole to that State in which it operates the greatest amount of trackage.

Nonoperating or lessor companies (Tables 49 and 70).—The income of nonoperating or lessor companies is derived chiefly from rentals received from operating companies, but it also includes interest on bank deposits and income from investments in stocks and bonds of other companies. The great majority of the lessor companies own trackage rented to operating companies, but in a few cases they have only leasehold interests in trackage owned by other companies and subleased to operating companies. Table 49 presents the condensed income account of the nonoperating or lessor companies for the censuses for 1912 to 1927, inclusive, and Table 70 gives the statistics for 1927, 1922, and 1917, by States. The 281 companies shown for 1927 are distributed by States as follows: Pennsylvania, 186, with 46.6 per cent of the gross income of the group; New York, 18, with 23 per cent; New Jersey, 17, with 11.3 per cent; Indiana, 9, with 5.2 per cent; and other States, 51, with 13.9 per cent.

Operating revenues (Tables 51–57).—The term "railway operating revenues," as used in this report, refers to (1) revenue from transportation and (2) revenue from other railway operations.

The first class is subdivided as follows: (*a*) Passenger revenue; (*b*) baggage, express, and milk revenue; (*c*) parlor, sleeping, dining, and special car revenue; (*d*) mail revenue; (*e*) freight revenue; and (*f*) other transportation revenue (switching and miscellaneous).

The second class is subdivided into (*a*) rent from tracks and facilities, equipment, buildings, and other property when used in connection with railway operations; (*b*) power revenue, derived from incidental sales of current by railway companies which did not carry on a general light and power business; (*c*) other

nontransportation revenues (station and car privileges, parcel-room, storage, demurrage, telegraph, telephone, and miscellaneous).

Revenues from "Auxiliary operations" consist principally of the earnings of motor-busses operated directly by the electric-railway companies ($6,543,737) and of light and power departments maintained by electric railways but not reported as separate plants ($2,361,094). The income from parks, resorts, and other attractions maintained by electric-railway companies for the purpose of increasing traffic is not treated as a revenue but is credited to "Traffic" in the "Railway operating expense" accounts.

Taxes (Tables 63 and 64).—The schedules employed at the census for 1927 called for data on (1) Federal, (2) State, and (3) county and local taxes; but the schedules used for 1922 called for a distribution of taxes between "Real and personal property" and "Earnings, capital stock, and miscellaneous." For this reason the comparative statistics for 1927 and earlier years are restricted to total taxes.

Taxes on physical property other than road and equipment are not included, such taxes being treated as a deduction from income received from this source and the *net* income from such property being reported as nonoperating income. Miscellaneous taxes, such as taxes on securities and on income from securities owned, and analogous tax items are deductions from gross income.

The following statement shows the per cent distribution of taxes as county and local, State, and Federal, by geographic divisions:

TAXES—PER CENT DISTRIBUTION, BY GEOGRAPHIC DIVISIONS: 1927

GEOGRAPHIC DIVISION	PER CENT OF TOTAL TAXES			GEOGRAPHIC DIVISION	PER CENT OF TOTAL TAXES		
	County and local	State	Federal		County and local	State	Federal
United States	62.8	23.8	13.4	South Atlantic	69.3	19.3	11.4
				East South Central	71.6	13.4	15.0
New England	48.2	28.6	23.2	West South Central	66.9	20.1	13.0
Middle Atlantic	53.1	26.2	20.7	Mountain	76.4	14.3	9.3
East North Central	77.1	15.3	7.6	Pacific	29.7	67.8	2.5
West North Central	89.0	6.5	4.5				

General results of operations (Tables 65–68).—The resulting averages of revenues, expenses, and operating income per mile of track, per car mile, per revenue passenger, etc., are influenced to a considerable degree, from census to census, by changes in size and type of cars and in operating speed. Revenue-passenger averages are influenced by changes in policy in regard to transfers, by the substitution of pay for free transfers, and on interurban lines, by changes from the through-fare to the zone system of reporting passengers, or the reverse.

The averages as presented in Tables 65 to 68 are affected to a greater or less extent by the auxiliary operations of some companies and by the through-trip system of counting passengers on interurban roads, which are included as a rule in classes B and C.

Operating ratios (Table 69).—The operating expenses formed 74.9 per cent of the operating revenues in 1927, 71.6 per cent in 1922, 63.8 per cent in 1917, and 58.7 per cent in 1912. The only States showing decreases for 1927 as compared with 1922 are: Louisiana, from 66.7 to 63.2 per cent; South Carolina, from 75.2 to 64.8 per cent; New York, from 71.7 to 69.5 per cent; New Jersey, from 70.8 to 70 per cent; Pennsylvania, from 72.4 to 71.8 per cent; Rhode Island, from 83.6 to 81.1 per cent; and Arizona, from 110.9 to 98.5 per cent. Of the leading 10 States—those with operating revenues of $20,000,000 or more in 1927—New York, New Jersey, and Pennsylvania alone show decreases; and the 1927 ratios for these three States are below the average for the United States.

Comparison of statistics with those for 1922.—The statistics for financial operations as reported by the electric-railway companies for 1927 are comparable with those for prior census years only to the extent of the presentation in Table 50.

It was impossible to prepare, for 1927, an income statement showing nonoperating income and deductions from gross income, a profit and loss statement, and a balance sheet showing assets and liabilities, covering the activities of the 682

electric-railway companies the physical statistics for which are given in the preceding chapters, because of the fact that 124 "composite" companies whose income statements and balance sheets had been included in the railway reports for prior censuses supplied, for 1927, combined income statements and balance sheets for their electric-railway, light and power, gas-manufacturing, and other activities. These are included in the consolidated income statement and balance sheet presented in the Central Electric Light and Power Stations report. It was possible, however, to present complete financial statistics for 500 of the 682 electric-railway companies whose physical statistics are reported in the preceding chapters. These 500 companies were engaged solely in electric-railway operations in 1927 and supplied complete income statements and balance sheets. A summary for these 500 companies, with comparable figures for 1922, covering 653 companies, will be found in Table 76.

Balance sheet (Table 76).—The form of balance-sheet inquiry on the schedule was based on the accounting forms of the Interstate Commerce Commission. Reports deviating from the standard have been made to conform thereto as nearly as possible, but differences in accounting practices and in interpretation of the schedule impair to some extent the comparableness of primary balance-sheet accounts for the same year and of the same accounts for different years. The problem is further complicated by the fact that 124 composite companies supplied consolidated balance sheets for 1927, the data for which are included in the Central Electric Light and Power Stations report.

TABLE 49.—NONOPERATING OR LESSOR COMPANIES—NUMBER, BY GEOGRAPHIC DIVISIONS, AND CONDENSED INCOME ACCOUNT, FOR THE UNITED STATES: 1927, 1922, 1917, AND 1912

	1927	1922	1917	1912	PER CENT OF INCREASE [1]		
					1922-1927	1917-1922	1912-1917
NUMBER OF COMPANIES							
United States	[2] 281	[2] 342	[2] 364	285	−17.8	−6.0	27.7
Geographic divisions:							
New England	16	19	28	28			
Middle Atlantic	[2] 221	[2] 269	[2] 275	190	−17.8	−2.2	44.7
East North Central	20	21	31	31			
West North Central	4	4	5	5			
South Atlantic	14	20	15	16			
East South Central	1		1	1			
West South Central		5	2	4			
Mountain	1	1	1	2			
Pacific	4	3	6	8			
CONDENSED INCOME ACCOUNT							
Gross income, total	$28,253,142	$31,855,434	$43,216,501	$35,605,367	−11.3	−26.3	21.4
Rentals from operating companies	26,193,085	31,103,067	42,759,850	35,144,521	−15.8	−27.3	21.7
Miscellaneous income	2,060,057	752,367	456,651	460,846	173.8	64.8	−.9
Deductions from income, total	11,401,543	14,837,025	17,897,373	16,090,372	−23.2	−17.1	11.2
Interest	9,662,143	13,120,349	16,147,380	15,234,132	−26.4	−18.7	6.0
Taxes and miscellaneous (maintenance of organization, etc.)	1,739,400	1,716,676	1,749,993	856,240	1.3	−1.9	104.4
Net income, total	16,851,599	17,018,409	25,319,128	19,514,995	−1.0	−32.8	29.7
Dividends	15,833,592	16,933,751	24,925,706	19,342,101	−6.5	−32.1	28.9
Surplus	1,018,007	84,658	393,422	172,894	(3)	−78.5	127.6
PER CENT DISTRIBUTION OF GROSS INCOME							
Gross income, total	100.0	100.0	100.0	100.0			
Rentals from operating companies	92.7	97.6	98.9	98.7			
Miscellaneous income	7.3	2.4	1.1	1.3			
Deductions from income, total	40.4	46.6	41.4	45.2			
Interest	34.2	41.2	37.4	42.8			
Taxes and miscellaneous	6.2	5.4	4.0	2.4			
Net income, total	59.6	53.4	58.6	54.8			
Dividends	56.0	53.2	57.7	54.3			
Surplus	3.6	.3	.9	.5			

[1] A minus sign (−) denotes decrease; per cent not computed where base is less than 100.
[2] Includes companies maintaining separate organizations although leased to and controlled through stock ownership by other companies; treated as merged and not included in number reporting for 1912.
[3] Not shown where per cent is more than 1,000.

TABLE 50.—OPERATING INCOME ACCOUNT—"ELEVATED AND SUBWAY" AND "SURFACE" GROUPS OF COMPANIES: 1927, 1922, 1917, AND 1912

ACCOUNT AND GROUP [1]	1927	1922	1917	1912	PER CENT OF INCREASE [2] 1922–1927	1917–1922	1912–1917
Number of operating companies, total	682	858	943	975	−20.5	−9.0	−3.3
Elevated and subway group	[3] 4	7	7	7			
Surface group	678	851	936	968	−20.3	−9.1	−3.3
Operating revenue, total	$927,773,887	$1,016,719,092	$709,825,092	$567,511,704	−8.7	43.2	25.1
Elevated and subway	129,019,864	105,861,571	68,536,919	52,238,727	21.9	54.5	31.2
Surface	798,754,023	910,857,521	641,288,173	515,272,977	−12.3	42.0	24.5
Operating expenses, total	694,460,422	727,795,168	452,594,654	332,896,356	−4.6	60.8	36.0
Elevated and subway	78,202,497	67,659,587	31,669,437	23,612,867	15.6	113.6	34.1
Surface	616,257,925	660,135,581	420,925,217	309,283,489	−6.6	56.8	36.1
Net operating revenue, total	233,313,465	288,923,924	257,230,438	234,615,348	−19.2	12.3	9.6
Elevated and subway	50,817,367	38,201,984	36,867,482	28,625,860	33.0	3.6	28.8
Surface	182,496,098	250,721,940	220,362,956	205,989,488	−27.2	13.8	7.0
Taxes, total	57,808,597	64,788,315	45,756,695	35,027,965	−10.8	41.6	30.6
Elevated and subway	8,214,663	6,441,378	5,136,094	3,500,657	27.5	25.4	46.7
Surface	49,593,934	58,346,937	40,620,601	31,527,308	−15.0	43.6	28.8
Operating income, total	175,504,868	224,135,609	211,473,743	199,587,383	−21.7	6.0	6.0
Elevated and subway	42,602,704	31,760,606	31,731,388	25,125,203	34.1	0.1	26.3
Surface	132,902,164	192,375,003	179,742,355	174,462,180	−30.9	7.0	3.0
Ratio of operating expenses to operating revenues (per cent): Total	74.9	71.6	63.8	58.7			
Elevated and subway	60.6	63.9	46.2	45.2			
Surface	77.2	72.5	65.6	60.0			

[1] The group classification covers all tracks of the companies allocated according to the principal class of track, the "Elevated and subway" group including a minor amount of surface trackage and the "Surface" group including some elevated and subway trackage.
[2] A minus sign (−) denotes decrease; per cent not computed where base is a ratio or is less than 100.
[3] Four companies were consolidated between 1922 and 1927 to form the Chicago Rapid Transit Co.

TABLE 51.—PER CENT DISTRIBUTION OF OPERATING REVENUES, BY SOURCE—ELECTRIC RAILWAYS AND STEAM RAILROADS: 1927, 1922, 1917, AND 1912

CLASS OF SERVICE	ELECTRIC RAILWAYS 1927	1922	1917	1912	STEAM RAILROADS 1927	1922	1917	1912
Railway operating revenues	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Passenger	90.8	92.3	92.8	88.8	15.9	19.3	20.6	25.3
Freight	4.2	3.4	2.8	1.8	75.7	71.8	70.3	69.3
Mail	0.1	0.1	0.1	0.1	1.6	1.6	1.5	1.8
Express	0.5	0.6	0.8	0.6	2.3	2.6	2.7	2.6
All other	4.4	3.6	3.5	8.7	4.5	4.7	4.9	3.2

TABLE 52.—PER CENT OF INCREASE [1] IN OPERATING REVENUES, BY GEOGRAPHIC DIVISIONS, FOR 5-YEAR PERIODS, 1912 TO 1927, AND BY SOURCE, 1922 TO 1927

[Based on Tables 71 and 72]

DIVISION	OPERATING REVENUES			RAILWAY, 1922–1927				Auxiliary, 1922–1927
	1922–1927	1917–1922	1912–1917	Total	Passenger [2]	Freight, mail, baggage, express, and milk	All other	
United States	−8.7	43.2	25.1	−0.7	−2.3	17.8	21.0	−90.2
New England	−10.0	34.5	24.5	−9.0	−9.1	−30.4	13.5	−47.1
Middle Atlantic	3.3	38.2	22.2	5.8	3.7	−10.7	57.5	−91.3
East North Central	−6.4	45.3	32.2	0.2	−0.8	24.9	−13.0	−76.8
West North Central	−22.0	39.0	28.9	−13.8	−15.4	20.8	−19.0	−94.3
South Atlantic	−32.7	59.7	43.3	−5.4	−7.0	24.8	−3.3	−96.7
East South Central	−18.6	27.0	20.9	−1.6	−1.4	−34.7	13.7	−98.4
West South Central	−20.3	84.0	35.3	−4.1	−6.6	57.7	33.5	−98.6
Mountain	−26.9	26.6	6.4	−17.3	−20.8	6.4	5.5	−98.3
Pacific	−6.0	49.0	3.7	0.2	−3.6	29.2	5.4	−100.0

[1] A minus sign (−) denotes decrease.
[2] Includes "Parlor, sleeping, dining, and special car" service.

TABLE 53.—OPERATING REVENUES, BY SOURCE, FOR COMPANIES CLASSIFIED BY SIZE GROUPS: 1927, 1922, 1917, AND 1912

[Class A, over $1,000,000; Class B, over $250,000 but not more than $1,000,000; Class C, $250,000 and less]

ACCOUNT	1927	1922	1917	1912	PER CENT OF INCREASE [1]		
					1922–1927	1917–1922	1912–1917
Number of operating companies, total	682	858	943	975	−20.5	−9.0	−3.3
Class A	128	140	114	91	−12.3	28.1	25.3
Class B	180	204	170	155	−11.8	14.0	15.5
Class C	374	508	650	720	−26.4	−21.8	−10.8
Operating revenues, total	$927,773,887	$1,016,719,092	$709,825,092	$567,511,704	−8.7	43.2	25.1
Class A	801,970,712	820,320,210	545,708,133	422,703,977	−3.3	51.9	29.1
Class B	94,972,337	135,906,302	105,812,111	86,264,601	−30.1	28.4	22.7
Class C	30,830,838	51,492,580	58,214,848	58,453,126	−40.1	−11.5	−0.4
Railway operating revenues, total	918,869,056	925,477,485	650,149,806	535,996,122	−0.7	42.3	21.3
Class A	794,891,863	778,258,119	513,386,185	408,826,970	2.1	51.6	25.6
Class B	93,739,227	107,040,328	89,030,488	77,559,916	−12.4	19.0	15.9
Class C	30,237,966	40,179,038	46,833,133	49,609,236	−24.7	−14.2	−5.6
Passenger, total	834,600,621	854,662,545	603,120,620	502,651,637	−2.3	41.7	20.0
Class A	733,816,383	728,620,326	482,498,806	387,824,233	0.7	51.0	24.4
Class B	75,067,933	90,817,134	79,163,122	70,090,673	−17.3	14.7	12.9
Class C	25,716,305	35,216,085	41,467,602	44,736,731	−27.0	−15.1	−7.3
Baggage, express, and milk, total	4,270,662	5,285,086	4,965,566	3,687,947	−19.2	6.4	34.6
Class A	2,731,127	3,237,723	2,975,143	1,916,102	−15.6	8.8	55.3
Class B	1,138,812	1,613,473	1,239,666	1,158,131	−29.4	30.2	7.0
Class C	400,723	433,890	750,757	613,714	−7.6	−42.2	22.3
Parlor, sleeping, dining, and special car, total	1,027,533	1,026,249	957,966	1,036,520	0.1	7.1	−7.6
Class A	796,735	788,468	710,123	698,801	1.0	11.0	1.6
Class B	204,270	183,328	174,710	216,575	11.4	4.9	−19.3
Class C	26,528	54,453	73,133	121,144	−51.3	−25.5	−39.6
Mail, total	775,008	648,432	614,678	723,640	19.5	5.5	−15.1
Class A	486,046	377,858	347,002	504,260	28.6	8.9	−31.2
Class B	193,445	155,556	150,966	106,163	24.0	3.0	42.2
Class C	95,517	115,018	116,710	113,217	−17.0	−1.4	3.1
Freight, total	39,124,811	31,560,427	18,546,504	10,165,616	24.0	70.2	82.4
Class A	24,060,618	19,501,656	10,696,141	4,909,404	23.4	82.3	117.9
Class B	12,482,193	9,348,454	5,370,694	2,933,011	33.5	74.1	83.1
Class C	2,582,000	2,710,317	2,479,669	2,323,201	−4.7	9.3	6.7

[1] A minus sign (−) denotes decrease.

TABLE 53.—OPERATING REVENUES, BY SOURCE, FOR COMPANIES CLASSIFIED BY SIZE GROUPS: 1927, 1922, 1917, AND 1912—Continued

[Class A, over $1,000,000; Class B, over $250,000 but not more than $1,000,000; Class C, $250,000 and less]

ACCOUNT	1927	1922	1917	1912	PER CENT OF INCREASE [1]		
					1922–1927	1917–1922	1912–1917
Railway operating revenues—Continued							
Other transportation revenue, total	2,732,219	1,836,486	1,066,138	1,919,413	48.8	72.3	−44.5
Class A	1,255,441	850,731	429,721	1,228,410	47.6	98.0	−65.0
Class B	894,462	737,214	269,588	404,405	21.3	173.5	−33.3
Class C	582,316	248,541	366,829	286,598	134.3	−32.2	28.0
From other railway operations, total	36,338,262	30,458,260	20,869,334	15,811,349	19.3	45.9	32.0
Class A	31,745,513	24,872,357	15,729,159	11,745,760	27.6	58.1	33.9
Class B	3,758,112	4,185,169	3,561,742	2,650,958	−10.2	17.5	34.4
Class C	834,577	1,400,734	1,578,433	1,414,631	−40.4	−11.3	11.6
Auxiliary operating revenues, total	[2] 8,904,831	91,241,607	59,675,286	31,515,582	−90.2	52.9	89.4
Class A	7,078,849	51,062,091	32,411,948	13,967,007	−86.1	57.5	132.1
Class B	1,233,110	28,865,974	15,881,623	8,704,685	−95.7	81.8	82.4
Class C	592,872	11,313,542	11,381,715	8,843,890	−94.8	−0.6	28.7

[2] Exclusive of auxiliary operations of composite companies reporting on light and power schedules

TABLE 54.—PER CENT DISTRIBUTION OF OPERATING REVENUES, BY SIZE GROUPS OF COMPANIES AND BY SOURCE: 1927, 1922, AND 1917

[Based on Table 53]

ACCOUNT	CLASS A—MORE THAN $1,000,000			CLASS B—MORE THAN $250,000 BUT NOT MORE THAN $1,000,000			CLASS C—$250,000 OR LESS		
	1927	1922	1917	1927	1922	1917	1927	1922	1917
PER CENT DISTRIBUTION BY SIZE GROUPS									
Number of operating companies	18.8	17.0	12.1	26.4	23.8	19.0	54.8	59.2	68.9
Operating revenues	86.4	81.6	76.9	10.2	13.4	14.9	3.3	5.1	8.2
Railway operating revenues	86.5	84.1	79.0	10.2	11.6	13.8	3.3	4.3	7.2
Passenger	87.9	85.3	80.0	9.0	10.6	13.1	3.1	4.1	6.9
Baggage, express, and milk	70.0	61.3	59.9	26.7	30.5	25.0	9.4	8.2	15.1
Parlor, sleeping, dining, and special car	77.5	76.8	74.1	19.9	17.9	18.3	2.6	5.3	7.6
Mail	62.7	58.3	56.4	25.0	24.0	24.6	12.3	17.7	19.0
Freight	61.5	61.8	57.7	31.9	29.6	28.9	6.6	8.6	13.4
Other transportation revenue	46.0	46.3	40.3	32.7	40.1	25.3	21.3	13.5	34.4
From other railway operations	87.4	81.7	75.4	10.3	13.7	17.1	2.3	4.6	7.5
Auxiliary operating revenues	79.5	56.0	54.3	13.8	31.6	26.6	6.7	12.5	19.1
PER CENT DISTRIBUTION BY SOURCE									
Operating revenues	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Railway operating revenues	99.1	93.8	94.1	98.7	78.8	85.0	98.1	78.0	80.4
Passenger	91.5	87.9	88.4	79.0	66.8	74.8	83.4	68.4	71.2
Baggage, express, and milk	0.3	0.4	0.5	1.2	1.2	1.2	1.3	0.8	1.3
Parlor, sleeping, dining, and special car	0.1	0.1	0.1	0.2	0.1	0.2	0.1	0.1	0.1
Mail	0.1	(1)	0.1	0.2	0.1	0.1	0.3	0.2	0.2
Freight	3.0	2.4	2.0	13.1	6.9	5.1	8.4	5.3	4.3
Other transportation revenue	0.2	0.1	0.1	0.9	0.5	0.2	1.9	0.5	0.6
From other railway operations	4.0	3.0	2.9	4.0	3.1	3.4	2.7	2.7	2.7
Auxiliary operating revenues	0.9	6.2	5.9	1.3	21.2	15.0	1.9	22.0	19.6

[1] Less than one-tenth of 1 per cent.

TABLE 55.—OPERATING REVENUES, BY SOURCE—COMPANIES CLASSIFIED BY CHARACTER OF BUSINESS: 1927, 1922, 1917, AND 1912

[Class X, companies without commercial lighting; Class Y, companies with commercial lighting; Class Z roads operated part-time, or by animal traction (all animal traction discontinued between 1922 and 1927) or for franchise purposes]

ACCOUNT AND CLASS	1927	1922	1917	1912	PER CENT OF INCREASE [1]		
					1922–1927	1917–1922	1912–1917
Number of operating companies, total	682	858	943	975	−20.5	−9.0	−3.3
Class X	622	722	758	760	−13.9	−4.7	−0.3
Class Y	18	124	159	168	−85.5	−22.0	−5.4
Class Z	42	12	26	47	------	------	------
Operating revenues, total	$927,773,887	$1,016,719,092	$709,825,092	$567,511,704	−8.7	43.2	25.1
Class X	906,197,461	814,131,549	545,984,730	461,908,807	11.3	49.1	18.2
Class Y	19,894,043	202,100,557	163,476,870	104,575,497	−90.2	23.7	56.3
Class Z	1,682,383	426,986	363,492	1,027,400	294.0	17.5	−64.6
Railway operating revenues, total	918,809,050	925,477,485	650,149,806	535,996,122	−0.7	42.3	21.3
Class X	899,747,179	810,526,779	543,701,639	461,908,807	11.0	49.1	17.7
Class Y	17,532,949	114,523,720	106,092,942	73,144,581	−84.7	7.9	45.0
Class Z	1,588,928	426,986	355,225	942,734	272.1	20.2	−62.3
Passenger, total	834,600,621	854,662,545	603,129,620	502,651,637	−2.3	41.7	20.0
Class X	822,262,692	750,657,721	506,977,208	434,530,907	9.5	48.1	16.7
Class Y	11,306,235	103,851,032	96,001,979	67,301,669	−89.1	8.2	42.6
Class Z	1,031,694	153,792	150,433	819,061	570.8	2.2	−81.6
Baggage, express, and milk, total	4,270,662	5,285,080	4,965,566	3,687,947	−19.2	6.4	34.6
Class X	3,788,822	3,940,497	3,582,058	2,465,056	−3.8	10.0	45.3
Class Y	465,731	1,344,036	1,379,546	1,214,906	−65.3	−2.6	13.6
Class Z	16,109	553	3,962	7,985	(2)	−86.0	−50.4
Parlor, sleeping, dining, and special car, total	1,027,533	1,026,249	957,966	1,036,520	0.1	7.1	−7.6
Class X	963,153	859,148	706,419	798,151	12.1	21.6	−11.5
Class Y	63,072	167,054	251,547	237,990	−62.2	−33.6	5.7
Class Z	1,308	47	----------	379	(2)	------	------
Mail, total	775,008	648,432	614,678	723,640	19.5	5.5	−15.1
Class X	714,892	527,795	463,033	631,994	35.4	14.0	−26.7
Class Y	52,687	119,521	149,171	89,596	−55.9	−19.9	66.5
Class Z	7,429	1,116	2,474	2,050	565.7	−54.9	20.7
Freight, total	39,124,811	31,560,427	18,546,504	10,165,616	24.0	70.2	82.4
Class X	34,272,059	25,087,942	13,518,344	7,547,669	36.6	85.6	79.1
Class Y	4,799,456	6,470,097	5,017,987	2,529,931	−25.8	28.9	98.3
Class Z	53,296	2,388	10,173	88,016	(2)	−76.5	−88.4
Other transportation revenue, total	2,732,219	1,836,486	1,066,138	1,919,413	48.8	72.3	−44.5
Class X	2,175,127	1,343,041	650,621	1,516,984	62.0	106.4	−57.1
Class Y	137,969	254,579	283,391	400,314	−45.8	−10.2	−29.2
Class Z	419,123	238,866	132,126	2,115	75.5	80.8	(2)
From other railway operations, total	36,338,202	30,458,260	20,869,334	15,811,349	19.3	45.9	32.0
Class X	35,570,434	28,110,635	17,803,956	14,418,046	26.5	57.9	23.5
Class Y	707,799	2,317,401	3,009,321	1,370,175	−69.5	−23.0	119.6
Class Z	59,969	30,224	56,057	23,128	98.4	−46.1	142.4
Auxiliary operating revenues, total	8,904,831	91,241,607	59,675,286	31,515,582	−90.2	52.9	89.4
Class X	6,450,282	3,604,770	2,283,091	(3)	78.9	57.9	------
Class Y	2,361,094	87,636,837	57,383,928	31,430,916	−97.3	52.7	82.6
Class Z	93,455	----------	8,267	84,666	------	------	−90.2

[1] A minus sign (−) denotes decrease; per cent not computed where base is less than 100.
[2] Not shown where per cent is more than 1,000.
[3] No data.

TABLE 56.—PER CENT DISTRIBUTION OF OPERATING REVENUES, BY SOURCE—COMPANIES CLASSIFIED BY CHARACTER OF BUSINESS: 1927, 1922, AND 1917

[Based on Table 55]

ACCOUNT	CLASS X—WITHOUT COMMERCIAL LIGHTING			CLASS Y—WITH COMMERCIAL LIGHTING			CLASS Z [1]—		
	1927	1922	1917	1927	1922	1917	1927	1922	1917
PER CENT DISTRIBUTION BY CLASS OF COMPANIES									
Number of companies	91.2	84.1	80.4	2.6	14.5	16.9	6.2	1.4	2.7
Operating revenues	97.7	80.1	76.9	2.1	19.9	23.0	0.2	(2)	0.1
Railway operating revenues	97.9	87.6	83.6	1.9	12.4	16.3	0.2	(2)	0.1
Passenger	98.5	87.8	84.1	1.4	12.2	15.9	0.1	(2)	(2)
Baggage, express, and milk	88.7	74.6	72.1	10.9	25.4	27.8	0.4	(2)	0.1
Parlor, sleeping, dining, and special car	93.7	83.7	73.7	6.1	16.3	26.3	0.1	(2)	--------
Mail	92.2	81.4	75.3	6.8	18.4	24.3	1.0	0.2	0.4
Freight	87.6	79.5	72.9	12.3	20.5	27.0	0.1	(2)	0.1
Other transportation revenue	79.6	73.1	61.0	5.0	13.9	26.6	15.3	13.0	12.4
From other railway operations	97.9	92.3	85.3	1.9	7.6	14.4	0.2	0.1	0.3
Auxiliary operating revenues	72.4	4.0	3.8	26.5	96.0	96.2	1.0	--------	--------
PER CENT DISTRIBUTION BY SOURCE									
Operating revenues	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Railway operating revenues	99.3	99.6	99.6	88.1	56.6	64.9	94.4	100.0	97.7
Passenger	90.7	92.2	92.9	56.8	51.4	58.7	61.3	36.0	41.4
Baggage, express, and milk	0.4	0.5	0.6	2.3	0.7	0.8	1.0	0.1	1.1
Parlor, sleeping, dining, and special car	0.1	0.1	0.1	0.3	0.1	0.2	0.1	(2)	--------
Mail	0.1	0.1	0.1	0.3	0.1	0.1	0.4	0.3	0.7
Freight	3.8	3.1	2.5	24.1	3.2	3.1	3.2	0.6	2.8
Other transportation revenue	0.2	0.2	0.1	0.7	0.1	0.2	24.9	55.9	36.3
From other railway operations	3.9	3.5	3.3	3.6	1.1	1.8	3.6	7.1	15.4
Auxiliary operating revenues	0.7	0.4	0.4	11.9	43.4	35.1	5.6	--------	2.3

[1] Roads operated part-time, or for franchise purposes, or by animal traction (all animal traction discontinued between 1922 and 1927).

[2] Less than one-tenth of 1 per cent.

TABLE 57.—OPERATING REVENUES—"ELEVATED AND SUBWAY" AND "SURFACE" GROUPS OF COMPANIES: 1927, 1922, 1917, AND 1912

ACCOUNT AND GROUP	1927	1922	1917	1912	PER CENT OF INCREASE [1]		
					1922–1927	1917–1922	1912–1917
Number of operating companies, total	682	858	943	975	−20.5	−9.0	−3.3
Elevated and subway	[2] 4	7	7	7	------	------	------
Surface	678	851	936	968	−20.3	−9.1	−3.3
Operating revenues, total	$927,773,887	$1,016,719,092	$709,825,092	$567,511,704	−8.7	43.2	25.1
Elevated and subway	129,019,864	105,861,571	68,536,919	52,238,727	21.9	54.5	31.2
Surface	798,754,023	910,857,521	641,288,173	515,272,977	−12.3	42.0	24.5
Passenger, total	834,600,621	854,662,545	603,129,620	502,651,037	−2.3	41.7	20.0
Elevated and subway	121,312,269	96,926,446	68,936,906	50,327,764	25.2	51.6	27.0
Surface	713,288,352	757,736,099	539,192,714	452,323,873	−5.9	40.5	19.2
All other, total	93,173,266	162,056,547	106,695,472	64,860,067	−42.5	51.9	64.5
Elevated and subway	7,707,595	8,935,125	4,600,013	1,910,963	−13.7	94.2	140.7
Surface	85,465,671	153,121,422	102,095,459	62,949,104	−44.2	50.0	62.2

[1] A minus sign (−) denotes decrease; per cent not computed where base is less than 100.
[2] Between 1922 and 1927, four companies were consolidated to form the Chicago Rapid Transit Company.

TABLE 58.—OPERATING EXPENSES, BY ACCOUNTS: 1927, 1922, 1917, AND 1912

ACCOUNT	1927	1922	1917	1912	PER CENT OF INCREASE [1]		
					1922–1927	1917–1922	1912–1917
Number of operating companies	682	858	943	975	−20.5	−9.0	−3.3
Operating expenses, total	$694,460,422	$727,795,168	$452,594,654	$332,896,356	−4.6	60.8	36.0
Railway operating expenses	686,638,415	678,563,107	421,250,838	318,700,534	1.2	61.1	32.2
Way and structures	96,285,375	102,003,281	55,470,419	44,270,582	−5.6	83.9	25.3
Equipment	92,864,750	87,236,577	48,981,554	38,717,202	6.5	78.1	26.5
Power	98,602,234	107,245,578	76,958,401	53,598,022	−8.1	39.4	43.6
Conducting transportation	294,321,976	286,689,634	174,972,645	[2] 129,204,515	2.7	63.8	35.4
Traffic	4,029,071	2,732,173	2,301,817	2,606,057	47.5	18.7	−11.7
General and miscellaneous	100,832,225	92,940,078	62,738,265	50,303,256	8.5	48.1	24.7
Transportation for investment—credit	*297,216*	*234,214*	*172,323*	----------	*4.6*	*64.9*	------
Auxiliary operations—expenses	7,822,007	49,232,061	31,343,816	14,195,822	−84.1	57.1	120.8

[1] A minus sign (−) denotes decrease. [2] Includes superintendence of power.

TABLE 59.—PER CENT DISTRIBUTION OF OPERATING EXPENSES, BY ACCOUNTS: 1927, 1922, 1917, AND 1912

[Based on Table 58]

ACCOUNT	1927	1922	1917	1912
Operating expenses, total	100.0	100.0	100.0	100.0
Railway operating expenses	98.9	93.2	93.1	95.7
Way and structures	13.8	14.0	12.2	13.3
Equipment	13.4	12.0	10.8	11.0
Power	14.2	14.7	17.0	16.1
Conducting transportation	42.4	39.4	38.7	38.8
Traffic	0.6	0.4	0.5	0.8
General and miscellaneous	14.5	12.7	13.9	15.1
Transportation for investment—credit	(1)	(1)	(1)	------
Auxiliary operations—expenses	1.1	6.8	6.9	4.3

[1] Less than one-tenth of 1 per cent.

TABLE 60.—OPERATING EXPENSES, BY ACCOUNTS, FOR COMPANIES CLASSIFIED BY SIZE GROUPS, BY CHARACTER OF BUSINESS: 1927

ACCOUNT	Total	Class A—more than $1,000,000	Class B—more than $250,000 but not more than $1,000,000	Class C—$250,000 or less
Number of operating companies	682	128	180	374
Operating expenses, total	$694,460,422	$583,944,369	$81,240,283	$29,275,770
Railway operating expenses, total	686,638,415	577,763,951	80,037,313	28,837,151
Way and structures	96,285,375	77,670,271	13,641,532	4,973,572
Equipment	92,864,750	78,339,163	10,398,927	4,126,660
Power	98,602,234	81,246,302	12,470,404	4,885,528
Conducting transportation	294,321,976	256,067,837	28,376,066	9,878,073
Traffic	4,029,071	3,015,797	848,959	164,315
General and miscellaneous	100,832,225	81,703,481	14,308,029	4,820,715
Transportation for investment—credit	*297,216*	*278,900*	*6,604*	*11,712*
Auxiliary operations—expenses	7,822,007	6,180,418	1,202,970	438,619

ACCOUNT	Class X—Without commercial lighting	Class Y—With commercial lighting	Class Z [1]—
Number of operating companies	622	18	42
Operating expenses, total	$676,711,513	$16,103,213	$1,645,696
Railway operating expenses, total	670,254,534	14,808,151	1,575,730
Way and structures	93,436,015	2,615,006	234,354
Equipment	90,680,544	1,968,049	216,157
Power	96,200,070	2,127,535	274,629
Conducting transportation	288,672,240	5,130,990	518,746
Traffic	3,640,964	377,994	10,113
General and miscellaneous	97,921,889	2,588,577	321,759
Transportation for investment—credit	*297,188*	-----	*28*
Auxiliary operations—expenses	6,456,979	1,295,062	69,966

[1] Roads operated part-time or for franchise purposes.

TABLE 61.—PER CENT DISTRIBUTION OF OPERATING EXPENSES, BY SIZE AND CHARACTER, BY CLASSES OF COMPANIES, AND BY ACCOUNTS: 1927

[Based on table 60]

ACCOUNT	BY CLASSES (HORIZONTAL DISTRIBUTION)						BY ACCOUNTS (VERTICAL DISTRIBUTION)						
	Size			Character			All companies	Size			Character		
	A	B	C	X	Y	Z		A	B	C	X	Y	Z
Operating expenses, total	84.1	11.7	4.2	97.4	2.3	0.2	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Railway operating expenses	84.1	11.7	4.2	97.6	2.2	0.2	98.9	98.9	98.5	98.5	99.0	92.0	95.7
Way and structures	80.7	14.2	5.2	97.0	2.7	0.2	13.9	13.3	16.8	17.0	13.8	16.2	14.2
Equipment	84.4	11.2	4.4	97.6	2.1	0.2	13.4	13.4	12.8	14.1	13.4	12.2	13.1
Power	82.4	12.6	5.0	97.6	2.2	0.3	14.2	13.9	15.3	16.7	14.2	13.2	16.7
Conducting transportation	87.0	9.6	3.4	98.1	1.7	0.2	42.4	43.9	34.9	33.7	42.7	31.9	31.5
Traffic	74.8	21.1	4.1	96.4	9.4	0.3	0.6	0.5	1.0	0.6	0.5	2.3	0.6
General and miscellaneous	81.0	14.2	4.8	97.1	2.6	0.3	14.5	14.0	17.6	16.5	14.5	16.1	19.5
Transportation for investment—credit	*93.8*	*2.2*	*3.9*	*100.0*	-----	(1)	-----	(1)	(1)	(1)	(1)	-----	(1)
Auxiliary operations—expenses	79.0	15.4	5.6	82.5	16.6	0.9	1.1	1.1	1.5	1.5	1.0	8.0	4.3

[1] Less than one-tenth of 1 per cent.

TABLE 62.—OPERATING EXPENSES, BY ACCOUNTS, FOR COMPANIES GROUPED AS "ELEVATED AND SUBWAY" AND "SURFACE": 1927

ACCOUNT	Total	Elevated and subway	Surface	PER CENT OF TOTAL	
				Elevated and subway	Surface
Number of operating companies	682	[1] 4	678	0.6	99.4
Operating expenses, total	$694,460,422	$78,202,497	$616,257,925	11.3	88.7
Railway operating expenses, total	686,638,415	78,202,497	608,435,918	11.4	88.6
Way and structures	96,285,375	10,477,951	85,807,424	10.9	89.1
Equipment	92,864,750	13,615,782	79,248,968	14.7	85.3
Power	98,602,234	14,094,278	84,507,956	14.3	85.7
Conducting transportation	294,321,976	31,907,461	262,414,515	10.8	89.2
Traffic	4,029,071	1,349	4,027,722	(2)	100.0
General and miscellaneous	100,832,225	8,105,676	92,726,549	8.0	92.0
Transportation for investment—credit	*297,216*	----------	*297,216*	----------	*100.0*
Auxiliary operations—expenses	7,822,007	----------	7,822,007	----------	100.0

[1] Four companies were consolidated between 1922 and 1927 to form the Chicago Rapid Transit Co.
[2] Less than one-tenth of 1 per cent.

TABLE 63.—TAXES ASSIGNABLE TO RAILWAY OPERATIONS, BY GEOGRAPHIC DIVISIONS AND STATES: 1927, 1922, AND 1917

DIVISION AND STATE	1927		1922		1917	
	Number of operating companies	Taxes	Number of operating companies	Taxes	Number of operating companies	Taxes
UNITED STATES	682	[1] $57,808,597	858	$64,788,315	943	$45,756,695
GEOGRAPHIC DIVISIONS:						
New England	59	3,988,603	78	4,170,671	86	3,824,445
Middle Atlantic	184	20,169,036	234	20,538,278	241	14,801,896
East North Central	164	13,818,549	206	16,199,048	223	11,283,723
West North Central	69	5,096,654	76	5,975,758	83	3,930,693
South Atlantic	62	4,964,808	78	6,521,511	94	3,737,664
East South Central	26	2,028,539	41	2,181,964	49	1,639,427
West South Central	44	2,249,991	53	3,177,529	68	1,605,730
Mountain	28	946,118	35	1,048,752	39	870,480
Pacific	46	4,546,299	57	4,974,804	60	4,062,637
NEW ENGLAND:						
Maine	13	212,690	15	417,362	16	198,524
New Hampshire	8	71,901	14	91,019	13	67,404
Vermont	5	13,313	8	30,680	9	34,684
Massachusetts	27	2,572,846	31	2,636,552	39	2,210,133
Rhode Island and Connecticut [2]	6	1,117,853	10	995,058	9	1,313,700
MIDDLE ATLANTIC:						
New York	80	12,830,726	98	12,507,361	100	9,713,970
New Jersey	14	2,450,018	19	3,054,252	22	1,831,691
Pennsylvania	90	4,888,292	117	4,976,665	119	3,256,235
EAST NORTH CENTRAL:						
Ohio	55	4,044,514	71	5,480,235	74	3,625,427
Indiana	21	1,128,100	27	1,821,817	32	867,049
Illinois	52	6,022,793	70	6,074,306	75	5,252,745
Michigan	20	1,704,662	20	1,804,993	21	911,156
Wisconsin	16	918,480	18	1,017,697	21	627,346
WEST NORTH CENTRAL:						
Minnesota	10	1,329,991	10	1,395,465	10	1,064,065
Iowa	19	583,727	22	955,834	22	432,084
Missouri	15	2,538,413	19	2,721,326	20	1,767,914
North Dakota and South Dakota [2]	5	21,244	5	28,600	6	12,053
Nebraska	4	428,916	5	537,180	6	375,149
Kansas	16	194,363	15	337,353	19	279,428

[1] Of this total, $7,742,130 (13.4 per cent) was reported as Federal, $13,763,126 (23.8 per cent) as State, and $36,303,341 (62.8 per cent) as county and local taxes.
[2] Not shown separately in order to avoid disclosing data for individual companies.

TABLE 63.—TAXES ASSIGNABLE TO RAILWAY OPERATIONS, BY GEOGRAPHIC DIVISIONS AND STATES: 1927, 1922, AND 1917—Continued

DIVISION AND STATE	1927		1922		1917	
	Number of operating companies	Taxes	Number of operating companies	Taxes	Number of operating companies	Taxes
SOUTH ATLANTIC:						
Delaware, Maryland, and District of Columbia [2]	7	$2,650,535	15	$2,886,332	19	$1,695,551
Virginia	17	576,887	14	986,298	16	482,452
West Virginia	10	496,651	16	621,965	19	365,798
North Carolina	8	155,192	9	207,545	12	140,478
South Carolina	6	320,204	6	227,652	7	187,055
Georgia	7	559,361	11	1,265,217	13	708,769
Florida	7	205,978	7	326,502	8	157,561
EAST SOUTH CENTRAL:						
Kentucky	7	649,223	9	567,115	11	517,515
Tennessee	13	855,308	13	944,376	14	593,513
Alabama	3	501,812	12	623,448	13	468,896
Mississippi	3	22,196	7	47,025	11	59,503
WEST SOUTH CENTRAL:						
Arkansas	7	158,829	9	270,391	10	162,366
Louisiana	7	916,140	9	1,437,237	11	561,085
Oklahoma	10	111,787	11	170,727	15	134,040
Texas	20	1,063,235	24	1,299,174	32	748,239
MOUNTAIN:						
Montana, Idaho, and Wyoming [2]	[3] 6	[3] 68,871	[3] 10	[3] 120,957	[3] 12	[3] 96,950
Colorado	10	616,583	13	576,105	15	532,848
New Mexico and Arizona [2]	5	7,262	5	18,255	6	19,979
Nevada and Utah [2]	7	253,402	7	333,435	6	220,703
PACIFIC:						
Washington	18	422,958	19	599,788	20	1,296,612
Oregon	4	635,659	9	1,043,736	8	693,211
California	24	3,487,682	29	3,331,280	32	2,072,814

[2] Not shown separately in order to avoid disclosing data for individual companies.
[3] Figures for 1922 and 1917 not comparable with those for 1927, as no electric railways were operated in Wyoming in 1927.

TABLE 64.—TAXES, OPERATING COMPANIES CLASSIFIED BY SIZE GROUPS: 1927, 1922, 1917, AND 1912

[Class A, over $1,000,000; Class B, over $250,000 but not more than $1,000,000; Class C, $250,000 and less]

	1927	1922	1917	1912	PER CENT OF INCREASE [1]		
					1922–1927	1917–1922	1912–1917
Total	$57,808,597	$64,788,315	$45,756,695	[2] $34,424,739	−10.8	41.6	32.9
Class A	50,393,887	53,664,472	37,157,324	[2] 28,098,949	−6.1	44.4	32.2
Class B	5,689,528	8,320,115	5,902,953	3,935,021	−31.6	40.9	50.0
Class C	1,725,182	2,803,728	2,696,418	2,390,769	−38.5	4.0	12.8

[1] A minus sign (—) denotes decrease.
[2] Not including $603,226 rental of subways and tunnels.

TABLE 65.—OPERATING REVENUES AND EXPENSES AND NET OPERATING REVENUE PER MILE OF TRACK, PER CAR-MILE, AND PER REVENUE PASSENGER, COMPANIES CLASSIFIED BY SIZE GROUPS: 1927, 1922, 1917, AND 1912

CLASS AND ACCOUNT	1927	1922	1917	1912	1927	1922	1917	1912
	ALL OPERATING COMPANIES				CLASS A—OVER $1,000,000			
Number of operating companies	682	858	943	975	128	146	114	91
Ratio of operating expenses to operating revenues (per cent)	74.9	71.6	63.8	58.7	72.8	70.7	62.3	56.7
Per mile of track:								
Operating revenues, total	$22,783	$23,143	$15,832	$13,820	$31,014	$30,137	$20,040	$19,844
Railway operations	22,564	21,066	14,501	-------	30,740	28,282	19,696	-------
Auxiliary operations	219	2,077	1,331	-------	274	1,855	1,244	-------
Operating expenses, total	17,054	16,566	10,095	8,107	22,582	21,208	13,046	11,252
Railway operations	16,862	15,446	9,396	-------	22,343	20,308	12,383	-------
Auxiliary operations	192	1,120	699	-------	239	990	663	-------
Net operating revenue, total	5,729	6,577	5,737	5,713	8,432	8,839	7,894	8,592
Railway operations	5,702	5,621	5,105	-------	8,397	7,974	7,313	-------
Auxiliary operations	27	956	632	-------	35	865	581	-------
Per car-mile:	*Cents*	*Cents*	*Cents*	*Cents*	*Cents*	*Cents*	*Cents*	*Cents*
Operating revenues, total	42.87	47.85	33.17	29.53	44.47	47.03	32.80	29.49
Railway operations	42.46	43.56	30.38	-------	44.08	44.70	30.85	-------
Auxiliary operations	0.41	4.29	2.79	-------	0.39	2.93	1.95	-------
Operating expenses, total	32.09	34.25	21.15	17.32	32.38	33.66	20.43	16.72
Railway operations	31.73	31.94	19.69	-------	32.04	32.10	19.39	-------
Auxiliary operations	0.36	2.31	1.46	-------	0.34	1.56	1.04	-------
Net operating revenue, total	10.78	13.60	12.02	12.21	12.09	13.97	12.37	12.77
Railway operations	10.73	11.62	10.69	-------	12.04	12.60	11.46	-------
Auxiliary operations	0.05	1.98	1.33	-------	0.05	1.37	0.91	-------
Per revenue-passenger:[1]								
Operating revenues, total	7.51	8.02	6.28	5.95	7.25	7.47	5.84	5.54
Passenger	6.76	6.74	5.34	5.27	6.63	6.57	5.16	5.08
All other	0.75	1.28	0.94	0.68	0.62	0.90	0.68	0.46
Operating expenses, total	5.62	5.74	4.00	3.49	5.28	5.28	3.64	3.14
Railway operations	5.56	5.35	3.72	-------	5.22	5.04	3.45	-------
Auxiliary operations	0.06	0.39	0.28	-------	0.06	0.24	0.19	-------
Net operating revenue	1.89	2.28	2.28	2.46	1.97	2.19	2.20	2.40
	CLASS B—OVER $250,000 BUT NOT MORE THAN $1,000,000				CLASS C—$250,000 AND LESS			
Number of companies	180	204	179	155	374	508	650	729
Ratio of operating expenses to operating revenues (per cent)	85.5	73.5	66.4	61.7	95.0	81.2	72.5	68.3
Per mile of track:								
Operating revenues, total	$9,981	$13,316	$10,314	$8,937	$5,765	$8,296	$6,839	$5,784
Railway operations	9,852	10,488	8,766	-------	5,654	6,473	5,502	-------
Auxiliary operations	129	2,828	1,548	-------	111	1,823	1,337	-------
Operating expenses, total	8,538	9,788	6,853	5,517	5,474	6,736	4,962	3,949
Railway operations	8,412	8,275	6,095	-------	5,392	5,682	4,224	-------
Auxiliary operations	126	1,513	758	-------	82	1,054	738	-------
Net operating revenue, total	1,443	3,528	3,461	3,420	291	1,560	1,877	1,835
Railway operations	1,440	2,213	2,671	-------	262	791	1,278	-------
Auxiliary operations	3	1,315	790	-------	29	769	599	-------

[1] Revenue passengers comprise regular-fare passengers and pay-transfer passengers on both car and bus lines.

TABLE 65.—OPERATING REVENUES AND EXPENSES AND NET OPERATING REVENUE PER MILE OF TRACK, PER CAR-MILE, AND PER REVENUE PASSENGER, COMPANIES CLASSIFIED BY SIZE GROUPS: 1927, 1922, 1917, AND 1912—Continued

CLASS AND ACCOUNT	1927	1922	1917	1912	1927	1922	1917	1912
	CLASS B—OVER $250,000 BUT NOT MORE THAN $1,000,000				CLASS C—$250,000 AND LESS			
Per car mile:	*Cents*	*Cents*	*Cents*	*Cents*	*Cents*	*Cents*	*Cents*	*Cents*
Operating revenues, total	37.09	52.82	36.04	30.63	29.48	40.86	31.99	28.32
Railway operations	36.61	41.60	30.63	-------	28.91	31.88	25.73	-------
Auxiliary operations	0.48	11.22	5.41	-------	0.57	8.98	6.26	-------
Operating expenses, total	31.73	38.82	23.95	18.91	27.99	33.18	23.21	19.33
Railway operations	31.26	32.82	21.30	-------	27.57	27.99	19.76	-------
Auxiliary operations	0.47	6.00	2.65	-------	0.42	5.19	3.45	-------
Net operating revenue, total	5.36	14.00	12.09	11.72	1.49	7.68	8.78	8.99
Railway operations	5.35	8.78	9.33	-------	1.34	3.89	5.97	-------
Auxiliary operations	0.01	5.22	2.76	-------	0.15	3.79	2.81	-------
Per revenue passenger:[1]								
Operating revenues, total	10.13	12.31	8.51	7.51	9.06	10.75	8.22	7.68
Passenger	8.01	8.23	6.37	6.10	7.56	7.35	5.85	5.87
All other	2.12	4.08	2.14	1.41	1.50	3.40	2.37	1.80
Operating expenses, total	8.67	9.05	5.66	4.64	8.60	8.73	5.96	5.24
Railway operations	8.54	7.65	5.03	-------	8.47	7.37	5.07	-------
Auxiliary operations	0.13	1.40	0.63	-------	0.13	1.36	0.89	-------
Net operating revenue	1.46	3.26	2.85	2.87	0.46	2.02	2.26	2.44

[1] Revenue passengers comprise regular-fare passengers and pay-transfer passengers on both car and bus lines.

TABLE 66.—OPERATING REVENUES AND EXPENSES AND NET OPERATING REVENUE PER MILE OF TRACK, PER CAR-MILE, AND PER REVENUE PASSENGER, COMPANIES OF CLASSES X AND Y AND "ELEVATED AND SUBWAY" GROUP: 1927, 1922, 1917, AND 1912

CLASS AND ACCOUNT	CLASS X—WITHOUT COMMERCIAL LIGHTING[1]			
	1927	1922	1917	1912
Number of companies	622	722	758	760
Ratio of operating expenses to operating revenues (per cent)	74.7	72.6	63.8	59.2
Per mile of track:				
Operating revenues, total	$23,696	$22,589	$16,137	$14,487
Railway operations	23,527	22,489	16,070	(2)
Auxiliary operations	169	100	67	(2)
Operating expenses, total	17,695	16,402	10,297	8,582
Railway operations	17,526	16,355	10,266	(2)
Auxiliary operations	169	47	31	(2)
Net operating revenue, total	6,001	6,187	5,841	5,905
Railway operations	6,001	6,134	5,804	(2)
Auxiliary operations	(2)	53	37	(2)
Per car-mile:	*Cents*	*Cents*	*Cents*	*Cents*
Operating revenues, total	42.87	44.56	30.87	28.05
Railway operations	42.57	44.36	30.74	(2)
Auxiliary operations	0.30	0.20	0.13	(2)
Operating expenses, total	32.01	32.35	19.70	16.62
Railway operations	31.71	32.26	19.64	(2)
Auxiliary operations	0.30	0.09	0.06	(2)

[1] Exclusive of part-time companies.

[2] No data.

TABLE 66.—OPERATING REVENUES AND EXPENSES AND NET OPERATING REVENUE PER MILE OF TRACK, PER CAR-MILE, AND PER REVENUE PASSENGER, COMPANIES OF CLASSES X AND Y AND "ELEVATED AND SUBWAY" GROUP: 1927, 1922, 1917, AND 1912—Continued

CLASS AND ACCOUNT	CLASS X—WITHOUT COMMERCIAL LIGHTING [1]			
	1927	1922	1917	1912
Per car-mile—Continued.				
Net operating revenue, total	*Cents* 10.86	*Cents* 12.21	*Cents* 11.17	*Cents* 11.43
Railway operations	10.86	12.10	11.10	(2)
Auxiliary operations	(3)	0.10	0.07	(2)
Per revenue passenger:				
Operating revenues, total [4]	7.40	7.17	5.67	5.54
Passenger	6.71	6.61	5.26	5.21
All other	0.69	0.56	0.41	0.33
Operating expenses, total	5.52	5.21	3.62	3.28
Railway operations	5.47	5.19	3.61	(2)
Auxiliary operations	0.05	0.02	0.01	(2)
Net operating revenue	1.88	1.96	2.05	2.26

CLASS AND ACCOUNT	CLASS Y—WITH COMMERCIAL LIGHTING [1]			
	1927	1922	1917	1912
Number of companies	18	124	159	168
Ratio of operating expenses to operating revenues (per cent)	80.9	67.4	63.6	56.0
Per mile of track:				
Operating revenues, total	$10,069	$25,935	$15,021	$11,850
Railway operations	8,874	14,692	9,748	(2)
Auxiliary operations	1,195	11,243	5,273	(2)
Operating expenses, total	8,150	17,485	9,551	6,632
Railway operations	7,495	11,385	6,768	(2)
Auxiliary operations	655	6,100	2,783	(2)
Net operating revenue, total	1,919	8,450	5,470	5,208
Railway operations	1,379	3,307	2,981	(2)
Auxiliary operations	540	5,143	2,489	(2)
Per car-mile:				
Operating revenues, total	*Cents* 43.10	*Cents* 68.04	*Cents* 44.11	*Cents* 38.47
Railway operations	37.99	38.55	28.63	(2)
Auxiliary operations	5.11	29.50	15.48	(2)
Operating expenses, total	34.89	45.87	28.05	21.55
Railway operations	32.09	29.87	19.87	(2)
Auxiliary operations	2.80	16.00	8.18	(2)
Net operating revenue, total	8.21	22.17	16.06	16.92
Railway operations	5.90	8.68	8.75	(2)
Auxiliary operations	2.31	13.49	7.31	(2)
Per revenue passenger:				
Operating revenues, total [4]	24.45	15.21	9.78	8.76
Passenger	13.90	7.81	5.74	5.64
All other	10.55	7.40	4.04	3.12
Operating expenses, total	19.79	10.26	6.22	4.90
Railway operations	18.20	6.68	4.41	(2)
Auxiliary operations	1.59	3.58	1.81	(2)
Net operating revenue	4.66	4.96	3.56	3.85

[1] Exclusive of part-time companies. [2] No data. [3] Less than one-tenth of 1 cent.
[4] Revenue passengers comprise regular-fare passengers and pay-transfer passengers on both car and bus lines.

TABLE 66.—OPERATING REVENUES AND EXPENSES AND NET OPERATING REVENUE PER MILE OF TRACK, PER CAR-MILE, AND PER REVENUE PASSENGER, COMPANIES OF CLASSES X AND Y AND "ELEVATED AND SUBWAY" GROUP: 1927, 1922, 1917, AND 1912—Continued

CLASS AND ACCOUNT	ELEVATED AND SUBWAY			
	1927	1922	1917	1912
Number of companies	[5] 4	7	7	7
Ratio of operating expenses to operating revenues (per cent)	60.6	63.9	46.2	45.2
Per mile of track:				
Operating revenues, total	$148,142	$123,392	$102,891	$100,884
Railway operations	148,142	120,047	100,231	(2)
Auxiliary operations	(2)	3,345	2,660	(2)
Operating expenses, total	89,793	78,864	47,544	45,601
Railway operations	89,793	77,470	46,560	(2)
Auxiliary operations	(2)	1,394	984	(2)
Net operating revenue, total	58,349	44,528	55,347	55,283
Railway operations	58,349	42,577	53,670	(2)
Auxiliary operations	(2)	1,951	1,677	(2)
Per car-mile:	*Cents*	*Cents*	*Cents*	*Cents*
Operating revenues, total	34.20	34.90	27.73	23.86
Railway operations	34.20	33.95	27.01	(2)
Auxiliary operations	(2)	0.95	0.72	(2)
Operating expenses, total	20.73	22.30	12.81	10.76
Railway operations	20.73	21.91	12.55	(2)
Auxiliary operations	(2)	0.39	0.26	(2)
Net operating revenue, total	13.47	12.59	14.91	13.04
Railway operations	13.47	12.04	14.46	(2)
Auxiliary operations	(2)	0.55	0.45	(2)
Per revenue-passenger:				
Operating revenues, total [4]	5.81	6.07	5.43	5.27
Passenger	5.46	5.56	5.06	5.08
All other	0.35	0.51	0.37	0.19
Operating expenses, total	3.52	3.88	2.51	2.38
Railway operations	3.52	3.81	2.46	(2)
Auxiliary operations	(2)	0.07	0.05	(2)
Net operating revenue	2.29	2.19	2.92	2.89

[4] Revenue passengers comprise regular-fare passengers and pay-transfer passengers on both car and bus lines.
[5] Between 1922 and 1927, four companies were consolidated to form the Chicago Rapid Transit Company.

TABLE 67.—PER CENT OF INCREASE[1] IN OPERATING REVENUES AND EXPENSES AND NET OPERATING REVENUE PER MILE OF TRACK, PER CAR-MILE, AND PER REVENUE PASSENGER, FOR COMPANIES CLASSIFIED BY SIZE GROUPS: 5-YEAR PERIODS, 1912 TO 1927

[Based on Table 65]

CLASS AND ACCOUNT	ALL OPERATING COMPANIES			CLASS A.—MORE THAN $1,000,000		
	1922–1927	1917–1922	1912–1917	1922–1927	1917–1922	1912–1917
Per mile of track:						
Operating revenues	−1.6	46.2	14.6	2.9	43.9	5.5
Railway operations	7.1	45.3	--------	8.7	43.6	--------
Auxiliary operations	−89.5	56.0	--------	−85.2	49.1	--------
Operating expenses	2.9	64.1	24.5	6.0	63.3	15.9
Railway operations	9.2	64.4	--------	10.0	64.0	--------
Auxiliary operations	−82.9	60.2	--------	−75.9	49.3	--------
Net operating revenue	−12.9	14.6	0.4	−4.6	12.0	−8.1
Railway operations	1.4	10.1	--------	5.3	9.0	--------
Auxiliary operations	−97.2	51.3	--------	−96.0	48.9	--------
Per car-mile:						
Operating revenues	−10.4	44.3	12.3	−6.6	45.2	11.2
Railway operations	−2.5	43.4	--------	−1.4	44.9	--------
Auxiliary operations	−90.4	53.8	--------	−86.7	50.3	--------
Operating expenses	−6.3	61.9	22.1	−3.8	64.8	22.2
Railway operations	−0.7	62.2	--------	−0.1	65.5	--------
Auxiliary operations	−84.4	58.2	--------	−78.2	50.0	--------
Net operating revenue	−20.7	13.1	−1.6	−13.5	12.9	−3.1
Railway operations	−7.7	8.7	--------	−4.4	9.9	--------
Auxiliary operations	−97.5	48.9	--------	−96.4	50.5	--------
Per revenue passenger:						
Operating revenues	−6.4	27.7	5.5	−2.9	27.9	5.4
Railway operations	0.3	26.2	1.3	0.9	27.3	1.6
Auxiliary operations	−41.4	36.2	38.2	−31.1	32.4	47.8
Operating expenses	−2.1	43.5	14.6	--------	45.1	15.9
Railway operations	3.9	43.8	--------	3.6	46.1	--------
Auxiliary operations	−84.6	39.3	--------	−75.0	26.3	--------
Net operating revenue	−17.1	--------	−7.3	−10.0	−0.5	−8.3

CLASS AND ACCOUNT	CLASS B—MORE THAN $250,000 BUT NOT MORE THAN $1,000,000			CLASS C—$250,000 OR LESS		
	1922–1927	1917–1922	1912–1917	1922–1927	1917–1922	1912–1917
Per mile of track:						
Operating revenues	−25.0	29.1	15.4	−30.5	21.3	18.2
Railway operations	−6.1	19.6	--------	−12.7	17.6	--------
Auxiliary operations	−95.4	82.7	--------	−93.9	36.4	--------
Operating expenses	−12.8	42.8	24.2	−18.7	35.8	25.7
Railway operations	1.7	35.8	--------	−5.1	34.5	--------
Auxiliary operations	−91.7	99.6	--------	−92.2	42.8	--------
Net operating revenue	−59.1	1.9	1.2	−81.3	−16.9	2.3
Railway operations	−34.9	−17.1	--------	−66.9	−38.1	--------
Auxiliary operations	−99.8	66.5	--------	−96.2	28.4	--------
Per car-mile:						
Operating revenues	−29.8	46.6	17.7	−27.9	27.7	13.0
Railway operations	−12.0	35.8	--------	−9.3	23.9	--------
Auxiliary operations	−95.7	107.4	--------	−93.7	43.4	--------
Operating expenses	−18.3	62.1	26.7	−15.6	43.0	20.1
Railway operations	−4.8	54.1	--------	−1.5	41.6	--------
Auxiliary operations	−92.2	126.4	--------	−91.9	50.4	--------
Net operating revenue	−61.7	15.8	3.2	−80.6	−12.5	−2.3
Railway operations	−39.1	−5.9	--------	−65.6	−34.8	--------
Auxiliary operations	−99.8	89.1	--------	−96.0	34.9	--------
Per revenue passenger:						
Operating revenues	−17.7	44.7	13.3	−15.7	30.8	7.0
Railway operations	−2.7	29.2	4.4	2.9	25.6	−0.3
Auxiliary operations	−48.0	90.7	51.8	−55.9	43.5	31.7
Operating expenses	−4.2	59.9	22.0	−1.5	46.5	13.7
Railway operations	11.6	52.1	--------	14.9	45.4	--------
Auxiliary operations	−90.7	122.2	--------	−90.4	52.8	--------
Net operating revenue	−55.2	14.4	−0.7	−77.2	−10.6	−7.4

[1] A minus sign (−) denotes decrease.

TABLE 68.—RAILWAY OPERATING REVENUES PER MILE OF TRACK, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927

Based on total mileage of track operated by companies allocated to specified States according to major trackage. (See "Interstate trackage," p. 14)]

DIVISION AND STATE	Miles of track operated	Railway operating revenues	Average per mile of track
UNITED STATES	[1] 40, 722. 30	$918, 869, 056	$22, 564
EOGRAPHIC DIVISIONS:			
New England	3, 922. 42	83, 885, 627	21, 386
Middle Atlantic	9, 486. 16	333, 727, 477	35, 180
East North Central	11, 712. 06	237, 948, 249	20, 317
West North Central	3, 606. 18	62, 287, 779	17, 273
South Atlantic	3, 139. 90	59, 868, 763	19, 067
East South Central	1, 368. 64	21, 281, 886	15, 550
West South Central	1, 766. 29	29, 828, 527	16. 888
Mountain	1, 094. 44	10, 899. 177	9, 959
Pacific	4, 626. 21	79, 141. 571	17, 107
NEW ENGLAND:			
Maine	503. 20	3, 602, 925	7, 160
New Hampshire	130. 94	998, 636	7, 627
Vermont	66. 13	373, 402	5, 646
Massachusetts	2, 093. 22	57, 568, 623	27, 502
Rhode Island and Connecticut [2]	1, 128. 93	21, 342, 041	18, 904
MIDDLE ATLANTIC:			
New York	4, 414. 07	207, 192, 751	46, 939
New Jersey	1, 078. 81	22, 554, 918	20, 907
Pennsylvania	3, 993. 28	103, 979, 808	26, 039
EAST NORTH CENTRAL:			
Ohio	3, 498. 11	58, 554, 584	16, 739
Indiana	2, 350. 44	23, 566, 136	10, 026
Illinois	3, 322. 92	108, 679, 324	32, 706
Michigan	1, 752. 19	32, 977, 654	18, 821
Wisconsin	788. 40	14, 170, 551	17, 974
WEST NORTH CENTRAL:			
Minnesota	744. 28	14, 628, 956	19, 655
Iowa	959. 70	9, 066, 645	9, 447
Missouri	1, 137. 20	31, 287, 687	27, 513
North Dakota and South Dakota [2]	42. 09	409, 248	9, 723
Nebraska	221. 05	3, 766, 669	17, 040
Kansas	501. 86	3, 128, 574	6, 234
SOUTH ATLANTIC:			
Delaware, Maryland, and District of Columbia [2]	994. 91	30, 623, 160	30, 780
Virginia	542. 90	7, 479, 225	13, 776
West Virginia	466. 87	6, 090, 596	13, 046
North Carolina	145. 80	1, 745, 874	11, 974
South Carolina	320. 12	3, 304, 767	10, 324
Georgia	443. 57	7, 156, 656	16, 134
Florida	225. 73	3, 468, 485	15, 366
EAST SOUTH CENTRAL:			
Kentucky	473. 34	8, 119, 901	17, 154
Tennessee	514. 08	7, 527, 410	14, 642
Alabama	335. 24	5, 364, 969	16, 003
Mississippi	45. 98	269, 606	5, 864
WEST SOUTH CENTRAL:			
Arkansas	130. 76	1, 565, 545	11, 973
Louisiana	283. 57	8, 684, 908	30, 627
Oklahoma	327. 48	3, 643, 679	11, 126
Texas	1, 024. 48	15, 934, 395	15, 554
MOUNTAIN: [3]			
Montana and Idaho [2]	179. 58	1, 078, 546	6, 006
Colorado	356. 31	5, 266, 833	14, 782
New Mexico and Arizona [2]	48. 28	335, 506	6, 949
Utah and Nevada [2]	510. 27	4, 218, 292	8, 267
PACIFIC:			
Washington	961. 05	11, 909, 814	12, 393
Oregon	534. 15	6, 457, 238	12, 089
California	3, 131. 01	60, 774, 519	19, 411
Hawaii, Philippine Islands, and Porto Rico [2]	112. 63	2, 645, 164	23, 485

[1] Includes 26.76 miles of track owned by companies in the United States but operated in Canada.
[2] Not shown separately in order to avoid disclosing data for individual companies.
[3] No electric railways operated in Wyoming in 1927.

TABLE 69.—RATIO [1] (EXPRESSED AS A PERCENTAGE) OF OPERATING EXPENSES TO OPERATING REVENUES, BY STATES: 1927, 1922, 1917, AND 1912

STATE	1927	1922	1917	1912	STATE	1927	1922	1917	1912
United States	74.9	71.6	63.8	58.7	Wisconsin	*81.2*	*74.7*	62.3	52.3
					Michigan	*81.5*	70.3	*71.2*	*63.0*
Louisiana	63.2	66.7	63.0	*60.8*	Connecticut	*81.8*	*78.2*	*78.9*	*63.5*
South Carolina	64.8	*75.2*	60.7	*68.0*	Iowa	*81.8*	70.5	*64.1*	*61.3*
Tennessee	67.0	63.2	61.1	53.2	Ohio	*81.9*	*72.3*	*69.5*	*62.2*
Texas	67.9	67.4	60.1	*61.4*					
Maryland	68.6	66.0	55.4	51.7	Maine	*82.5*	67.7	*65.3*	56.9
					Oklahoma	*82.9*	70.4	60.0	*67.1*
New York	69.5	*71.7*	59.4	56.0	California	*83.7*	*75.2*	*75.3*	*63.6*
New Jersey	70.0	70.8	60.3	58.4	Indiana	*84.5*	70.6	*65.1*	58.1
Colorado	70.3	67.7	58.9	56.0	Oregon	*85.1*	66.9	59.7	48.5
Illinois	71.1	70.5	58.3	54.6					
Pennsylvania	71.8	*72.4*	60.8	57.7	Vermont	*88.2*	*80.5*	*72.5*	57.5
					Washington	*88.5*	*77.1*	60.5	56.0
District of Columbia	72.5	71.0	*64.7*	53.4	New Hampshire	*89.5*	*85.9*	*79.9*	*79.3*
Arkansas	72.8	61.3	55.2	54.7	Kansas	*91.9*	*74.5*	*65.3*	*58.8*
Minnesota	73.1	*71.7*	*63.9*	*60.8*	North Dakota	*92.2*	*85.3*	*76.4*	*64.4*
Virginia	73.1	69.1	53.7	56.6					
Georgia	73.8	63.7	54.1	51.9	Florida	*94.9*	58.4	56.8	58.7
					Arizona	*98.5*	*110.9*	*77.8*	*85.1*
Kentucky	74.1	*72.8*	60.0	*60.1*	Montana	*101.2*	*80.7*	*74.0*	*73.0*
Nebraska	74.3	71.3	*64.8*	56.5	South Dakota	*102.2*	*82.8*	*77.8*	*75.5*
Utah	74.7	65.1	62.1	51.4	New Mexico	*107.2*	*86.6*	*71.3*	*83.5*
Massachusetts	*76.3*	*72.9*	*75.4*	*67.6*					
Alabama	*76.4*	69.2	58.2	58.0	Idaho	*112.3*	*90.5*	*74.2*	*70.1*
					Nevada	*117.2*	*84.1*	*92.3*	*73.2*
Missouri	*78.0*	*77.0*	*68.5*	*61.9*	Mississippi	*128.4*	*97.7*	*74.1*	*72.5*
Delaware	*78.2*	61.0	63.4	54.3	Wyoming	(2)	*94.8*	63.1	*80.1*
West Virginia	*80.0*	66.7	56.7	52.9					
North Carolina	*80.8*	66.5	59.7	*66.6*					
Rhode Island	*81.1*	*83.6*	*75.2*	*63.5*					

[1] *Italics* denote ratios above the average for the United States.
[2] No electric railways operated in Wyoming in 1927.

TABLE 70.—INCOME ACCOUNT, NONOPERATING OR LESSOR COMPANIES, BY STATES: 1927, 1922, AND 1917

STATE	Census year	Number of companies	INCOME: Gross income	INCOME: Rentals from operating companies	INCOME: Miscellaneous	DEDUCTIONS FROM INCOME: Total	DEDUCTIONS FROM INCOME: Interest on funded debt	DEDUCTIONS FROM INCOME: Other deductions	Net income [1]	Dividends	Surplus [1]	Balance at beginning of year [1]	Accumulated balance Dec. 31 [1]
United States	1927	281	28,253,142	$26,193,085	$2,060,057	$11,401,543	$9,662,143	$1,739,400	$16,851,599	$15,833,592	$1,018,007	$12,776,146	$13,794,153
	1922	342	31,855,434	31,103,067	752,367	14,837,025	13,120,349	1,716,676	17,018,409	16,933,751	84,658	26,681,931	26,766,589
	1917	364	43,216,501	42,759,850	456,651	17,897,373	16,147,380	1,749,993	25,319,128	24,925,706	393,422	24,600,698	24,994,120
California	1927	4	436,564	366,709	69,855	250,954	250,000	954	185,610		185,610	1,401,941	1,587,551
	1922	3	372,121	326,059	46,062	357,189	228,417	128,772	14,932		14,932	1,127,243	1,142,175
	1917	6	486,677	486,232	445	477,512	392,719	84,793	9,165		9,165	193,649	202,814
Indiana	1927	9	1,476,708	958,769	517,939	1,129,268	445,353	683,915	347,440	549,500	*202,060*	*1,720,245*	*1,922,305*
	1922	11	1,042,728	989,011	53,717	592,309	581,850	10,459	450,419	699,080	*248,661*	1,621,569	1,372,908
	1917	15	2,083,485	2,021,585	61,900	1,335,109	1,090,440	244,669	748,376	748,271	105	1,985,476	1,985,581
Massachusetts	1927	11	97,520	92,632	4,888	28,328	8,600	19,728	69,192	55,351	13,841	20,936	34,777
	1922	14	146,015	144,129	1,886	74,477	67,950	6,527	71,538	*64,531*	7,007	*107,724*	*100,717*
	1917	19	2,671,497	2,669,237	2,260	1,032,936	1,013,220	19,716	1,638,561	1,633,865	4,696	192,890	197,586
Michigan	1927	5	24,000	24,000		24,000	24,000					*126,815*	*126,815*
	1922	4	189,118	189,118		268,988	177,000	91,988	*79,870*		*79,870*	*195,863*	*275,733*
New Jersey	1927	17	3,183,723	3,149,178	34,545	1,905,570	1,848,745	56,825	1,278,153	1,388,878	*110,725*	*515,043*	*625,768*
	1922	17	3,079,572	3,036,143	43,429	1,918,520	1,875,475	43,045	1,161,052	1,144,744	16,308	6,338	22,646
	1917	18	3,218,129	3,198,274	19,855	1,969,512	1,933,571	35,941	1,248,617	1,246,871	1,746	1,624,924	1,626,670
New York	1927	18	5,511,445	5,495,153	1,016,292	2,711,470	2,522,892	188,578	3,799,975	3,127,134	672,841	7,065,756	7,738,597
	1922	32	7,879,577	7,810,543	69,034	4,774,789	4,366,332	408,457	3,104,788	3,142,075	*37,287*	9,493,441	9,456,154
	1917	42	11,159,759	11,090,738	69,021	4,503,728	4,159,456	344,272	6,656,031	6,682,365	*26,334*	5,445,749	5,419,415
Ohio	1927	4	18,200	18,200		13,328		13,328	4,872	600	4,272	66,481	70,753
	1922	3	17,700	17,700		14,861	1,087	13,774	2,839	1,586	1,253	52,661	53,914
	1917	9	2,236,995	2,236,831	164	911,259	881,716	29,543	1,325,736	1,316,012	9,724	562,227	571,951
Pennsylvania	1927	186	13,172,292	12,836,443	335,849	3,332,055	2,860,140	471,915	9,840,237	9,503,189	337,048	5,938,509	6,275,557
	1922	220	13,426,030	13,299,707	126,323	3,871,866	3,208,934	662,932	9,554,164	9,358,997	195,167	10,472,068	10,667,235
	1917	215	14,200,257	14,098,423	101,834	4,024,112	3,389,049	635,063	10,176,145	9,934,105	242,040	9,810,918	10,052,958
All other States	1927	[2] 27	3,332,690	3,252,001	80,689	2,006,570	1,702,413	304,157	1,326,120	1,208,940	117,180	644,626	761,806
	1922	38	5,702,573	5,290,657	411,916	2,964,026	2,613,304	350,722	2,738,547	2,522,738	215,809	4,212,198	4,428,007
	1917	40	7,159,702	6,958,530	201,172	3,643,205	3,287,209	355,996	3,516,497	3,364,217	152,280	4,784,865	4,937,145

[1] *Italics* denote deficit.
[2] Delaware, 8; West Virginia, 5; Connecticut, 3; District of Columbia, 2; Iowa, 2; and 1 each in Alabama, Illinois, Maine, Maryland, Missouri, Nebraska, Utah, Vermont, and Wisconsin.

TABLE 71.—OPERATING REVENUES, RAILWAY AND AUXILIARY, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927

DIVISION AND STATE	Census year	Total	Railway operating revenues	Auxiliary operations—revenues[1]	Light and power revenue (included in preceding accounts)[2]
UNITED STATES	1927	$927,773,887	$918,869,056	$8,904,831	$15,477,628
	1922	1,016,719,092	925,477,485	91,241,607	94,078,216
	1917	709,825,092	650,149,806	59,675,286	59,622,985
GEOGRAPHIC DIVISIONS:					
New England	1927	85,219,735	83,885,697	1,334,108	612,378
	1922	94,661,830	92,140,311	2,521,519	3,174,305
	1917	70,394,415	68,399,091	1,965,324	2,037,455
Middle Atlantic	1927	334,447,659	333,727,477	720,182	10,967,637
	1922	323,700,362	315,430,160	8,270,202	10,116,318
	1917	234,199,512	230,354,775	3,844,737	5,020,817
East North Central	1927	243,167,371	237,948,249	5,219,122	1,737,633
	1922	259,874,929	237,413,105	22,461,824	24,397,550
	1917	178,871,744	162,091,962	16,779,782	17,013,002
West North Central	1927	62,748,587	62,287,779	460,808	681,830
	1922	80,424,544	72,279,158	8,145,386	8,252,817
	1917	57,842,458	52,455,024	5,387,434	5,143,076
South Atlantic	1927	60,772,363	59,868,763	903,600	763,776
	1922	90,270,833	63,294,263	26,976,570	27,579,431
	1917	56,536,674	42,426,736	14,109,938	13,554,097
East South Central	1927	21,354,680	21,281,886	72,794	127,169
	1922	26,219,274	21,635,997	4,583,277	4,718,450
	1917	20,646,869	15,882,474	4,764,395	4,194,052
West South Central	1927	29,991,657	29,828,527	163,130	494,666
	1922	42,396,857	31,091,219	11,305,638	8,567,476
	1917	23,048,002	20,166,036	2,881,966	3,424,726
Mountain	1927	10,930,264	10,899,177	31,087	55,438
	1922	14,957,664	13,180,084	1,777,580	1,846,054
	1917	11,815,127	10,294,660	1,520,467	1,530,533
Pacific	1927	79,141,571	79,141,571	----------	37,101
	1922	84,212,799	79,013,188	5,199,611	5,425,815
	1917	56,500,291	48,079,048	8,421,243	7,712,227
NEW ENGLAND:					
Maine	1927	3,619,471	3,602,925	16,546	21,000
	1922	6,651,574	4,836,396	1,815,178	1,774,691
	1917	4,781,221	3,510,034	1,271,187	1,068,302
New Hampshire	1927	998,636	998,636	----------	6,277
	1922	1,666,029	1,666,029	----------	13,848
	1917	1,250,769	1,250,769	----------	1,939
Vermont	1927	373,402	373,402	----------	----------
	1922	888,583	602,196	286,387	295,324
	1917	826,569	596,983	229,586	220,151
Massachusetts	1927	57,581,602	57,568,623	12,979	408,531
	1922	60,930,190	60,930,190	----------	533,016
	1917	45,239,116	44,833,877	405,239	578,283
Rhode Island and Connecticut.[3]	1927	22,646,624	21,342,041	1,304,583	176,570
	1922	24,525,454	24,105,500	419,954	557,426
	1917	18,266,740	18,207,428	59,312	158,780
MIDDLE ATLANTIC:					
New York	1927	207,441,008	207,192,751	248,257	9,999,947
	1922	187,374,276	181,635,733	5,738,543	7,252,135
	1917	140,380,644	137,476,991	2,903,653	3,946,550
New Jersey	1927	22,554,918	22,554,918	----------	7,068
	1922	32,092,131	31,716,476	375,655	394,835
	1917	22,264,081	22,204,776	59,305	42,313
Pennsylvania	1927	104,451,733	103,979,808	471,925	960,622
	1922	104,233,955	102,077,951	2,156,004	2,469,348
	1917	71,554,787	70,673,008	881,779	1,031,954

See footnotes at end of table.

TABLE 71.—OPERATING REVENUES, RAILWAY AND AUXILIARY, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	Total	Railway operating revenues	Auxiliary operations—revenues[1]	Light and power revenue (included in preceding accounts)[2]
EAST NORTH CENTRAL:					
Ohio	1927	$59,508,641	$58,554,584	$954,057	$1,043,064
	1922	72,718,213	62,329,336	10,388,877	11,408,318
	1917	57,809,157	47,369,242	10,439,915	10,190,446
Indiana	1927	23,754,837	23,566,136	188,701	240,394
	1922	28,444,516	24,700,557	3,743,959	3,992,006
	1917	19,529,011	17,127,101	2,401,910	2,453,624
Illinois	1927	109,191,553	108,679,324	512,229	405,384
	1922	106,737,032	100,762,053	5,974,979	6,618,306
	1917	66,513,834	63,953,123	2,560,711	3,150,205
Michigan	1927	36,541,789	32,977,654	3,564,135	8,804
	1922	37,147,527	36,508,907	638,620	661,462
	1917	25,749,103	25,275,832	473,271	326,581
Wisconsin	1927	14,170,551	14,170,551	----------	39,487
	1922	14,827,641	13,112,252	1,715,389	1,717,458
	1917	9,270,639	8,366,664	903,975	892,146
WEST NORTH CENTRAL:					
Minnesota	1927	14,628,956	14,628,956	----------	24,367
	1922	16,100,065	16,100,065	----------	1,433
	1917	12,375,143	12,375,143	----------	1,831
Iowa	1927	9,491,367	9,066,645	424,722	524,318
	1922	16,278,040	10,709,161	5,568,879	5,613,507
	1917	11,242,166	8,430,507	2,811,659	2,487,981
Missouri	1927	31,287,687	31,287,687	----------	100,280
	1922	36,878,352	35,227,297	1,651,055	1,679,575
	1917	25,347,719	23,584,486	1,763,233	1,665,405
North Dakota and South Dakota.[3]	1927	409,248	409,248	----------	----------
	1922	371,024	371,024	----------	1,528
	1917	266,352	266,352	----------	49
Nebraska	1927	3,802,755	3,766,669	36,086	20,416
	1922	5,988,104	5,344,214	643,890	669,888
	1917	4,493,267	4,213,457	279,810	469,481
Kansas	1927	3,128,574	3,128,574	----------	12,455
	1922	4,808,959	4,527,397	281,562	286,886
	1917	4,117,811	3,585,079	532,732	518,326
SOUTH ATLANTIC:					
Delaware, Maryland, and District of Columbia.[3]	1927	30,920,979	30,623,160	297,819	634,287
	1922	35,479,090	32,579,193	2,899,897	3,495,360
	1917	21,289,850	20,119,262	1,170,588	1,493,590
Virginia	1927	7,505,667	7,479,225	26,442	4,487
	1922	15,418,970	8,016,948	7,402,022	7,405,583
	1917	10,093,287	6,444,415	3,648,872	3,306,920
West Virginia	1927	6,205,463	6,090,596	114,867	115,564
	1922	8,813,911	7,057,025	1,756,886	1,755,535
	1917	5,924,447	4,998,377	926,070	713,278
North Carolina	1927	1,745,874	1,745,874	----------	----------
	1922	3,466,940	2,102,112	1,364,828	1,364,872
	1917	2,872,991	1,348,010	1,524,981	1,511,506
South Carolina	1927	3,304,767	3,304,767	----------	990
	1922	4,006,286	3,368,658	637,628	638,740
	1917	3,766,633	2,772,841	993,792	988,539
Georgia	1927	7,156,656	7,156,656	----------	----------
	1922	19,007,897	7,703,960	11,303,937	11,303,937
	1917	10,146,512	5,060,481	5,086,031	4,380,551
Florida	1927	3,932,957	3,468,485	464,472	7,848
	1922	4,077,739	2,466,367	1,611,372	1,615,464
	1917	2,442,954	1,683,350	759,604	742,113

See footnotes at end of table.

TABLE 71.—OPERATING REVENUES, RAILWAY AND AUXILIARY, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	Total	Railway operating revenues	Auxiliary operations—revenues [1]	Light and power revenue (included in preceding accounts) [2]
EAST SOUTH CENTRAL:					
Kentucky	1927	$8,192,695	$8,119,901	$72,794	$84,23
	1922	8,027,986	8,027,986		81,501
	1917	6,319,418	6,319,418		153,411
Tennessee	1927	7,527,410	7,527,410		38,698
	1922	9,843,717	8,011,437	1,832,280	1,881,077
	1917	7,518,664	5,386,465	2,132,199	2,073,731
Alabama	1927	5,364,969	5,364,969		4,195
	1922	7,370,534	4,904,276	2,466,258	2,471,133
	1917	5,607,745	3,559,064	2,048,681	1,402,496
Mississippi	1927	269,606	269,606		42
	1922	977,037	692,298	284,739	284,739
	1917	1,201,042	617,527	583,515	564,414
WEST SOUTH CENTRAL:					
Arkansas	1927	1,565,545	1,565,545		
	1922	3,290,547	1,793,277	1,497,270	1,497,270
	1917	1,956,931	1,298,744	658,187	653,592
Louisiana	1927	8,707,940	8,684,908	23,032	23,032
	1922	16,403,222	9,448,195	6,955,027	4,045,793
	1917	6,118,826	5,882,095	236,731	691,798
Oklahoma	1927	3,643,679	3,643,679		258,413
	1922	3,811,661	3,811,661		189,638
	1917	2,201,025	2,090,337	110,688	111,669
Texas	1927	16,074,493	15,934,395	140,098	213,221
	1922	18,891,427	16,038,086	2,853,341	2,834,775
	1917	12,771,220	10,894,860	1,876,360	1,967,667
MOUNTAIN:					
Montana	1927	914,231	886,307	27,924	
	1922	1,323,319	969,213	354,106	354,106
	1917	1,501,383	1,178,755	322,628	319,671
Colorado	1927	5,269,996	5,266,833	3,163	55,438
	1922	8,127,851	6,704,377	1,423,474	1,458,948
	1917	5,779,776	4,728,732	1,051,044	1,072,135
Idaho, Nevada, Utah, and Wyoming [3]	1927	[4] 4,410,531	4,410,531		
	1922	5,119,900	5,119,900		33,000
	1917	3,940,955	3,940,955		28
New Mexico and Arizona [3]	1927	335,506	335,506		
	1922	386,594	386,594		
	1917	593,013	446,218	146,795	138,699
PACIFIC:					
Washington	1927	11,909,814	11,909,814		29,232
	1922	15,168,327	13,852,442	1,315,885	1,514,087
	1917	15,415,110	9,109,642	6,305,468	5,556,757
Oregon	1927	6,457,238	6,457,238		
	1922	11,284,476	7,400,750	3,883,726	3,884,170
	1917	7,102,433	4,999,601	2,102,832	2,047,853
California	1927	60,774,519	60,774,519		7,869
	1922	57,759,996	57,759,996		27,558
	1917	33,982,748	33,969,805	12,943	107,617
Hawaii, Philippine Islands, and Porto Rico. [3]	1927	5,729,960	2,645,164	3,084,796	3,071,337
	1922	1,600,280	1,389,853	210,427	210,427
	1917	1,167,714	1,059,986	107,728	107,728

[1] Income from auxiliary operations in 1927 comprised bus revenue, $6,543,737, and light and power revenue, $2,361,094. Seventeen electric-railway companies reported light and power operations as auxiliary, the remaining composite companies having returned complete and separate reports for operations of light and power departments, the data in which are included in statistics for Central Electric Light and Power Stations. For 1922, 124 companies, and for 1917, 160 companies, reported light and power data under "Auxiliary operations."

[2] For 1927 and 1922, power revenue from railway operations and total revenue of light and power departments; for 1917, power revenue from railway operations and revenue from electric service of light and power departments.

[3] Not shown separately in order to avoid disclosing data for individual companies.

[4] No electric railways operated in Wyoming in 1927.

TABLE 72.—RAILWAY OPERATING REVENUES, BY SOURCE, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927

DIVISION AND STATE	Census year	Total	FROM TRANSPORTATION							From other railway operations
			Total	Passenger revenue	Baggage, express, and milk revenue	Parlor, sleeping, dining, and special car revenue	Mail revenue	Freight revenue	Other transportation revenue	
UNITED STATES	1927	$918,869,056	$882,530,854	$834,600,621	$4,270,662	$1,027,533	$775,008	$39,124,811	$2,732,219	$36,338,202
	1922	925,477,485	895,019,225	854,662,545	5,285,086	1,026,249	648,432	31,560,427	1,836,486	30,458,260
	1917	650,149,806	629,280,472	603,129,620	4,965,566	957,966	614,678	18,546,504	1,066,138	20,869,334
GEOGRAPHIC DIVISIONS:										
New England	1927	83,885,627	81,598,399	79,751,995	167,821	181,904	68,486	1,254,358	173,835	2,287,228
	1922	92,140,311	90,084,241	87,703,994	200,211	123,962	68,532	1,874,538	113,004	2,056,070
	1917	68,399,091	66,895,692	63,943,480	470,252	164,623	67,216	2,187,092	63,029	1,503,399
Middle Atlantic	1927	333,727,477	313,283,394	308,686,528	613,218	119,389	118,276	3,045,330	700,653	20,444,083
	1922	315,430,160	302,606,198	297,559,965	985,949	217,645	126,134	3,115,572	600,933	12,823,962
	1917	230,354,775	221,380,336	217,572,877	1,016,161	212,985	96,979	2,207,093	274,241	8,974,439
East North Central	1927	237,948,249	230,109,041	211,622,473	1,959,035	491,743	166,325	15,349,343	520,122	7,839,208
	1922	237,413,105	228,232,307	213,365,390	2,218,436	448,393	130,388	11,642,866	426,834	9,180,798
	1917	162,091,962	156,866,848	148,330,904	2,135,732	351,169	181,888	5,607,075	260,080	5,225,114
West North Central	1927	62,287,779	61,067,048	56,599,016	171,507	51,245	33,310	3,814,503	397,467	1,220,731
	1922	72,279,158	70,440,899	66,879,526	284,167	75,543	33,903	3,009,264	158,496	1,838,259
	1917	52,455,024	50,828,152	48,537,836	229,048	61,661	98,392	1,794,935	106,280	1,626,872
South Atlantic	1927	59,868,763	58,590,538	54,732,684	262,164	73,802	135,028	3,229,504	157,356	1,278,225
	1922	63,294,263	61,932,717	58,862,416	328,192	41,392	89,673	2,488,595	123,049	1,361,546
	1917	42,426,736	41,512,179	39,394,998	274,980	45,720	60,736	1,619,194	116,551	914,557
East South Central	1927	21,281,886	20,860,536	20,541,253	112,803	15,770	17,467	88,828	84,415	421,350
	1922	21,635,997	21,213,647	20,840,223	148,814	15,372	15,670	171,269	22,299	422,350
	1917	15,882,474	15,506,988	15,126,957	44,944	16,020	19,723	273,144	26,200	375,486
West South Central	1927	29,828,527	28,971,357	27,561,565	379,174	51,216	39,041	816,413	123,948	857,170
	1922	31,091,219	30,400,509	29,529,195	452,549	44,621	38,129	292,048	43,967	690,710
	1917	20,166,036	19,073,761	18,663,371	303,085	28,565	18,383	45,465	14,892	1,092,275
Mountain	1927	10,899,177	10,556,192	9,072,481	105,919	2,092	8,568	1,325,784	41,348	342,985
	1922	13,180,084	12,860,881	11,458,918	143,996	3,572	10,411	1,199,179	44,805	319,203
	1917	10,294,660	10,069,891	9,266,922	128,289	16,748	5,031	605,421	47,480	224,769

TABLE 72.—RAILWAY OPERATING REVENUES, BY SOURCE, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	Total	FROM TRANSPORTATION							From other railway operations
			Total	Passenger revenue	Baggage, express, and milk revenue	Parlor, sleeping, dining, and special car revenue	Mail revenue	Freight revenue	Other transportation revenue	
GEOGRAPHIC DIVISIONS—Continued.										
Pacific	1927	$79,141,571	$77,494,349	$66,032,626	$499,021	$40,372	$188,507	$10,200,748	$533,075	$1,647,222
	1922	79,013,188	77,247,826	68,462,918	522,772	55,749	136,192	7,767,096	303,099	1,765,362
	1917	48,079,048	47,146,625	42,292,275	363,075	60,475	66,330	4,207,085	157,385	932,423
NEW ENGLAND:										
Maine	1927	3,602,925	3,521,179	3,059,827	30,063	5,389	12,845	405,734	7,321	81,746
	1922	4,836,396	4,722,865	4,243,524	38,845	15,292	9,737	404,239	11,228	113,531
	1917	3,510,034	3,443,778	3,054,673	31,038	8,243	11,486	315,411	22,927	66,256
New Hampshire	1927	998,636	972,660	923,930	1,888	324	1,821	1,011	43,686	25,976
	1922	1,666,029	1,631,773	1,584,606	2,284	903	2,634	39,418	1,868	34,256
	1917	1,250,769	1,234,509	1,191,309	3,136	1,502	2,821	34,040	1,701	16,260
Vermont	1927	373,402	350,431	257,744	9,106	179	3,366	70,818	9,218	22,971
	1922	602,196	576,461	450,926	19,870	304	3,385	101,206	770	25,735
	1917	596,983	586,088	486,573	15,483	810	2,570	77,335	3,317	10,895
Massachusetts	1927	57,568,623	55,770,498	55,198,183	46,860	122,317	39,024	340,706	23,408	1,798,125
	1922	60,930,190	59,482,928	58,520,685	63,665	61,330	41,869	761,778	33,601	1,447,262
	1917	44,833,877	43,733,448	42,441,894	322,027	108,912	43,029	795,747	21,839	1,100,429
Rhode Island and Connecticut [1]	1927	21,342,041	20,983,631	20,312,311	79,904	53,695	11,430	436,089	90,202	358,410
	1922	24,105,500	23,670,214	22,904,253	75,547	46,073	10,907	567,897	65,537	435,286
	1917	18,207,428	17,897,869	16,769,031	98,568	45,156	7,310	964,559	13,245	309,559
MIDDLE ATLANTIC:										
New York	1927	207,192,751	189,626,768	186,692,174	126,415	23,442	70,888	2,152,093	561,756	17,565,983
	1922	181,635,733	171,424,212	168,450,940	387,167	60,776	59,630	1,981,021	484,678	10,211,521
	1917	137,476,991	130,380,205	128,286,241	490,276	72,558	40,289	1,255,430	235,411	7,096,786
New Jersey	1927	22,554,918	21,794,338	21,742,946	24,058	14,581	5,628	6,174	951	760,580
	1922	31,716,476	30,967,376	30,862,892	20,894	45,615	17,583	17,632	2,960	749,100
	1917	22,204,776	21,669,062	21,560,320	20,935	50,857	13,638	18,473	4,839	535,714

Pennsylvania	1927	103,979,808	101,862,288	100,251,408	462,745	81,366	41,760	887,063	137,946	2,117,520
	1922	102,077,951	100,214,610	98,246,133	578,088	111,254	48,921	1,116,919	113,295	1,863,341
	1917	70,673,008	69,331,069	67,726,316	504,950	89,570	43,052	933,190	33,991	1,341,939
East North Central:										
Ohio	1927	58,554,584	56,913,158	50,309,521	702,695	120,357	72,531	5,529,903	178,151	1,641,426
	1922	62,329,336	59,866,722	55,358,576	855,334	81,037	49,514	3,345,917	176,344	2,462,614
	1917	47,369,242	45,690,694	42,630,739	941,769	79,660	77,915	1,889,161	71,360	1,678,638
Indiana	1927	23,566,136	22,423,940	18,578,998	509,521	26,654	20,997	3,250,443	37,327	1,142,196
	1922	24,790,557	23,594,535	20,286,029	527,688	44,449	9,411	2,712,208	14,750	1,106,022
	1917	17,127,101	16,242,520	14,679,210	454,790	26,564	6,899	1,035,286	39,771	884,581
Illinois	1927	108,679,324	105,223,576	100,277,787	272,071	237,464	23,166	4,245,620	167,468	3,455,748
	1922	100,762,053	97,800,046	93,817,107	263,674	213,483	35,218	3,300,417	170,147	2,962,007
	1917	63,953,123	61,861,297	59,940,838	311,828	138,667	65,477	1,291,251	113,236	2,091,826
Michigan	1927	32,977,654	31,669,988	29,186,195	83,968	31,618	45,156	2,221,311	101,740	1,307,666
	1922	36,508,907	34,023,813	31,473,330	210,764	62,810	31,254	2,188,469	57,186	2,485,094
	1917	25,275,832	24,809,666	23,024,986	309,154	75,943	27,183	1,345,036	27,364	466,166
Wisconsin	1927	14,170,551	13,878,379	13,269,972	390,780	75,650	4,475	102,066	35,436	292,172
	1922	13,112,252	12,947,191	12,430,348	360,976	46,614	4,991	95,855	8,407	165,061
	1917	8,366,664	8,262,761	8,055,131	118,191	30,335	4,414	46,341	8,349	103,903
West North Central:										
Minnesota	1927	14,628,956	14,480,721	14,378,930	24,143	7,064	6,684	59,828	4,072	148,235
	1922	16,100,065	15,968,165	15,849,472	36,954	10,791	7,166	60,029	3,753	131,900
	1917	12,375,143	12,301,032	12,188,534	36,300	8,657	5,412	58,626	3,503	74,111
Iowa	1927	9,066,645	8,637,734	5,967,852	49,256	10,097	13,180	2,495,171	102,178	428,911
	1922	10,709,161	9,953,288	7,849,854	74,680	2,866	14,148	1,925,784	85,956	755,873
	1917	8,430,507	7,575,661	6,137,678	65,025	11,898	16,552	1,269,703	74,805	854,846
Missouri	1927	31,287,687	30,515,815	30,105,689	38,089	32,406	5,744	520,435	113,452	471,872
	1922	35,227,297	34,749,564	34,136,828	68,811	51,682	5,680	474,795	11,768	477,733
	1917	23,584,486	23,332,559	23,001,128	46,703	31,814	45,774	205,392	1,748	251,927
North Dakota and South Dakota [1]	1927	409,248	397,549	382,279	----------	----------	1,200	14,070	----------	11,699
	1922	371,024	362,468	342,233	----------	33	1,200	19,002	----------	8,556
	1917	266,352	262,717	245,449	----------	20	805	10,175	6,268	3,635
Nebraska	1927	3,766,669	3,703,188	3,694,745	604	236	2,387	----------	5,216	63,481
	1922	5,344,214	4,944,625	4,930,151	2,314	1,899	2,626	975	6,660	399,589
	1917	4,213,457	3,830,278	3,784,449	6,789	2,792	26,518	842	8,888	383,179
Kansas	1927	3,128,574	3,032,041	2,069,521	59,415	1,442	4,115	724,999	172,549	96,533
	1922	4,527,397	4,462,789	3,770,988	101,408	8,272	3,083	528,679	50,359	64,608
	1917	3,585,079	3,525,905	3,180,598	74,231	6,480	3,331	250,197	11,068	59,174

[1] Not shown separately in order to avoid disclosing data for individual companies.

TABLE 72.—RAILWAY OPERATING REVENUES, BY SOURCE, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927

DIVISION AND STATE	Census year	Total	FROM TRANSPORTATION							From other railway operations
			Total	Passenger revenue	Baggage, express, and milk revenue	Parlor, sleeping, dining, and special car revenue	Mail revenue	Freight revenue	Other transportation revenue	
SOUTH ATLANTIC:										
Delaware, Maryland, and District of Columbia [1]	1927	$30,623,160	$29,848,874	$29,164,479	$108,782	$36,881	$80,288	$369,608	$88,836	$774,286
	1922	32,579,193	31,630,732	30,994,777	106,938	10,200	54,919	398,767	65,131	948,461
	1917	20,119,262	19,670,002	19,224,738	50,855	24,751	40,681	286,949	42,068	449,260
Virginia	1927	7,479,225	7,371,574	6,978,837	48,842	27,189	26,502	286,653	3,551	107,651
	1922	8,016,948	7,913,113	7,539,894	54,589	18,524	17,424	274,530	8,152	103,835
	1917	6,444,415	6,391,035	6,078,085	46,252	7,747	8,988	238,434	11,529	53,380
West Virginia	1927	6,090,596	6,016,815	5,760,844	39,232	1,639	11,960	168,841	34,299	73,781
	1922	7,057,025	6,965,387	6,569,955	70,013	4,834	11,565	291,521	17,499	91,638
	1917	4,998,377	4,804,258	4,502,113	150,884	4,947	6,223	123,779	16,312	194,119
North Carolina	1927	1,745,874	1,727,184	1,707,687	1,909	1,273	438	14,367	1,510	18,690
	1922	2,102,112	2,084,666	2,068,231	1,564	948	694	13,227	2	17,446
	1917	1,348,010	1,339,955	1,323,415	1,267	1,768	1,198	10,109	2,198	8,055
South Carolina	1927	3,304,767	3,165,384	751,415	40,525	486	2,666	2,354,177	16,115	139,383
	1922	3,368,658	3,283,706	1,754,875	51,378	549	3,437	1,460,886	12,581	84,952
	1917	2,772,841	2,678,474	1,749,600	7,544	257	913	898,247	21,913	94,367
Georgia	1927	7,156,656	7,051,832	6,990,614	22,874	3,537	12,290	18,200	4,317	104,824
	1922	7,703,960	7,613,113	7,521,232	43,618	4,698	125	23,806	19,634	90,847
	1917	5,060,481	4,969,441	4,893,188	18,021	4,194	2,055	37,470	14,513	91,040
Florida	1927	3,468,485	3,408,875	3,378,808	----------	2,797	884	17,658	8,728	59,610
	1922	2,466,367	2,442,000	2,413,452	92	1,639	909	25,858	50	24,367
	1917	1,683,350	1,659,014	1,623,869	157	2,056	678	24,236	8,018	24,336
EAST SOUTH CENTRAL:										
Kentucky	1927	8,119,901	7,888,428	7,764,310	94,959	5,704	2,676	20,779	----------	231,473
	1922	8,027,986	7,805,207	7,642,641	128,691	2,846	782	30,147	100	222,779
	1917	6,319,418	6,051,868	5,894,776	27,608	3,314	3,876	121,832	462	267,550
Tennessee	1927	7,527,410	7,391,795	7,252,387	16,604	3,602	10,363	43,525	65,314	135,615
	1922	8,011,437	7,851,739	7,735,256	17,756	5,396	8,762	81,010	3,559	159,698
	1917	5,386,465	5,318,234	5,216,869	14,770	6,850	10,963	53,120	15,662	68,231
Alabama	1927	5,364,969	5,312,453	5,269,662	1,240	6,464	4,268	23,240	7,579	52,516
	1922	4,904,276	4,870,135	4,811,866	2,058	6,449	5,922	31,172	12,668	34,141
	1917	3,559,064	3,524,112	3,425,215	2,566	4,986	4,599	82,382	4,364	34,952

Mississippi	1927	269,606	267,860	254,894	----------	----------	160	1,284	11,522	1,746
	1922	692,298	686,566	650,460	309	681	204	28,940	5,972	5,732
	1917	617,527	612,774	590,097	----------	870	285	15,810	5,712	4,753
WEST SOUTH CENTRAL:										
Arkansas	1927	1,565,545	1,549,616	1,530,394	----------	421	----------	----------	18,801	15,929
	1922	1,793,277	1,783,295	1,781,604	----------	169	240	545	737	9,982
	1917	1,298,744	1,287,396	1,279,156	182	1,367	240	5,602	849	11,348
Louisiana	1927	8,684,908	8,637,264	8,553,727	3,871	5,651	212	1,279	72,524	47,644
	1922	9,448,195	9,406,325	9,388,027	7,057	3,803	1,323	----------	6,115	41,870
	1917	5,882,095	5,350,373	5,334,422	5,217	4,705	649	1,928	3,452	531,722
Oklahoma	1927	3,643,679	3,321,214	2,442,426	47,453	1,621	2,172	801,525	26,017	322,465
	1922	3,811,661	3,579,820	3,126,617	121,193	2,496	1,411	291,503	36,600	231,841
	1917	2,090,337	2,009,871	1,900,213	60,047	1,795	1,124	37,613	9,079	80,466
Texas	1927	15,934,395	15,463,263	15,035,018	327,850	43,523	36,657	13,609	6,606	471,132
	1922	16,038,086	15,631,069	15,232,947	324,299	38,153	35,155	----------	515	407,017
	1917	10,894,860	10,426,121	10,149,580	237,639	20,698	16,370	322	1,512	468,739
MOUNTAIN:										
Montana	1927	886,307	862,837	859,061	1,221	----------	----------	2,005	550	23,470
	1922	969,213	964,946	950,481	1,444	558	----------	3,895	8,568	4,267
	1917	1,178,755	1,172,893	1,150,401	1,988	315	----------	543	19,646	5,862
Colorado	1927	5,266,833	5,058,080	4,898,270	5,347	895	1,473	119,041	33,054	208,753
	1922	6,704,377	6,500,397	6,222,227	11,984	1,860	4,677	228,151	31,498	203,980
	1917	4,728,732	4,576,480	4,408,755	9,390	12,736	2,120	121,607	21,872	152,252
Idaho, Nevada, Utah, and Wyoming [1]	1927	[2] 4,410,531	4,306,156	2,987,440	99,351	1,005	6,920	1,204,738	6,702	104,375
	1922	5,119,900	5,010,685	3,903,774	129,725	1,090	5,515	966,922	3,659	109,215
	1917	3,940,955	3,876,562	3,268,425	114,489	3,520	2,711	482,386	5,031	64,393
New Mexico and Arizona [1]	1927	335,506	329,119	327,710	----------	192	175	----------	1,042	6,387
	1922	386,594	384,853	382,436	843	64	219	211	1,080	1,741
	1917	446,218	443,956	439,341	2,422	177	200	885	931	2,262
PACIFIC:										
Washington	1927	11,909,814	11,631,455	10,586,947	115,863	9,367	62,571	744,444	112,263	278,359
	1922	13,852,442	13,257,275	12,272,525	92,825	16,997	44,539	783,292	47,097	595,167
	1917	9,109,642	8,896,786	8,133,744	73,065	24,216	15,584	630,350	19,827	212,856
Oregon	1927	6,457,238	6,339,658	5,147,303	30,482	4,060	17,951	1,108,949	30,913	117,580
	1922	7,400,750	7,259,087	6,285,107	65,112	6,018	17,552	842,338	42,969	141,663
	1917	4,999,601	4,904,581	4,231,628	47,464	14,464	10,250	561,964	38,811	95,020
California	1927	60,774,519	59,523,236	50,298,376	352,676	26,945	107,985	8,347,355	389,899	1,251,283
	1922	57,759,996	56,731,464	49,905,286	364,835	32,734	74,101	6,141,466	213,042	1,028,532
	1917	33,969,805	33,345,258	29,926,903	242,546	21,795	40,496	3,014,771	98,747	624,547
Hawaii, Philippine Islands, and Porto Rico [1]	1927	2,645,164	2,600,307	2,581,758	----------	2,984	788	14,777	----------	44,857
	1922	1,389,853	1,369,758	1,337,381	161	40	1,228	30,948	----------	20,095
	1917	1,059,986	1,058,069	1,032,015	233	1,559	896	23,366	----------	1,917

[1] Not shown separately in order to avoid disclosing data for individual companies.

[2] No electric railways operated in Wyoming in 1927.

TABLE 73.—REVENUE FROM RAILWAY OPERATIONS OTHER THAN TRANSPORTATION AND FROM AUXILIARY OPERATIONS, BY GEOGRAPHIC DIVISIONS AND STATES, AND FOR HAWAII, PHILIPPINE ISLANDS, AND PORTO RICO: 1927

DIVISION AND STATE	RAILWAY REVENUES OTHER THAN TRANSPORTATION				Auxiliary revenues [1]
	Total	Rent of tracks, equipment, and other railway properties and facilities	Power revenue	Other operating revenues, except from transportation	
UNITED STATES	$36,338,202	$11,651,785	$13,116,534	$11,569,883	$8,904,831
GEOGRAPHIC DIVISIONS:					
New England	2,287,228	554,161	595,832	1,137,235	1,334,108
Middle Atlantic	20,444,083	4,025,718	10,455,699	5,962,666	720,182
East North Central	7,839,208	4,608,326	780,303	2,450,579	5,210,122
West North Central	1,220,731	430,290	273,681	516,760	460,808
South Atlantic	1,278,225	447,988	440,810	389,427	903,600
East South Central	421,350	166,059	127,169	128,122	72,794
West South Central	857,170	307,983	350,501	198,686	163,130
Mountain	342,985	180,991	55,438	106,556	31,087
Pacific	1,647,222	930,269	37,101	679,852	----------
NEW ENGLAND:					
Maine	81,746	60,116	4,454	17,176	16,546
New Hampshire	25,976	10,682	6,277	9,017	----------
Vermont	22,971	4,208	----------	18,763	----------
Massachusetts	1,798,125	446,366	408,531	943,228	12,970
Rhode Island and Connecticut [2]	358,410	32,780	176,570	149,051	1,304,583
MIDDLE ATLANTIC:					
New York	17,565,983	3,218,256	9,799,564	4,548,163	248,257
New Jersey	700,580	442,983	7,068	310,529	----------
Pennsylvania	2,117,520	364,479	649,067	1,103,974	471,925
EAST NORTH CENTRAL:					
Ohio	1,641,426	733,478	354,550	553,398	954,057
Indiana	1,142,196	504,306	232,666	405,224	188,701
Illinois	3,455,748	2,330,563	144,796	980,389	512,229
Michigan	1,307,666	922,369	8,804	376,493	3,564,135
Wisconsin	292,172	117,610	39,487	135,075	----------
WEST NORTH CENTRAL:					
Minnesota	148,235	12,276	24,367	111,592	----------
Iowa	428,911	271,410	116,169	41,332	424,722
Missouri	471,872	102,470	100,280	269,122	----------
North Dakota and South Dakota [2]	11,699	3,101	----------	8,598	----------
Nebraska	63,481	13,127	20,410	29,944	36,086
Kansas	96,533	27,906	12,455	56,172	----------
SOUTH ATLANTIC:					
Delaware, Maryland, and Dist. of Columbia [2]	774,286	155,709	426,788	191,789	297,819
Virginia	107,651	55,607	4,487	47,557	26,442
West Virginia	73,781	25,443	697	47,641	114,867
North Carolina	18,690	11,530	----------	7,160	----------
South Carolina	139,383	116,379	990	22,014	----------
Georgia	104,824	68,552	----------	36,272	----------
Florida	59,610	14,768	7,848	36,994	464,472
EAST SOUTH CENTRAL:					
Kentucky	231,473	83,971	84,234	63,268	72,794
Tennessee	135,615	55,413	38,698	41,504	----------
Alabama	52,516	26,675	4,195	21,646	----------
Mississippi	1,746	----------	42	1,704	----------
WEST SOUTH CENTRAL:					
Arkansas	15,929	12,088	----------	3,841	----------
Louisiana	47,644	8,561	----------	39,083	23,032
Oklahoma	322,465	32,138	258,413	31,914	----------
Texas	471,132	255,196	92,088	123,848	140,098
MOUNTAIN: [3]					
Montana and Idaho [2]	30,898	766	----------	30,132	27,924
Colorado	208,753	115,236	55,438	38,079	3,163
New Mexico and Arizona [2]	6,387	----------	----------	6,387	----------
Utah and Nevada [2]	96,947	64,989	----------	31,958	----------
PACIFIC:					
Washington	278,359	180,686	29,232	68,441	----------
Oregon	117,580	69,212	----------	48,368	----------
California	1,251,283	680,371	7,869	563,043	----------
Hawaii, Philippine Islands, and Porto Rico [2]	44,857	4,335	----------	40,522	3,084,795

[1] Income from auxiliary operations in 1927 comprised bus revenue, $6,543,737, and light and power revenue, $2,361,094.
[2] Not shown separately in order to avoid disclosing data for individual companies.
No electric railways operated in Wyoming in 1927.

TABLE 74.—OPERATING EXPENSES, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927

DIVISION AND STATE	Census year	Number of operating companies	Total operating expenses	RAILWAY OPERATING EXPENSES						Auxiliary operations—expenses
				Way and structures	Equipment	Power	Conducting transportation	Traffic	General and miscellaneous [1]	
UNITED STATES	1927	682	$694,460,422	$96,285,375	$92,864,750	$98,602,234	$294,321,976	$4,029,071	$100,535,009	$7,822,007
	1922	858	727,795,168	102,003,281	87,236,577	107,245,578	286,689,634	2,732,173	92,655,864	19,232,061
	1917	943	452,594,654	55,470,419	48,981,554	76,958,461	174,972,645	2,301,817	62,565,942	31,343,816
GEOGRAPHIC DIVISIONS:										
New England	1927	59	66,629,707	10,282,315	10,898,843	9,070,177	26,921,799	116,874	8,162,380	1,177,319
	1922	78	70,732,073	11,758,903	9,889,571	12,388,946	27,591,791	109,694	7,808,058	1,185,110
	1917	86	53,003,099	6,952,655	6,209,953	10,293,394	21,237,625	157,804	7,254,195	897,473
Middle Atlantic	1927	184	234,985,658	33,408,730	33,868,522	39,172,142	92,396,501	692,936	34,970,881	475,346
	1922	234	232,596,368	36,389,924	31,090,105	38,148,720	92,541,445	459,872	29,377,903	4,588,399
	1917	241	140,318,521	19,332,355	16,761,299	24,956,513	56,637,888	426,982	20,288,959	1,914,525
East North Central	1927	164	187,714,533	22,852,927	21,720,479	23,688,214	87,007,835	1,601,753	26,179,999	4,663,326
	1922	206	185,110,162	22,617,385	19,395,248	26,601,131	78,964,583	882,189	24,211,093	12,438,533
	1917	223	115,734,439	12,812,168	11,885,003	20,336,330	45,018,600	627,297	14,784,243	10,270,798
West North Central	1927	69	48,950,179	6,705,696	5,961,366	6,782,966	21,296,652	346,352	7,557,546	299,601
	1922	76	59,577,685	7,420,379	6,950,764	8,524,867	22,766,323	225,259	8,632,876	5,057,217
	1917	83	38,292,909	5,180,196	4,236,902	6,193,890	13,378,645	229,639	5,476,293	3,597,944
South Atlantic	1927	62	44,780,763	6,429,195	5,597,356	5,747,895	18,955,283	244,260	6,874,990	931,784
	1922	78	60,163,004	6,956,417	5,540,609	6,433,399	19,664,221	231,348	7,153,450	14,183,560
	1917	94	32,148,429	3,106,366	2,728,296	4,190,041	10,804,297	174,991	4,334,447	6,809,991
East South Central	1927	26	15,560,867	2,136,404	1,737,981	2,110,080	6,800,012	78,872	2,538,687	158,771
	1922	41	18,115,860	2,323,040	1,814,974	2,327,678	6,600,817	60,957	2,735,470	2,252,924
	1917	49	12,537,999	1,243,738	979,212	1,663,981	4,303,956	64,279	1,982,841	2,299,992
West South Central	1927	44	20,575,545	2,421,243	2,401,131	2,785,114	8,772,897	248,859	3,856,796	89,505
	1922	53	28,374,590	3,034,410	2,904,426	3,240,821	9,068,308	148,290	3,693,505	6,284,839
	1917	68	13,927,537	1,235,600	1,146,556	2,594,739	5,067,762	114,706	2,355,527	1,412,647
Mountain	1927	28	8,339,856	1,426,937	1,239,505	1,295,565	3,064,097	109,067	1,178,330	26,355
	1922	35	10,444,865	1,733,384	1,233,224	1,397,104	3,652,056	80,974	1,384,236	963,887
	1917	39	7,489,797	1,021,246	827,208	1,141,660	2,690,826	132,379	1,006,026	670,452

[1] Credits for "Transportation for investment," 1927 ($297,216), 1922 ($284,214), and 1917 ($172,323), charged to this account.

TABLE 74.—OPERATING EXPENSES, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	Number of operating companies	Total operating expenses	RAILWAY OPERATING EXPENSES						Auxiliary operations—expenses
				Way and structures	Equipment	Power	Conducting transportation	Traffic	General and miscellaneous [1]	
GEOGRAPHIC DIVISIONS—Continued.										
Pacific	1927	46	$66,923,974	$10,621,928	$9,439,567	$7,950,081	$29,106,900	$590,098	$9,215,400	----------
	1922	57	62,680,552	9,769,439	8,417,656	8,182,912	25,840,090	533,590	7,659,273	$2,277,512
	1917	60	39,141,924	4,586,095	4,207,125	5,587,913	15,833,046	374,340	5,083,411	3,469,994
NEW ENGLAND:										
Maine	1927	13	2,985,719	697,805	449,688	339,835	1,059,153	10,948	415,645	12,645
	1922	15	4,501,667	888,911	561,526	433,981	1,348,074	14,298	477,977	776,900
	1917	16	3,120,221	415,326	331,632	395,081	1,026,889	31,682	418,136	501,475
New Hampshire	1927	8	893,984	159,043	149,736	172,658	299,417	1,678	111,452	----------
	1922	14	1,431,219	224,657	225,857	287,198	516,180	13,813	163,514	----------
	1917	13	999,087	150,452	115,488	278,569	328,322	12,562	113,694	----------
Vermont	1927	5	329,446	52,199	38,669	78,889	112,724	1,239	45,726	----------
	1922	8	715,062	91,812	93,723	77,615	164,250	6,007	91,759	189,896
	1917	9	599,446	89,144	62,897	89,760	155,661	2,222	89,979	109,783
Massachusetts	1927	27	43,952,702	6,414,836	7,561,764	5,794,662	18,491,677	89,992	5,588,810	10,961
	1922	31	44,419,185	7,601,473	6,603,787	7,401,165	17,729,405	46,777	5,036,578	----------
	1917	39	34,097,107	4,078,155	4,275,586	6,115,766	14,419,677	95,777	4,865,122	247,024
Rhode Island and Connecticut [2]	1927	6	18,467,856	2,958,432	2,698,986	2,684,133	6,958,828	13,017	2,000,747	1,153,713
	1922	10	19,664,940	2,952,050	2,404,678	4,188,987	7,833,882	28,799	2,038,230	218,314
	1917	9	14,187,238	2,219,578	1,424,350	3,414,218	5,307,076	15,561	1,767,264	39,191
MIDDLE ATLANTIC:										
New York	1927	80	144,203,415	20,915,350	22,104,233	26,453,652	54,171,238	223,718	20,192,580	142,644
	1922	98	134,395,486	19,091,402	18,573,011	22,178,852	53,863,459	149,928	17,569,065	2,969,769
	1917	100	83,360,232	11,461,342	10,385,231	13,339,052	33,820,881	227,826	12,783,330	1,342,570
New Jersey	1927	14	15,793,777	2,120,775	2,352,578	2,158,264	5,907,530	19,972	3,234,658	----------
	1922	19	22,707,364	4,004,754	2,673,861	4,009,500	8,909,731	24,198	2,901,497	183,823
	1917	22	13,436,048	1,838,084	1,629,152	2,555,937	5,514,491	15,149	1,835,052	48,183
Pennsylvania	1927	90	74,987,866	10,372,605	9,411,711	10,560,226	32,317,733	449,246	11,543,643	332,702
	1922	117	75,493,518	13,293,768	9,843,233	11,960,368	29,768,255	285,746	8,907,341	1,434,807
	1917	119	43,522,241	6,032,929	4,746,916	9,061,524	17,302,516	184,007	5,670,577	523,772

East North Central:										
Ohio	1927	55	48,728,746	7,200,219	5,898,908	6,145,069	20,266,473	306,890	8,181,582	729,605
	1922	71	52,553,390	7,123,433	5,128,977	8,731,196	18,919,314	169,068	7,181,415	5,299,987
	1917	74	40,163,453	4,379,554	3,889,304	7,075,384	12,784,085	128,571	5,024,764	6,881,791
Indiana	1927	21	20,083,501	3,492,901	2,449,429	3,407,826	6,995,014	314,872	3,175,421	248,038
	1922	27	20,089,677	3,082,418	2,078,917	3,836,757	6,159,291	105,932	2,610,849	2,215,513
	1917	32	12,717,072	1,881,219	1,200,058	2,594,979	3,793,708	76,564	1,883,296	1,287,248
Illinois	1927	52	77,603,517	7,585,666	8,503,768	9,112,041	41,078,307	713,747	10,258,479	351,509
	1922	70	75,288,456	7,885,260	7,900,405	9,011,255	37,302,412	425,202	9,033,643	3,730,279
	1917	75	38,748,349	3,315,946	4,024,967	6,797,276	18,169,716	244,646	4,769,506	1,426,292
Michigan	1927	20	29,794,673	3,121,510	3,009,942	3,647,486	13,210,895	130,762	3,339,904	3,334,174
	1922	20	26,109,057	3,146,654	2,893,272	3,629,021	11,959,316	130,678	4,003,999	346,117
	1917	21	18,331,269	2,612,926	2,198,687	2,914,774	7,808,774	162,391	2,349,879	283,838
Wisconsin	1927	16	11,504,096	1,452,631	1,858,432	1,375,792	5,457,146	135,482	1,224,613	----------
	1922	18	11,069,582	1,379,620	1,393,677	1,392,902	4,624,250	51,309	1,381,187	846,637
	1917	21	5,774,296	622,523	571,987	953,917	2,462,317	15,125	756,798	391,629
West North Central:										
Minnesota	1927	10	10,689,288	1,453,839	1,270,988	1,063,650	5,248,550	52,102	1,600,159	----------
	1922	10	11,542,739	1,575,925	1,469,165	1,481,717	5,363,599	35,555	1,616,778	----------
	1917	10	7,905,772	1,239,746	934,402	1,098,601	3,564,269	61,337	1,007,417	----------
Iowa	1927	19	7,768,058	1,072,524	1,057,094	1,292,467	2,740,506	103,453	1,272,301	229,713
	1922	22	11,476,924	1,092,839	1,167,169	1,611,683	2,925,180	72,896	1,413,679	3,193,478
	1917	22	7,208,711	655,929	691,648	955,675	2,183,987	85,408	981,821	1,654,243
Missouri	1927	15	24,393,148	3,167,346	2,892,914	3,438,746	10,962,351	134,883	3,796,908	----------
	1922	19	28,388,872	3,635,529	3,454,315	4,083,159	11,500,518	66,978	4,469,553	1,178,828
	1917	20	17,369,551	2,615,246	2,037,571	2,986,060	5,765,403	44,779	2,586,332	1,334,160
North Dakota and South Dakota [2]	1927	5	397,350	40,472	77,612	71,193	148,583	465	59,025	----------
	1922	5	313,455	32,187	40,769	49,518	126,946	388	63,647	----------
	1917	6	204,919	21,212	20,828	47,893	80,981	579	33,426	----------
Nebraska	1927	4	2,825,798	328,595	305,803	463,994	1,264,381	22,177	370,960	69,888
	1922	5	4,272,034	524,100	418,530	643,811	1,691,241	18,481	508,216	467,655
	1917	6	2,913,696	326,869	272,091	587,649	1,040,641	14,374	456,334	215,738
Kansas	1927	16	2,876,537	642,920	356,955	452,916	932,281	33,272	458,193	----------
	1922	15	3,583,661	559,799	400,816	654,979	1,158,839	30,961	561,003	217,264
	1917	19	2,690,260	321,194	280,362	518,012	743,364	22,562	410,963	393,803
South Atlantic:										
Delaware, Maryland, and District of Columbia.[2]	1927	7	21,762,184	2,959,494	2,898,726	2,672,200	10,070,932	83,091	2,915,270	162,471
	1922	15	23,813,980	3,483,999	2,733,525	3,046,894	9,983,562	55,002	3,020,768	1,490,230
	1917	19	12,496,579	1,438,502	1,421,119	1,880,068	5,198,789	55,931	1,741,434	760,736
Virginia	1927	17	5,489,602	823,610	607,189	579,853	2,401,049	21,908	986,067	69,926
	1922	14	10,659,828	1,175,411	975,870	883,324	2,621,559	49,969	1,086,311	3,867,384
	1917	16	5,415,049	474,735	444,031	588,444	1,702,737	31,676	717,621	1,455,805

[1] Credits for "Transportation for investment," 1927 ($297,216), 1922 ($284,214), and 1917 ($172,323), charged to this account.
[2] Not shown separately in order to avoid disclosing data for individual companies; Philippine Islands not included for 1922 or 1917.

TABLE 74.—OPERATING EXPENSES, BY GEOGRAPHIC DIVISIONS AND STATES, 1927, 1922, AND 1917; FOR HAWAII AND PORTO RICO, 1927, 1922, AND 1917; AND FOR PHILIPPINE ISLANDS, 1927—Continued

DIVISION AND STATE	Census year	Number of operating companies	Total operating expenses	RAILWAY OPERATING EXPENSES						Auxiliary operations—expense
				Way and structures	Equipment	Power	Conducting transportation	Traffic	General and miscellaneous [1]	
SOUTH ATLANTIC—Continued.										
West Virginia	1927	10	$4,961,913	$1,018,674	$590,818	$740,080	$1,784,759	$33,660	$730,746	$63,176
	1922	16	5,876,333	924,593	545,934	833,619	1,964,684	33,393	774,471	799,639
	1917	19	3,360,297	490,284	267,423	616,618	1,062,396	5,813	504,088	413,675
North Carolina	1927	8	1,410,247	194,196	196,250	165,308	581,626	2,378	270,489	----------
	1922	9	2,305,477	192,654	202,628	194,677	691,145	22,327	239,632	762,414
	1917	12	1,714,998	90,578	72,117	178,670	421,205	24,629	194,202	733,597
South Carolina	1927	6	2,139,936	307,055	251,797	279,300	604,485	78,551	618,748	----------
	1922	6	3,012,116	451,219	376,119	372,930	911,311	47,702	562,675	290,160
	1917	7	2,286,500	221,256	178,174	273,734	601,490	36,410	418,530	556,906
Georgia	1927	7	5,283,019	642,356	516,086	887,146	2,380,112	5,246	852,073	----------
	1922	11	12,112,627	554,199	515,598	858,846	2,677,178	10,469	1,161,417	6,334,920
	1917	13	5,487,899	301,447	232,651	503,521	1,332,894	12,948	532,019	2,572,419
Florida	1927	7	3,733,862	483,810	536,490	424,008	1,132,320	19,426	501,597	636,211
	1922	7	2,382,643	174,342	190,935	243,109	814,782	12,486	308,176	638,813
	1917	8	1,387,107	89,564	112,781	148,986	484,786	7,584	226,553	316,853
EAST SOUTH CENTRAL:										
Kentucky	1927	7	6,068,836	868,023	602,560	865,091	2,570,885	13,325	990,181	158,771
	1922	9	5,840,500	976,370	550,839	938,653	2,374,412	18,185	982,041	----------
	1917	11	3,789,486	534,674	350,836	649,284	1,556,569	12,975	685,148	----------
Tennessee	1927	13	5,045,538	550,176	552,007	686,237	2,261,994	27,701	967,423	----------
	1922	13	6,223,203	669,033	637,103	742,010	2,252,439	28,556	1,047,756	846,306
	1917	14	4,594,774	386,709	318,186	531,592	1,570,586	32,736	855,134	899,831
Alabama	1927	3	4,100,243	643,164	525,004	514,171	1,860,443	36,817	520,644	----------
	1922	12	5,097,611	545,468	522,270	507,331	1,739,713	12,720	566,153	1,203,956
	1917	13	3,263,733	255,301	241,241	381,172	999,131	17,087	365,482	1,004,319
Mississippi	1927	3	346,190	75,041	58,410	44,581	106,690	1,029	60,439	----------
	1922	7	954,546	132,169	104,762	139,684	234,253	1,496	139,520	202,662
	1917	11	890,006	67,054	68,949	101,933	177,670	1,481	77,077	395,842

WEST SOUTH CENTRAL:										
Arkansas	1927	7	1,139,787	120,026	129,608	147,643	506,062	17,108	219,340	----------
	1922	9	2,018,404	157,220	168,358	180,630	603,139	12,354	214,616	682,087
	1917	10	1,079,569	67,903	106,318	121,767	326,245	14,432	141,108	301,796
Louisiana	1927	7	5,506,759	541,339	511,984	676,534	2,834,588	37,166	891,248	13,900
	1922	9	10,941,914	1,104,691	1,172,286	885,946	2,758,519	26,259	880,679	4,113,534
	1917	11	3,855,597	385,534	363,692	1,031,716	1,502,837	20,556	424,402	126,870
Oklahoma	1927	10	3,022,143	517,156	499,227	403,281	923,467	40,793	578,219	----------
	1922	11	2,683,088	309,024	303,790	438,589	1,093,210	28,266	510,209	----------
	1917	15	1,321,675	136,272	146,380	240,728	484,853	11,802	246,348	55,292
Texas	1927	20	10,906,856	1,242,722	1,260,312	1,497,656	4,508,780	153,792	2,167,989	75,605
	1922	24	12,731,193	1,463,475	1,259,992	1,735,656	4,613,440	81,411	2,088,001	1,489,218
	1917	32	7,670,696	645,891	530,166	1,200,528	2,753,837	67,916	1,543,669	928,689
MOUNTAIN:										
Montana	1927	5	925,453	182,750	133,547	154,283	323,181	2,054	107,211	22,427
	1922	5	1,067,609	179,906	123,619	132,260	341,337	4,607	114,796	171,984
	1917	6	1,111,411	163,393	99,346	163,210	359,180	59,470	116,529	150,283
Colorado	1927	10	3,706,838	668,359	549,003	461,453	1,567,760	10,143	446,192	3,928
	1922	13	5,503,529	991,394	619,775	552,015	1,891,166	22,562	634,714	791,903
	1917	15	3,404,817	377,295	373,286	446,503	1,280,584	39,527	457,658	429,964
Idaho, Nevada, Utah, and Wyoming [2]	1927	8	[3] 3,372,581	537,985	494,752	612,585	1,032,832	96,431	597,996	----------
	1922	12	3,469,146	504,116	425,631	628,444	1,279,388	53,467	578,100	----------
	1917	12	2,517,027	422,810	290,698	465,905	920,268	31,890	385,456	----------
New Mexico and Arizona [1]	1927	5	334,984	37,843	62,203	67,244	140,324	439	26,931	----------
	1922	5	404,581	58,868	64,199	84,385	140,165	338	56,626	----------
	1917	6	456,542	57,748	63,878	66,042	130,794	1,492	46,383	90,205
PACIFIC:										
Washington	1927	18	10,543,976	1,844,012	1,699,660	1,428,528	4,126,683	42,563	1,402,530	----------
	1922	19	11,690,410	1,920,976	1,628,630	1,542,150	4,234,216	57,719	1,520,113	786,606
	1917	20	9,318,781	1,045,503	883,206	730,063	2,782,396	67,580	1,115,538	2,694,495
Oregon	1927	4	5,498,132	850,763	738,428	350,355	2,747,150	68,510	742,926	----------
	1922	9	7,553,243	1,143,752	750,237	431,530	2,894,230	60,856	781,652	1,490,986
	1917	8	4,240,891	490,673	469,524	260,628	1,735,012	40,708	485,178	759,168
California	1927	24	50,881,866	7,927,153	7,001,479	6,171,198	22,233,067	479,025	7,069,944	----------
	1922	29	43,436,899	6,704,711	6,038,789	6,209,232	18,711,644	415,015	5,357,508	----------
	1917	32	25,582,252	3,049,919	2,854,395	4,597,222	11,315,638	266,052	3,482,695	16,331
Hawaii, Philippine Islands, and Porto Rico [2]	1927	4	3,411,462	375,250	330,009	405,506	670,050	8,819	309,822	1,312,006
	1922	4	1,133,721	151,261	136,734	132,606	443,630	4,391	146,139	118,960
	1917	4	684,054	70,463	64,803	77,345	277,436	9,768	129,275	54,964

[1] Credits for "Transportation for investment," 1927 ($297,216), 1922 ($284,214), and 1917 ($172,323), charged to this account.
[2] Not shown separately in order to avoid disclosing data for individual companies; Philippine Islands not included for 1922 or 1917.
[3] No electric railways operated in Wyoming in 1927.